

# Autosport

**PLUS!**  
TV GUIDE  
PORTUGAL

Haymarket publication

April 18, 1985 80p

## Mugello: Porsche win through



**Mario wins at Long Beach**  
**Donington F3 to Wallace**  
**McRae favoured in Ireland**

**Autosport**  
GRAND PRIX GUIDE 85

**LIGIER & MINARDI**

**WEEK**  
**5**

FRONT COVER

This week's main picture shows the works Lancia of Riccardo Patrese/Sandro Nannini leading one of the works Porsches in the opening confrontation of the World Endurance season at Mugello. Report: page 18. Photo: Malcolm Bryan. Below: Jimmy McRae jumps his way to a controversial victory on the Circuit of Ireland. Report: page 32. Photo: Colin Taylor Productions.

NEXT WEEK

Full report from the Portuguese round of the Formula 1 World Championship at Estoril — Formula 3000 from Estoril — ETC regulars go to Vallelunga — British F3 boys head out to Zolder — Sardinia's Euro rally counter — Third round of the Shell Oils/AUTOSPORT National Rally Championship, the Granite City Rally — Plus another in our full colour Grand Prix Team Guide.\*

\*These items correct at time of going to press.

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# Autosport

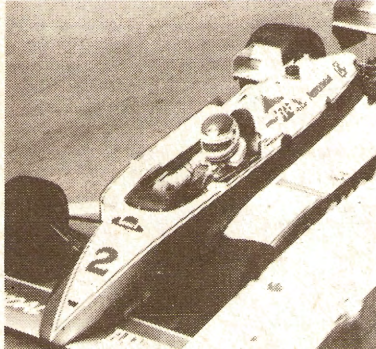
## PIT & PADDOCK 4

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## LONG BEACH INDYCAR GP 12



Mario Andretti, the defending Indycar  
Champion, won the opening round of  
the CART World series, while another  
ex-World Champion, Emerson  
Fittipaldi, finished second. Gordon  
Kirby was at the Californian street  
circuit.

## MUGELLO WEC 16

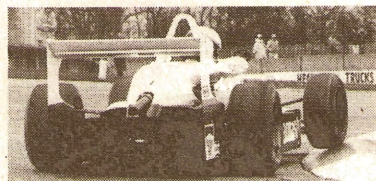


Quentin Spurring braved the  
unusually cold spring climes of Italy to  
watch the opening round of the World  
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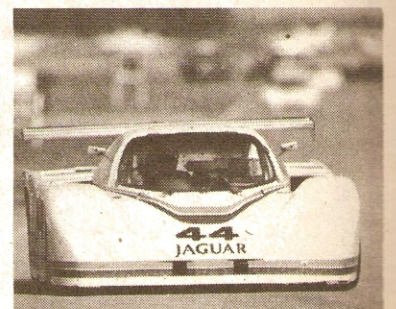
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Holiday action from Loton, Prescott and  
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Plus off-track round-up.

## AUTOSPORT GRAND PRIX TV GUIDE

All the facts at your fingertips for the  
second round of the Formula 1 World  
Championship in our full-colour TV  
guide.

## AUTOSPORT GRAND PRIX TEAM GUIDE

Another in our collectable full colour  
series looking at each of the Grand Prix  
teams, this week dealing with Ligier  
and Minardi.

# Johansson replaces Arnoux at Ferrari!

## Maranello statement confirms driver change for Estoril

Stefan Johansson will partner Michele Alboreto in the Ferrari team in the Portuguese Grand Prix, and will indeed replace René Arnoux for the remainder of the 1985 season!

Over the last few days rumours of a bombshell announcement from Maranello circulated in Italy, and on Tuesday afternoon Enzo Ferrari released his statement.

"Enzo Ferrari received in Maranello today the driver René Arnoux, who explained to him problems with his physical condition. These have forced him to ask to be withdrawn from his current contract. Mr Ferrari has understood the position of his driver, and is very grateful to him for his valuable contribution over the last two seasons, for his professionalism and his loyalty.

"Driver Stefan Johansson, starting this weekend at Estoril, will now be driving the second Ferrari 156/85."

Despite the wording of the release, some sources in Italy have a rather different interpretation of this dramatic

turn of events. It is no secret that Arnoux, off form for most of 1984, has been out of favour for a long time. During the winter

Johansson — the big break.



we heard that Ferrari was showing a lot of interest in Johansson. At the same time Arnoux underwent operations to both legs for a muscular problem.

However, René seemed fine in Rio, where he finished fourth. It is since then that the strong rumours about his future have been in circulation.

Last Saturday Alboreto tested all day at Fiorano, putting in no fewer than 143 laps. Arnoux was said to be "resting in the mountains." Was it not strange, we wondered, that with so much work to be got through, both drivers were not testing? And then we heard of a major row last week between the Commendatore and his driver, after which Arnoux reportedly stormed off without leaving notice of his whereabouts...

Johansson, then, will be in Ferrari number 28 in Estoril on Friday morning. When the story broke, we were unable to contact him — he had left already for Italy! Both Stefan and Johnny Dumfries were due to put in a full days testing at Fiorano on Wednesday (yesterday).

# Bellof is reinstated at Tyrrell in time for Estoril

Stefan Bellof will be back in the Tyrrell at Estoril this weekend, following his one-race suspension in Brazil. Neither Ken Tyrrell nor Bellof — nor, more importantly — his manager Willy Maurer has been forthcoming about the differences of opinion which led to Ken's decision, but we understand they have been resolved.

# Compressed Grand Prix calendar?

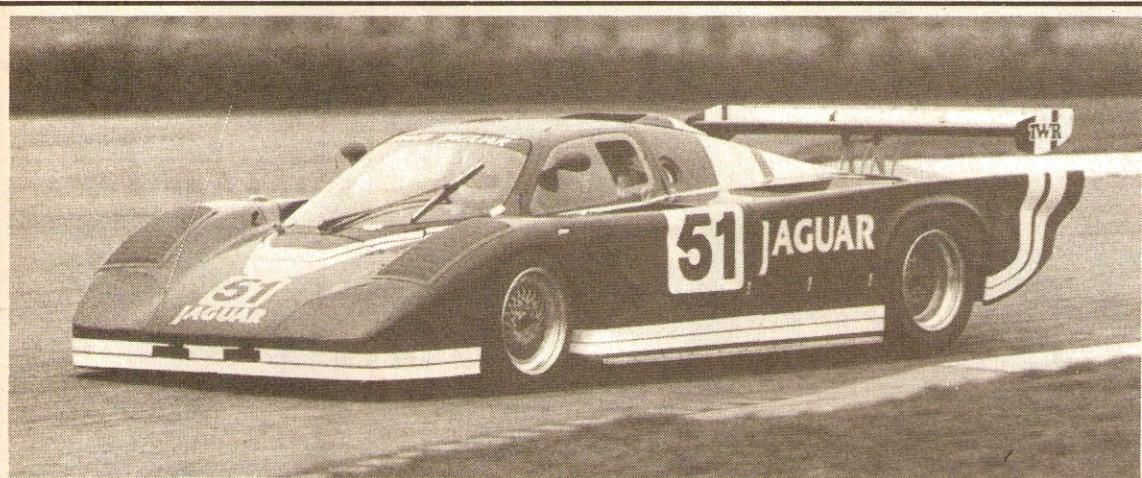
For some weeks we have heard of a strong lobby among the F1 constructors to close up the last few races of this season. And now we learn that FISA is seriously considering date changes in the autumn.

The Rome Grand Prix, we know, is definitely off, but there is increasing optimism that the first New York Grand Prix will take place. If that be the case, of course, Brands Hatch will not get its European Grand Prix.

New York has been given the date of September 22, two weeks after Monza. With Rome now off, however, there would follow a gap of six weeks before November 3, the proposed date of the Australian Grand Prix. And the last race is in South Africa, scheduled for November 16.

It is known that the organisers in Adelaide would like an alternative date, for their race is down for the same week as the Melbourne Cup, the country's premier horse race, which collars most of the publicity at that time. And the South Africans are not keen on mid-November, either, for that is the time of the year when Johannesburg traditionally goes on holiday.

The latest word, therefore, is that the Australian GP will be run on October 13, the South African on October 27.



# Jaguar to miss Le Mans?

As we closed for press, a Jaguar spokesman confirmed that it has now become unlikely that the TWR Jaguar Group C cars will be racing as originally planned at Le Mans in June. Evidently Tom Walkinshaw's team has been disappointed with its interim car (based on one of the US-built Group 44 Jaguar XJR5 chassis) and has decided not to compete in this year's WEC until it is ready to go with its new composite chassis car, which has been designed by Tony Southgate. The team will certainly be missing Monza and Silverstone, and the new Group C Jaguar might not make its debut until Hockenheim in July.

# Toleman hopes raised — and dashed — for Portugal

Hopes soared within the Toleman ranks over the weekend as their transporter set off for Estoril with three TG185s aboard and seemingly every chance of both Stefan Johansson and John Watson driving at Portugal. However, by Monday afternoon it looked as though all hopes of there being any tyres had evaporated and that the truck would be recalled to England.

Toleman Motorsport MD Alex Hawkridge said: "After discussions between Peter Gethin, Rory Byrne and Stefan Johansson with Pirelli's Mario Mezzanotte it appeared that we were in a 'go' situation and that there was common ground for agreement for them to supply us with tyres, at least for one car.

"However, subsequently that appears not to be the case. Somebody has put the block on the deal. Unless there is a positive basis for us being at Estoril,

which now looks unlikely, then we will recall the truck."

This news came as a tremendous blow to Johansson, who earlier in the day had been quietly confident of being able to run in Portugal. However, as we were speaking to Hawkridge he received a telex from Mezzanotte saying, "I remind you that regretfully we will not be able to supply tyres for Estoril under any circumstances."

Hawkridge said that while the Witney factory appeared to be losing one employee a week to the Beatrice operation, "We are keeping it going because the situation is changing from moment to moment which suggests that we could be on again at any time."

While not wanting to open a war of words with Goodyear's Leo Mehl, Hawkridge took the opportunity to point out what he considered to be certain fallacies

in Mehl's comments made in Rio and printed in last week's AUTOSPORT.

"He said that Zakspeed had a 10-year relationship with Goodyear while Toleman had none. In fact we used — and paid for — Goodyear tyres on all our cars from 1969 to 1979 except the two years we were in one-tyre formulae. In fact the only reason we switched to Pirelli in 1980 was because we asked for the same treatment that March got in F2 and they said no. We had no option, if we wanted to beat March, but to go to Pirelli. He also said that there was no sound commercial reason for taking on another team — we spend £1 million a year on tyres for our trucks which is something no other F1 team does. At no time have we ever asked Goodyear for money as well as tyres, in fact, the opposite, we have offered to buy them.

"Some people say that our split with

Pirelli last year is the cause of our problem, but for a start we never had a contract with Pirelli. The fact that we could not agree terms was not for financial reasons, but because they did not implement even one of 12 clauses in the tyre supply programme which we asked for. In fact, we paid Michelin more than we received from Pirelli since 1980 for them to supply us with essentially year-old tyres. We only had contemporary rubber at Monaco and Estoril, and by finishing second and third respectively at those events we proved a point. From being at best a midfield team we were front runners."

It appears that the only way for Toleman to get into Pirelli now is for one of their contracted teams to pull out. Johansson, it seems, had found alternative employment by Tuesday afternoon... see separate story.

# October date for F3000 in Curaçao

If all goes to plan, the island of Curaçao will host a round of the F3000 Championship in October. FISA Circuit Inspector Derek Ongaro went to have a look at the proposed circuit on his way back from Rio, and sounded quite impressed when we spoke to him on Monday.

"First of all, it's a very scenic place," he said. "It's an old Dutch colonial town, quite a rich place by the look of it. The

track is about 2.3 miles in length, with part through the streets of the town and then part along a big ridge above it. So it's very much up and down, and I think it will be reasonably fast. Most of it's very wide, but there will be one or two bits which just meet the minimum width limit.

"The paddock and pits area will actually be a vast car park in the centre of town. I found everyone there very enthusiastic about the idea of a race, and

I gather they're negotiating with the SCCA to staff it."

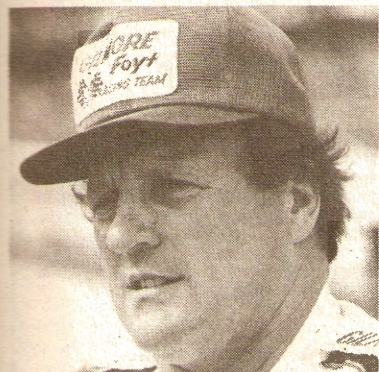
Originally Curaçao was spoken of as a venue for a World Championship Grand Prix, and Ongaro sees this as a possibility. I think it's probably ideal for F3000. Let's think about F1 later."

There are now rumours of an F3000 Temporada in 1986, with races in Rio (as a supporting race to the Brazilian Grand Prix), Buenos Aires and Curaçao.



Alain Prost's McLaren-TAG MP4/2 won last year's Portuguese Grand Prix at Estoril, his average speed 112.185mph. Will the Frenchman, also victorious at Rio two weeks ago, score another victory on Sunday? Or will it be Alboreto's Ferrari, Rosberg's Williams or Senna's Lotus? Or, then again...

Your prediction of the winner and his average speed could win you a magnum of Moët et Chandon. Send your postcard, please to AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



Foyt — 207 at Indy.

## Foyt tests at Indy

Four-time Indianapolis 500 winner A.J. Foyt spent three days at the Speedway last week, testing his new March and Lola cars in preparation for next month's race. AJ got in about a dozen 'hot laps', with a best at over 207mph, in the 85C.

The 50-year-old Texan is to have sponsorship from US Tobacco (in the form of 'Copenhagen' chewing tobacco) on his Gilmore/Foyt entries this season, in both CART and NASCAR events.

## Dumfries — last chance?

This weekend's Estoril Formula 3000 race is a crucial one for Johnny Dumfries's future with the Onyx March team.

"If we cannot find any backing for him after this one I am afraid it is the end of the line," said Onyx's Mike Earle on Monday. "We want to carry on with him in the team because he is a great asset to us and is obviously a potential winner, but we cannot go on running him out of our resources.

"Estoril could be an important race for him to do well in front of a Grand Prix audience and so we have agreed to run him there, but if nothing materialises before Nurburgring we will have to take on somebody else."

## No Estoril for PMC team

After two disappointing outings with their F3000-spec Williams FW08s the PMC team are not going to Estoril this weekend.

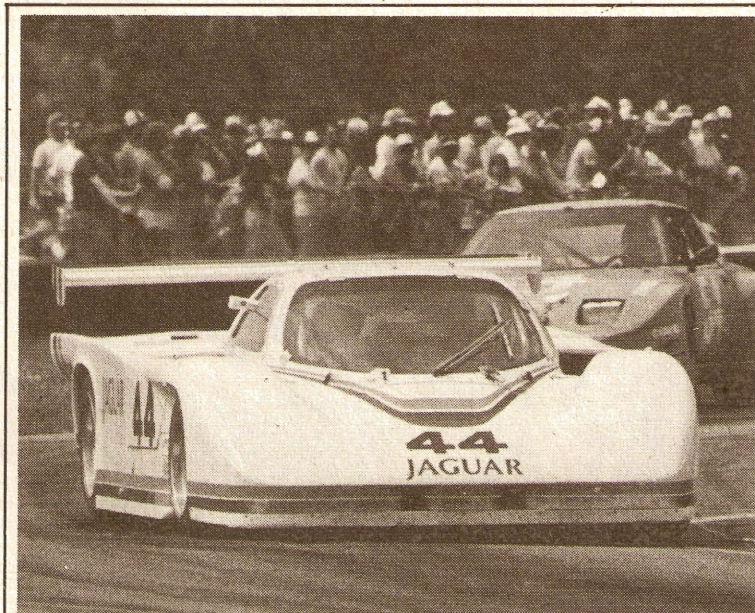
"We have got to do some rear suspension modifications and there was not enough time to do them and get the

truck away in time," said Peter Mackintosh on Monday. "It is very disappointing to have to miss this one but we are glad that we have found the cause of the trouble but to rectify it means a complete redesign. We will be back for Nurburgring next week, though."

## Tassin looks for March ride

With the PMC team not attending Estoril this weekend, Belgian Thierry Tassin has been working hard trying to find an alternative drive. "It is an important race for me and my sponsors because it is televised for 30 minutes in Belgium just before the Grand Prix."

Due to the fact that March have sold their entire production run of 85Bs, there were no available cars although the Ekstroem team have invited Tassin to join them for the Portuguese Grand Prix support race as their reserve driver. Eric Lang will remain lead driver.



## Jaguar 1-2 at Road Atlanta

Bob Tullius's Group 44 Jaguar team scored an impressive 1-2 finish at Road Atlanta last weekend, Brian Redman and Hurley Haywood bringing their XJR-5 home ahead of the Bob Tullius/Chip Robinson car. Full report page 55.



Luyendijk — Lotus Indy car driver.

## Indy Lotus ready soon

Two mechanics from Groenevelt Racing (née the Provimi Veal Team) are currently involved in completing the building of the first Lotus 96, Gérard Ducarouge's Indy car design. It will be finished in about a week, but there is apparently no chance of it appearing at Indianapolis next month.

The team is likely to undergo another name change in the near future, for both Bill Simpson and Parnelli Jones have bought into it, and Groenevelt himself is now a minority shareholder. The crew chief is to be George Bignotti.

The intention is to run at Indy with a Lola T900, but retaining the option to run the Lotus if they wish. Arie Luyendijk will drive, but he was not impressive at Long Beach last weekend, and the name of Teo Fabi — pole sitter at the Brickyard two years ago — continues to hover in the background.

# Mears impresses at the Brickyard

The remarkable Mr Mears continues to astonish. Just over a week ago he shook down Penske Racing's 'speedway-spec' March 85C, and in the course of only a dozen laps went around at over 209mph, the fastest time of the week.

"Actually, it was easy," he told our American Editor. "I was being quite cautious and conservative. There's certainly quite a lot more speed to come

from me personally — and we haven't got around to playing with the car yet."

Rick will not drive again until the beginning of May, when Indy practice starts, although he was at Long Beach to spectate at the CART season-opener (report page 12). While at Indianapolis he popped into hospital to have his left heel investigated: "It hadn't healed properly. They found there was a small

bone chip in there, and took it out. I should be fine in a couple of weeks." It is thought, however, that the defending Indy champion will be on crutches for a while yet.

Mears's best lap, set in very windy conditions, was only a little shy of Tom Sneva's 1984 qualifying record (210.049mph). The fastest unofficial lap stands to Mario Andretti's T800, which

went round at 212.40mph during practice last year.

Michael Andretti, Bobby Rahal and Herm Johnson were also at Indy that week, the first two lapping at over 208, Johnson at 207 plus. Bearing in mind the conditions, people are now saying that the pole for this year's race will probably be in the region of 215mph...

# Watson in factory Porsche at Le Mans

John Watson has been entered by the works Rothmans-Porsche team for Le Mans in June, as co-driver for the 1983 race winners, Vern Schuppan and Al Holbert. With a drive in the clashing Canadian Grand Prix for Toleman looking increasingly unlikely, Watson will be in the 24 Hours looking for a second victory for the factory team, for which he co-drove Stefan Bellof to

victory at Mount Fuji last season.

The other works Porsche 962C cars will be crewed by Jacky Ickx, Derek Bell, Jochen Mass and Hans Stuck.

The provisional Le Mans entry list includes 68 cars and there will be three works Lancia Martini machines, with Henri Pescarolo joining the Italian team for the race. Apart from the 12 Porsches and three Lancias in the C1

category, there will be 20 other cars including chassis from Dome, March, Cheetah, EMKA, Sauber (two of the new Mercedes V8 powered C8 cars), WM-Peugeot, Rondeau and Jaguar.

The Group 44 Jaguars are entered in the GTP class and in GTO there will be three TransAm-type entries from the USA, two Pontiac Firebirds and a Roush Prototfab Mustang.

# Jones looks for more FSV

After a disastrous year in European Formula 3, Davy Jones returned to his winning ways at the opening round of the Robert Bosch Super Vee Championship at Long Beach last weekend.

With a one-off sponsorship deal from Budweiser, Jones was able to conclude a deal with Garvin Brown Racing for the CART-supporting event. Leading from pole, Jones cruised away to an easy victory, to such an extent that he was able to ease off at mid race and cruise to the flag, finishing a healthy 7.5secs clear of second placed man Ken Johnson (Groenevelt Racing Ralt RT5).

Both Jones and the team are keen to continue in Super Vee and the impressive Long Beach result should help to generate the necessary sponsorship.

Jones — convincing Long Beach winner.



# Scott aims for Thruxton

Dave Scott was an interested F3 spectator at Donington on Sunday, although the young Sussex driver — currently fifth in the Marlboro title race — has plans to rejoin the British championship fray at the earliest available opportunity.

"As much as I enjoyed running with Richard Dutton at Anglo American Racing, we were unable to continue with the arrangement as it stood," said Scott. "I want to continue in F3, and need to do it properly — to win. Without a full budget it is difficult to succeed unless you run your own team, so I am trying to set up a deal or a number of deals really, to complete the season."

Scott, who did much of the pre-season testing with the new Ralt RT30, has a long-standing allegiance to Ron Tauranac's marque, and is keen to put the car into the winner's circle. "If it all comes together, we will aim to be back for Thruxton on May 27," said Dave confidently.



# Rio's reunion of the stars

Talking over the old times. Former Grand Prix drivers Clay Regazzoni and Carlos Reutemann were both in evidence at the recent Brazilian GP. File under Q from Rio page 40.

# Wright regroups F3 effort

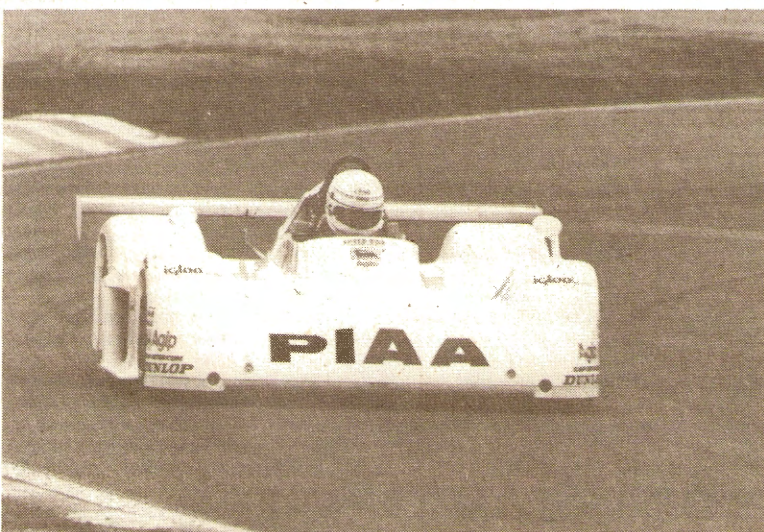
Erstwhile British F3 Class B leader Mike Wright had a disastrous day at Donington on Sunday, his BID International Ralt RT3 suffering extensive frontal damage against the retaining wall on the exit of the chicane. The incident, which occurred while the Bristolian was dicing with Bill Coombs's Anson, has creased both the car's tub and its budget.

"I lost it, as simple as that," shrugged Mike after being extricated from the car by the BARC Rescue team, "and I guess we have paid the price for trying to struggle on with inadequate finance."

"The tyres were so old that we had no

grip; I couldn't afford to stay up for Friday's dry test day so never found a good chassis balance, and consequently was nowhere near the pace. I'm definitely not looking for excuses, as such, but have learned a lot from the experience."

Wright has now been forced to re-group his effort, and is unlikely to return to the Marlboro F3 fray before Thruxton on May 27. "I failed to score at Donington, and will miss Zolder and the next Thruxton — unless I find some support in the meantime. That's my three lowest scores dropped, so I've just got to go out and win the rest of the events..."



Geoff Lees's March-Suzuki 842 Grand Champion series car.

# Yamaha's Grand Champion?

Geoff Lees gave the new Yamaha F2 engine a good work out in the opening round of the Japanese Grand Champion series at Gotemba. The series is for single-seaters with all enveloping bodies and

Lees qualified his March 842 second and finished the 70 lap event fifth behind winner Satoru Nakajima's BMW-engine 842. The next pukka F2 event is this weekend.

# Ducados to back Obermaier

The Spanish cigarette company, Ducados, has signed with the Obermaier Racing team as the sponsor of its Porsche 956 in the World Endurance Championships. Spaniard Jesus Pereira will join team regulars Jurgen Laessig and Hervé Regout, and the new deal will begin at Monza on Apr 28.

Last weekend at Mugello, the Obermaier entry was co-driven by European F2 champion, Mike Thackwell, finishing sixth.

# Australasia to promote Gp A series

It was announced last week that the Japanese will run a full international event to ETC Group A regulations at Fuji on November 10.

The race will be known as the International Touring Car Endurance Championship (Inter-TEC) and will form a part of the new Inter Asia Touring Car Championship (IATC) which will include the traditional Macau Gia 100 event.

The organisers of the Fuji and Macau events have already received interest from Austin-Rover Japan, Teijin Volvo plus, naturally, Nissan and Toyota.

The IATC organisers hope to expand their series to include Australia, Malaysia and Indonesia.

# Aussies in ETC Volvo

Charlie O'Brien and Graham Baker are expected to take part in the Donington Park round of the European Touring Car Championship with a Volvo 240 turbo they have acquired from Gregor Peterson. The Volvo is the car that took Ulf Granberg and Robert Kvist to victory last year at Zolder and O'Brien and Baker are both highly rated down under.

The venture will be sponsored by Anglo-Pacific Ltd and will be managed by new Zealander Earle McRae who has been with O'Brien for the last three years in Australian single seaters. Although there is nothing finalised it is thought that the cars might run on Bridgestone tyres.

After the race, the Volvo will be shipped to Australia to take on the Mark Petch Volvos which have been showing sparkling form so far this year in the Australian Touring Car Championship.

# Last chance for CanAm?

CanAm might yet survive. From America comes the news that there are three or four parties wanting to take over the series in the wake of Don Walker's CanAm association filing for bankruptcy.

CanAm Association president, Dan Partel, has recently been appointed by the SCCA to oversee negotiations with potential buyers and it is hoped that a deal will be done in time for the series to get underway as planned at Mosport Park in June.

# Reynard into Italy

**Coperchini secures Dutton's 853 chassis for Marco Apicella**

The success of Reynard Racing Cars's first F3 chassis—presently undefeated in five Marlboro British championship rounds—has, not surprisingly, brought a phenomenal number of enquiries for production cars from European-based teams. The Italians, in particular, have not been slow to react, while French and German competitors have also deluged the Bicester company with calls and mail.

"The queue of Italians beating a path to the factory door has been amazing,"

quipped Rick Gorne on Monday. "Seven or eight of their prominent teams have visited us, and a number of chassis have been ordered."

"As we can only build one tub from scratch per week, the order book has to be self-limiting at four to five per month. We still have a major commitment to the teams who bought the first batch of cars over the winter, and they will continue to get precedence on spares and service."

The first Reynard to be seen in Italy

will, in fact, be one of the second group, to be delivered in early May. As Anglo American Racing (Richard Dutton/Ray Stover) have decided to concentrate on the pre-'84 class in Britain for the time being, Dutton has done a deal to release his 853 to Mario Coperchini's team, in exchange for their later order number. Young hotshoe Marco Apicella will race it, bringing the carbon-fibre Reynard and Dallara chassis together in a head-to-head situation for the first time.

## Kempton's bizarre incident

An extraordinary incident befell Steve Kempton during Sunday's Marlboro British F3 championship round at Donington but the plucky Croydon lad took it all in his stride, en route to a good third place in the class for Pre-'84 cars.

Steve made an excellent start from the 10th row of the grid, to be right alongside the class leaders at the scene of the incident which eliminated Harald Huysman and Gary Evans 100 yards out.

"I saw Ray Stover brake, then get collected by the spinning cars, and the next thing I recall was a piece of debris—I looked about the size of a rugby ball—flying towards me. It hit me square on the front of my helmet, broke the visor and knocked my right spectacle lens out of its frame. Something cut just beneath my eye, but I felt OK and the car was all right so I decided to continue."

"I fell right to the back of the field in the delay, but despite blurred vision (due to the missing lens) was able to gradually pick-off my rivals. It was certainly a weird experience."

Steve's ex-West Surrey Racing Ralt is run by former F1 engineer Rex Hart. The combination currently lies third equal in the Class B title race.

### BRIEFLY

■ Oh, Keke! In Milan last Saturday Mr Rosberg took delivery of a new Lamborghini Countach. We understand the vehicle to have white leather upholstery.

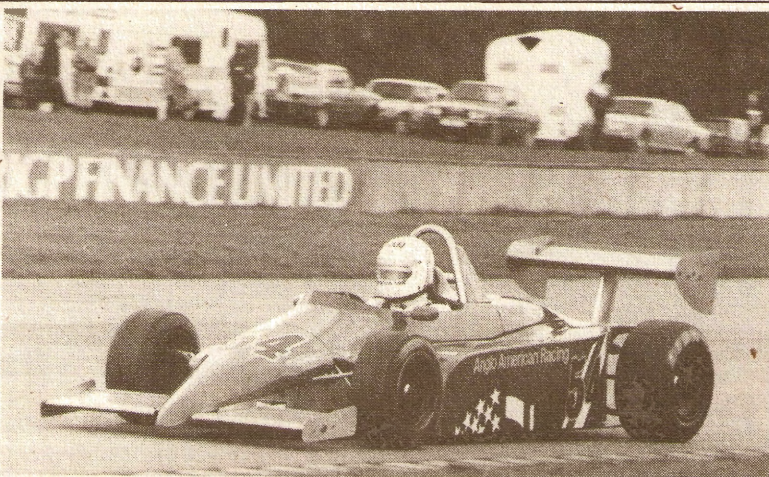
■ Bignotti-Cotter Racing has recently branched out into engine preparation, with the announcement of a new subsidiary, Cotter Engines. The new company has moved into 5000 square feet premises next to the CART team's base in Indianapolis.

■ Mario Andretti has bought a share in Brainerd International Raceway, Minnesota. The reigning CART Champion has not raced the circuit since as long ago as 1969, but seems to think the multi-purpose racing facility has potential. Mario joins the five man board which will oversee the circuit's five major races this year including a Trans Am round on July 21. Is Mario looking to the future?

■ Bruno Giacomelli is expected to join the Kremer-Porsche WEC team for the Monza 1000Kms later this month.

■ The Nurburgring F3000 race on April 28 is scheduled to be run in two 22 lap heats.

■ We hear that Alboreto's second-placed Ferrari still held more than 19 litres of fuel when it finished the Brazilian Grand Prix. Michele says he wishes he'd known.



Hockenhull made a fabulous F3 debut at Donington, finishing second in Class B behind Tingling.

## Hockenhull impressive

Ross Hockenhull made his F3 debut at Donington Park last weekend, at the wheel of Anglo American Racing's spare Ralt-VWRT3, the youngster thoroughly impressing onlookers with both his attitude and pace.

Drawing on a year of FF1600 experience and only a few FF2000 outings to date (all with Richard Dutton-managed teams), Ross took to F3 like a duck to water, securing the Class B pole by 0.02sec from his team partner Ray Stover in an identical car.

Delayed in the startline incident, Hockenhull was quickly into his stride, the youngster scything his way through the Pre-'84 pack with great flair. Towards the end, he made dramatic inroads into Carlton Tingling's class lead, but failed to catch the Jamaican by a scant 0.58sec.

"The race was just a one-off for the moment," stressed the delighted Derbyshire lad, "but I must now concentrate on my FF2000 programme. I enjoyed myself thoroughly, and look forward to having another go later in the season."

## Trevor and Tarry split

Low-budget F3 stalwart Tony Trevor was disappointed to be on the sidelines for Sunday's Marlboro round at Donington, his local circuit, and is unlikely to be seen again in Peter Tarry's Toyota-powered Ralt RT3. The underrated Trevor apparently fell out with the team as a result of a minor difference of opinion while testing at the circuit on Thursday, and was informed that his services were not required the following morning.

"I'm not quite sure what to do now," said Tony to Sunday, "as I have sold my own RT3 (to Class B leader Carlton Tingling) to help finance my other outings. Buying another chassis at this stage is totally out of the question, I'm afraid, although I am determined not to be out for long."

## Revised F3 Anson SA6 for Zolder

Although Mike Rowe Racing were absent from last Sunday's Donington Park Formula 3 counter, when we spoke to Mike Rowe on Monday he indicated that the team would be back in action again at Zolder this weekend.

"We decided that it would be better for us to spend our money on testing, rather than turning up at races and trying to sort things out there," he commented. "We are working on a new rear suspension, but we will be back again for Zolder with Keith Fine."

Mark Peters is expected to join the team in the next few weeks with Alfa Romeo engines, modified from last year's unit, by the Pedrazzani brothers at Novara.

Later in the year Rowe expects to run other drivers in a third car and is at present finalising plans, although he was unwilling to reveal who would be seen in the car.

## WEEKEND SPORT

### INTERNATIONAL RACING

Apr 20/21	Hockenheim, Germany	German Group A, Group N, Group B, F3, FF2000, FF1600 <i>Volker Weidler leads the German F3 series but is still looking for his first victory.</i>
Apr 20/21	Brands Hatch, GB	Lucas Truck Superprix <i>Judging by the success of last year's Donington event, the trucks are sure to provide spectacular entertainment and are well worth a visit.</i>
Apr 21	Estoril, Portugal	FIA Formula 1 World Championship, round 2; FIA European F3000 Championship, round 3 <i>Can nobody end the McLaren dominance? Prost and Lauda go for the team's ninth consecutive F1 win. For full preview see TV Guide. Thackwell and Michel Ferté are the early season F3000 pace-setters.</i>
Apr 21	Vallelunga, Italy	FIA European Touring Car Championship, round 2 <i>The BMWs and Volvos will be looking to stop Austin Rover repeating their 1-2-3 success of the opening round.</i>
Apr 21	Zolder, Belgium	Marlboro British F3 Championship, round 6 <i>Having dominated the season's early races, and won at Zolder last year, Russell Spence must start a clear favourite.</i>
Apr 21	North Wilkesboro, USA	NASCAR Winston Cup Grand National Championship, round 7 <i>Going into the seventh round, Labonte is leading the series but has yet to win a race. A winner could come from any of the top 10 drivers.</i>
Apr 21	Firebird, USA	SCCA Bendix TransAm Championship, round 1 <i>Willy T Ribbs, John Jones and Tom Gloy should set the pace with the Mercury Capris.</i>
Apr 21	Fuji, Japan	All Japan Formula 2 Championship, round 2 <i>Eje Elgh and Kenny Acheson will be looking to get in among the Japanese contingent following Keiji Matsumoto's victory at Suzuka.</i>
Apr 28	Nurburgring, German	FIA European F3000 Championship, round 4
Apr 28	Monza, Italy	FIA World Endurance Championship, round 2
Apr 28	Varano, Italy	Marlboro Italian F3 Championship, round 3
Apr 28	Magny-Cours, France	Marlboro French F3 Championship, round 2
Apr 28	Nurburgring, Germany	German Sports Car Championship, round 3
Apr 28	Martinsville, USA	NASCAR Winston Cup Grand National Championship, round 8
Apr 28	Riverside, USA	Camel IMSA GT Championship, round 5
Apr 27	Kyalami, South Africa	South African F2 Championship, round 5
Apr 27	Zandvoort, Holland	Dutch Group A, Group B

# Scan + Sport Saab team on the Donington F3 pace

Team Scan+Sport's Saab-powered Reynards are becoming more competitive with every outing in the Marlboro British F3 championship. Consistent progress in both the engine and chassis departments has been noted at each of the five rounds run to date, to the point where Maurizio Sandro Sala came within 0.02sec of setting the fastest race lap at Donington on Sunday!

Sala's Reynard-Saab, fitted with a revised 16-valve engine for the meeting (although Clive Byfield of Nicholson-McLaren Engines, who develops the unit, was tight-lipped about the precise nature of the modifications), was third quickest in the damp qualifying session, and eventually started fourth — the team's

best grid placing to date — two places ahead of Anthony Reid's sister machine.

Fourth and fifth places in the 20-lap event were the source of growing encouragement for the Madgwick-run team although, as manager Robert Syge is quick to acknowledge, "the going gets tougher the nearer one is to the pace."

The engine's torque and response has been noticeably improved through some much-needed test sessions of late, and it is also proving very reliable. Sala's Thruxton unit, stripped for inspection after three races and some testing miles, apparently showed no signs of wear whatsoever! It was thus reassembled around the same components.



Fabien Giroix will be forsaking his Saab engine in preference for a VW unit on his Reynard.

## Giroix switches to VW

French F3 driver Fabien Giroix will have a Volkswagen engine in his Reynard 853 chassis for the second round of his national championship, in place of the Saab 16-valve unit with which he started the season at Nogaro on April 7. Peter Morgan, who is running the Giroix Sport effort from Madgwick Motorsport's base in Brackley, is currently rebuilding the Motul/Elkron-backed car to its new specification — a task which requires several days work to complete.

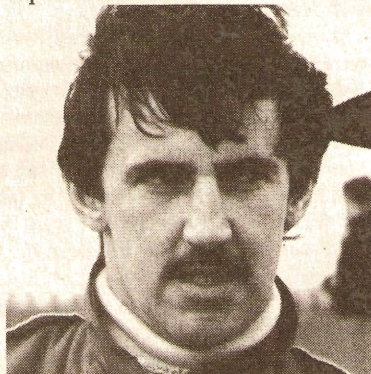
"While we are learning about the Saab engines it is imperative that field en-

gineers from both Saab and Nicholson-McLaren Engines are available at every race," explained Madgwick's Robert Syge at Donington last weekend. "It is difficult to diversify the effort at this stage — particularly when the Scan+Sport cars are progressing well in Britain — so Fabien has decided to switch now."

Giroix will have a pair of engines for the blue car initially, its next outing being at Magny Cours in a fortnight's time. Giroix is expected to be a front-runner in the French series.

### BRIEFLY

■ Farewell 'Hissing Sid'... New for Rio was a 'B' motif on the Brabhams, replacing the spitting cobra symbol that was personally designed more than three years ago by Bernie Ecclestone. Also new on the white cars was the name of Pernod, the aniseed-flavoured aperitif of southern France, coinciding with the arrival of François Hesnault as Nelson Piquet's team mate.



Davies — a budget top-up.

■ Autowindscreens, long-time backers of Tim Davies and Mike White in FF2000 and F3, have renewed their association with the Welshman, currently fourth in this year's Marlboro British F3 championship. Davies, last backed by Brian Holmes's Chesterfield-based concern in 1982, now has personal support for the remainder of the season, to top up his Swallow Racing sponsorship budget.

■ Jean-Louis Schlesser won the first round of the French Production car championship recently, taking his Marlboro-backed Vitesse to victory at Nogaro. Last weekend 'Schless' was in action again at Albi finishing second to Xavier Lapeyre's BMW 635CSi. The two drivers are now equal on points in the championship.

■ Gerrit van Kouwen, who finished a good seventh in last weekend's British F3 round at Donington, should really get to grips with his First Edition/Marlboro Ralt RT30 at Zolder this week. The Dutchman, European FF1600 champion for the past two seasons, still holds the junior formula's lap record at the Belgian circuit.

■ Dany Snoeck turned up at Nogaro for the opening round of the French Production car series with no fewer than three Mercedes 190E models for himself, Alain Cudini and Patrick Langlois. The cars will be backed by Mercedes France and Shell, and it is expected that Langlois' place in the team will be filled on occasion by some star names. Alain Prost is tipped for a drive...

■ Picko Troberg's Swedish F3 charge Thomas Danielsson has apparently abandoned his plans to run a Saab-powered Ralt RT30 in his national championship. Scan+Sport's 16-valve power units will now be seen in one of the fashionable, and successful, Reynard 853 chassis, with the youngster at the wheel.

■ Canadian CanAm driver Dr Charlie Monk has sold his Frisbee chassis in preparation for a switch to the Camel IMSA series. Monk is talking to several teams for the remainder of this season, and plans to run his own equipe in 1986. His sponsorship deal will be announced soon.

■ Following championship leader Russell Spence's accident in qualifying for Sunday's Marlboro F3 round at Donington, Adrian Reynard himself drew up an inventory of spares require to get him into the race. The other Reynard-equipped teams, Swallow Racing and Scan+Sport, then rallied round to supplement PMC Motorsport's spares, the rebuild being completed 5mins before the event.

■ Chamberlain Engineering have a Group A power unit available for the 1-litre Daihatsu Charade Turbo which they are running for Will Hoy in production saloon events (see *Sports Extra*). The three-cylinder engine has shown prodigious power figures on the dyno, and the company is apparently keen to field the machine in selected Trimoco British Saloon Car championship rounds later in the season.



Ravaglia — Group C drive.

■ Schnitzer BMW regular runner Roberto Ravaglia will join Harald Grohs's Group C squad this year, beginning at Monza on Apr 25 in the Porsche 956.

■ Despite planning to do a season of F3000 this year, Oscar Larrauri has yet to appear in the Lola camp. At the opening round of the Italian Formula 3 series at Vallelunga the Argentinian was spotted racing a Wainer-Alfa Romeo. He completed just one lap...

■ With the cancellation of the opening round of the SCCA Bendix Brake Trans-Am Championship at Riverside it has been announced that two more events will be added to the calendar: St Petersburg, Florida on Nov 3, and a week later at the new Tamiami circuit further south in the Orange State.

■ Kimberley's, the enthusiastic little publishing house responsible for the popular Kimberley's team guides, has moved address. Henceforth, the company can be found at 4 Church Close, Whetstone, London N20.

## WEEKEND SPORT

### NATIONAL RACING

Date	Venue	Event/Details
Apr 28	Oulton Park, Cheshire	ATAC Challenge, Pre '65 Saloon Car Challenge <i>Anthony Wolfe's 5.3-litre Camaro will be looking to add to his recent victory at Brands but will certainly be challenged hard by his fellow Camaros and Dick Whittington's E-Type. Racing from 1.00pm.</i>
Apr 21	Snetterton, Norfolk	Racing Displays British FF2000 Championship, B&Q British Sport 2000 Championship, Monoposto and TUK Monoposto Kent Championship, Monroe Production Saloon Car Championship, Champion of Snetterton FF1600 <i>John Pratt is looking for a Racing Displays hat-trick with the Manadient Van Diemen. Racing starts 2p.m.</i>
Apr 21	Lydden, Kent	Hot rods, Bangers, Special Saloons, Tankerton Garage FF1600 Championship. <i>Rod Birley, winner in '83, and '84 victor, Robert Bridger, should be well to the fore in the 30-strong Hot-Rod entry in Lydden's popular Festival of Motor Sport meeting. Racing from 2.15pm.</i>
Apr 21	Silverstone, Northants	BRSCC/LEP Open Libre Championship, Dunlop/AUTOSPORT Star of Tomorrow Championship, Modified Saloons, Duckhams Road Saloon Championship, Ford Credit Fiesta Challenge, BRSCC Alfa Romeo Challenge, Giroflex Porsche Challenge <i>John Brindley will be looking to score another Librewin with his March 821 and the Road Saloons race is well subscribed as usual. Racing starts 3.00pm.</i>
Apr 21	Ingliston, Scotland	BCA MG Metro Challenge, Scottish FF1600, Scottish FF2000, Road Saloons, Road Sports. <i>Ingliston has secured 142 entries, the largest number in the circuit's 20 year history. Vic Covey will be intent on winning the Metro counter on home soil and Cameron Binnie is sure to challenge Tom Brown again in the FF1600 thrash. Racing from 1.00pm.</i>

### OFF TRACK

Date	Venue	Event/Details
Apr 21	Wiscombe Park	RAC British Hillclimb Championship, round 2 <i>Will ADO manage to beat first round winner Dave Harris at Wiscombe?</i>
Apr 21	Reigate Rd, Dorking, Surrey	The Castrol 'Grand Cup' Production Car Trial. <i>The Surrey venue hosts round 3 of the BTRDA and RAC Production Car Trial Championships.</i>

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

# Time to take a stand

The fatal accident during the Plains Rally last Saturday highlighted worrying shortcomings in the safety and rescue requirements for rallies in this country.

We should state immediately that, whatever arrangements had been made, we do not believe in this case that the tragedy could have been prevented by outside means. But, while a doctor was on the scene within minutes, the nearest mobile rescue unit was about 20 minutes away.

Such arrangements, made by conscientious event organisers, fully comply with the requirements of the RAC MSA. But the British governing body seems reluctant to lay down comprehensive minimum standards for safety services on special stage rallies.

While the Blue Book states clearly the number and type of licensed rescue units required to man

single-venue events, there are no such requirements for traditional rallies. The rule book simply states, "Rescue, recovery and fire equipment should be available within easy reach of stages."

Since its inception several years ago, the British Rally Association for Communications & Emergency Services has campaigned for improvements in event safety. In many cases its efforts have been fruitful, and the fact that there is mention of rally safety in the Blue Book is, in some part, due to its perseverance.

Their most recent step towards improving standards has been the licensing of rescue units, according to capability. Within each category, a vehicle is now required to carry a minimum standard of equipment and it is encouraging to note that responsible event organisers are

booking these specialist licensed units when planning their safety cover.

But the RAC MSA should take the logical step of demanding a minimum standard of rescue cover on all events. A similar attitude is being applied to competitors' personal safety and fireproof overalls are still merely advisable, rather than mandatory, as in some other countries.

Thankfully, fatal accidents are rare and rallying has an enviable safety record. But the sport is potentially very dangerous and, as the current range of Group B supercars filters down to club level in years to come, it will grow even more so. Now is the time for the RAC MSA to take a responsible and firm stand, whatever the costs involved, to lessen the risks to everyone involved in the sport.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Pace car controversy . . .

As entrant of car number 10, driven by Neil Crang and myself when excluded at Brands Hatch on Apr 8 there are a couple of points arising from the exclusion which justify publication in order that certain principles may be established for the good of our sport.

I must stress that we both knew the pace car procedure precisely. The principle at stake is that the car was excluded *before* any opportunity was given for the 'other' side to be heard. Furthermore, the car was not allowed to run while the true facts emerged, so that if we were 'not guilty' the punishment could not be undone. This has to be bad policy, and should not be repeated if justice is to be done in future.

While this particular instance is now passed, it should be said that there was a very good case 'for the defence', supported by a number of other competitors, marshals and other impartial witnesses. Furthermore, the Clerk of the Course made a number of mistakes (in our view) as to the regulations, effectively excluding the car wrongly believing he had no discretion as to whether to do so or not. This is further reason to hear the defence case before applying the exclusion penalty during a race and preventing the car's continued participation. Our only course was to appeal against the decision, which was a waste of time as we had already lost 10 laps and were not allowed to run pending appeal.

Regardless of whether the penalty was too severe it is unarguable that a hearing should be given before such a penalty is applied. To not do so is against the principles of British justice. More detailed correspondence is taking place with the organisers.

DARTFORD, KENT

TIM LEE-DAVEY.

### . . . the pros and cons

Following AUTOSPORT's slightly slanted account of the Easter Monday Brands Hatch Thundersports controversy and in anticipation of some emotional correspondence, I thought it best to write and point out the simple facts.

Opinions as to what flags were in or out, what lights were on or off and what arms were waved or not waved are all totally irrelevant. Quite simply if Neil Crang had either read his final instructions or attended the driver's briefing — both obligatory requirements of all competitors — then he wouldn't have made the apparent error he did.

The final instructions tell you the pace car lights go off for the lap *before* it pulls in. The drivers' briefing told us that the pace car would pull off into the pit lane and it told us that cars in the queue *ahead* of the race leader would be waved past the pace car *one* at a time. As it was, the procedure had worked perfectly on this occasion with two back markers waved past before I took up station at the head of the line.

Now I have left many regulations un-read and avoided innumerable drivers' briefings, and I reckon it's best to maintain a very low profile if you trip over a rule about which you *should* have been well aware. Neil was obviously keen to get on with the racing and made an innocent error being unaware of the pace car procedures.

The argument can rage as to whether the punishment fitted the crime and poor John Nicol was the man on the spot who had to make a decision but, had John given any lesser penalty, a post race protest from another competitor for 'overtaking under the yellow' would have *had* to bring about the same penalty.

We would have loved to have raced Neil and Tim to the line but rules are rules and John's decision far from 'costing Tim £3,000' actually saved him 125 miles of expensive wear and tear and the unpleasantness of a post race protest and disqualification.

WEYBRIDGE, SURREY

TIFF NEEDELL

### Whose sour grapes?

With regard to the exclusion of Tim Lee-Davey/Neil Crang from the Thundersports race at Brands Hatch on Easter Monday, pace car regulations clearly state that the pace car shall complete one full lap with its lights off before pulling into the pits. Why, therefore, does Neil Crang consider himself to be hard done by? He broke the rules and was punished.

He has gone on record (*Daily Mail*) as saying he should have been allowed to continue and possibly be disqualified later. How would he have felt if he had carried on and written the car off (presumably costing more than Tim Lee-Davey's quoted £3000 loss for the meeting)?

Is it also a coincidence that a disqualified driver then won the Driver of the Day award, or has it more to do with the fact that Tim Lee-Davey just happens to work for Brands Hatch Circuit?

LONDON, SE5

JOHN PEARSON

### Finding a scapegoat

Once again the BRSCC seems to have ruined a good Brands Hatch Thundersports race by dreadful use of a pace car.

Having apparently missed his turning into the pits, the pace car crew decided to restart the race by putting its lights off, pulling over and waving the cars past, baulking Tiff Needell in the process. The subsequent exclusion of Neil Crang was incomprehensible.

If drivers are to be expected to bring exciting cars like the Group C Tiga into this sort of series the organisation needs to be up to a reasonable level of competence. This seems to be sadly lacking in the BRSCC; it is not the first time they have fallen short in this area. It seems that they frequently let competitors get away with danger-

ous driving, but try to cover their own mistakes by turning innocent drivers into scapegoats.

I only hope that the RAC MSA will now issue and enforce some guidelines to improve the standard of organisation in British motor sport at club level.

CHORLEYWOOD, HERTS

DAVID CHERRY

### McCarthy's problem!

Reported in *Sportscard* (Apr 4), Roy McCarthy's return to MGA racing was marred by a heavy crash at Paddock Bend in the MGOCTrophy Race at Brands Hatch on March 31. Roy would like to thank all the marshals and medical staff at Brands for their help on the day.

Although Roy was on his feet after the accident, and during the following week, a broken neck was diagnosed later and he is now being treated at St Helier Hospital, Carshalton.

For the record, Roy's best time in the race was 1m52.5s, compared to Colin Percy's V8 with 1m52.4s and the MGA lap record of 1m54.5s.

ROMSEY, HANTS

GEOFF MANSSELL

### Old Peter's Almanac

If the rumoured Renault withdrawal from Formula 1 is true then these would seem to be the logical consequences, even if logic seems incompatible with F1:

- 1, Patrick Tambay takes Elf sponsorship and signs for Ken Tyrrell to drive the new Renault powered 014.
- 2, Renault's allocation of Goodyear tyres is transferred to Toleman who re-enter the F1 arena.
- 3, Derek Warwick returns to Toleman, displacing John Watson who does not seem to be under contract.
- 4, Stefan Bellof, now a Marlboro driver, becomes McLaren's test driver in readiness for a full year with the team in 1986.

Remember where you heard it first!

CHICHESTER, W SUSSEX

PETER HIGHAM

### The top man

In his commentary on the Brazilian Grand Prix, Murray Walker was over-generous to Prost when he said that the Frenchman had the best success rate of all time, but so was Hunt to counter it with Stewart. Fangio is still on top:

	Wins	Races	Percentage
Fangio	24	51	47%
Ascari	13	31	42%
Clark	25	72	35%
Stewart	27	99	27%
Moss	16	67	24%
Prost	17	74	23%

No other driver, from 1950 to the first race of this year, has more than 20%; Lauda (24 wins in 158 races) only achieves 15%. However, Prost's total has been



achieved in the shortest time — a Grand Prix career of just over five years (Ascari six, Clark and Fangio just over eight, Stewart nine, Moss 11). Yet Fangio and Ascari, of course, had already won major races before the World Championship was inaugurated.

WORTHING, WEST SUSSEX ALANDYBALL

## What's going on?

Did Easter Monday's Formula 3000 meeting at Thruxton contravene the Official Secrets Act?

The first obstacle was to negotiate the ever-changing highways of north Hampshire (which resemble one vast roadwork), with a total lack of AA/RAC route indicators. Having gained entry to the circuit, the proceedings, certainly at the Campbell/Cobb Complex, were shrouded in a veil of secrecy. This most popular of viewing points had no such luxury as a leader-board and all loudspeakers, spaced 100 yards apart, had an audible range of 6ft in the wind.

The main race (F3000) suffered from multiple tyre-changing in its early laps, confusing even the most experienced spectators. When relocating within direct earshot of a Tannoy to discover who was racing in second, third place, and so on, the commentator never did disclose which cars were placed below fourth. The two commentators were in perpetual conflict with each other — the only positive message to emerge was for a lost person, and her name was subsequently amended!

Certainly with such inadequate provision for those spectators who did brave the elements on Monday, the BARC can hardly complain about the stay-at-home thousands watching on television — maybe they know who was fifth!

CHICHESTER, WEST SUSSEX MJTOWELL

## Brabham history needed

On behalf of the owner, Marcus King, I am researching the history of his Brabham BT30. However, I have very little information to go on at present.

At some time the chassis plate has gone missing, and the only means of identification left to me is the Arch Motor's frame number, which is AM70J94.

The car was purchased from Bob Howlings, having previously been in the hands of Graham Galliers, who I believe intended to hillclimb it, but did not do so. At that time it was painted red. I believe also that John Travis owned and raced it for a time in 1979.

Any information will be most gratefully received.

PE COLLINS

'Agecroft',

11, Manor Grove,

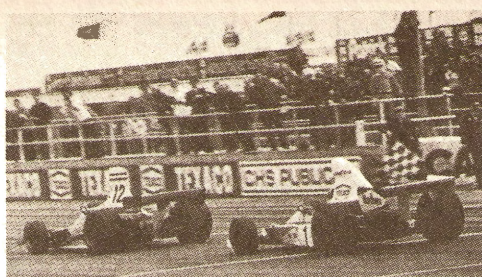
Beckenham, Kent.

## Great coverage

May I say a big thank you on behalf of the thousands of rally fans to both UTV and RTE for putting together six 30 min programmes covering this year's Circuit of Ireland.

More of the same next year please.

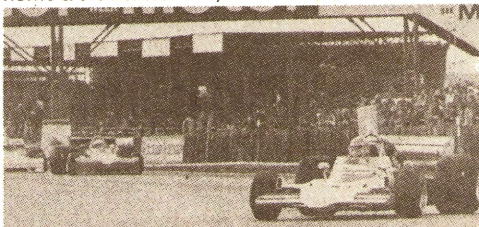
DUBLIN, IRELAND DAVID BANKS



**10** The main action 10 years ago this week (AUTOSPORT, April 17, 1975) was the International Trophy at Silverstone. Pole position and an early leader was James Hunt's Hesketh 308/2 which is interesting considering Hunt's recent comments on the designing abilities of Dr. Harvey Postlethwaite! Niki Lauda's new Ferrari 312T shadowed Hunt closely with World Champion Emerson Fittipaldi's McLaren in close attendance. This was to be the last time that Grand Prix cars used Silverstone without the Woodcote chicane, and the three leaders made a spectacular sight through the corner. It would be interesting, if worrying, to contemplate a contemporary car with qualifying boost and tyres through the same corner.

With Hunt retiring, Lauda just got the better of Fittipaldi, beating the Brazilian in a mere 0.1sec to record the first win for the Ferrari 312T (above).

Over at Hockenheim, Gerard Larrouse had the first competitive single seater race of his career and proceeded to blow off all the European F2 regulars en route to claiming the Jim Clark Memorial Trophy. Brian Henton was one of 22 Marches in the race and although sadly underfinanced, he brought his car home a creditable third, behind Hans Stuck.



At Silverstone, Richard Scott's Lola T400 (above) won the fourth round of the Shellsport European F5000 championship, while the BBC got themselves in a flap over his new sponsor, The London Rubber Company. One of the aforementioned company's products is, of course, aimed at ensuring that not too many budding racing drivers are conceived, and the BBC threatened to withdraw their coverage if the car appeared carrying the offending word. Another bee in the Beeb's bonnet at the time was the amount of cigarette advertising within motor sport and the editorial leader reckoned that the best solution was to stop worrying about it, because if people weren't born, they couldn't die from smoking.



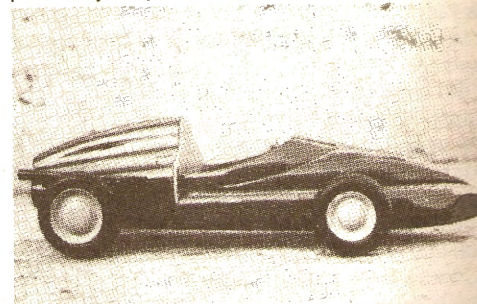
**25** The already unpopular 1½-litre formula proved again that it was no replacement for 'proper' full-scale Grand Prix racing 25 years ago this week (AUTOSPORT, April 15, 1960) at the Grand Prix of Brussels. The race took place on a new circuit of 4½kms length, near Heysel, and was run in two 35-lap heats.

The first *épreuve* went to Stirling Moss by a huge margin after Jo Bonnier had abandoned his similar Porsche with clutch problems. Jack Brabham thus came through as runner-up, ahead of Maurice Trintignant and Harry Schell (all in Cooper-Climaxes).

Heat two started in heavy rain and 'Black Jack' shot into the lead as Moss experienced gear selection difficulties. Brabham (above) had to win by more than 1 min for overall victory, and Moss looked set for victory as he closed in, but he spun it away with two laps to run, leaving Brabham victorious.

*Sports News* carried the news that Moss was so impressed with the new rear-engined Lotus that he would drive one in the forthcoming World Championship, to be entered by Rob Walker.

Gregor Grant took a look at the burgeoning range of Formula Junior cars available for the formula that was replacing the motorcycle-engined devices that had been F3. The Italians had had a head start in the construction of FJunior chassis, having initiated the formula, but the established Stanguellini chassis was being challenged by British and German designs including: the Lola, the Elva, the Condor, the Yimkin, the Mitter, the dated Taraschi, and the futuristic 'shark-nose' De Sanctis (below). There had been a proliferation of engines, too, with versions from BMC, Ford, Auto-Union and others to be pitted against the previously ubiquitous Fiat lump.



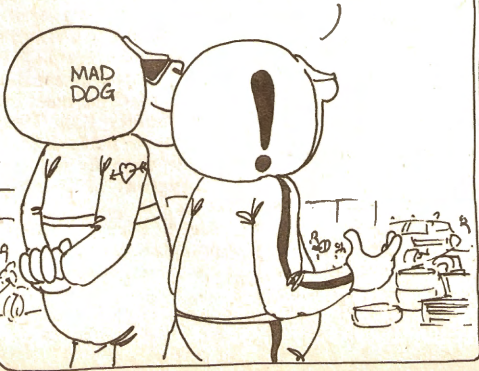
BY BARRY FOLEY

## CATCHPOLE!

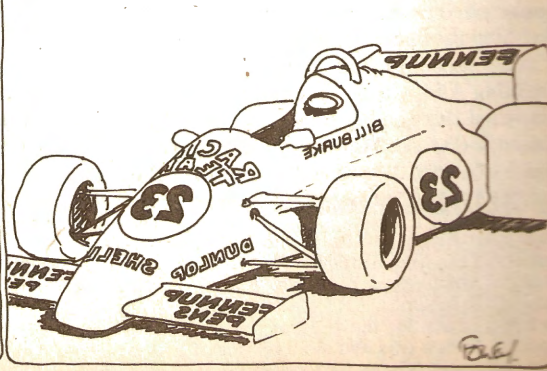
AH... I KNOW THIS CHAP... HE'S A BIT OF A BACKMARKER - HIS CAR IS INTERESTING...

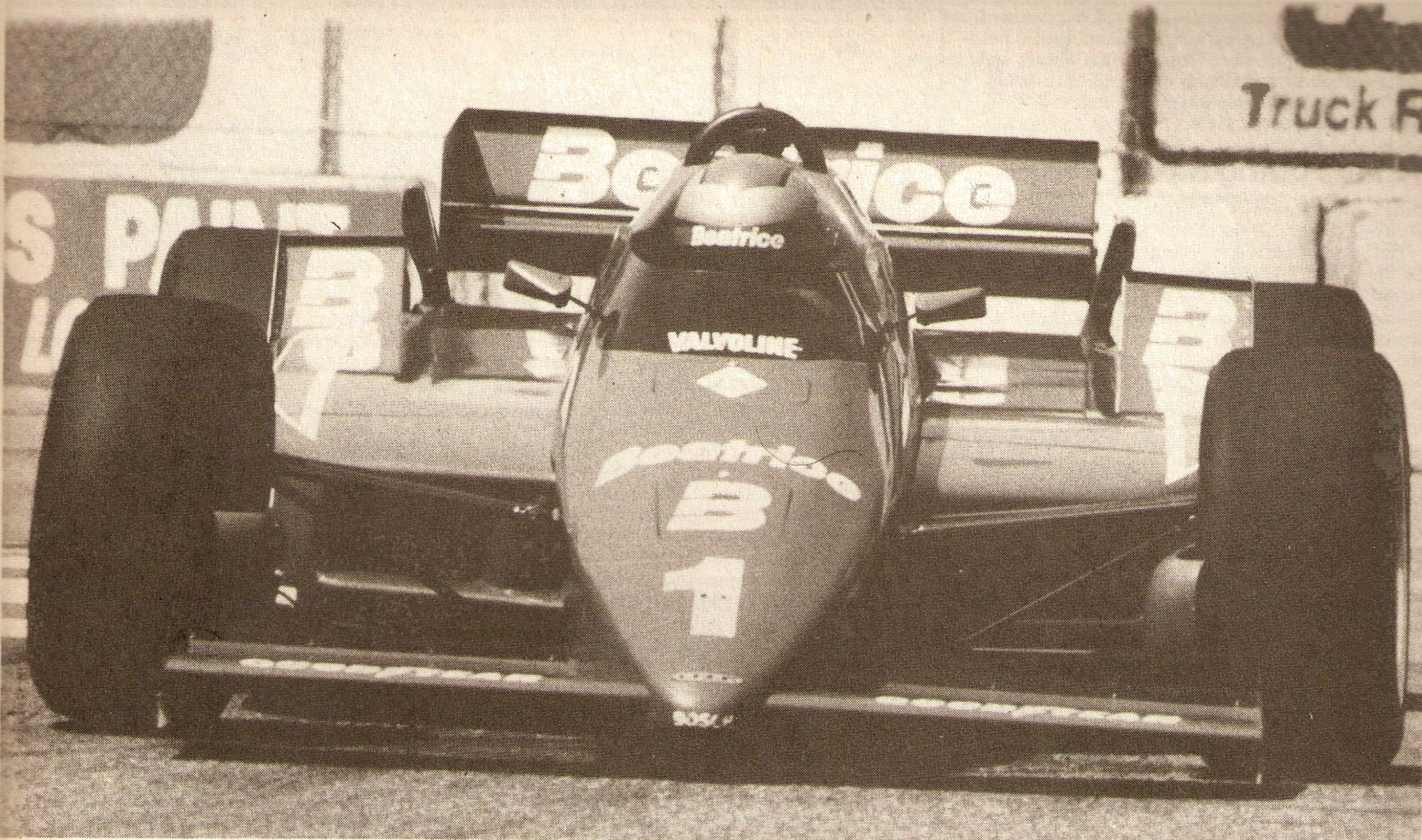


... HE HAD IT PAINTED BY AN EX AMBULANCE SIGNWRITER - HE WAS GOING TO HAVE IT REDONE, BUT AS MOST PEOPLE...



... ONLY SEE HIM IN THEIR MIRRORS, HE DIDN'T BOTHER!





Mario Andretti opened his CART title defence with a demonstration of his superb race craft in the Beatrice Lola T900, winning at Long Beach for the third time.

# The fuel miser

Andretti's third win at Long Beach — Sullivan leads but runs out of fuel — Fittipaldi finishes a scrappy second — Crawford fourth — Report: GORDON KIRBY — Photos: PAUL WEBB

This year's Long Beach Grand Prix was shorter by 22 laps (33.4 miles) than last year, and therein lay the key to the 11th running of the southern California street race. The change in distance meant a sharp team and driver might make the finish on only a single fuel stop and by employing that strategy Mario Andretti was able to score a canny but decisive opening volley in defence of his Indycar crown.

Andretti started from the pole and quickly built up a small cushion over the rest of the field after Bobby Rahal crashed on the second lap. An impressive performance from Jacques Villeneuve saw the little French-Canadian driver storm into second place and hold the position for 35 laps before running out of fuel. Patrick Racing team mates Bruno Giacomelli and Emerson Fittipaldi and new Penske driver Danny Sullivan chased hard after Villeneuve and as the mid-race round of fuelstops took place, Sullivan emerged in second behind leader Andretti.

The '77 and '84 Long Beach winner managed to stretch his first fuel load to within one lap of half-distance and when he rejoined he turned down the boost and concentrated on making the finish without a second stop. Sullivan pitted six laps earlier than Andretti and 20 laps later he was able to outbrake the defending champion for the lead and pull away before running out of fuel as he approached the pits with 11 laps to go. Ten laps later Sullivan ran dry of fuel, finishing the race stalled in pitlane, one lap short of the chequered flag.

A lap earlier Fittipaldi had been forced to make an eleventh-hour fuelstop, enabling Andretti to win by a full minute from the Brazilian. Sullivan was classified third, a lap down, followed by Jim Crawford (Lola T900) and Al Unser Sr (Penske March 85C). Fourteen of the 28 starters were running at the finish of a race described by promoter Chris Pook as "an excellent show".

## QUALIFYING

The past winter has been one of the busiest in the long history of American national championship racing. By the time all the leading CART teams arrived in Long Beach for the Indycar season-opener, 57 new cars had been produced and delivered. March had delivered 35

new 85Cs, Lola had turned out 20 new T900s and Eagle had completed two new 85GCs.

Winter testing results suggested the latest March and Lola designs were going to be similar in performance while the two Eagles were brand new and barely tested. The continuing story of growth surrounding CART's PPG Industries-

backed Indycar World Series has transformed the category over the last three years and with all the new cars and a brace of new sponsors and revised team combinations, everyone was anxious to find out who stood where in the early-season pecking order.

March's 85C is extensively revised from the 84C, the first all-new design in fact since the company's original 81C. The new car is much lighter (on or even below the weight limit) and changes in weight distribution and a reduction in CG seem to have conquered the turn-in problem which bedevilled most March runners last year.

A favourite for this year's championship is Bobby Rahal and the March-equipped, Budweiser TrueSports team. With plenty of testing under his belt and a well-oiled team behind him, Rahal was able to set the pace in Friday's first practice session only to be outpaced by the dreaded Andretti in both Friday and Saturday qualifying sessions.

The defending champion was in typically aggressive form sporting the Newman/Haas team's new Beatrice backing and extracting the most from the slightly longer, lighter Lola T900. On Friday, Andretti was half a second quicker than his pole time from last year and the following day he found another half a second.

Andretti tried a variety of different approaches and set-ups and there was unconfirmed suspicion that his pair of T900s were fitted with the Torsen-Gleason 'equaliser' differential. Used in some oval tracks races last year by Newman/Haas and TrueSports teams, the Torsen-Gleason diff has thus far

proved unreliable in road races. A persistent round of "no comments" from Newman/Haas team members led us to believe Andretti was using the diff (as experimented with in F1 by McLaren) last weekend.

Rahal qualified second fastest, just over two-tenths slower than Andretti. Happy with his car and brimming with confidence, Rahal looked capable of keeping the pressure on Andretti all the way. His Brembo-braked March stopped well and did so with no signs of fade while the Franz Weis-built VDS Cosworth DFXs used by both TrueSports and Newman/Haas teams have demonstrably been the most fuel efficient in the business over the last year or two.

Emphasising the steadily increasing competitiveness of Indycar racing was the fact that a further half-dozen drivers qualified within a second of poleman Andretti. Third fastest qualifier was Al Unser Jr in Doug Shierson's Lola T900 followed in tight order by the March 85Cs driven by Geoff Brabham, Emerson Fittipaldi, Bruno Giacomelli, Jacques Villeneuve and Roberto Guerrero.

Unser Jr had a negligible amount of road racing testing under his belt before Long Beach and it took most of the first day for Shierson's team to get atuned. After winning Saturday's Toyota Celebrity race from Parnelli Jones and Dan Gurney, young Unser got with the programme in the final qualifying session, making himself look like a race-day contender.

Second fastest on Friday and fourth fastest in the end was Geoff Brabham. For the first time in four years of Indycar racing Brabham is a number one driver in 1985, replacing Unser Jr in Rick Galles's ambitious March-equipped operation. Brabham was smooth and fast on both days and with a good record at Long Beach he loomed as a quiet threat. Team mate Pancho Carter survived a Friday accident to qualify his Buick V6-powered 85C near the back, among the four 'promoter's options' additions to the

# LONG BEACH

clipped the wall exiting the section beneath the Hyatt garage.

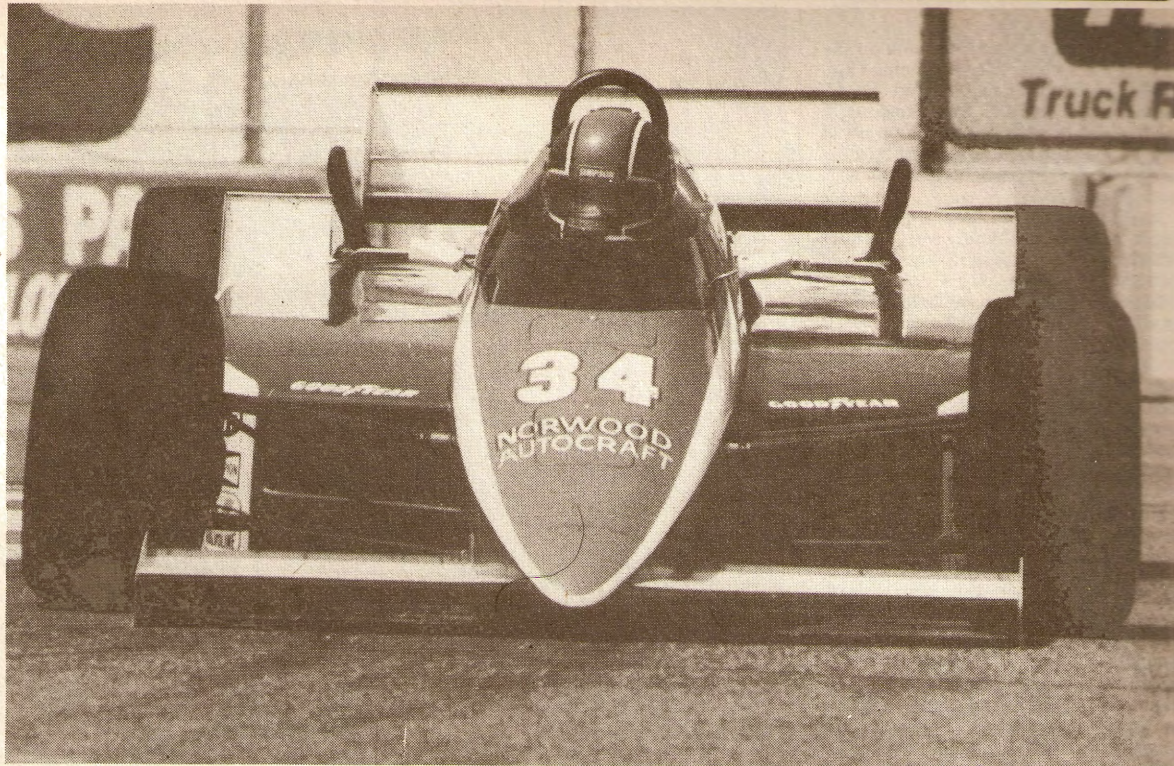
Rahal was out of the race immediately and Andretti Sr was able to take advantage of the momentary delay to the rest of the field, establishing a clear margin to the rest. As that happened Villeneuve was deftly outbraking his way car-by-car into second place. By the sixth lap he was around Unser Jr into second with Andretti almost 5secs clear.

Jacques had been told by his team to find a comfortable place among the leaders and settle down in an effort to conserve fuel. Driving hard but neatly the little Canadian began to pull away from the rest of the field and keep the leader within range. For a while Andretti slowly stretched the margin but by the 15th lap Villeneuve was beginning to gain ground.

Guerrero was out of it after three laps, a rear tyre flat and the suspension deranged following the first turn incident with Andretti Jr. The latter kept going in the heat of the chase which had otherwise lost Brabham from its ranks. A strong fourth for a handful of laps, Brabham suddenly made for the pits with broken gear linkage. The Galles team effected a quick repair, getting their man back on the track inside two laps.

Next to hit trouble was Unser Jr who found his rear tyres going off and was passed in rapid order by Fittipaldi, Giacomelli, Andretti Jr and Sullivan. Young Andretti was the next to be forced into the pits, in his case to repair his car's front wings which began to come apart as a result of his turn one incident. He rejoined and ran quickly before finally dropping out with a blown engine.

By the 20th lap the race seemed to be settling down with Andretti Sr leading by some 7secs from Villeneuve. Andretti was lapping in the 67.5-68.0s bracket, barely 2secs off his qualifying speed and each of the next four cars were keeping with him. Fittipaldi, Giacomelli and



Jim Crawford qualified 10th with his Lola T900 and finished a strong fourth for the second year in succession.

Sullivan were having a hard race among themselves and lap by lap they inched up on Villeneuve and on race leader Andretti as well.

While this was happening two drivers hit trouble after making good runs from midfield starting positions. Howdy Holmes (Forsythe Lola T900) and Kevin Cogan (Kraco March 85C) had worked their ways up to eighth and ninth positions before Holmes lost a wheel and was able to limp safely to the pits. Holmes rejoined in place but Cogan was soon out

for good when he got caught between gears and spun backwards into the wall.

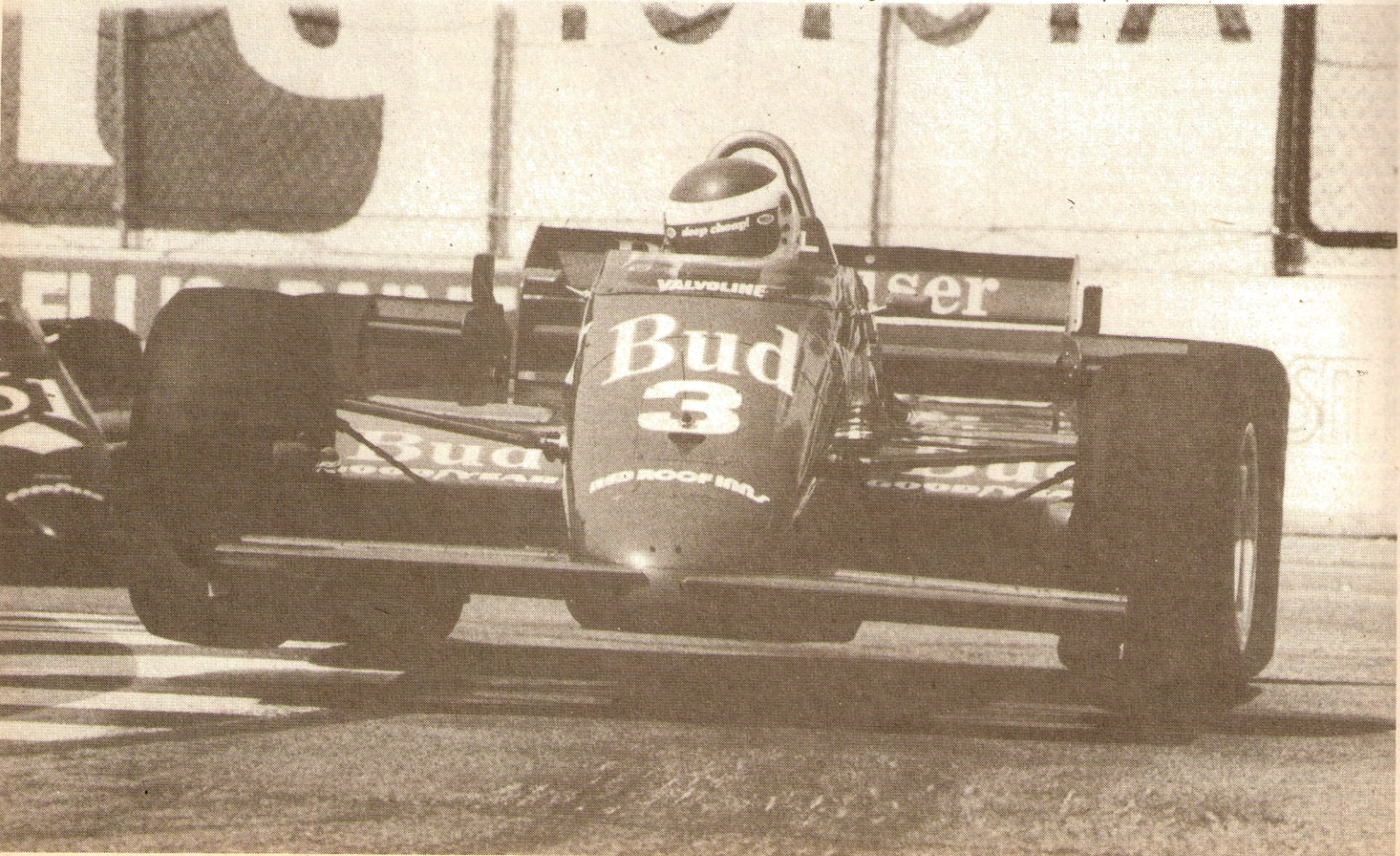
Shortly after Cogan's accident Villeneuve had a moment, dropping another 4secs to Andretti and allowing the pair of Patrick Marches and Sullivan to close hard onto his heels. Villeneuve was soon inching back up on the leader however, as everyone got ready for the first and perhaps only fuel stop.

Sullivan was the first to come in, stopping after only 38 laps so that his chances of being among the leaders at the

flag looked slim. The following lap Villeneuve's car suddenly began to run out of fuel as he came past the pits and a few turns later Giacomelli clipped Villeneuve's tail when the Canadian Tire March hiccoughed again. Giacomelli bent a front wing in the incident and both cars made for the pits. Villeneuve lost more time when he went down what he thought was the (legal) back entrance to the pits only to discover it was a dead-end break in the wall.

Fittipaldi avoided the incident be-

Bobby Rahal was among the pre-race favourites with the TrueSports March 85C, but his spectacular efforts in the leading bunch resulted in a crash on lap 2.



tween his team mate and Villeneuve and kept going until lap 41 while the leader went all the way until lap 44 (as well as three pace laps, remember) before stopping. Andretti had lost his radio at the start and as a result of that he stopped two laps earlier than he would have preferred. To that point he had used 37.5 gallons of methanol and the team took the time during the stop to hold their man in the pits, making sure the car was brimful.

"Almost as soon as I got back out there," reported Andretti, "I backed the boost down to 45 inches. I figured I'd keep it safe and run to the finish without another stop. I'd take my lumps from there and whatever happened, well, so be it." Andretti led by 12secs from Sullivan when he rejoined with Fittipaldi and Giacomelli still in contention in third and fourth places. Fifth and sixth at that stage were the Unsers Jr and Sr, both of them the best part of a lap behind.

By the 55th lap Sullivan had caught Andretti and was beginning to menace him. At the same time the two leaders caught Unser Sr and for a couple of laps the trio stormed around in close order. On the 58th lap Sullivan outbraked Andretti on the backside of the circuit and then Unser pulled wide, allowing the two leaders to go at it.

"I was surprised at how easy it was to pass Mario," said Sullivan. "I had expected much more of a battle but he didn't seem to bother that much. I knew he was trying to conserve fuel. I was trying to do the same. But I knew I was going to have to stop a second time."

Sullivan kept going, pulling away at as much as a full second a lap for a while, in the mid 66sec bracket. By the 75th lap he was 14secs ahead of Andretti but only a lap before team mate Unser had made his second fuel stop.

It was not surprising, therefore, when Sullivan's engine began to starve for fuel with just 11 laps to run. At the end of the 79th lap his car trickled to a stop as he tried to coast into the pitlane. Sullivan slapped his helmet in frustration as the car inched along and then thankfully refired so that he could make it down to his pit for a quick top-up.

The Penske mechanics had to insert their external starter to restart the engine so that Sullivan could rejoin just over half a minute behind Andretti and only seconds behind second-place Fittipaldi. With six laps to go Sullivan was hard on Fittipaldi's tail and with four laps left he was through to second place.

In Andretti's pit the Newman/Haas team remained poised with fuel rig and fresh tyres. The defending champion kept going, however, lapping around the 68sec mark and cruising home to a tumultuous welcome from a partisan crowd. With one lap to go Fittipaldi had to duck in for a final splash of fuel while Sullivan failed to finish the last lap. His car crawled through the a hairpin on the last lap, coughing and dying as it trickled into pitlane.

Sullivan was classified third therefore, a lap down in company with Crawford and Unser Sr. Crawford fought low boost pressure from the start and did well to duplicate his finish in the same race last year. Brabham and Villeneuve made it into sixth and seventh places, two laps down after their various travails. Tom Sneva came home three laps behind in eighth place, complaining primarily of an unresponsive engine as did team mate Ed Pimm (12th). Al Unser Jr finished the race a non-running ninth when he baled out, on the backside of the circuit, his car on fire following a last-minute fuel stop.

Others to fall by the wayside included Giacomelli who finally clipped a wall while fighting a balky clutch, the impact bending his steering rack. Also failing to finish was Raul Boessel who worked his way all the way up to 10th place before being stopped by an oil leak.

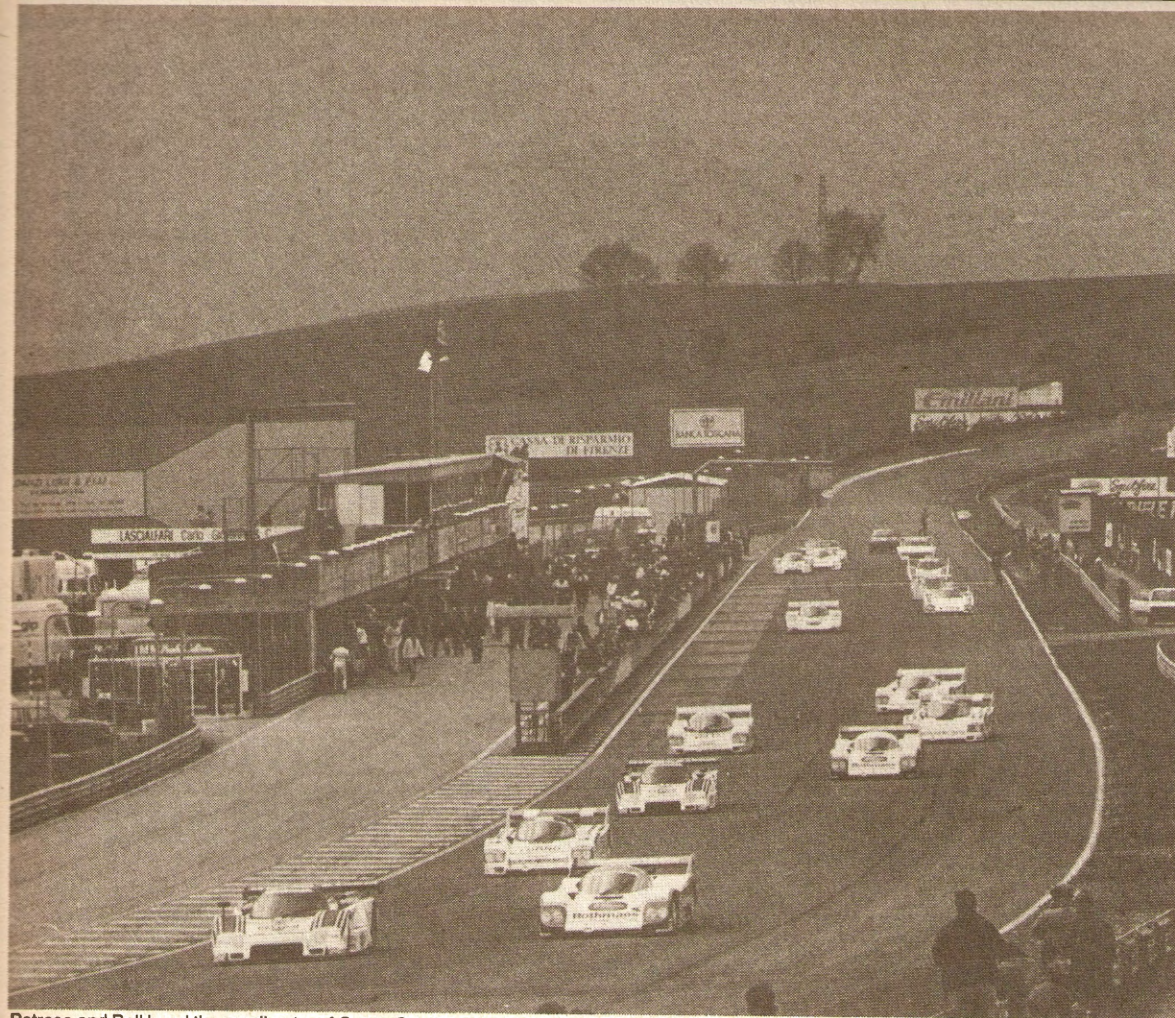


Al Unser Jr qualified his Domino's Pizza Lola T900 third on the grid, but was classified ninth after this car caught fire near the end.

**LONG BEACH (USA), Apr 14, Toyota Grand Prix of Long Beach  
CART/PPG Indycar World Series, round 1, 90 laps — 150.3 miles**

Pos	Driver	Chassis/Engine	Result	Qualifying	Pos
1	Mario Andretti (USA)	Lola-Cosworth DFX T900	1:42.50.07	1:05.21	1
2	Emerson Fittipaldi (BR)	March-Cosworth DFX 85C	1:43.40.20	1:05.94	5
3	Danny Sullivan (USA)	March-Cosworth DFX 85C	89 laps	1:06.37	9
4	Jim Crawford (GB)	Lola-Cosworth DFX T900	89 laps	1:06.53	10
5	Al Unser (USA)	March-Cosworth DFX 85C	89 laps	1:07.67	12
6	Geoff Brabham (AUS)	March-Cosworth DFX 85C	88 laps	1:05.85	4
7	Jacques Villeneuve (CDN)	March-Cosworth DFX 85C	88 laps	1:06.17	7
8	Tom Sneva (USA)	Eagle-Cosworth DFX 85C	87 laps	1:07.96	14
9	Al Unser Jr (USA)	Lola-Cosworth DFX T900	86 laps	1:05.78	3
10	Johnny Rutherford (USA)	March-Cosworth DFX 85C	86 laps	1:08.80	20
R	Bobby Rahal (USA)	March-Cosworth DFX 85C	1 lap—accident	1:05.43	2
R	Bruno Giacomelli (I)	March-Cosworth DFX 85C	60 laps—suspension	1:06.07	6
R	Roberto Guerrero (COL)	March-Cosworth DFX 85C	3 laps—suspension	1:06.23	8
R	Michael Andretti (USA)	March-Cosworth DFX 85C	48 laps—engine	1:06.78	11
R	Michael Roe (IRL)	Lola-Cosworth DFX T900	42 laps—overheating	1:11.07	26

Winner's average speed: 87.694mph. Next round: Indianapolis, May 26.



Patrese and Bell head the small entry of Group C cars off for the warm up lap of Mugello's 1000Kms.

## The old firms

Mass/Ickx win a fuel economy race — Lancia Martini claim pole with competitive performance — Brun and Kremer both lead with latest Porsches — C2 again to Spice Tiga — Report: QUENTIN SPURRING — Photos: MALCOLM BRYAN

The 1985 FIA World Endurance Championships did not get off to a strong start at Mugello last Sunday. The Group C1 sportscar teams have immediately fallen foul of the new, 15% reduction in their fuel allowance, and they struggled to run the distance on the 510 litres available to them. The only top teams to discipline themselves to a correct race strategy were Rothmans Porsche and Lancia Martini, and even the latter could not resist a reckless opening stint so as to lead the race from pole position. Later the Riccardo Patrese/Sandro Nannini car went out with an engine failure, and Jochen Mass/Jacky Ickx came serenely through to win for the works Porsche team.

The feature of the race was the performance of the privateer Porsche 962C cars of the Brun Motorsport and Kremer teams, both of which led with driving of the highest quality. But both pairings — Stefan Bellof/Thierry Boutsen and Marc Surer/Manfred Winkelhock — ran short of fuel and had to creep to the finish, overhauled by the factory car.

The second Lancia was fourth but the second works Porsche was disqualified after running out of fuel just before the finish. A mere 18 cars attended this first race of the new Teams championship, and among them the Spice Tiga team of Gordon Spice/Ray Bellm scored a sixth successive victory in the C2 category, finishing seventh overall.

### QUALIFYING

The world premiere of the play began to go wrong in Act 1, Scene 1. The theatre itself, of course, was magnificent. But at first the lighting was bad and — worse — the theatre was bitterly cold. And then things went from bad to worse for the producers backstage, when half the cast failed to show up . . .

The fine, natural arena of Mugello

makes this beautiful road course the perfect theatre-in-the-round, and the ideal setting for a relatively late start to the 1985 World Endurance Championships. The mid-April opening should have found all the sportscar racing teams fully prepared, and the audience had hoped that the curtains would draw back on a positively radiant scene — a new beginning, illuminated by the sunshine of a Tuscany springtime.

But they and the promoters had not bargained for the snow. Nor had they anticipated that only a dozen teams would turn up.

As the transporters rolled into Mugello for the Friday testing, it was actually snowing! April 12, it was, and the surrounding hills were edged in white, raising a depressing backcloth to an already gloomy scene. If nothing else, the meagre entry of 18 (only 11 C1 cars among them) showed just how urgently sportscar racing needs its newly announced OSCAR. I can tell you that for variety, and colour, and plot, the Mugello 1000 had nothing on *Amadeus*. And *Amadeus* has been over-rated . . .

The people behind OSCAR had cause to be grateful for just two factors that saved the show from a slamming from the critics, and which could yet earn the WEC the award of an accolade when the plot has reached its climax next November in Australia. These were a passable script, and the elevation of last year's best supporting actors to the star billing. For Act 1, Scene 2, at least, was saved by Lancia Martini, and in particular by Riccardo Patrese, the male lead.

Shortly before the end of the first qualifying session on Saturday morning — the weather crisp and bright once more — Riccardo found a clear lap and demonstrated the effectiveness of the latest version of the Lancia LC2. Over the winter, Cesare Fiorio's factory team

has been busy as never before and Ing Pier Paolo Messori has virtually produced a new car around the 1983 chassis. By basing the LC2-85 on the original monocoque, the team has not needed to comply with the new footbox regulation and can retain the original wheelbase, but the track has been widened by 10cms both front and rear. This has entailed a major rework of the suspension geometry and new bodywork, which features wider air tunnels so that the surface and ground effect downforce is substantially increased. The cars are now on 16ins rims all-round.

The Ferrari built type 308C V8 engine has also received a lot of attention so as to improve its fuel economy under the more stringent consumption rule now applied to Group C1 cars. Indeed, the team hoped that the new electronics development carried out by Weber-Marelli would allow the cars similar power to that produced in the races last year, which is to say an output in the region of 625-640bhp even with 15% less fuel.

Perhaps the most significant development by the Italian team, however, was its new contract with Michelin, for which company the WEC is now its only international track racing programme. The French radials had shown their mettle during pre-season testing here, when Lancia went a couple of seconds under their previous best lap times at 1:41.38, on Q-tyres and race boost. Now Patrese, with the conditions ideal and an unusually clear road, screwed up the boost to 1.4 and produced a stunning lap at 1:39.07 (118.36mph), which was comfortably under last season's F2 pole position on this tortuous track where handling is at a premium.

That done, he and Sandro Nannini contented themselves with their systems and fuel consumption tests in the afternoon session. The team was well satisfied with this qualifying performance but remained concerned about race day, for Lancia had been unfortunate in that almost all the team's considerable pre-season testing had been run in the rain. Thus there was a worrying uncertainty in the Lancia enclave about both the fuel consumption and the durability of the tyres. "We have not been able to run a full-length test in the dry, and frankly we do not know for sure if we will have a fuel problem," said Fiorio. "The Michelins are fantastic on performance, but for the same reason we do not know about their endurance. For sure that was an incredible qualifying lap by Riccardo, but there could be some problems tomorrow."

There were problems today for the other Lancia. Bob Wollek, who had spun off and damaged a corner of his car at the first chicane during the slippery Friday tests, was also in trouble in the first official session. In and out of the pits trying a variety of rubber, Bob was out on worn fronts and new rears, and locked up the fronts under braking for Becine, the final left-hander. The grip from the rears took him by surprise and the car ploughed straight on into the sandtrap, fortunately stopping short of the barrier.

Damage was light and confined to the front undertray, and Bob looked forward in the afternoon to moving up from the third row to the front of the grid. Mauro Baldi had the first run on qualifiers, only to find the car oversteering wildly. No way could be found to dial it out, and they had to settle for their morning time, giving their reserve driver Lucio Cesario a qualifying run.

The first blood of the fresh season, though, was Lancia's. Patrese's lap was beyond the reach of Rothmans-Porsche, who were here with two new type 962C cars and a 956 as a spare, the older car fitted with a 3-litre engine. Peter Falk's team was using the 2.6-litre power plants in the new chassis, equipped with

the latest Bosch Motronic gadgetry which the engineers hoped would permit them to match last year's power figures and stay on the pace of the Lancias. During qualifying the works engines (with different exhausts and turbos relative to the customer units) were as strong as ever, but the team ran into problems with the 962C chassis, and struggled to cure them on a circuit where Porsche have not raced since the old Group 5 days, eight years ago.

The long wheelbase of the 962C tends to create turn-in difficulties, and the works team had produced an entirely new rear end so as to prevent this characteristic by finding considerably more downforce. From 16ins all-round, the team has gone to 17ins diameter fronts and 19ins rears. Dunlop, Porsche's longtime partners, had produced special tyres in the latest 1985 compounds. The rear wheel/tyre assemblies were 33mm narrower as well as being taller, enabling the team, with a major rework of the suspension geometry, to build in air tunnels that were both 5cms wider and substantially deeper than those on last year's cars.

Pre-season testing at Paul Ricard and (briefly) Weissach had honed the new package so that it seemed to work well, but Mugello was a different matter. Both the 962Cs were visibly nervous in the corners, and soon the team reached the conclusion that this was a problem with the new geometry, incurable at the track. The drivers felt that they could live with it for the weekend.

Hans-Joachim Stuck's morning qualifying performance was impressive. Making his new presence as Derek Bell's co-driver immediately felt, Hans went out on Q-tyres but with only 1.25 boost pressure, and was eight-tenths slower than Patrese. In the sister car, neither Jochen Mass nor Jacky Ickx bothered with Q-tyres but wound up fourth fastest, but again there were uncertainties about the fuel consumption.

Until the new rear end is sorted by the factory, it will not be offered to customers, and both the private 962C entries at this race were equipped with last year's rim sizes, 16ins all round. The 962C package is similar to the one created last season by the JFR team — basically the IMSA car with a 956 rear end — but the 1985 customer cars certainly seem to be better sorted.

Brun Motorsport fulfilled its promise on paper, and its 962C was qualified third fastest by World Champion, Stefan Bellof. His new team mate, Thierry Boutsen, might have gone as quickly in the afternoon session, but curiously he found the car (backed here by the Torno



Lancia fought for glory on home soil — Patrese leads, but the Ferrari engine eventually broke.

roadbuilding company) badly balanced later in the day, understeering very badly in left-hand corners, oversteering in the right-handers.

The Kremer team had the other 962C, presented in the *sotto voce* livery of Barclay cigarettes and driven by Marc Surer and Manfred Winkelhock. Finding the car better balanced than he had expected, Marc set the time in the morning, on the latest Goodyear qualifiers. The US company is making a much more positive effort in the WEC this season, and also had on hand some soft race tyres with which Manfred went for a time in the afternoon, only to fall foul of a misfire.

Brun Motorsport has clearly set its sights on the new Teams championship

title and fielded its full team of three cars at Mugello, including its Deborah/Guffanti Porsche 956 (a 1983 model) with which the rapid Oscar Larrauri outqualified the Kremer 962C with a strong lap in the afternoon. The Brun/Jaegermeister type 956B was the slowest of the Porsches and, when Leopold von Bayern went out to try to retrieve this situation, he hit disaster up at the second-gear chicane at the top of the hillside. BMW M1 driver Helmut Gall did not see the orange Porsche coming and swung into Bayern's path, sending him off the road and heavily into the barrier. Both the left front and left rear corners were heavily damaged and the Jaegermeister car could not be repaired for the race.

The second string to the Kremer

team's bow was another 956B, backed here by Pretoria Brick and Protea hotels and crewed by team regular George Fouche with Italian rent-a-driver, Gianni Mussato. The latter went off and wrecked a corner on Saturday morning, and thereafter was unable to break the 2 mins barrier. The Kremer brothers drafted in Klaus Ludwig, who wrung a respectable time from the car in the second session on race rubber.

The Obermaier Racing team, similarly, arranged to get someone quick into its 956, which is still the least developed of the Porsches, still with the original underbody. Mike Thackwell joined the team's regulars in the car, which was sponsored here by Solulpa road signs and Euro Hi Fi Video. But, like Ludwig, the Kiwi was always fighting an uphill struggle with old-fashioned aerodynamics and hard tyres.

With only 510 litres available for the race, all the private Porsches were fitted with electronically controlled, 2.6-litre engines. All had nose wings of various configurations except the Kremer cars. The Barclay 962C had small fences on top of the front wheel arches.

The sole interloper on the Lancia/Porsche territory was Chuck Graemiger's much modified Cheetah Aston Martin. Over the winter the Swiss has widened the track by 12cms front and rear so as to increase the car's surface area and the size of the tunnels, all in the quest for the downforce lacking during the team's short 1984 programme. The revised Cheetah also has redesigned suspension front and rear, and the twin side radiators, which produced overheating problems, have been replaced by a single water radiator in the nose. The car is now the maximum permitted width of 200cms and currently is fitted with temporary and very heavy bodywork, the modifications increasing weight by 25 kilos to 899kgs. There have been many more detail changes but again the team had not been able to mount an effective test programme. The latest version of the Tickford developed V8 produces more than 590bhp and 460ft/lbs of torque. The Gatoil Cheetah, crewed by Bernard de Dryver and Gianfranco Brancatelli here, lost almost all the first session when the starter motor failed, and showed its lack of testing in the afternoon, although both men were qualified when de Dryver was stuck at the top of the hill with a jammed throttle mechanism.

**RACE**

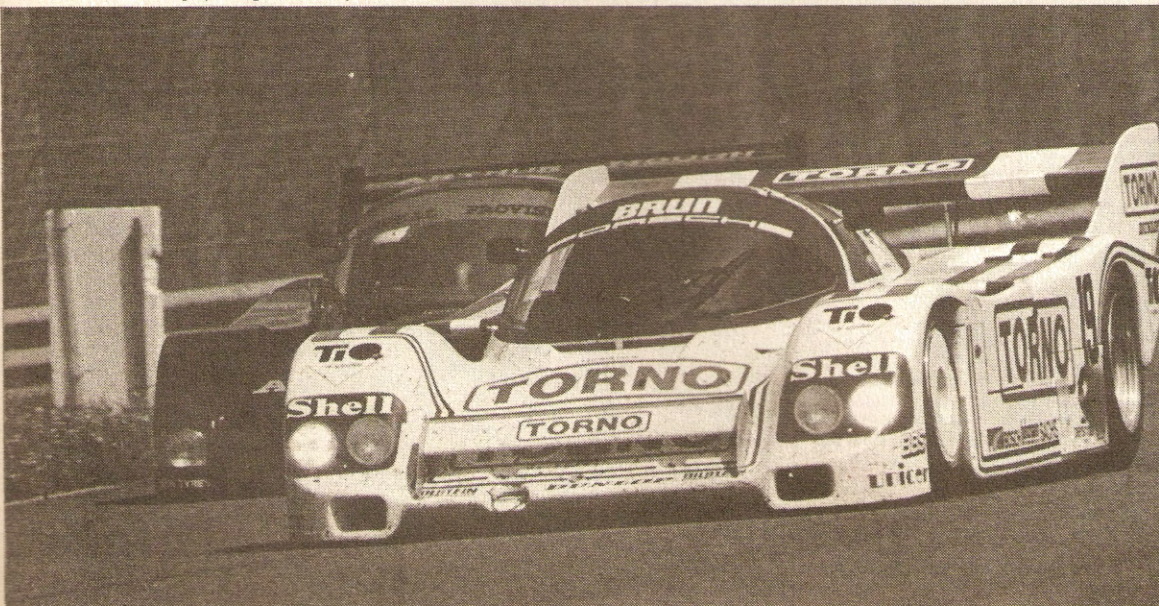
Banks of black clouds threatened the Mugello area on race morning, but the forecast said that the rain would hold off, so we were looking at a dry race. The distance would be covered by 190 laps, and most teams hoped to be lapping at around 1:49 or 1:50, which made it doubtful whether the event would go the full distance in the six hours allotted.

It was certain, however, that the cars would be needing every drop of fuel. The works teams, unsure of their fuel consumption and each with two cars of equal performance, kept their options open. For Lancia Martini, Patrese was to be the hare, Wollek restricted to lap times of 1:51. For Rothmans Porsche, Bell was instructed to keep closely in touch with whoever was leading, while Ickx was also set to lap at around the 1:51 mark.

Patrese, then, went off like a bullet, and from the pack emerged Bellof with the Torno Porsche, hard on Riccardo's tail. By the end of lap 1, it was Patrese-Bellof-Bell, this trio already opening out a cushion on Wollek, Ickx, Surer, Larrauri, Ludwig and Thackwell, with de Dryver — 10th — establishing the Cheetah ahead of all the C2s, at least.

With Bellof breathing down his neck, Patrese, so as to keep the Lancia ahead for the Italian TV cameras, found he had to lap at around 1:47, which Bell knew was too fast for the fuel schedule. He fell

Bellof drove a stunning opening stint to deprive Patrese's Lancia of the lead, but fell foul of the fuel/power ratio and crawled home third.



away from what was shaping up to be quite a substantial lead dice.

By lap 10, with the pace dropping a little, Bell was 7secs behind the leading pair, and the tortoises had now tumbled down the chart. Surer was running fourth and Larrauri fifth just in front of Ludwig, who had Wollek and Ickx in tow. Then came Thackwell in the Obermaier Porsche, but de Dryver was missing.

The Cheetah was newly into the pits with a recurrence of the annoying problem with the throttle slides. The Belgian went out again but found he was having to drive on the ignition, which must have been rather uncomfortable here, of all places. After another stop, the Swiss car continued, but before the stint was over the rear wing flew off the car. There was no spare, so its race was disappointingly run.

Thackwell was still trying to keep on the pace when, on lap 12, he was heading for the pits after a front wheel had parted company, which is becoming a familiar Obermaier story. By this stage only the surviving C1 cars were on the same lap, and Mike rejoined 16th and effectively last, having lost three laps.

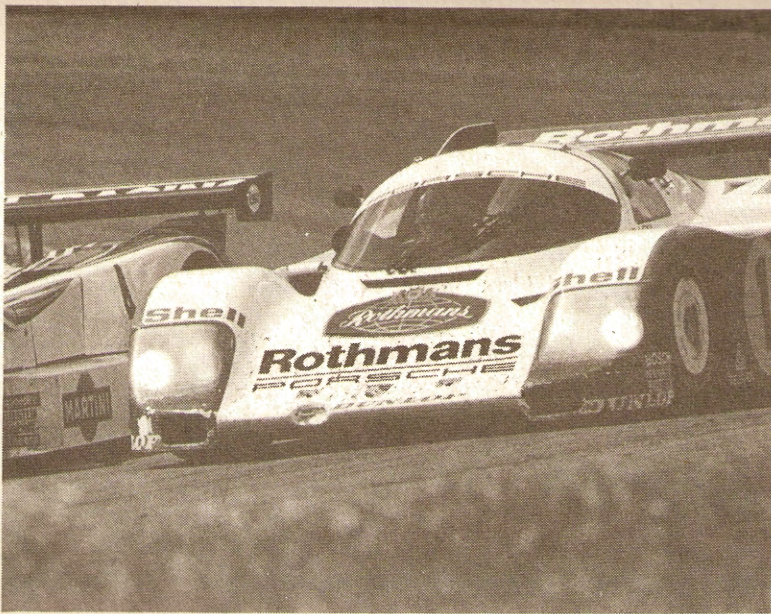
At the front, Patrese now began to drop the pace to 1:49, but such was the acceleration of the Lancia that Bellof could find no easy way past it. Bell began to close on the leaders once more, so that by lap 20 the Rothmans car was only 4secs behind the leading pair. Behind, the pack was still being shuffled as the teams found their pace, and behind Surer and Larrauri came Ickx, speeding things up a little, and then Ludwig and Wollek. By now, Bob was realising that, tortoise or no, there was no way he could go any quicker, for the second Lancia was handling like a dog, oversteering viciously.

As far as the leaders were concerned, matters came to a head on lap 25. Having feinted to pass there on several occasions, Bellof took a real run at Patrese under braking for the first corner, San Donato. Riccardo resisted the move and there was a light, sideswipe contact, sending the Lancia very wide out of the corner and scrabbling for grip. Stefan was through, and Bell was also now close enough to take advantage, getting the 962C right up alongside the LC2 as they left the corner. Derek was well placed to outbrake the Lancia at the next left-hander, and now it was Bellof-Bell-Patrese, with the Torno car showing signs of pulling away.

Bellof, indeed, got his head down and went for it, and he had opened out a lead of almost 10secs when he came in for fuel, on lap 33. Bell, having just lost his second place again to Patrese on lap 30, was already there, having stopped on lap 32, as did Larrauri. Surer and Ludwig came in after 33 laps, and they were all early...

The Lancia team and, significantly, Ickx did it better. Jacky and Riccardo pitted after 35 laps (bang on the power/economy mark), and the Lancia team was delighted to find that Patrese's car needed 92 litres. Indeed, Wollek went to lap 36, and it looked as though Lancia could even build up a fuel cushion.

With the race properly back up to speed, Boutsen led handsomely with 17secs in hand over Nannini and Stuck, the factory hares still together on the road. Only two laps into this duel, there was a near-miss when Massimo Sigala, newly out in the Deborah Porsche, suffered a broken stub axle. Massimo was crawling pitwards with the left front wheel at a funny angle when the wheel abruptly broke away as he left the last corner, bouncing through the air just ahead of Nannini. Both he and Stuck swerved to avoid this unexpected obstacle and their dice continued, but two laps later they almost came to grief again. Up at the Scarperia chicane, Stuck decided that he had had enough of



Ickx moves the winning 962C around the outside of the Patrese/Nannini Lancia LC2.

following the Lancia and dived inside it on lap 39. The cars made sharp contact and both spun. The works Porsche was immediately on its way once more, but the Lancia lost more time, and Winkelhock drove past into third place before Nannini could continue.

Lap 40: Boutsen now led by 26secs from Stuck, and then came Winkelhock, Nannini and Mass, only these five cars still on the same lap, with Fouche and Baldi sixth and seventh, and Thackwell ninth behind the C2 leading Spice Tiga.

The unfortunate Bell and Stuck found that their car had used as much fuel in that

opening stint as had the MIX sister entry, and their team manager Walter Nahe now instructed Hans-Joachim to keep the revs down to 7000 on the BEST 962C. Stuck began to drop back into the clutches of Winkelhock, who was flying in the Kremer Porsche, and passed his compatriot to take second place on lap 50, half a minute behind Boutsen. Behind the leading trio, Nannini and Mass got together to begin a long duel over fourth place which endured for about 20 laps until the next round of fuel halts. Having lost the lead, Fiorio had slightly reduced the pace of his lead

Lancia.

Winkelhock, charging hard, narrowed the gap to the leading Brun Porsche and had it down to 22secs, but then had to come in for fuel after a stint of only 32 laps, at full power. Boutsen drove a 33-lap stint troubled by oversteer, coming in a lap later than his challenger. For half a dozen laps, the Nannini/Mass duel was for the lead, before they too came in for fuel.

At 80 laps, all the second pitstops were completed and Bellof led by 20secs from Surer, the two customer 962Cs now dominating the scene and clearly pulling away from Bell, who was again restricted. The Brun and Kremer team cars, indeed, now put a lap on Patrese and Ickx, who were carrying on where their partners had left off.

Mussati was now at the wheel of the second Kremer car, but so slow was his pace that his stint was curtailed by his pit board after only 18 laps. Ludwig got in again to try to repair the damage, but the inexperienced Italian had cost the team more than a lap.

On lap 85, the Patrese/Ickx duo, with Jacky content merely to follow the Lancia at this stage, finally caught up with the hogtied Bell. The Englishman put up a short four-lap resistance but was demoted to fifth position, and had to knuckle down to a 37-lap stint in an effort to get his car back onto a workable fuel schedule.

Towards the end of the third stint, excessive tyre wear on this notoriously abrasive circuit again produced oversteer on the leading Torno Porsche, and Surer began to close on Bellof by about a second a lap. The gap was down to only 8secs when the two leaders stopped for their next routine pitcalls, on laps 99 and 100.

Celebrating victory. From left: Winkelhock and Surer (Kremer), winners Ickx and Mass (Rothmans), Bellof and Boutsen (Brun).



## MUGELLO (I), FIA World Endurance Championship, round 1 — 190 laps, 619.23 miles (996.55kms)

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying
1	Jacky Ickx (B) Jochen Mass (D)	2.6t Porsche 962C	Dunlop	5:59:52.21	1:42.73 (4)
2	Marc Surer (CH) Manfred Winkelhock (D)	2.6t Porsche 962C	Goodyear	6:00:22.05	1:43.95 (7)
3	Stefan Bellof (D) Thierry Boutsen (B)	2.6t Porsche 962C	Dunlop	189 laps	1:42.56 (3)
DQ	Derek Bell (GB) Hans-Joachim Stuck (D)	2.6t Porsche 962C	Dunlop	186 laps	1:40.73 (2)
4	Mauro Baldi (I) Bob Wollek (F) Lucio Cesario (AUS)*	3.0t Lancia LC2-83	Michelin	186 laps	1:43.54 (5)
5	Klaus Ludwig (D) George Fouche (ZA) Gianni Mussati (I)	2.6t Porsche 956	Goodyear	184 laps	1:46.27 (8)
6	Mike Thackwell (NZ) Herve Regout (B) Jurgen Lassig (D)	2.6t Porsche 956	Goodyear	179 laps	1:48.55 (9)
7	Raymond Bellm (GB) Gordon Spice (GB)	3.3 Tiga-Ford Cosworth GC85	Avon	174 laps	1:53.81 (12)
8	Carlo Facetti (I) Martino Finotto (I) Guido Dacco (I)	1.8t Alba-Carma 002	Avon	161 laps	1:53.62 (11)
9	Lars Viggo Jensen (DK) Jens Winther (DK)	3.5 URD-BMW C82	Avon	159 laps	2:04.98 (16)
10	'Victor' (I) Aldo Bertuzzi (I) Gianni Guidici (I)	3.2t Porsche 935	Dunlop	158 laps	2:04.70 (15)
11	Helmut Gall (D) Axel Felder (D) Walter Maurer (D)*	3.5 BMW M1	Avon	154 laps	2:08.05 (18)
12	David Andrews (GB) Chris Ashmore (GB) Max Payne (GB)	2.0 Ceekar-Ford BDX	Avon	152 laps	2:06.33 (17)
13	Paul Smith (GB) Dudley Wood (GB) Jeremy Rossiter (GB)	1.7t Tiga-Ford BDT GC84	Avon	135 laps	2:02.14 (14)
R	Riccardo Patrese (I) Alessandro Nannini (I)	3.0t Lancia LC2-83/85	Michelin	113 laps (engine)	1:39.07 (1)
R	Oscar Larrauri (RA) Massimo Sigala (I)	2.6t Porsche 956	Dunlop	101 laps (spun off)	1:43.70 (6)
R	Bernard de Dryver (B) Gianfranco Brancatelli (I)*	5.0 Cheetah-Aston Martin	Dunlop	20 laps (broken wing)	1:59.42 (13)
NS	Walter Brun (CH) Prince Leopold von Bayern (D)	2.6t Porsche 956	Dunlop	Accident	1:51.98 (10)

First named driver started race, driver in italics set qualifying time. \*Did not drive in race.

Winner's average speed: 103.24mph. Fastest race lap: Patrese, 1:45.79, 110.91mph. Next round: Apr 28, Monza 1000Kms.

Once again, the better placed of the factory cars was close enough to hit the front when the leaders pitted, and Patrese led the Mugello 1000 for a second time until lap 105. At this point, Ickx decided finally to pass the Lancia, and the eventual winner led the race for the first time until stopping for fuel three laps later. Patrese then led for a lap before stopping on lap 109.

Winkelhock set off after Boutsen and closed right up on the Torno car as Thierry found himself struggling with a chunking left rear tyre. There was nothing for it but to get it replaced, and Boutsen rushed into the pits on lap 109.

The Barclay Porsche now led handily. On lap 110, Winkelhock had almost 100secs on Boutsen after the Brun team's unscheduled pitstop, and the two privateers were now a lap ahead of Nannini and Mass, who had just resumed their ongoing rivalry after their cars had had their third fuel stops. Stuck was now a distant fifth and the Wollek/Baldi and Ludwig/Fouche cars were another lap down, the Lancia having been briefly delayed in the pits by a busted throttle return spring. The car was not a contender, anyway, for the oversteer persisted even though the team had put on quite a lot more wing.

With this car handling badly, Lancia Martini relied on the Patrese/Nannini LC2, but disaster struck on lap 113. The car had survived its two early-race incidents, and had spent more than 70 laps in close company with the MIX Porsche which would eventually win the event. But, to the wretched disappointment of Fiorio and his crew, Nannini was back at their pit only three laps into his stint to report that the oil pressure had dived. The car was pushed away.

There was drama when Winkelhock came up on Larrauri, whose Deborah



Waiting for his car to come. Klaus Ludwig and pit crew sit patiently for the Kremer 956.

Porsche was more than 20 laps behind after its long pitstop. Either the Argentine now set out to assist his team mate in the lead Brun entry, or he was merely able to run quickly having lost so much time in the pits. For whatever reason, he avoided being lapped by Manfred for about a dozen laps, holding the Barclay car at bay until Winkelhock eventually forced a way past on lap 123 as they exited the quick, third-gear Biondetti chicane before the final corner. When they got there, Larrauri received a brake test for his trouble. He locked up, and slammed straight on at Bucine and into the

sandtrap where the car, stuck fast, remained for the duration. 'Poppy' knows now: you don't mess with Manfred.

Still lapping in the 1:49s, Winkelhock maintained his lead over Boutsen until pitting on lap 132, temporarily handing the lead back to the Torno car which had refuelled during its tyre stop. But the Brun team, poring over Peter Reinisch's calculators, had finally got the fuel consumption message, and had signalled the Belgian to drop his lap times deep into the 1:52s. And behind him was Mass, still more or less on the 1:50/51 mark run

by the MIX car since the beginning.

Jochen, unhurried, steadily closed in, and he was on Thierry's tail on lap 137, staying under the wing of the Brun car until making his next scheduled stop on lap 140. Boutsen came in two laps later, and now the whole pattern of the race changed.

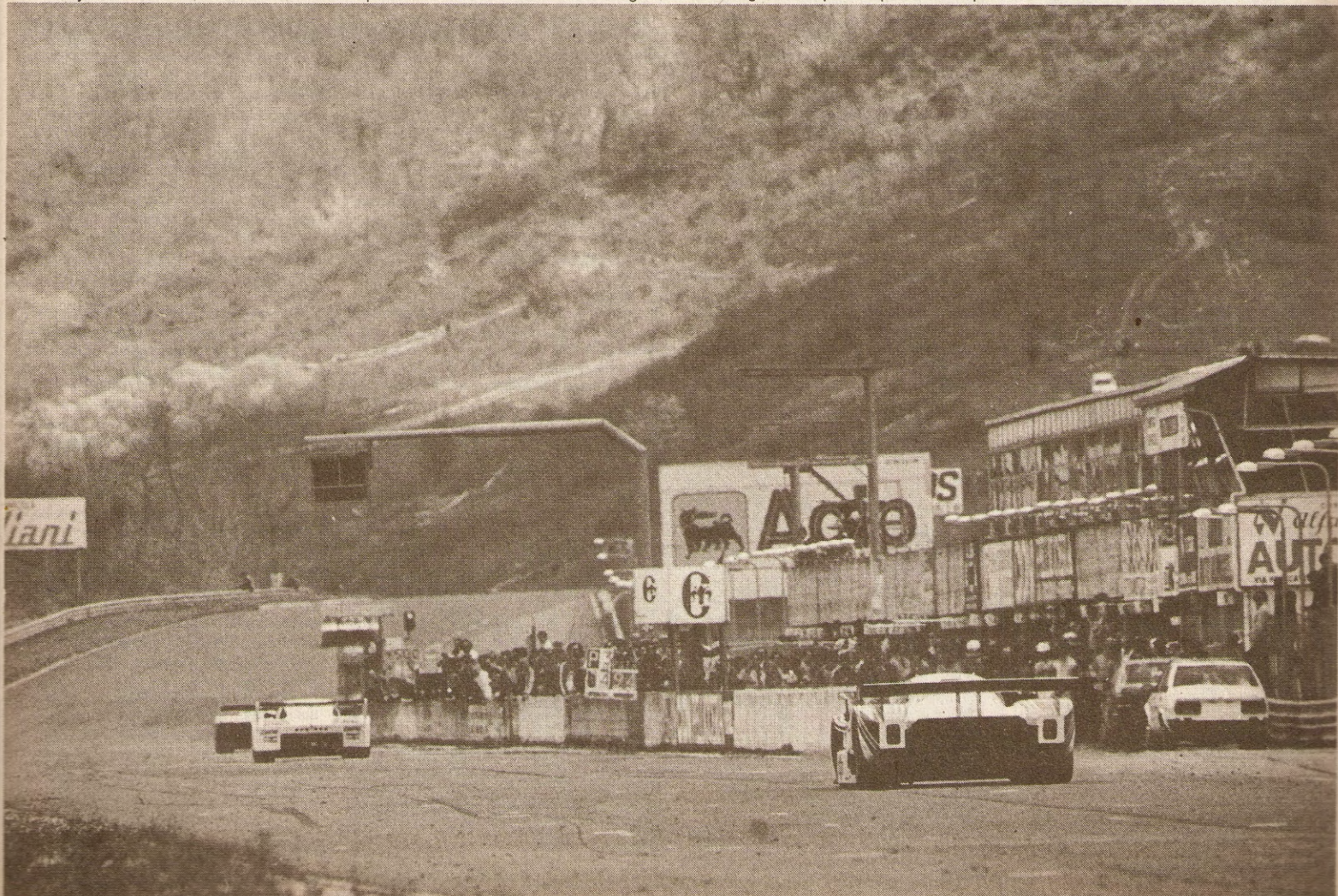
Lap 150: Surer led considerably, but the Kremer team had also now got the message, and knew that their prayers for rain were not going to be answered. Marc's lap times had also dropped into the 1:52s. Just 45secs behind with 40 laps remaining, Ickx was homing in at around 2secs on every lap. Another half-minute down, Bell was still driving with an eye on the fuel gauge, although Herr Nahe had now allowed him a few more revs. Derek had a pitstop due, and had Bellof just behind him.

When Ickx came in after a short stint to hand the second-placed car to Mass for the final, 30-lap stint, he had narrowed the gap to Surer to 28secs. The Kremer and Brun Porsches were briefly first and second again shortly afterwards, now 75secs apart.

Surer stopped on lap 167 and Bellof moved hesitantly into the lead—but not for long. The MIX discipline had paid off, and Mass had now been given the green light by Norbert Singer. Jochen increased the pace to 1:47, occasionally dipping into the 46s, and he was right up with Bellof only eight laps into his stint. Mass moved into the lead of the race for good on lap 169, immediately moving away from his 1983-84 team mate at up to 3secs a lap. Stefan could do nothing but watch as the MIX car moved into the far distance.

Bellof pitted for a last top-up on lap 178, so that Winkelhock took over second position, now 41secs behind the

Dwarfed by the Tuscan hills, Riccardo Patrese's third placed Lancia Martini chases down Mugello's main straight—and past his pit crew—in pursuit of the leaders.





factory car, followed by Stuck and Bellof, both a lap behind.

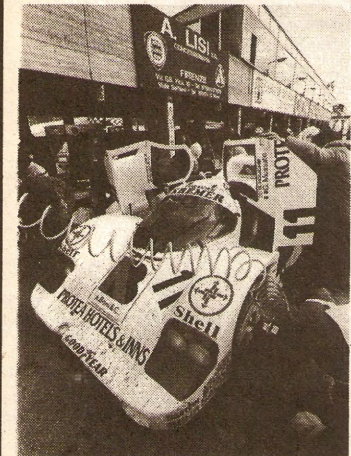
This looked as though it would be the finishing order, but three laps from the flag Stuck coasted to a halt 100 metres before the finish line. He had just done four laps staring at the fuel warning light, and knew there was no way he could get a round another time. Although Bellof drove his last two or three laps at a snail's pace, he was able to deprive the BEST car of its third position.

In fact, this made no difference. After the race, Bell/Stuck were excluded, having fallen foul of the rule designed to prevent seriously stricken cars from creating an on-track hazard in the minutes leading up to the finish. This states that every car's last lap must be completed in a time equal to 400% of pole position, rounded up to the nearest minute. The factory team, making a very rare mistake, had been unaware that this regulation applied. Stuck had needed to drive his last lap in under seven minutes, and it took him more than eight...

For the second successive season, then, Derek Bell was excluded from the results of the opening WEC round in Italy. Reinstatement is unlikely this time...

The Mugello 1000 was watched by about 2000 people (some 35,000 went to the motorcycle international at nearby Imola). For the *cognoscenti*, it was an interesting race, but it was hardly entertainment for the *tifosi*.

LEADING PITSTOPS



<b>No 1</b>		
Rothmans Porsche		
1-35	.....Ickx	.....6th ..... 35
36-72	.....Mass	.....4th ..... 37
73-108	.....Ickx	.....2nd ..... 36
109-140	.....Mass	.....2nd ..... 32
141-160	.....Ickx	.....2nd ..... 20
161-190	.....Mass	.....1st ..... 30
<b>No 2</b>		
Rothmans Porsche		
1-32	.....Bell	.....3rd ..... 32
33-66	.....Stuck	.....2nd ..... 34
67-103	.....Bell	.....3rd ..... 37
104-136	.....Stuck	.....3rd ..... 33
137-155	.....Bell	.....3rd ..... 19
156-186	.....Stuck	.....4th ..... DQ31
<b>No 19</b>		
Brun Porsche		
1-33	.....Bellof	.....1st ..... 33
34-66	.....Boutsen	.....1st ..... 33
67-100	.....Bellof	.....1st ..... 34
101-109	.....Boutsen	.....2nd ..... tyre 10
110-142	.....Boutsen	.....1st ..... 33
143-178	.....Bellof	.....2nd ..... 36
178-189	.....Bellof	.....3rd ..... 11
<b>No 10</b>		
Kremer Porsche		
1-33	.....Surer	.....3rd ..... 33
34-65	.....Winkelhock	.....2nd ..... 32
66-99	.....Surer	.....2nd ..... 34
100-132	.....Winkelhock	.....1st ..... 33
133-167	.....Surer	.....1st ..... 35
168-190	.....Winkelhock	.....2nd ..... 33

Positions shown are those immediately prior to pitstop.

More spice and tiger in Group C2

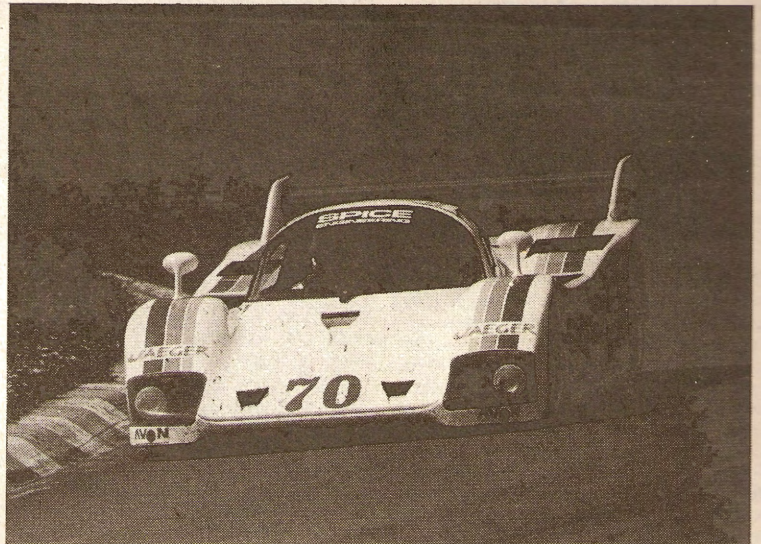
The C2 class has not been subjected to the same fuel regulations that have made life so difficult for the outright contenders this year and so the cars that did arrive were in much the same specification as they had been seen last season. Quickest of them in qualifying — as expected — was the turbocharged Carma Racing Alba 002 of Carlo Facetti and Martino Finotto, these two seasoned campaigners joined on qualifying day by former F2 driver Guido Dacco. The engine, incidentally, is to be known as a 'Carma' (after CARlo and MARtino, who have developed the 1.8-litre unit) this year rather than a Giannini, the latter name having been simply used as an alias to circumvent the FIA's original demand that power units be named after an established motor manufacturer.

Using their usual big-turbo qualifying engine and stickier Avon tyres in the first session, Facetti annexed the C2 'pole', despite being held up on his quick lap. The Italians also overcame a gearbox problem and a faulty fuel pump but were able to lap comfortably and consistently at around 1:57 during the later session in race trim.

Spice Engineering brought along the very pretty new Spice-Tiga GC85, Gordon himself and co-driver Ray Bellm more than content with progress. "It has much better balance than the old car," offered Bellm, who was delighted to have set the team's morning time. Spice subsequently lapped a little quicker in the afternoon but didn't bother to run in anything other than full race trim. "There was no point in throwing 'qualies' at it," said Gordon, "what would that mean? It's the race that counts."

The Jeff Hazell-run car was obviously going to pose quite a threat to the Alba on race day, the British drivers sensibly matched and able to run very consistently. The new car, built at Spice's Silverstone workshops, is some 50kgs lighter than the 1984 car, incorporates a stiffer tub, reprofiled rear bodywork and new front hubs. It is hoped that different front suspension will be available for Silverstone, allowing the team to incorporate bigger brakes, primarily for Le Mans.

The second Tiga to make the trip, Roy Baker's diminutive Ford BDT-powered GC84, encountered a few problems during qualifying. Paul Smith, joined here by Jeremy Rossiter and Dudley Wood, managed only a couple of laps in the afternoon before the day's activities were curtailed due to a braking defect. "The car was fine in the morning, though," said Paul. "If we'd wound up the boost and put on a set of qualifying tyres, we could probably have found around three or four seconds, but there didn't seem much point when the other two are around eight seconds a lap faster. We're quite happy. We can run at around 2mins all day



Another consistent and well planned race brought Spice-Tiga its sixth consecutive C2 win.

long, which I think should give us a bit of a chance."

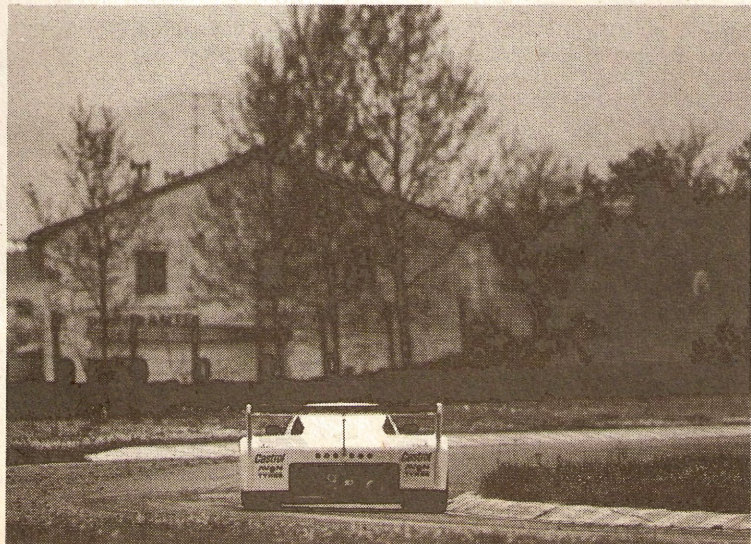
The team was not using its latest engine, which features a different camshaft and bigger turbo — scheduled to appear at Monza — but were nevertheless more than contented, each of the drivers enthusing about the little car's grip.

The enthusiastic Jens Winther trailed his Team Castrol URD-BMW all the way from Denmark, despite the fact that the car had only arrived back from Australia at the end of February. His best was around 3secs slower than Smith's, but Jens was happy that a general stiffening of the car between sessions allowed far more predictable handling. "We have a lot to do to the car," he offered, "but I know there's a lot more to come."

Ark Racing's Ceekar-BDG completed the small C2 section, former Formula 4/Historic F3 racer David Andrews still recuperating from a back operation but feeling well enough to join Max Payne and Chris Ashmore in the all-Walsall equipe. The Derek Matthews-built car boasts new front suspension since last year but, despite improving the time, the team felt that it changed too many settings in between sessions and so reverted to the original set-up for race day. A general lack of testing seemed to restrict their otherwise creditable effort.

Adding a little variety, 'Victor' Coggiola appeared yet again with his well used ex-Kremer Porsche 935, running alone in the IMSA GTX class, while Helmut Gall brought along his Group B BMW M1. The latter was lucky to make the race, however, following a

The performance of Jens Winther's URD-BMW improved progressively.



contretemps with Prince von Bayern's Porsche 956 during the afternoon practice period. Fortunately, damage to the M1 was merely cosmetic, although the lost time meant that only Gall himself had actually qualified within the specified time.

The C2 race itself began promisingly. Bellm made a break at the start to eke out the early advantage, but it wasn't long before Facetti began to make inroads into the Tiga's lead. By lap 16 they were nose to tail, a situation which remained until lap 25 when the Italian finally found a way past. Bellm at this stage was happy to run at this preselected pace of around 2mins a lap and, indeed, was back in the lead of the class when Facetti made his first scheduled pitstop as early as lap 30. Carlo had been troubled by excessive understeer but battled gamely on, ignorant at this stage of the fact that the rear roll-bar had broken.

Bellm continued, to establish a healthy two-lap advantage by the time he handed over to Spice on lap 41, the team running to its intended strategy of making only three stops. The Alba had regained the lead during the takeover but Gordon soon began to charge along, gaining hand over fist as the race entered its middle third. On lap 65, after resisting a couple of attempts to pass by Spice, Finotto made for the pits once more, elevating the Tiga into a lead it was never to lose.

The Italian car may have been able to maintain the pressure but was delayed badly by a broken driveshaft on lap 119. Many laps were lost while a repair was effected — the broken roll-bar was also diagnosed and made good — although the team still managed to fight their way back up to second in class, 13 laps adrift of the winning Tiga.

The Roy Baker Tiga should have finished at least third but for two long stops in mid-race to clear a mysterious fuel blockage and another delay to change a faulty voltage regulator. Instead, Winther/Viggo Jensen took the place, their only problem being with a mis-set fuel fill system that demanded fully 4mins for each scheduled stop. The Ceekar also finished ahead of the Tiga-BDT, surviving a flat battery and two long stops to try to cure a severe vibration. Ashmore also had to drive a full lap on a punctured tyre at one stage.

'Victor'/Aldo Bertuzzi/Gianni Guidici were meanwhile thoroughly pleased to collect World Championship points in finishing 10th overall, while Gall/Felder enjoyed a completely trouble-free run to finish next in line. Well, at least they all finished, and the Spice team was able to collect its sixth successive C2 victory with another faultless performance.

Monza, one feels, should have a lot more to offer.

JEREMY SHAW

# Peugeot to debut new 205 Turbo 16 in Corsica

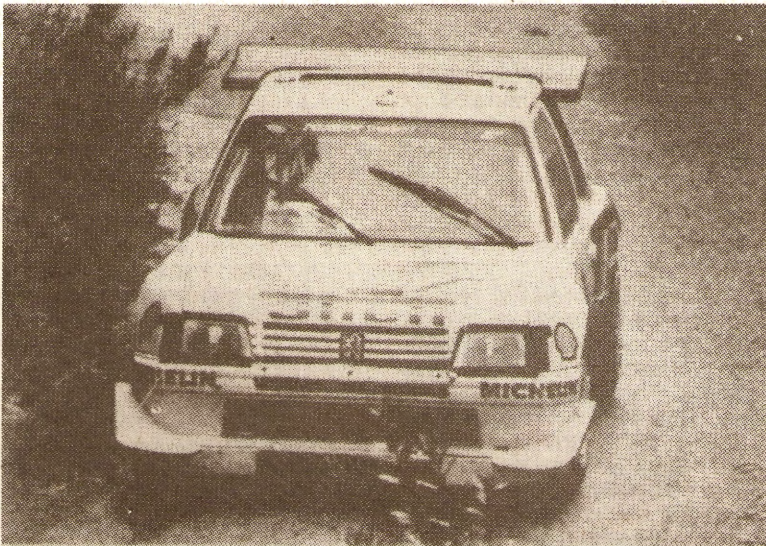
Vatnen to test car then decide which option he will use on next WRC counter

The evolution version of the Peugeot 205 Turbo 16 will make its debut on the Tour de Corse, following a FISA inspection at the factory on Monday of this week. A PTS spokesman, Jean Claude Lefebvre, confirmed that the new car had passed the inspection for homologation on May 1, and that the 440bhp Turbo 16 had been thoroughly tested by Bernard Darniche before being prepared for the Tour de Corse early next month.

Although externally the only major change is to the rear of the car where considerable attention has been paid to the aerodynamics — as shown by the presence of a large spoiler — underneath the skin, there are many important introductions. In order to boost the power output, a new cylinder head has been fitted, while a new water/air intercooler is also fitted.

There are also big changes to the rear chassis member, the old steel two piece section replaced by a single tubular chassis section, giving improved strength while further reducing the weight by some 70kg. The car now weighs in at 910kg which with the 440bhp unit, must ensure that Jean Todt's drivers will be fully competitive for some time to come.

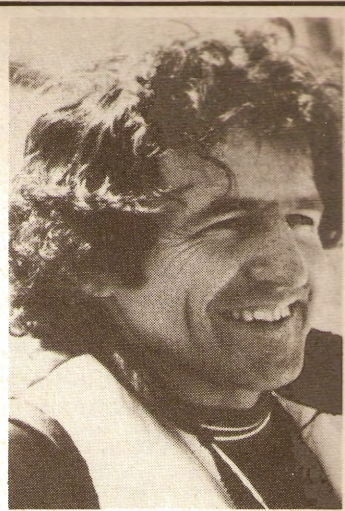
In the immediate future, Ari Vatnen is now expected to take over some of the testing from Bernard Darniche, and after



Peugeot's new car in testing recently, showing the additional rear wing.

this work the Finn will decide whether he wants to use the latest car for the road race. If he decides to stick with the normal car, then Bruno Saby will give the

evolution car its debut, the third man — and World Championship leader — Timo Salonen already confirmed as running the familiar T16.



## Millen opens his account

Rod Millen opened his SCCA Championship account with a win on the opening event of the year, the Rodland Nor'Wester. Millen opted to campaign his trusty 4WD Mazda RX-7 as the new car is not finished. Nevertheless, the Kiwi driver was pleased to get in a good result, even more so when he learned that arch rival, John Buffum, could only manage fourth after a troubled event with the Quattro.

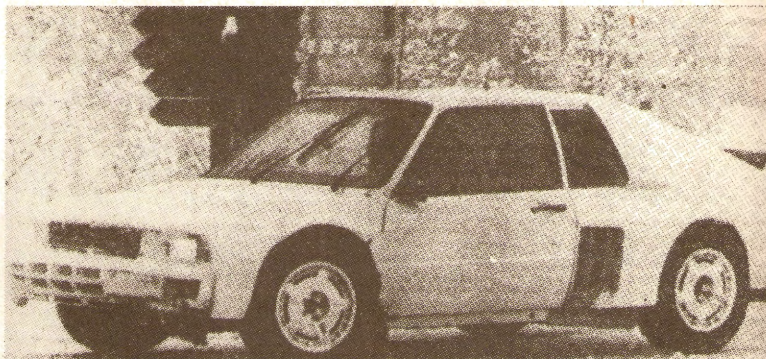


Above and below: Markku Alen with the tidier version of the Delta S4. Note revised front end detail.

## Delta S4 for Mille Pistes as Lancia continue tests

The expected debut of the prototype Delta S4 on the forthcoming Costa Smeralda Rally is now under threat, and while Lancia personnel may still take the car to Sardinia for the European Championship event, it seems any work will be very low key, and that Markku Alen will not tackle the entire route as planned. While the Finn has publicly talked highly of the few four-wheel-drive car, privately he must be concerned and the recent testing accident can have done nothing to raise his spirits.

More attention is now apparently being paid towards the French Mille Pistes Rally in July, when Lancia now expect to field at least one car. That will surely delight the organisers who already expect to play host to Ford who will debut their RS200 on the event.



The prototype mid-engined Quattro during its Austrian test session with Walter Rohrl at the wheel.

## Rohrl tests mid-engined Quattro prototype

Despite the long-term philosophy that Audi would never build a competition special, preferring to compete with "production based equipment", the Ingolstadt engineers have started back to back tests with this mid-engined Audi. Our colleagues at *Motor Sport Aktuell* snapped the mid-engined car while Walter Rohrl conducted tests in Austria, confirming that Audi are considering a major re-think.

The current five cylinder power unit — which the drivers now praise most highly — is expected to feature, although there

are suggestions that a twin turbo installation may be included. Further details of the project are naturally vague, although it seems that there is as yet no firm timetable for the car, and that it remains very much one prototype under consideration.

In the more immediate future, Audi expect to have the evolution Sport Quattro homologated for July 1, and a spokesman told us on Tuesday morning that it will make its World Championship debut in Argentina.

## Renault blow it again . . .

After another disappointing display by the new Renault 5 Maxi Turbo on the Criterium Alpin, Renault executives must be desperately hoping that their fortunes will improve in time for the Tour de Corse. Last weekend more engine problems again interrupted the cars' progress, and if Ragnotti, Auriol, and

Chatriot are to offer any resistance to the forces from Peugeot, then this next couple of weeks will be crucial. Meanwhile, one brighter point for Renault is the improved performance of the Group A 11 Turbo, which the Oreille brothers took to seventh overall at the weekend, winning the category.

# Struggle ahead for Brookes and McRae

Committee decision may ruin both drivers' chances of 1985 honours

Last weekend's Circuit of Ireland Rally was shaping up to be a classic rally-long battle between Jimmy McRae and Russell Brookes until team manager, Melvyn Hodgson, stepped in and issued orders to decide the outcome. While the wisdom of ensuring that both cars reached the finish was clear, it came as surprise to many people at Waterford at the manner in which the orders were applied.

When the *World of Sport* film of the event was shown last Saturday afternoon, there was no hiding the disappointment on Russell Brookes' face as it was clear that he had been told to slow down and allow McRae to take the lead, the Scotsman thereby scoring maximum European Championship points in his quest for a FISA A-seeding in 1986.

A spokesman for GM Dealer Sport told us on Monday, "The plan at present is to push Jimmy in Europe and Russell in the Open Championship. It is important that Jimmy gets that A-seeding back at the end of the year." But McRae's task is likely to be an uphill struggle with the AC Delco Manta 400 outclassed by the Lancias and Porsches on the high scoring Euro rounds. Next weekend's Costa Smeralda event has been dropped from his programme for this reason and McRae will now have to find enough medium scoring events—or less popular rounds of the series such as Cyprus and Halkidiki where he has scored well before—if he is to stay in contention for a top five placing at the end of the year.

For Brookes on the other hand, the Irish decision was a bitter pill to swallow. While he was clearly maintaining a diplomatic stance when we spoke to him on Monday, Brookes was aware that



Russell Brookes and (below) Jimmy McRae may have to work even harder this year.

McRae's contrived victory was a blow to his Championship chances. It cost him a possible three points in the series, something that could be significant in September. GM Dealer Sport may be determined to bring the Shell Oils Open Championship Brookes' way, but the man himself commented, "I am sure that a certain Mr Sutton and the Audi drivers might have different views on the matter!"

Indeed, the committee decision may have overlooked the task ahead of their drivers if they are to win any title at all. Almost certainly, the Manta drivers will have a hard time in Wales and Scotland as they face a variety of Quattros and, on the Scottish, the Peugeot 205 Turbo to be driven by Mikael Sundstrom. In Ulster, things may go according to plan, even with Mouton in a Quattro Sport, but with



the Manx International also counting for European points (as indeed does the Scottish), the team may be forced to make another agonising decision.

It must be hoped that the master plan does not stumble at the last hurdle but, with only two rounds of the six event series gone, some consider that the committee have under-estimated the challenge ahead.

## Nissan win team award on Safari

The Team award on the Safari was won by the Nichi Ra team of Nissans, and indeed the marque was strongly represented in the top ten with four 240RS models in the order. The only non-finisher of the official cars was Shekhar Mehta, who had an unusually difficult time, eventually retiring after an accident. For the rally, the new ET version of the 240RS at last allowed the crew to carry two spare wheels in the boot. Previously the second one had to go behind the seats, where it was inevitably difficult to retrieve in a hurry. This time however, when Mehta collected two punctures simultaneously, he found it impossible to open the boot, and so had to be rescued by a service crew, who supplied the necessary rims.

### BRIEFLY

■ Marlboro have confirmed that the Safari Rally will continue to receive their support for another year, and that they will have an option on the event until 1988. The Phillip Morris presence in Kenya is always strong, and puts anything seen by tobacco companies in this country, firmly into perspective.



Pianta— theft victim.

■ Lancia's Giorgio Pianta found himself rather worse off in Kenya, as the local 'enthusiasts' stole his briefcase which contained passport, cash, and all his personal belongings. Poor old Pianta then spent a long day at the Italian embassy and the various airline offices, trying to get home.

■ The end-of-Safari Toyota party again took its toll, although this time it was Juha Kankkunen who was injured. With most of the guests at the Serena Hotel floundering in the swimming pool at some stage of the evening celebrations, Juha was unlucky enough to go into a shallow bit, crack his head, and require nine stitches...

■ In the latest edition of the FISA Bulletins, there is confirmation that the World Rally Championship for Manufacturers will be decided out of the best eight scores out of the eleven rounds. When the Monte Carlo Rally was under threat, the Swedish was included, and so exceptionally, the 1985 series includes 11 rounds. The Drivers Championship is held over 12 events, with the best seven to count, as usual.

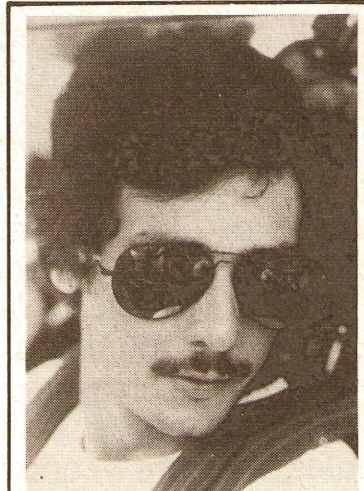
## Beguin leads Euro contest

Fourth place on the Circuit of Ireland and second place on last weekend's Criterium Alpin was enough to promote Bernard Beguin to the head of the European Rally Championship with his Rothmans Porsche 911SC RS. What was galling for the Frenchman, however, was that Guy Frequelin's Opel Manta 400 once again finished in front of the Porsche.

"I had this new lightweight Porsche for Garrigues," he told Jimmy McRae during the Circuit of Ireland, "and on both occasions that I have driven it, I have been beaten by Opel Mantas. On Garrigues it was just one, but here I am

beaten by three of them!" And now it has happened again...

The Criterium Alpin result takes Beguin into an eight point lead over Frequelin and former champion, Massimo Biasion. Dario Cerrato and Salvador Servia are next up, but already they are 39 points behind the leaders, Antero Laine is also running high at the moment after the Arctic and Hanki rallies. Josef Haider holds seventh spot with Jimmy McRae eighth and some 80 points adrift of Beguin. With little hope of scoring on French or Italian events, the Scot must seek points elsewhere if he is to regain his A-seeding for 1986.



## Alain is well clear in Africa

Alain Ambrosino won the Boucle de Cacao Rally in the Ivory Coast last weekend, his Blydenstein built Nissan 240RS finishing an 35mins clear of Samir Assef's Toyota. This performance was all the more remarkable as it was only second time that Ambrosino had driven this particular car, his first outing being marred when a wheel fell off...



The Ford Escort RST has won a rally. Driven by Serge Damseaux on the Nissan Rally in South Africa at the weekend, the car came through as the Audi fleet faltered, marking a milestone in the career of a car that started as the RS1700T five years ago.

# Mouton reverts to long car for Welsh forests

Entry list bursting at the seams with 104 contestants signed up

Entries for the Shell International Welsh Rally closed at the weekend with no less than 104 crews putting their names forward. Heading that impressive contingent is Michele Mouton in the David Sutton Quattro although the French star, currently struggling to find her form and without a championship point to her name, will be reunited with the long wheelbase version. David Sutton told us on Monday that the short car is expected to contest the final two events in the series but for loose events, the long car will be used.

Not so certain at the moment, however, is the option that Toyota GB will choose for the event. While they are committed to the Supra for tarmac events, the forest/tar mix of the Welsh may demand the presence of the reliable Corolla, rather than the new car which is still short of testing.

The Opel battle will continue with McRae and Brookes seeded together in Wales, GM Dealer Sport apparently wishing to push the Midlander to the Open title. Perhaps on this occasion, team orders will again be applied, but in Brookes' favour.

Elsewhere, however, the entry list is much as normal although an air of mystery surrounds the two car entry from Ford. Mark Lovell is entered in the RS Turbo (with Ford still unsure of getting Group A homologation in time) while another entry has been slotted in at 16, the last of the B-seeds. Boreham refused to give any clues as to the driver's identity, or indeed that of the car. One can only assume that the company are trying to avoid another change of entry argument, which raged before the Circuit of Ireland.

## SHELL INTERNATIONAL WELSH RALLY

### Leading entries

- 1, Mouton/Pons ..... B ..... Audi Quattro A2
- 2, Eklund/Whitlock ..... A ..... Toyota
- 3, —
- 4, McRae/Grindrod ..... B ..... Opel Manta 400
- 5, Brookes/Broad ..... B ..... Opel Manta 400
- 6, Wilson/Harris ..... B ..... Audi Quattro A1
- 7, Kaby/Gormley ..... B ..... Nissan 240RS
- 8, Llewellyn/Short ..... B ..... Audi Quattro A2
- 9, Fisher/Frazer ..... B ..... Opel Manta 400
- 10, Pond/Arthur ..... A ..... Rover Vitesse
- 11, Alrikkala/Wilson ..... A ..... Vauxhall Astra GT/E
- 12, Lovell/Davies ..... A ..... Ford Escort RS Turbo
- 13, —
- 14, Sundstrom/White ..... A ..... Peugeot 205 GTI
- 15, Haugland/tba ..... B ..... Skoda 130LR
- 16, tba/tba
- 17, Collins/Freeman ..... B ..... Opel Manta 400
- 18, Lord/Varley ..... B ..... Audi Quattro A2
- 19, Bolton/Ervine ..... B ..... Opel Manta 400
- 20, Fowden/Thomas ..... 2 ..... Rover SD1



## Brookes heads for Europe . . .

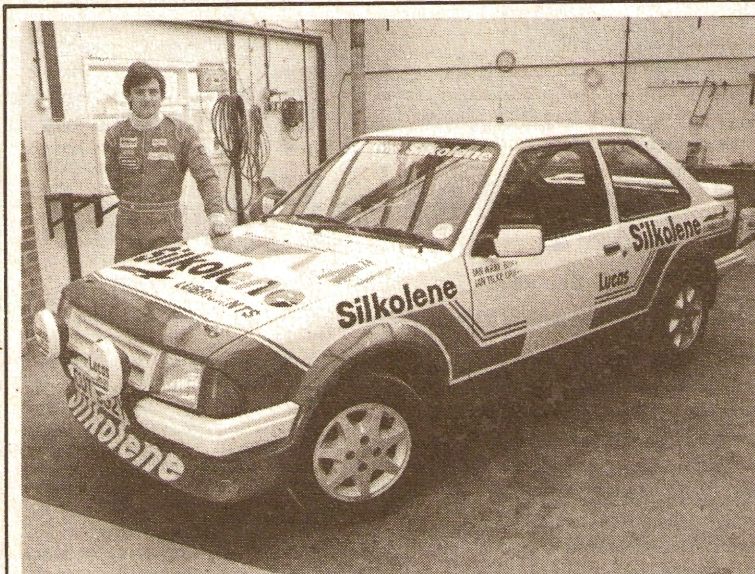
While Russell Brookes is being groomed for the Shell Oils Open Championship (see separate story), the Midlands driver is also planning a few trips abroad if he can tie up the appropriate finance. The tentative programme includes Cyprus, Hunsruck, Haspengouw and — purely for the experience — Pharoahs. Details of the car and sponsorship are expected to be known within a few days. The events on the calendar also feature in Jimmy McRae's Euro plans and one wonders how the pair will resolve matters if they are not part of an 'official' team and Brookes is threatening to steal championship points . . .

## New seeds nominated by RAC MSA

At last week's Rallies Committee meeting, the RAC MSA announced its national seeding list for 1985. There are 20 names on the list, which will be reviewed in October and it is intended as a guide to foreign event organisers when seeding entries from non-FIA seeded drivers.

The choice of names has been made on merit from last year's results and therefore contains a few anomalies as drivers who have announced their retirement and others who are in semi-retirement are included! Towards the end of the last season, Donald Heggie announced that he had hung up his helmet — although an appearance on the Scottish Rally in June is a possibility — and Tim Brise is another who has yet to give any indication of plans in 1985.

The names, in alphabetical order, are as follows: Louise Aitken-Walker, Theo Bengry, Cyril Bolton, Tim Brise, Alec Cannon, Phil Collins, Bob Fowden, Russell Gooding, Donald Heggie, George Hill, Harry Hockly, David Mann, Ken McKinsty, Chris Lord, John Price, Clinton Smith, Mike Stuart, Ian Tilke, Andrew Wood, Ken Wood.



## Tilke makes Turbo switch

Ian Tilke has retained Silkolene sponsorship for this season as he tackles the Shell Oils Open Rally Championship. Gone, however, is the familiar Escort RS, a new RS Turbo now being graced by the team colours and prepared to Group A specification. Richard Longman will look after the power source for the car which is due to make its debut on the Shell International Welsh Rally in May. Tilke is also hoping to contest some rounds of the Shell Oils/AUTOSPORT Championship, and a trip to Belgium is also on the schedule. Co-driver for the year will be Ian Wray, who partnered Tilke to seventh on last year's Ulster Rally.



## STEVE RADFORD

Last Saturday's Plains National Rally was marred by a tragic accident that claimed the life of Steve Radford. On the seventh stage of the BTRDA event, and while challenging for a top placing, the Mk3 Escort (above) left the road at speed and collided with a tree. Steve (23), who was co-driving for his father, Ray, was killed instantly.

The father and son team were regular competitors on south western events and were runners up in the 1984 regional championship. Steve, who managed the family poultry and transport business in Tiverton, Devon, also partnered Rob Stoneman to the Escort Turbo Championship last season, only late registration preventing him winning the co-driver's award. That partnership was to continue this season as Rob switched to an Escort RS Turbo.

To his family, Ray in particular, and many friends, AUTOSPORT sends its deepest sympathies.

## WEEKEND SPORT

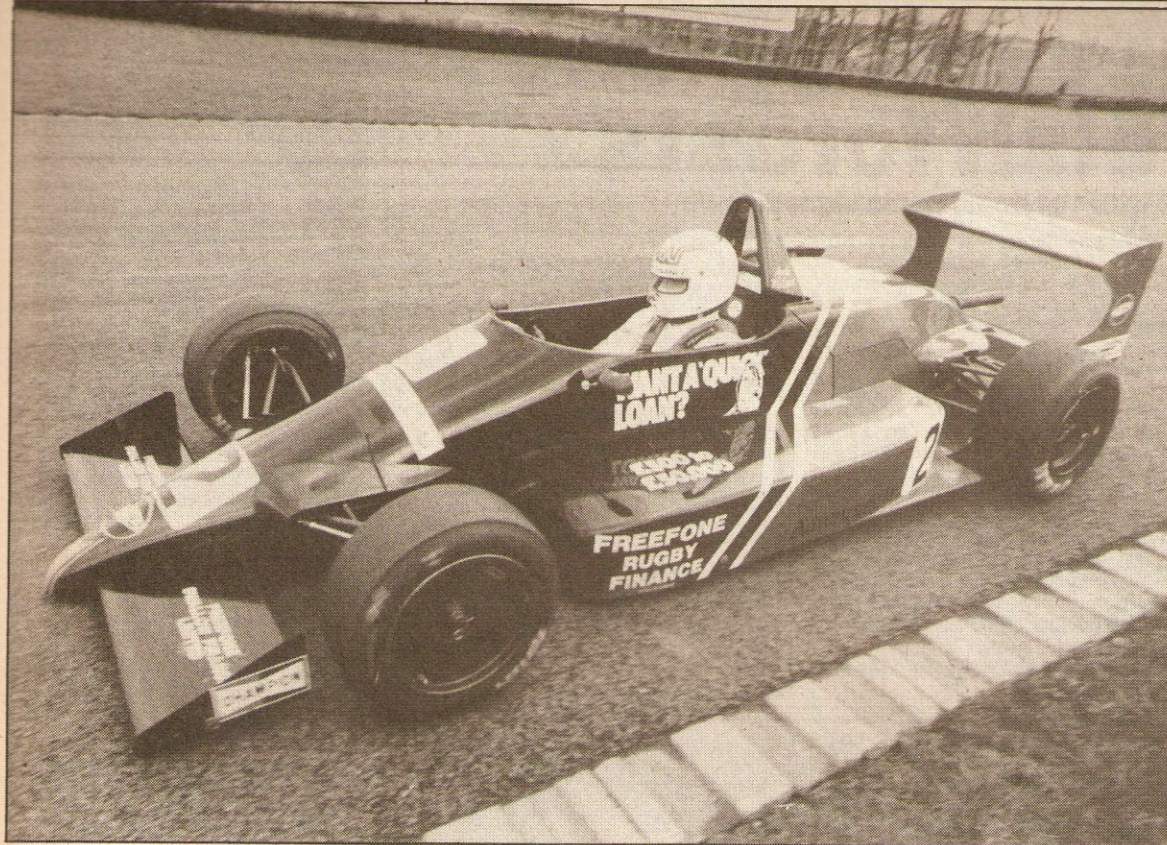
### INTERNATIONAL RALLYING

Date	Venue	Event/Details
Apr 17/20	Italy	Costa Smeralda Rally. European Rally Championship, coefficient 4. FISA Group A Challenge, round 3. <i>All of the Euro series leaders will be in Italy for this important event. A host of Lancias, Bernard Beguin's series leading Porsche, Guy Frequelin's super fast Manta 400 and possibly the somewhat unfortunate Peugeot 205 Turbo of Antonio Zanini will provide the entertainment. Russell Gooding takes his Rover Vitesse in search of Group A points.</i>
Apr 19/20	Austria	Arbo Rally. European Rally Championship, coefficient 1 <i>If there is anyone left from the Costa Smeralda entry list, they will venture to Austria for a low scoring event in the series.</i>

### NATIONAL RALLYING

Date	Venue	Event/Details
Apr 20	Aberdeen	Sonat Granite City Rally. Shell Oils/AUTOSPORT RAC National Rally Championship, round 3. Esso Scottish Rally Championship, round 4. <i>Watch the sparks fly as both major series get together for the first time this season. Jimmy McRae heads the entry list but the chasing pack will push the British Champion all the way. Preview on page 45.</i>

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



Andy Wallace led away from pole position to score his second win of the year in his Swallow Racing Reynard-Volkswagen.

right" for the afternoon session though, and Spence was immediately the fastest man on the course, until he hung a wheel over the edge at the Old Hairpin, and planted the car in the wall at Starkey's Bridge. Both left corners, the nose and tail were damaged, but Hosbond (back from the PMC F3000 team this weekend), engineer Davila and everyone else Peter Macintosh could muster, had the car back in shape again, with three minutes to spare before the race.

Phil Kempe and Mark Galvin shared the fourth row, the Welshman basically untroubled in the Identicar-Intersport Ralt, but the latter in a quandary early on. Alan Docking's crew negated the 'anti-dive' element in the front suspension geometry (known to be beneficial in Europe, apparently) but Mark simply lost a second to his previous best. It was dialled back in for the afternoon.

Cathy Muller and Gary Evans both lost ground in the dry session, winding up on the next rank, ahead of the Marlboro-backed Ralts of Harald Huysman (unusually subdued as he learned the circuit, but consistently making a pig's ear of Red Gate Lodge) and Gerrit van Kouwen. The Dutchman was frustrated in the damp, but started to come good later. "I'm learning fast", explained the European FF1600 champion, "that these cars have to be spot on if one is to go quickly. There's a lot more time in the car, and even more to come from me yet."

The Pegasus team, who had done wonders to repair Gerrit's RT30 for Thursday (after its high-speed 'off' at Thruxton on Monday), tried revised rear suspension mounting plates — to lower the rear roll centres — beneath the gearbox on Graham de Zille's First Edition car for the second session, but these were discarded in favour of the standard set-up for the race. Graham shared his row with Joe Foster in the second Murray Taylor entry. The Peachtree Recovery driver shaping up well on his first visit.

Steve Harrington completed the Class A runners, his EJR/Herbie Clips/GPA Ralt afflicted with a misfire in the dry, until Alastair McQueen changed the sparkbox. The Australian failed to displace the leading Class B contenders by 0.08sec.

Of the works Anson and Magnums there was no sign or word, leaving a straight Reynard versus Ralt confrontation.

## RACE

Reid was the only driver from the first three rows to make a really good getaway from the 'traffic lights', but he was

lians, Andy extending a cushion of 0.27sec to Gugelmin and Davies be-moaning over-compensation for over-steer. Gugelmin, laid low with 'flu all week, admitted to not feeling sharp in traffic. Sala, fourth overall, was ably backed by Reid, sixth, the pair split by the championship-leading Warmstyle/PMC Reynard of Russell Spence.

Unable to run the car during the week (while the Silverstone-based team replaced its floorpan), 'Red' found it far too stiff in the damp, and had two hairy spins into the mud at the Old Hairpin — the scene of a Wallace gyration — not to mention a 360 deg rotation at the chicane. Mechanic Bent Hosbond "got it

Phil Kempe was rudely assaulted by Harald Huysman at the start but managed to finish 10th.



# No flock for Wallace

Wallace heads procession home — Gugelmin alone flies Ralt flag — Sala's Saab on the pace — Spence sixth — Report: MARCUS PYE — Photography: JEFF BLOXHAM

Another copybook performance from Andy Wallace saw Swallow Racing's young charge back in the winner's circle at Donington on Sunday, Phil Flook's protégé halting Russell Spence's three-win run in convincing, lights-to-flag, style. Like a carbon copy of his F3 debut victory at Silverstone last month, the Oxford lad calmly secured pole position in qualifying, and eased away from Mauricio Gugelmin's Ralt in the race maintaining his advantage despite a persistent gearbox problem.

Round 5 of the Marlboro British F3 championship was not a great one, unbelievably, the top 12 places remained unchanged throughout the BARC's 20-lapper, young American Joe Foster and Class B winner Carlton Tingling being the first drivers to gain ground once the feature event was underway!

"I'm sorry that it couldn't have been exciting for the spectators", shrugged a jubilant Wallace (whose form had been dominant since Thursday testing), "but it's really difficult to pass on this circuit in a F3 car."

Wallace's team mate Tim Davies, having lost touch with Gugelmin, was left to stave off the constant advances of Maurizio Sandro Sala's improving Reynard-Saab, only 0.02sec adrift of Gugelmin's fastest race lap at day's end . . .

## QUALIFYING

In both wet and dry testing sessions at Donington on Thursday and Friday, Andy Wallace had been the unofficial pacesetter, so it was no surprise to see his Rugby Finance/Daily Mirror/Hartwells supported Reynard near the head of the sheets for both Sunday practice sessions. Drizzle greeted competitors early on, with Andy and Mauricio Gugelmin (WSR Ralt) vying for supremacy on a fast-drying track, with Maurizio Sandro Sala's spiritedly-driven Reynard-Saab right in among the top Volkswagen-powered cars for the first time, by the end of the opening session.

Until the final five minutes, the surface certainly favoured the cars on wet tyres, but both Wallace and Tim Davies gambled on a switch to slicks just too late for them to come into their own. Gugelmin, meanwhile, had pitted for new wets a fraction early, but pipped Wallace by 5/100sec at half-time. Dick

Bennetts had engineered a whole new 'wet' set-up since the Thruxton disaster, and Gugelmin was delighted with it. "The car feels progressive now, and really driveable in the rain." The mysterious Hampshire misfire was gone too . . .

The Madgwick/Scan+Sport team had also derived great benefit from the test days, both wet and dry. Time was found in the engine and chassis departments once more, Sala's new 16-valve unit boasting a modified inlet manifold (to improve torque) while revised rear decks (Anthony Reid's with two additional wing flaps, Sala's just a single) generated more downforce and aided the overall balance. 'Morris', in his element in the wet, hurled his 853 round 0.14sec shy of his countryman's Ralt-VW.

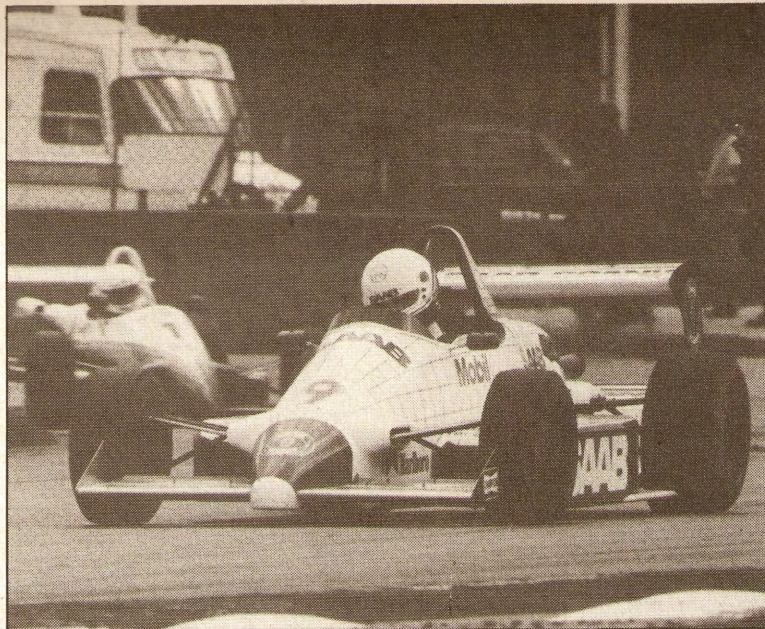
While the dry afternoon session effectively made the initial times of academic interest, the Swallow men each jumped a place, Andy onto pole, and Tim to third quickest, at the expense of the Brazi-

squeezed over between Davies and Spence, as Wallace, Gugelmin, Sala and Tim jostled for position, to the right of the track. Behind them, there was drama as the fast (like 10sec penalty fast) starting Huysman found Kempe and Evans closing the path he wanted to the leaders. Contact of some sort was inevitable as no one was about to give way. Huysman's Ralt reared up over the wing of the Identicar RT30 — leaving it badly askew — and landed with a thud atop Gary's DAT/Trimoco/Diversey/Tanzifco car. The momentum took them both into the wall (Evans's RT30 badly damaged, its driver unhurt), collecting poor Ray Stover's RT3 en route!

While Wallace made the most of the clear road ahead of him, Gugelmin needed just half a lap to deal with Davies, now embroiled with Sala and Reid anyway. "I didn't get off the line too well", said Gugelmin, "but inside the first lap I paid for it, because Andy was gone." Reid, in touch with both Davies and Sala onto Starkey's Straight, was promptly dropped by four or five lengths ("the engine seemed way down") although Spence's preoccupation with the tenacious van Kouwen precluded any place demotion. Gerrit pressured Russell into locking a rear brake at the chicane, and jinked to the inside, but the experienced Spence kept his boot in, and broke the tow before the Dutchman could get back on the power. "I knew then my chance was gone," grinned van Kouwen, nonetheless delighted to have made considerable progress throughout the meeting.

Muller and Galvin seized this opportunity to home in on Gerrit, although he withstood their pressure superbly. "Both Cathy and van Kouwen were very neat and consistent", offered Mark from his close observation station, "I couldn't find a way past but it was fascinating to watch."

Kempe, hampered by the damaged wing and a loose rear rocker, never relented in holding off de Zille and Harrington, who was hauled in by Foster in the closing stages. Joe, who had first gear strip on the warm-up lap, was forced to start cautiously in second, but battled his way energetically past the best of Pre-'84 men, Goddard and Tingling, before setting his sights on Steve. Harrington responded, and the excited American promptly put all four wheels



The Saab engine continues to improve. Anthony Reid finished fifth behind team mate Sala.

'off' as he strove to answer back at the end of a promising run.

Back to the front, Gugelmin whittled some time back under the caution flags (for Mike Wright's shunt at the chicane), and he edged nearer again when Wallace found fourth gear a touch reticent to engage. "After my mistake at Thruxton I was not going to stop pushing him", commented Mauricio, whose fastest lap was his last, the end of a fine sequence. "We are faster than the Reynard in the corners for sure, but still slower on the straights. We are getting nearer though..."

When the incident vehicle rushed to Wright's aid, it crossed the track just as Davies and Sala were approaching, closer than ever. "I braked harder than Tim because of the flags", said Maurizio, "and he got away a bit." A grand effort in the latter part of the race served to underline the potential of the Sala/Reynard/Saab combination, which burst through the 1m1sec barrier for the first time, despite rising water temperature towards the end Reid kept his lonely fifth place, behind his team-mate, while Spence claimed a solitary point for sixth, and saw his championship lead cut to seven points...

**DONINGTON (GB), Apr 14, Marlboro British Formula 3 Championship, round 5, 20 laps — 39.14 miles**

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	Andy Wallace (GB)	A	Reynard-VW853	23:53.84	1:11.11	1:10.88	1
2	Mauricio Gugelmin (BR)	A	Ralt-VWRT30	23:55.61	1:10.96	1:11.15	2
3	Tim Davies (GB)	A	Reynard-VW853	24:01.33	1:11.28	1:11.20	3
4	Maurizio Sandro Sala (BR)	A	Reynard-Saab853	24:02.38	1:10.98	1:11.35	4
5	R. Anthony M. Reid (GB)	A	Reynard-Saab853	24:14.86	1:11.80	1:11.55	6
6	Russell Spence (GB)	A	Reynard-VW853	24:16.74	1:11.85	1:11.41	5
7	Gerrit van Kouwen (NL)	A	Ralt-VWRT30	24:21.21	1:12.14	1:12.25	12
8	Cathy Muller (F)	A	Ralt-VWRT3P	24:23.42	1:12.19	1:11.83	9
9	Mark Galvin (IRL)	A	Ralt-VWRT30	24:24.22	1:11.96	1:11.75	8
10	Phil Kempe (GB)	A	Ralt-VWRT30	24:36.60	1:12.68	1:11.68	7
11	Graham de Zille (GB)	A	Ralt-VWRT30	24:37.80	1:13.00	1:12.64	14
12	Steve Harrington (AUS)	A	Ralt-VWRT30	24:45.38	1:12.92	1:13.01	17
13	Joe Foster (USA)	A	Ralt-VWRT30	24:46.25	1:12.49	1:12.58	13
14	Carlton Tingling (JAM)	B	Ralt-VWRT3	24:50.41	1:13.10	1:13.25	18
15	Ross Hockenhill (GB)	B	Ralt-VWRT3	24:50.99	1:13.00	1:12.93	15
16	Mark Goddard (GB)	B	Ralt-Toyota RT3	25:03.14	1:13.33	1:13.85	21
17	Steve Kempton (GB)	B	Ralt-Toyota RT3	25:06.53	1:13.77	1:13.70	19
18	Ronnie Grant (GB)	B	Ralt-VWRT3	19laps	1:15.31	1:15.31	24
19	Bill Coombs (GB)	B	Anson-Toyota SA4B	19laps	1:14.54	1:13.84	20
20	Jeff Ward (GB)	B	Anson-Toyota SA4	19laps	1:14.46	1:14.07	22
21	James Tolerton (GB)	B	Ralt-Toyota RT3	18laps	1:18.38	1:20.93	25
R	Mike Wright (GB)	B	Ralt-Toyota RT3	6laps—accident	1:15.59	1:14.08	23
R	Ray Stover (USA)	B	Ralt-Toyota RT3	0laps—accident	—	1:12.95	16
R	Harald Huysman (N)	A	Ralt-VWRT30	0laps—accident	—	1:12.20	11
R	Gary Evans (GB)	A	Ralt-VWRT30	0laps—accident	—	1:11.88	10
DNS	Godfrey Hall (GB)	B	Ralt-Toyota RT3	qualifying accident	—	1:33.18	26

Winner's average speed: 98.28mph. Fastest race lap: Gugelmin, 1m10.96s, 99.29mph. Class B (Pre March-'84): Tingling, 94.55mph. Fastest race lap: Hockenhill, 1m13.00s, 96.52mph. Next round: Zolder (B), Apr 21. Championship positions: 1, Spence, 35pts; 2, Wallace, 27; 3, Gugelmin, 24; 4, Davies, 21; 5, Dave Scott, 5; 6, Sala, Reid & Huysman, 4; 9, Kempe & Evans, 2; 11, Muller, 1. Class B: 1, Tingling, 37 pts; 2, Wright, 28; 3, Goddard & Kempton, 16; 5, Coombs, 9; 6, Hockenhill, 7; 7, Stover, 6; 8, Anton Sobriquet, 3; 9, Grant, Tolerton & Hall, 2.

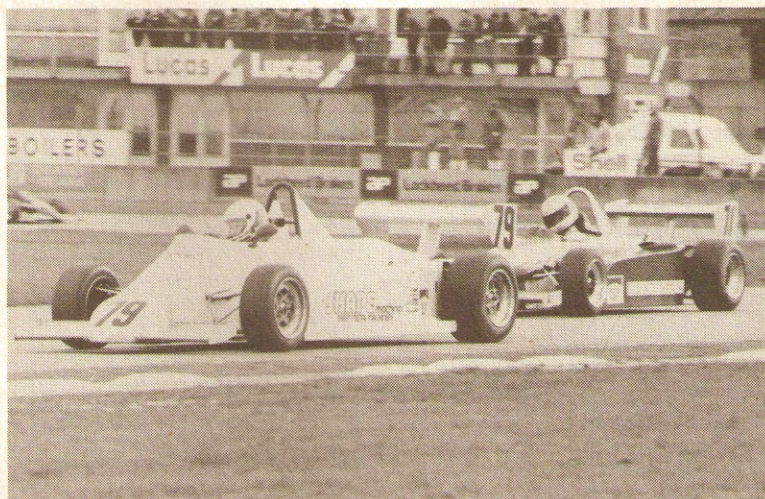
## Tingling scores third Class B victory

Carlton Tingling's third Class B victory of the season has indeed given him sole leadership of Pre-'84 championship, but the sensation of the division (for International 'C' licence holders in car built before March 1984) was young Ross Hockenhill, who finished a close runner-up to the Mancunian-Jamaican.

With just a couple of test sessions in Anglo American Racing's ex-Scott/Stover Ralt RT3 under his belt, Richard Dutton's FF1600/FF2000 graduate flabbergasted allcomers by securing pole for the class, a scant 0.02secs clear of Texan Stover in his regular black RT3. Both men were loving every second of their sport, the team setting the class standard by 0.3secs.

Tingling's Industrial Door Engineering version (ex-Tony Trevor) was next up — Carlton conserving his tyres as ever — ahead of Steve Kempton's Rex Hart-run Worldwide Dryers RT3. Steve was reacquainting himself to Donington after an absence of two seasons, and was relatively happy with his car.

The Ansons of Bill Coombs (Shape/HART SA4B, with a wider choice of ratios this week) and Jeff Ward (SA4) sandwiched Mark Goddard's Savoir Fare Ralt on the grid. "It feels nervous, just like a quick FF1600," said Goddard after trying very hard, to little avail.



Bill Coombs and Mike Wright battled hard until Wright crashed heavily at the chicane.

"I can't find a nice balance at present."

Ronnie Grant's smart 'Taxi' Ralt (as raced by Mike Thackwell, no less, at Macau) began to show well in the wet, but lost out to Mike Wright's similar car later. Joint class leader Wright was most despondent at having to

run slicks in the damp session. "I've got no wets, and if I had I haven't any rims to put them on, money's that tight!"

Ulsterman James Tolerton had ignition and gearbox bearing problems on his ex-Langes Ralt, while former Monoposto

champion Godfrey Hall visited the Old Hall quagmire rather too deeply in the wet session, and was out for the day.

As the luckless Stover was caught in the Huysman/Kempe/Evans incident barely seconds into the race, and Hockenhill also took to the grass in avoidance, Tingling grabbed the class lead with another of his demon starts, running a fine 13th overall. Behind him, Goddard initially led a gaggle comprising Coombs, the recovering Hockenhill, Wright and Kempton, Steve ascending the order rapidly.

Coombs had jut shaken off Wright for the second time when Mike lost his ex-WSRRT3 in a big way at the chicane, piling into the concrete wall with sufficient force to trap him in the cockpit for several minutes. He was rescued, shaken but unscathed (unlike his BID budget) by the ARC rescue crew, whose van remained stuck in the mud, in situ.

Once Foster's A-class RT30 had past Tingling, Hockenhill redoubled his efforts to catch the leader, flinging his red RT3 around with great panache. Ross failed by less than a second, but his drive was one of the few talking points of a dull race.

Goddard and Kempton were next up at the flag, the last unlappped runners, before Grant beat McLeans-spinner Coombs to the last point of the day.

# New Talon impresses during initial testing

Advanced Racing Concepts shook down the first of their Talon FF-85 FF1600 cars at Snetterton and Goodwood last week, prior to shipping the car to the USA for its race debut at Charlotte, North Carolina, this weekend.

The very sleek and pretty-looking Talon chassis, designed by Mick Penfold, completed 25 laps first time out in Norfolk, and a further 45 at the Sussex venue, running trouble-free on both outings.

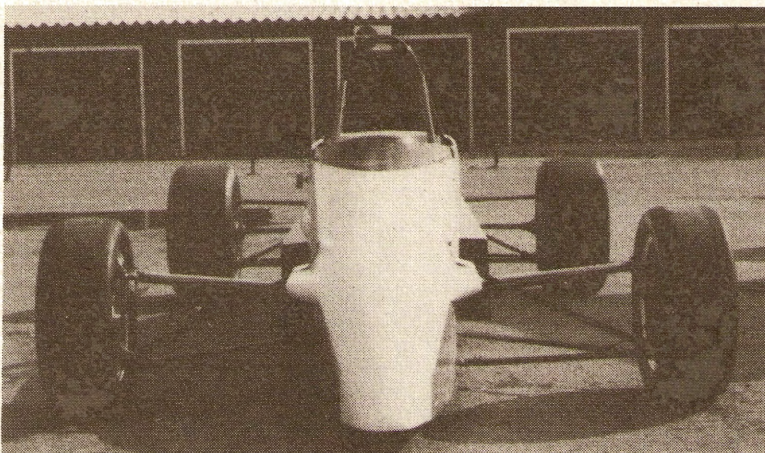
Supervised by Richard Martin of ARC, the initial tests were undertaken by Californian Peter Hastrup (who has a 'works' seat with the BRITS Talon team this season) and reigning P&O British FF1600 champion Peter Townsend.

Both drivers were highly impressed with the neat little car, in slick-shod US-spec, Townsend commenting that it "exudes confidence." The Metso HI36 transmission — fitted as standard to the Talon — also worked faultlessly.

The car was powered by one of Townsend's Minister engines (newly rebuilt by Graham Fuller) for the trials, and turned representative lap times straight away, in damp conditions.

Townsend hopes to race an SF-85 version of the Talon in FF2000 events later this year, subject to the availability of finance.

The prototype FF1600 will be raced at Charlotte by Howard Katz, with a



The new Talon FF85 has a pencil-slim chassis and features a wide front track.

Quicksilver engine installed. His car will be run by Steve Hauness of ANF Racing, with assistance from designer Penfold.

ARC are now preparing two more cars for their West Coast market, to be raced by Hastrup and the experienced Dave Knapp. Both will be run by BRITS with Ken Castagnino's Sterling engines installed. Knapp's FF-85 will be backed by Tim Kerrigan of Redline Synthetic Oil.

Concessionaires BRITS have had a lot of interest in the Talons from America

and Canada, but manufacturers ARC are keen to have a presence in Britain, particularly in FF2000.

The company is at Unit 10, Cliffe Industrial Estate, South Street, Lewes, East Sussex. Tel: (0273) 475358. The Talon is a well-conceived and sturdily built newcomer to the Ford formulae. We await the opportunity to appraise British-specification versions in the near future.



Hoy's Daihatsu-Class C challenger?

## Prodsaloon Charade for Hoy

Daihatsu have joined the Uniroyal Production Saloon Car Championship with a Charade Turbo in the 1.3 to 2-litre class to be driven throughout the series by triple Clubmans champion, Will Hoy.

The Charade is the world's first 1-litre Turbo production car and is powered by a three-cylinder 993cc OHC engine but is effectively moved into Class C by the 1:1.8 turbo equivalence multiplier. It therefore faces stiff competition from the Fiat Strada Abarth 130, Vauxhall Astra GTE and VW Golf GTI among others.

Hoy was an active participant in initial testing appraisals of the car at Snetterton last December, with preparation of the car entrusted to Hugh Chamberlain's Chamberlain Engineering concern.

## Wiscombe celebrations

The Woolbridge Motor Club have organised a social evening on May 18, to celebrate the club's Silver Jubilee year.

Saturday May 18 will see a round of the Shell Oils ASWMC Hillclimb championship at Wiscombe Park, while on Sunday the venue will host a round of the BARC Hillclimb championship. On the intervening Saturday night, Richard and Bunny Chichester have generously offered the use of Wiscombe House for a social evening which will be in the form of a buffet with plenty of wine! Tickets are only available in advance from June Irvine, 5 Cadley Close, Blandford Forum, Dorset. Tel: Blandford 54533.

## Unique Vanwall for Merrick

Tony Merrick appeared at last weekend's Silverstone VSCC meeting with a 'Vanwall' F1 car. Two enthusiastic Vandervell employees, John Collins and Norman Burkinshaw, have painstakingly constructed the car after being allowed to purchase 'surplus' historic Vanwall parts following a major rationalisation programme at GKN Vandervell in 1983.

Rather than destroy these parts, the Vandervell management allowed Collins and Burkinshaw to build the only non-factory built car and call it a Vanwall, subject to certain criteria. The agreement gave Norman and John full access to all Vanwall design, casting, and machine drawings in order to complete the car as correctly as possible. There are many original components in the car, the most significant being the crankcase V8 and part of the original Vanwall VW 11 chassis. Some commentators may thus regard the car as a genuine Vanwall, but the official GKN Vandervell stance is that it is a replica of the highest possible standard.

## Policeman's happy lot

Chessington policeman, Nick Owen, has a hectic schedule ahead of him this coming Sunday (April 21). A regular contestant of the Racing Displays FF2000 series, Nick will be helping the police cause in a 'Smokéy and the Bandit' celebrity race in support of the Brands Hatch Truck Superprix (see separate preview). This takes place at 10.50 on the Sunday morning and at the conclusion, Owen will transfer straight to Snetterton by courtesy of the Metropolitan Police Flying Club in order to contest the Racing Displays counter at the Norfolk venue.

Foresaking his regular Reynard 84SF, Owen will drive a Minister powered Argo JM14B, the ex-Phil Hoyland car. Indeed, Owen will be the only competitor powered by the Chatham engine specialist and the car's performance will be watched with interest.

## A new Factor in S2000

Former Reynard design engineer Wiet Huidekoper unveiled his all-new Sports 2000 chassis at a reception in Zandvoort, Holland, last Thursday. The Dutch-built car, named Factor, is a state-of-the-art machine which could also be adapted to suit other categories in future.

Huidekoper, well remembered for his superb little Wiet 16/82 FF1600 car (and also the originator of the current Reynard FF1600/2000 designs), has already productionised the car, and laid down an initial batch, of which seven examples have been sold.

Henny Vollenberg's VIT concern holds the agency for Factor cars. Early customers include Zandvoort boss Jim Vermeulen and his brother Huub.

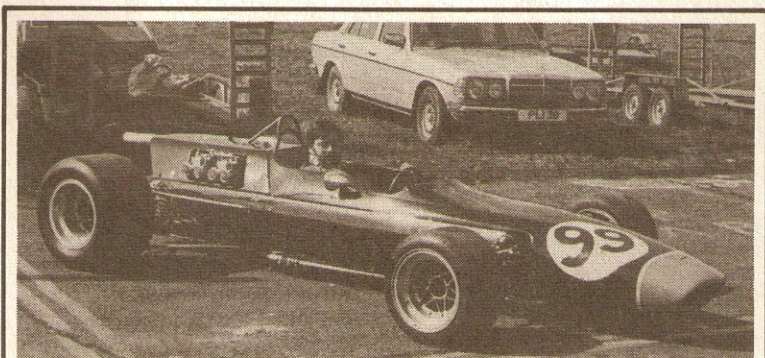


Rick Shortle's Reynard 84SF was a recent newcomer to the Racing Displays field.

## Shortle's FF2000 graduation

Rick Shortle, the regular Getem FF1600 pilot of last season, has graduated to FF2000 this year. Rick's first outing with a Rob Cresswell Racing Services Reynard 84SF at the recent Brands Hatch 'Giant 500' meeting, ended somewhat unfortunately among the catch fencing at Paddock bend.

Rick has secured backing from Brian Varney's Legal Services concern and hopes to contest the remainder of the Racing Displays series with Cresswell. The Faygate team have a couple of Reynard 84SF chassis available for the series and are keen to talk to drivers wishing to contest the championship.



## Ex-Watson Lola for Speers

Swelling the Irish Historic grids this year is the Lola T100 raced in the past by Johns, Surtees and Watson. The car is owned by Armagh racing car dealer Pat Speer, and has been expertly restored by Jackie Cochrane. The car (chassis no 7) won at Phoenix Park in Watson's hands and was recently 'redebuted' by Speer at Kirkistown.

# Bruntingthorpe to host restricted BARC Sprint

A new Sprint venue has recently been uncovered by the BARC. The Bruntingthorpe proving ground is on the east side of the M1 motorway within 10 miles of Junction 20 and was built as an RAF station during the war. In 1958 it was handed to the USAF and extended before becoming the Chrysler/Peugeot Talbot proving ground in 1962, a function it fulfilled until 18 months ago.

Subsequently, the land has been bought by C Walton, a Selby company, and after visiting the venue in late December last year, the RACMSA has granted a track licence for a restricted non-championship Sprint on Sunday, Apr 28. The BARC points out, however, that this will be a non-spectator venue, at least for the time being.

The Bruntingthorpe track utilises the

main perimeter road with a 2.3 mile lap comprising six major corners and two chicanes. The 650 acre site is totally enclosed but it is hoped that motor sport activity will expand as there is ample room for organising clubs to conduct Stage Rallies and Autotests on the same day as Sprints. The BARC is hopeful of running a Restricted Championship Sprint on June 30.



Soper-Ingliston demonstration appearance.

## Ingliston's record entry

Ingliston has received 142 entries, the highest number in the circuit's 20 year history, for the Austin Rover Challenge meeting this coming Sunday (Apr 21).

The BCA Metro Challenge race has top billing with Vic Covey out for a win on home soil, and this will be the first time that the series has been north of the border.

The recently returned Cameron Binnie should be among the pace-setters in the well subscribed FF1600 counter and in the Road Saloon race, rally driver, Andrew Wood, has entered on Opel Kadett for his debut. A further attraction will be the appearance of Steve Soper, who is putting on a demonstration in a Group A MG Metro Turbo.

### BRIEFLY

■ Racing Displays British FF2000 championship front-runners John Pratt and Peter Hardman had their Neil Brown-built engines stripped for inspection by the RAC MSA Technical Commission recently. As expected, both units were in full compliance with the regulations.

■ Steve Bottoms had a hairy time in Sunday's Townsend Thoresen Junior FF1600 race at Donington on Sunday. A stone damaged the master cylinders of his Vixen Racing Reynard, leaving him with no front brakes on the approach to Redgate. Steve scrambled round and went on to finish in the second bunch, behind cousin Tony's similar 85FF.

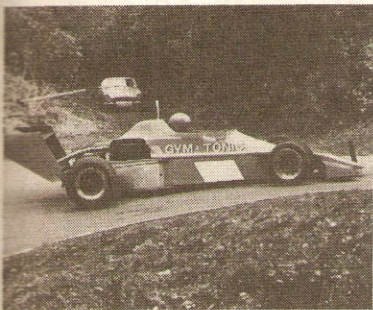
■ Vision Cars have now produced no fewer than nine of the striking Dave Amey-designed Clubmans Supersports machines, to both A and B-sport specification. Vision chief Paul Gibson recently lapped Snetterton in the 62secs bracket with the Alan Smith-powered V85A, a remarkable sub-record time...

■ Tony Grammauro, a Marlboro Challenge finalist is now taking part in the BARC's 1974-'78 FF1600 series with a Crossle 32F.

■ John Llewellyn, Russell Brookes and Andy Ackerley will drive a GM Dealer Team backed Vauxhall Astra GTE in the Willhire 24 Hour race on June 1/2. The effort will be backed by Slick 50, and *Fleet Car News Edition*, the UK's leading monthly car fleet publication.

■ The Windsor Car Club has appointed new club and competition secretaries. They are, respectively: Nigel Mollett, 72 Evedon Road, Birch Hill, Bracknell, Berks (0344 489406) and Chris Edwards, 155 Uxbridge Road, Hanworth, Middlesex (01-898 9253).

■ Midland Hillclimb backers, Rydale BMW, are sponsoring a 'Driver of the Meeting' award at each of the nine qualifying rounds. In addition, the HSA has received approval from the RAC-MSA to extend the award to all qualifying rounds of the British Hillclimb and Warecrete Sprint Championship. At season's end there will be an overall 'Driver of the Year' award donated by the HSA.



Knapman — leading 1600cc contender.

## Methanol Gym & Tonic for Knapman

'Gym and Tonic', a Chiswick based health company, are to support Hatfield Hillclimb driver Chris Knapman who will campaign the Chevron B47/49 with which he made his single seater debut on the hills in 1984.

During the winter, with considerable assistance from Thatcham based Laurie Billing, the bodywork has been totally redesigned and the original sidepods discarded. In addition, the BDA motor has been converted to run on methanol with a resultant improvement in both outright power and torque.

Knapman is keen to contest as many rounds of the Aston Martin Leaders Championship as possible, and the former Prescott Gold Cup winner is sure to figure strongly in the 1600cc class.

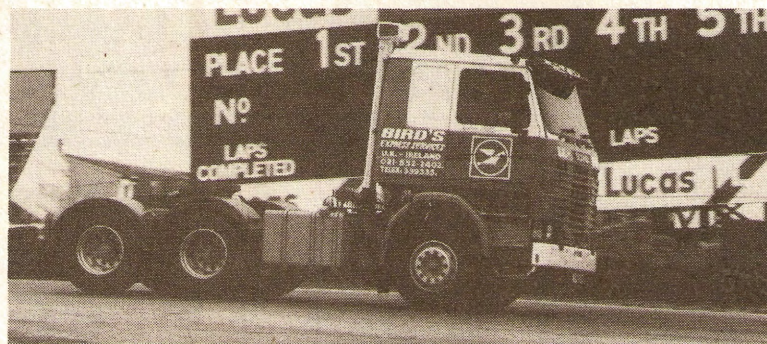
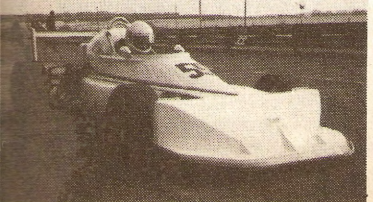
## Winston's ex-South 773

Peter Winston is to contest the Monoposto Kent Championship with the ex-Stephen South March 773 which won the Vandervell F3 in 1977.

The car was discovered incomplete in Gerry Amato's collection of championship winning F3 cars, rebuilt by Richard Hinton and will receive backing from 'Journeys Friend', a nationwide chain of hotel shops.

As well as racing the March, Winston will team up with Bill Nathan, Nick Atkins and Hinton in a BMW for the Willhire 24 Hours in June.

Ex-South March — '77 Vandervell F3 winner.



Truckers flat in top through Paddock Bend should make a spectacular sight!

## Truck Superprix at Brands

If you fancy something a bit different this weekend (April 20/21), Brands Hatch is hosting the Lucas Truck Superprix. Truck racing is relatively new to Europe but last year's Donington event attracted some 60,000 spectators and the sport enjoys massive popularity in the USA.

Europe will have a strong representation in the form of Duilio Ghislotti who won last year's Multipart Truck Grand Prix and will be looking to scoop the £5000 first prize. Swedish dragracer Rolf Bjork has entered a Scania 142M while Bertus van Holland (who organises Dutch truck racing!) leads a team of eight Dutch entries in the Thundertruck race.

Among the British contingent, Britain's most experienced truck driver, Mel

Bacon, will be joined by four times World Hot rod champion, Barry Lee, and old rallycross adversary Rod Chapman.

Other entries include former East Midland Rally Champion, Richard Walker, whose Leyland Roadtrain will be joined by team-mate Chris Hudson, a former vintage Aston Martin racer.

One of the supporting attractions will be a demonstration of two ex-Niki Lauda/Clay Regazzoni Ferraris, a 312B3 and a 312T from John Foulton's collection, while a police versus truckers 'Smokey and the Bandit' celebrity Escort XR3i race may well produce some bent metal.

## Stevens's hot circuit debut

Hot rod specialists Pete Stevens and Neil Facey made their circuit racing debuts at Castle Combe over the recent Bank Holiday weekend. Their Mk2 Escort is self-built and features a fuel injected BDG engine.

Stevens's race performance was remarkable, resulting in fastest lap in class and a strong third place before the electrical master switch vibrated to 'off'.

Having rectified that problem, the unfortunate Stevens had a halfshaft break on the penultimate lap and repairs could not be effected in time for Facey to contest the later race.

The pair plan to combine Thundersaloons with Hot rods this year and could well prove serious Class B rivals to the Davies brothers's Firenza.



## Winning start for Graham

A new two-car team recently made a winning debut at the Strathclyde Park Speed Hillclimb. Reigning Scottish Hillclimb Champion Alex Graham (left) and Kenny Gibson will contest this season's events under the 'Team Scottish Farm' banner. Alex is driving last year's championship-winning Mallock Mk20 with Kenny in an Imp engined Ginetta G15.



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GRAHAM HATHAWAY

WINNER - FORD CREDIT FIESTA RACE - THRUXTON, 8th APRIL, 1985

# Jimmy — by order



A brief respite for McRae's winning Opel as the mechanics carry out their duties.

Top: The helicopter follows Bernard Beguin's Porsche through the rolling Irish countryside as spectators line the stage route.

McRae takes fourth Circuit victory — Brookes second and leads Open Championship — Pond beats Eklund in Group A — Report: BRIAN PATTERSON — Photography: COLIN TAYLOR PRODUCTIONS



Right: Tony Pond scored a useful win in Group A with the Computervision Rover Vitesse. He ended the rally 4mins clear of Per Eklund's Toyota Supra and was never challenged.

"That's rather a nice cup of tea — I think I'll have another." It was the 'recce' weekend before the 1985 Rothmans Circuit of Ireland. The backdrop was the sunbathed Comeragh Hills in County Waterford. The genial Irishman behind the counter of the battered red and white roadside caravan gave his tea pot a bit of a swirl and enquired — "Would you be here for the race so?" With a now famous smile, the thirsty one replied "It's the thirteenth time I've been here for this race, and I'm going to win it for the fourth time. My name is Russell Brookes."

It was almost exactly seven days later that Russell's dream was shattered, ironically about two miles away from that caravan. It was in pouring rain after stage 23, that Russell and Jimmy McRae were called into the Shell motor home by team manager Melvyn Hodgson and told to cool it, that despite the fact that Russell was leading, both Opel Mantas were to slow down. Jimmy McRae was to win, Russell was to finish second. Melvyn's theory was that Russell consolidate his Shell Oils RAC Open Championship points. Melvyn wanted an Opel 1-2-3 with Bertie Fisher third in the order, the added bonus for the Ulster driver being maximum points in the STP Tarmac Championship, the third major series of which the Rothmans Circuit is a counter.

Brookes' bitter reaction was what one would expect, adding "Maybe in September, on the Manx, that decision will look very foolish — if I lose the Championship by three points to an Audi driver."

McRae was stoical, "I was going to win anyway. I wasn't trying to do it on one stage, but I had him." Indeed McRae's fastest stage times over the streaming wet Sunday stages would lend weight to the Scot's claims. However, the speed of the two leading Mantas was courting disaster. The opposition was in a different rally, so for Opel's sake they had to cool it.

So it was Jimmy McRae and co-driver Ian Grindrod who took the winners laurels at Belfast City Hall, the fourth time Jimmy has sat on a General Motors bonnet in that happy position — the seventh time in seven years that Vauxhall Opel has won the Circuit. This time, however, the cork was reluctant in the extreme to come out of the Moët & Chandon — the champagne wasn't flat when it emerged, neither was the occasion, but maybe just a little of the victory sparkle was absent.

It had been five days before, that the 90 strong entry had been led away from the same spot by Michele Mouton. That had been on Good Friday morning. By tea time the French lady was on her way home, her Audi Quattro Sport setting two fastest times and lying third overall when a hydraulic systems failure brought engine, clutch and gearbox problems plus inevitable retirement.

It was therefore Jimmy McRae who led the rally initially, his Opel team mate Brookes slowed with an intercom failure. Bernard Beguin was the surprise in third, the ex-French champion showing an instant affinity to the Irish tarmac stages, his team mate Coleman a fraction slower and doing his best to forget about the camera peering over his right shoulder.

Heavy rain showers during the day brought extra difficulties for the drivers as regards tyre choice, perhaps Michele being the luckiest on stage 7 when she had almost cleared the stage before a torrential shower flooded the road.

In Group A it was Tony Pond who set the pace, and category lead was his for all of five days. Indeed the Rover was never put under any great pressure, Pond driving smoothly and well for the entire rally, the car never giving any cause for concern, although the axle was changed at the end of each leg. Per Eklund did his usual workmanlike job to stay second in Group A throughout, the new Toyota Supra also receiving a couple of differentials with all sorts of work being done to suspension and brakes, to cope with the Circuit's high speed bumps.

There were supposed to be 10 stages on the Friday run, although one was cancelled when a later runner had an accident, but in stark contrast to previous years there were few retirements or accidents, perhaps due to the all pace-

note format.

Those that did go out early included Malcolm Wilson with a blown head gasket, Mikael Sundstrom when his Peugeot fuel pump didn't, and Mark Lovell whose new Escort Turbo was in difficulties from the start then ground to a halt with a broken gearbox.

John Haugland was delayed for about 10 mins when his electrics packed up, Mike Stuart was also delayed on the first stage when his big Rover landed badly after a jump and punctured two wheels, while fancied Ulster driver Winston Henry retired his Escort with a blown piston.

At the front of the field as the day wore on it was Brookes who led, with McRae second 36 secs behind and admitting he had eased a fraction too much over the later wet stages, but still very much in touch. Beguin held third, Coleman fourth and Bertie Fisher fifth, the Ulsterman slowing at one point as he watched a trail of blue smoke behind the Shell Oils Manta, but it turned out to be only a wayward gearbox overflow pipe. Terry Kaby was having a good run in sixth, Tony Pond seventh and Austin McHale having a real struggle to stay eighth, the Dealer Opel Team Ireland driver suffering from an upset stomach.

A hard-earned drink for the first three finishers.



Bertie Fisher drove consistently to bring his Opel home third, so making it a Manta 400 1-2-3. But probably more worrying for the Dubliner was the fact that he knew within himself that his pace-note system wasn't working right, his confidence over the high speed sections a trifle shaky. Making up the top 10 after Friday were Ken McKinstry and David Llewelin. McKinstry was done a big favour when that stage was cancelled, having stopped to change one of his Escort's wheels, while David Llewelin had suffered more than most on that stage 7 downpour when he had slid the rear of the car into a bank and damaged the suspension.

Saturday saw the Circuit restart at 4.00 am for the long haul south to Waterford. McRae made a charge to regain the lead, but was slowed when his spotlights flew off and wrecked the screen right in front of his face in the darkness. Beguin also lost time on the Saturday morning when he punctured a wheel in a stage, also breaking a fan belt on a road section, incurring road penalties. Team mate Coleman was lucky to escape penalty after missing a passage control and having to rapidly retrace his wheel tracks. Again, most unusually, those dark Saturday morning stages claimed few retirements, the only notable extra

Brookes (holding champagne) now leads the Open, although McRae (left) took the Circuit win.





Terry Kaby attempts to get on to *World of Sport* as he attacks Barrie Hinchliffe's film crew. A similar excursion later in the event put the Nissan out of the rally.

## Special stage times

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
McRae.....Manta 400.....	12.54	8.46	6.41	6.14	5.27	4.40	10.48	11.27	9.39	6.48	8.35	9.59	10.40	1.57	15.25	13.20	7.05	12.04	7.37	12.27	4.54	10.19	15.43	6.27	14.11	14.39	8.45		
Brookes.....Manta 400.....	13.00	8.51	6.41	6.08	5.24	4.39	10.41	11.09	9.41	7.02	8.27	9.49	10.40	2.00	15.34	13.20	7.08	11.53	7.31	12.39	5.00	10.16	15.43	6.25	14.17	14.35	8.43		
Fisher.....Manta 400.....	13.27	9.06	6.47	6.20	5.41	4.52	11.07	11.21	10.06	7.23	8.51	10.14	10.53	2.08	15.49	13.20	8.04	12.32	7.45	12.45	4.59	10.59	16.31	6.37	14.39	14.56	9.15		
Beguín.....911 RS SC.....	13.05	8.47	6.46	6.16	5.36	4.44	10.47	11.24	9.49	6.54	8.35	9.57	16.10	2.12	16.05	13.20	7.29	12.36	7.45	12.36	5.00	10.26	16.04	6.34	16.21	14.42	8.44		
Coleman.....911 RS SC.....	13.24	9.05	7.05	6.22	5.47	4.45	10.54	11.33	9.56	7.24	8.59	10.27	11.01	2.03	16.31	13.39	7.17	12.22	7.54	13.07	5.06	10.40	16.14	6.38	14.48	14.49	8.54		
Pond.....Vitesse.....	13.41	9.22	7.09	6.30	5.49	5.00	11.20	11.42	10.13	7.13	8.48	10.23	11.10	2.04	16.37	13.47	7.40	12.48	7.54	13.05	5.13	11.02	16.14	7.02	15.19	15.21	9.18		
Eklund.....Supra.....	14.01	9.22	7.08	6.39	5.04	5.09	11.24	11.49	10.15	7.25	9.07	10.40	11.21	2.08	17.09	14.19	7.40	13.03	7.51	13.24	5.19	11.00	16.40	7.51	15.78	15.32	9.19		
Llewellyn.....Quattro.....	13.36	9.08	6.55	6.24	5.49	4.50	12.41	11.46	10.08	7.07	8.49	10.14	11.04	2.08	17.09	14.50	7.19	12.49	7.52	13.52	5.21	11.10	16.04	6.45	18.51	15.21	9.16		
McKinstry.....Escort.....	13.36	9.10	7.09	6.36	5.53	5.04	11.38	11.38	10.12	7.40	9.20	10.27	11.35	2.12	17.30	14.31	7.34	12.48	7.56	13.21	5.10	10.52	16.35	6.56	15.22	15.56	10.23		
Bolton.....Manta 400.....	13.49	13.49	7.06	6.32	6.05	5.19	11.37	12.03	10.18	7.36	9.22	10.42	11.27	2.07	17.28	14.22	7.46	13.18	8.16	13.48	5.28	11.24	16.54	7.36	16.20	16.12	9.51		
Mouton.....Quattro.....	13.13	8.59	6.46	6.08	5.26	4.44	10.38	11.19	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kaby.....240 RS.....	13.28	9.14	6.49	6.19	5.37	4.52	11.11	11.28	10.18	7.04	8.49	10.19	11.01	2.03	16.22	13.34	7.35	12.54	7.45	—	—	—	—	—	—	—	—	—	—
McHale.....Manta 400.....	13.49	9.17	7.00	6.29	5.54	5.00	11.45	11.45	10.06	7.17	8.59	10.27	11.10	2.06	16.20	13.42	7.25	12.35	7.48	13.08	5.11	10.50	16.35	6.55	15.10	15.20	9.21		
Kidney.....Sunbeam.....	13.54	9.18	7.01	6.38	5.53	4.49	11.35	11.58	10.22	7.31	9.15	10.45	11.25	2.55	17.12	14.27	7.49	13.03	8.16	14.07	5.25	11.25	—	—	—	—	—	—	

	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
McRae.....Manta 400.....	5.24	7.11	12.11	7.15	13.25	15.59	4.51	5.41	13.06	5.44	6.00	4.58	7.32	5.40	5.47	4.48	7.09	9.55	10.45	10.41	10.53	13.13	9.55
Brookes.....Manta 400.....	5.29	7.23	12.14	7.22	13.36	16.14	4.55	5.40	12.45	5.56	6.09	5.06	7.42	6.06	5.49	4.48	7.06	9.49	10.43	10.46	11.07	13.13	10.01
Fisher.....911 RS SC.....	5.42	7.08	12.15	7.22	13.36	16.18	5.01	5.53	13.11	5.44	5.52	5.02	7.32	5.53	5.44	4.46	7.05	9.57	10.48	10.48	11.58	13.22	9.52
Beguín.....911 RS SC.....	5.28	7.16	12.20	7.12	13.37	16.16	4.55	5.49	13.01	5.42	5.47	4.45	7.12	5.38	5.37	4.41	7.00	10.11	10.57	11.01	11.19	13.29	10.08
Coleman.....Porsche.....	5.29	7.16	12.17	7.15	13.51	16.33	4.51	5.44	13.04	5.55	5.52	4.56	7.37	5.42	5.48	4.54	7.25	10.08	10.53	11.02	11.29	13.10	10.01
Pond.....Vitesse.....	5.40	7.23	12.42	7.38	14.10	17.25	4.04	6.01	13.51	6.00	6.17	5.02	7.31	5.53	5.59	4.50	7.21	10.11	11.15	11.23	11.19	13.41	10.03
Eklund.....Supra.....	5.40	8.46	12.51	7.40	14.21	16.59	5.13	6.10	13.50	5.58	6.02	5.04	7.35	5.51	5.52	4.52	7.15	10.12	11.06	11.00	11.10	13.28	9.57
Llewellyn.....Quattro.....	5.38	7.25	12.51	7.24	14.09	17.30	5.04	6.04	13.59	5.59	6.07	5.15	7.54	5.55	5.47	4.49	7.22	10.18	11.19	11.34	11.45	14.04	10.14
McKinstry.....Escort.....	8.08	8.00	13.20	7.24	15.35	20.03	5.15	6.11	13.56	6.06	6.11	5.48	8.03	5.59	5.57	4.59	7.28	10.18	11.09	11.12	11.19	13.43	10.35
Bolton.....Manta 400.....	6.24	7.40	13.02	7.40	14.35	17.34	5.20	6.19	14.14	6.07	6.10	5.17	7.46	6.03	6.00	5.04	7.28	10.28	11.05	11.22	11.45	13.57	10.25
Mouton.....Quattro.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kaby.....240 RS.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
McHale.....Manta 400.....	5.33	7.23	12.25	7.30	13.49	16.37	5.07	5.59	13.39	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kidney.....Sunbeam.....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Bernard Beguin yumps the Porsche.

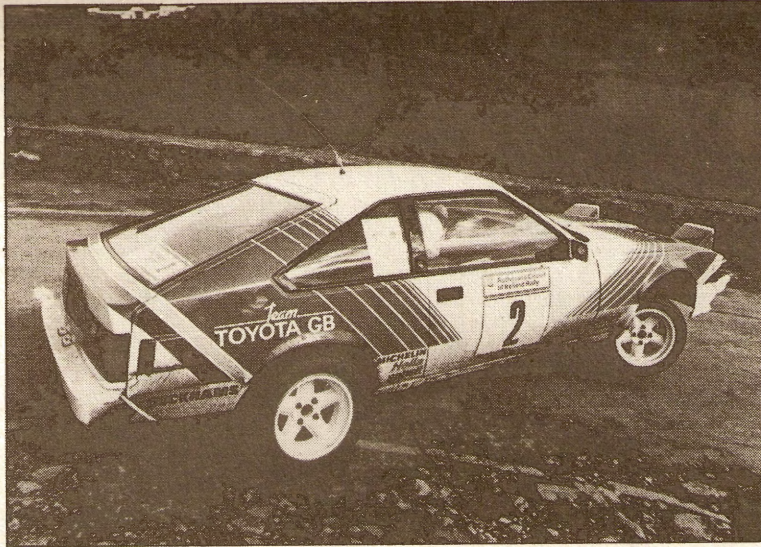


on the next, but the second advantage was wiped away by both drivers beating bogey time. However the gap was down to 14 secs and, content in the knowledge that he could exert that pressure, the reigning British Rally Champion relaxed slightly over the next three stages with rain showers making the going a little tricky to say the least.

Fisher and Beguin also beat the bogey time over Aghavannagh, Fisher unhappy about his tyre choice and, although firmly in third, was losing touch with the leaders, while Beguin was working his way up the leaderboard after dropping to 10th with his morning problem. The Sally Gap stage claimed David Mann, his Toyota Corolla laying claim to third in Group A until a Wicklow wall decreed otherwise.

It was on down to Waterford then for the overnight halt, and behind the three leading Opel Mantas Terry Kaby held fourth despite finishing Aghavannagh on a flat wheel. McHale was fifth and Pond sixth, Beguin was up to seventh while Coleman had slipped from eighth after a very time consuming puncture just before the halt. McKinstry was clinging to ninth, worried about his Escort engine after breaking a fan belt earlier in the day and overheating the unit, Eklund was 10th, while sole Audi representative David Llewellyn had nursed the David Sutton car all day with an oily slipping clutch, so that the mechanics could change the entire unit in a record breaking 16 mins at the Waterford service.

Sunday's stages were all in the Waterford area, and the traditional Sunday run was greeted with plenty of downpours and severe flooding, the only consolation being an easing of the spectator numbers which had been huge throughout the event. Over the first Sunday stage McRae put the hammer down, taking



Per Eklund used the Supra for the first time, but Pond's Vitesse beat him to the Group A laurels.

12secs off his team mate, who promptly took it back, and more, on the next, when his glasses steamed up, as did the heaterless Manta. However, Russell's co-driver Mike Broad lent Jimmy special fluid for his glasses, and the battle raged on for every second, really exciting stuff, until those team orders intervened.

That was really that from then on, it was eyes back to the rest of the leaderboard for the excitement. First thing to notice was the gap where Terry Kaby's name had been — the Nissan driver was out, having aquaplaned off the road on the very first Sunday Stage. Out also went last year's second placed driver, Ernest Kidney, who was just outside the top 10 when his Lotus Sunbeam engine blew up. Ironically it was the previous stage when the car's owner, Robin Lyons, had lost his class

lead and retired from the fray when his Samba lost a wheel. Young Stanley Orr went out at the same time when his Astra GTE went off the road. About the same time also John Price retired when his Renault 5 Turbo caught fire. Kenny Colbert sacrificed a few minutes stage time to help dampen the conflagration.

At the Waterford Sunday night halt, 60 crews joined the traditional socialising that is very much a part of the Circuit scene. Behind the three leading Mantas, Beguin had battled quite magnificently back to fourth, then it was McHale, Pond, Coleman, Eklund, Llewellyn and McKinstry. Airikkala had fought his way up to 11th, rather overshadowing Andrew Wood in the similar vintage Astra GT/E who was 13th, with the quiet Cyril Bolton filling in that particular sandwich.

For most drivers, the Sunday night, apart from some relaxation, was an opportunity to put their own rally in perspective. For McRae and Brookes it was clear cut. Bertie Fisher had fitted a new back axle to give him a high top speed over the Sunday stages. The play had been useless in the rain, it was to come out on the Monday, the Ballinmalard man was now almost 10 mins behind the leaders, 3½ ahead of Beguin. Plan A was to cruise the second half of the rally, keeping the Frenchman at bay. Naturally the Rothmans Porsche driver, chasing European championship points, had other thoughts, but admitted that he had too many problems with his car, like losing the front brakes on the Sunday when a brake pipe burst.

McHale seemed still to be struggling with the pace note problem, but at least his Shell Oils/DOTI Opel Manta was having a completely trouble free run. Coleman at least wanted to pull back some time on his team mate, who was 2½ mins away. It was the same story down the line, each driver setting his or her personal sights on a similar goal.

As it turned out the three leading Mantas ran faultlessly for the rest of the rally. Beguin held his place despite needing a dramatic gearbox change. McHale went into a ditch with only hours to go, and there were no spectators to help the stricken but undamaged Manta. Pond cruised quietly home, while Eklund had to make a dramatic differential change just before the end. Llewellyn needed another clutch change, but by now the Audi was struggling, the engine oil seal pumping more and more lubricant onto the clutch plates, and it was a continual battle with flour and Coca Cola down the bell housing to keep the almost impotent machine mobile up hills.

Terry Kaby lines up to pass the stricken Audi Quattro of Malcolm Wilson on the Circuit's first stage. The Cumbrian's problems were terminal, however, the Quattro out with headgasket failure.





Brookes (at driver's door) directs operations as the mechanics go to work on the Manta 400.

## ROTHMANS CIRCUIT OF IRELAND (GB/IRL)

Apr 5/9

Shell Oils RAC Open Rally Championship, round 2  
STP Tarmac Championship, round 2

European Rally Championship, coefficient 2

1	Jimmy McRae/Ian Grindrod	Opel Manta 400	7h35m37s
2	Russell Brookes/Mike Broad	Opel Manta 400	7h37m35s
3	Bertie Fisher/Austin Frazer	Opel Manta 400	7h46m27s
4	Bernard Beguin/Jean Jacques Lenne	Porsche 911 SCRS	7h51m15s
5	Billy Coleman/Ronan Morgan	Porsche 911 SCRS	7h55m21s
6	Tony Pond/Rob Arthur	Rover Vitesse (A)	7h58m54s
7	Per Eklund/Dave Whittock	Toyota Supra (A)	8h03m00s
8	David Llewellyn/Phil Short	Audi Quattro A2	8h07m32s
9	Ken McKinstry/Mark Crowe	Ford Escort	8h14m44s
10	Cyril Bolton/Derek Ervine	Opel Manta 400	8h15m46s

**Group A:** 1, Pond/Arthur; 2, Eklund/Whittock; 3, Mike Stuart/Jon Savage (Rover Vitesse) 8h31m46s.

**Group N:** 1, Brian Wiggins/Tony Shepherd (Vauxhall Astra GT/E) 9h02m10s; 2, David Wright/Leslie Fannin (Peugeot 205GTI) 9h14m02s; 3, Ed Colton/Frank Scanlon (Peugeot 205GTI) 9h14m57s.

**Group A (up to 1300cc):** 1, Harry Hockly/Alistair Roberts (Vauxhall Nova) 8h53m58s; 2, David Macaulay/Elkin Robinson (Talbot Samba) 9h22m57s; 3, Seamus Murphy/Hugh Donnelly (Opel Corsa SR) 9h48m24s; **(1300 to 1600cc):** 1, Louise Aitken-Walker/Ellen Morgan (Peugeot 205GTI) 8h39m15s; 2, Rossa McCosker/Peadar McGinty (Sunbeam Ti) 8h43m39s; 3, Gus Kearney/Sean White (Talbot Sunbeam) 9h04m36s; **(1600 to 2000cc):** 1, Frank Fennell/Tom Callanan (Opel Kadett GS) 8h39m45s; 2, David Metcalfe/Philip Sandham (Vauxhall Astra GT/E) 8h58m16s; 3, Wm. J. Dolan/Daniel McSorley (Ford Escort RS2000) 9h42m46s; **(Over 2000cc):** As Group A overall.

**Group B (up to 1300cc):** 1, John Haugland/Pattar Vagal (Skoda 130LR) 8h44m07s; 2, Drew Wylie/George Millar (Talbot Samba) 8h54m12s; No other finishers. **(1300 to 1600cc):** 1, John Lyons/Derek Porter (Honda Civic CRX) 8h55m28s; No other finishers; **(1600 to 2000cc):** 1, McKinstry/Crowe; 2, Pat Dillon/Johnny Condon (Renault 5 Turbo) 9h12m53s; 3, David McWilliams/Mervyn McClelland (Ford Escort RS2000) 9h17m26s **(Over 2000cc):** as overall.

**Starters/finishers:** 90/49.

**Leading retirements:** Michele Mouton (Audi Quattro) mechanical, stage 8; Malcolm Wilson (Audi Quattro) head gasket, stage 1; Pentti Airikkala (Vauxhall Astra GT/E) differential, stage 38; Austin McHale (Opel Manta 400) crashed, stage 39; Mark Lovell (Ford Escort RS Turbo) gearbox, stage 5; Mikael Sundstrom (Peugeot 205GTI) fuel pump, stage 3; Terry Kaby (Nissan 240RS) accident, stage 21; John Coyne (Nissan 240RS) engine, stage 47; Ernest Kidney (Talbot Sunbeam Lotus) engine, stage 26.

**Rally details:** Based in Belfast and Waterford. Approx. 560 stage miles (two cancelled). All asphalt. All pace note.

Group N on the rally was won by Brian Wiggins in the Astra GT/E in what was a very strongly supported class. Interestingly here, John Lyons in a Honda Civic finished even higher. The little Civic ran faultlessly throughout, but was seriously delayed on the Saturday morning when two simultaneous punctures were caused by bricks thrown onto a stage. The Civic should have been in Group N, but the homologation papers are not yet through.

But it's back to the big boys and that Opel 1-2-3. All three cars arrived back in Belfast as they had left it — immaculate. It's hardly surprising that the team congratulated themselves on a job well done. Opel now lead the Shell Oils RAC Open Championship as well as the STP

Tarmac series.

The Rothmans Circuit had without question been a highly successful rally. There was half an hour each evening of great television coverage throughout the five days. There was the atmosphere of

hundreds of thousands of spectators, the best entry for years and a determined bid for European Championship upgrading. Every one competing, spectating and working on the rally thought it deserved the highest rating.

## Audi

Michele Mouton had a well used Sport Quattro for Easter, with six speed gearbox, latest detuned but increased torque engine and massive 16 ins Pirelli shod wheels emphasising the short wheelbase, Malcolm Wilson's mount was from the David Sutton stable, WMN 44 a Buffum car, prepared to A1 specification and running Dunlops, while for David Llewellyn it was the refettled National Breakdown machine, in Shell colours, and using 15 ins Pirellis.

## Vauxhall Opel

It was the tried and trusted Opel Manta 400 formula representing the General Motors Dealer Sport team, with nothing new about the McRae, Brookes and Bertie Fisher cars. Major sponsors were AC Delco, Andrews Heat for Hire and Shell Oils respectively, the first two on Michelin tyres, the third on Pirelli. The big secret of the Opels was immaculate and painstaking preparation under David Whitehead for the two English cars and Sydney Meeke for the Ulster one. McRae's Manta was slightly lighter than the other two, running without a heater. Austin McHale was in a Shell/Dealer Opel Team Ireland example, and along with the Presspart backed Cyril Bolton and Phil Collins cars, Opel were well represented.

In Group A it was the Vauxhall badge representing the camp, with Andrew Wood in an Astra GT/E, having done further development work since the National Breakdown, mainly on suspension. Pentti Airikkala had a brand new Safety Devices Astra, the Finn remarking "It's the fastest phone box in Ireland — but I haven't worked out where to put the coins in" — the Vauxhall was painted in British Telecom Mobile Phones' striking yellow and blue colours. Past Circuit winner Pentti hadn't driven the car before scrutineering, and as soon as he did, the engine blew, necessitating an overnight change. Dealer Opel Team Ireland had a similar, but Opel badged, model in Group A for Dublin photographer Frank Fennell, while in Group N Brian Wiggins carried the official GM flag with another Astra GT/E. There were lots of other Astras, Novas and Kadetts with various shades of backing.

## Porsche

What can you say about a car that has been

## Notes on the cars



Another disastrous rally for Michele Mouton, the French girl sidelined by several problems.

stirring the imagination for over 20 years? The two 911 RSSC models for Billy Coleman and Bernard Beguin were Rothmans liveried, Michelin shod and topped up with Shell Oil. Coleman's (A451 BJB) was brand new, lighter at 970 kgs, and running a 4.4:1 differential ratio. Beguin's was one he had driven on the Costa Brava Rally (A 974 BRX). Much attention had been paid to

suspension settings, to cope with the Circuit's unique bumps.

## Toyota

Per Eklund's new Toyota Supra looked very purposeful at the Maysfield scrutineering, the brand new car having a limited testing session in Wales before the rally. Harder suspension had been found necessary. As usual, the official car (B 24 XUW) was using

Duckhams Oil and Pirelli tyres, the big question mark being, whether it's flexible 250 horse power 2.8 litre engine would be able to match the Rover's 3.5 litre unit in the race for Group A honours? Toyota Ireland were helping the team's efforts, while the marque was also represented by various Corollas, chief of which was David Mann's.

## Nissan

Terry Kaby was in the official Castrol backed Nissan 240 RS, with again no new developments, the long awaited steering rack homologation still not happening. There were several other Nissan 240 RS models, chief of which was ex-Irish champion John Coyne, and Belfast's Dan Daly.

## Austin Rover

Tony Pond's Computervision Rover was to similar 290 bhp Manx specification as before, with the addition of new drilled front disc brakes and the new axle ratios allowed, for the circuit 4.5:1. The car ran on Dunlop tyres, Pond's only problem being with his own footwear, having broken a couple of toes the week before the rally. Only real back up to the factory car was Mike Stuart's slightly less refined model.

## Ford

Two of the new Group A Ford Escort RS Turbos were presented for the event — for Mark Lovell and Richie Heeley. Heeley's was withdrawn minutes before the start because of an incorrect steering rack, leaving one very disappointed Irish driver tight lipped, while Mark Lovell's car was exactly as described in AUTOSPORT a couple of weeks ago, the Circuit car supplied and run by R-E-D, having the number B 973 CNO.

## Skoda

John Haugland again flew the Skoda flag in the Group B 130 RS, similar to the car on the National Breakdown with a higher or lower axle ratio being achieved by changing the height of the tyres — it was good to see the enthusiastic team on the rally.

## Peugeot

Des O'Dell was on hand to supervise the two Coventry prepared 205 GTIs of Mikael Sundstrom and Louise Aitken-Walker with suspension modifications the only real change since the first round of Shell Oils RAC series.



## Rio at random

In my book, there were four stars of the Brazilian Grand Prix meeting: Keke Rosberg, Alain Prost, Jeff Hutchinson, and the girl with no knickers.

There are moments during every motor racing event when things happen unexpectedly to impress me. Usually, of course, it is some feat of driving, some outstanding display of virtuosity which makes me look around to make sure that everyone near is aware of just what is happening out there, and is sharing the experience. By the time Keke produced the first of these moments, I had written off the Williams team as no-hopers for the pole.

Having lost a turbo on the Friday, Keke set off for his qualifying attempt the next day with the clutch audibly slipping, the raucous Honda engine note rising and falling as he drove his warm-up lap. I just knew that there was no way he could run his hot one at front-running pace. But he did . . . And it was breathtaking, an exhibition of car control that made me believe Frank Williams when he said that Keke is the fastest human being in a racing car.

On race day, I bumped into a colleague just before the start, and he told me he was off down to the first corner "to see Nigel Mansell fly 300 feet up in the air." Nigel followed the script written for him, and Keke followed mine. He led sensationally for 10 laps and then, just as Michele Alboreto was lining him up, his turbo blew in a giant cloud of white smoke. They are nothing if not spectacular, the Williams drivers.

The Brabham team also disappeared quickly, Nelson Piquet suddenly spinning out when something failed inside his diff. The demise of Nelson was keenly felt by the sunbathing Brazilians with whom I shared my grandstand until the excitable imbecile on my right, in standing up for the umpteenth time to shout and point at something no one else could see (because he was standing up), tripped over my legs and emptied his Coke all over my lap chart.

This occurred after I had taken care not to get wet in the Jacarepagua pre-race ritual. Being hosed down by a fire tender may be the fastest way to get cool, but in my opinion it is not necessarily the best.

Anyway, before I made my excuses and left the local populace to its own extrovert devices, I had time to get the distinct impression that Ayrton Senna has already taken over as the superhero of the Brazilian fans. The Rio crowd, like all those geographically removed from the mainstream of motor racing, is patriotic to an almost ridiculous degree but — while they are rooting for Nelson,



AUTOSPORT's Jeff Hutchinson drove to victory in the Fiat Uno journalists' race.

of course — the focus of their attention was Ayrton. The cult of Youth had much to do with it, so did the overpowering John Player Special Promotional Presence, and so did Ayrton's Friday overnight pole.

Sponsoring both Senna's Lotus and the race itself, the JPS logo was everywhere in Rio, including every few yards along the main road from the city centre out to the circuit. You couldn't get lost. The Marlboro reaction to this enormous promotional effort moved into top gear after Ayrton's Friday qualifying performance, and the rival company erected a high tower on the road a couple of miles before the traffic reached the circuit. JPS immediately countered with another tower, even higher, and the cigarette war then reached absurd proportions on race morning. Access to the circuit was blocked, not by cars, but by apparently

hundreds of Marlboro girls, giving away hats to everyone who wanted one. Proper, cloth hats, they were, not your cheap paper ones. They must have given away thousands of them. You can imagine the chaos.

Because of the jingoistic mood of the place, Ayrton's Friday drive set Rio buzzing — literally I am pleased to report that the days of quiet turbo engines are at an end. In fact, the Renault qualifying engines are now so noisy that they made the grandstands resonate.

In the end, of course, the Marlboro people had the last laugh, thanks to another virtuoso performance by Alain Prost. I think the man is the most impressive all-rounder of them all. He was cool and calm all weekend through all the McLaren problems with qualifying boost pressure, he kept his head and his car clear of Mansell's first-corner

B.C. Ecclestone's bevy of Brazilian beauties brighten up Lauda, Piquet, Rosberg and Leo Sayer.



mayhem after making a perfect start, and when I saw him there on the first lap, up into third place from sixth on the grid, it seemed a foregone conclusion that he would win. Impressive though he was, particularly in comparison with his outpaced team mate, not even Michele Alboreto could stand in Alain's way. Prost went by on lap 19, and then the Ferrari was history, despite the dramas of the mid-race pitstops and Alain's last-lap warning light. I don't think Prost made a single mistake all weekend. He has already won more races than any other Frenchman, and he will be France's first World Champion.

Once Alain put his mark on the lead, the Brazilian Grand Prix became disappointingly processional, the racing itself — your actual *dicing* — as nothing relative to the thrills and spills of the Celebrity Race two days previously. Here was the format: Grand Prix drivers paired with journalists, the F1 men to race for five laps with the journos as passengers, the latter on their own for a three-lap part two. Our Man in Rio with the Haunted Expression, Jeff Hutchinson, found the time, somehow, to participate in this extravaganza. And to qualify with a lap time that remained unbeaten in practice or race.

From the pole, then, Hutch's chauffeur, Gerhard Berger, led the first lap of the Fiat Uno Turbo traffic jam. But then he got himself tangled up with Nigel Mansell by the door handles, ending up way off the line and heading for an 11th place finish. So part one resulted in a win for Manfred Winkelhock from Jacques Laffite, Martin Brundle and Michele Alboreto — Jacques driving on his own after Johnny Rives had failed to show at the start, the sensible fellow. Strangely, no one protested Laffite's obvious weight advantage.

Part two, and Yorn Pugmeister continued Manfred's good work, monstering Peter Windsor into a spin as he forced his way to the front. By the end of the first lap, Hutch was already up from his lowly grid position and with the leaders. When Pugmeister went out with a burst right-front tyre (the first of five!), it was between Rives, Hutchinson, Windsor and Brazilian TV reporter, Senhor Peg.

Alboreto's partner, however, was another victim of a burst Pirelli, missing all the last-lap action. Rives drove round the outside of Hutch to take the lead. Hutch repassed three corners later. They shaved the catchfence poles in the last two corners and Hutch held on to win, the leaders far beyond the limits of control in the final turn.

Everyone now parked. Except Hutch: he wanted a lap of honour. As he completed it, he saw the crowd in the finish line area, floored the throttle to scare everyone silly, and then brought the Uno Turbo to a smoky halt with a handbrake turn of which John Underwood would have been proud. And then Hutch got out and swaggered away. So cool! The macho man!

On aggregate times, Laffite/Rives won for Ligier and L'Equipe, with Mansell/Windsor second for Williams/Autocar, a couple of tenths ahead of Berger/Hutch for Arrows and AUTOSPORT. But at least we had the pole, a heat win, and fastest lap.

The stars, then: Rosberg, Prost, Hutch. The girl with no knickers? Well, sadly I didn't catch her name, but I can tell you she must have come from Rio, and probably from Copacabana . . . I saw her going through one of the enclosure gates, and at first I thought I must have had too much of the cane spirit. See — she wasn't wearing a skirt, either.

I reckon she needed a ticket less than I needed a camera.

A very unusual place, Rio. And you can forget about the boys from Brazil . . .



Above: It is 34degC, the race is an hour away and if you are a run-of-the-mill spectator there is nothing to do at the Brazilian Grand Prix but wait for the fireman and his water tender.

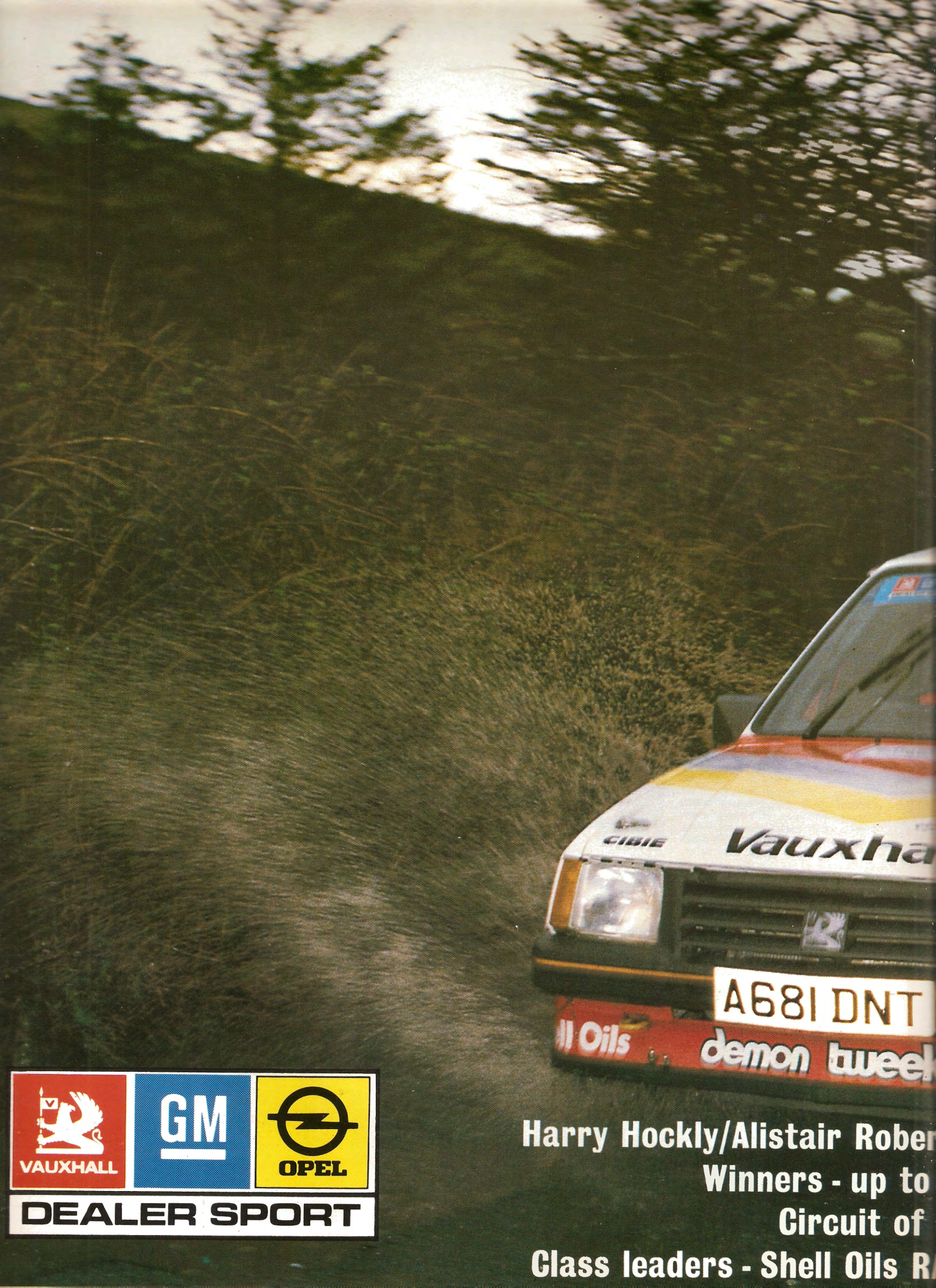


Right: Keke Rosberg, after a memorable qualifying performance, is a split second slower than Michele Alboreto in spinning his rear tyres. But it was the Williams in the lead at the first corner.



Left: Trying to go with his team leader, Nigel Mansell became involved in this first-corner incident with Alboreto. Photos: IPA.





 <b>VAUXHALL</b>	<b>GM</b>	 <b>OPEL</b>
<b>DEALER SPORT</b>		

**Harry Hockly/Alistair Robert**  
**Winners - up to**  
**Circuit of**  
**Class leaders - Shell Oils R**



**s in the Vauxhall Nova Sport  
300cc Group A  
eland Rally  
Open Rally Championship**



Ken Wood will be looking to repeat his emotional win on last year's Granite City Rally.

# Double Scotch?

Following Ken Wood's success on the 1984 Granite City, KEITH OSWIN ponders the prospect of another home win on the traditional Scotland versus England counter

With Jimmy McRae and Ken Wood heading the entry list for this Saturday's Sonat Granite City Rally, the chances for another 'home' win are fairly high. The Circuit of Ireland winner will have his AC Delco sponsored Manta on the event, while last year's Granite King will be hoping to lay his 1985 season jinx to rest with the Golden Wonder Rover Vitesse.

But there will be a bitter struggle going on over the demanding stages of this year's event. Mark Lovell leads the championship after two rounds and will be out to extend that lead, hopefully netting his first rally win into the bargain with the Team Castrol Nissan. Alec Cannon has produced some excellent results north of the border and Roger Chilman is another who, despite troubles on the first two rounds this year, could set

the pace with his Escort.

Hopes for a home win for the second year in succession, may also rest with Louise Aitken-Walker, returning to the series with the R-E-D Escort RS while Bill Lymburn also has claims to Scottish parentage and could also get among the leaders with his Toshiba/Insu version.

But the Sonat Granite City is also a round of the Esso Scottish Championship, both oil companies working together on North Sea exploration, and that championship could provide a pointer to Saturday's result. So far this season, snow and ice has left the middle order runners with the advantage but, this weekend, it could be the four-wheel-drive brigade who streak ahead. Allan Edwards and Willie Rutherford are both entered in prototype cars, Edwards with the 400bhp Escort and Rutherford with the R-E-D 4x4T, while a more 'conventional' offering comes in the form of Malcolm Wilson's Audi Quattro, driven by Roy Cathcart and long due for a top placing in the Ulsterman's hands.

If, however, the middle order runners do have it all their own way for the fourth time on the Scottish series, Group A cars could net outrageously high places. Sanjiv Shah proved that he has enormous potential with the John Midgley run Toyota Corolla on the York, while the battling Astras of Simon Davison and Stuart Nicholls may yet continue their winning ways. In the small capacity class, Graham and Sue Parkinson may have a fight on their hands this weekend as they meet Colin Aitchison's similar Nova for the first time, but any hopes of a threat from the Skoda contingent seem to

have died. After a promising start, only two drivers have entered this round of the Skoda Trophy '85, and neither of them are in the top places, Jim Clark lying third (eight points behind the leaders) and John Crowley.

In the home series, George Marshall heads the table after an early tussle with Alistair Brearley and the Melrose man will debut his new Nissan 240RS that rolled from his garage last week. The car will run in the colours of DS Dalgleish & Sons.

Wilson Girvan is a close second to Marshall in the ex-Eklund/ex-Fleming Toyota Celica while Alistair Fletcher, Jim Fleming, David Gillanders and Brearley are all gathered in a tight bunch behind the leaders. There will certainly be no quarter asked or given this weekend, the annual opportunity to have a go at the marauding English crews promising to push the entertainment levels even higher.

No predictions this weekend, therefore, as the contest seems even more open than before. Chris Mellors was an unlikely winner of the York but did so in style, and there is no reason at all why a new name could not be added to the roll of honour on Saturday.



## Shell Oils

### NATIONAL RALLY CHAMPIONSHIP

#### Spectator information

**Start:** Union Terrace Gardens, Aberdeen, The Lord Provost of the City will flag away the cars at 0800. Parking in Denburn multi storey.

**SS1, Bennachie:** Start is on Chapel of Garrioch to Monymusk road at 38/698213. Park as directed. 0851.

**SS3, Garty:** Start on unclassified road, sign posted Inch and Wraes, 4 miles South of Huntly on A96 (29/579 326). Finish on unclassified road to Garty station, 2 miles from Huntly on A96 (29/529331). 0943.

**SS5, Bin:** Start at 29/529433 on B9022, north of Huntly on A96. 1042.

**SS7, Balloch Wood:** Start at 29/462460 on A96, 4 1/2 miles north of Huntly. Park as directed. 1057. **Lunch halt/service area:** Keith Showground. 1109 to 1209.

**SS9, Whiteash:** Start at 28/378555 about 2 miles south of Fochabers on A96. Overgrown start (!) so arrive early. Finish at 28/352578, also on A96, 1/2 mile south of Fochabers. Park on verges, clear of road. 1234.

**SS10, Ordiequish:** Start at 28/352577, opposite finish of Whiteash. 1254.

**SS11, Clashindarroch:** Longest stage of the rally. Finish is on A941 Rhynie to Dufftown road at 37/443280. 1351.

**SS12, Garty 2:** Reverse of SS3. 1435.

**SS14, Bennachie:** Same route as SS1 but spectator point is at finish. 1527.

**Finish:** Altens Skean Dhu Hotel, Aberdeen. Champagne showers at 1639.

#### Ceefax

Once again, Dr Stuart Sykes' team will be producing updated information, and the third competition question — win yourself an auto-graphed copy of *Rallycourse* — during the day. Page the index to find the information you need.

#### Eventsline

Two numbers this weekend, firstly the main number (061-246 8088) and also a local number (Aberdeen 649157) to keep you informed of the rally's progress

#### Championship positions

**Overall:** 1, Lovell, 39pts; 2, York, 32; 3, Cannon & Mellors, 25; 5, Aitken-Walker & Hill, 22.

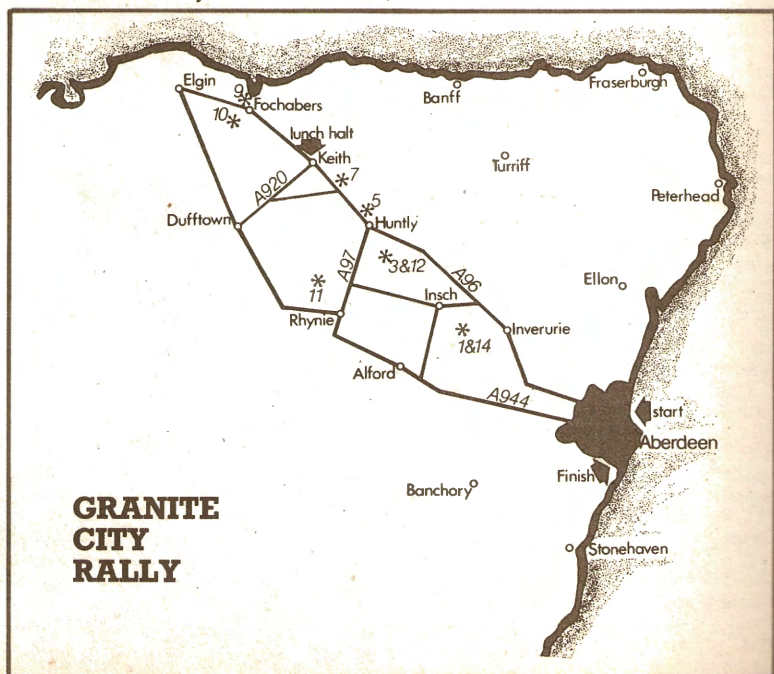
**Group A:** 1, Shah, Stanforth & Thomas, 40pts; 4, Nicholls, 39; 5, Parkinson, 35.

**Manufacturers:** 1, Toyota, 21pts; 2, Talbot, 19; 3, Vauxhall, 14; 4, Ford, 10; 5, Skoda, 9.

#### Leading entries

- 0, McRae/Grindrod.....Opel Manta 400
- 1, Wood/Brown..... Rover Vitesse
- 2, Lovell/Davies..... Nissan 240RS
- 3, Cannon/Hart..... Opel Ascona 400
- 4, Aitken-Walker/Morgan..... Ford Escort RS
- 5, Dobie/Morgan..... Opel Manta 400
- 6, Lymburn/Hutchinson..... Ford Escort RS
- 7, Chilman/Thomas..... Ford Escort RS
- 8, Edwards/Watkins..... Ford Escort 4x4
- 9, Cathcart/Montgomery..... Audi Quattro A1
- 10, York/York..... Ford Escort RS
- 11, Marshall/Jenkins..... Nissan 240RS
- 12, Slight/Naylor..... Ford Escort RS
- 13, Sutherland/Watts..... Opel Ascona 400
- 14, Rutherford/Harris..... R-E-D 4x4T
- 15, Smith/Dyham..... Opel Manta 400
- 16, Mellors/White..... Ford Escort RS
- 17, Gough/Jones..... Nissan 240RS
- 18, Brearley/Wilson..... Chevette HSR
- 19, Watson-Clark/Orrick..... Sierra BDG
- 20, Riach/Roy..... Sunbeam Lotus

Roger Chilman — hoping for a change in fortune.



### GRANITE CITY RALLY



The latest Lotus Excel shows just how refined the marque's offerings have become. It's true Grand Tourer.

## It really does . . .

Lotus have now combined refinement and finish to their traditionally faultless roadholding and performance — MIKE MCCARTHY reports on the Excel

Someone in the market for a true Grand Tourer (in the original sense) with a capacity of less than 3-litres — thus removing it from the Supercar class — has a fairly wide choice. From Italy there is the Alfa GTV6, from Germany the Porsche 924 and 944 or the Audi Coupé or Quattro, and from Japan the Datsun 300ZX, to mention those which spring instantly to mind. If the potential purchaser wants to buy British, the choice is more limited: there is the (inexpensive) Ford Capri 2.8i — and even that is made in Germany — or the Reliant Scimitar, now rather long in the tooth, and the subject of this road test, the Lotus Excel. With its heritage of Lotus racing successes and superb road manners it has much to live up to: how well does it succeed?

The 1985 update concentrated more on styling and the interior than on the mechanical aspects. Thus the basis is as before: there is that familiar backbone chassis, now with an eight-year anti-corrosion warranty, independent suspension, rack and pinion steering and ventilated disc brakes. The engine is the familiar twin overhead camshaft 2.2-litre which, with the aid of twin Dellorto carburettors and four valves per cylinder, pushes out a lusty 160bhp (DIN) at 6500rpm and a matching 160lb ft (DIN) torque at a high 5000rpm, though the actual torque curve is quite flat.

Changes to the model are: restyled front bumpers with built-in fog lamps and 'soft' over-riders; a new wheelarch and wing styling which incorporates knife-edged flutes; body capping rails which allow the rear three-quarter windows to be moved both wider and deeper to give an extra 25% glass area, and improved boot access via a wider lid.

Inside there are new VDO instruments with backlit digits and illuminated needles in a curved panel, restyled front seats with increased lateral support and, for the driver, adjustable pneumatic lumbar support.

Lotus claim a top speed of 134mph, a 0-60mph time of 7.0s and a 0-100mph time of 20.0s. In practice *What Car?* couldn't match these figures, reaching 126mph and covering 0-60mph in 7.7s, though it has to be said that the weather was pretty bad when they tested. Although they may not match the claims,

these figures make the Excel a fast car, near the Alfa GTV6 (129mph, 7.6s to 60mph), comfortably beating the Audi Coupé GT (113mph, 10.3s) and Porsche 924 (120mph, 9.5s), but being beaten in turn by the Audi Quattro (137mph, 6.7s) with its turbocharged 200bhp and the Porsche 944 (140mph, 7.8s) with its extra 300cc.

In practice the all-out performance tends to come from revs rather than bottom-end pull, but this is no hardship since the engine will zip up to the red line

smoothly and sweetly. I have memories of this unit when it first came out, and recall it as being rather harsh and unrefined (you knew it was quite a big four): either Lotus have done a considerable amount of work on it over the years or my memory is at fault, because it is now almost flawless. There is more than adequate torque in the bottom reaches for day-to-day driving, and you can cover ground remarkably quickly without even exceeding 5000rpm. It idles almost silently, and there are no flat spots or hiccups. If there is a drawback it is that it doesn't *sound* very sporty. Sounds, though, are a matter of opinion, volume isn't, and the engine is very well subdued. It never becomes very loud, but it can be heard near the red line.

### A real driver's car

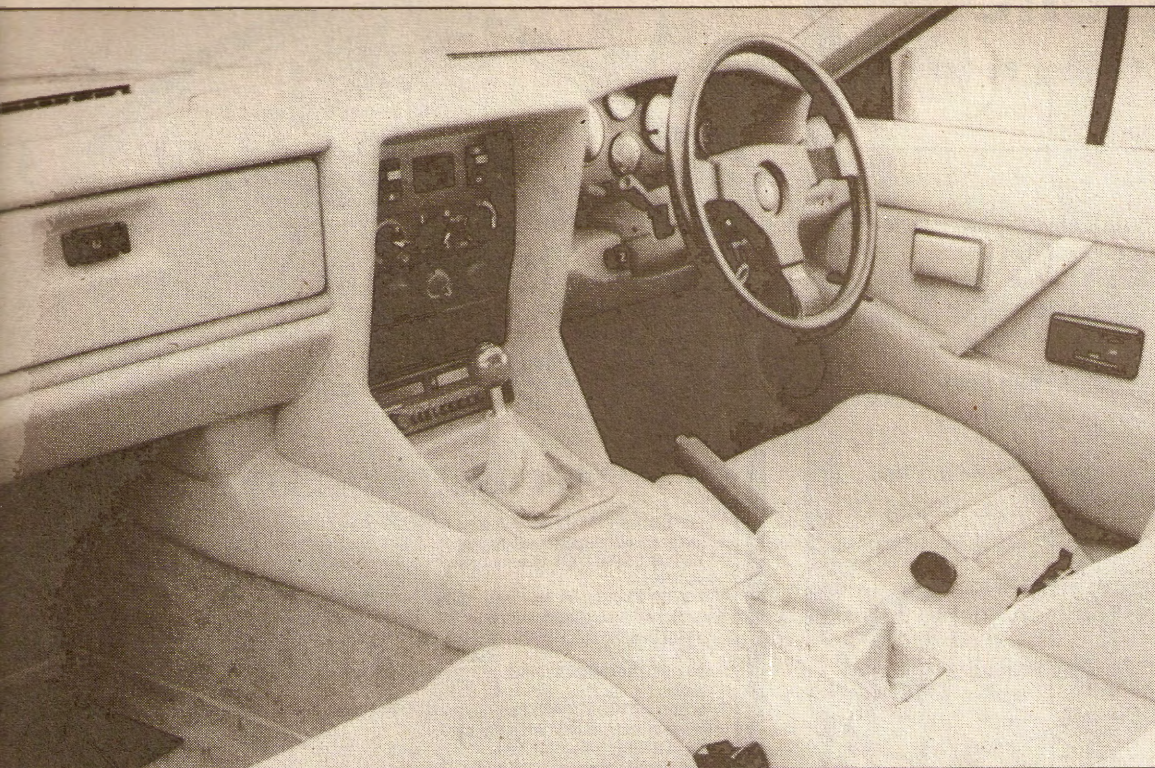
Matching the engine is a near-perfect drive line. Strangely enough, others found the clutch very heavy — it was the biggest single complaint about the car — while I found it just right. Nobody complained about the gearchange, though, and years of racing experience must have paid off since it is about the nearest thing you'll find to a competition change. The little stumpy lever has a tiny range of travel, and there is unbeatable synchromesh, so you can literally swap gears as fast as you can move your hand. Combine that with a smoothly progressive throttle and steering that is also near perfect — nicely direct, beautifully weighted — and the Excel is a driver's car *par excellence*. In this area alone I would rate it above the Porsches or the Audis.

But of course Lotuses are about roadholding and handling. The Excel doesn't disappoint. There is the usual understeer if you enter a corner on a trailing throttle, its severity depending on how much you've over-cooked it, but put the power on and it becomes almost totally neutral, making it an immensely satisfying car to drive fast. The grip from the ultra-fat Goodyear Eagle tyres is quite astonishing in the dry (and surprisingly good in the wet). It certainly corners with less lean than the Porsche 944, and bumps barely deflect it in spite of quite a hard ride.

And the ride, in fact, is the worst feature of the car. Even on smooth motorways there is a continual slight restlessness, and more severe bumps

External changes include 'soft' over-riders, built-in fog-lamps, plus restyled wings and wheelarches.





The comfortable seats force a 'laid-back' position, which is unfortunate with such small dials.

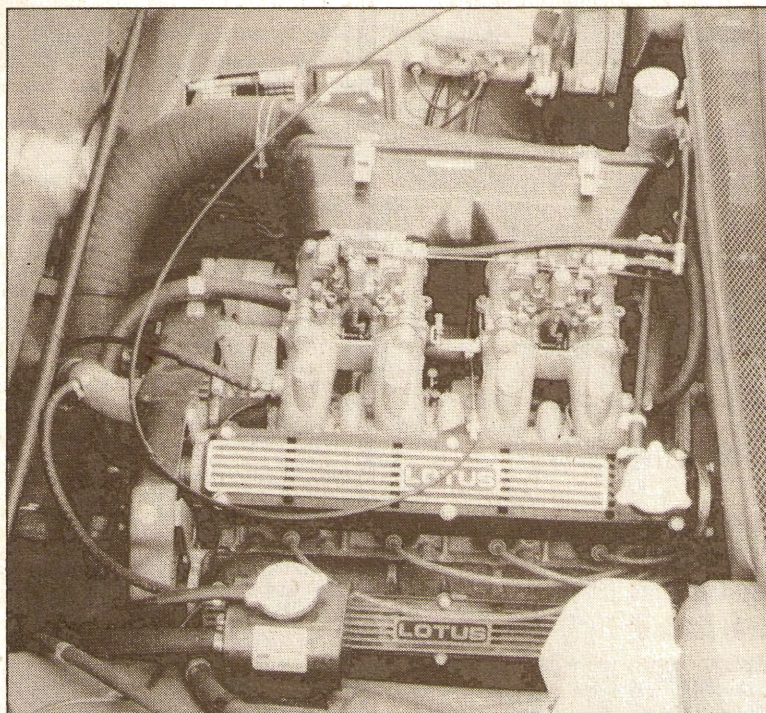
cause a distinct dip and accompanying thud from the suspension. Part of the problem seems to be that you can hear the suspension working as well as feel it.

### Respectable consumption

Because of its performance and road manners, the Excel is the sort of car that urges you to drive as fast as conditions will allow, which makes it all the more commendable that we recorded a quite respectable 19.35mpg while the car was in our hands.

Behind the wheel, the enthusiastic driver will find himself at home. The position of pedals and steering wheel almost force you to adopt a lie-back attitude (which gave me a crick in the neck after a while), the top of the windscreen is rather close to your forehead, I would prefer more side support to the thighs, and there's nowhere to put your left foot except under the clutch pedal, but — those criticisms apart — the driving position is excellent. The seat is quite long, giving good support under the thighs, there is plenty of lumbar support, and all the controls are ideally spaced: you just seem to lie back and let it all happen. And I personally prefer the chunky design of the leather interior to the more plasticky finish of its German competitors.

I'm not too taken with the new instruments, though. The major ones —



Some 160bhp is available from Lotus's flat four, with peak torque found at high revs.

tacho and speedo — are much too small (about 2 1/2ins in diameter) and none is very readable, while the row of lights at the bottom of the panel are all hidden by the steering wheel. The minor controls for the heating and ventilation look rather cheap, but have the major advantage of being instantly understood and workable. The heating and ventilation must also come in for praise.

Visibility is not one of the Excel's strong points. It's a wide car, so manoeuvring in traffic is initially daunting, not helped by the fact that you sit so low that you very often can't see through the car in front (the current vogue for high rear window sills doesn't help either).

Summing up, the Excel impressed quite considerably, especially as I had approached it with memories of the less than brilliant models that preceded it. It has performance enough, roadholding and handling that is simply the best in the world, is reasonably frugal, and is beautifully made. The subtle restyling also came in for praise by most of those who saw it. So, all in all, the new Excel excels. Yes, I could happily live with it. ■



## LOTUS EXCEL £15,740

### Specification

Cylinders/capacity .....	Four in line, 2174cc
Bore x stroke .....	95.3 x 76.2mm
Valve gear .....	Twin ohc, four valves/cylinder
Fuel system .....	Twin Dellorto DHLA 45E
Power/rpm .....	160bhp (DIN) at 6500rpm
Torque/rpm .....	160lb ft (DIN) at 5000rpm
Gear ratios .....	3.29, 1.89, 1.23, 1.00, 0.78:1
Final drive .....	4.1:1
Steering ....	Rack and pinion (assistance optional)
Brakes .....	Ventilated discs
Wheels .....	Alloy 7 JK x 14
Tyres .....	Goodyear NCT 205/60VR14
Suspension (F) .....	Upper wishbone, lower transverse link, coils springs, anti-roll bar
Suspension (R) .....	Lower wishbones, upper link, coil springs

### Dimensions

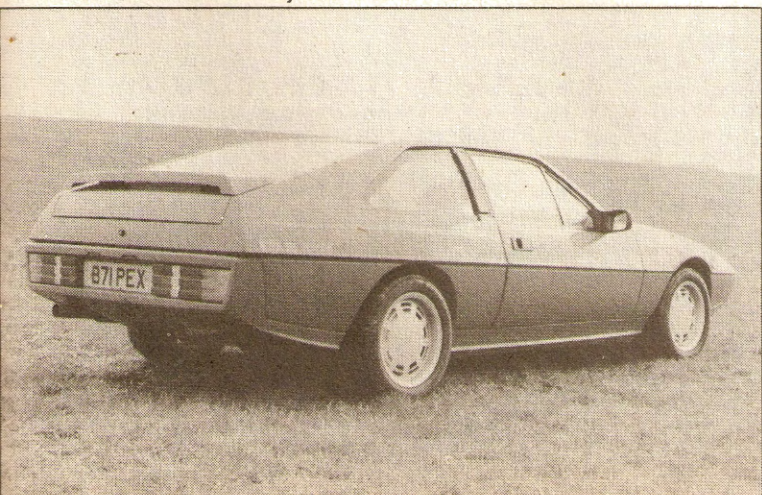
Wheelbase .....	97.8ins
Track .....	57.5ins
Length .....	172.3ins
Width .....	71.5ins
Weight .....	22.3cwt

### Performance

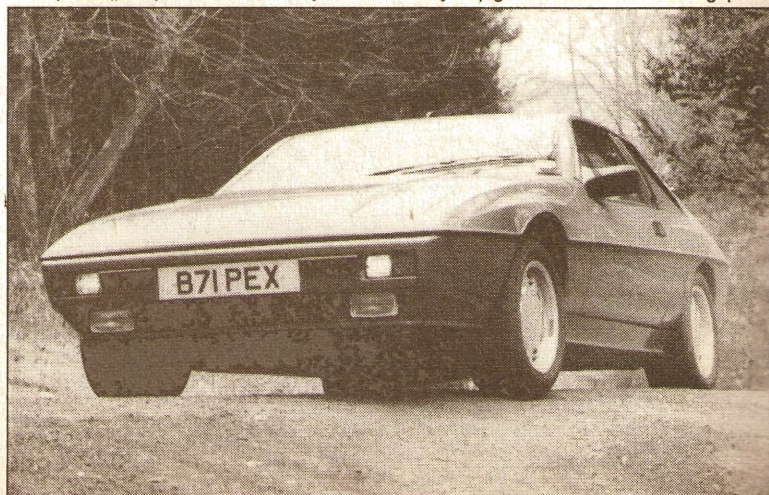
(What Car? figures)

Maximum .....	126mph
0-60mph .....	7.7s
50-70mph (4th/5th) .....	6.9/10.5s
Fuel consumption	
(Urban, 56mph, 75mph) .....	20.0/36.2/29.4mpg
Test consumption .....	19.35mpg

The rear view's attractiveness is very much a matter of taste.



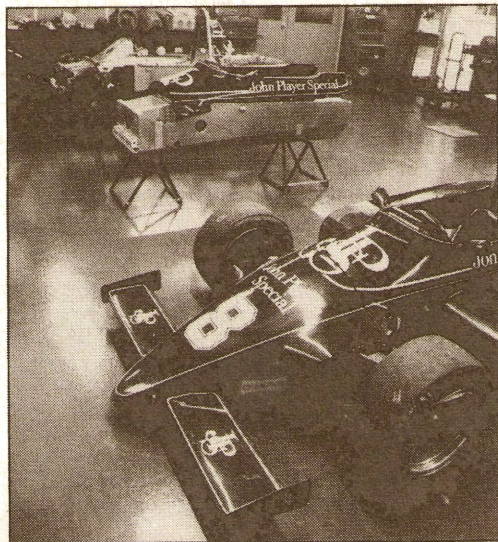
Wide (7 x 14) alloy wheels and Goodyear NCTs really help give the Excel its first-rate grip.



# Meals and wheels

Dave Price is famous for his successful Formula 3 team. John Bracey is the doyen of trackside catering. JOE SAWARD set out to discover the connection between the dynamic duo

"Jeez," said Dave Price, "if you're ever really starvin' go up to that big truck and ask for George. Tell 'im Pricey sent you. It's part of my caterin' division innit?" Dave Price, the man behind Johnny Dumfries, in the catering trade? Some time later, as an impoverished and undernourished freelancer somewhere in Belgium, I decided the time had finally come to go and "and ask for George". I was met by John Bracey, and in conversation, I thought I heard Bracey refer to "his F3 team". A caterer running a racing team? Investigation was called for . . .



Above: Price's pristine Old Woking workshop from where the two racing teams are run. Below left: Tiff Needell yumps a Dave Price Racing Unipart March at Cadwell in 1978. Below right: The "super soup kitchen", a unit capable of producing 200 meals simultaneously in a circuit's paddock.



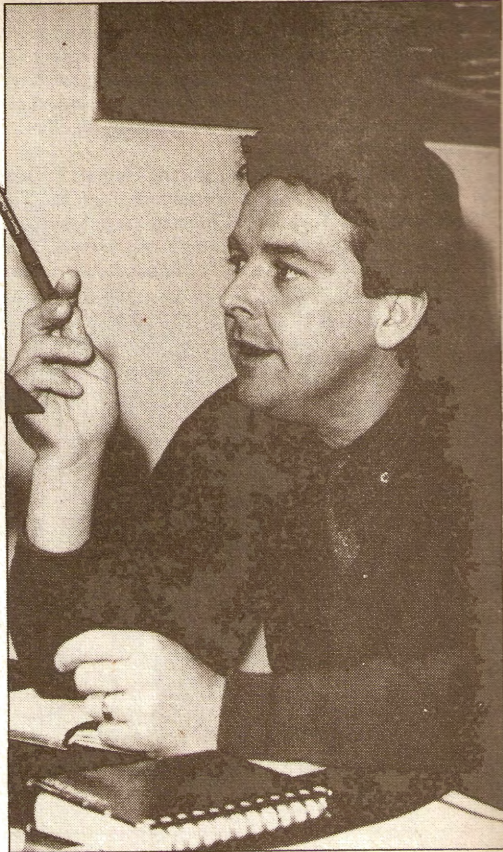
Bracey — the man behind the catering.

It is a story that dates back a decade to a couple of Ford dealer employees in South West London. John Bracey, trying to make a career in sales management and a chirpy ex-Ford apprentice with a couple of years experience preparing racing cars in his spare time, Dave Price.

It was 1975 and Price was almost singlehandedly preparing a Formula Atlantic car for Nick May, with backing from Strakers of Wimbledon. John Bracey was Sales Manager of the firm and found himself drawn into the running of the racing team, going along to events "to drive the van, make the tea and polish the bodywork."

A more unlikely pair it would be hard to imagine. Price, the wide boy, cocky and ambitious, buzzing around with endless energy, never one to leave things unsaid; and Bracey, quiet and thoughtful, and in Price's words "cuddly".

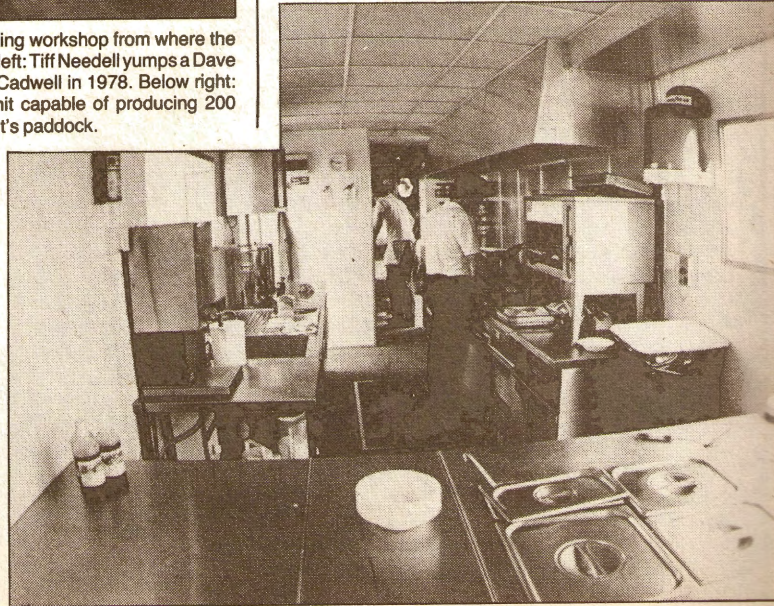
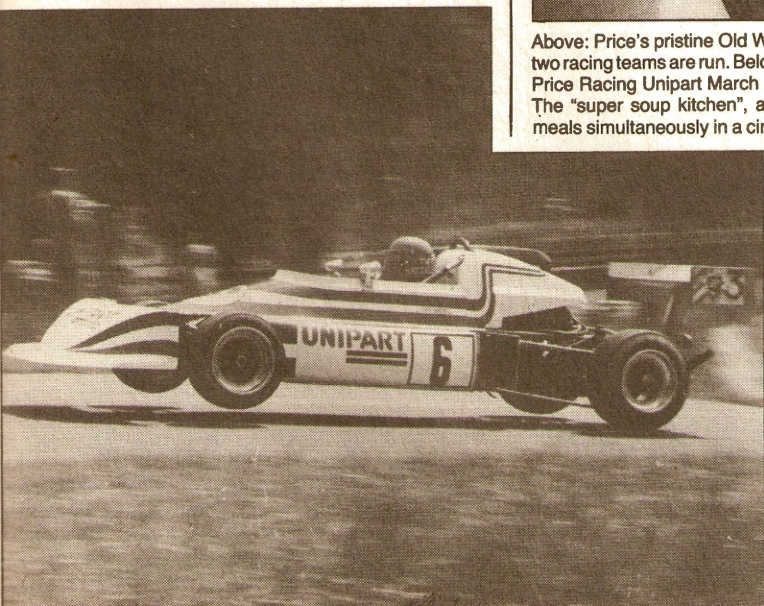
It was a bad time for dealerships, and within a few months both Bracey and Price found themselves out of work when their respective dealerships folded. John was given the opportunity to take over a small workshop in Twickenham if he wanted it, to set up his



Price — running the Formula 3 team.

own retail car business. Armed with the idea, he and Price teamed up, and the Bracey-Price 'empire' was born. "He had a Range Rover and some money," remembers Price, "and I had brains and ambition!"

The workshop they acquired had plenty of workshop space — MOTs and the retail side provided the 'bread and butter' finance, but there was potential for a race workshop. Over the next couple of years they developed that potential. Three-phase power was put in and a new concrete floor laid. While these changes were being made the two ran an Atlantic Chevron for Jeremy Rossiter and later that year, 1976, a F5000 car for Val Musetti. The following year Dave Price Racing ran New Zealander Brett Riley in a Starz March-Toyota 773 from the British Grand Prix meeting onwards. Riley scored a brilliant win at the Donington Euro round in August beating an impressive list of drivers: Eje Elgh, Derek Daly, Piercarlo Ghinzani, Geoff Brabham and Nelson Piquet. It was the beginning of DPR's long association with the formula which culminated last season in Johnny Dumfries taking the title for the team



With success, DPR began to expand and many of the core of the modern company joined, including Teresa Meade who has been administering the company ever since, and Andy Miller who joined as race engineer on the F3 team and has been with the company for all but a few months since.

1978 saw Dave Price Racing get the Unipart F3 deal to run March 783s with Dolomite engines for Tiff Needell and Ian Taylor. Val Musetti stayed with the team for his third year driving an F1-spec March 771 in the Aurora AFX series. In Twickenham the expansion continued with Bracey-Price buying an old greengrocer's shop and converting it into a bolt-on goodies store. "We did that," remembers Price, "mainly because it had a lot of cheap office space above it, and we needed the room."

The Unipart deal continued into 1979 with Brett Riley, whose long association with the team did not go unnoticed by the two directors, who gave the New Zealander any help they could, and Nigel Mansell, who was to go on to greater things with the Lotus F1 team. In the Aurora F1 series the team fielded a Williams FW06 for 15 times World Motorcycle champion Giacomo Agostini. Their reputation for preparation grew and the duo were approached by John Davenport of Austin Rover who wanted to turn the SD1 Rover into a racing car. By the start of the 1980 season the team had four Rovers built up and ready to race in the Tricentrol series.

**PRICE: "He had a Range Rover and some money, and I had the brains and ambition!"**

The drivers for the team were Jeff Allam and Rex Greenslade. They developed the car into a winner. The first win came at the British Grand Prix meeting with Allam taking the flag, and the year culminated with a one-two finish at Donington in October with Allam and, the then World Champion, Alan Jones driving.

On the racing front elsewhere the team continued with Agostini in Aurora and in F3 introduced the Alfa Romeo engine to England, with Riley taking pole position at the Grand Prix meeting. The year was a great success. The retail business and the bolt-on goody shop, however, were run down as the recession began to bite, and the organisation turned to racing full-time.

Things, however, did not go according to plan. "It was a year I want to forget," remembers Price, "we had the works March deal to run Mike White, but March were winding down their involvement in F3 and it never really took off. We lost the Rover deal to Tom Walkinshaw, and Andy Miller went off to work for the RAM Grand Prix team." In the Marlboro British F3 series the team ran the underfinanced Fred Krab, but success eluded them.

For a long while Bracey had had an untapped interest in catering. He didn't have any formal training, but in

October 1983 and Team BP fielded Calvin Fish and Johnny Dumfries. The Scot went on to win the Marlboro title in 1984.



Meridian Services operate a huge motorhome for Rothmans in World Endurance racing and in World rallying

the years with Rover he had run a hospitality motorhome for the team and as the two directors looked for ways to diversify the idea of catering for teams was born. The organisation invested in a delicatessen in Bookham. "We started a new company, Meridian Services," says Bracey, "and ran the shop as a sideline, employing a manager to look after it while we concentrated on the racing." The shop they acquired had a kitchen at the rear and Meridian Services began to take on some sub-contracted catering work. Gradually John became more involved in this expanding business and handed over the admin of the racing team to Teresa. Price himself fought on with racing and towards the end of the year reached agreement with a young French driver, Philippe Colonna, to run a March 813 for him in the French F3 series. Colonna took pole position at the French Grand Prix meeting. DPR had made their mark in France, and 1982 saw that develop still further.

Over that winter, however, the companies were reorganised. Bracey-Price Holdings was created as the umbrella company covering DPR and Meridian Services. The Twickenham workshops were sold and the racing team moved to Old Woking, while the catering business took up offices above the Allam garage in Epsom. "There was one direct result of the Rover deal," remembers Bracey, "I married Jeff Allam's sister!" It was agreed that the two companies would be run independently, although Bracey and Price would remain directors of the two, and Teresa found herself being shared between the two companies.

The racing was taking a turn for the better, with Les Thacker approaching DPR to run a BP-sponsored car in the British series for a young hopeful, Martin Brundle. 1982 was a great success — by the end of the year Brundle had won two races, been on pole at six

consecutive races and ended up third in the British series.

Over in France, Andy Miller had rejoined the team to run Pierre Petit with a Credit Agricole backed Ralt. "The year was a great success," remembers Price, "Pierre had never sat in the car before the first official practice of the first race, and he was 1.5secs quicker than everybody. They had never seen a Ralt before!" At the end of the year Petit had won seven races, been on pole nine times and won the championship — their first champion.

On the catering side, too, things were going well. "We started out with a Ford van we converted into a kitchen unit and supplied food to the Williams Grand Prix team. Nowadays, team managers have so much to do that they just don't have time to worry about feeding the mechanics. What we provided was what they needed — an on-site food service, nothing special, but something to feed the teams so they didn't have to live off trash food at all hours." Then an agreement was reached with Rothmans to supply them with a hospitality motorhome for their guests.

Once again, the organisation had outgrown itself and

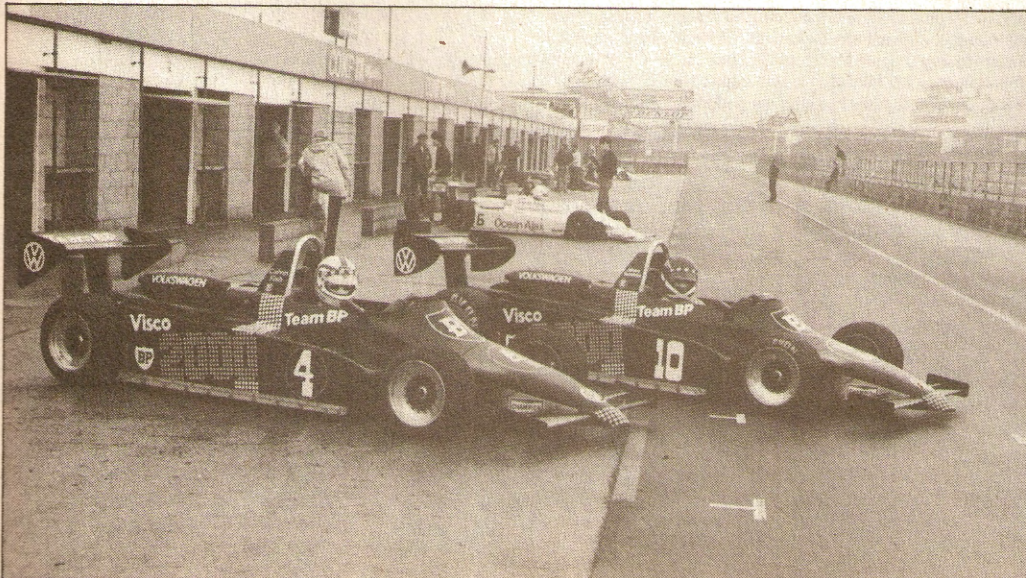
**BRACEY: "There was one direct result of the Rover deal; I married Jeff Allam's sister!"**

the Bookham delicatessen was sold. In its place there came a purpose-built hospitality unit for Rothmans, a 40ft trailer and a new kitchen unit. Meridian Services fed not only Williams, but Brabham and Toleman. In rallies and World Endurance they looked after the crews and in England provided a service for Austin Rover's British Saloon car team.

On the racing side BP support continued, with Calvin Fish, but it was in France that they had most success, with François Hesnault in a Saudia/Elf backed Ralt. Hesnault notched up nine pole positions and won five times, missing the championship by a whisker, then graduating straight to F1.

1984's racing programme saw Johnny Dumfries sweep all before him in the British series, and Meridian went from strength to strength as well. A new jumbo-sized kitchen unit was designed — "the super soup-kitchen". It has a capacity to produce 200 meals simultaneously, with a permanent crew of four, including a fully qualified chef. For two to three months the crews go from event to event. Their most popular line is the full English breakfast — close to the mechanics hearts and impossible to find in most parts of Europe. To maintain this crews fly out from time to time with holdalls full of sausages and bacon! "There is," as Bracey points out, "no substitute."

The expansion continues: another huge kitchen unit is being designed; the catering business is moving into new buildings and looking worldwide; the racing team is running Cathy Muller and one other, and in France Bruce Jenkins will oversee Paul Belmondo. Meals and wheels apace . . .





## Back to the roots

Quite some time ago, when my motor sport involvement centred on overnight road rallies, particularly the navigational variety, the word "rally" described a competition which included a fair degree of adventure. Inevitably the dark hours would be spent trying to cope with impossible puzzles and ever-changing problems, the two-man crew at the same time trying to meet impossible deadlines time and time again. It was essentially the same challenge which the established international events originally posed, with most of the starters unable to maintain the set average speeds.

The special stage rally of the eighties is, however, a very different affair and to a large extent, many of the problems faced during the competition can be solved even before the car leaves the start ramp. Strict target times for every road section leave nothing to the imagination, service areas are set in advance, with specific points allocated a specific time; and the result is a much more controlled package, which although more socially acceptable, no longer includes some of those original challenges. Certainly there is excitement in the stages and the challenge of beating the clock, and Nigel Harris demonstrated on the National Breakdown that there are still opportunities for a little gamesmanship in beating the "system", but such opportunities are rare.

My first visit to the Safari Rally therefore went a long way to reassuring me that some events do still comply with my original definition. It took only a few hours to recognise that here was something very different from the usual European package, teams constantly facing new problems, cars being subjected to vastly different conditions throughout the 5200kms. One moment, they are travelling at 200+kph across rugged plains, the next looking for every bit of traction at 15kph up a muddy slope.

So whereas the designer and test engineers can effectively win in Corsica, Acropolis, San Remo, etc, the African emphasis is firmly back with the crew, where it should be. The most expensive, sophisticated mid-engined turbocharged all-singing-all-dancing rally car is worth not a jot if the driver does not understand the problems, or the mechanics cannot keep it all together. Because throughout the five days, time is at a premium, and with impossible averages servicing eats into those precious minutes.

Right from the start therefore, a clear understanding of the problems is essential if success is to be achieved, explaining the months spent in Kenya by most teams. Experience is the key, and something which is so often learned the hard way, as it was by most of the favourites last week. Because while Peugeot, Audi and Lancia have dominated the "race tracks" of Europe for some

time, they found themselves virtually excluded from the competition as the rally progressed, each making crucial mistakes. By the finish the results table did not show the now familiar one-make domination but instead a mixture of Toyota, Nissan, and Opel, any one of which could conceivably have taken the premier award. Such a top four is almost unimaginable anywhere else in the world, and yet that was the story in Africa.

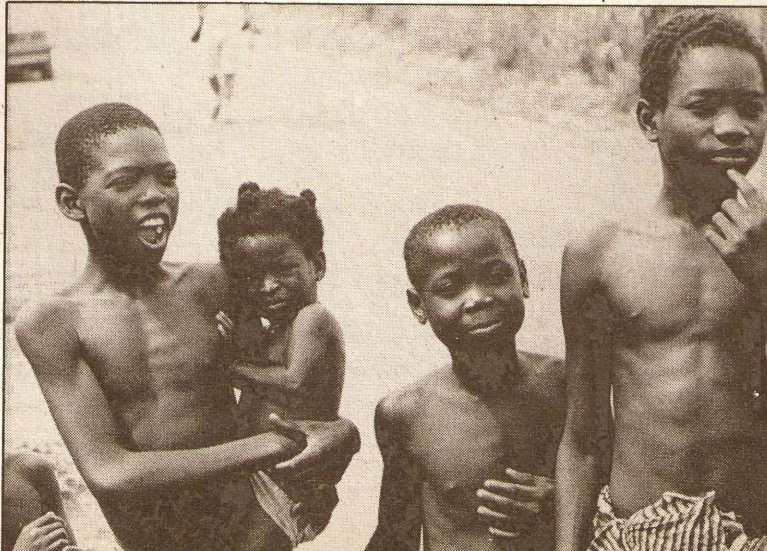
### Big guns miss

So where did the big guns go wrong? Jean Todt's PTS challengers were on their first Safari and a lot of money had been spent on three big exercises in Africa, but the 205 Turbo suffered its first defeat since last August. At his pre-event sales talk — advertised as a press conference — M. Todt was guarded about his chances and with justification, because after the start all three cars experienced problems, mostly originating from the high speeds over rough ground. Vatanen could have won if a bracket had not broken allowing the radiator to move, leak, and subsequently lead to a blown head gasket, but there were other weak links in the chain. Before the start Seppo Harjanne had to force the heirarchy into providing some cover at mud points, something which had not been considered necessary. As the team's most experienced Safari competitors, Seppo and Timo Salonen insisted that mud crews were an essential part of the back up arrangements, and only at the eleventh hour was a deal struck with Tony Fall of Opel who confirmed that some financial arrangement had been reached between the two parties.

Lancia contested a couple of local events before the start, and Markku Alen completed the most thorough recce for his first Championship appearance of 1985, and yet he got involved in the early race — leading at one point, but then dropping back as his mechanics spent time repairing the damage inflicted in his early charge. Nini Russo had planned his service arrangements to include one aeroplane and two helicopters because he felt that this allowed the most efficient use of his top mechanics, and the quickest emergency repairs. Except that as soon as his surviving cars hit problems at night, the grounded helicopters were useless, and the back-up arrangements stretched.

The Germans also used a helicopter but did not rely on it so extensively, and were quite fancied at the start. Except that all Hannu Mikkola's pre-event testing with the new six-speed, box was wasted when a slightly modified version was installed in the cars only a couple of days before the start, and the first time it

The locals seemed to enjoy the rally even if, on occasion, the excitement proved too much.



had any serious aggro was on the run south to Mombasa.

Both Mikkola and Blomqvist were in instant trouble as a bearing seized, sending temperatures so high that the magnesium casing began to melt. "Ideal for *pommes frites*," mused the Swede after his initial disappointment had been overcome.

So it was that the opportunity for those teams with the greatest African experience arrived on a plate, and a most enthralling battle developed. Essentially, it was between Opel and Toyota, although if Shekhar Mehta had not had a most unusually troubled event, the ET Nissan 240RS could have made a most impressive debut.

For so long honours looked to be going to Russelsheim and young Erwin Weber, but that all went wrong in the final hours, so it was another youngster, Juha Kankkunen, who took the honours. This itself was a shock to the system, as the 26-year-old (who celebrated his birthday just before the start) has a reputation as something of a charger, while his more experienced team mate, Bjorn Waldegaard, has done several Safaris. Yet it was the Swede who attacked — gambling on building an early advantage but hitting trouble instead — and the Finn who played a waiting game, ignored everyone else charging around him, and eventually reaped the benefits. Naturally he had some moments but through it all, the expertise of the Toyota Team Europe was on hand, controlled by Henry Liddon, high in the skies.

### Help from above

One of the real fans of this sort of rallying, Henry understands the event better than anyone, and controls the whole thing from his isolated position at 10,000 feet. With local back-up cars at passage checks relaying information to the 'plane, Henry is continually working on a personal results chart. Through an established signal he can attract the attention of either rally car, feeding information about the latest position, telling the co-driver who is ahead, who is catching, and what affect they are having on the overall results. All the time he is adjusting the service network — run without a helicopter — keying up the next crew for specific jobs, and keeping an eye on the latest weather developments.

In some ways he is removing some of the co-driver's responsibilities, but such is the enormity of the task, that there is still plenty to do for those at ground level. It's just that some of their problems have been anticipated, leaving them with a clear mind to concentrate on the immediate challenge. Similarly, Gerd Pfeiffer's approach in the preparation of the Celica

Turbo was aimed at refining the 1984 Safari-winning Celica Turbo, bringing improved performance, but also even greater reliability. Completing the effort, Pirelli brought with them the latest SG90, which proved utterly reliable despite some terrible punishment. Considering the demands made on tyres on such an event, achieving the correct balance of speed, wear, and puncture resistance, for such a powerful machine is an enormous achievement. But they did, and the preparations were complete, with Pfeiffer's technical improvements matching Liddon's own preparations, leaving the rest of the job to those sitting in the cars. At the end of the day, it was a pretty complete package, with a 1-2 formation finish.

### A policeman's lot. . .

Whatever the attractions of the Safari Rally itself, there is no doubt that the country completes the occasion. Astride the Equator and boasting the most fabulous scenery, it is easy to fall in love with the place very quickly, and terribly easy to forget that wandering through the bush are some fairly powerful beasts. East of Nairobi, during the first leg towards Mombasa, the route wound its way through some of the game parks, but while attention inevitably turns to some of the animals gracing the plains, it is the local drivers who often present the greatest dangers.

"The standard of driving in Kenya is appalling," explains the local 'What's On', continuing, "with many drivers, notably of Matatus (communal taxis), showing little road sense or common-sense and driving vehicles to which the description 'unroadworthy' is a gross understatement. Driving is on the left (but don't bank on it!)." Not much more detail is really required, except that a matatu — often a converted long wheel-base pickup with a rear cab — may reasonably be expected to carry up to 40 people, crammed inside and hanging onto the back, the luggage stacked on the roof.

Despite the event's progress some Matatu drivers insist on travelling against rally traffic with the inevitable moments, although last week one driver spent some time wobbling back and forth in front of a crowd gathered to watch the cars and was ultimately arrested for causing a nuisance. The policeman then had a quiet time for a little while, before getting involved in another incident in the crowd. A couple were fighting, the husband apparently rather upset that the wife had come to watch the proceedings without his permission, and underlining that such behaviour would not be tolerated!

### In praise of the desert

Returning ever so briefly to my comments on the changing face of modern stage rallying, here's another point to ponder. The emphasis is certainly switching away from the competitors themselves, and I believe that this is contributing to the growing success of such events as Paris-Dakar. A battle across the desert today is the equivalent of those old characters struggling to get to Monte Carlo on time, and seems to be finding more and more favour with the enthusiast looking for a slice of excitement!

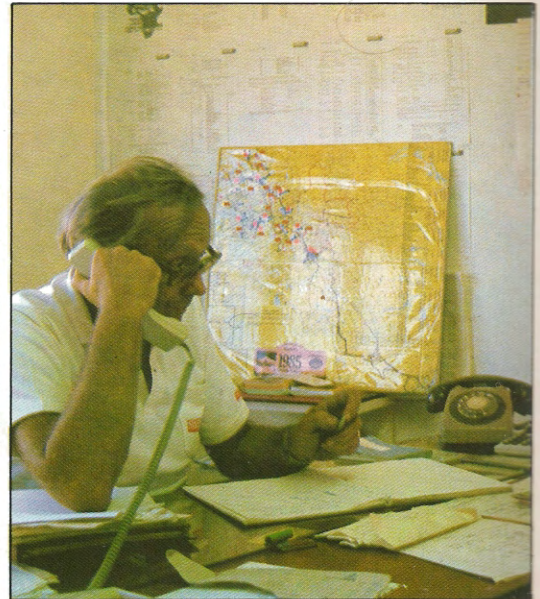
At the same time, the congested roads of Europe make it ever more difficult to stage big events, and some already believe that the future of such events will be threatened, with some now-famous titles being used for events which do little more than wander between established race tracks, and private stages. So could there be a change of emphasis for the World Rally Championship somewhere in the future with such events as Paris-Dakar, or something in the Gulf States finding favour? ■



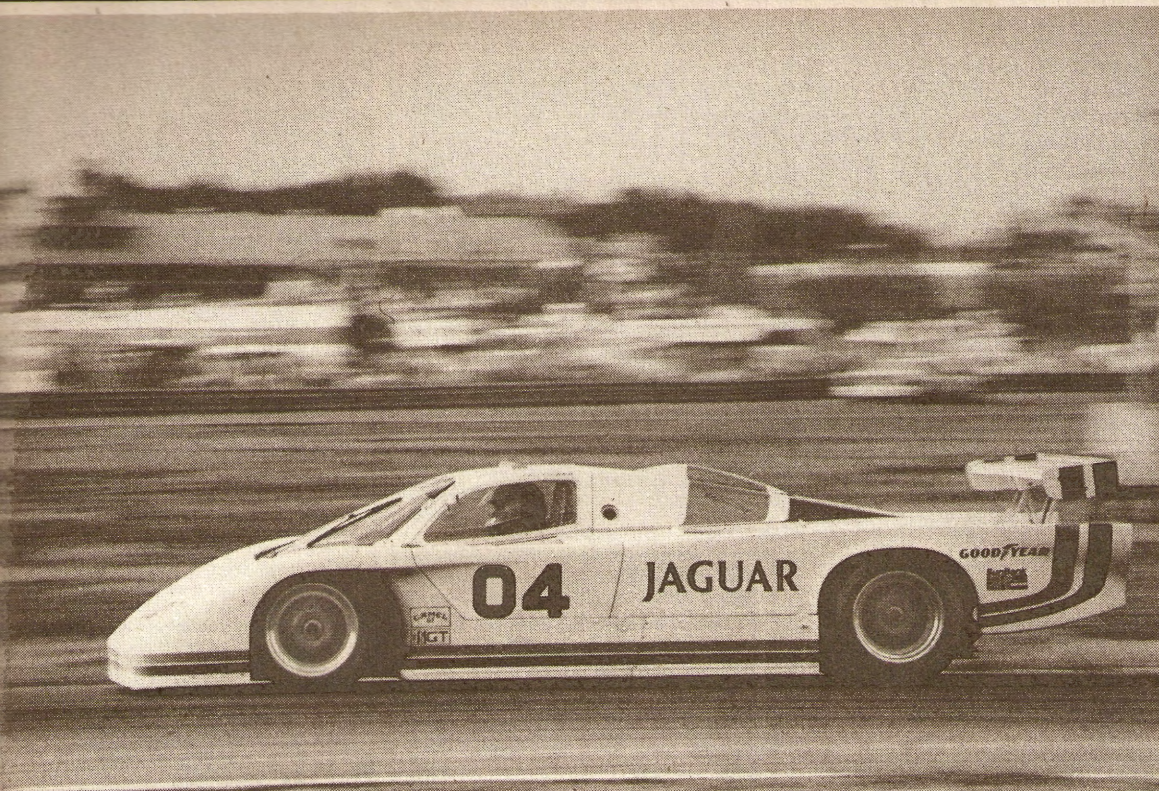


Right: On only his first Safari Rally, Juha Kankkunen found the right pace for success as his more fancied opponents faltered.

Below: An emotional moment for team boss Ove Andersson and Kankkunen at rally's end.



Masterminding the attack, Henry Liddon spent weeks ensuring nothing was left to chance. Photos: Colin Taylor Productions.



Brian Redman and Hurley Haywood returned to the victory circle for the first time in a long while, following a Jaguar one-two.

# Gone with the wind

Group 44 Jaguars finish first and second — Porsche 962s beaten at last — Holbert leads but stumbles over backmarker — Report: JONATHAN INGRAM

After an extended hiatus, the Jaguars of Group 44 returned to the forefront of IMSA's Camel GT championship in the fourth race of the season at Road Atlanta with a one-two sweep. Driving XJR-5 prototypes, Hurley Haywood and Brian Redman took a convincing one-lap victory over team mates Chip Robinson and Bob Tullius, who in turn had a one-lap margin over the Porsche 962s of David Hobbs/Bruce Leven and Pete Halsmer/John Morton. The win marked the first victory for the Group 44 Jaguars since a one-two sweep of the Miami Grand Prix in 1984. It was the first event of the current season not won by a Porsche 962.

## RACE

Starting fourth and fifth on the grid, Redman and Tullius moved their normally-aspirated V12 mounts into the first two positions after 40 laps of the 124-lap event on Road Atlanta's 2.52-mile hill-and-dale, high-speed layout. Aside from a 26-lap interruption by John Paul Jr, who took second position before departing with a broken transmission in his Buick V6 turbo-powered March, the Goodyear-shod Jaguar duo was not challenged on an overcast and rainy day.

Redman returned to the victory podium for the first time since he won in the Jaguar at Miami last year in a co-drive with Doc Bundy. Haywood, still wearing a cast on his foot occasioned by a broken leg suffered at Mosport in August of 1983 which subsequently became infected, wore a victory medal for the first time since July of 1983 when he teamed with A. J. Foyt to win at Daytona in a Porsche 935. Haywood joined the Jaguar effort midway in the 1984 season upon the team's return from Le Mans. The Le Mans effort which gobbled so much time and the arrival of the powerful Porsche 962s has posed double trouble for Group 44's IMSA effort. "In the last 14 months this team has not had a victory and everybody was getting a little depressed," said Redman, "so this will give everybody's spirit a lift."

In the battle for third, a minor valve problem and low gas mileage penalised the Bridgestone-shod 962 of Hobbs/Leven, forced to make one extra pit stop.

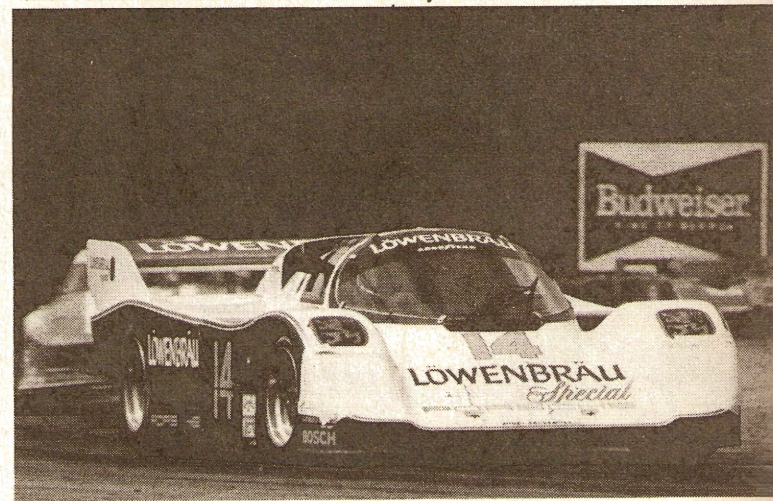
After his final pit, however, Hobbs was able to overtake Halsmer and the Goodrich 962, which suffered from a turbo boost knob malfunction, for a fine third.

At the outset, pole man Al Holbert whistled off to a 15secs lead but had his Lowenbrau Porsche 962 collected by spinning backmarkers after 18 laps, which left him four laps down after a stop for sidepod and door repairs. Despite turbo boost problems caused by the shunt, Holbert, driving solo, matched the pace of the leaders, fighting back up to finish fifth in the 2hr 52mins race that covered 500kms. Aside from the winners and the Jaguar of Tullius/Robinson, which took over first when Redman pitted to give the wheel to Haywood, Holbert was the only leader. Holbert had pipped Paul's Buick-March by 0.070secs

to win the pole with a record speed of 121.742mph.

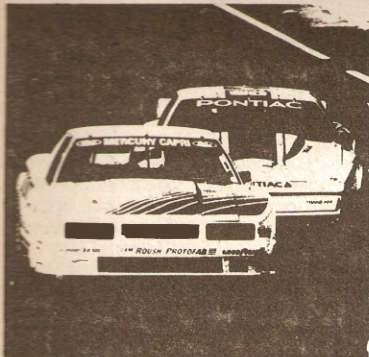
An impressive sixth was the ancient March-Chevrolet 82G of Steve and Tom Shelton which saw its first action at Le Mans in 1982, followed by the Goodrich 962 of Jim Busby/Rick Knoop, literally

Holbert's Lowenbrau Porsche 962 flew after an early confrontation with a backmarker.



### ATLANTA (USA), Atlanta Journal-Constitution 500Kms, Apr 14, IMSA Camel GT Championship, round 4

Pos	No.	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying
1	04	Redman (GB) Haywood (USA)	GTP Jaguar XJR-5	Goodyear	124 laps	1:15.933
2	44	Tullius (USA) Robinson (USA)	GTP Jaguar XJR-5	Goodyear	123 laps	1:16.418
3	86	Hobbs (GB) Leven (USA)	GTP Porsche 962	Bridgestone	122 laps	1:15.676
4	68	Morton (USA) Halsmer (USA)	GTP Porsche 962	BF Goodrich	122 laps	1:17.962
5	14	Holbert (USA)	GTP Porsche 962	Goodyear	120 laps	1:14.518
6	62	S. Shelton (USA), T. Shelton (USA)	GTP March-Chevrolet 82G	Goodyear	120 laps	1:18.022
7	67	Busby (USA) Knoop (USA)	GTP Porsche 962	BF Goodrich	117 laps	1:18.001
8	22	Art Leon (USA), Whittington (USA)	GTP March-Chevrolet 84G	Goodyear	116 laps	1:17.734
9	2	Al Leon (USA), McKitterick (USA)	GTP March Porsche-85G	Goodyear	116 laps	1:18.630
10	33	Anderson (USA) Bond (USA)	GTP Lola-Chevrolet T-600	Hoosier	115 laps	1:23.549
16	3	Pickering (USA) Madren (USA)	GTP March-Buick 84G	Goodyear	105 laps	1:21.225
17	5	Akin (USA) Mullen (USA)	GTP Porsche 962	Goodyear	105 laps	1:19.353
18	72L	Forbes-Robinson (USA)	GTP Fabcar-Porsche	Goodyear	105 laps (class winner)	1:26.260
28	63L	Downing (USA) Maffucci (USA)	GTP Argo-Mazda	Goodyear	93 laps	1:25.277
31	45	Adam (USA) Paul (USA)	GTP March-Buick 85G	Goodyear	85 laps	1:14.588



## INTERNATIONAL RACES

### LONG BEACH S/VEE

# Return of the Wanderer

Davy Jones ran out a convincing winner of the opening round of the Robert Bosch Super Vee Championship at Long Beach. Leading from pole position Jones piloted his Budweiser-sponsored Garvin Brown Racing Ralt to an easy victory, ending up 7.57secs clear of second placed man Ken Johnson. Third was Ted Prappas, ahead of Mike Groff, Cary Bren and F3 driver Hans-Peter Pandur.

The Ralt domination was not as marked as the results show with all three Ansons qualifying in the top eight and running strongly in the hands of Tommy Byrne (Anson SA4V), Kim Campbell and Jerrill Rice (Anson SA6Vs). In the race however both Byrne and Rice ended up in the walls and Campbell retired.

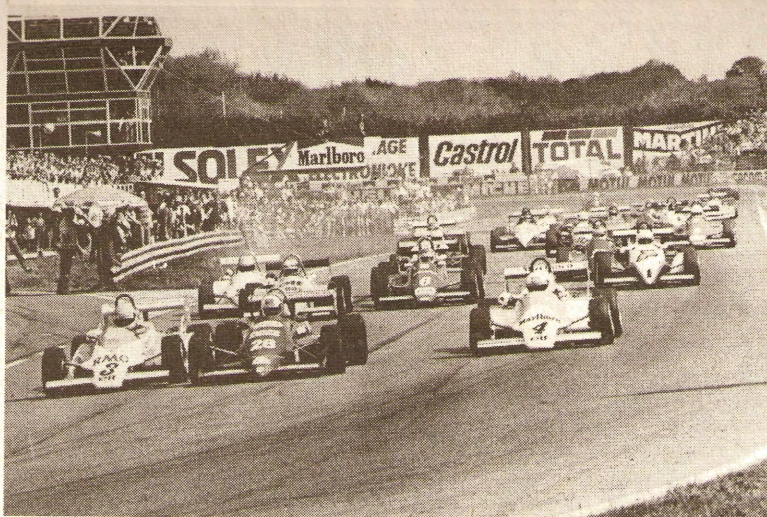
### LONG BEACH (USA)

#### Apr 13

## Robert Bosch Super Vee Championship, round 1

### 37 laps — 62.13 miles

- 1, Davy Jones (Ralt RT5), 45m52.00s, 80.82s;
  - 2, Ken Johnson (Ralt RT5), 37 laps;
  - 3, Ted Prappas (Ralt RT5), 37 laps;
  - 4, Mike Groff (Ralt RT5), 37 laps;
  - 5, Cary Bren (Ralt RT5), 37 laps;
  - 6, Hans Peter Pandur (Ralt RT5), 37 laps;
  - 7, Steve Bren (Ralt RT5), 37 laps;
  - 8, John Stephamus (Ralt RT5), 37 laps;
  - 9, David Kudrave (Ralt RT5), 37 laps;
  - 10, Scott Aitcheson (Ralt RT5), 36 laps; etc.
- Fastest lap:** Steve Bren, 1m11.16s.



Raphanel (3), Delestre (28) and Dalmás (4) lead away the opening French F3 race.

### NOGARO F3

# Rapid Raphanel

Pierre-Henri Raphanel, driving an ORECA Martini MK45, won the opening round of the French Formula 3 Championship at Nogaro. Leading from pole the Radio Monte Carlo-backed driver had little trouble beating the opposition, which was led by Eddie Jordan's charge, Dominique Delestre.

Raphanel's team mate Formula Renault Champion, Yannick Dalmás was involved in a first corner incident which held up Raphanel's pursuers, but Paul Belmondo (DPR Ralt RT3P) was able to gain three places in the first few yards of the race and held his position to the flag. Fourth place went to the Elf Ralt-VW of Michel Trollé, who made a bad start, but fought back to take the place after a spirited battle with Eric Bachelart's Ralt and Bernard Santal's Martini. Frédéric Delavallade had an accident on the second lap in his Dumange-Martini MK45.

Scan + Sport's charge Fabien Giroix finished a distant 11th but was disqualified after the event when his car was found to be underweight.

**BRUCE JENKINS**

### NOGARO (F)

#### Apr 7

## Marlboro French Formula 3 Championship, round 1

### 25 laps — 48.46 miles

- 1, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45), 32m20.37s, 89.92mph;
  - 2, Dominique Delestre (Ralt-Volkswagen RT30), 32m23.06s;
  - 3, Paul Belmondo (Ralt-Volkswagen RT3P), 32m29.92s;
  - 4, Bernard Santal (Martini-Volkswagen MK45), 32m30.82s;
  - 5, Michel Trollé (Ralt-Volkswagen RT30), 32m31.24s;
  - 6, Eric Bachelart (Ralt-Volkswagen RT3), 32m37.69s;
  - 7, Bruno di Gioia (Martini-Alfa Romeo MK45), 32m48.32s;
  - 8, Philippe Pechberty (Ralt-Alfa Romeo RT3), 32m58.14s;
  - 9, Philippe Renault (Martini-Alfa Romeo MK45), 32m58.78s;
  - 10, Jean-Noel Lanctuit (Martini-Volkswagen MK45); etc.
- Fastest lap:** Delestre, 1m16.85s, 90.81mph.

### MISANO F3

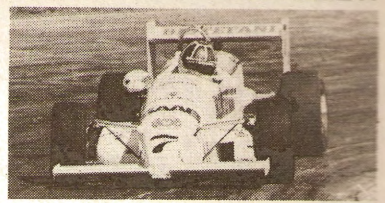
# Marco on his mark

Marco Apicella in the Apiconf-sponsored Coperchini Racing Ralt won the second round of the Italian Formula 3 championship at Misano. Fabrizio Barbazza qualified the very rapid Dallara 385 on pole position and led the race for the first nine laps before he was forced to pit with deteriorating rear rubber. Alex Caffi (Coloni Martini) had been challenging for the lead, but after Barbazza stopped it was Apicella who took the lead, which he held to the flag. Caffi came home second ahead of Gianfranco Taccchino (Ravarotto Ralt), Giorgio Montaldo (Premaracing Ralt) and his team mate Nicola Larini. Sixth place went to

Nogaro winner Bernard Santal's Martini Michel leads Trollé's fifth-placed Ralt.

Spaniard Luis Sala in his Pavesi Ralt. Although Caffi has yet to win a race, he leads the championship with his two second places.

**PINO ALLIEVI**



Fabrizio Barbazza's rapid Dallara-Saab.

### MISANO (I)

#### Apr 7

## Marlboro Italian Formula 3 Championship, round 2

### 35 laps — 75.69 miles

- 1, Marco Apicella (Ralt-Alfa Romeo RT3), 44m56.88s, 101.25mph;
- 2, Alex Caffi (Martini-Alfa Romeo MK45), 44m59.93s;
- 3, Gianfranco Taccchino (Ralt-Alfa Romeo RT30), 45m03.82s;
- 4, Giorgio Montaldo (Ralt-Volkswagen RT30), 45m06.52s;
- 5, Nicola Larini (Martini-Alfa Romeo MK45), 45m14.9s;
- 6, Luis Sala (Ralt-Alfa Romeo RT30), 45m20.46s.

**Fastest lap:** Apicella 1m16.21s, 102.38mph.

### DARLINGTON NASCAR

# Elliott's hat-trick

Bill Elliott scored his third NASCAR win of the year in his Ford Thunderbird at the Transouth 500 race at Darlington, South Carolina. Taking the lead with 100 laps to go Elliott got away from a dispute over the lead that saw no fewer than 22 lead changes in the early part of the race as nine drivers battled. Dale Earnhardt featured strongly until he retired on lap 293. Only three drivers remained on the same lap at the end of the 500 mile event: Darrell Waltrip taking second ahead of Tim Richmond.

### DARLINGTON (USA)

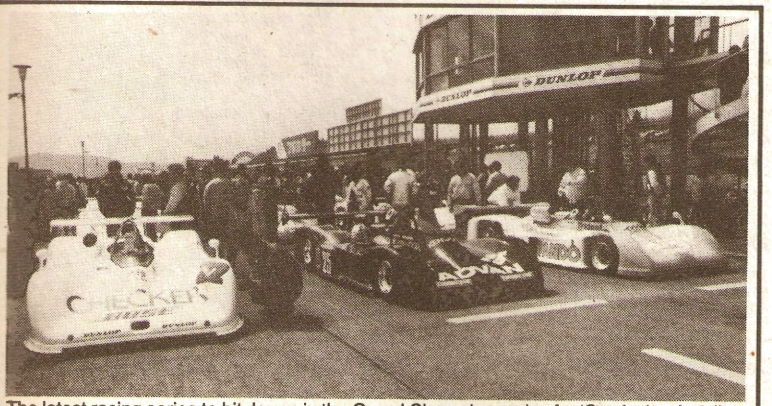
#### Apr 14

## Transouth 500 NASCAR Winston Cup Grand National, round 6

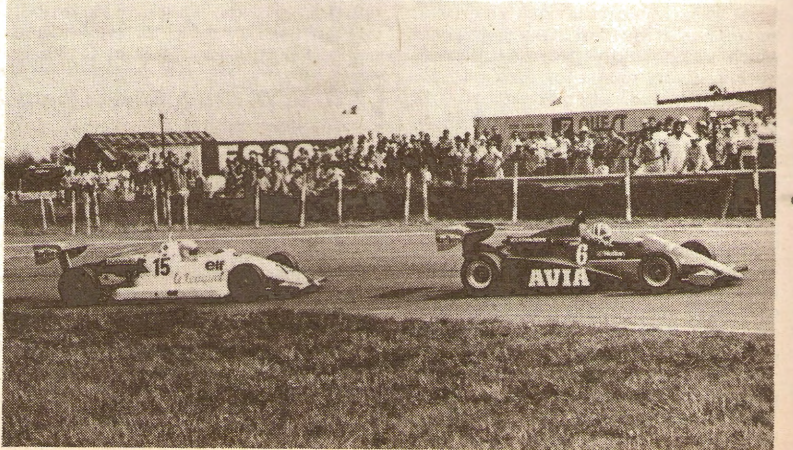
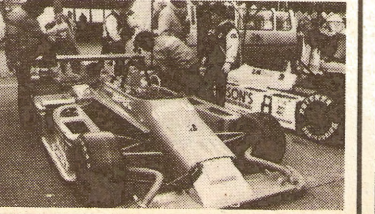
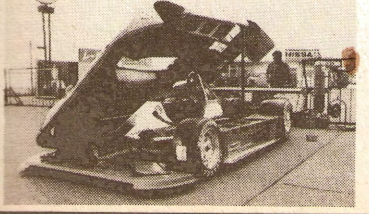
### 367 laps — 500 miles

- 1, Bill Elliott (Ford Thunderbird), 367 laps, 126.295mph;
- 2, Darrell Waltrip (Chevrolet Monte Carlo), 367 laps;
- 3, Tim Richmond (Pontiac Grand Prix), 367 laps;
- 4, Terry Labonte (Chevrolet Monte Carlo), 366 laps;
- 5, Rusty Wallace (Pontiac Grand Prix), 365 laps;
- 6, Neil Bonnett (Chevrolet Monte Carlo), 365 laps;
- 7, Geoff Bodine (Chevrolet Monte Carlo), 365 laps;
- 8, Phil Parsons (Chevrolet Monte Carlo), 364 laps;
- 9, Lake Speed (Pontiac Grand Prix), 364 laps;
- 10, Bobby Allison (Buick Regal), 364 laps.

**Next round:** N Wilkesboro, Apr 21.



The latest racing series to hit Japan is the Grand Champion series for 'CanAm' style 2-litre cars, mainly rebodied Formula 2 chassis, as shown (below left) by Yoshikawa's MCS VI and (below right) by Hoshino's Lark 84S. 24 cars lined up for their first race at Fuji on Mar 31 which was won by Satoru Nakajima's Epson 85S. Full report next week.





## NATIONAL RACES

### DONINGTON

# Two Colts

Kicking off the season at Donington the BARC put on a seven race pot pourri supporting round 5 of the Marlboro F3 Championship (see p26). These were varied and encompassed just about every type of racing car one could wish for.

Round 3 of the Powerscreen Super-sports 1600 championship — Class B Clubmans cars to the purist — opened the afternoon's sport with a 10-lap race. Guy Woodward came through the Park Chicane first on the opening lap ahead of Phil Weaver, Mike Sanders, Andy Smith and Graham Kay. On lap 2, Woodward lunged on to the lead but Smith had moved through to third, while Paul Webb, the pole position man, was having a rotten day with a spin and a puncture which forced him to retire. Smith chipped away at the leaders and soon made it to the front where he led Sanders and Woodward until Sanders spun away down the order, which allowed Alex Moss into third, in front of Weaver and Kay.

Most of the regulars were out in the Wendy Woolls Special Saloons race with the Sierra XR4i of Rod Birley proving a welcome addition to the grid. Peter Baldwin's diminutive orange Mini led the grid away. Baldwin had an incredible lead on lap 2, being well down the Pits straight before Birley, Tony Davies (Transped Firenza) and Brian Chatfield (BMW 320) hove into sight. Birley made the running at the front of this group, but after five laps Chatfield closed. At the end of lap 6 Birley was missing — Chatfield and he making contact round the back of the circuit — the Sierra finally appearing down in sixth spot with front bodywork missing. With no close challenger to hinder him, Chatfield set off after the leading Mini, but could not

make up the deficit in the remaining laps. Davies took third from Ginger Marshall in his Reliant Kitten, the latter taking the smallest class by a fair margin. Birley dropped to eighth at the finish.

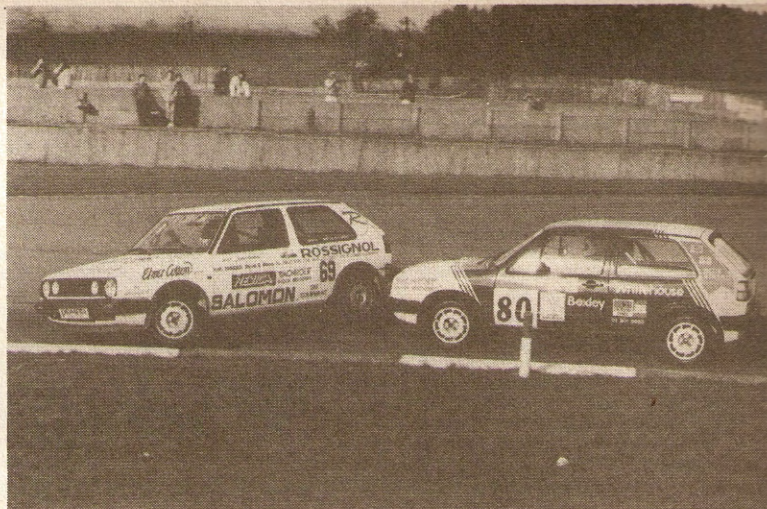
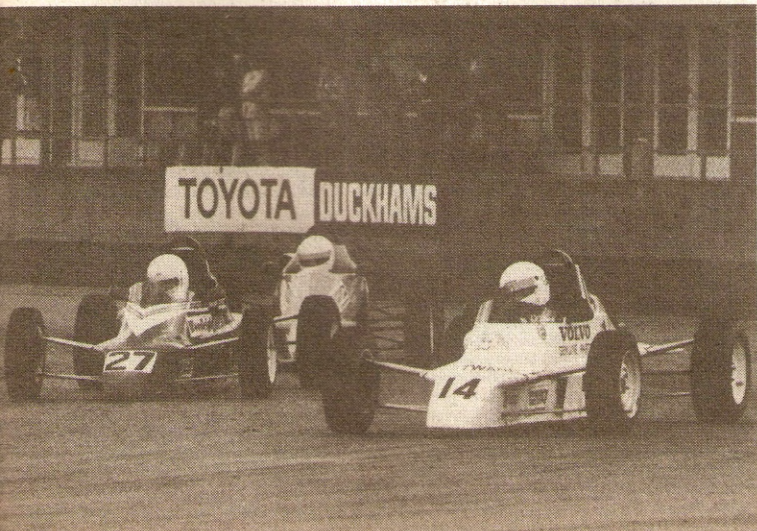
Third race of the afternoon was for the Townsend Thoresen Junior FF1600 Championship. Tony Bottoms' Vixen Racing Reynard headed the lists after practice and from pole he took an immediate lead over Adrian Willmott. Phil Andrews and a very fast starting Jason Elliott. Second time past the pits, Bottoms still held on at the front from Willmott, but Elliott was getting into his stride and had moved up to third.

The top three order remained the same, but fourth place had gone to Antonio Armelin when Andrews dropped to the back of the order, retiring shortly after, while Steven Bottoms (cousin of the leader) now featured in fifth ahead of Gary Ayles. On lap 6 the lead changed as Willmott slipstreamed Bottoms into Park Chicane and at the same time Ayles went past S Bottoms into fifth. The three cars at the front were extremely close. On the penultimate lap, Willmott was under pressure from a determined looking Elliott who came past in the lead on the run to the line, taking the flag just 0.5secs on Willmott who had Bottoms just behind. Armelin came home a clear fourth, while Stuart Kestenbaum took fifth from S Bottoms.

The large number of entries for the BARC/MGOC Championship meant that there were enough runners to split the Standard and Modified classes into separate races: race four comprised the former. Bill Hewitt held a tenuous lead over Andy McLaughlan and Phil Conn. Next time around, the lead was in the hands of Darryl Davis. Conn took the front spot from Davis and McLaughlan, but at half distance it had become patently obvious that the fastest car on the track was the Midget of Robb Gravett who had started the race with a spin but had come through to fifth. At Redgate on lap 7 Gravett challenged for the lead and took it from Conn, pulling out over 8secs on the Roadster by the flag. Davis retained third place in the closing laps ahead of Hewitt. McLaughlan spun any chance of a good placing away, which let Jimmy Adamson take fifth.

An impressive array of Monroe Production Saloons formed up on the grid with Andy McLennan and Colin Blower fastest in their Colt Starion Turbos, with Graham Scarborough joining them on the front row in his Capri. Blower made the best start, despite a faulty engine management system and McLennan tucked into second ahead of Scarborough and John Hammersley in another Capri. For the rest of the race the top four positions never changed. The fight for

Adrian Willmott, Jason Elliott and Tony Bottoms battle in the TT Junior race.



Vic Lee disposes of John Cotton on his way to a Uniroyal Class C win.

fifth to seventh between Hugh Marshall, Peter Sugden and Bob Nelson was fairly torrid, while even further back, behind a safely placed Chris Millard, a whole confused pack of cars contained the Golf GTIs of Vic Lee and John Cotton, the Strada Abarths of Eric Cook and Michael Willis, and the Vauxhall Novas of Andrew Jeffrey and James Kaye. Finally, Lee came out ahead in the Class C fight as Willis caused chaos with a kerb-climbing moment which allowed the Nova battle (for Class D honours) through, with Jeffrey getting the win.

The modified MGs were not quite as frantic as their standard colleagues, with Graham Davis taking a flag to flag win in his MGB GT V8. Richard Horn took second after wheeling his MGB Roadster

Brown & Gammons team orders?



through from fourth. Third place was more of a fight as Barry Sidery-Smith held the place, contact with John Hewitt and a spin dropped him out of the reckoning. So, third went to Jon Simpson until he was displaced by Robert Nettleton's similar car. Hewitt was fourth and David Rose and Derek Baker filled fifth and sixth ahead of Simpson by the flag.

The last event of the day was BARC 1974-'78 FF1600 runners and pole man Jeff Gresswell made no mistakes to lead all the way, ending up 12secs ahead of constantly second placed Wil Arif. Rod Townsend started in third, but a charge by Gary Goodyear saw the place change hands and Goodyear just hung on.

PAUL BOOTHROYD

### LYDDEN HILL

The BARC (L&HC) ran an eight race programme at the Kent circuit on Apr 14 with Peter Ware coming out on top by winning both the FF2000 races of the day. Other winners at Lydden were: Dick Whittington (Sports cars); Derek Pullman (FF1600); Derek Wileman (Roadgoing saloons and Capris); John Dewing (Special saloons); and Peter Boutwood (Libre). A full report and pictures next week.

### DONINGTON, Apr 14, BARC

**Powerscreen (GB) Sports 1600 race (10 laps):** 1, Andy Smith (Vision-Nelson VB85), 13m55.32s, 84.35mph; 2, Guy Woodward (Mallock-Scholar Mk24/25), 14m04.07s; 3, Alex Moss (Vision-Chamberlain 85), 14m05.03s; 4, Phil Weaver (Phantom-Osborne P80/4), 14m05.65s; 5, Graham Kay (Phantom-Minister P80/4), 14m12.97s; 6, John Watson (Mallock-Minister Mk23/25M), 14m13.97s. **Fastest lap:** Smith, 1m21.38s, 86.58mph.

**Wendy Woolls Special Saloons race (10 laps) — Overall:** 1, Peter Baldwin (1.3 Marshall Mini-BDA), 13m36.40s, 86.30mph; 2, Brian Chatfield (1.9 BMW 320), 13m43.75s; 3, Tony Davies (2.5 Firenza), 13m51.41s; 4, Ginger Marshall (1.0 Reliant Kitten), 13m53.02s. **1301cc and over:** 1, Chatfield, 86.53mph; 2, Davies; 3, Stephen Minton (2.0 Ford Escort RS), 9 laps; 4, Rod Birley (3.4 Ford Sierra-GA XR4i). **Fastest lap:** Chatfield, 1m20.68s, 87.33mph. **1001-1300cc:** 1, Baldwin; 2, Bill Richards (1.3 Metro-Cosworth), 9 laps. No other starters. **Fastest lap:** Baldwin, 1m19.06s, 89.12mph. **Up to 1000cc:** 1, Marshall, 84.58mph; 2, John Pugsley (1.0 Sunbeam Stiletto), 14m12.07s; 3, Richard Harris (1.0 Imp Californian), 14m20.90s; 4, Ian Luck (1.0 Sunbeam Stiletto), 9 laps. **Fastest lap:** Marshall, 1m21.12s, 86.86mph.

**Townsend Thoresen Junior FF1600 race (10 laps):** 1, Jason Elliott (Van Diemen-Harris RF85), 13m46.52s, 85.25mph; 2, Adrian Willmott (Van Diemen-Scholar RF85), 13m47.02s; 3, Tony Bottoms (Reynard-Gätmo 85FF), 13m 47.32s; 4, Antonio Armelin (reynard-Minister 83/84FF), 13m58.44s; 5, Stuart Kestenbaum (Lola-Minister T644E), 14m03.45s; 6, Steven Bottoms (Reynard-Gätmo 85FF), 14m03.94s. **Fastest lap:** Elliott, 1m20.73s, 87.28mph.

**BARC/MGOC (Standard) race (10 laps):** 1, Robb Gravett (1.5 MG Midget), 17m04.91s, 68.75mph; 2, Phil Conn (1.8 MGB Roadster), 17m13.30s; 3, Darryl Davies (1.8 MGB), 17m18.43s; 4, Bill Hewitt (1.3 MG 1300 'Ethel'), 17m18.72s; 5, Jimmy Adamson (1.5 MG Midget), 17m18.87s; 6, Graham Gillham (1.8 Roadster), 17m29.57s. **Fastest lap:** Gravett, 1m38.52s, 71.52mph.

**Monroe Production Saloons race (10 laps) — Overall:** 1, Colin Blower (2.0 Colt Starion Turbo), 15m15.16s, 76.99mph; 2, Andy McLennan (2.0 Colt Starion Turbo), 15m18.41s; 3, Graham Scarborough (2.8 Ford Capri), 15m33.52s; 4, John Hammersley (2.8 Ford Capri), 15m39.18s. **3001cc and over:** 1, Blower; 2, McLennan; 3, Bob Nelson (2.0 Colt Starion Turbo), 16m04.80s; 4, Chris Millard (3.5 Rover Vitesse), 16m22.61s. **Fastest lap:** Blower, 1m30.14s, 78.17mph. **2001-3000cc:** 1, Scarborough, 75.48mph; 2, Hammersley; 3, Hugh Marshall (2.8 Ford Capri), 16m03.62s; 4, Peter Sugden (2.8 Ford Capri), 16m04.04s. **Fastest lap:** Scarborough, 1m32.12s, 76.49mph. **1301-2000cc:** 1, Vic Lee (1.8 VW Golf GTI), 16m34.59s, 70.84mph; 2, Michael Willis (2.0 Fiat Ritmo Abarth), 16m37.96s; 3, John Cotton (1.8 VW Golf GTI), 16m38.93s; 4, Eric Cook (2.0 Fiat Ritmo Abarth), 16m39.10s. **Fastest lap:** Cotton, 1m35.28s, 73.95mph. **Up to 1300cc:** 1, Andrew Jeffrey (1.3 Vauxhall Nova SR), 16m36.99s, 70.67mph; 2, James Kaye (1.3 Vauxhall Nova Sport), 16m37.32s; 3, Dave Yapp (1.3 Vauxhall Nova SR), 9 laps. No other starters. **Fastest lap:** Kaye, 1m36.25s, 73.20mph.

**BARC/MGOC (Modified) race (10 laps):** 1, Graham Davies (3.5 MGB GT V8), 75.41mph; 2, Richard Horn (1.8 MGB Roadster), 15m38.50s; 3, Robert Nettleton (1.3 MG Midget), 15m46.13s; 4, John Hewitt (1.8 MGB Roadster), 15m47.27s; 5, David Ross (1.8 MGB Roadster), 15m57.91s; 6, Derek Baker (1.6 MGA Roadster), 15m58.19s. **Fastest lap:** Nettleton, 1m31.40s, 77.09mph.

**BARC 1974-'78 FF1600 race (10 laps):** 1, Jeff Gresswell (Merlyn-Auriga Mk29), 14m00.40s, 83.84mph; 2, Wil Arif (Crosslé-Howe 25F), 14m12.21s; 3, Gary Goodyear (Hawke-Auriga DL17), 14m28.62s; 4, Rod Townsend (Van Diemen-Thorpe RF78), 14m28.81s; 5, Chris Whibley (Royale-Rowland RP21), 14m33.30s; 6, Mike McGrath (Royale-Scholar RP21), 14m46.66s. **Fastest lap:** Gresswell, 1m22.59s, 85.30mph.

CASTLE COMBE

## Wareing well

The long winter break was over at last, although to be at Castle Combe on the morning of Easter Monday it made you wonder if it was all worth it, for it rained and blew like the clappers. Then, almost as if to order, at lunchtime the sun appeared, and racing was able to take place on a dry track. Topping the bill were the Thundersaloons, which due to the circuit's lack of pits, were run as two separate parts, thus taking away the emphasis of pit work during driver changes. Not surprisingly, the Cologne Capri of Vince Woodman/Jonathon Buncombe won the event.

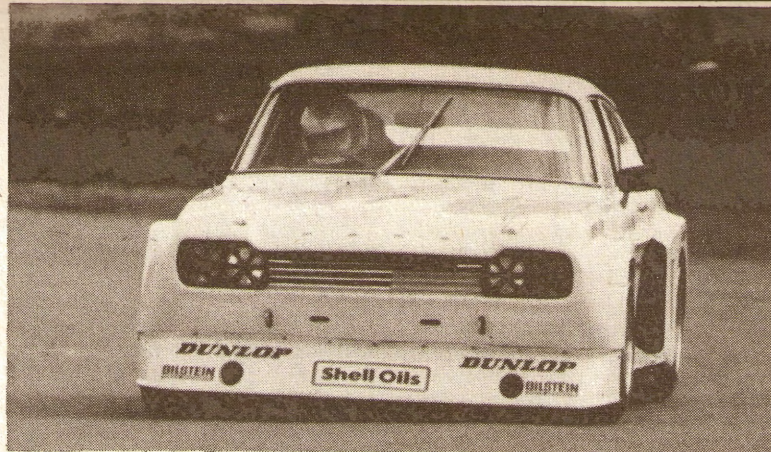
The garish pink MG of David Gibson sat on pole for the opening Roadgoing Midget race, and having been briefly headed by Peter Felix, Gibson gained the upper hand. Felix was shadowed throughout by the Frogeye Sprite of Clive Cherry, but the latter never quite made it. A pursuing Peter Riley set fastest lap on his charge up the field, but was still 5 secs behind Cherry at the flag.

Bob Berridge maintained his championship lead with a lights to flag victory in the Pre '74 Formula Ford race. However, the dice behind was frantic, with a ragged Peter Hancock fighting off the attentions of David Porter (Elden) and the Dulon of Chris Whittingham. These three were joined by Peter Lawrence and while Hancock looked the most likely to succumb to the pressure, it was in fact Porter who departed the scene at Tower on lap 6, Whittingham reappearing some way back. The race became fragmented, Berridge well clear of Hancock then Lawrence who had lost time on the back of the circuit and now had Chris Woodcock and Bernard Horwood right on his tail.

The 850 Minis were not to be overshadowed, and place swapping was too regular to list, Russell Grady and Nigel Gaymer both had anxious moments at Old Paddock on lap 2, and Michael Jackson was there to take up the running. Grady's recovery was fantastic, the lost places were soon recovered and by half distance he was again in front. Having been demoted by Steve Mole as well, Jackson really got the bit between his teeth, and soon took back second spot and set about a 'wide' Grady. Having run consistently in the top half dozen, Chris Tyrrell came through to take third, just ahead of Ralph Budd and Mole whose efforts did at least secure him fastest lap.

The first part of the Thundersaloon event was, frankly, a bore. The only thing to stimulate the 20 lapper was the fantastic progress of Pete Stevens (see *Sports Extra*), but sadly this was ended by mechanical failure. Vince Woodman opened such a margin to John Davies in

James Thacker dices with Lawrence Phillips on his way to fifth place



Buncombe/Woodman again won the Thundersaloons in their 'Cologne' Capri.

the Transpeed Firenza, that his partner would be able to stroke the car home in the later race. Brian Chatfield had a good run in his recently acquired Capri to take third.

Non-qualifying cars for the Pre '74 FF1600 race were put in with a small entry for the Formula Vee championship. It looked as though the 'German' machines would take outright victory, but early leader Kevin Martin (Scarab) fell off at Old Paddock on lap 3, and then reigning champion Peter Roberts retired with a deflated tyre, possibly the legacy of a first lap wheel banging incident with Terry Boxall. Into the lead went Chris Smith whose fastest lap humbled many of those in the earlier 'championship' race. The Vee points went to Keith Atkins whose Belgrave had constant shadows in the form of Mark Hadfield and the self-built car of Gordon Rae.

Lotus Elans filled the front row of the GT race that followed, with Rob Cox, Andrew Wareing sandwiching Brian Cutting, the Combe specialist having purchased the ex-Chris Watkins car. Cox led lap 1, but Quarry next time saw the black car spin out. Cutting looked to have the measure of Wareing, but, starting the last lap, the northerner having closed right up, his nearside rear tyre came off the rim and he spun into retirement. Wareing took an easy victory from Richard Ward, while not far behind, Johns Digby and Pugsley enjoyed a super dice, that at times got too close for comfort, as both cars' bodywork testified.

The Modified Midget race provided '84 champion Steve Everitt with another win, although Steve Watkins and John Baggott had taken turns to lead the race. Everitt always looked favourite, but the other pair battled mightily, although Watkins had his engine go sick on the ninth tour and he was powerless to defend third place, John Gallagher sweeping past.

The second part of the Thundersaloons saw Buncombe run off into the distance in the Woodman Capri. By now returned from Thrupton (where he was

racing a Fiesta) was Barrie Williams, and his handling of John Bell's Nissan 240RS had to be seen to be believed. After an early charge by Mike Jordan in the Exeter Jaguar XJS was overcome in a fraught outbraking manoeuvre at Tower that left both cars with bodywork modifications, Williams and Tony Davies had the scrap of the day. Time and again, the Japanese car would outbrake the Vauxhall only to see it fly past on acceleration, and on one memorable lap Williams had the car fully three feet onto the inside grass at Camp in his efforts to stay ahead. On the last lap Davies opened a slight gap to Williams, securing second in the race and on aggregate, while Bill Griffin's fourth in the Chatfield Capri secured them third on aggregate, with Williams/Bell fourth.

Several familiar faces were missing for the circuit championship FF1600 race, the most notable being current champion Martin Cooper (lack of finance). Howard Lester made the break in his red Reynard and was never headed, while

the battling group behind held themselves up. Part way down the field, Cliff Webb had an alarming accident, his Image vaulting the bank on the paddock slip road giving the marshals some anxious moments. Novice hot shoe Adrian Willmott gradually broke clear from the bunch, but Lester was long gone. When it became clear that he wasn't going to catch the fleeing Lester, he settled for a safe second spot, picking his way carefully through backmarkers, some of whom didn't seem to notice waved flags. Another to show some form last year was Ringo Hine, and with a newer car this year, he carried on the good work to take third spot, some way clear of Alan Cooper. Chris Chantler gave the small Martlett concern a good result just heading a four car group.

A few spots of rain didn't seem to trouble the Mini 1000s that closed the afternoon, and Mike Fry showed just why he's leading the championship. As his rivals tripped over each other, he moved to the front on lap 3 having been a lowly sixth on the first lap. The much improved John Davies looked all set to take second spot, but cruised to a halt — the gearbox blown. His bad luck was Peter Allen's good fortune, for he swept by, with Gerald Dale in close attendance.

DUD CANDLER

Third overall for the Exeter/Jordan XJS.



## CASTLE COMBE, Apr 8, BRSCC (SW)

**Sprite-Midget Challenge Roadgoing race (10 laps):** 1, David Gibson (1.3 MG Midget), 14m 13.4s, 77.61 mph; 2, Peter Felix (1.3 MG Midget), 14m 18.2s; 3, Clive Cherry (1.3 A/H Sprite), 14m 18.5s; 4, Peter Riley (1.5 MG Midget), 14m 23.1s; 5, James Thacker (1.3 MG Midget), 14m 46.5s; 6, John Bensley (1.3 MG Midget), 14m 48.4s. **Fastest lap:** Riley, 1m 21.8s, 80.97 mph.

**BRSCC Pre '74 FF1600 championship race (10 laps):** 1, Bob Berridge (Lotus-Alan Smith 69), 11m 46.8s, 93.71 mph; 2, Peter Hancock (Merlyn-Minister Mk 20A/25H), 11m 53.4s; 3, Peter Lawrence (Royale-Minister RP3A), 12m 06.7s; 4, Chris Woodcock (Dulon-Auriga MP15), 12m 07.0s; 5, Bernard Horwood (Rostron-Minister CT3), 12m 07.1s; 6, John Roberts (Dulon-DIY Engines MP15), 12m 16.1s. **Fastest lap:** Hancock, 1m 09.2s, 95.72 mph.

**National Mini 7 Challenge race (10 laps):** 1, Russell Grady, 14m 13.8s, 77.58 mph; 2, Michael Jackson, 14m 14.1s; 3, Chris Tyrrell, 14m 15.2s; 4, Ralph Budd, 14m 16.8s; 5, Steve Mole, 14m 17.0s; 6, Nigel Gaymer, 14m 30.1s. **Fastest lap:** Mole, 1m 23.5s, 79.32 mph.

**Shell Oils Thundersaloons series race-part one (20 laps):** 1, Vince Woodman (3.4 Ford Capri), 22m 54.3s, 96.39 mph; 2, John Davies (2.5 Transpeed Firenza), 23m 41.8s; 3, Brian Chatfield (3.0 Ford Capri), 24m 02.5s; 4, Iain Exeter (5.7 Jaguar XJS), 19 laps. **Class A (over 2500cc):** 1, Woodman; 2, Chatfield; 3, Exeter. **Fastest lap:** Woodman, 1m 07.5s, 98.13 mph (establishes record). **Class B (up to 2500):** 1, Davies 93.17 mph; 2, John Bell (2.3 Nissan RS240), 19 laps; 3, Bill Griffin (1.6 Ford Escort), 18 laps. **Fastest lap:** Pete Stevens (2.0 Ford Escort-BDG), 1m 09.2s, 95.72 mph (establishes record).

**Part two (20 laps):** 1, Jonathon Buncombe (3.4 Ford Capri), 22m 29.2s, 98.19 mph; 2, Tony Davies (2.5 Transpeed Firenza), 23m 09.1s; 3, Barrie Williams (2.3 Nissan 240RS), 23m 11.0s; 4, Bill Griffin (3.0 Ford Capri), 23m 22.5s. **Class A:** 1, Buncombe; 2, Griffin; 3, Mike Jordan (5.7 Jaguar XJS), 19 laps. **Fastest lap:** Buncombe, 1m 06.0s, 100.36 mph (record). **Class B:** 1, Davies, 95.37 mph; 2, Williams; 3, John Poulton (2.3 Vauxhall Chevette), 17 laps. **Fastest lap:** Davies, 1m 07.3s, 98.42 mph (record).

**Aggregate result:** 1, Woodman/Buncombe; 2, Davies/Davies; 3, Chatfield/Griffin; 4, Bell/Williams. **Class A:** 1, Woodman/Buncombe; 2, Chatfield/Griffin; 3, Exeter/Jordan. **Class B:** 1, Davies/Davies; 2, Bell/Williams; 3, Janet Jones/Poulton.

**Formula Vee championship/Pre '74 FF1600 consolation race (10 laps) — F.Vee:** 1, Keith Atkins (Belgrave 85B), 12m 51.8s, 85.82 mph; 2, Mark Hadfield (Scarab), 12m 53.3s; 3, Gordon Rae (Rae), 12m 53.6s. **Fastest lap:** Atkins & Peter Roberts (Scarab), 1m 13.8s, 89.75 mph. **Pre '74 FF:** 1, Chris Smith (Hawke-Auriga DL11), 12m 44.8s, 86.61 mph; 2, Terry Boxall (Royale-Scholar Colvin RP16), 12m 52.9s; 3, Andy Markham (Merlyn-Scholar Mk 24), 13m 03.8s. **Fastest lap:** Smith, 1m 13.4s, 90.24 mph.

**Sprite-Midget Challenge Modified race (10 laps):** 1, Steve Everitt (1.5 MG Midget), 12m 11.3s, 90.57 mph; 2, John Baggott (1.5 MG Midget), 12m 13.0s; 3, John Gallagher (1.4 MG Midget), 12m 26.6s; 4, Steve Watkins (1.5 MG Midget), 12m 32.6s; 5, Mick Rogers (1.4 MG Midget), 12m 35.6s; 6, Martin Lower (1.3 A/H Sprite), 13m 36.7s. **Fastest lap:** Everitt, 1m 11.2s, 93.03 mph.

**BRSCC Castle Combe Special GT Championship race (10 laps):** 1, Andrew Wareing (1.9 Lotus Elan), 11m 12.5s, 98.49 mph; 2, Richard Ward (1.7 Lotus Elan), 11m 52.3s; 3, John Digby (1.5 Ginetta G4), 11m 56.9s; 4, John Pugsley (1.0 Maguire Siletto), 11m 58.0s. **Over 2500cc:** 1, Steve Astell (3.5 Ford Escort-Rover), 87.13 mph, 9 laps; 2, Martin Lainchbury (3.5 BMW 635CSI), 9 laps; no other starters. **Fastest lap:** Astell, 1m 14.4s, 89.03 mph. **1501 to 2500cc:** 1, Wareing; 2, Ward; 3, Max Tyler (1.9 MGB), 8 laps. **Fastest lap:** Wareing & Brian Cutting (1.9 Lotus Elan), 1m 05.8s, 100.66 mph 1001 to 1500cc: 1, Digby, 92.39 mph; 2, Ian Hall (1.4 Davrian-BL Mk 7A), 12m 09.6s; 3, John Gallagher (1.4 MG Midget), 9 laps. **Fastest lap:** Digby, 1m 10.0s, 94.62 mph. **Up to 1000cc:** 1, Pugsley, 92.25 mph; 2, Robin Harvey (1.0 Davrian Mk 8), 12m 07.7s; 3, Rupert Russell (1.0 Davrian Mk 8), 9 laps. **Fastest lap:** Pugsley, 1m 09.9s, 94.76 mph.

**BRSCC Castle Combe FF1600 Championship race (10 laps):** 1, Howard Lester (Reynard-CES 83FF), 11m 27.2s, 96.39 mph; 2, Adrian Willmott (Van Diemen-Scholar 85RF), 11m 30.3s; 3, Ringo Hine (Van Diemen-Scholar 84RF), 1m 38.9s; 4, Alan Cooper (Reynard-Cook 85FF), 11m 45.6s; 5, Chris Chantler (Martlett-Gord DM6), 11m 50.4s; 6, David Lewis (Reynard-Nelson 84FF), 11m 50.5s. **Fastest lap:** Lester & Willmott, 1m 07.4s, 98.27 mph.

**National Mini Miglia Challenge race (10 laps):** 1, Mike Fry, 13m 02.7s, 84.63 mph; 2, Peter Allen, 13m 12.7s; Gerald Dale, 13m 14.3s; 4, Steve Harris, 13m 25.7s; 5, Dave Hancock, 13m 33.1s; 6, Danny Allpress, 13m 34.4s. **Fastest lap:** Fry, 1m 16.8s, 86.25 mph.

## SILVERSTONE

Mason dicing  
to the line

The Vintage Sports Car Club's annual season opener saw some superb racing and a huge entry of 216 cars. The highlights on a cold and blustery day were a magnificent battle for the Itala trophy for vintage racing cars, and the first competitive appearance of a Vanwall since the firm ceased racing in 1961.

Opening the meeting was a 40 min high speed trial, which saw 15 of the 30 runners complete their allotted number of laps. The first race followed, this being an eight lap handicap for the 'Fox and Nicholl' trophy. Just to confuse spectators, the race was started from the pit lane, as the wide discrepancy between the speed of competing cars meant that the faster machinery had nearly two laps to make up on slower vehicles. Winner of the trophy was F Weeks in his Bentley 3/4, and overall the handicapping worked out in favour of the slower cars, with W Fox's Delahaye second and P Erhardt's mighty Lagonda V12 third.

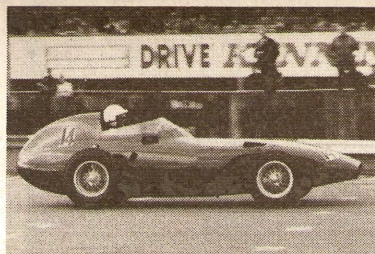
The Itala and Lancheester Trophies race saw one of the finest vintage contests for years. From the flag, Bernard Kain's Type 35B Bugatti led, but he was closely followed by Nick Mason and John Horton in their Bugattis, Bob Roberts in the Sunbeam 'Tiger' — making a welcome return to the tracks after a long absence — Nigel Arnold Forster in the 0½-litre Bequet Delage, and a slow starting Alain de Cadenet (Maserati). Kain led for two laps, losing it to Mason, who was then passed by the Sunbeam which unfortunately, picked up a puncture a couple of laps later, giving Mason the lead once more. Kain had lost third gear, and he retired when an oil line burst, while Horton also dropped back.

De Cadenet kept the race alive, though, closing in on Mason, and taking the lead at Woodcote on the ninth lap — however, a lurid slide on exiting the corner handed back first place to Mason, who ran out a popular winner. De Cadenet was second, while Arnold Forster finished a close third in the hero-engined Delage, and took the Lancheester trophy. Horton finished fourth. Further down the field, Martin Stretton and Alex Boswell treated the crowd to sideways antics in their Frazer Nashes, the unruly Stretton taking to the grass on a number of occasions.

Event four was a five lap handicap for Alvis and Alvis-engined cars although many of the entries bore little resemblance to the products built by the firm in the twenties and thirties. Winner here was Richard Baddiley in a Speed 25 model, a long way clear of Sparrowhawk's Speed 25 special. Behind them, the field was tightly bunched, with the next seven cars separated by a mere 1.5secs.

The next race, a 10 lapper for pre-war racing cars, was keenly anticipated. Could the ERAs do anything about David Black's Alfa Romeo P3, which had won virtually all of its races the previous season? For a while it looked as though a flying Patrick Lindsay could beat the Milan menace — he took the lead on the fourth lap, and kept ahead until falling foul of a backmarker at Woodcote. He held the ensuing slide on the grass, but Black was through, and Lindsay could not catch him in the time remaining.

A long way behind these two, there was a fine battle for third place, with Paul Colborne (Maserati) just fending off Sir John Venables-Llewelyn's ERA, with Bruce Spollon (ERA) nearly surprising both of them on the final lap at Woodcote. Nick Mason was next up,



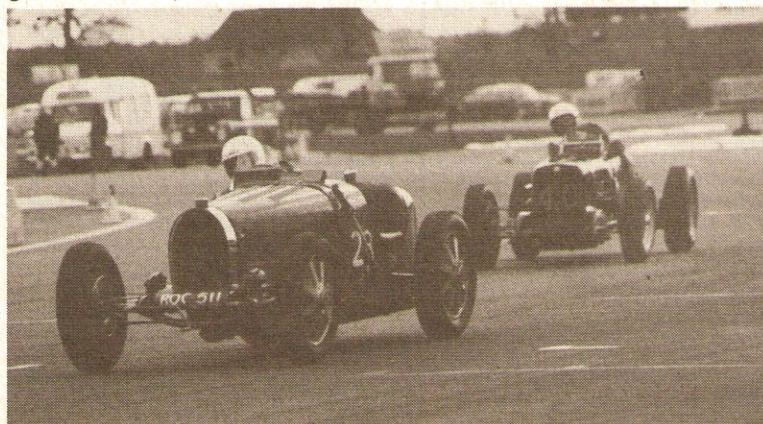
A Vanwall on full song again.

followed by the surprise of the meeting, Roger Sweet in his MG KN which recorded third fastest race lap, and would have finished far higher if he had started nearer the front of the grid. First vintage car home was the Bentley Napier, spectacularly driven, as ever, by Peter Morley.

After all the excitement things slowed down with another five lap handicap. This was won comfortably by John Gray in his beautifully turned out Riley Special, with Bruce Spollon, now driving a Riley 2½-litre Special, second. Unusually for a VSCC handicap race, the field was fairly well strung out.

The Allcomers scratch race, over 10 laps, was spoilt slightly by non-starters — Obrist's Ferrari Dino failed to appear, as did Amschel Rothschild's newly acquired BRM P25, which had broken its 'box in practice. Nevertheless, there was superb machinery on display, including the recently built-up from spare parts Vanwall, and Mayman's blue-painted Ferrari 500/625 GP car.

From the start, Neil Corner led in his 250F Maserati, closely followed by Bruce Halford (Lotus 16), who looked to be biding his time. Sure enough, the Lotus ran out the winner, with Corner second, but most eyes were on Nick Mason's attempts to catch third placeman Bobby Bell, both drivers in Maserati 250Fs. Bell got the verdict by 0.2secs at the flag.



For the first time in '85 such cars as Bugattis and ERAs were out at Silverstone.

## SILVERSTONE, Apr 13, VSCC

**Fox and Nicholl Trophy race (8 laps):** FW Weeks (Bentley 4¼-litre), 13m14.5s, 70.22mph; 2, WD Fox (Delahaye), 13m33.4s; 3, PG Erhardt (Lagonda V12), 13m41.6s; 4, Mrs A Scott Moncrieff (Bugatti T57), 13m49.5s; 5, G Burrows (Alvis Speed 25 special), 13m59.2s; 6, R Baddiley (Alvis Speed 25), 13m59.2s. **Fastest lap:** RJ Burrell (Bentley Royce V12), 1m17.6s, 74.59mph.

**Itala and Lancheester Trophies race (10 laps):** 1, N Mason (Bugatti T35B), 12m32.3s, 76.95mph; 2, A de Cadenet (Maserati Tipo 26), 12m34.2s; 3, N Arnold Forster (Bequet Delage), 12m35.8s; 4, JR Horton (Bugatti T35B), 12m52s; 5, T Threlfall (McDowell dirt racer), 13m25.3s; 6, S Harper (Morgan), 13m06.4s. **Fastest lap:** TA Roberts (Sunbeam 'Tiger'), 1m12.4s, 79.96mph.

**Alvis handicap race (5 laps):** 1, R Baddiley (Alvis Speed 25), 7m30s, 64.32mph; 2, A Sparrowhawk (Alvis 4.3), 7m40.7s; 3, LJ Merriot (Alvis 12/70), 7m42.2s; 4, AC Clinkard (Alvis Speed 20F), 7m42.6s; 5, G Burrows (Alvis Speed 25 special), 7m43.2s; 6, J Brydon (Alvis 4.3), 7m44.2s. **Fastest lap:** Sparrowhawk, 1m16.8s, 75.38mph.

**Pre-War Allcomers scratch race (10 laps):** 1, WDA Black (Alfa Romeo Tipo B), 11m15.5s, 85.76mph; 2, Hon P Lindsay (ERA), 11m18.8s; 3, P Colborne (Maserati 6CM), 11m47.5s; 4, B Spollon (ERA), 11m47.6s; 5, J Venables-Llewelyn (ERA), 11m47.9s; 6, N Mason (ERA), 11m48.9s. **Fastest lap:** Lindsay, 1m06.3s, 87.31mph.

**Handicap race (5 laps):** 1, J Gray (Riley special), 8m5.3s, 59.64mph; 2, B Spollon (Riley 2.5), 8m8.2s; 3, GC Moore (Riley special), 8m9.5s; 4, P Tebbett (Lagonda LG45), 8m12.4s; 5, AD Jones (Maserati Nash), 8m17.8s; 6, C Clutton (Frazer Nash), 8m18.2s. **Fastest lap:** Spollon, 1m18.2s, 74.03mph.

**Allcomers scratch race (10 laps):** 1, B Halford (Lotus 16), 10m47.3s, 89.43mph; 2, N Corner (Maserati 250F), 10m51.3s; 3, RH Bell (Maserati 250F), 11m4.6s; 4, N Mason (Maserati 250F), 11m04.8s; 5, T Merrick (Vanwall), 11m7.5s; 6, Hon P Lindsay (ERA), 11m12.9s. **Fastest lap:** Halford, 1m03.3s, 91.45mph.

**Handicap race (5 laps):** 1, T Doltton (MG NA Magnette), 7m50.1s, 65.77mph; 2, LJ Merriott (Alvis 12/70), 8m1s; 3, JC Bugler (Lagonda LG 45), 8m5s; 4, C Clutton (Frazer Nash), 8m8.9s; 5, RF Willis (Riley Brooklands), 8m12.2s; 6, SA Wood (Austin Seven), 8m16.6s. **Fastest lap:** Doltton, 1m24.3s, 68.67mph.

**Handicap race (5 laps):** 1, B Summerfield (Avon Bentley special), 7m30.1s, 74.19mph; 2, A Shoosmith (Bentley 3¼), 7m35.3s; 3, D Ricketts (Riley special), 7m39s; 4, G Bellenie (Riley special), 7m40.5s; 5, F Giles (AC/GN 'Beetle'), 7m42.6s; 6, B Fidler (Lagonda Rapier), 7m43.9s. **Fastest lap:** G St John (Bugatti T51), 1m13.9s, 78.33mph.

## MONDELLO PARK (IRL), Apr 8, IMRC

**GT race (12 laps):** 1, John Keaney (1.6 TMC Costin-Ford t/c), 12m 53.03s, 69.29mph; 2, George Crozier (1.6 Maguire Mini-Ford t/c), 13m 51.72s; 3, Michael Whelan (1.4 Mini), 13m 55.12s; 4, Richard Baird (1.0 Imp), 11 laps; 5, Nigel Burgess (1.0 Imp), 11 laps; **Fastest lap:** Keaney, 1m 03.05s, 70.79mph.

**Shell FF1600 'B' race (12 laps):** 1, Alan Hick (Van Diemen RF82), 12m 51.83s, 69.40mph; 2, Gerry O'Reilly (Crosle 32F), 12m 59.30s; 3, Alan McGarrity (Crosle 60F), 13m 04.30s; 4, Peter Egan (Van Diemen RF80), 13m 09.75s; 5, Dave Griffin (Crosle 32F), 13m 10.30s; 6, Roy Beattie (Van Diemen RF81), 13m 16.15s. **Fastest lap:** Griffin, 1m 03.08s, 70.76mph.

**Austin Rover Ireland Mini 850 race (12 laps):** 1, Ed O'Connor, 15m 13.37s, 58.64mph; 2, Tony Fingleton, 15m 20.27s; 3, Brian Wade, 10 laps. **Fastest lap:** O'Connor, 1m 14.34s, 60.04mph.

**Prodsaloon race (12 laps):** 1, Maurice Mitton (2.0 Ford Escort RS2000), 14m 07.37s, 63.21mph; 2, Brian Tuite (3.0 Ford Capri), 14m 25.43s; 3, Jerry O'Riordan (3.0 Ford Capri), 14m 52.20s; 4, Frank O'Rourke (1.3 Opel Kadett SR), 15m 09.04s; 5, Larry Mooney (1.6 VW Golf GTI), 15m 10.34s; 6, Bob Montgomery (1.3 Opel Corsa SR), 15m 10.93s. **Fastest lap:** Mitton, 1m 09.81s, 63.93mph. **Class winners:** Mitton, Tuite, O'Rourke, Mooney.

**Motovox FF1600 'A' race (15 laps):** 1, Pat Duffy (Crosle 32F), 15m 51.99s, 70.33 mph; 2, Bernard Dolan (Crosle 60F), 16m 06.05s; 3, Cliff Dempsey (Van Diemen RF83), 16m 07.97s; 4, Alan McGarrity (Crosle 60F), 16m 08.21s; 5, Michael Merrigan (Reynard 84FF), 16m 09.46s; 6, Bob Scanlon (Crosle 55F), 16m 17.98s. **Fastest lap:** Vivion Daly (Reynard 85FF), 1m 02.33s, 71.61mph.

**Dublin Aluminium FF2000 race (20 laps):** 1, Leslie Wright (Van Diemen RF83), 19m 39.11s, 75.71 mph; 2, Colin Lees (Mondiale M85T), 19m 41.76s; 3, Alan Kelly (Van Diemen RF83), 19m 53.48s; 4, Joe Greenan (Reynard 84SF), 20m 05.08s; 5, Denis McGall (Mondiale M85T), 20m 15.70s; 6, Ivor Greenwood (Reynard 84SF), 20m 29.57s. **Fastest lap:** Brendan McKenna (Van Diemen RF82), 58.23s, 76.65mph. **Pre-'82 Division:** Tommy Cunneely (Van Diemen RF81).

**MDL/Grange Motors. Formula VW 1600 Ireland race (12 laps):** 1, Liam O'Sullivan (Sheane), 14m 15.10s, 62.64mph; 2, Kieran Webster (Sheane), 14m 20.25s; 3, Robert McFarland (Sheane), 14m 33.00s; 4, Aidan Carey (Berlyn), 14m 33.50s; 5, John Mulholland (Berlyn), 15m 16.98s; 6, Peter Averbach (Sheane), 15m 20.49s. **Fastest lap:** O'Sullivan, 1m 09.84s, 63.91mph.

Behind them, Tony Merrick provided the spectators with the treat of a Vanwall on full song. Indeed, if the car had not been placed so far down on the grid by the organisers, the glorious green machine would have been well up with the third and fourth placed Maseratis. Patrick Lindsay (ERA) finished in a lonely sixth place, with Roddy MacPherson and Vic Norman in Cooper Bristols some way behind.

The day was rounded off with two five lap handicaps, the first being won by a country mile by Tony Doltton (MG NA Magnette), and the second going to Barry Summerfield in the Avon Bentley special. In the latter race, Geoffrey St John's charge through the field in his Bugatti Type 51 was spectacular, as he finished eighth despite having to do six laps to everyone else's five!

MARK GILLIES

## MONDELLO PARK

## Duffy's day

They is no doubt about it, but Easter Monday was Pat Duffy's day at Mondello Park. In his first race since his horrendous prang here last July, the Navan farmer not only pulverised the opposition in the Motovox FF1600 race, but he did it with consummate ease in an old Crosle 32F:

John Keaney was out for the first time this year in the works multi-sponsored Team Apple Computers 1.6 TMC Costin to beat George Crozier's similar Ford twin cam-powered Maguire Mini in the poorly supported GT race.

Alan Hick easily won the first of the two FF1600 races in his Van Diemen RF82, the Shell Oils 'B' Championship round. Gerry O'Reilly was a distant second in a Crosle 32F and Alan McGarrity was well back in third in a new Crosle 60F.

Pat Duffy simply drove away into the distance in the Motovox 'A' Championship race, the Crosle 32F pulling out a gap of around half a lap to the dicing quartet of Bob Scanlon, Bernard Dolan, Cliff Dempsey and Alan McGarrity, as Vivion Daly slowed with the Reynard 85FF to retire on lap 13. Scanlon eventually threw away his second spot when he spun his Crosle 55F at Shell, and the promising Dolan snatched second in his 60F, chased home by Dempsey and McGarrity. Mick Merrigan was a steady fifth in the ex-Daly Reynard and Scanlon recovered to salvage sixth.

Leslie Wright kept his cool despite being harried all the way in the Dublin Aluminium FF2000 race by Colin Lees in the latest Mondiale. Alan Kelly came back after a Dunlop corner incident to finish third in the ex-PJ Fallon Van Diemen. Joey Greenan ("I'm getting old and need more practise to get back in the mood") was a rather disappointing fourth.

Maurice Mitton in his Ford Escort RS2000 again had the legs of the 3-litre Ford Capris in the prodsaloon race, this time beating Brian Tuite and Jerry O'Riordan. Frank O'Rourke was fourth over all and 1300cc class winner in his Opel Kadett SR, beating 1600cc class winner Larry Mooney's Grange Motors VW Golf GTI.

Liam O'Sullivan scored an easy win from Kieran Webster with his immaculate Sheane in the MDL/Grange Motors Formula VW race.

The Mini 850 race was poorly supported, with only six starters, three finishers and only winner Ed O'Connor and Tony Fingleton going the full distance.

BRIAN FOLEY



## INTERNATIONAL RALLIES

### NISSAN INTERNATIONAL

## At last!

Sponsors of the South African GP, Southern Sun Hotels, extended their budget to include two Audi Quattros for the South African Rally Championship, those of early series leader Sarel van der Merwe and Geoff Mortimer. However, their debut runs in this livery were less than auspicious, with van der Merwe suffering a broken fuel pipe on the seventh stage that sprayed the turbo, started a fire and forced the car into retirement. Mortimer battled with a holed gearbox and made it to third place.

The main story of the event, however, was that the South African-built works Ford Escort RST finally scored its first win largely thanks to preparation chief Mick Jones, in the hands of Serge Damseaux. The RST led the opening tarmac stages, was briefly headed on the dirt by van der Merwe, and then won by almost 7mins. Hannes Grobler reverted to a Class B Nissan Langley, having found it too expensive to run in the prototype Group A arena, and was rewarded with second place. Group B favourite Guy Hodgson cooked his Toyota Corolla's engine on stage 2 and retired on the spot.

COLIN WINDELL

### NISSAN INTERNATIONAL (ZA) Apr 12/13 South African Rally Championship, round 2

- 1, Serge Damseaux/Vito Bonfede (Ford Escort RST), 3h41m08s;
- 2, Hannes Grobler/Piet Swanepoel (Nissan Langley), 3h48m01s;
- 3, Geoff Mortimer/Spotti Woodhead (Audi Quattro), 3h50m05s;
- 4, Koos Roos/Douglas Judd (Nissan Skyline), 3h53m09s;
- 5, Nuno de Cunha/Tim Watson (Nissan Stanza), 3h57m03s;
- 6, Glyn Hall/Peter Cuffley (VW Golf GTI), 4h03m01s.

### GUILLERIAS RALLY

## Revenge at last

Having been beaten on recent European Championship rallies by Biasion's Lancia Rally, Salvador Servia finally took victory in his Rothmans supported example, winning the third round of the Spanish Rally Championship. Servia opened up a lead over the Renault 5 Turbo of Carlos Sainz on the first stage and was never troubled thereafter.

The battle for third place raged fierce and long between Beny Fernandez in the works Opel Manta 400 and Antonio

Zanini in his Peugeot 205 Turbo 16. The 10-times Spanish champion was being hampered by brake troubles in his ex-works supercar, but eventually he began to claw his way up the leader board.

Just after the rest halt in his home town of Viladrau, however, the Peugeot flew off the road, ironically on the same stage where he rolled out of the recent Costa Brava event and as far as changes at the top, that was that.

ESTEBAN DELGADO

### GUILLERIAS RALLY (E)

#### Apr 14 Spanish Championship round 3

- 1, Servia/Sabatier (Lancia Rally 037), 2h39m26s;
- 2, Sainz/Boto (Renault 5 Turbo), 2h41m13s;
- 3, Fernandez/Orozco (Opel Manta 400), 2h43m46s;
- 4, Bayo/Martin (Ferrari 308 GTB), 2h50m28s;
- 5, Frigola/Bou (Renault 5 Turbo), 2h54m52s;
- 6, Martorell/Bou (Talbot Samba), 2h57m22s.



Frequelin — put through by Ragnotti.

### Criterium Alpin

Guy Frequelin continued his run of successes with the Opel Manta 400 as he took victory on the Criterium Alpin-Jean Behra Rally at the weekend. But by finishing second, Bernard Beguin moves into the lead of the European Rally Championship. Early leader of the rally was Jean Ragnotti in the new Renault Maxi 5 Turbo but, after only six stages, the car blew its engine and Frequelin was put through. Dominique Demeyer, a local Renault 5 Turbo pilot, was third, and the rest of the field were bunched together, albeit 10mins behind the leaders. Full report next week.

### Tour of Cyprus

Dimi Mavropoulos took his new Audi Quattro A2 to warmer climes recently for the Rothmans International Tour of Cyprus. By the end of the 250 stage miles, the London based Cypriot was nearly 8mins clear of Eliades' Manta 400 who in turn beat Cypriot champion, Vahan Terzian's Nissan 240RS by a scant 10secs.

Slights held off the challenge of Maslen and Doughty to win the Dukeries.



## NATIONAL RALLIES

### PLAINS RALLY

## Plain sailing?

Peter Slights from York, driving the Direct Windows Ford Escort, scored his first National Rally victory at the weekend, when he came home 23secs ahead of Dukeries Rally winner Pete Doughty in the Quickbits Manta.

The event, however, was overshadowed by the tragic death of Steve Radford (see *Special Stage*). Held in atrocious weather there were countless minor incidents and the opening stage in Cmwcyneidd had to be cancelled when David Stott's Mini rolled and blocked the road. The 1600cc cars fared best: Kevin Maxted consistently in the top 10 times all day finished fifth overall, with Roger Lane only 20secs in arrears.

Glyn Jones, in a Phil Collins Manta, was quickest off the mark, but his lead was shortlived as Doughty hit back in Cwmsgawen. The rain had started again as top crews came through Waumarteg and into first service with Doughty, and David Maslen in the four-wheel-drive Manta on equal times. Missing, though, was Vince Wetton, the joint BTRDA Championship leader, in the Batchelor Bowles Ascona. It was later revealed that the car had stopped ½ mile into the first stage with half shaft failure.

Slights admitted that he was finding it hard to keep in touch with the Opels, while Doughty dropped back in Tarenig and Llanafan, unable to 'read' the road, due to extensive tree felling which denuded the landscape. He dropped 12secs to Maslen who had stolen a 1sec lead from Slights.

Myherin was being run for the first time for several years, over 11½ miles long, and including the ford which was the downfall of numerous unwary driv-

ers. A deceptive 'kink' following a broad, fast, smooth straight caught out several drivers including Tony Waddington in the Nova, who, having continued after a roll in Waumarteg, became entrenched in the ditch. Maslen also misjudged the bend and landed in the same hole, followed moments later by Ray Radford. Mike Edmunds and Glyn Jones in the following cars both stopped. Slights and Doughty went into an unassailable lead, and despite an heroic effort by Jones with fastest times over the final three stages, he could not recover the time loss. Keith Stones succumbed to engine failure on the final stage after a lack lustre day, and to add to his problems his service vehicle also broke down.

VAL SHENTON

Jeremy Easson — production class winner.



### PLAINS RALLY

#### Apr 13 BTRDA Rally Championship, round 3

- 1, Peter Slights/Lou Naylor (Ford Escort), 52m52s;
- 2, Peter Doughty/Mike Smith (Opel Manta), 53m15s;
- 3, Glyn Jones/Keith Ashley (Opel Manta), 53m30s;
- 4, Graham Hewitt/Alan Howells (Ford Escort), 53m39s;
- 5, Kevin Maxted/Joanne Sackett (Ford Escort), 54m09s;
- 6, Roger Lane/Stuart Derry (Ford Escort), 54m29s;
- 7, Les Hurdley/Dave Owen (Ford Escort), 54m42s;
- 8, Mike Edmunds/Simon Warner (Ford Escort), 54m50s;
- 9, Paul Dyas/Gavin Lodge (Ford Escort), 55m00s;
- 10, Charles Evson/Geoff East (Ford Escort), 55m08s.

### NOVAS & ASTRAS

## Bob a job



Winner: Bamber (above) and Harkness (below).



It was the first event upon which the Vauxhall Rental Nova Junior Cup drivers came together with the AC Delco Astra Challengers, 14 of the former and 33 of the latter combining to constitute one third of the entry! The skittish Novas endured a succession of incidents — Waddington, Griffiths and Pritchard all rolling out of contention, and Kevin Furber 'off' terminally in Myherin. Chris Birkbeck set four fastest Nova times, but an otherwise good performance was marred by three punctures, a broken throttle cable and a branch in the handbrake mechanism.

Andy Knight having arrived late from Mull on Friday broke a battery lead and John Underwood spent over 1min in the ditch in Waumarteg; but it was Robert Harkness who best avoided trouble to score maximum points from Mick Walker and Alan Reid.

## TWILIGHT RALLY

## Oh no, Don

Don King/Steve Frost set the pace throughout the Twilight Rally run by lightning MSC last Saturday and piped Steve Hargreaves/Pete Woolard. But they were experts and the top two went to novices and beginners and here the winners Andrew Lawrenson/Richard Robinson had an 11secs lead and the first three all finished on the same minute.

## TWILIGHT RALLY

Apr 13/14

1, Andrew Lawrenson/Richard Robinson (Ford Escort 1600), 32m27s; 2, Terry Smith/John Gillow (2.0 Ford Escort), 32m38s; 3, Brian & David Whiteside (Ford Escort 1600), 32m52s; 4, Alan Shaw/Rod Breerton (Ford Escort 1600), 35m5s; 5, Andrew Kenyon/David Cowgill (2.0 Ford Escort), 35m50s; 6, M & G Sheil (Vauxhall Astra 1300), 36m00s.

## TOUR OF HAMSTERLEY

## No luck for 'Yuk'

Farmer Steve Bannister led all day to win the Daihatsu Tour of Hamsterley, with his task made simpler when two of his main rivals retired. 'Yuk' Hodgson hit a pile of logs on the first stage and damaged the axle of his Ford Escort and Ian Oldfield went off on the third stage and got stuck. The battle for third to sixth spots provided the main interest in the two laps of four stages, which the 70 strong entry tackled.

## TOUR OF HAMSTERLEY

Apr 13

1, Steve Bannister/Dave Oldfield (2.0 Ford Escort), 38m25s; 2, Richard Mawson/George Tindall (Ford Escort RS2000), 39m53s; 3, Steve Magson/Dick Wardell (Opel Kadett), 40m31s; 4, Keiron and Graham Hill (Vauxhall Chevette), 40m49s; 5, David Rose/Bailey Place (Ford Escort RS1800), 40m50s; 6, Steve Shaw/Dave Owen (Ford Escort RS1800), 40m59s.

## TOUR OF HAMSTERLEY

## OK John

The slippery stages of Hamsterley Forest played host to round 2 of the Lada Challenge and saw John Cotton extend his lead with another win. Adam Overfield took second ahead of Alan Waterman's Lada Riva, while Ray Garner drove an exciting final stage using the ignition key to control the engine when the throttle jammed open.

Tony Baines — second in the series — put in some quick stage times but road penalties and problems in the Ford left him fourth just ahead of Kevin Tittley.

The treacherous conditions caught out Dexter Dimbleby, who was in contention for the lead, until he became stuck after an off. Peter Goodwin suffered two punctures in the final stage, robbing him of a top three place, while Terry Dounce hit trouble with distributor problems. Philip Jordan took his first points of the season and Andrew Hamilton rounded off the series top 10.

PHIL COLLINS

## WESTMORLAND RALLY

## Mighty Quinn

Dennis Quinn and Stuart Lawrenson popped into Cumbria from Lancaster to win the Eden Valley MC's Westmorland Rally by more than 30secs. Les Percival/Ruth Smith were best novices in fifth place.

AUTOSPORT, APRIL 18, 1985

## WESTMORLAND RALLY

Apr 13/14

1, Dennis Quinn/Stuart Lawrenson (Ford Escort), 18m39s; 2, Tony Ritson/Ian Lumley (Ford Escort), 19m11s; 3, Steve Egglestone/John Mercer (Ford Escort 1300), 19m59s; 5, Les Percival/Ruth Smith (Ford Escort), 27m44s; 6, Roy Perfect/Geoff Crabtree (Vauxhall Cavalier), 30m10s.

## WAKEFIELD STAGES

## Lamb on Sunday

Charlie Lamb/Steve Lancaster scraped home by the narrowest margin to win last Sunday's Wakefield Stages on Leconfield airfield. A downpour on the last two long stages of the 14 caught out several crews and David Turnbull/Graham Kellett were within an ace of snatching a dramatic victory on the 66 strong entry.

## WAKEFIELD STAGES

Apr 14

1, Charlie Lamb/Steve Lancaster (2.0 Ford Escort), 35m38s; 2, David Turnbull/Graham Kellett (Ford Escort), 35m39s; 3, Brian Simpson/Jeremy Scrafton (Talbot Sunbeam), 35m51s; 4, Steve Waterall/Andy Haddock (2.0 Ford Escort), 36m00s; 5, Andy Elliott/Mick Dent (2.0 Ford Escort), 36m25s; 6, Vince Chapman/Steve Thackray (2.0 Ford Escort), 36m48s.

## RADNOR PACEMAKER

## Roach Poach

With the leading three crews at halfway all retiring, Phil and Mike Roach brought their Golf GTi to victory on the Collins Car Seats Radnor Pacemaker Rally when Knighton/Llandrindod Wells MCs put on a good route of 140 miles. Les Weaver/Andy Oakes disappeared without trace after being 24secs up in the first half over Andy Ravenhill who broke a drive shaft.

## RADNOR PACEMAKER

Apr 13/4

1, Phil & Mike Roach (VW Golf GTi), 34m21s; 2, John Hughes/Steve Suckling (Avenger), 34m30s; 3, Eian Pritchard/Wyn Griffiths (2.0 Ford Escort), 37m52s; 4, Bernie Harrison/Ken Owen (2.0 Ford Escort), 41m39s; 5, Martin Roberts/Dilwyn Llewellyn (Vauxhall Chevette), 44m29s; 6, Geoff Hall/'Dood' Pearce (2.0 Ford Escort), 47m12s.

## SOMERSET STAGES

## He who dares . . .

Andy Orchard and Brian Moore provided an exciting climax to last Sunday's Dare Video Somerset Stages by finishing 1sec apart after 18 stages. The pair had been that close at half time at the head of a field of 66 crews and such was the intensity of their struggle they left the rest well behind.

## SOMERSET STAGES

Apr 14

1, Andy Orchard/Allen Dudley-Martin (2.0 Ford Escort), 2352s; 2, Brian Moore/Paul Hughes (1.6 Ford Escort), 2353s; 3, Martin Wyath/H. Withome (2.0 Ford Escort), 2433s; 4, Edward & Brian Hardy (2.0 Ford Escort), 2462s; 5, Clive & Steve White (Opel Ascona), 2468s; 6, Clive Rayson/Stuart Christie (Hillman Imp), 2486s.

Tim Fraser admires his day's work!



## OFF-TRACK SPORT

## BRANDS RALLYCROSS

## Welch wins

Having finally cured his misfire after a long session at the Zakspeed premises, John Welch rushed back to Brands Hatch to win the second round of the RACMSA British Rallycross Championship. The reigning champion had little problem in qualifying for the finals and once he had taken his four-wheel-drive Xtrac Escort to a win in the Formula A 'A' final over Rob Gibson and Des Winks, there was no-one who could stop him from sprinting away at the start of the Superfinal to claim victory.

Gibson put up a good fight for second place until lap 3 when Trevor Hopkins, who had been right on his tail all the way, squeezed his Plasmor/Silkolene Fiesta ahead going into Druids. Further back, a similar battle raged for fourth as Trevor Reeves tried his best to get ahead of Winks's Porsche, but the latter would have none of it. Will Gollop survived an incident in his very first run to make it into the Superfinal, and claimed sixth spot just ahead of the ever present Kevin Pease ASK Fiesta. Ian Smith put in a very good run for eighth, then came Mark Lloyd and John Smith's Porsche.

The results in the various 'A' finals were almost predictable as Hopkins won his race from Lloyd, Gollop, Smith and the improving Ross Browning to extend his lead over Gibson in the series to 10pts. Reeves had Formula C all sewn up after dominating the class in qualifying, taking the lead in the final at the first corner and holding it all the way to win from Pease, Tony Brant in the BDA engine Sunbeam and Colin Rowley. On paper, Brant's time should have included him in the Superfinal, but he wasn't called up.

In Formula D, which was very well subscribed, Barry Crump set the quickest time with his Fiesta. In the final, Crump took the lead, but Dave Pritchard in his new shape Metro stuck right behind

Welch, at last, brought his powerful 4WD Escort turbo to the finish, and won.



him before nipping past under-braking for the chicane and going on to win. Third in that one was Alan Eckersley. Fourth was Mike Marchant from Michael Shield and 'B' final winner Bob Smith.

The Shell Oils supported meeting attracted a very good entry. But in the first runs, Bob Brooks had an absolutely miserable day, which saw him declare he was retiring from the sport at the end of the day.

The second runs saw Tony Proctor hit problems when his Capri suddenly started to misfire, a split distributor cap was found to be causing the trouble. That was only the beginning of his troubles, though, for as the Capri left the line at the start of the final heats, the diff suddenly let go and with no teeth on the crown wheel, Proctor coasted into retirement. Dennis Atkinson meanwhile was beginning to have a better run than of late with his Porsche, though Welch's efforts to get past on the Knife Edge first time out brought a few choice, firm words. All the Porsches proved quick, with Winks again finishing well up the order to clinch the BRDA Southern title and Gibson ensuring that Hopkins didn't get too far ahead in the points table as he took the five points for BTD in Formula A.

Man of the meeting was Trevor Hopkins.

BILL MANTOVANI

## BRANDS HATCH

Apr 14

## RACMSA British Rallycross Championship, round 1

**Superfinal:** 1, John Welch (1.9 Ford Escort Turbo 4WD), 4m 49.6s; 2, Trevor Hopkins (2.0 Ford Fiesta), 4m 52.3s; 3, Rob Gibson (3.2 Porsche 911), 4m 55.4s; 4, Des Winks (3.5 Porsche 911), 4m 59.8s; 5, Trevor Reeves (1.6 Ford Fiesta), 5m 00.7s; 6, Will Gollop (2.0 Saab 99), 5m 04.8s; 7, Kevin Pease (1.6 Ford Fiesta), 5m 05.3s; 8, Ian Smith (2.0 Ford Escort), 5m 08.7s; 9, Mark Lloyd (2.3 Ford Escort), 5m 10.4s; 10, John Smith (3.2 Porsche 911), 5m 15.3s.

**Formula A final:** 1, Welch, 3m 47.6s; Gibson, 3m 53.3s; 3, Winks, 3m 58.7s; 4, J Smith, 4m 08.9s; 5, John White (3.5 TR7 V8), 4m 44.6s; 6, Erling Jensen (3.5 Rover V8), retired, lap 3.

**Formula B final:** 1, Hopkins, 3m 59.7s; 2, Lloyd, 4m 03.1s; 3, Gollop, 4m 03.6s; 4, I Smith, 4m 05.4s; 5, Ross Browning (2.1 Ford Escort), 4m 06.5s; 6, Ivan Moakes (2.1 Ford Escort), 4m 08.4s.

**Formula C final:** Reeves, 3m 55.7s; 2, Pease, 4m 00.1s, Tony Brant (1.6 Talbot Sunbeam BDA), 4m 05.4s; 4, Colin Rowley (1.6 Ford Fiesta), 4m 06.2s; 5, Barry Wilmott (1.6 Ford Fiesta), 4m 06.7s; 6, Nick Martin (1.6 Ford Escort), 4m 14.3s.

**Formula D 'A' final:** 1, Dave Pritchard (1.5 BL Metro), 4m 08.6s; 2, Barry Crump (1.6 Ford Fiesta), 4m 09.4s; 3, Alan Eckersley (1.6 Ford Fiesta), 4m 09.7s; 4, Mike Marchant (1.6 Ford Escort), 4m 13.3s; 5, Michael Shield (1.5 BL Metro), 4m 14.9s; 6, Bob Smith (1.6 Escort), 4m 16.2s.

**Formula D 'B' final:** 1, B Smith, 4m 13.8s; 2, Nigel Campen (1.6 Ford Escort), 4m 17.3s; 3, Roy Clark (1.5 BL Mini), 4m 18.9s; 4, Jereby Crush (1.6 Ford Escort), 4m 21.2s; 5, Colin Potter (1.6 Ford Escort), 4m 25.1s; 6, Chris Smith (1.6 Ford Escort), 4m 36.6s.



# Harris hangs on

If the first round of the 1985 British Hillclimb Championship at Loton Park on Easter Monday is any indication of things to come, there can be no doubt that the series will be as closely contested as ever. The championship run-off provided a nail-biting finish despite the fickle weather, as the Unican Pilbeam MP50 of current hill record holder, Dave Harris, hung on to snatch victory by just 0.18secs from the Chase Web Pilbeam of Martyn Griffiths.

In the small special saloon class Mervyn Brake spun his Maguire Imp out of contention on the first run, leaving Dave Whitehead, who charged the hill in exuberant style, to take a most convincing win ahead of the Reliant Kitten of Marc Cramer which just fended off the stern attentions of Andy Morgan's well driven Cooper S. The large special saloon cars were a little thin on the ground, but this does not detract from the performance produced by Chris Johnson who on his first visit to the hill coped well with the slippery conditions to take a clear victory with his Chevette, leaving the Alfasud of Steve Everett in second.

Things were much closer in the first of the modsports classes with Bob Dayson establishing himself at the head of the pack following a well controlled drive in the Cougar Developments Caterham 7, the ex-Chris Knapman Prescott Gold Cup winning car. Once again the Midget of Kim Johnson impressed and took a deserved second place only 0.5 secs down. And Johnson's co-driver Mike Barnett motored through into third place. The roadgoing large capacity modsports class proved to be a cakewalk for the Porsche of Nigel Garland whose hard trying efforts resulted in victory with over 2½ secs in hand over the Rover V8-powered Dutton of an enthusiastic Chris Rutherford, who just headed brother Peter Garland's Morgan Plus 8 home with 0.16secs to spare. The race section of the large capacity modsports class saw the long awaited debut of a Lotus 7 'Black Brick' on the hills and Nick Carr immediately showed that the Porsches may be faced with a problem, powering to victory by 0.4secs from the now 1.7-litre engined Lotus 7 of the 1984 Leaders hillclimb champion Ken Snailham. Sam Hill shared the winning car and came through into third place. Reigning champion Jeremy Goodman suffered from a slight surfeit of enthusiasm on both runs with his Ginetta G4.

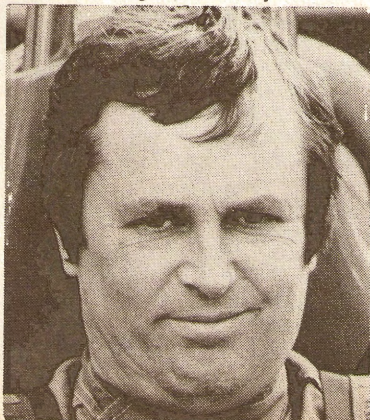
Fresh from his LTD at Harwood the previous day, David Grace started as favourite for victory in the Clubmans class, but on his first run suffered a misfire. He held down third place but was unable to improve later in the day due to an untimely shower which plagued the meeting. Thus the Clubmans class was won on the first runs with victory falling to the beautifully presented Mitchell Cotts Mallock of Nick Whale who disposed of reigning BARC FTD Awards champion John Istead by 0.37secs. The 1600cc sports racing cars also produced their best climbs on the first run with Roger Gregory proving the worth of methanol as he screamed his Mallock to victory, but it was not an easy win for Basil Pitt was also in fine form with the Datalinski closing to within ½sec of Gregory, leading home the Myers special of Paul Bason. For the dynamic duo in the large sports car class, alias Jim Robinson and Charles Wardle, it was a day of mixed fortunes. Charles most uncharacteristically spun the Mallock on both runs, while Jim revelled in the going at Loton, his first run not only

taking the class but also (for a long while) holding LTD. The Blankstone family were also in full cry with the Worfield Garage version, Peter failing to match Jim by 0.5secs, while Maggie was not too far back in third place. The historic 500cc single seater class saw a welcome return to the fray of Loton record holder Barry Brant who shared Mark Higgins's Cooper, but there was no change to the expected standard; Ron Warr rushing his Cooper to yet another win, harried all the way by Trevor Hulks. John Corbyn needed just one run in his pretty Jedi to comprehensively secure the honours in the modern section, finishing over 7secs clear of his co-driver John Bunting. The 1100cc single seater class produced the HSA "Driver of the Day" in the form of Russ Ward in the ex-Richard Thompson Saracen, now dubbed an M85. Russ charged the hill, clipping the 60secs barrier to take the spoils by over 3secs from the Delta of Andy McBeath. Former saloon driver Tony Tewson served notice by bringing Chris Pateron's Delta into third place just over 0.5 secs astern, pipping Jerry Sturman, the class winner's co-driver. The 1600cc single seater class lived up to expectations providing one of the closest battles of the meeting, just 0.21secs separating the first three home. Eventually it was the Chevron of Stuart Ridge which emerged ahead following a fiery second run, with Adrian Hopkins' Sark just 0.15secs away.

The first runs from the unlimited single seaters were taken when the course conditions were at their very worst and it was the Steel King Pilbeam of Roy Lane which rose to the occasion. In fact, so bad were the conditions, that only Lane had actually qualified for the championship run-off at the end of the first climbs. Things improved dramatically for the second climb and the times started tumbling. Current hill record holder, Dave Harris, his Hart-powered Unican Pilbeam now methanol-motivated, stormed to the finish to head home the Chase Web Offset version of Martyn Griffiths by over ½sec, a large margin in current hillclimbing terms. Ray Rowan, now backed by GKN Technology, was once again looking like a threat to the Pilbeam domination as he burst through into third place, pipping the Glissade car of Alister Douglas-Osborn by just 0.5secs. The second runs were unfortunately marred by a nasty looking accident which befell the Apollo Anson of Alan Payne, which skated off the road into the trees, the amiable Midlander fortunately emerging with just a shaking.

The final class of the day featured the classic and VSCC cars and was led on handicap at the end of the first runs by Sir Michael Leighton, the owner of Loton Park. Unfortunately, his beautiful Aston Martin was not seen on the second runs. Michael Steele, with the course conditions much better, rushed his Lotus 7 to victory on corrected times from the Alvis of Bob Fell by just 0.18secs.

Dave Harris — tight Loton victory.

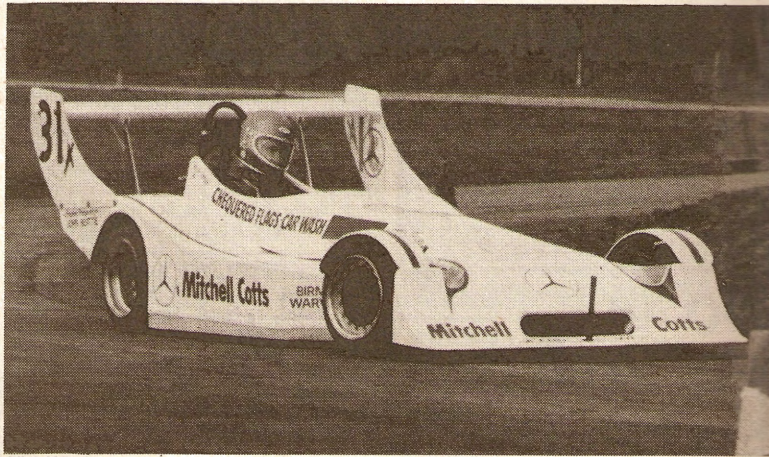


## LOTON PARK, Apr 8, Hagley & District LCC

**BTD:** Dave Harris (2.8 Pilbeam-Hart MP 50), 52.32s.

**British Hillclimb Championship round 1:** 1, Harris, 52.32s; 2, Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 52.50s; 3, Alister Douglas-Osborn (2.5 Pilbeam-Hart MP54), 52.64s; 4, Roy Lane (2.7 Pilbeam-BMW MP53), 52.78s; 5, Ray Rowan (2.5 Toleman-Hart TG28OH), 53.10s; 6, Tim Thomson (2.8 Pilbeam-Hart MP50/OTJ), 53.85s; 7, Chris Cramer (2.5 Gould-Hart 84/2), 54.85s; 8, Max Harvey (2.8 Pilbeam-Hart MP53/04), 55.20s; 9, Chris Dowson (5.0 Pilbeam-Reppo MP47C), 55.89s; 10, David Gould (2.5 Gould-Hart 84/2), 56.78s; 11, John Hunt (2.5 Pilbeam-Hart MP54), 56.83s; 12, Jim Robinson (2.2 Mallock U2-Hart Mk21), 57.90s.

**Class Winners:** Dave Whitehead (1.3 Chrysler Stiletto-BDH), 62.71s; Chris Johnson (2.3 Vauxhall Chevette), 66.09s; Bob Dayson (1.6 Caterham 7), 64.22s; Nigel Garland (3.5 Porsche 911 Carrera), 6.06s; Nick Carr (2.0 Lotus 7), 63.87s; Nick Whale (1.7 Mallock U2-Ford Mk21/25), 58.27s; Roger Gregory (1.6 Mallock U2-BDA Mk15), 60.43s; Robinson, 59.10s; Ron Warr (0.5 Cooper MkVI), 69.23s; John Corbyn (0.5 Jedi 1/84), 66.61s; Russ Ward (1.1 Saracen-BDJ M85), 59.39s; Stuart Ridge (1.6 Chevron-BDA B49), 59.45s; Harris, 53.68s; Michael Steele (1.6 Lotus 7), 68.76s.



Nick Whale overcame John Istead's challenge to win the Clubmans class.

The first championship run-off of the year saw Jim Robinson spinning out on the second run, but he can feel well pleased with his efforts at even making the championship cut in such esteemed company. Despite two consistent runs. John Hunt was to just miss a points scoring position. It was most encouraging to see both Chris Cramer and David Gould qualifying the now Hart-powered Gould at the first time of asking and the Unidraw car certainly impressed on the first runs, Chris holding down seventh place and David 10th, but that is how it stayed as they were prevented from taking their second climbs due to a gear linkage problem. Chris Dowson fought the brute power of his Pilbeam-Reppo, but was forced to settle for ninth place, ½sec down on Max Harvey. Tim Thomson, as ever, looked neat and tidy, but even an improvement on the second climb could not improve his sixth place. Ray Rowan had held down fourth place at the end of the first runs, but again despite posting his best climb of the day on the last run was destined to not improve his position. In fact he slipped to fifth, astern of Roy Lane who held second spot at the end of the first runs following a superb passage of the bottom section.

At the end of the first runs it was Dave Harris who led from Lane, but it all started to happen when Alister Douglas-Osborn hit the hill. It was obvious from the word go that he meant business. Flame spurted from the exhaust on over-run and the Pilbeam had certainly moved up a gear, Alister carving nearly 1sec off his time to snatch third place. As Martyn Griffiths came to the line he probably knew that Ray Rowan had equalled his first run time and he set off like there was no tomorrow. But as he exited Keepers, the Hart motor began to misfire very badly. Martyn plugged on gamely, and incredibly he had equalled Harris' first climb. So the Unican Pilbeam came to the line to close the meeting and Dave, as ever gave his all. Almost unbelievably, he also suffered a misfire on the final run, but not quite as pronounced as Griffiths' and like the Chase Web driver he never gave in, pushing all the way to conclude the meeting in fine style with the best run of the day, 0.18secs ahead of Griffiths. A cliff hanger of a finish indeed.

ROBIN BOUCHER

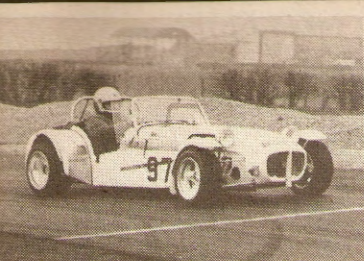
## HAREWOOD HILLCLIMB

# Goodness Gracious

There were two winners at Harewood on Easter Sunday, on the occasion of the second round of the BARC Hillclimb Championship: the weather, which did its level best to disrupt proceedings; and David Grace who appeared with last year's Clubmans formula Mallock U2 suitably lightened and fettled to take a memorable LTD.

The touring car classes set the ball rolling and with a new track surface great expectations of record-breaking times were the order of the day, that is until the heavens opened. Dave Gilbert had made the long trek from Somerset and rapidly learned the venue to take his Cooper S to a convincing win in the small division ahead of the shared Imp of the Stone brothers. The intermediate touring car class saw a welcome return to the fray by Nicky Porter who set the class record no less than a decade ago. Nicky quickly showed that he had lost none of his old form with a superb ascent which placed him at the head of the well supported class with 0.6secs in hand over Neil Turner who just held the pack at bay. The large touring car class provided a clear cut win for the Chevette HS of Paul Simson with an excellent sub 50secs run, well over 1½secs ahead of the Escort of George Swinbourne (handicapped by the lack of wet weather tyres). The Mini Coopers also reigned supreme in the first of the special saloon car classes, for Bill Richmond upset the form book in the Rallye Equipe Mini, heading home the Maguire Imp of Ron Gerrard and Bobby Fryer's Solo Stiletto by just 0.01secs.

Having missed Strathclyde, Mike Kerr had overcome the problems with his Mobil Chevette by fitting a 2.6-litre engine and duly ran in the large special saloon car class. But it made not a trace of a difference, for he still emerged at the head of the division, nearly 4secs clear of sprinter Bob Claxton's Firenza. John Gornall needed but one run in his Midget to take the small marque sports car class, while Graham Oates duplicated the performance to take the intermediate division with his Strathclyde record



Derek Bridge — another class win.

breaking Europa. Former touring car record holder Richard Jackson produced two stirring runs with his Porsche 924 Carrera GT to fend off the Ferrari of Tony Birch to take the next class.

In the small modsports class, Steve Radcliffe made slight mistakes on both runs with his Davrian Mk8 and must have been rueing the fact, for he was forced to settle for the runner-up spot, 0.13secs down on Derek Bridge who handled his Lotus 7 with customary panache. The large modsports class turned into a straight battle between Haydn Spedding and Chris Mason at the wheel of their shared E type Jaguar, just 0.15secs separating the two, with the advantage to Haydn (a direct contravention of team orders!).

The first of the two Clubmans classes fell, as expected, to record holder Chris Hart whose Centaur fended off co-driver Peter Green by just over 1sec. But in the main Clubmans section, it was all action, Allan Warburton opening by skating off the course in David Grace's Mallock. This left Peter Harper in control at the end of the first runs, but he spun out of contention on the second, while Grace (in the hastily repaired car) tigered to not only snatch the class but mark himself as potential BTM man. Bill Wood remained unchallenged in the up to 1600cc sports racing car class as Bob Prest non-started following a practice accident. Yet he gave everything in the Leicestercard Mallock, rushing up the hill to easily set BTM from the class runs.

As expected, the large sports racing car class always belonged to the Scottish Farms Mallock of Alex Graham, the nearest pursuer being the mighty McLaren M12C of George Tatham. Reigning Harewood hillclimb champion Alan Stringer revelled in the sticky conditions, powering his Crossle 30F to yet another win in the popular Formula

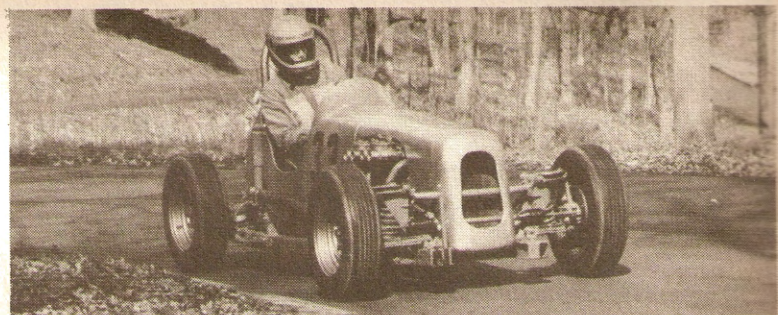
John Gornall ran out winner in the small marque cars class.



Ford class, over 1sec clear of Rod Stanniland who recovered from a first run mischief to slip ahead of Trevor Dutnall. The first run from the Terrapin of Allan Staniforth proved good enough to take the 1100cc single seater class quite convincingly from Steve Owen's version, which was just as well for Allan's daughter, Clare, unfortunately departed from the 'straight and narrow' causing slight damage. A fine battle raged in the 1600cc single seater class with Barrie Dutnall proving the worth of his new Ralt RT3 by challenging the very rapid March Pilbeam of local exponent Alan Newton. Newton finally emerged ahead.

With no large capacity single seaters on hand, the meeting concluded with the Harewood FTD Awards run-off. The saloons of Nicky Porter and Paul Simson elected not to run, yet the run-off was a real crowd pleaser. Peter Speakman had done well to qualify his ex-Jochen Rindt Brabham BT18 and must have been quite happy to finish eighth, just astern of Mike Kerr who more than upheld the honours of the saloon cars. Unfortunately Barrie Dutnall again suffered slight motor problems and was unable to repeat his class form, settling for sixth place. In contrast, his class conqueror Alan Newton went from strength to strength to take a well-earned fifth place. At the front of the field it was a Mallock story. A fine last run charge from Peter Harper saw him pip Newton for fourth place by 0.4secs, while the first run from Alex Graham produced a new BTM. It was short lived however, for seconds later the first run from Alex Graham produced a new BTM. It was quickly beaten when, seconds later, David Grace burst his push-rod Mallock through the finish to shatter the Scottish champion's time. Bill Wood followed and looked good, as he always does in the wet, but a missed gear ensured that although he headed Graham he still failed to match Yorkshireman Grace by 0.32secs. The second runs saw Graham's challenge wilt as he took to the grass at the bottom of the hill, but Grace was still going strong and produced a superb climb to further emphasise the claim to his first Harewood BTM. It all rested on the last run of the day, to be taken by Bill Wood, but the challenge faded as he coasted to an untimely halt with transmission problems, thus a Clubmans Mallock secured BTM, proving that in certain conditions outright power is not always the answer.

ROBIN BOUCHER



The unique Thurston Special debuted at Prescott, but ran out of road.

## PRESCOTT HILLCLIMB

### Lane closure

The Classic cars set the meeting underway, once again battling with their respective handicaps. The pretty little Austin 7 of Sally Ann Brooks did well to eclipse the target time by over 1.5secs to take the 1931-45 section, while Paul Bevis's spirited handling of the mighty Fairley Mercury saw him over 6 secs inside his handicap to take the 1946-64 division.

As at Loton the previous Monday, the Chrysler Stiletto of Dave Whitehead dominated the first of the special saloon car classes, both runs leaving no doubt as to who is the current master of the class. Marc Cramer chased hard once more with his Reliant Kitten to take second place, just 0.3secs ahead of Ian Barnett.

Ian Fidoe enjoyed another drive at the wheel of Barry Goode's Davrian in the small modified sports car class and attacked the hill well to take victory, but he was made to work for the award as the cars' owner was also in fine form closing to within 0.5secs and, in the process, fending off the attentions of Bob Dayson's rapid Cougar Developments Caterham 7. The large modified sports car class was bursting at the seams with both entries. The Lotus 7 Black Brick of Nick Carr set the early pace and then further improved in the afternoon, only to see his co-driver Sam Hill produce a fine run to snatch the lead. Then Ken Snailham took to the hill and attacked with tremendous bravado, the 1650cc twin cam powered Lotus 7 teetering on a knife edge. It was a brilliant ascent which not only put the QED man into the lead but sliced 0.25secs off Roland Jones' class record and won Snailham the 'Driver of the Meeting' award.

Once again it was David Grace who led the Clubmans class at the first runs, and he further improved on the second, despite a misfire from his very rapid Mallock U2. The odds however proved too great for the Yorkshireman, for although he held off a determined challenge from Colin Pook he could find no answer to John Istead who hit his very best form on the second climb to win by 0.17secs. There was never any real doubt that Bill Wood would make the long trip from Edinburgh worthwhile by taking the 1600cc sports racing car class, and he did it in style, the Leicestercard Mallock

U2 punching up the hill to head home the methanol fuelled version of Roger Gregory by over 1 sec.

The 1600cc single seater class proved a real crowd warmer, especially the progress of Tony Southall who put together two very spirited runs with the Mallock modified Mitchell Cotts March to take victory. Adrian Hopkins was in determined mood and threw his Sark up the hill to take second place, 0.4secs down.

In the large racing car class Alister Douglas-Osborn led Prescott exponent Dave Harris by no less than 1.24secs at the end of the morning climbs and was knocking on the door of a sub 40secs climb. The afternoon saw ADO improving marginally with another all action run in the Glissade Pilbeam, while Harris gritted his teeth and hurled the Unican Pilbeam around in determined style to narrow the morning gap to just under 0.5secs. The Steel King Pilbeam-BMW of Roy Lane and Tim Thomson's Hart powered Guyson version also clipped the 41secs barrier, finishing on identical times, a further 0.37secs down, with the advantage to Thomson on aggregate.

The handicappers were working well in the Ferrari class for on corrected times just 0.17secs separated the winning 365 GTB 4 of David Collard from the 246 GT of runner-up and former Mallock U2 driver Brian Windle, while Ron Warr took his Cooper to victory in the historic 500cc single seater class, ahead of Trevor Hulks.

The 12 runners for the second Birmingham Post Top Ten Challenge qualifier of the year were unfortunately reduced to 11 when Tim Thomson, having made the cut in third place, was forced out with injection problems. The first runs had seen Alister Douglas-Osborn again in control, although marginally slower than before, but for Dave Harris the meeting had ended abruptly as he shot off the course at the Esses causing a fair amount of damage to the offside front suspension of the Unican Pilbeam. In contrast, Roy Lane was getting closer to ADO by the run, trailing by just 0.3 secs after the first climb and he then produced a superb ascent which not only gave the Steel King Pilbeam driver the lead but only failed by 0.15secs to match ADO's earlier BTM. It all rested on the final run of the day but it turned out to be something of an anti-climax for a quick change of plugs had not cured a misfire which had afflicted John Hunt on his run in the Glissade car and so Alister was unable to take his last climb, being forced to settle for second place in the run-off.

ROBIN BOUCHER

## HAREWOOD, April 7, BARC (Yorkshire Centre)

**BTD:** David Grace (1.7 Mallock U2-Ford Mk14/25), 44.36s.

**Harewood FTD Awards Championship, round one:** 1, Grace, 44.36s; 2, Bill Wood (1.6 Mallock U2-BDA Mk18), 45.08s; 3, Alex Graham (1.7 Mallock U2-BDA Mk20), 45.33s; 4, Peter Harper (1.7 Mallock U2-Ford Mk21/24B), 46.54s; 5, Alan Newton (1.6 March/Pilbeam-FVA R28/46), 46.94s; 6, Barrie Dutnall (1.6 Ralt-BDA RT3), 49.34s; 7, Mike Kerr (2.6 Vauxhall Chevette HSR), 50.01s; 8, Peter Speakman (1.6 Brabham-Ford BT18), 50.26s; Nicky Porter (1.3 Mini Cooper S) & Paul Simson (2.3 Vauxhall Chevette HS), qualified but non-started.

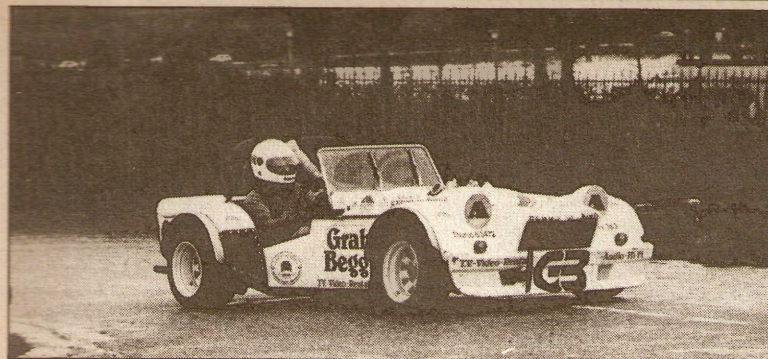
**Class Winners:** Dave Gilbert (1.0 Mini Cooper S), 53.91s; Porter, 50.44s; Simson, 49.50s; William Richmond (1.3 Rallye Equipe Mini), 51.55s; Kerr, 48.94s; Graham Oates (1.6 Lotus Europa), 51.37s; John Gornall (1.3 MG Midget), 50.64s; Richard Jackson (2.0 Porsche 924 Carrera GT), 54.61s; Derek Bridge (1.6 Lotus Chamberlain 7), 50.70s; Haydn Spedding (4.2 Jaguar E), 52.50s; Chris Hart (1.6 Centaur-Ford 14G), 53.28s; Grace, 46.88s; Wood, 45.87s; Graham, 47.67s; Allan Staniforth (1.1 Terrapin-Imp Mk7E), 53.95s; Alan Stringer (1.6 Crossle-Ford 30F), 53.02s; Newton, 48.41s.

## PRESCOTT, Apr 14, Bugatti OC

**BTD:** Alister Douglas-Osborn (2.5 Pilbeam Hart MP54) 40.12s.

**Birmingham Post Top Ten Challenge, round 2:** 1, Roy Lane (2.7 Pilbeam BMW MP53) 40.27s, 2, Douglas-Osborn 40.41s, 3, Martyn Griffiths (2.8 Pilbeam Hart MP 53/04) 40.84s, 4, Chris Dowson (5.0 Pilbeam Repco MP47RB) 42.40s, 5, John Hunt (2.5 Pilbeam Hart MP54) 42.49s, 6, Charles Wardle (2.2 Mallock U2 Hart Mk21) 42.82s, 7, Tony Southall (1.6 March BDA M5) 43.23s, 8, Alan Payne (4.0 Anson Rover SA4) 43.30s, 9, Peter Blankstone (2.0 Mallock U2 Hart Mk20/25) 43.42s, 10, David Render (2.8 Lola Hart T560) 43.51s.

**Class Winners:** Sally Ann Brooks (0.7 Austin 7) 71.26s, Paul Bevis (4.2 Fairley Mercury) 58.87s, Jack Perkins (2.3s Bugatti T35B) 59.39s, Dave Whitehead (1.3 Chrysler Stiletto BDH) 48.41s, Mike Kerr (2.6 Mobil Chevette) 51.70s, Ian Fidoe (1.1 Davrian MkVI Imp) 48.57s, Ken Snailham (1.7 Lotus Ford TC 7) 45.68s (record), John Istead (1.7 Mallock U2 Ford Mk14/18) 44.47s, Bill Wood (1.6 Mallock U2 BDA Mk18) 44.29s, Blankstone, 43.57s, John Corbyn (0.5 Jedi Suzuki Mk1) 51.94s, Russ Ward (1.1 Saracen BDJ M85) 44.78s, Southall, 43.63s, Douglas-Osborn, 40.12s, David Collard (4.4 Ferrari 365 GTB 4) 57.38s, Ron Warr (0.5 Cooper JAP Mk5) 51.73s.



Alistair Jack won his class again in his Rover V8-powered Dutton.

## STRATHCLYDE HILLCLIMB

### Alex away

The BARC and Scottish Hillclimb Championships got under way at Strathclyde Park with the Coltness CC proving the strength in depth of the sport by attracting a full entry list, which included, as ever North of the Border, a proliferation of road-going saloon and sports cars.

Practice was held in very wet conditions, indeed, but fortunately, come the afternoon, the rain had abated and the course dried rapidly. This allowed the Clubmans and Sports Racing cars to come into their own, reigning Scottish Champion Alex Graham and Clubmans exponent Kenny Allen locking themselves in battle for the major honours. Allen made a rare mistake off the line on his second run and this was to cost him victory. Thus Graham, whose 1700cc BDA-powered Mallock was sporting the logos of his new sponsor, Scottish Farms, took a fine victory to open his account in both series.

Scotland would not be Scotland without the road cars and they certainly proved spectacular in the extreme: their second climbs saw the times tumbling and several records under attack. Current record holder Andrew Tymkewycz was in cracking form with his Sunbeam Sport in the up to 1300cc roadgoing saloon class, his second effort giving him over 2 secs in hand over the Mini of John Laird, who just staved off his co-driver Ross Sutherland, also clipping his own previous best by over 0.5 sec.

The 1301-1600cc road saloon class was equally well supported and belonged to the Escort of Mike Rattray who took the spoils by 0.75 sec from the redoubtable Mike Connors whose second climb elevated him from fifth place, just ahead of the Mexico of George Smith.

With BARC Hillclimb Champion Mike Kerr a regretted non-starter with his rapid Chevette, due to bellhousing problems, the large roadgoing saloon class finally fell to the Escort of the ever competitive Graham Kinghorn, but he was forced to fight for the spoils as a storming first run from the Sunbeam Lotus of Ian Bruce had seen the latter in the lead at the mid-point. The special saloon car class was once again a Harry Simpson benefit. The Edinburgh butcher left the rest of the class, which was headed by the Stiletto of John Whyte, rather breathless.

The first of the roadgoing sports car classes produced a slight surprise on the first runs, as Georgie Ritchie, whose

Ginetta G15 has been drastically modified in the bodywork department over the winter, languished in a lowly fifth place, while the Scottish Farms version of Kenneth Gibson set the pace. It was all change on the second runs, however, as Ritchie hit form to secure victory by 1 sec from the well handled Dutton Phaeton of Andrew Forrest.

It was all change in the large roadgoing sports car class on the second run, for despite bettering his earlier climb, the initial leader Allan McGregor (Caterham 7) slipped to third spot. A 3sec improvement from Iain Gardner saw him not too far removed from the class record and in control of the class at the end of the day, by just under 1 sec from the Dutton of John Davidson. The lightweight Davrian of Eric Munnoch seemed to have the GT and Modsports car class in his pocket with a 3 sec buffer over the pack, but it all went wrong on the second climb when he slipped off the road and was relegated to third spot. Having made the long trek south from Wick, Alistair Jack once again took his Rover V8 powered Dutton by the scruff of the neck to clinch the class by 1 sec from the Lotus Europa of Graham Oates.

The Clubmans and sports racing car class proved to be extremely well supported and started off where it had left off at Strathclyde last September, with Kenny Allen and his beautiful Vision in command. The second runs were to prove decisive, for the course was certainly faster than before, as Bill Wood proved by powering his Leicestercard Mallock into the overall lead. It was short lived, for Alex Graham, who did not enjoy the best of seasons at Strathclyde in 1984, really attacked to take the lead with his Scottish Farms Mallock, but first run leader Allen was still to come. Kenny certainly looked capable of snatching the outright honours, but it was not to be.

Three cars ran in the final class, although the Toleman-based Lancia of Jimmy Jack was participating just for fun and was ineligible for the class award. The V6-powered Chevron B40 of George Coghill was unable to quite approach the times set by the sports racing cars, but easily annexed the class, finishing with a time which was a couple of seconds quicker than the Lancia. Bob Hutchinson again went well with his Tecno to officially take the runner-up spot, a further 1.5 secs down. The meeting closed with Brian Hopkins running alone to take the Morgan class and Craig Conway taking his Escort to a convincing victory in the small rally car section.

ROBIN BOUCHER

## STRATHCLYDE, Apr 6, Coltness Car Club

**BTD:** Alex Graham (1.7 Mallock U2-BDA Mk20), 45.18s.

**Class Winners:** Andrew Tymkewycz (2.0 Sunbeam Sport), 59.91s (record); Mike Rattray (1.6 Ford Escort), 57.09s; Graham Kinghorn (2.0 Ford Escort), 56.62s; Harry Simpson (1.0 Maguire Imp), 49.89s (record); George Ritchie (1.0 Ginetta G15), 57.84s; Iain Gardner (1.6 Lotus 7), 55.16s; Alistair Jack (3.5 Dutton Phaeton-Rover), 53.13s; Graham, 45.18s; Alex Knox (1.6 Van Diemen-Ford RF79/80), 56.92s; George Coghill (3.0 Chevron-Ford B40), 47.96s; Brian Hopkins (1.6 Morgan Plus 4), 60.94s; Craig Conway (2.0 Ford Escort), 56.12s.

## OULTON PARK SPRINT

### Harper's hat-trick

The chance to use Oulton Park's long circuit attracted 60 entrants to the Mid-Cheshire MRC run sprint, the second round of the BM Sport BARC championship and a counter for the Longton & DMC series.

Winner of the corresponding event in the past two years, Peter Harper, again came out on top, setting a course record in damp and blustery conditions. Second place went to Chris Hill, a full 2 secs in arrears, and a similar distance ahead of Michael Radigan. All were in Mallocks of varying vintages. Ronnie Gerrard ran out as top saloon pilot from Alan Smith, while John Gornall and Barry Whitehead both put up fine performances, the latter taking his class by 7 secs!

MARK JONES

## OULTON PARK SPRINT

Apr 13

**BTD:** Peter Harper (1.7 Mallock U2 Mk 21), 70.38s.

**Class winners:** Neil Turner (1.3 Austin Cooper S), 85.19s; George Swinbourne (1.6 Ford Escort), 84.69s; Ron Gerrard (1.2 Hillman Imp), 84.07s; John Megson (2.2 Ford Escort turbo), 84.53s; John Gornall (1.3 MG Midget), 93.81s; Tony Birch (3.0 Ferrari 308GTS), 90.88s; John Hulse (1.4 MG Midget), 95.06s; Richard Payne (3.6 Spartan), 88.06s; Harper; Des Richardson (1.6 Royale RP24), 87.14s; Barry Whitehead (0.75 RB54), 81.64s; Stuart Harte (2.3 Chevron B29), 83.86s; Bob Jones (1.6 Ford Escort XR3i), 97.38s; Les Forster (2.0 Ford Escort), 100.56s; Colin Moore (1.6 Ford Escort XR3i), 97.86s.

## KAMES SPRINT

### Swift Simpson

The opening round of the Scottish Sprint Championship was held on the tight little Kames Motorsport Complex, in high wind and drenching rain. This charity event, sponsored by Swift Auto's, was organised by the East Ayrshire CC and raised £300 for the Glasgow Hospital for Sick Children.

From the 34 competitors, Harry Simpson splashed his Sportstune Imp to FTD despite practice fuel pump bothers, with Craig Conway about 3 secs behind in the fleet Swift Auto's Rally Escort. Alas, Pat Donnelly was another in trouble during practice, and then spun his Mallock in the first run.

In the well supported Road Saloon classes, winners were Craig Conway (again) in an Escort Estate and Ian Gordon, while Bernard Rooney clinched the largest capacity with the neat LHD-Renault 5 Turbo.

BILL HENDERSON

## KAMES SPRINT

**FTD:** Harry Simpson (1.0 Maguire Imp), 73.8s.

**Class Winners:** Craig Conway (1.3 Escort Estate), 81.6s; Ian Gordon (Ford Fiesta), 79.1s; Bernard Rooney (Renault 5 Turbo), 78.2s; Alistair Naismith (1.6 Lotus Elan), 81.2s; Craig Conway (Ford Escort Mk2), 76.6s.

## THERMOTON RALLYCROSS

### Olé Olle

Olle Arnesson opened the European Rallycross season with a win in his Audi Quattro at the Austrian Thermotonring. He was pushed hard by the biturbo 4WD Porsche 911s of Matti Alamaki and Seppo Niittymaki, with last year's champion, Martin Schanche surprisingly back in sixth.

## THERMOTONRING (A)

Mar 31

**Superfinal:** 1, Ole Arnesson (Audi Quattro); 2, Matti Alamaki (Porsche 911 biturbo); 3, Seppo Niittymaki (Porsche 911 biturbo); 4, Rolf Nilsson (Porsche 911SC); 5, Andy Bentza (Audi Quattro); 6, Martin Schanche (Ford Escort XR3i turbo).

**Division 1 final:** 1, Friedrich Hainz (VW Golf GTI); 2, Knut Boberg (VW Golf GTI); 3, Anders Norstedt (Saab 900 Turbo); 4, Lars Nystrom (Volvo 242 Turbo); 5, Hakan Ivarsson (Volvo 242 Turbo); 6, Kamel Vereken (VW Golf GTI).

## WORCESTER AUTOTEST

### Brothers Powell

Poor weather and a depleted entry marred the Michael Brennan Car Autotest at Worcester, and Steve Powell ran out the winner in his Motorway Tyres Midget-Ford.

The sports car class was a straight battle between Steve and brother Graham, the latter finding his Super 7 quite a handful. Roger Atkinson creamed the specials section with a 17secs advantage over John Pick. The Mini class was poorly supported and led to an easy win for Kevin Harmon. While in the final class Mike Thirlwall came out on top, beating Pete Jeffery.

STEVE POWELL

## WORCESTER AUTOTEST

Apr 7

**FTD:** Steve Powell (Midget-Ford), 563.4s.

**Class Winners:** Graham Powell (Caterham 7), 646.0; Roger Atkinson (Mini Special), 612.9; Kevin Harmon (Mini); Mike Thirlwall (Ford Escort RS2000)

## NUTT'S CORNER AUTOTEST

### Last gasp

It was very much a triangular struggle between Stephen Reaney, Will Rutherford and Sam Bowden at the Autotest at Nutt's Corner. The outcome was decided on the very last test, with victory going to Stephen, from Will and Sam.

IAN LYNAS

## NUTT'S CORNER AUTOTEST

Mar 30

1, Stephen Reaney (Mini Special), 510.3s; 2, Will Rutherford (Mini), 512.0s; 3, Sam Bowden (Mini Special), 512.9s; 4, Norman Ferguson (Mini Special), 527.9s; 5, Robert Dickson (Metro), 540.5s; 6, Harold Hassard (Metro), 544.7s.

**Class winners:** Reaney; Tommy Keys (Mini), 652.9s; Rutherford; Dickson; Lee Lucas (Vauxhall Astra), 619.0s.

## BLUEBELL TRIAL

### Bristow's Bluebell

Tony Bristow won the final round of the 750 MC Championship held at Tatsfield near Biggin Hill. The event attracted 22 starters to do battle over the eight hills.

Bristow ran out the winner from Norman Flurry who led Ibox constructor Ken Harrison, who climbed up the leader board after a poor first round.

DON WILLIAMSON

## BLUEBELL TRIAL

Apr 8

1, Tony Bristow/Barry Austin (Ibox), 30pts; 2, Norman Flurry/Lee Jarvis (Ibox), 42; 3, Ken Harrison/Ian Wright (Ibox), 49; 4, Tim Brise/Sarah Wright (Ibox), 69; 5, Rod George/Richard Brant (Special), 80; 6, Jerry Walters/John Dewsbury (Mandasport), 84.



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