

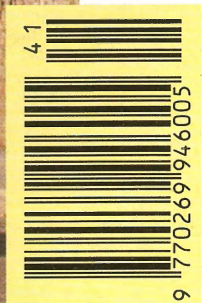
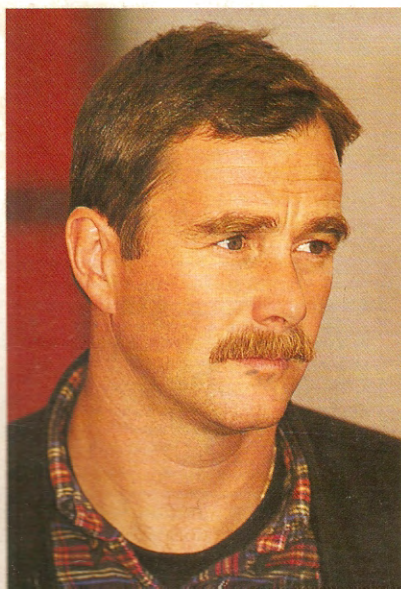
# AUTOSPORT

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## SALOONS THRILL TO THE FINISH

**CLELAND SNATCHES NATIONAL TITLE AT SILVERSTONE**  
**MANSELL APPEAL: DECISION DELAYED ♦ MANX CLASSIC**



# AUTOSPORT

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# FIA stalls on Mansell appeal

Nigel Mansell will have to wait to discover the outcome of the appeal against his exclusion from the recent Spanish Grand Prix after the FIA International Court of Appeal ruled to delay its decision until later in the year.

The *Tribunal d'Appel International* met last Thursday in the FIA offices at the Place de la Concorde in Paris to hear the appeal, brought by the *Commissione Sportiva Automobilistica Italiana* (CSAI) and the Royal Automobile Club (RAC) on behalf of Ferrari SpA and Mansell, against the decision of the World Motor Sport Council taken on September 25 to exclude Mansell from the Spanish event.

The tribunal consisted of three delegates: Manos Remvikos of Greece, J van Rosmalen of Holland and France's Hubert Boquis. Remvikos was elected president.

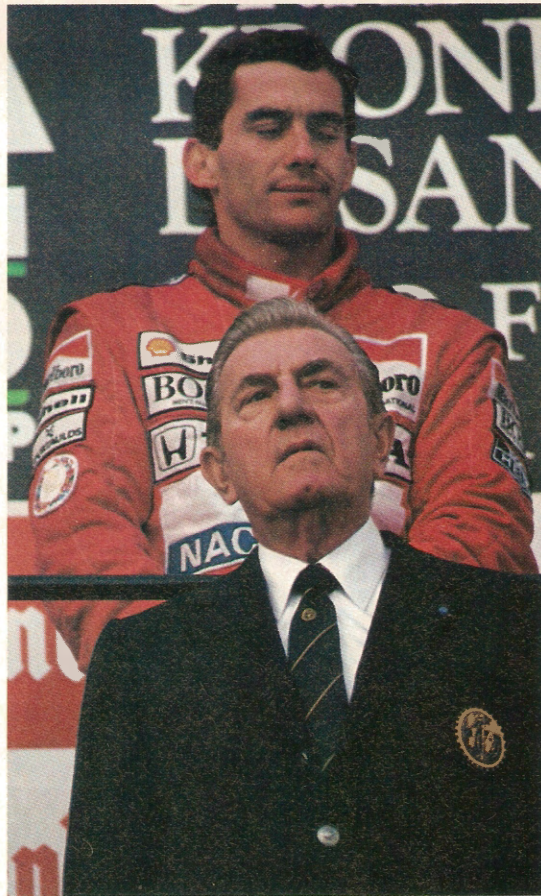
The tribunal did not consider the fine of US\$50,000 which is under a separate appeal through the Portuguese national Court of Appeal.

The Paris court heard depositions from Swiss lawyer Henry Peter, who represented Mansell and Ferrari. He was assisted by Fabrizio Serena (for the CSAI) and Les Needham (RAC).

The appeal was replied to by FISA Secretary General Yvon Leon.

Further evidence was heard from Mansell himself, Cesare Fiorio of Ferrari, witnesses Mike Francis (Mansell's manager), Roland Bruynserade (FISA Safety delegate), eye specialist Professor Giacomo Modugno and the Chief Steward of the Portuguese GP John Corsmit.

Mansell and his representatives contested that the Englishman did not get a fair hearing from the World Motorsport Council; that procedures were irregular; that the Portuguese Stewards did not specify exclusion in Spain, but rather at a future event; and that the sanction was disproportionate



**Left: Ayrton Senna will be praying that, if he can win the championship, FISA will not take the title away. Above: A World title has previously been settled by annulment; the WRC of '86.**

for the offence committed.

Leon replied that there was no appeal for an exclusion but, despite the gravity of Nigel's offences, this was a less serious charge than a suspension or a disqualification.

The judges concluded that it was dif-

icult to accept the explanation of Mansell and Ferrari, adding: "the impetuosity of a driver cannot excuse a lack of observation which may be vital, not only for the discipline of the event, but also for obvious safety reasons."

They then chose to delay the appeal

until the action in the Portuguese national Court of Appeal had been heard and added that there was already an outstanding appeal against a Canadian court decision to exclude Mansell from the Canadian GP on June 18 for another black flag infringement.

The Portuguese appeal is due to be heard on October 16 while the Canadian decision is expected on October 27.

After that a new hearing will be scheduled when the full implication of the other cases can be assessed.

The indication from all this is that the FIA and FISA is keen to keep the affair at a low profile so as not to detract from the World Championship battle between Alain Prost and Ayrton Senna.

## Sauber-Mercedes C11 tests at Ricard

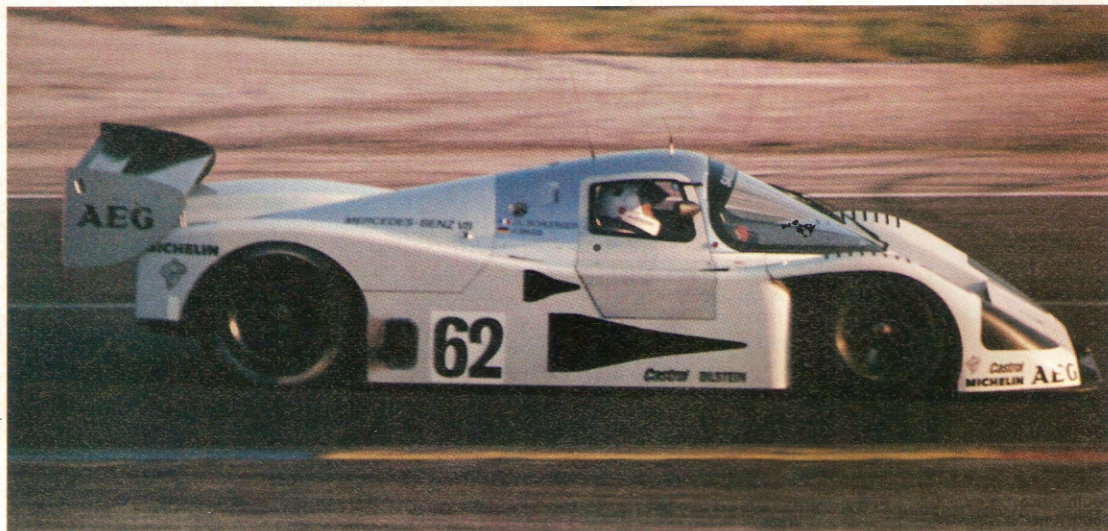
The new carbonfibre Sauber-Mercedes C11 prototype tested for the first time at Paul Ricard last week.

The C11 will race only in 1990, as an all-new 3.5-litre car for 1991 is already on the drawing board.

Intriguingly, the car ran on Goodyear tyres, indicating that Mercedes may be switching from Michelin for 1990.

Although at first glance the C11 is outwardly similar to the C9/88, it is a totally new machine. It is the first composite Sauber, the Swiss company having utilised a basically unchanged honeycomb monocoque design since 1983. The tub, built by Nobracc of Switzerland, is a one-off, and will be used purely for 'systems testing' purposes. The definitive production versions will be made by Dave Price in Surrey, and the first is expected to be ready by the end of the month.

Although the body bears a clear family resemblance to the C9/88, the car has a much reduced frontal area. It has a distinctive 'Jaguar-style', sleek nose, and a shorter tail. Most significantly, the sidepods are substantially lower than on the previous car. It is expected that the final shape of the car may be even further removed from



that of the C9 version.

The team took both the C11 and an old car to Ricard for the two day test, and the new machine ran promisingly in the hands of Mauro Baldi, Jean-Louis Schlesler and Jochen Mass.

Both cars ran only on Goodyears, which Sauber last raced with in 1986.

It is thought that Mercedes may seek an alternative tyre supplier because Michelin is committed to the new Peugeot sportscar programme.

**The all-new C11 which showed promise in the hands of Baldi, Schlesler and Mass at Ricard.**

## FISA Plenary meets

The annual FISA Plenary Conference was scheduled to take place yesterday (Wednesday) in Paris.

The Plenary Conference, which forms part of the Autumn Congress of the FIA, is the ultimate body of the FISA, in effect its annual general meeting.

Chaired by FISA President Jean-Marie Balestre, the Plenary (which must meet at least once a year) is made up of a single delegate from each of the 60-plus countries which has a national sporting authority.

Among its many tasks, the Plenary elects the FISA President (although

the next presidential election is not due until next year), the 21 other members of the World Motor Sports Council, and the members of all FISA Commissions. It also approves any changes in the international regulations, establishes the sporting calendar, approves the accounts of the last year, the projected budget for the next year and the annual report of the WMSC.

This year's Plenary is expected to consider revised Formula 1 technical regulations and, possibly, plans for a new formula for rallying and international touring car racing.

## Brawn to TWR Jaguar

Ross Brawn is to join Tom Walkinshaw Racing as chief designer for the Silk Cut and Castrol Jaguar Teams as soon as his current contractual commitments with the USF&G Arrows team are completed.

The 34-year-old previously worked with Williams and FORCE, before joining Arrows as chief designer three years ago.

Brawn's new position will give him overall responsibility for race car design, overall engineering control and the co-ordination of the 1991 World Sports-Prototype Championship and IMSA challengers.

Tony Southgate will continue with the development of the 1990 XJR11 turbo Jaguar programme.

Brawn's initial task, however, will be to concentrate on the layout and staffing of the new TWR Design Centre, construction of which is due to begin at Kidlington in the New Year.

Walkinshaw has been planning a TWR Design Centre for some time and recently made a quiet visit to his friend John Barnard's GTO facilities in Guildford to see exactly what would be required for a state-of-the-art design centre.



Brawn's first Jaguar designs will be the 1991 World Sports-Prototype Championship and IMSA challengers.



Mansell (right) and team manager Fiorio (left) prepare their case.

In order to win the title Senna must win both the remaining races in Japan and Australia. If the Brazilian does this, the outcome of Mansell's appeal will be critical. If he wins the case, the Spanish GP might have to be annulled which would mean the title would go to Prost, causing FISA extreme embarrassment.

This may sound dramatic but there is a precedent for a World Championship event being annulled and a title changing hands as a result. This occurred in the World Rally Championship of 1986 and resulted from a dispute during the San Remo Rally.

Peugeot had entered three 205 T16s for Juha Kankkunen, Andrea Zanussi and Bruno Saby. These proved to be dominant but, midway through the event, they were disqualified because of an alleged technical infringement.

The Peugeots were banned and Lancia (led, ironically, by Cesare Fiorio) scored a 1-2-3 finish on home soil.

The result was immediately challenged by Peugeot. While the various

appeals were taking place (one tribunal, which included Manos Remvikos, declared itself unable to judge the case and passed it on to the FISA Executive) Markku Alen won the World Championship for Lancia after the Olympus Rally on December 7.

On December 18 the FISA Executive ruled that the San Remo Rally should be taken out of the championship and Kankkunen was awarded the title.

The embarrassment caused by the repetition of such controversy would be far greater than in 1986 since F1 receives considerably more international coverage than the World Rally Championship.

FIA President Jean-Marie Balestre, who strongly promoted the exclusion of Mansell from the Spanish GP, stands to lose face if the championship is threatened by legal action. This would undoubtedly bring the sport into disrepute.

If, however, Senna fails in his quest to win the title, the issue will probably be forgotten quietly.

## Revised 1990 calendars

The FISA Plenary Conference was due to announce the international sporting calendar in Paris as we were closing for press.

We believe that the Formula 1 World Championship dates will be much the same as previously published (*Pit & Paddock*, September 21), although the San Marino GP is now expected to be on May 6, over a month after the F1 circus returns to Europe following the initial pair of races in the Americas.

Iron Curtain, with a race scheduled to take place at the impressive Brno track in Czechoslovakia.

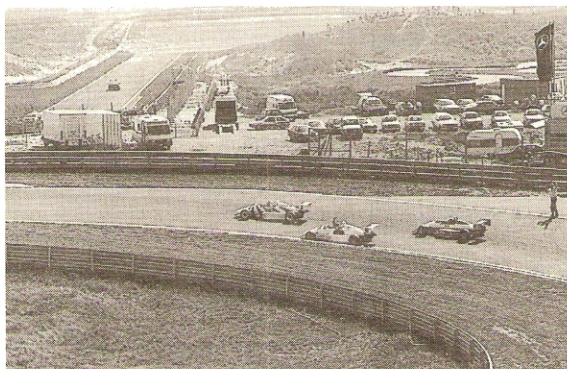
The F3000 calendar is expected to feature 12 races - two more than this year.

In addition to the new race at Brno, the series is due to visit both the Nurburgring and the substantially rebuilt Zandvoort track in Holland.

### 1990 INTERNATIONAL F3000 CHAMPIONSHIP

April 8	..... Silverstone (GB)
April 29	..... Valllelunga (I)
May 13	..... Nurburgring (D)
June 4	..... Pau (F)
June 17	..... Jerez (E)
July 8	..... Brno (CS)
July 22	..... Enna (I)
August 19	..... Brands Hatch (GB)
August 27	..... Birmingham (GB)
September 9	..... Zandvoort (NL)
September 23	..... Le Mans (F)
October 21	..... Dijon (F)

Three weeks after the WS-PC teams received a 1990 calendar at Spa, a substantially different version has been in circulation. The new schedule seems to have lost the events in Australia, Mexico and the USA, while a new date has appeared for the Osterrehring.



The new Zandvoort circuit is to host a 1990 F3000 race.

### 1990 FORMULA 1 WORLD CHAMPIONSHIP

March 11	..... Phoenix (USA)
March 25	..... Rio de Janeiro (BR)
May 6	..... Imola (SM)
May 27	..... Monaco (MC)
June 10	..... Montreal (CDN)
June 24	..... Mexico City (MEX)
July 8	..... Paul Ricard (F)
July 15	..... Silverstone (GB)
July 29	..... Hockenheim (D)
August 12	..... Hungaroring (H)
August 26	..... Spa-Francorchamps (B)
September 9	..... Monza (I)
September 23	..... Estoril (P)
September 30	..... Jerez (E)
October 21	..... Suzuka (J)
November 4	..... Adelaide (AUS)

The Formula 3000 International Championship is to venture behind the *AUTOSPORT*, OCTOBER 12, 1989

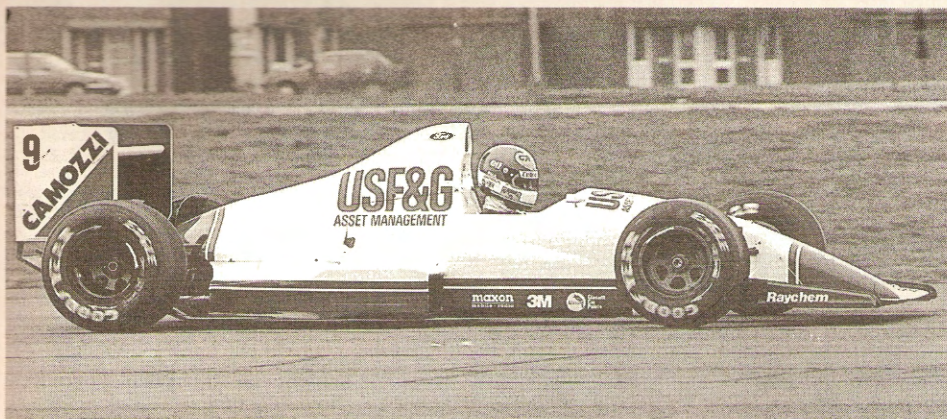
reintroduced.

It remains to be seen whether this calendar is more reliable than the previous one, but the fact that there are no clashes with Grands Prix - when there were two on the first version - seems to indicate that it could be.

### 1990 WORLD SPORTS-PROTOTYPE CHAMPIONSHIP

March 18	..... Jarama (E)
April 8	..... Suzuka (J)
April 29	..... Monza (I)
May 20	..... Spa (B)
June 16/17	..... Le Mans (F)
July 22	..... Donington (GB)
August 5	..... Dijon (F)
August 19	..... Nurburgring (D)
September 2	..... Osterrehring (A)
October 7	..... Montreal (CDN)

All dates and venues are provisional.



Paul Warwick was given a run in brother Derek's Arrows A11 at Abingdon. Gregor Foitek and Bertrand Gachot were also tested at Silverstone.

## Arrows runs youngsters

Paul Warwick, Gregor Foitek and Bertrand Gachot ran in an Arrows A11, during a test on Silverstone's South Circuit on Tuesday.

Warwick, who previously ran one of the cars at Abingdon airfield, was getting used to Formula 1 power, while Gachot and Foitek were both being

considered for a seat next season.

Gachot and JJ Lehto are understood to be the favourites to join Michele Alboreto in the team in 1990.

## CART board changes

The Championship Auto Racing Teams organisation is facing a major management shake-up. Rumours suggest that both the chairman, John Frasco, and the president, John Caponigro, are to be replaced.

The two lawyers, however, are saying that this is not the case.

After two months of debate about next year's rules, 22 of CART's registered team owners met in Denver last week to discuss a series of changes in CART's management and structure. A further meeting is planned for October 31 in Chicago.

Missing from the Denver meeting were Roger Penske, Vince Granatelli and Steve Horne (of TrueSports).

## Benetton's Superprix prize

A test drive in a Benetton B189 over the winter awaits the winner of the Cellnet Superprix.

The non-championship F3 event, which will take place at Brands Hatch on the weekend of October 21/22, will

feature the same tyre-changing format as in 1988.

The race has an entry of 28 cars, including the majority of British series front runners although Paul Stewart will not be present.

## BBC's Bathurst axed

The BBC's coverage of the Toohey's 1000 at Bathurst did not go ahead as planned on Saturday.

A statement issued by *Grandstand's* Editor John Phillips explained that on-screen advertising in the film received from Australia exceeded the levels permitted in this country.

"We understand that much of this advertising was in caption form, and

was not all tobacco related. A similar but less severe problem last year was solved by careful editing, but it was not possible to do this and do justice to the material this year."

The statement acknowledged that many motor sports fans would be disappointed, but "rules must be obeyed." John Phillips himself was unavailable for comment on Monday.

## TWR: V12s in Mexico

Silk Cut Jaguar has made a surprise decision to run two V12-powered XJR9s in the Mexico City WS-PC race on October 29.

The decision comes at the end of a difficult first year for TWR's new XJR11 turbo car, and is despite the fact that Mexico's altitude inevitably favours turbo engines.

"With the World Championship titles having gone to Mercedes," commented Tom Walkinshaw, "we believe it is in our best interests to concentrate as much time as possible on our winter test and development programme of the 1989 turbo car.

"Frankly, none of us have enjoyed this season, and it is my intention that for next year, things will be different."

Among TWR's plans for 1990 is the setting up of a new design centre, headed by Ross Brawn (see separate story).

## Another Unser

Pike's Peak winner Robby Unser will make his CART/PPG Indycar World Series debut at Laguna Seca this weekend, at the wheel of one of Ron Hemelgarn's Lola-Judds.

Unser, 21, is the son of Indycar legend Bobby Unser and cousin to Al Unser Jr. Driving a stock-block Chevy-powered Lola, he recently wrapped up the American Indy Car Series (a lower level series for older cars with stock-block engines), winning 11 of 14 races.

Also entered for Laguna Seca is John Paul Jr, who will drive Mann Motorsport's Lola-Buick this weekend.

## GA's new Nicholson

GA Motorsport is to have an exclusive Nicholson/Cosworth development engine deal in Formula 3000 next year.

Mike Collier's Andover-based outfit is due to move to a newly completed factory just 50 yards from its current premises, in early November, and will run just a pair of cars in next year's series. In the past couple of seasons, it has campaigned four cars.

## Gary's DFV

Gary Brabham will have a Nicholson-built Cosworth engine in the Leyton March F3000 chassis for the FIA championship finale at Dijon.

The deal, struck last Thursday, sees the Bicester works team switch away from John Judd's V8 power.

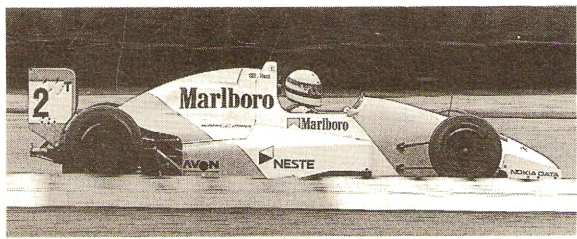
Under the guidance of engineer Peter Vennik, Brabham, tested a revised 89B at Silverstone last Tuesday. Changes to the engine mountings, and less anti-squat in the rear suspension saw it lapping right on the class pace.

AUTOSPORT, OCTOBER 12, 1989



## Hunt's cockpit return

James Hunt returned to the cockpit at Silverstone in a F3000 Reynard. Having posed with his 1979 helmet, Hunt borrowed Eddie Irvine's for the 7-lap test.



## Rydell's F3000

Rickard Rydell is set to make his Formula 3000 debut with the Eddie Jordan Racing team at Dijon on October 22.

A vacant seat in Jordan's championship-winning team has arisen because of Jean Alesi's clashing commitment at Suzuka with the Tyrrell Grand Prix team. The schedules of the two races would seem to preclude any chance of a Formula 1 non-qualifier making it to Dijon.

There has been speculation that Jordan would thus substitute either Swede Rydell, his current F3 charge, or David Brabham. Both F3 men are scheduled to compete in the clashing Cellnet Superprix at Brands Hatch.

Informed sources suggest that Rydell will make his F3000 debut alongside Martin Donnelly, while Vincenzo Sospiri will be drafted in to pilot Jordan's Superprix entry. The Italian, of course, had an abortive start to the year in F3 with a Cellnet-backed Intersport Reynard and might find the idea of trying to win the Cellnet Superprix in an EJR Reynard quite attractive.

# Watson's Macau assault

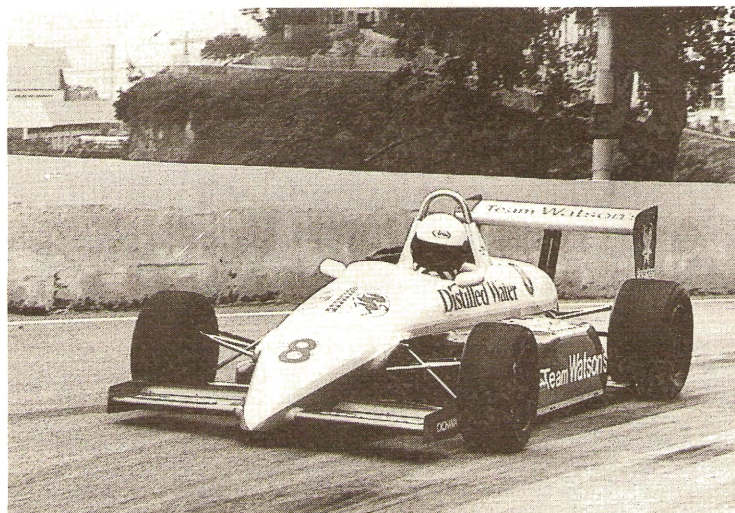
Watson's, a famous name in the Macau Formula 3 race, is returning to racing for this year's event.

The Hong Kong-based company stands a good chance of matching its victories of 1986 and '87 with Andy Wallace and Martin Donnelly respectively, as it will be sponsoring seven F3 cars – plus a Ford Sierra Cosworth in the Guia touring car race.

Three cars will be running in the distinctive green and white colour scheme of Watson's Water: the German Schubel team is entering a pair of Reynards for former Tyrrell F1 driver Julian Bailey and German star Heinz-Harald Frentzen. The third Watson's Water car will be a Dallara-Alfa run by Forti Corse for Italian F3 Champion Gianni Morbidelli.

If engine testing in the next week or so proves successful, then Opel's new F3 motor will be used. Otherwise the team will stick to Spieß Volkswagen power.

Bowman Racing will be entering two Ralt-VWs in Hutchinson Telecom colours, for Steve Robertson and Derek Higgins, with a further car for Gary Brabham which will also carry support from Shell.



Previous occupants of the Watson's car at Macau include John Nielsen.

Also in Hutchinson Telecom livery will be Monaco F3 race winner Antonio Tamburini, in a Premaracing Reynard-Alfa.

The touring car connection will be

organised by Andy Rouse Engineering, with Tim Harvey driving an ARE Sierra RS500 running in the combined liveries of Watson's Water and Hutchinson Telecom.

# Pace car changes

FISA is to introduce a new pace car procedure for next year's World Sports-Prototype Championship.

It is anticipated that FISA will adopt IMSA-style regulations. In the past, competitors have been dissatisfied with the rule which allows the pace car to pick up any car (not necessarily the leader), and the arbitrary blocking of cars at the end of the pitlane.

Both have served to break up races, unfairly and randomly penalising some competitors.

The new rules will allow the pace car driver to wave the field by until he has picked up on the leader, thereby enabling all cars to get on to their rightful lap.

The new regs would also allow cars to leave the pits and catch the pace car queue, without the drivers having to wait at the end of the pitlane.

The new procedure is to be defined at this week's FISA Plenary in Paris.

## IS THIS YOU?

A vacancy has arisen for a photographer on AUTOSPORT magazine. The position will involve work at all levels of the sport, at home and abroad, with frequent weekend duties. Also included will be darkroom responsibilities and some routine administrative work.

The successful candidate will have at least two years experience of motorsports photography, a proven knowledge of laboratory techniques, and will be under 30 years of age.

This must be considered an excellent opportunity for an enthusiastic person to join an editorial team aiming for the highest standards of motorsports coverage.

Applications should be made to The Editor, AUTOSPORT, Haymarket Magazines, 60 Waldegrave Road, Middx, TW11 8LG. The closing date for applications is October 27.

# Dyson out of CART

Rob Dyson has decided to pull out of Indycar racing, after a disappointing first season.

He ran a second-hand Lola for James Weaver this season, but has reportedly been disappointed with the way private owners are treated.

Dyson has placed an order for two new Porsche 962s, and is to return to IMSA GTP next year.

# Germans line up for ONS F3 drive

The German sporting authority is conducting its 1990 F3 driver selection process at the Nurburgring throughout this week.

This season the ONS has backed Heinz-Harald Frentzen and Michael Schumacher in the German F3 Championship, and with Frentzen planning to move to F3000 next year, one seat will be available.

The drivers under consideration are Opel Lotus men Jorg Muller and Marcus Grossmann. FF1600 contenders Michael Krumm, Fritz Kreutzpointner and Thomas Rabe, and Formula Konig champion Tommy Winkelhock, younger brother of Joachim and the late Manfred.

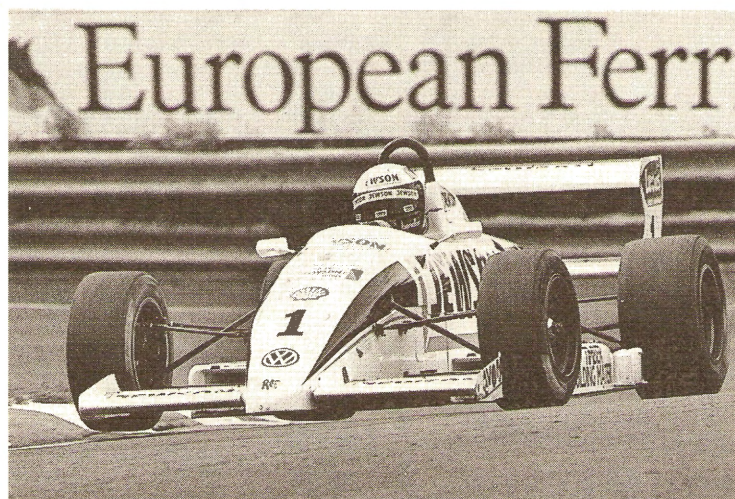
Christian Danner heads the jury which will make the choice.

# Foyt hurt in NASCAR

AJ Foyt was injured in an accident while testing his Oldsmobile in preparation for last week's NASCAR Winston Cup race at Charlotte Motor Speedway.

Foyt escaped without broken bones, but the 54-year-old bruised his heart and spent two days in an intensive care unit and two in a private room before being released from hospital.

Speaking from his home last weekend Foyt indicated that he would be back in a car again before the end of the season.



Jewson, pleased with its exposure in F3 this season, will run two cars next year.

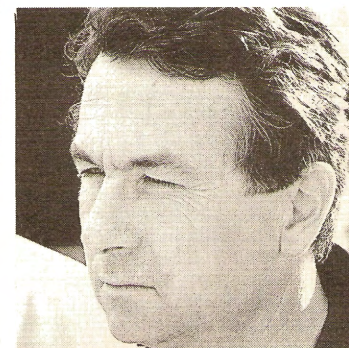
# Jewson doubles up

Jewson is to sponsor two cars in next year's Lucas British Formula 3 Championship.

The company's initial involvement with motor racing – backing David Brabham's Bowman Racing Ralt – has been highly successful, with six wins to date. The nationwide timber merchant is now doubling its input.

“Having two Team Jewson Motorsport cars in every race has considerable potential,” said Jewson marketing director Les Morrell. “It doubles Jewson's television exposure, promotional opportunities and the chances of a top result in each race.”

The drivers for these prized seats are to be announced next week.



Bob – caught out in rain.

# Wollek's escape

Bob Wollek's successful 1989 season took a dive at last weekend's Fuji Japanese Sports-Prototype race, when the Frenchman had a huge accident in a Joest racing Porsche 962.

Running on intermediate tyres on a damp track, Bob was leading the race when a downpour of monsoon proportions arrived. He lost control, slid off the road and rolled the Itala-backed car. He escaped serious injury, but had to climb out of the wrecked car through the passenger door.

## MOTORFAIR

An exclusive guide to Motor Sport Day at Motorfair will be included with next week's AUTOSPORT. At the last Earl's Court show, many manufacturers swapped production cars for the competition versions and again, this time, there will be an opportunity to see a host of sporting machinery. Included will be a McLaren Formula 1 car, sportscars from Jaguar and Toyota, plus race saloons and rally cars from Ford, Vauxhall, Mitsubishi, BMW and more. Motor Sport Day is on Tuesday, October 24, make the most of it with AUTOSPORT.

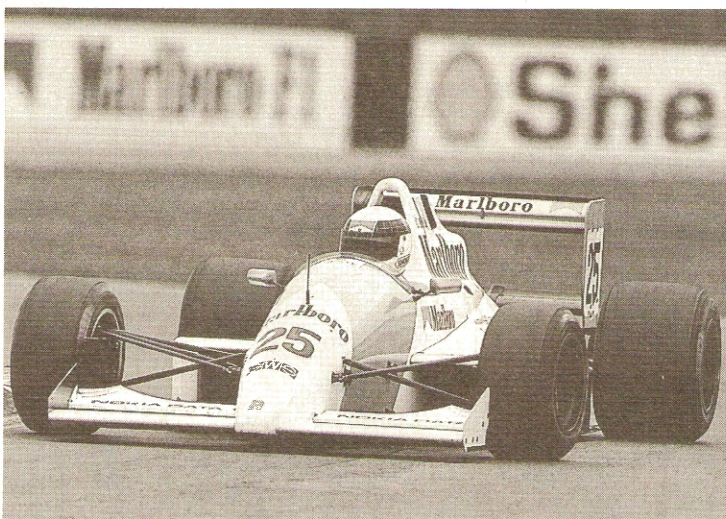
# McNish for F3000 challenge

Allan McNish is to step up to Formula 3000 at Dijon on October 22. The F3 frontrunner will replace JJ Lehto, who will be at the Japanese Grand Prix, Pacific confirmed on Monday.

The young Scot impressed the Pacific Racing team when he tested for the Norfolk-based outfit at Silverstone last Tuesday. He completed 80 laps of the Grand Prix circuit behind the wheel of a Reynard 89D, working down to a best time of 1m19.4s, an identical time to that set on the same day by regular F3000 pilot Eddie Irvine.

"We were trying quite a few things while Eddie was driving," commented team boss Keith Wiggins, "but Allan also did a fine job and we got around to experimenting a bit while he was out. He got to grips with it quickly and proved to be a constructive test driver.

"He set the best time fairly early on, and the encouraging thing was that he managed to repeat it later in the day on old rubber."



Allan McNish's fine testing performance has been rewarded with a ticket for F3000.

## Mazda's MX5 all-star Macau debut

The Macau Grand Prix meeting on November 28/29 will feature a unique supporting race for Mazda's MX-5 ('Miata') sports cars, each featuring a racing celebrity at the wheel.

To be called The Teddy Yip Mazda Race of Champions the race is to be contested over a dozen laps of the Guia street circuit. A sponsor for the race is being sought, but Yip - a local

businessman and former Theodore Formula 1 team owner - has said that he will guarantee the appearance of the 16 celebrity drivers.

Heading the field are former F1 World Champions Sir Jack Brabham, Denny Hulme and Alan Jones. From Indycar racing comes newly crowned champion Emerson Fittipaldi (himself a double F1 World Champion) while

the 'supporting cast' is made up of Al, Bobby and Robby Unser, Hans Herrmann, Innes Ireland, Stirling Moss and Roy Salvadori.

Bobby Rahal and former champion Parnelli Jones may also be included in the field.

The MX-5s are being prepared in Japan, and will be run on Bridgestone rubber.

## Ravaglia re-signs for Schnitzer BMW

Roberto Ravaglia has re-signed for the Schnitzer BMW team for 1990.

It will be the Venetian's sixth consecutive season driving for the Freilas-

sing-based team.

This weekend at Hockenheim Ravaglia has only to finish 11th to win the German Touring Car Championship.

If he is successful this will be Roberto's fourth consecutive major championship to add to his European titles of 1986 and '88 and his '87 WTC crown.

## Guest stars for GTCC

Jean-Louis Schlesser and Mauro Baldi will be contesting the final round of the German Touring Car Championship at Hockenheim this weekend. Both will be driving 2.5-litre Mercedes 190E-16s.

Schlesser will represent Snobek Racing while Baldi joins the AMG team for the weekend.

## NICOLO BIANCO

South Africa lost one of its most popular drivers when 30-year-old Nicolo Bianco died at the wheel of a Porsche 944 Turbo, while testing at the Killarney circuit near Cape Town.

Bianco, a successful attorney, started racing at the age of 18, driving a variety of Group 1 and modified Alfas, before moving to the Porsche Turbo Cup. He was contemplating a move to full time racing, and accompanied Sarel van de Merwe and Chris Aberdeen to the Le Mans Porsche Turbo Cup round earlier this year.

## Two-litre BTCC on the up

Interest in the new 2-litre class of the British Touring Car Championship is kindling slowly for next season's inaugural championship.

BMW has now announced its interest (see separate story) and, predictably, there is much talk of privateer M3s.

Of this year's M3 men Ian Forrest has confirmed he will contest the series; Ray Armes is keen to be involved, and is considering an M3.

Vauxhall is expected to return to the championship to defend its title (won at the weekend by John Cleland) probably with the Cavalier model.

Trident Motorsport is interested in running a Maserati Biturbo, while Jon Dooley is trying to work out how to squeeze enough power out of an Alfa twin-spark unit.

Others such as Jerry Mahony, have budgets which have yet to be committed.

Rally preparation firm R-E-D reports that it has been approached by two manufacturers, both new to the sport.

There have been rumours that Audi will be there, but spokesman Peter Newton has indicated that it is very unlikely.

## SuperVee looks ahead

SuperVee team owners and other interested parties met early last week to discuss the future of the Sports Car Club of America's Volkswagen-engined formula.

The meeting determined that there would be no changes to the formula for the 1990 championship but that European Formula 3 flat-bottom rules are under serious consideration for the 1991 season.

While this would open up the market for British manufacturers, there are major concerns among the SuperVee teams about the strength of carbon-based chassis in oval track-style head-on accidents (which often involve multiple impacts).

There is also a comparative lack of racing-related carbon chassis repair services in the USA at the present moment.

## BRIEFLY

■ The BRSCC's Racing Car Show at Olympia 2 will open to the public at 10am on Thursday, January 4, running through until 8pm on Sunday, January 7.

■ Christian Vanderpleyn has left his job as technical chief after only a short period with the troubled Rial team.

■ Julian Bailey demonstrated the Nissan R89C sports car at last weekend's Zandvoort club meeting.

■ Yokohama will be supplying the control tyres for this year's Macau F3 race. Unlike previous years, these will be radials, instead of crossplies.

■ An interested spectator at last weekend's Silverstone Finals Day was none other than Bernie Ecclestone. The FIA Vice-President (Promotional Affairs) was a guest of Silverstone chairman Tom Walkinshaw.

■ Alfa Romeo's racing chief Giorgio Pianta was in action at Monza over the weekend at the wheel of an Italian Touring Car Championship Alfa 75 Turbo Evoluzione run by the Giudici family.

■ German Michael Bartels was a surprise winner of last weekend's French Formula 3 race at Croix-en-Ternois. Bartels headed home French champion Jean-Marc Gounon and very impressive Class B runner Laurent Aiello.

■ Indycar driver Phil Krueger is continuing his recovery from his big accident at Michigan in August, and was recently allowed home after a long spell in hospital.

■ Despite the huge crash at San Antonio which left owner/driver Jeff Elghanyan with a broken leg, Marco Polo Motorsport is to continue its Ford RS200 IMSA GTO programme. The team plans to have two cars at Daytona next year.

■ With Allan McNish likely to be replacing JJ Lehto in the Pacific F3000 line-up at Dijon and Derek Higgins's Uniden money having run out, West Surrey Racing is likely to have a couple of vacancies for the Cellnet Superprix.

■ Jacques Isler has been confirmed as the winner of the Swiss Formula 3 Championship. This comes after the national sport commission had checked the fuel used by the four leading drivers.

■ Herbert Linge has been named as the manager of the German Porsche Cup for 1990. Roland Kussmaul and Jost Capito will be assistants in the running of the series for the new Porsche Carrera 2.

■ Chris Hodgetts looks likely to continue his association with JQF into the 1990 BTCC. Fina Unleaded support is not yet confirmed.

■ Trakstar's Malcolm Swetnam is heading for Germany next week to take a look at the German championship round at Hockenheim and assess the possibilities of running a pair of Sierras in the German Touring Car Championship next year.

■ Brodie Brittain Racing has completed a Group A Sierra for Hong Kong driver Eddie Lee. The car is destined for the InterTec race at Fuji (where Lee will share the car with Dave Brodie), Macau (where Brodie will drive) and Pattya in Thailand (where Lee will be at the helm).

# BMW GB plans Junior Team

BMW GB has announced plans to compete in the new 2-litre class of the 1990 BTCC. Prodrive will run a two car team of M3s again, supported by BMW Finance and Mobil.

The 1988 champion Frank Sytner

will drive the number one car, while the second M3 will be shared by a team of four promising juniors, who will each get three drives. A shortlist of youngsters will be drawn up (by a panel of team personnel, journalists

and drivers), and announced at Motorfair's Motorsport day on October 24.

A test session and interviews will follow at Silverstone on November 8, and the drivers announced at the Racing Car Show in January.

## Rouse and Trakstar – open warfare

Relations between the Trakstar and Andy Rouse Engineering teams deteriorated seriously at Silverstone over the weekend.

Points of contention can be loosely divided into driving tactics and eligibility problems.

Trakstar was "appalled" when no action was taken after incidents involving the Rouse-prepared cars of Laurence Bristow, Tim Harvey and Andy Rouse. Particularly as, at a special drivers' briefing on Saturday, warnings were issued about drivers' conduct. The complaints about driving, however, did not get to an official level.

The eligibility issues did, however, as Rouse protested Gravett's car on 16 separate points. The car was sealed at Silverstone and inspected at Trakstar's Long Crendon premises on Monday afternoon. According to Mike Smith ARE's list of complaints had been circulating before the race and, to clarify matters, Trakstar invited scrutineers to inspect the cars without prejudice on the Thursday prior to the event to examine if any of the complaints could be upheld.

The cars were given a clean bill of health then, and Mike is extremely confident that his cars are legal.

Andy explained that his protest was not designed to upset Trakstar, but because he wished to test the level of scrutineering, to know where he stands when building cars for next year's championship.



Trakstar versus Rouse; action both on and off the track.

### BRIEFLY

■ Roland Asch is leading a group of 11 European drivers to Kyalami to confront Sarel van de Merwe and his compatriots in a Porsche Turbo Cup International on November 25.

■ James Shead had a lucky escape from a big accident at Silverstone last week, at the wheel of Team Mako's Spice-Cosworth SE88C. The car spun at Stowe, cleared the gravel trap, and struck the tyre-wall with its right side. Shead broke the window with his helmet, but was unhurt. The tub was undamaged.



Malcher – Supertourisme Champion.

■ Jean-Pierre Malcher clinched the French Supertourisme title, with two races remaining, by finishing fourth at Ledenon recently. Driving a BMW M3 for the Pelras Competition team, Malcher has won three times so far, and finished in the points every time out.

■ South American single seater star, Willy Kissling is ending his longtime relationship with Oreste Berta. For the 1990 Sudam Formula 3 series, the veteran will race a Reynard, albeit one powered by a Renault engine, as his Berta Mk3 has been in recent seasons.

■ Marc Sonnery plans to contest the Barber Saab ProSeries in the USA in 1990. Having competed in the Formula Renault series for Elden through this season, the Franco/Swedish driver plans to have his racing exploits covered by Discovery Channel, an American cable Discovery Channel, and American cable network.

■ The plight of the world's whales was brought to the attention of the racing public at Silverstone last weekend. Both F3 driver Stephen Hepworth and brother Andrew, who was making his BTCC debut (see separate story) ran with the colours of the Whale Club of the World on their cars. This was as part of a campaign to highlight the continuing depletion of whale stocks.

■ Jan Nilsson has been formally declared the winner of the Swedish Formula 3 Championship. This pronouncement comes after the officials of Anderstorp decreed that he did not jump the start at their round of the national series on June 11.

■ The last Toyota Starlet race at Zandvoort was delayed for over an hour, when one of the competitors extracted himself from the queue of cars behind the pace car, overtook it and punted another car into the barriers. He then threatened the Clerk of the Course with a fire extinguisher, before fleeing into the arms of the police. No criminal charges ensued, but the culprit was fined 12,500 guilders and banned from racing for life.

## AUTOSPORT



0898 654314

International Racing Line

The AUTOSPORT International Racing Line returns on Monday, with results from the final round of the Indycar Championship at Laguna Seca, California.

0898 654315

National Racing Line

The National Racing Line, meanwhile, takes in the final rounds of the Formula 3, Firestone Production Saloon and P&O Formula Ford 1600 Championships from Thruxton.

Results from Thruxton will be on the line on Sunday evening, and a full preview will run on both lines from today (Thursday).

Calls are charged at 25p per minute (cheap rate) and 38p per minute (all other times).

## Brock's Bathurst fine

Peter Brock's Mobil 1 Racing Team has been fined \$5000 for what has been termed "a moral infringement" during the top 10 qualifying for the Toohey's 1000 touring car race at Bathurst.

He was fined by the generally low-profile Australian Touring Car Entrants' Association.

A short statement signed by the association's chairman Allan Moffat, said that although the Confederation

of Australian Motor Sport rules had been adhered to, the association deemed that there had been an infringement against the spirit of competition at Bathurst.

This is believed to relate to charges which were prepared against Brock at Bathurst, but not actually laid, in the light of a gentleman's agreement within the association that there would be no cheating and no protests.

## Dooley's BTCC return

Jon Dooley returned to the British Touring Car Championship at Silverstone last weekend at the wheel of one of Terry Drury's Sierras.

This was the first time Jon has raced any car other than an Alfa Romeo

(although an Alfa sticker did appear on the Sierra's nose).

TDR's third car was also in action in the hands of former Thundersports' S2000 and Fiesta man Andrew Hepworth.

## Dauer-Andretti deal off

Jochen Dauer's plans to run John Andretti in his Porsche 962 in the Mexican WS-PC race have fallen through.

Andretti drove a BFGoodrich-shod Dauer 962 at the Norisring in June,

and was due to repeat the arrangement in Mexico, with backing from the local BFG company. However, last week, the Mexican arm of the tyre company was sold recently, and Dauer was informed that his Andretti deal was off!



# Kankkunen signs for Lancia

Juha Kankkunen is to return to Lancia for 1990. The Finn has ended his contract with Toyota and will contest next year's world championship for the team that gave him both his World titles.

Lancia competition boss, Claudio Lombardi, announced his team for 1990 prior to the San Remo Rally confirming the programme for Miki Biasion, Didier Auriol and Kankkunen. Each will start a minimum of seven events but there is no 'equal opportunities' policy this time. "Maybe one or two drivers will be asked to drive extra events," confirmed Lombardi, who will decide the revised programmes after Greece.

The announcement finally ended

the team's links with Markku Alen, Mikael Ericsson and Jorge Recalde. "We wish Markku success and thank him for his contribution. Mikael came to us in difficult circumstances (replacing the late Henri Toivonen) but has matured this year and achieved very good results," said Lombardi. Of Kankkunen, he reflected: "I personally appreciate Kankkunen who I think is one of the best drivers in the world. It is important to have him back in the team."

Indeed, it seems that Kankkunen's importance might be more for his absence from Lancia's rivals than his presence in the Martini team. It is widely believed that Lancia might not have dominated the 1990 series if top

drivers were allowed to compete against the Italians.

Confirming that the team would contest all manufacturers rounds of the series (with Alex Fiorio joining the team for Argentina and Australia), Lombardi admitted that his programme would have to be modified should Sweden be included in the list. The full team will contest Monte Carlo, Portugal and Acropolis; Safari will see Fiorio replace Auriol in the third car, while Corsica will see just Auriol and Yves Loubet in Martini colours.

Lombardi also confirmed that his three drivers for the Lombard RAC Rally will be Alen, Ericsson and Auriol.



## Juha says why

Juha Kankkunen was reluctant to discuss his move to Lancia at first, but finally issued a statement to explain what has been seen as a break in a three year contract: "I was delighted after nearly 2 years with Toyota Team Europe to record my first World Championship win with the Celica GT-Four on the recent Australian Rally. It was a fitting reward for all the effort, energy and enthusiasm that has gone into the Celica project.

"My contract with TTE made provision for me to leave at the end of 1989. The decision to leave was not an easy one to make. I have enjoyed working with Ove Andersson and his enthusiastic team and we have all worked hard to fulfil the potential of the Celica.

"I believe that in 1990 my best chance of becoming World Champion for a third time is with the Martini Lancia team. Naturally I am looking forward to working with Claudio Lombardi and all my old friends in Italy again."

Privately, Kankkunen admitted that his decision had been made after the 1000 Lakes Rally – and another disappointing retirement – when Toyota had been unable to confirm the size of its programme for 1990. Despite suffering at the hands of political in-fighting during his first period of employment at Lancia, he seems happy to return and rumours of a £400,000 salary are currently rife.



**Mikael Ericsson is given the guided tour of his new car by Juha Kankkunen and Carlos Sainz. At the moment, only Sainz is confirmed as his 1990 team mate.**

## Toyota programme still undecided

Team Toyota Europe was forced to admit in Italy that it had lost the services of Juha Kankkunen for 1990. However, the Cologne team was unable to confirm its programme for the

forthcoming season as its team has not yet been finalised.

In Italy, Toyota would only reiterate that Carlos Sainz and Mikael Ericsson have signed contracts for 1990, but the

identity of the third driver remains secret. Kenneth Eriksson's name is continually linked with a return to favour but, equally, a move to Mitsubishi has also been predicted.

## Jolly Club Lancia for Droogmans

**Claudio Lombardi (right) cuts the celebratory cake with Jolly Club proprietor, Roberto Angiolini at the team's announcement before San Remo.**

Robert Droogmans is to join the Fina-backed Jolly Club in 1990. The Belgian who nearly snatched the European Championship from Lancia this season has switched from his Ford Sierra to the Delta Integrale as the Italians continue to buy up those who threaten their supremacy.

He will contest eight of the Co-efficient 20 Euro rounds next season plus the Lombard RAC Rally.

The Jolly Club expects to send Dario Cerrato to Monte Carlo, Portugal, Rally d'Italia, Costa Brava, Costa Smeralda and Ypres. Alex Fiorio is to drive for the team on Acropolis, 1000 Lakes, San Remo and RAC; Yves Loubet gets a Fina car for Costa Brava and Costa Smeralda and Piero Liatti will contest the Italian Championship for the team.

At present, the Jolly Club is not stating if it will run 8 or 16-valve Integrales.



## GMES trims its 1990 European Schedule

Next year's GM Euro Sport programme will be restricted to just four European rounds of the world series. Competition Director, Karl Mauer, recently detailed that the team would not be embarking on a major programme until the new car – still to be confirmed – is available.

Until such time that decisions are made about the exact programme and the car to be campaigned, a spokesman detailed that it is assumed that the GM Euro Sport team will retain the services of Malcolm Wilson, Sepp Haider and Mats Jonsson.

However, Wilson's name has already been listed as a possible second driver to Ari Vatanen in next year's Mitsubishi team (to be announced at Motorfair) if he is disenchanted with the reduced programme on offer from GM.

# RAC Rally set for class entry Alen named

The RAC MSA has received well over 200 entries for the Lombard RAC Rally. Only 190 places are available and a classic entry is assured.

Lancia is sending Didier Auriol, Mikael Ericsson and last year's winner, Markku Alen (although Miki Biasion is still expected to appear in

Britain for testing before the event) while Toyota has only nominated Juha Kankkunen and Carlos Sainz to join the British car for David Llewellyn. Mazda fields Timo Salonen and Hannu Mikkola but Mitsubishi has yet to nominate the driver who will support Ari Vatanen.

The British Ford drivers are joined by Franco Cunico while GM lines up Sepp Haider with Malcolm Wilson, Louise Aitken-Walker and Dave Metcalfe. Mats Jonsson is also on the list but stresses that his Colway Tyres shod Kadett GSi will be a strictly private entry.

Subaru has confirmed the appointment of Markku Alen as its driver for 1990. Although freely spoken about last week, the Japanese had yet to issue a statement about the Finn's role with Prodrive's new operation, Subaru Tecnica International.

Alen will drive for the team in both 1990 and 1991, campaigning the new Legacy RS (*Insight*, p42). The other drivers in the team will be named at the Lombard RAC Rally.

## Middleton steps up to Group A for Audi

Graham Middleton is to drive a full works Group A Celica on the forthcoming Audi Sport International Rally. The newly crowned AUTOSPORT National Rally Champion will be helping David Llewellyn's bid for the Shell Oils British title.

However, the deal to run the car was struck even before Middleton destroyed his Group N version on the Autoglass Tour.

"I am really looking forward to it," confirmed the Shropshire driver on Monday. "If you thought the car was

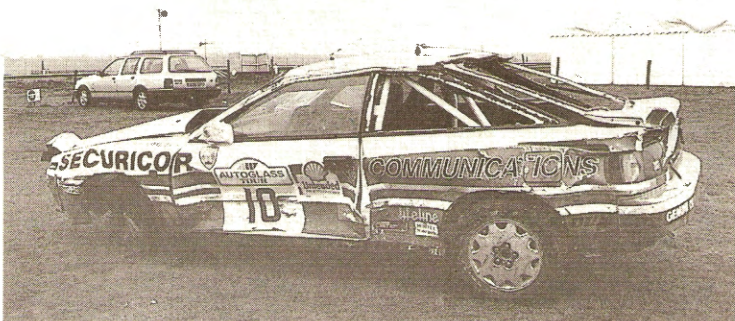
quick in Group N, you will be in for a shock with this one!"

The car in question is the one used by Llewellyn at the start of the season, replaced by a lighter version in time for the British Midland Ulster Rally in July. But Middleton is not promising that he will retain the car for next year's Shell series. "I intend to do the Open Championship in 1990, but I haven't decided what car to use. I'd like to move up to Group A though."

The entry list for the final Open round of the season was released this

week. The regular drivers are all present, joined by Timo Salonen and Franco Cunico in their Mazda and Ford respectively. However, although Jimmy McRae's entry in the Shell Sierra was made in good time, it was still too late for the seeding committee who had to meet the publishers deadline for the programme. Therefore, McRae will have number 117 on the side of his car, run in the correct position on the road, and be a near certainty for the 'best improvement on seeding' award...

The sad remains of Middleton's Group N Celica after its shunt at Snetterton.



### LEADING ENTRIES

- 1 Salonen/Silander ..... Mazda 323 Turbo
- 2 Wilson/Grindrod ..... Vauxhall Astra GT/E
- 3 Llewellyn/Short ..... Toyota Celica GT-Four
- 4 Cunico/Sghedoni ..... Ford RS Cosworth
- 5 Airikkala/McNamee ..... Mitsubishi Galant (N)
- 6 C McRae/Ringer ..... Ford RS Cosworth
- 7 Eriksson/Johansson ..... Peugeot 309GTI
- 8 Ferreyros/Moss ..... Lancia Delta Integrale (N)
- 9 Brookes/Wilson ..... Ford RS Cosworth
- 10 Lovell/Morgan ..... Ford RS Cosworth
- 11 Al Hajri/Bond ..... Ford RS Cosworth
- 12 Evans/Davies ..... Ford RS Cosworth
- 13 Aitken-Walker/Morgan ..... Vauxhall Astra GT/E
- 14 Metcalfe/Grist ..... Vauxhall Nova GT/E
- 15 Yamauchi/Meadows ..... Mitsubishi Galant
- 16 Wood/Patterson ..... Audi 90 Quattro
- 17 Middleton/Watkins ..... Toyota Celica GT-Four
- 18 Hill/Goff ..... Ford RS Cosworth (N)
- 19 Birkbeck/Kidd ..... Peugeot 205 GTI
- 20 Davison/Iba ..... Peugeot 205 Rallye (117 J McRae/Arthur ..... Ford RS Cosworth)

## Cash grant in Ireland

Irish rallying looks set to receive increased cash support from the government. Following a visit to the RIAC headquarters in Dublin, the Irish Minister for Sport, Frank Fahey TD, is expected to direct more funds to the sport, possibly as much as IR£25,000.

This year the Galway and Lakes events have had such backing, the latter set to close the Hewlett Packard series on a high. Both Russell Brookes and Mark Lovell are tipped to appear in their Andrews Sykes Sierras.

### BRIEFLY

■ Lancia's Valeo electronic clutch system may be seen only on a round of the Italian Championship this year. Future competition use looks uncertain.

■ Volkswagen has categorically denied rumours on the continent that Stig Blomqvist will drive the Rallye Golf G60 on next year's Portuguese Rally.

■ Lancia will retain its 8-valve Integrales for next year's Safari Rally.

■ Safety Devices will not run a team of its own on the RAC Rally, or on next year's Shell Open Championship, but will be free to assist other teams as required.

■ Walter Rohrl's name continues to be linked to a return to rallying, possibly in a German Championship programme for Mitsubishi.

■ Mikael Sundstrom won the penultimate round of Finland's Million Cup Rally series and now holds a four point lead over Sebastian Lindholm.

### BOBBY DONNER

We are sad to record the death of Bobby Donner. The Colorado Springs hillclimber was on a qualifying run for last weekend's Teller County Hillclimb when he struck a stag on the 7kms course. His open wheel race car was travelling at over 190kph and it is believed that 29-year-old Donner was killed instantly. Donner, and brother David, were front running drivers on the Pikes Peak event each year. Bobby the winner of this year's Open Wheel category with the Lee Dykstra-designed car, finishing just ahead of his brother and second to outright winner, Bobby Unser. To his family and friends, AUTOSPORT sends its sympathies.

## AUTOSPORT



## RALLY LINE

Our coverage of the Sanremo Rally finishes today (Thursday) with results from the fourth Etape, and the final positions.

There is no rally coverage this weekend, but we will be back on Saturday October 21 with results from the Audi Sport International, the decisive final round of the Shell Oils British Rally Championship.

The number you will need is:

# 0898 654316

Rally Line

Calls are charged at 25p per minute (cheap rate) and 38p per minute (all other times).



Michele Mouton poses with her Peugeot at the Nürburgring race track.

## Champions track takes shape

Michele Mouton has planned her two-lane Nurburgring track for December's Race of the Champions. The French ace is hard at work on her second event for the sport's aces where the eight World Champions will be joined by German title-holder, Sepp Haider and three 'best of the rest' drivers.

The 2.8kms course includes both gravel and asphalt sections, a water splash, a jump, chicanes and a bridge

to enable the cars to cross over the track while competing alongside each other!

Mouton has checked the course in her Peugeot 205 T16 and enthused that the course was the best yet devised. The event takes place on December 2/3 and will be contested as a knockout competition to decide this year's Champion of Champions. The winner of last year's inaugural event was Juha Kankkunen.

# Uniroyal pulls prodsaloon plug

Uniroyal Tyres has withdrawn its sponsorship from the BRDC and BRSCC's Production Saloon Car Championship.

The decision, made regretfully on Monday, ends a fruitful seven year term for the company, which brought the category out of the doldrums.

Uniroyal's communications manager Trevor Cooper has slammed both clubs, the undercover actions of which have driven one of national motorsport's best, and most sympathetic, sponsors out of the sport.

"We feel that it was a great discourtesy, on the part of the organising clubs, not to consult us - as 'sitting tenants' - either on their proposal to adopt International Group N regulations, or on their decision to proceed in this direction.

"It was as late as last week that we finally received a written proposal, confirming an outline proposal previously indicated only verbally by the BRSCC.

"In previous years, in discussion with both clubs, Uniroyal always asked for guidance as to what funding was required to further enhance the championship. The amount recommended was always provided.

"We are therefore surprised to see in the latest proposal a fivefold increase in the sponsorship requirement for 1990 (TV package extra), less than half being allocated to the prize fund. The balance was attributed to administration and promotion...

"We do not argue that the addition of a long-distance race, and sponsorship of the 24 Hour event would add to the fees currently paid. As sponsors we could not accept, though, that the bulk of the money would pass out of our control, or the proposal to hive off these races to another backer.

"Some may argue that we have had an undervalued package in the immediate past, but it should be remembered that the championship was worth nothing when we started.

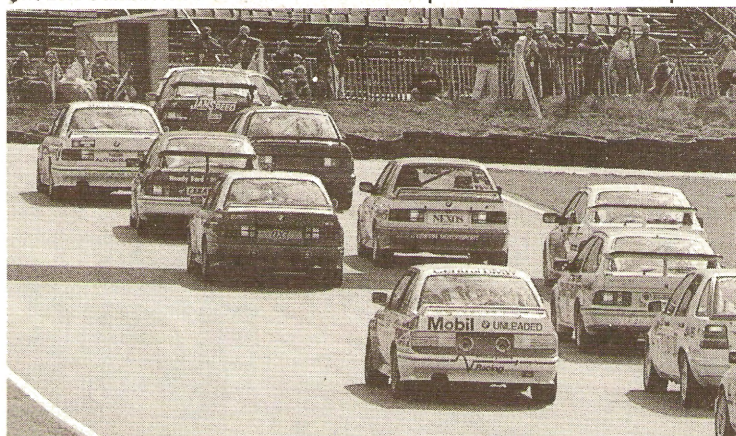
"The major proposal to change from standard road-type tyres to racing tyres could be complied with, but has a diminished value to us. One of the

original attractions to us was the chance to back a championship for cars in near showroom condition, as they relate directly to the viewing public.

"The demise of the Uniroyal, as seen in 1989, will reduce the opportunity for competitors to participate in this form of racing by 50 per cent. While, without doubt, drivers will be drawn to the new formula, we feel that many will be drawn downwards from championships under cost pressure, rather than from those areas from which we have drawn support.

"We foresee a cost escalation to competitors leading to smaller grids, which we view as a retrograde step."

**The BRDC and BRSCC must now look for a new sponsor for the move to Group N.**



**Alex - Irish supremo.**

## RIAC signs Sinclair

The Royal Irish Automobile Club has appointed Alex Sinclair as executive manager of its Motor Sport department, with effect from November 1.

Sinclair (37), succeeds Michael Mackey, who is retiring after six years in the position.

A past president of the Leinster MC, Sinclair brings 20 years' experience of event organisation. He will be centrally involved in administration, and responsible for implementing a planned development programme for the sport in Ireland.

## BRDC seeks Sportsmen

The BRDC is seeking the commitment of at least 20 entrants, to secure the future of its British Sportscar Championship.

While the club is eager to run the 'national C2-type' show for a third year, support and racing has been poor since its inception.

# Coulthard bags novice FF1600 double

Dunlop/AUTOSPORT 'Star of Tomorrow' champion David Coulthard added the P&O Ferries BARC Junior title to his haul at Thruxton on Sunday.

The young Scot's remarkable novice

FF1600 double reflects not only his outstanding ability, but also David Leslie Sr's superb preparation of the Team Eternit Van Diemen-Scholar RF89.

Coulthard's achievement continues the trend established by Paul Warwick in 1986, and mirrored by Derek Higgins and Kurt Luby over the past two seasons.

## Autron's Crosslés

Autron Enterprises has been appointed sole British and European distributor for Crossle's 70 series FF1600 and FF2000 cars.

Headed by double Formula Ford Festival winner Donald MacLeod, and John Davis (who was himself successful in Crossle FF1600 chassis), Autron also distributes Scholar engines and Staffs gearboxes.

Autron last week took delivery of its first 70F, in the latest short-nose 'European' trim. It will be run in this month's Festival, subject to finding a suitable driver, as a precursor to a full works-supported Senior and Junior FF1600 programme next year.

"The Crossle opportunity is an exciting one for Autron," enthuses MacLeod. "The potential of this car has been clearly shown in America and Ireland. The addition of this 'new shape' in the British championships should further heighten the rivalry among manufacturers."

Richard Peacock will continue his long association with John Crossle's marque, providing factory service for all pre-70 series models.

## Booth: to the Manor born

Former FF1600 and Formula 3 racer John Booth is to join the ranks of team owners in 1990.

'Butcher Booth', who has assisted his old sparring rival John Village's successful outfit this season, has sold

the family meat business and formed Manor Motorsport.

Plans are to run cars in Formula Ford 1600, Formula Renault or, perhaps, Formula Vauxhall Lotus initially.

## Gerard calls up Phillips

Niki Phillips made his Formula Renault debut at Thruxton on Sunday, the double Renault 5 Turbo Cup champion finishing fourth in Gerard Motorsport's Renault UK-entered Reynard.

The Ulsterman, who was an ace in FF1600 and FF2000 before he

switched to saloons, was unable to test the car, but enjoyed his outing.

Julian Gerard's team has undertaken to run two cars in Formula Renault UK next season, and will also pitch for a third successive Renault 5 Turbo crown with a three or four-car team.

## TLC's Festival bonuses

Racing insurance experts TL Clowes and Company have posted a prize fund of £3000 for the forthcoming Duckhams Formula Ford Festival at Brands Hatch.

Contingent on the competitor insuring with TLC for the duration of the event, the winner of the Grand Final will receive £2000. Otherwise, the

highest placed TLC customer in the top three will take home £1000.

A special award of £500, open to all, will be presented for the most outstanding drive of the Festival. At £450 for £3500 of cover over the entire weekend (excess £700), Tim Clowes' insurance package could prove to be an end-of-season bargain.



**Bernard - Abbey crunch.**

## Dolan's bump

Bernard Dolan spent Sunday night in Northampton Hospital, after a massive shunt destroyed his SDC Reynard in the Esso FF1600 final at Silverstone.

The Irishman touched wheels with Carlos da Rosa's Van Diemen as the leading pack jostled through Abbey. Bernard speared off the circuit into the barriers, sustaining concussion and severe bruising from the impact.

The rest of the race was run under double yellow flags as he received medical attention in the remains of the car.

# Forward gets fire power

Brands Hatch Leisure is attempting to breathe new life into its Formula Forward category for 1990.

Nelson Engine Services has worked in conjunction with BHL to produce new camshafts for the 2-litre Ford engine. These raise its maximum power from 130bhp at 5750rpm to 145bhp at 6500rpm, with much improved torque throughout the rev

range. David Sears Motorsport has, meanwhile, undertaken a programme of suspension development to balance the equation. Back-to-back tyre tests at Snetterton have shown no significant improvement over the current Brands Hatch-labelled Uniroyals.

Existing Formula Forward owners will be issued, free of charge, with the

cams, a revised electronic engine management system, and new suspension components, prior to next month's BBC Grandstand-supported winter series.

This specification will be standardised on all new cars supplied henceforth by Formula First Ltd. Next year's championship will be run over 16 rounds.



George - fly swatter?

## Polley power

Ford Anglia drivers George Polley and Glen Maskell are separated by one point as they enter this weekend's Dunlop Historic Saloon Car Championship finale at Snetterton.

Gerry Marshall may be a fly in leader Polley's ointment though, a rival having entered him in the ex-Phil Wight 'Anglebox'. Maskell may have an easier time in his class with his ex-Superspeed version.

Controversy over engine regulations in the Hot Rod world has, intriguingly, prompted former World Champion Polley to enter BHL's Winter Warmer Special Saloon series with his latest oval track Toyota Starlet.

Pukka doors and windows will go into the lightweight shell for the four-race promotion, together with the 1820cc David Rowe-built engine from the faithful old Anglia. Sounds like a formidable combination.

## Chris beaten at Brands

Formula Ford Champion of Brands Chris Goodwin suffered his first P&O series defeat since July, at the hands of Warren Hughes, on Sunday.

Contrary to initial reaction from rivals, his Minister engine was not protested after the decisive round on October 1. "I wish they had protested me," said Chris this week. "It would have cleared the air, and I could do with a rebuild before the Festival."

## High Rhodes

James Rhodes, who currently needs but one point to clinch the Cellnet Formula First title, is gearing up to contest the Grandstand Formula Forward winter series with Team Touraco.

Winner of nine First races this season, Rhodes took over Tim Sugden's seat in the works Tredaire Swift FF1600 at Silverstone last weekend.

Despite a baptism of fire (incidents thwarting his runs in testing, qualifying and the race), James is keen to forge a deal to compete in this month's Formula Ford Festival.

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## Bolsover king of Europe

Briton Martin Bolsover has won the Steigenberger International Supersports Championship with his unsponsored 5-litre McLaren-Chevrolet M6B.

Bolsover, RAC British Hillclimb champion in 1982-3-4 with Pilbeam chassis, narrowly outpointed unlimited class winner David Franklin (another ex-hillclimb ace), with his 6.2-litre Huntsman Garage M6B. Sweden's Gustaf Pettersson was third with his 2-litre Chevron-BMW B8.

Sponsored for the third year by the premier German hotel chain, the series has regularly attracted fields of over 40 Historic CanAm, Sports and GT cars.

Following the recent Nurburgring finale, Steigenberger's former McLaren M6-driving director Wolfgang Momberger presented the prizes

at a superb dinner party, during which Peter Beckhauser confirmed the company's backing for 1990.

Martin - Supersports champ.



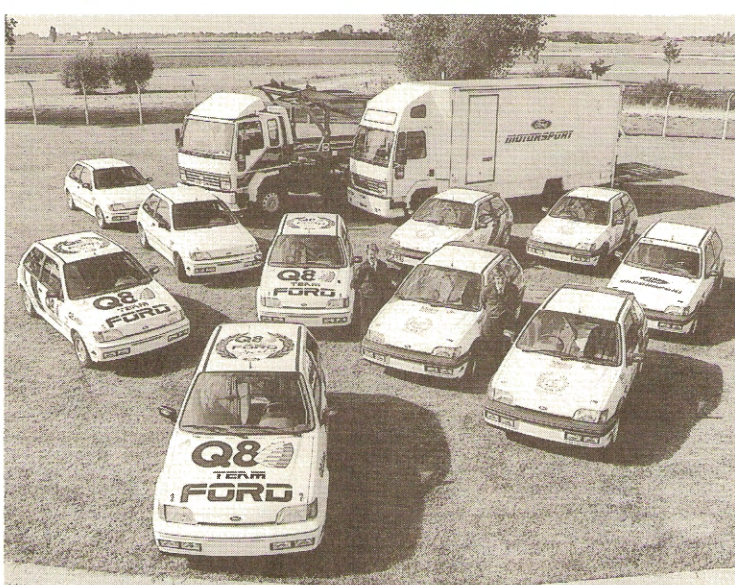
## Ward and Axisa crowned

Richard Ward and David Axisa seized the Pre-'57 and Pre-'65 crowns in a thrilling finale to the Classic Saloon Car Club's championships at Thruxton on Sunday.

Ward's Alfa Romeo Giulietta was dominant among the earlier cars, out-

pointing Robin Moore, while Axisa snatched a vital class victory to frustrate Les Nash and Alan Mills in the series for later models.

Next year, a Pre-'74 series should enhance the CSCC stable. Interest is already encouraging.



## Ford fleet hits the road

Stuart McCrudden, John Taylor and a fleet of the new Ford Fiesta XR2is have set off on an 11 nation tour as part of the Formula 1 Nations Cup driver appraisal programme. The regional winners will be invited to Boreham for the European Final on November 15. The overall winner will have a drive in a Benetton F1 car, the runner-up a shot in a Q8 Reynard F3000 car.

### BRIEFLY

■ The Irish Minister for Sport, Mr Frank Fahey TD, recently visited the RIAC at the invitation of Peter Jenkins, chairman of its Motor Sport Committee.

■ The superb conduct of Saturday's Weston Speed Trials deservedly earned the Burnham-on-Sea MC a special "Best Organiser" award from Warecrete's David Render, sponsor of the RAC British Sprint Championship.

■ MG Metro Turbo Challenge competitors were told, at Silverstone on Saturday, that the series will remain basically unchanged next season. The arrival of the Rover Group's Metro replacement model will not, after all, affect the series in 1990.

■ Mini Se7en driver Steve Martin scattered photographers and worried the scribes in Thruxton's press box by bouncing his machine off the top of the barriers just feet away on Sunday. Steve, unharmed, promised that he bears no grudge against motorsport journalists!

■ The outright special saloon lap record for the Brands Indy circuit, set jointly at 47.4s by Nick Whiting (3.4 Ford Escort-GA), and Rob Mason (2.0 Sunbeam Stiletto-FVC) in October 1977, was equalled by the on-form Alistair Fenwick in his 4.5 Skoda/Tiga-Rover/NCK S110R on Sunday.



Neil - F3000 run.

■ Formula Renault champion Neil Riddiford and Renault Elf UK Turbo Cup winner Niki Phillips will be among the drivers invited to try Gary Brabham's British F3000 series-winning Reynard F3000 car at Donington on October 25.

■ Jonathan Toulmin debuted his Lola T582 FF2000 chassis at Curborough on Sunday, but dropped the curious-looking device (one of only two built) into Trafford's Trench, to the detriment of its front suspension.

■ A non-championship Formula E race has been added to the Duckhams Formula Ford Festival programme. Prospective competitors should contact the BRSCC on (0474) 874445.

■ Terry Toye has bought a Ralt RT3 for his comeback on the West Country hills next season. Former partner Paul Trevaskis was also at Weston on Saturday, shopping for a new chassis.

■ Geoff Lake, a member of John Alcorn's Becsport Formula 3 team, stepped off the Silverstone pitwall directly into the path of Clubmans driver Allen Johns on Saturday. Lake was thrown over the Mallock, and hit his wing, but miraculously escaped with cuts and bruises. Johns, blameless but deeply shocked, immediately withdrew from the BRDC round.

# Fraser's First Time 'find'

Fraser Hill, from Wilmslow, Cheshire, has won First Time Racing's annual novice driver search competition.

The 22-year-old trainee estate agent from Wilmslow's prize is a sponsored entry in the forthcoming five-race Evening Standard Formula First Winter Series at Brands Hatch.

A dozen finalists (from over 300 entries) were invited to Blyton Park, an airfield near Gainsborough, Lincolnshire, on Saturday. Practical tests and interviews comprised the third and deciding round.

Each contestant's driving was assessed initially, by Kelvin Burt, in a

VW Golf GTI. Five flying laps of the specially laid-out circuit followed in a Formula First, chasing target times set by FTR's Brian Saunders.

Finally, they were called before a panel of journalists, where some of the aspirants displayed a startling lack of knowledge of the sport!

The selection of a winner was hammered out between twin panels of drivers/team managers and journalists. Conflicts arose, as Andy Wallace, Madgwick Motorsport's Robert Sygne, FTR's Formula Forward champion Mark Peters and Burt were not allowed to sit in on the interviews.

Conversely, AUTOSPORT's Bruce Jones, Mark Hughes of Motoring News, and Iain Robertson (representing Competition Car) were not invited to witness the driving.

Hill's speed, however, was so formidable – he equalled Saunders' best lap in very wet conditions – that he earned the ultimate vote. He looks to be a sure-fire race winner.

Of the others, Chris Longmore (brother of former Formula 3 racer Martin), and Gary Bolland were the most impressive in the interview room. Longmore may yet be seen racing this season.

## Boot boy!

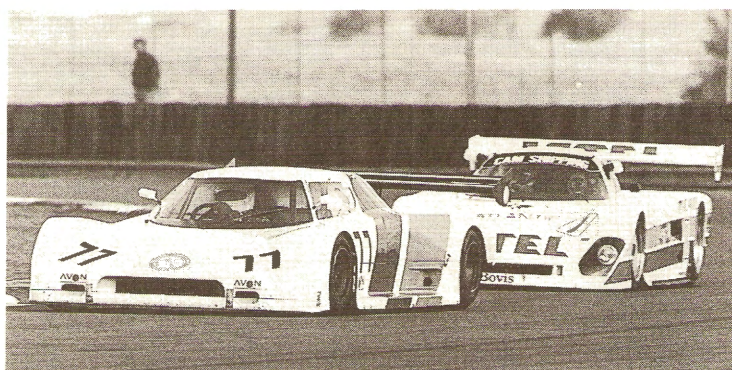
Barrie Williams made his Clubmans debut at Silverstone last weekend, and described the experience as "like racing a tight-fitting wellington boot!"

When the BMW engine in BRDC Sportscar partner Gerard MacQuillan's Chevron B31/36 ran its bearings in practice, Whizzo jumped at the offer of the Swiss-based driver's Mallock-Vauxhall Mk27SG for the 'Old Boys' Reunion' sprint race.

## Tin Flux

Ian Flux will race Abbott Racing's Minitech Ford Sierra Cosworth at Thruxton this weekend, following his second place in Sunday's Firestone round prodsaloon round at Brands.

Flux has a busy schedule ahead of him, with Pembrey and Oulton Park enduros, and a Japanese GpA outing in the Rays Racing BMW M3 lined up. His regular January trip to the USA with Lola is also on.



Swift FF1600 star Coyne put the cat among the pigeons with the hybrid 'Lancia'.

## Stratos upsets formbook

John Churchill's 'Lancia Stratos' GT car joined the Istel Spice SE89 on the front row of the grid for Sunday's BRDC British Sportscar Championship final, in the hands of Dave Coyne.

Coyne, who has assisted the Irishman with recent testing of the unique Argo JM19-based machine, was also quickest in the wet qualifying session by 4secs!

Powered by an F3000-spec Cosworth DFV, rather than the 3.3-litre DFL which Churchill uses in his company-sponsored GT championship, the car's performance certainly opened a few eyes.

Texaco Swift FF1600 driver Coyne has, of course, previously excelled in Helmut Bross' C2 Argo, and is testing Anglia Cars' new F3 chassis.

### BRIEFLY

■ Sharron Davies, the 1980 Olympic swimming silver medalist, presented the Budget Rent-A-Car championship race awards at Brands on Sunday.

■ Andy McBeath (Top Six Challenge) and Derek Mullis clinched the BARC SW Gurston Hillclimb championships on Sunday. A cracking final run by Barry Groombridge (Modus) seized FTD. Report next week.

■ Tony Marsh enlisted Simon Law and Gillian Fortescue-Thomas to share his March 792-based Rovercraft turbo at Weston and Curborough respectively last weekend. Plans are afoot for Law's Rovercraft concern to build a 4.5-litre V8 for it over the winter.

■ The all-conquering Istel Spice SE89 C2 car, which Tim Harvey and Laurence Bristow have campaigned so convincingly in the BRDC series, has been sold. Rival Andrew McAlpine is expected to pilot it next season.

■ Guernsey hillclimb ace John Robinson was a welcome visitor at the Weston Speed Trials, and guested in John Forsyth's Mallock Mk24 at Gurston Down on Sunday.

■ Former kartist Alvin Heaton has won the MGCC Modified Midget Championship, in the ex-Ray Grimes car, owned jointly by Tarporley Garage and Geoff Williams.



Lane – breaking in the Colt.

■ Fresh from setting a new course record in his Pilbeam-DFL last weekend, Roy Lane is set to debut Graham Galliers' Colt/BBR turbo-engined Pilbeam MP43 sportscar at the Lichfield sprint venue this Sunday.

■ "I've blown the egg whisk," quipped Mike Remnant, while surveying the supercharger damage which spoiled his annual Weston Speed Trials foray on Saturday. The Cornishman has re-engineered the ex-Ken Ayers/Martin Hill Lyncar beautifully this year, to take his self-developed Rover V8 engine.

■ Former triple champion Bob Higgins, Welshman David Davies and current title holder Gavin Wills can all win Castle Combe's RG Racewear FF1600 series in Saturday final round.

■ Barrie Giles took FTD in Saturday's MAC club sprint at Curborough in his splendid March-Rover 722. He is currently seeking a co-driver for next season's RAC Hillclimb series.

■ With their Argo-Rover/JE Motors JM8 hybrid now taking shape, Midlands speed eventers Mark Lawrence and John Fellows are planning to put its old Toyota engine in the ex-Maurizio Sandro Sala Reynard 853 chassis for use in next year's ARP Pre-87 Formula 3 circuit racing series.



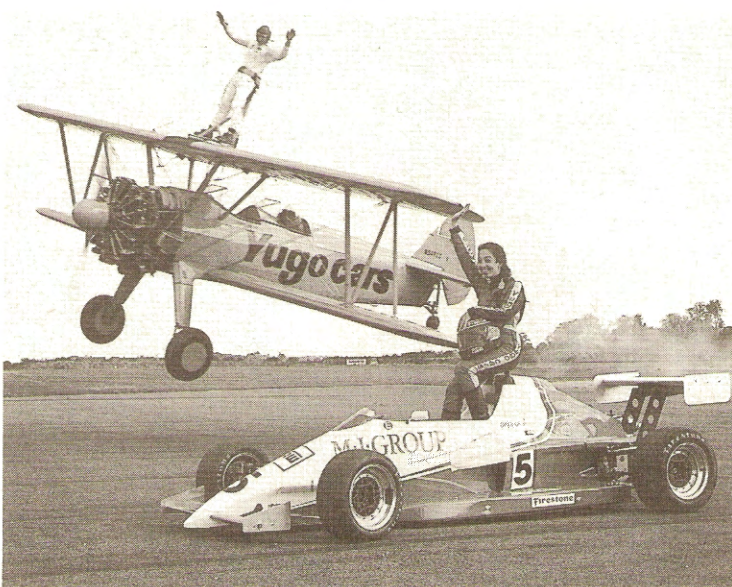
Deryk – Leader's champ again.

## Young guns

Deryk Young inched ahead of rivals James Slack and Graham Oates to seize his second British Sprint Leaders title in a grandstand finish at Weston-Super-Mare on Saturday.

Champion in 1986, aboard the Maryk Clubmans car now owned by Kevin Graham, Young overcame Mallock driver Richard Prosser with his Vision-BDA.

Wife Sue made it a family double by taking the Ladies' section of the Edwards Catering Company championship with the Icerite-supported car.



## Gino's sponsored walk

The Save The Children Fund benefited by £1000 after Gino Ussi took to the air on Yugo Cars Boeing Stearman biplane at Thruxton on Sunday. Gino earned the cash as the plane pulled loops and stall turns. While he was 'wingwalking', Helen Tempest, who normally occupies the aerial perch, had a run in Ussi's Mr Group Swift-Renault FR89 to complete the stunt.

## BRIEFLY

■ Sprinter extraordinaire Clive Bracey is to contest the full Warecrete schedule next season with the ex-Paul Burt Vision-Vauxhall V89 sportscar. His monstrous 7.6-litre Vebra-Chevrolet, usually wheeled out for the Brighton and Weston Speed Trials rounds, has greeted the news with renewed recalcitrance!

■ Julian Baldwin, brother of OED 1600cc Formula 3 champion Keith, has bought a March-Toyota 783 with which to join the family onslaught in TF3 next season. Keith has an 803.

■ Judging by their speed at Lydden, many of the current Hot Rods would bring a much-needed boost to special saloon racing on the circuits. Paul Grimer proved the point on Sunday, as George Polley and Robert Bridger did before him.

■ Newton Abbot Lotus Europa driver Andy Pegg clinched the Shell Oils/ASWMC Hillclimb Championship at Oddicombe on October 1, after a season-long battle with title defender Mike Brend (Caterham Super 7).

■ Cromwell Steels sponsored John Burton and John Opie for the first time at last weekend's Weston Speed Trials. The chassis of their AVA RS sportscar is fabricated from the company's '3CR12' lightweight stainless steel.



Perrett - double champion.

■ Martin Perrett retained his Esso Metro Challenge title at Silverstone on Sunday. Peter Baldwin's championship hopes faltered, when he slid off at Copse and died when his engine blew, after he had taken 1.5secs off the lap record, during his recovery drive.

■ The HSA's annual prizegiving and winter 'get together' has been brought forward to Sunday, December 10.

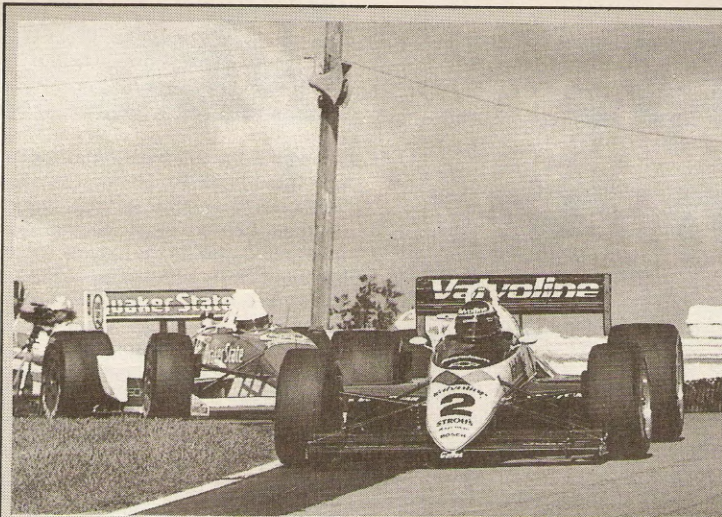
## COLIN AYRES

We regret to record the tragic death, on September 29, of Minicross eligibility scrutineer Colin Ayres (40). He was knocked down while trying to raise assistance when his car broke down en route to Snetterton.

Colin started autocrossing in 1971, with a Ford-engined Mini Special, and tried his hand at stage rallies, sprints and autotests before discovering the Minicross formula.

A respected official at race meetings and speed events, he was a popular figure in the paddocks. On more than one occasion, having failed a car at scrutineering, Colin was later found helping the driver to sort the problem.

AUTOSPORT offers its sincere condolences to his family, friends, and colleagues at Thruxton, where he prepared cars for the racing school.



## INTERNATIONAL RACING

## OCT 15, LAGUNA SECA (USA)

CART/PPG Indycars; HFC American Racing Series.

*Emerson Fittipaldi may have wrapped up the championship, but there is still plenty to race for.*

## OCT 15, HOCKENHEIM (D)

German Touring Car Championship; German F3 Championship; German Opel Lotus Championship.

*Roberto Ravaglia leads the Touring Car Championship.*

## OCT 15, MISANO (I)

FIA Internations Cup

*The cream of European F3 - minus the British series competitors - meets to fight for a Superlicence.*

## OCT 15, MONTLHERY (F)

French Super Tourisme Championship.

*More action from the French Super Saloons.*

## OCT 15, LAGUNA SECA (USA)

IMSA GTO/GTU Championship.

*Wally Dallenbach Jr leads the championship by just 2pts from Pete Halsmer. Jean Alesi debuts Ferrari's GTO.*

## OCT 15, HEARTLAND (USA)

Toyota Atlantic Pacific/Atlantic Divisions.

*The Pacific and Atlantic Divisions meet at Heartland for an East v West event.*

## NATIONAL RACING

## OCT 14, CASTLE COMBE (nr Chippenham, Wilts)

RG Racewear FF1600s; Special GTs; Toyota F3s; Ford Credit Fiestas; Alfa Romeos; OCC Caterham Sevens. Practice: 0900; Racing: 1300.

Admission: £4.00; Children, £1.50.

*The RG Racewear FF1600s, Castle Combe's local Formula Ford series reaches its climax at this the final round of the year. Bob Higgins, David Davies and Gavin Wills are all in with a shout so may the best man win.*

## OCT 14, OULTON PARK (nr Tarporley, Cheshire)

BARC FF2000s; BARC '74-'79 FF1600s; 1275GT Centre Sports/Saloons; P&O Champion of Oulton FF1600s; Cellnet Formula Firsts; St Helens XR2/3; Wilky BCV8s.

Practice: 0845; Racing: 1300.

Admission: £5.00; Children, free.

*James Rhodes is just 1pt away from taking the Cellnet Formula First Championship, can he clinch it at Oulton?*

## OCT 15, DONINGTON PARK (nr Castle Donington, Leics)

Thundersaloons; RAC FF1600s; Austin Heales; Modified Road Saloons; Formula Libre; Historic F3s; BMWs.

Practice: 0900; Racing: 1315.

Admission: £7.00; Children: free.

*With a question mark over the appearance of Bernard Dolan, following his Silverstone crash, Niko Palhares could take the RAC FF1600 title.*

## OCT 15, INGLISTON (nr Edinburgh, Mid Lothian)

Shell Junior/Senior FF1600s; Sports Cars; Historics; Modified Road Cars.

Practice: 0900; Racing: 1345.

Admission: £4.50; Children, free.

*Historics are the main attraction at Ingliston's last meeting of the year. Star of the show is the awesome 8-litre Barnato Hassan Bentley single seater, the car credited with the official Brooklands lap record.*

## OCT 14/15, LYDDEN (nr Canterbury, Kent)

Truckspeed - two days of racing.

Practice: 1130 (Sat), 1230 (Sun); Racing: 1300 (Sat), 1330 (Sun).

Admission: £4.00 (Sat), £5.00 (Sun),

Children, free.

*Truck racing comes to Lydden with races run to a Rallycross style format ie 4-5 trucks in each race which equates to a massive 36 races.*

## OCT 15, THRUXTON (nr Andover, Wilts)

Lucas British F3 Championship; Firestone Production Saloons; P&O Junior FF1600s; Pre-'83 FF2000s; Agip MGs.

Practice: 0905; Racing: 1400.

Admission: £5.00; Children, 50p.

*Although David Brabham won the penultimate F3 race at Silverstone, Allan McNish still leads the championship. Everything hinges on this last race.*

## OCT 15, SNETTERTON (nr Thetford, Norfolk)

P&O Champion of Snetterton FF1600s; Multisports; BRSCC Super Road Saloons; Modified Porsches; Sports 2000s; Mita Renault 5s; Special GTs; Dunlop Historic Saloons.

Practice: 0900; Racing: 1330.

Admission: £5.00; Children, free.

*The final round of the Champion of Snetterton FF1600 series should see Ian McArdell clinch the title*

Secretaries of Meetings are requested to forward full details of spectator events (including entry lists, starting times and admission prices) to Steve Bennett, AUTOSPORT, Haymarket Magazines Ltd, 60 Waldegrave Road, Teddington, Middlesex TW11 8LG. Preview must reach the Editorial Office by the Thursday prior to publication date.

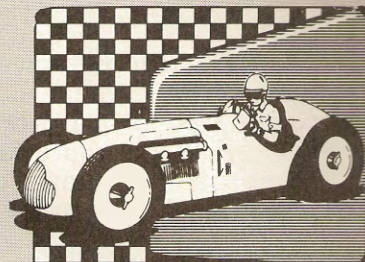
## OFF TRACK SPORT

## OCT 15, CURBOROUGH (nr Lichfield, Staffs)

HSA Alan Payne Memorial Sprint.

Practice: 0930; First runs: 1400.

*With Nigel Bigwood a non-entry after last week's shunt, FTD should go between Ray Rowan, David Render and Barry Goode.*



## ON TV

## BBC 1

**Saturday, Oct 14:** 1235, Grandstand - Mobil 1 Rally Challenge, 'Made for TV' Rally Series.

## BBC 2

**Thursday, Oct 12:** 2030, Top Gear - Tony Mason and Louise Aitkin-Walker meet Rally Quest winner, Liz Jeffries and see how she's building up to the Lombard RAC Rally.

## LWT

**Saturday, Oct 14:** 0230, International Rallying.

**Monday, Oct 16:** 0235, Indycar World Series.

## TVS

**Saturday, Oct 14:** 1230, TVS Karting Superprix.

## SCREENSPORT

**Thursday, Oct 12:** 0700, Powersports International; 1000, International F3000 from Spa; 1200, Rallying - Ivory Coast; 1300, International F3000 from Le Mans. **Friday, Oct 13:** 0730, Powersports International; 1800, NASCAR-Oakwood Homes 500.

**Saturday, Oct 14:** 0930, NASCAR - Oakwood Homes 500; 1500, Rallying Ivory Coast; 1700, Drag Racing; 1800, Powersports International.

**Sunday, Oct 15:** 0415, NASCAR - Oakwood Homes 500; 0930, Drag Racing; 1305, International F3000 from Le Mans; 2000, Rallying - Ivory Coast; 2300, NASCAR - Oakwood Homes 500.

**Monday, Oct 16:** 1100, Powersports International; 1200, NASCAR - Oakwood Homes 500; 1400, Drag Racing; 1600, Rallying - Ivory Coast.

**Tuesday, Oct 17:** 0900, Rallying - Ivory Coast; 1400, Powersports International; 1500, International F3000 from Le Mans.

**Wednesday, Oct 18:** 1200, Drag Racing; 1500, Powersports International; 2130, European Rallycross from Germany.

## EUROSPORT

**Thursday, Oct 12:** 1800, Mobil Motor Sport News; 2200, Indycar World Series.

**Friday, Oct 13:** 2000, F1 The Season So Far.

**Saturday, Oct 14:** Tooheys 1000 from Bathurst.

**Monday, Oct 16:** 2000, International Motorsport.

# Overseas investment

This week's San Remo qualifier for the World Rally Championship underlines the continuing switch to the new generation of rally drivers. The Scandinavian establishment's dominance has gradually been eroded in recent years, so that today's stars are more likely to have been born and bred in southern Europe.

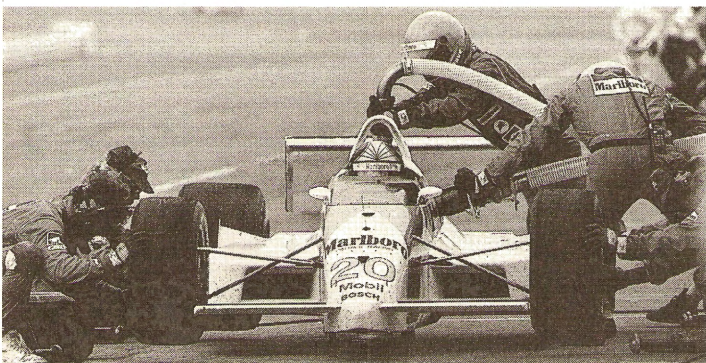
A key factor in this change of emphasis to junior personalities was the adoption of the Group A regulations. Team managers shied away from putting youngsters in Group B cars, but after a couple of years of 'production' machinery, new talent is forcing its way through to the top.

We do not suggest for a moment that the Finns have had their day – the forthcoming RAC Rally must surely see them dominate – but manufacturers are becoming increasingly aware of the marketing benefits available from hiring national drivers.

Lancia provides the firmest evidence for this theory, its works team in Italy this week depending on talent from Italy and France. Miki Biasion, the World Champion elect, is a product of Lancia's own carefully established programmes which utilise not only home events, but internationals.

That Britain still only boasts one winner of a World Championship event (Roger Clark in 1976) is a disgrace, but there has never been the necessary long-term commitment from any manufacturer for such a scheme to yield any benefits.

It is promising, therefore, to reflect on the increasing awareness that General Motors executives have of motorsport. Policy decisions over the last couple of seasons have firmly laid the foundations for a scheme similar to that which has worked so effectively for Lancia, offering drivers international experience and building for the future. The Vauxhall/Opel supercar for rallying may still be in the distance, but already GM Euro Sport has a plan aimed at gathering experience of World Championship events with real opportunities for British drivers. If GM sustains this development, then our own youngsters may yet find a way to join the revolution.



## NEXT WEEK

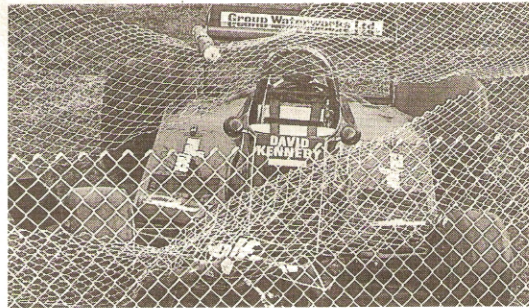
Colour coverage of the Laguna Seca CART/PPG Indycar race – A full report of the World Championship Rally round: the San Remo Rally – British F3: the final round, from Thruxton – Internations Cup: European F3 trophy race from Misano – Colour track test of Porsche's Indycar – Official guide to the Motorfair at Earls Court \*

\* Items correct at time of going to press.

# 10

Ten years ago this week (AUTOSPORT, October 11, 1979), Danny Ongais's first track test of Porsche's turbo-charged flat-six 'Indy' engine was awaited eagerly by the Indycar establishment. The flat-six unit was installed initially in a modified Parnelli chassis. Ted Field's Interscope team (to be announced as a partner in the project) was building its own radical car around the engine, meanwhile.

Tony Cicale, the brilliant aerodynamicist who plays a key role in Porsche's current CART programme, was commissioned by Count van der Straten to evolve a new



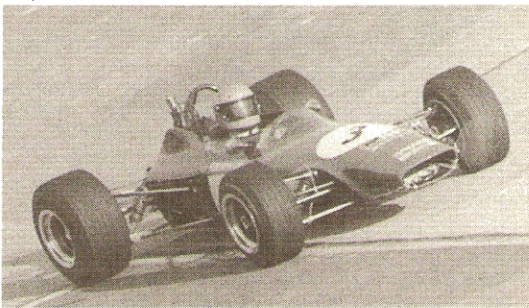
'ground effect' package for Team VDS's CanAm cars. Former driver Cicale had proven his theories on his superb CanAm evolution of the Ralt RT1 theme, which featured all-enveloping bodywork.

Gilles Villeneuve won the season's final Formula 1 GP at Watkins Glen for Ferrari. Rupert Keegan, meanwhile, snatched the Aurora AFX crown from David Kennedy (who finished in the catch fencing – pictured) and Emilio de Villota at Silverstone. Gordon Smiley stormed to victory in the works Surtees TS20.

# 20

Twenty years ago this week (AUTOSPORT, October 9, 1969), Jochen Rindt scored a memorable maiden Grand Prix victory, for Gold Leaf Team Lotus, at Watkins Glen. The Austrian's win boosted morale in the team, for Graham Hill sustained serious leg injuries when he was flung from the other 49. Following a spin, Graham had bump started the car, but was unable to fasten his safety harness.

Piers Courage drove Frank Williams's Brabham BT26 brilliantly to second place, split from Jack Brabham's works version by the BRM of John Surtees.



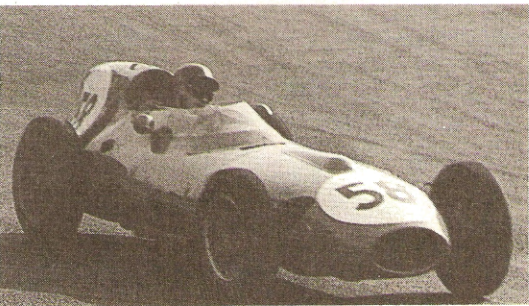
Emerson Fittipaldi dominated the F3 Coupe du Salon at Montlhéry with his Jim Russell-entered Lotus 59. Ronnie Peterson's second outing in the March 693 ended disastrously, when it overturned and caught fire. Tim Schenken (pictured) chased hard but retired ultimately.

The new Barcelona 12 Hours sports car event ended in triumph for locals Paco Godia and Juan Fernandez in their Escuderia Montjuich Porsche 908 Spyder. David Piper and Chris Craft were runners-up in the Alain de Cadenet-run similar machine.

# 30

Thirty years ago this week (AUTOSPORT, October 9, 1959), John Bolster visited the first of the autumn's important motor shows, the Paris Salon. Chevrolet's Corvair caught his eye for its bold engineering – all-independent suspension, rear-mounted air-cooled flat-six engine, shapely pressed steel bodyshell – while Ferrari's 250SWB demanded his gaze for its sheer beauty.

Britain's Aston Martin DB4 earned a rapturous reception, and the Sunbeam Alpine was well received, while the Renault Dauphine-based Alpine and sleek Fiat Abarth Spyder attracted much attention.



The domestic club racing season reached an exciting climax at Brands Hatch and Silverstone. David Piper (F1 Lotus 16) won the Brands Formula Libre scrap (pictured), after a huge dust-up with Mike McKee in Jim Russell's F2 Cooper. Touring and sports car honours were scooped by Graham Hill, in Austin A35 and Lotus 17 respectively.

John Fenning (Cooper-JAP) beat John Parker and Albert Rodgie in a 500cc race of attrition at Silverstone, and doubled-up by beating F2 opposition in the five-lap handicap.

## Matter of haste

I feel so incensed by the injustice of FISA's increasingly autocratic and inconsistent interpretation of their own rules.

Don't misunderstand my motives; I don't defend what Mansell did. He contravened one of the most serious regulations in the book, and he deserved to be punished. However, Mansell has the right to have his appeal heard.

If FISA can convene a hearing quickly to ban him, they could have convened another hearing just as quickly to hear his appeal, if it had wanted to.

It is decisions such as this that are eroding public interest in, and support of, this sport.

LINDA HOYLE  
WOTTON-UNDER-EDGE, GLOS

## Autoglass-nost

Our thanks to everyone involved in the Autoglass Tour. Without your help and good spirits, we could not have enjoyed one of the very best weeks of our lives.

Before it began, we applauded the concept but were disappointed that more drivers did not support the return of a fundamentally good idea, given a fresh new face.

The atmosphere was of a club, with all those involved - from crews and service personnel to organisers, marshals and even Stewards - enjoying a long and arduous event.

Some drivers were sceptical before the start, but were easily converted. The format will need fine tuning but is basically sound, mixing all elements of motor sport in one week.

ROBIN BRADFORD,  
GARY CHAMPION  
AUTOGLASS TOUR  
COMMENTATORS

## Bad timing

There has been recent speculation in the Scottish press regarding the possibility of the introduction of two separate time zones for Scotland and England.

Alas, some of our officials seem to have anticipated the introduction of such a scheme with the result that the rescue unit crew for the Strathclyde

Park test on the Autoglass Tour was given incorrect information regarding the due time of the first car. The cancellation of the test was the result of this cross-border communications breakdown.

The implication in your Tour report that the rescue unit crew were not interested in turning up for 25 cars is hurtful to the reputation of the Scottish Motorsport Marshals Club and I am happy to have the opportunity of putting the record straight.

JONATHAN LORD  
REGIONAL ORGANISER  
(SCOTLAND)  
AUTOGLASS TOUR

## Ad nauseam

Having delayed coverage of the Spanish GP to show the Dunhill Masters golf tournament last Sunday, how can the BBC justify cancelling its Bathurst coverage on the grounds of 'advertising rules' infringements?

This does not mean that in-car cameras were used to extol the virtues of cigarettes, nor that commentators harped on endlessly about the teams' sponsors, but that a handful of the cars were (whisper it) glimpsed in tobacco company liveries during the race.

Using this new rule of thumb, the only Grands Prix we will be able to watch will be Germany and Great Britain. However, the up-side is surely that we will not have to suffer endless hours of crashingly tedious snooker from next week's Rothmans Grand Prix.

DON POINTON  
READING, BERKS

*The BBC has pointed out that cigarette advertising was not the only reason for its decision, but we do take your point - Ed.*

## First on film

Contrary to popular misconception, the first attempt at providing live television pictures from a competing car during a race was not made in 1979 in either Australia (*Insight*, November 24, 1988) or the USA (*Then As Now?*, September 28.)

In July 1968 the BBC claimed a world's first when it fitted experimental camera and transmitter equipment into a Mini-Cooper S for a TEAC



The BBC considers cigarette advertising to be a real fag...

meeting at Lydden Hill. Richard Ferris drove the camera car to second place in both his heat and the final of the Wills Trophy race for saloons up to 1300cc.

DAVID COLE  
OAKHAM, LEICS

## Answers please

Following our recent visit to Estoril, we would like real answers to these questions:

1 Why are there more grandstand tickets sold than actual seats available?

2 In the aftermath of the Hillsborough disaster, why are gangways and exits totally blocked by spectators?

3 Why are there only two entry-exit turnstiles to the entire main grandstand, resulting in a frightening push and shove session?

4 Who authorises security staff to take cash in return for admittance to an already grossly over crowded grandstand?

5 In a grandstand containing 4000-5000 people, why is there only one flooded, stinking toilet block?

6 Why on Friday morning (with pre-qualifying starting at 8am) did the

ticket office fail to open until 9am?

7 In the hi-tech world of F1 why can't the paying public not be kept informed by a scoreboard and an audible PA system?

We would like to add that we, on the whole, enjoy the spectacle of the Portuguese Grand Prix as it usually provides a very competitive and controversial race. However if conditions are not improved dramatically, we will certainly not be making a fourth visit to Estoril.

DMCATERE  
MCBENTLEY  
READING, BERKS

## Chop, chop

In consideration of this being the bicentennial of the French Revolution, I understood that democracy now reigned in France and that arrogance, pomposity and demagogue dictatorial one-man decisions had been rid by prolific use of the guillotine.

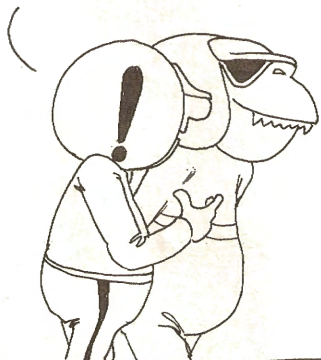
In view of the recent events following the Portuguese GP, it would seem *glasnost* is not prevailing in Paris even now.

R BUNTING  
HARROW, MIDDLESEX

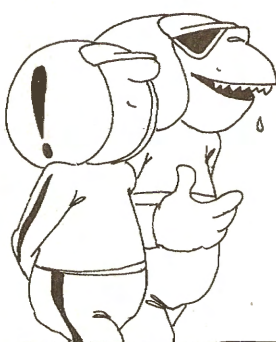
## CATCHPOLE

By BARRY FOLEY

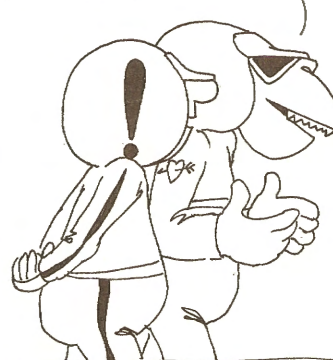
WHAT HAPPENED AT THE APPEAL - DID THEY ACCEPT HIS STORY OF THE BLACK FLAG? - DID THEY BELIEVE?



OH YES, THEY BELIEVED - EVERYONE OF THEM. SOME OF THEM BELIEVED HE WAS TELLING THE TRUTH....



... SOME BELIEVED HE WAS LYING, AND ALL OF THEM BELIEVED THEY'D PUT THE DECISION OFF.



FOLEY





## The black flag gang

When in doubt, play safe. It wasn't with any great surprise that we learned last week of the FIA Court of Appeal's postponement of any decision on the Estoril affair. Yet again, 'motor racing's powers-that-should-be appear to have backed themselves into a corner.

Into a gravel trap would be nearer the mark, actually, for this is no longer the relatively straightforward matter it seemed at first. If the implications are serious for Nigel Mansell, they are potentially far more than that for Alain Prost and Ayrton Senna; it is not beyond the bounds of possibility that the FIA court's final decision could have a direct bearing on the outcome of the World Championship – in which Mansell is not involved. The three-man court is due to meet again on October 27, five days after the Japanese Grand Prix.

Interesting, the timing here. Mansell has suggested that he "may have to consider his future in Formula 1" should the court find against him and fail to clear his name. In essence, he is saying, his honour has been impugned by the suggestion that he lied to the stewards in saying he never saw the black flag. But by the time the court reconvenes, he will presumably have made his return, at Suzuka. So that particular ice will have been broken.

In F1 terms, the fine is nickels and dimes, a couple of hundred quid or so to you or me: a reduction of it would be window-dressing. No, to be seen genuinely to uphold Mansell's appeal, the court would need to rescind the one-race ban on him. But as this has already taken effect, at Jerez, to give it meaning would entail declaring the race null and void as a World Championship round.

And here's the rub: Senna went and won in Spain, thereby keeping a flickering light under his championship chances – and snuffing out FISA's hopes of a tidy solution. To retain his title Ayrton must now win the last two races, in Japan and Australia. Nothing less will do. And if the FIA court finds for Mansell, in two weeks' time, the points from Spain will be worthless, Prost automatically World Champion.

Hence the governing body's predicament; for the outcome of the championship to be settled – perhaps even *changed* – by a blazer collection in Paris would necessarily disfigure the sport's already pock-marked credibility.

If Senna fails to win at Suzuka, for whatever reason, Prost will be champion, in which case a few days later the FIA court could, if it so decided, uphold Mansell's appeal with impunity, scratch the Spanish race without affecting the championship.

But if Senna wins in Japan, the battle with Prost goes to the final race, in Adelaide – 10 days after the court is due to reconvene. In the event of that

scenario, a further postponement might just be on the cards. If not, Mansell's chances of a favourable verdict look slim.

Nigel does not dispute that, by reversing his car in the pit lane during a tyre change, he broke the rules, nor that he three times passed the black flag. But he contends he failed to obey the stewards only because he failed to see their flag. And, further, he is appealing against the imposition of the punishment – widely considered fatuously severe – without being granted the opportunity to put his case.

Thus far, the entire matter has been an anthem to mismanagement. FISA appeared to look upon the Iberian races as a week of fund-raising, but why did they have to go so much further with the Mansell incident? It must have broken Senna's heart to substantiate Nigel's story by admitting that he, too, never saw a black flag, despite being better positioned to do so, but did Jean-Marie Balestre know of this before announcing the stewards' recommendation to FISA that Mansell be banned? If not, why not? And if so, why was it not taken into account?

### ROSBERG: "For a World Champion, what Ayrton did was scandalous"

Little more than a day elapsed before FISA confirmed the fine and the ban. In that time the governing body had contrived to assemble the necessary delegates, and get their agreement. No surprise here: anyone who saw Balestre in action at the Estoril press conference had little doubt that the black flag would be followed by the black cap. But it would have been nice if the man on trial had been given the chance to speak.

Mansell's appeal should have been heard on Thursday, September 28, the day of his press conference in the Jerez paddock – indeed, when he gave it Nigel understood that still to be the case. But later in the afternoon came the announcement from Paris that the hearing had been postponed; it wasn't possible to get an FIA Court of Appeal set up at such short notice. Amazing, in light of FISA's agility earlier in the week.

Out of the window now was FISA's last, and only, opportunity of being seen to do the right thing. By putting off the appeal until after the Spanish Grand Prix the governing body put the status of the race into question, amplified the significance of a decision which would have to be taken sooner or later. Why was Mansell not allowed at least to run in Spain (where his chances were, to say the least, highly rated), pending the hearing?

The following day Senna gave us his version of the black flag two-step. Gregor Foitek's shattered Rial may have stopped qualifying at Jerez, but it didn't stop Ayrton. The Brazilian this time saw the black flag, and admitted it – how could he do else, when he passed no fewer than eight in the course of a hot lap which no mere official was going to interrupt?

Whatever, I said to Keke Rosberg, will the Stewards do to him? And Keke figured he would get the same as Mansell. "After what they did last weekend," he said, "they have to do at least as much to Senna; fine him 50 grand, tell him to go home. And that would be lenient, in the circumstances – after all, Nigel didn't do anything dangerous. For a World Champion, what Ayrton just did was scandalous..."

We held our breath, then wondered why. The stewards came down on Senna like a ton of feathers; a fine of \$20,000 and that was it. Ayrton, who bet Ron Dennis five grand he couldn't eat a bowl of chillis in Mexico, found he could afford it. But the incident seemed like curious behaviour from a man who, earlier in the week, had accused Mansell of "suicide driving".

"How could they ban him?" another driver murmured. "That would be the end of the World Championship." A real wicked cynic, this fellow.

"Well," Rosberg said, "now Senna can refine the process a bit further. In future he can turn up, pay 40 grand to the organisers in advance, and buy himself a clear lap on each qualifying day!" He was joking, but he wasn't really. The running of F1, we soberly concluded, was in a dismal state.

Question: when is ignoring the black flag a minor matter? Answer: when you do it deliberately. That seemed to be the message from the Iberian experience. And precisely for what

**Can you see the black flag? Ayrton Senna passes one in Estoril. At Jerez it cost him £20,000...**

was Mansell being punished on such Draconian lines? For ignoring black flags? Or, while technically under disqualification, for getting involved in a two-car accident with a World Championship contender?

### Time was when the championship finished when it finished

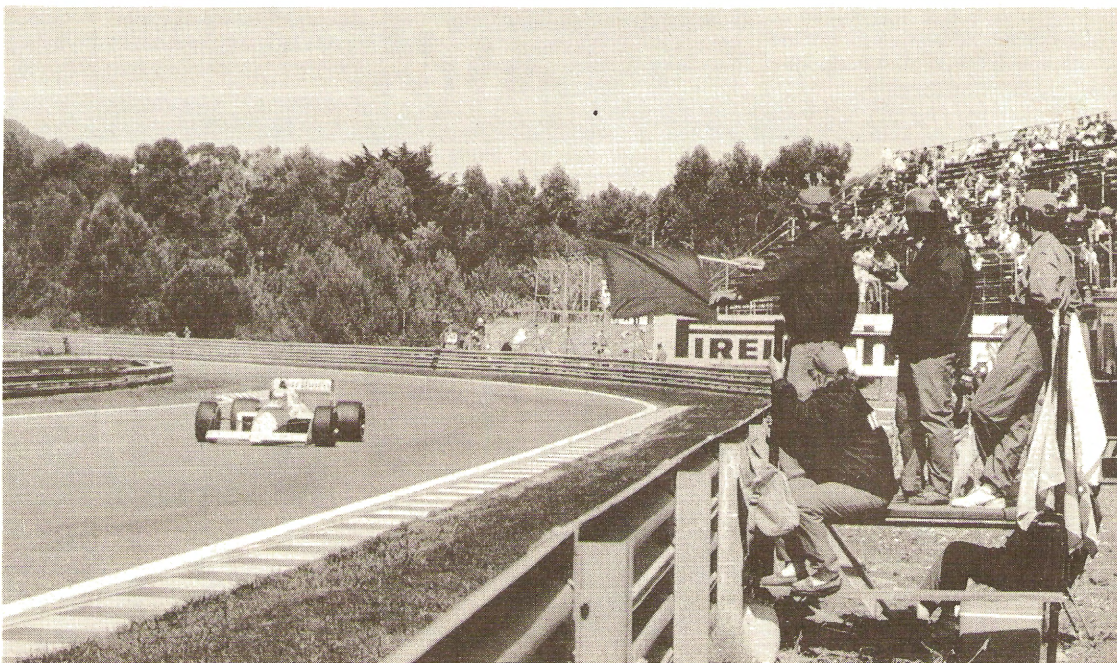
Strictly, the incidents are separate issues, but in many minds they have become enmeshed – not least because Balestre chose to bracket them during his Estoril press conference. Videos of both incidents had been studied many times, he said, before announcing Mansell's punishment, which left the impression – unfortunate, to say the least – that Nigel was being hammered as much for the shunt with Senna as anything else. It had caused, Balestre said, "great damage to the World Championship."

Time was when the championship finished when it finished, when someone won it. Now the suggestion seemed to be that it had to go down to the wire, to the last race, if possible. And again the wicked cynic popped his head up, began musing quietly about TV revenue, about the countries which wouldn't take Suzuka or Adelaide or wherever if the title were already settled. Such unworthy thoughts!

"This is simply showbiz now, isn't it?" remarked John Watson in Spain. "Nothing to do with sport any more."

I will watch the events of the coming days with interest – particularly if Senna wins in Japan, which looks like a foregone conclusion. Five days later they will get together near the Place de la Concorde, and perhaps their deliberations will yield something this time. If a decision is reached, it will then be a matter of drawing straws, for someone somewhere will have to break some bad news; either to Mansell, telling him the appeal has failed, or to Senna, advising him that Prost is World Champion. Either way, I think I'd do it by phone. Long distance, what's more. Like Rosberg, I'm joking, but not really. This is F1, after all, not an Ealing Comedy.

**NIGEL ROEBUCK**



**AUTOSPORT, OCTOBER 12, 1989**



# Andy's battle . . .

John Cleland clinched the 1989 British Touring Car Championship at Silverstone, clocking up a perfect score of 11 class wins and 11 fastest laps, to become the first Scot to take the trophy since Jim Clark in 1965. James Weaver missed out by one fastest lap. The race went to Andy Rouse, after Robb Gravett half spun while trying to take the lead.

**QUALIFYING**

**Karl Jones was on pole. He is always a treat to watch**

Saturday's first practice session started out damp, dried marginally and then got wetter again, while the afternoon's bout was also wet, and although it dried out a little, times were slower.

Karl Jones was on pole. He is always a treat to watch in the rain and this time he, Duckhams and Lee Asquith received their just reward. Karl had been fastest of all in the wettest part of testing on Friday and immediately went for it when the session opened. He thought he could have gone quicker as he wasted the two laps which he reckoned to be the driest, when running behind Tim Harvey.

Stories abounded of awesome angles, particularly at Club. The ever modest Karl was pleased to have shown what he could do, but didn't hold out much hope if the race was dry. Vic Lee restrained him in the pits during the second session as there was no point in risking the car. Andy Rouse joined him on the front row. He'd tested some new Pirellis in the week, which had yielded a 1m36.00s and was optimistic for the race, feeling

that he had missed the best of the first session scrubbing in new tyres.

Robb Gravett was next up, another who was not entirely happy that he'd got the best of practice, but confident about his race set up. Chris Hodgetts gave the JQF team something to smile about, by securing the other second row slot, and he too had quick dry testing times under his belt. Jon Fisher felt that progress was at last being made with the car.

Mike Smith and Guy Edwards shared row 3, Smith running grooved qualifiers, which were a good idea, and dry suspension settings, which weren't. He was third quickest in the afternoon, but ran out of brakes when the circuit was at its best. Edwards was another to rue not going for it during the few laps which proved to be the driest, but was otherwise happy. Tim Harvey wound up seventh. He had put in a banker lap and then retired to the pits to wait for it to dry out. It just got wetter, however, he was almost a second faster than anyone else in the afternoon, and had been very fast in dry testing.

Graham Goode reported understeer in the afternoon session. Laurence Bristow was plagued by water temperature fluctuation, later traced to a blown head gasket, when the track was quickest. While 10th fastest, Dave Brodie had had no dramas, but mused that they had never done a really good time here. In 14th, behind the two



Top: Andy Rouse brought the Kaliber RS500 home to its sixth 'on track' victory, while Cleland's perfect record in class (after dropped scores) makes him champion (left). Photo: Zoom. Far right: Harvey and Gravett scrap for the lead on lap 1.

**RACE**

**GRAVETT: "I left him room, and he just T-boned me"**

understeering Goode cars of Walker and Newman, was James Weaver, separated from Frank Sytner by Jerry Mahony (misfire, when it mattered). John Cleland went "too quickly", and found himself "ahead of every potential accident in the field". He was 17th overall with two Sierras and five M3s behind. Ray Armes topped Class D, he was 23rd overall, separated from Cleland by the five M3s.

CLELAND'S YEAR

# ... John's war

A delighted John Cleland crosses the line to clinch the 1989 British Touring Car Championship. Photo: Zoom.

John Cleland's '89 BTCC campaign was meant to be a learning year. "A few class wins or lap records would have been a bonus, but we really didn't expect much," said Cleland.

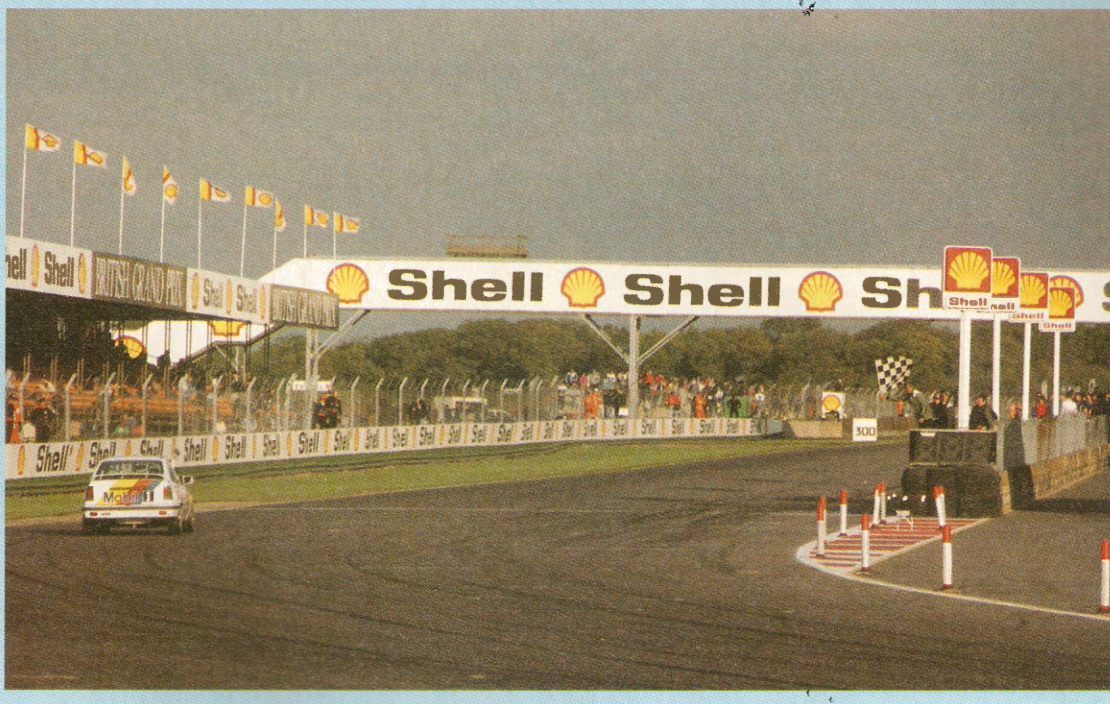
When the car was 2 seconds a lap under the Donington class record straight out of the box things began to look a little different. Much of the credit must go to Dave Cook and his team. "They build a really good car, and if something does go wrong they fix it properly," said Cleland. John has retired only once all season; in round 6 at Silverstone, when a hub broke.

The 11 best scores from the season's 13 rounds are counted and John scored the maximum 10 points (one for fastest lap) 11 times, which is impressive by any standards. The only falterings came with the retirement mentioned above and a puncture induced third at Thruxton for round 3.

"I would really like to have had some good door bashing fights like Frank and James," said Cleland, "but you've got to start somewhere and even Andy Rouse scored some of his early championship wins from the classes."

"I'm having that trophy back next year," said a certain Nottingham BMW dealer. "Me too," replied John Cleland.

Here we go again...



Race day dawned bright and breezy. Some comparatively grey clouds appeared by race time, but they never looked like producing Karl's rain. From the rolling start it was Gravett from the second row who contrived to round Copse first. Jones was within nudging distance, but lost out to Harvey on the exit and then to Rouse at Becketts.

Andy's Kaliber team mate Edwards almost finished what was probably his last race at Maggotts, running out of road on the exit. There were many behind who were very impressed by the potential scale of the accident, but Guy somehow confined damage to mown down marker boards and re-joined 19th.

At Bridge we lost Goode and Brodie. Jones had gone a bit wide on the entry and behind a minor concertina developed, Goode was thumped by Bristow and left facing the traffic. Enter stage right, Newman and Mahony rubbing bodywork, closely followed by Brodie. Mike and Jerry split to go either side of Goode, but the Brodie had nowhere to go and hit the Listerine car head on. Newman pitted two laps later, a puncture his reward for the joust with Mahony.

At the front Rouse had taken the lead by the end of lap 2, and was starting to edge away from Gravett and Harvey.

Bristow was fourth, but some way back, followed by Smith, Jones, Walker, Hodgetts, Mahony, Newman and Edwards. Weaver was atop Class B, Armes Class D and behind him Cleland was leading Class C. John had caused a minor frisson when he got away on the pace lap firmly last, owing to a gear selection problem. He started the race behind all the potential accidents.

The top three continued unchanged and Bristow remained lonely in fourth, but behind the rest of the competitive Sierras were hard at it. Jones got back ahead of Smith, then Hodgetts followed him through. A lap later Hodgetts was up into fifth and a further lap later Karl had again fallen behind Smitty. Edwards had worked his way up to the



back of the group and took his first victim, Mahony, on lap 7.

Lap 7 was when the leaders hit the first serious batch of backmarkers - most of Classes C and D led by Rositer and Kimber-Smith. Rouse and Harvey were held up, Gravett less so. The two class rivals were now nose-to-tail, and remained so until lap 12.

This was when Robb made his move, outbraking the Kaliber car on the inside at Bridge. The inside soon became the outside and as they moved into the right-handed section the pair collided. Gravett half spun and only just got away and into the chicane before Harvey arrived. Robb was very unhappy: "I left him room, but he just T-boned me." Andy disagreed: "I was already on the kerbs and had nowhere else to go." Whatever, Rouse was now away clear and was driving only as fast as he needed to in deference to his

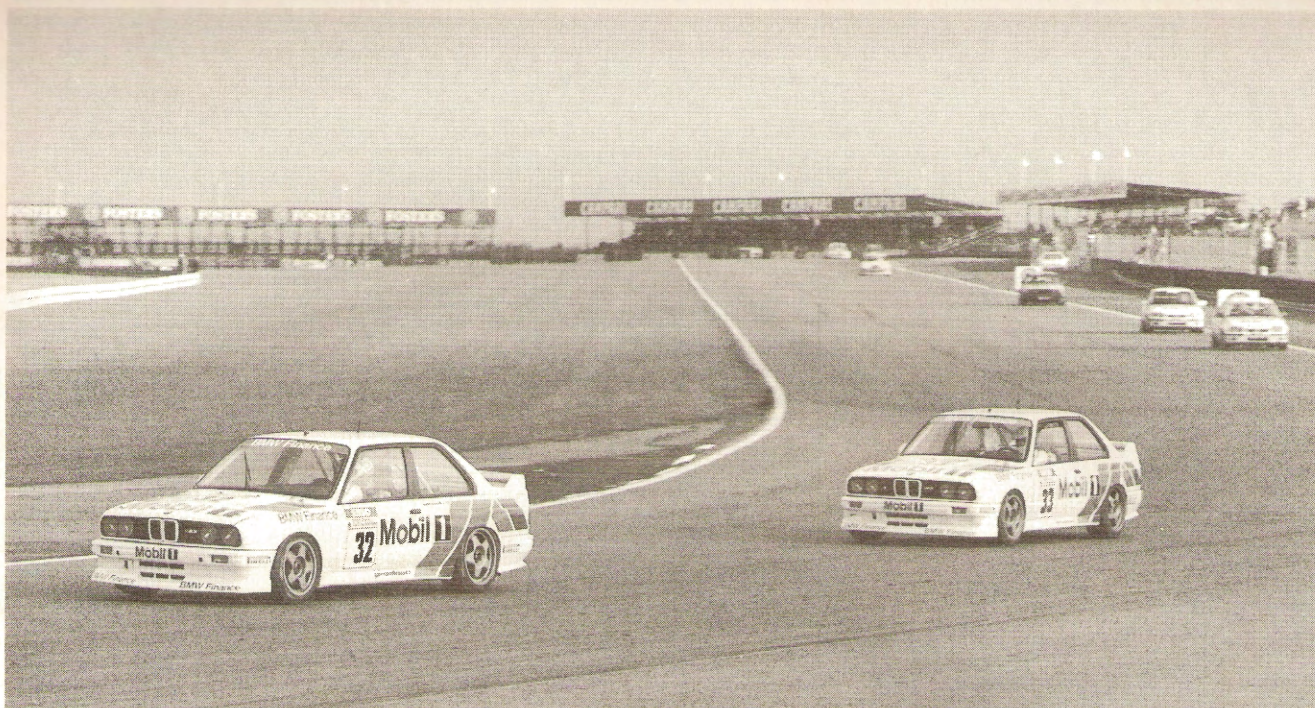
virtually untried new German spec Pirellis.

From being nose-to-tail with one Rouse car Gravett found himself tail-to-nose with another. Harvey had decided not to risk the new Pirellis and was using a harder set, the wrong choice he felt, but nevertheless he was able to use his superior power to pull alongside Robb on the Hangar Straight on lap 14. At Stowe he had the inside line, the cars touched briefly and Tim was through. Andy eventually won by just over a second from Tim, with Robb a further second back. Bristow clawed his way back towards the top trio, but never quite got on terms, finishing just under 3 seconds behind, and posting his fastest race lap on the final tour.

Hodgetts posted a fine fifth, and best of the rest, commenting that all the JQF car needs is a bit of work.

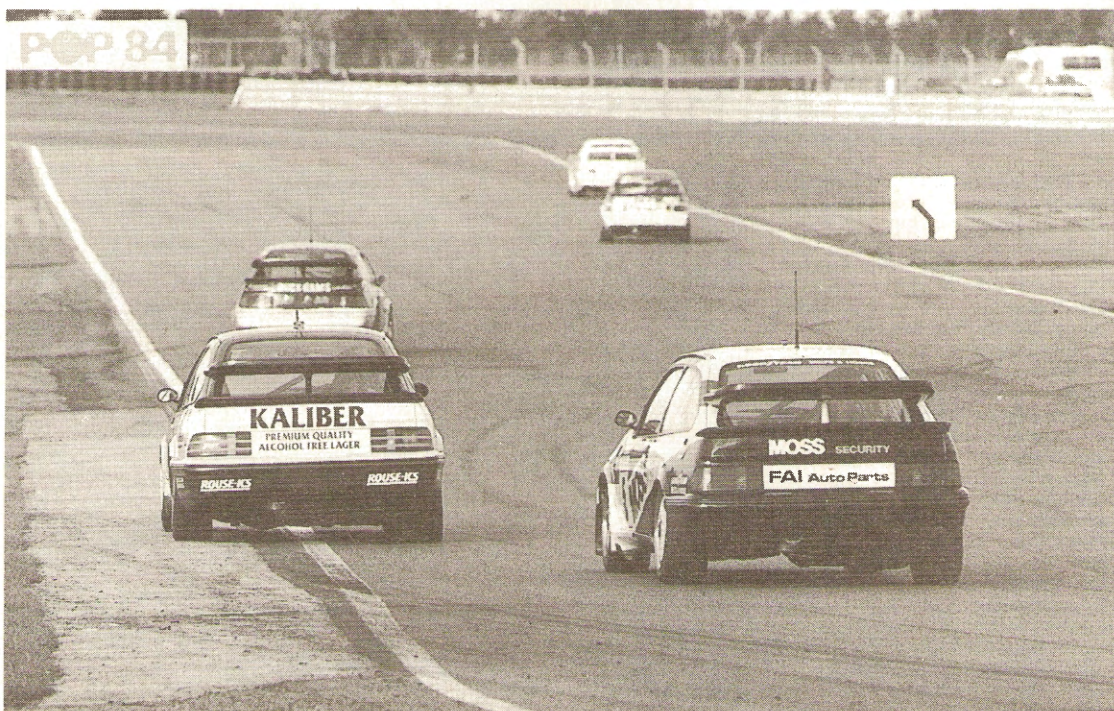
He'd also flat-spotted a front tyre avoiding the Bristow-Goode clash. Edwards fought his way back up to a fine sixth overall, feeling it appropriate that he'd started his career in an Anglia, and in all probability finished it in a Sierra.

Mike Smith was seventh, with just not enough grip or, compared to the Rouse cars, power. Walker stoeie eighth from Jones at Becketts on the last lap. "I just had to get him," said Sean. Karl had a catalogue of problems and was obviously disappointed after the promise of practice: "They didn't mob me like I thought they might, they just picked me off one by one." His car finished with the front offside a good inch lower than the nearside, due to a broken camber bracket, about half a turn of slack in the steering, and a rooted rear tyre.



Left: James Weaver and Frank Sytner finished in their usual team formation, but it wasn't enough to topple Cleland.

Right: Guy Edwards uses all the road and more in what was probably his last race. After running out of road in the early stages Guy recovered well to finish in sixth place. Ahead lies poleman Karl Jones while Sean Walker gives chase.



▶▶ Weaver did all he could, breaking the lap record, but it was not enough. Frank let James get on with setting fastest lap early on and slipped to the back of the class, before moving back up to his customary tailgunner position. Ian Forrest's bid to be best privateer ended on lap 4 when, under pressure from Hall and Sytner he ran wide into Bridge, then got onto the fluids left by Goode's Sierra and found himself squeezed going into the chicane. A front offside puncture resulted, he pitted and resumed well down. Godfrey Hall ("We've got it going properly at last") took third in class from John Llewellyn (now third in class in the series) and John Clark.

Cleland duly secured Class C, without further drama, from Jeremy Rossiter, Louise Aitken-Walker's retirement on lap 13 going almost unnoticed in the celebrations. Ray Armes took Class D from Tony Crudgington, after Geoff Kimber-Smith retired with gearbox failure.

## Weaver did all he could, breaking the lap record, but it was not enough

It was great to see Cleland and the Dave Cook/VDS team inviting the BMW team to join in their celebrations, the man from Peebles was rewarded with a champagne soaking by Messrs Weaver and Sytner. Both teams have done a superb job this year.

Class A is less happy. Pending the outcome of Rouse's appeal against his Brands disqualification he is provisional class victor. Gravett's Trakstar machine left the circuit with various components sealed after a protest from Rouse. And we thought the problems were in the lower classes. ■

### SILVERSTONE (GB) October 8, Esso/RAC British Touring Car Championship, Round 13 15 laps - 44.625 miles

Pos	Driver	Team/Sponsor	Class	Engine/Chassis	Result	Best lap	Qual	Pos
1	Andy Rouse	Rouse/Kaliber	A	2.0t Ford Sierra RS500	24:41.24	1:37.32	1:45.86	2
2	Tim Harvey	Rouse/Labatt's	A	2.0t Ford Sierra RS500	24:42.45	1:37.81	1:49.29	7
3	Robb Gravett	Trakstar/Cartel + NEC	A	2.0t Ford Sierra RS500	24:43.53	1:37.33	1:46.08	3
4	Laurence Bristow	Rouse/Labatt's	A	2.0t Ford Sierra RS500	24:46.51	1:37.85	1:49.85	9
5	Chris Hodgetts	JQF/Fina Unleaded	A	2.0t Ford Sierra RS500	25:04.56	1:39.08	1:47.54	4
6	Guy Edwards	Rouse/Kaliber	A	2.0t Ford Sierra RS500	25:07.45	1:38.81	1:48.83	6
7	Mike Smith	Trakstar/Cartel + NEC	A	2.0t Ford Sierra RS500	25:08.15	1:39.42	1:47.58	5
8	Sean Walker	Goode/FAI + Moss	A	2.0t Ford Sierra RS500	25:16.69	1:40.00	1:50.39	11
9	Karl Jones	Lee Asquith/Duckhams	A	2.0t Ford Sierra RS500	25:19.16	1:39.74	1:45.46	1
10	James Weaver	Prodrive/BMW Finance + Mobil	B	2.3 BMW M3	26:22.52	1:43.01	1:51.59	13
11	Frank Sytner	Prodrive/BMW Finance + Mobil	B	2.3 BMW M3	26:22.74	1:43.51	1:54.07	15
12	Mike O'Brien	Drury/Autoglass	A	2.0t Ford Sierra RS500	27:22.23	1:43.50	2:00.50	27
13	Godfrey Hall	Maguire/Godfrey Hall	B	2.3 BMW M3	14 laps	1:45.59	1:55.70	18
14	John Llewellyn	Ronic/Johnstons	B	2.3 BMW M3	14 laps	1:44.88	1:56.45	19
15	John Clark	Maguire/Gemini	B	2.3 BMW M3	14 laps	1:44.88	1:58.42	21
20	John Cleland	Cook/VDS	C	2.0 Vauxhall Astra GTE 16V	14 laps	1:49.48	1:55.04	17
21	Ray Armes	Goode/Pg Tags	D	1.6 Honda Civic Si	14 laps	1:51.15	1:59.36	23
R	Jerry Mahony	Dowson/Arquati + Evans Halshaw	A	2.0t Ford Sierra RS500	10 laps - accident	1:39.79	1:51.96	14
R	Graham Goode	Goode/Listerine	A	2.0t Ford Sierra RS500	0 laps - accident	-	1:49.63	18
R	Dave Brodie	BBR/Hiltone	A	2.0t Ford Sierra RS500	0 laps - accident	-	1:49.97	10

Winner's average speed - Class A: 108.45mph. Class B: 101.51mph. Class C: 95.02mph. Class D: 94.89mph. Fastest laps - Class A: Rouse, 1m37.32s, 110.04mph (record). Class B: Weaver, 1m43.01s, 103.97mph (record). Class C: Cleland, 1m49.49s, 97.82mph. Class D: Armes, 1m51.15s, 96.35mph (record). Final championship positions - overall: 1, Cleland, 110pts; 2, Weaver, 109; 3, Rouse, 79; 4, Gravett, 75; 5, Aitken-Walker, 72; 6, Sytner, 70. Class A: 1, Rouse, 79; 2, Gravett, 75; 3, Harvey, 59; 4, Bristow, 32. Class B: 1, Weaver, 109; 2, Sytner, 70; 3, Llewellyn, 37; 4, Forrest, 36. Class C: 1, Cleland, 110; 2, Aitken-Walker, 72; 3, Morris, 27; 4, Rossiter, 26. Class D: 1, Dowsett, 56; 2, Crudgington, 37; 3, Ray Armes, 31; 4, Kimber-Smith, 30. Manufacturers: 1, Ford, 260; 2, BMW, 167; 3, Vauxhall, 156; 4, Toyota, 114.

# Mr Invincible

David Brabham was invincible at Silverstone, notching up his sixth win of the season. However, Allan McNish should have been a threat, yet made not one, but two terrible getaways and had to revert to his strongest card: the drive back through the field, for second place. The title race stays open into the final round. At least...

**QUALIFYING**

## The Scotsman's late fliers never cease to upset his rivals.

Everything was equal at Silverstone last Saturday. Everyone had a fair shot. With the Grand Prix circuit being used, there wasn't the unloved situation of split grid qualifying. Everyone went out together. Twice.

All the grid times were set in the first session, as this was very lightly damp, while the second session was drenched.

At the end of it all, the title race was placed on the front row. Allan McNish was on pole for West Surrey Racing, David Brabham alongside him for Bowman Racing, echoing the form of Wednesday's FOTA test session.

It was notable that Brabham set the pace throughout the session, while McNish took his traditionally circumspect approach before slotting in his time in the closing laps. This has happened many times, and the Scotsman's late fliers never cease to upset his rivals, who reckon they've got him licked at last. And then he drops in the quick one...

The lap record stands to Alain Menu's Racefax Ralt, at 1m31.56s, so McNish had reason to be pleased, his best a 1m30.55s, quicker than Brabham's pole time of 1m30.75s for the all-dry British GP meet. Brabham's best last weekend was 1m30.73s.

Four others ducked below the mark, these being Steve Robertson — winner last time out — Paul Stewart, Derek Higgins and Philippe Adams. Of these Robertson looked strongest, always close to Brabham's pace. Stewart showed strong pace, too, with a series of quick laps late on.

It seems that Silverstone's expanses suit the Alfa Romeo engine, for seventh to ninth places were claimed by the Reynard-Alfas of Gary Ward, John Alcorn and Mika Salo, Ward's efforts being particularly noteworthy in his family-run car, collecting the Uniden Award of Merit. Antonio Simoes's DAD Ralt-Alfa was 12th.

Another feature of the Grand Prix circuit is that it holds a jinx for Rickard Rydell. On the series's first visit, he exited practice early on in his EJRC Reynard, with acrobatics at Stowe. He started from the back, and was eliminated on the first lap. In June, he fell off in a last lap bid for fourth place. At the British GP round, he retired again. To cap this, Rickard spun into the gravel at Copse after just three laps on Saturday, damaging a left rear corner and missing the rest of the first session. This left him 23rd...

Richard Dean also elected to fall off, leaving him 16th.

Others wished they had been able to blame their positions on such events. These disconsolate souls had one thing

in common: Toyota engines. The fastest of these was Paul Warwick, and he was 17th in his Cellnet Ralt: A long way off his row 2 grid slot last time out. In the same, power-light, situation were Intersport teamster Paulo Carcasi, Craig Simmiss and Mika Hakkinen, with Minoru Tanaka two places further back, and Hakkinen's team mate for the race, Jordi Gene, down in 28th spot.

Also upset with his car was Jason Elliott, his Swallow Reynard slipping to 25th position. Still, later in the day, it was more underwater than understeer. But then that afflicted everyone.

At the head of the new faces was that of Heinz-Harald Frentzen, runner-up in the German F3 series. It had been intended that he would be driving a Reynard-Opel for Schubel Racing, but he ran with a Spiess VW instead (see *Pit & Paddock*). Eleventh quickest was meritorious enough, especially as testing had been limited. He also had to learn about Avons in comparison to the Michelins to which he is accustomed. Then, in the wet second session, the former German Opel Lotus Champion was fourth fastest. Heinz meanz business.

Those with customer Spiess engines seem happier with their power now, such as Gary Ayles who has just had his engine back from a rebuild. Only a chassis set-up problem kept him back in 13th place, while Racefax's Julian Westwood was slowed by a puncture and caught out by the end of the session. Had he had another lap, then the ever-chirpy Welshman reckons he would have been in the top 10, where he had been before the team went away to concentrate on developing the Lucas management system. Teamster Menu was less happy, in 21st.

In the wet, Brabham was quickest from Salo and McNish. Tanaka and Hakkinen, incidentally, were fifth and sixth.

**RACE**

## McNISH: "My car was fine on the green flag lap. But then, nothing..."

The stalling that was prevalent at the start of the season should have been behind the F3 competitors. But poleman McNish proved it wasn't, the Mugen Honda in his Marlboro Ralt bogging down at the green.

"My car was fine on the green flag lap," the diminutive Scot opined. "But then, nothing."

And so Brabham gladly accepted the lead he was hoping for, chased by Stewart and Ward, up from seventh. But this went wrong before the lap was



out, too, as Stewart's yellow Camel Reynard gyrated into Becketts. It came to rest, unharmed, in the gravel, while Adams's black Bowman Ralt ended up with somewhat heavier damage.

With Dean and Westwood joining in the fray, taking off a corner apiece, and Simmiss and Orita sitting interlocked in the middle of the track, there was no choice but to stop the race.

If Brabham was disappointed to have lost a genuine chance to claw back McNish's points advantage, then Ward was choked. Gary's father Ron reckoned his heart all but stopped when news came through that the race was being stopped, just after he had heard that Gary had taken second place. McNish was thanking his lucky stars.

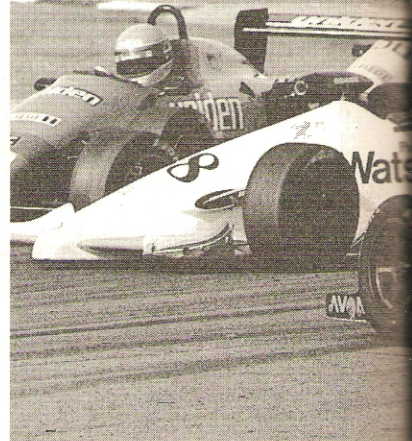
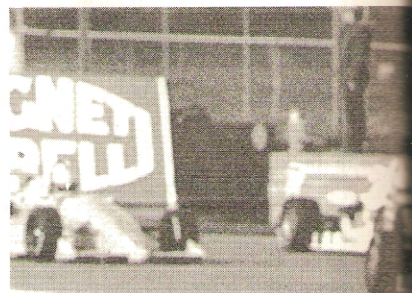
## ALCORN: "Frentzen didn't bother braking at all. To him, it's just a one-off"

So, with 16 laps ahead of them rather than the original 20, lightning struck twice and McNish stalled again! Somehow the field managed to stream around him, Robertson being particularly delayed. Carcasi came out in sympathy with McNish and sheared his driveshaft. "Two starts on fresh rubber must've been too much," reckoned Glenn Waters.

Brabham led into Copse again, Stewart following him through as before. Then came Alcorn and Robertson, this pair clashing, to the detriment of the latter's noseings. And so the field streamed towards Becketts.

And trouble struck at the tight right-hander, again. Alcorn was in third, happy enough that Higgins wouldn't be able to cut inside him. Then, wham! German visitor Frentzen slammed down the inside, at near unabated speed and hit the Becsport Reynard. Hard! Frentzen continued, albeit to pit and retire, while Alcorn went no further.

This disturbance let Brabham and Stewart break clear and, at the end of the lap, Higgins was an already distant third. Salo was fourth (from ninth) and



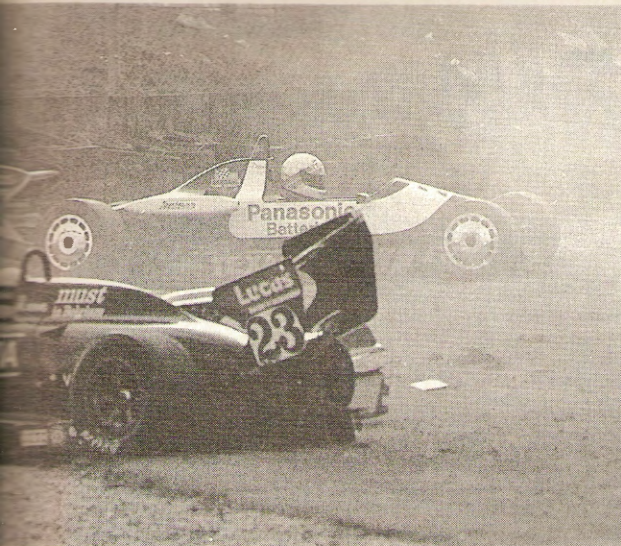
Simoes fifth (from 12th, after another cracking start). Ward was sixth, Ayles seventh and McNish an already recovering eighth.

Though clear, Brabham wasn't hanging about and started to set record laps, pulling ever further clear of Stewart. On lap 3 he was already 3.5 seconds in front, while the pack behind was closing up on the Scotsman.

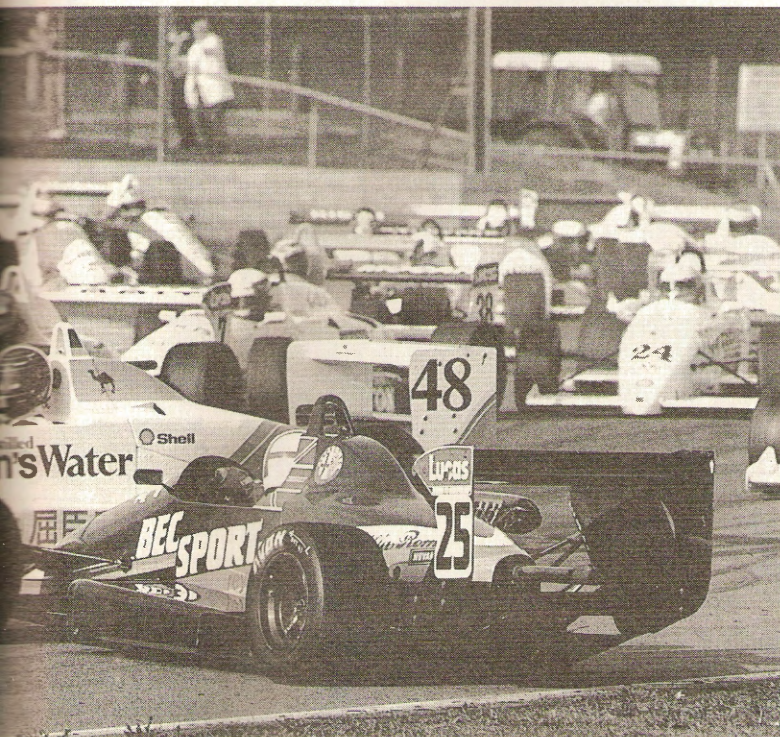
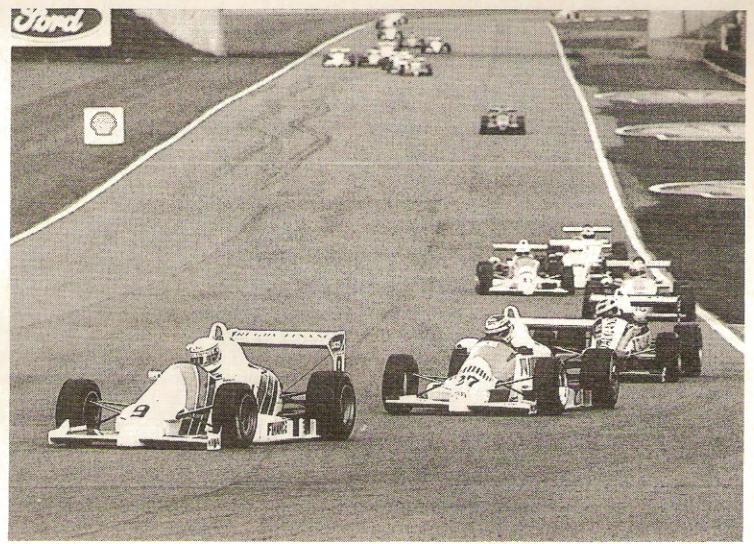
However, McNish was not hanging around. With a title at stake, he couldn't afford to. Up to seventh on lap 2, he was in sixth on lap 3, fourth on lap 4 and then sailed serenely past Higgins at Stowe on lap 6. "There was nothing I could do about it," explained Derek afterwards. "I had terrible understeer at Becketts and Stowe, which made me slow around the whole back section of the circuit. I had to let him through."

Once by Higgins, McNish caught Stewart with ease, taking over the breaking of lap records as he went. Stewart lasted in second until lap 9, when McNish rocketed past, dummifying first to the outside and then diving down the inside at Stowe. Brabham was over 7 seconds clear. There was no way he could be caught.

And then McNish slowed. More drama, perhaps? Actually, McNish had run over the grass at the chicane, passing a backmarker, and his car



Left: The end of the race, first time round, as Stewart (obscured behind car 23), Westwood, Adams and Dean come to a halt. Below: Becketts, second time round, as Frentzen (40) dispatches Alcorn into the gravel. Photos: Christian Hatton. Far left: David Brabham – on unbeatable form, again. Right: Midfield men Elliott, Hakkinen and Rydell.



never handled so well thereafter. Still, he was able to hold onto second place, crossing the line 6.71 seconds behind Brabham's Jewson Ralt, also claiming the bonus point for fastest lap.

Higgins closed on Stewart, but then had to settle for fourth, Stewart delighted with a rostrum placing after the earlier problem.

If there was any other interest in a rather processional race, it was provided by Ward as he fought through to fifth with obvious application, relegating first Simoes and then Salo. Menu just failed in his bid to push Rensing back a place, for eighth, but gained the place when the German was penalised a minute for jumping the start, promoting Estupinan into the top 10 behind Ayles, the latter being given a major moment on the last lap, coming out of the second chicane. "The penalty didn't make much difference to me," mused Rensing. "If you're not in the points, it doesn't matter if you're eighth or 20th."

Hakkinen, Elliott and Warwick had disappointing runs, Warwick even embarrassing himself by switching off his ignition at Stowe on one lap, losing two positions as he worked out what had happened! Capping an awful weekend, Rydell called it a day when he became entrenched in 16th place and couldn't improve on it.

CLASS B

Rocket Rooklyn

No other Class B driver came close to Warwick Rooklyn and his Bowman Racing Ralt all weekend.

With former team mate, Fernando Plata present only in the role of spectator, the Australian bagged pole in his Driza-Bone sponsored car by 1.45 seconds. Barring mistakes, his fourth class win had to be there for the taking.

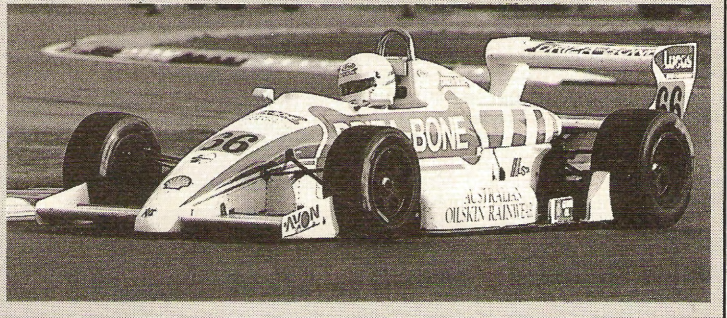
And so it proved. Warwick immediately made a gap between himself and leading chaser Scott Stringfellow, and that was

that.

Stringfellow was not to finish as runner-up, though, as Chad Wentzel proved that he is learning well and bypassed the former's Stringfellow's Reynard with his Prince's Trust Ralt, eking out a gap.

Regular points scorer Stephen Hepworth kept up his tally with fourth place, clear of Charles Rickett and Darren Shaw, the former making his points collection as hard as ever by being knocked to the tail of the field on the first lap.

Warwick Rooklyn was untouchable, winning for the fourth time.



SILVERSTONE (GB)

October 8, Lucas British F3 Championship, round 15, 16 laps – 47.60 miles

Pos	Driver (Nat)	Entrant/Sponsor	Chassis-Engine	Result	Best lap	Qual	Pos
1	David Brabham (AUS)	Bowman/Jewson	Ralt-Spiess VW RT33	24:21.43	1:30.40	1:30.73	2
2	Allan McNish (GB)	West Surrey/Marlboro	Ralt-Mugen Honda RT33	24:28.14	1:30.11	1:30.55	1
3	Paul Stewart (GB)	Paul Stewart/Camel	Reynard-Mugen Honda 893	24:30.56	1:30.96	1:31.32	4
4	Derek Higgins (GB)	West Surrey/Uniden	Ralt-Mugen Honda RT33	24:31.79	1:30.97	1:31.42	5
5	Gary Ward (GB)	RGS Racing/TL Clowes	Reynard-Alfa Romeo 893	24:38.91	1:31.29	1:31.60	7
6	Mika Salo (SF)	Alan Docking/Colt	Reynard-Alfa Romeo 893	24:41.93	1:31.30	1:31.72	9
7	Antonio Simoes (P)	DAD/Galp + Ariston	Ralt-Alfa Romeo RT33	24:43.98	1:31.66	1:32.21	12
8	Alain Menu (CH)	Racefax/Spheric Engineering	Ralt-Spiess VW RT33	24:45.28	1:31.52	1:32.74	21
9	Gary Ayles (GB)	Jack Brabham/Rouse + ICS	Ralt-Spiess VW RT33	24:46.21	1:31.53	1:32.26	13
10	John Estupinan (COL)	Bowman/Representar	Ralt-Spiess VW RT33	24:48.03	1:31.50	1:31.81	10
11	Mika Hakkinen (SF)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	24:48.80	1:31.43	1:32.62	20
12	Jason Elliott (GB)	Swallow/Rugby Finance	Reynard-Spiess VW 893	24:49.33	1:31.70	1:33.45	25
13	Paul Warwick (GB)	Intersport/Cellnet	Ralt-TOM'S Toyota RT33	24:52.09	1:31.98	1:37.51	17
14	Minoru Tanaka (J)	TOM'S GB/Leyton House	Ralt-TOM'S Toyota RT33	24:55.83	1:32.05	1:32.90	22
15	Hilton Cowie (ZM)	Hubbard Racing/Prince's Trust	Ralt-Spiess VW RT33	25:02.32	1:32.40	1:33.95	27
16	Jordi Gene (E)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	25:08.39	1:32.26	1:34.18	28
17 (B1)	Warwick Rooklyn (AUS)	Bowman/Driza-Bone	Ralt-Swindon VW RT32	25:18.66	1:33.68	1:33.65	26
18 (B2)	Chad Wentzel (GB)	Hubbard Racing/Prince's Trust	Ralt-Alfa Romeo RT32	25:34.93	1:34.00	1:35.10	29
19 (B3)	Scott Stringfellow (GB)	Jim Lee/Stringfellows	Reynard-Brabham VW 883	25:36.79	1:34.77	1:35.46	30
20	Otto Rensing (D)	Paul Stewart/Camel	Reynard-Mugen Honda 893	25:44.99	1:31.38	1:32.31	14
21 (B4)	Stephen Hepworth (GB)	Hepworth/Specialised Coatings	Reynard-Alfa Romeo 893	25:48.76	1:35.26	1:37.65	36
22 (B5)	Charles Rickett (GB)	Techspeed/OCS + Race Electronics	Reynard-Brabham VW 873	25:51.85	1:34.59	1:37.67	37
23 (B6)	Darren Shaw (AUS)	MacDonald Race Engineering	Ralt-VW RT32	25:56.99	1:35.17	1:36.71	34
27	Steve Robertson (GB)	Bowman/Midas Group	Ralt-Spiess VW RT33	15 laps	1:31.29	1:31.05	3
R	Heinz-Harald Frentzen (D)	Schübel/Watson's	Reynard-Spiess VW 893	2 laps – accident damage	1:51.51	1:31.99	11
R	Paulo Carcasci (BR)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	0 laps – driveshaft	–	–	18
R	John Alcorn (GB)	Becsport/Brownings	Reynard-Alfa Romeo 893	0 laps – accident	–	–	8
NS	Philippe Adams (B)	Bowman/Constantia	Ralt-Spiess VW RT33	– accident	–	–	6
NS	Julian Westwood (GB)	Racefax/Datamat	Ralt-Spiess VW RT33	– accident	–	–	15
NS	Richard Dean (GB)	Jim Lee/Texaco	Reynard-Spiess VW 893	– accident	–	–	16

Winner's average speed: 117.25mph. Class B: Rooklyn, 112.83mph. Fastest lap: McNish, 1m30.11s, 118.85mph (record). Class B: Rooklyn, 1m33.68s, 114.32mph (record). Championship positions: 1, McNish, 62pts; 2, Brabham, 56; 3, Higgins, 47; 4, Rydell, 29; 5, Robertson, 23; 6, Adams, 22; 7, Hakkinen, 18; 8, Menu, 17; 9, Rensing, 15; 10, Alcorn, 15. Class B: 1, Plata, 89; 2, Stringfellow, 64; 3, Rooklyn, 59; 4, Simmiss, 27; 5, Hepworth & Kimbell, 25; etc. Final round: Thruxton, October 15.

# Enterprising finale

Martin Perrett retained his Metro Challenge title this year with a resounding victory in the final round. Arch rival Peter Baldwin was shaping up to make it a grandstand finish when his engine let go, leaving Perrett to head Stuart Senior home in an Enterprise Racing 1-2.

The atmosphere before the start of the Metro race was of anticipation with Perrett and Baldwin on the front and their respective team mates, Senior and Martin Short lined up behind. From the rolling start Baldwin tried to hold on around the outside at Cope but slid wide and bounced over the grass and the gravel before rejoining in seventh place.

By the end of lap 4 Perrett had a couple of lengths lead but Senior and the charging Baldwin had caught Short and Gomes. Senior pulled up alongside Short on the exit of Woodcote and they ran side by side towards the chicane. Neither was prepared to give and Short took to the kerbs, flying high before landing and almost taking Baldwin off the road. Short was out with a holed sump which left Gomes chasing Perrett and Senior and Baldwin chasing the Frenchman.

That, however, was as far as Baldwin went for his engine expired and he retired. Perrett could now settle into consolidating his lead which was helped when Gomes picked up a slow puncture and Senior moved up into second. It was a formation finish for the Enterprise pair with Nigel Edwards demoting Gomes on the last lap to score his best Metro result.

In the gathering gloom on Saturday afternoon, 20 cars contested the final round of the Gordon Russell Inter-marque championship. Gideon Hudson's Porsche Carrera and Malcolm Hamilton's Jaguar E-type fought out a race-long battle for the lead. Hudson led until Hamilton clipped through into Cope at the start of the second lap. Hudson got the lead back at Stowe at half distance and stretched a small advantage in the closing stages to win by just under 3 seconds. Josh Sadler survived a spin at Stowe to hold off Alec Poole's Porsche for third.

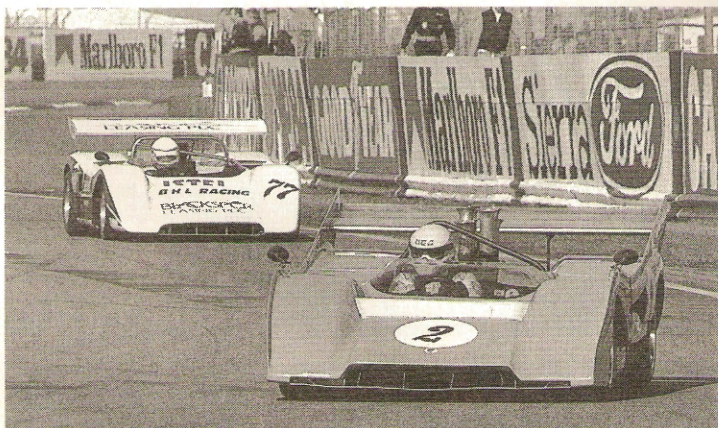
Richard Eyre may have started from a lowly grid position in his McLaren M8C/D but he was soon challenging Charles Agg's M8F for the lead of the HSCC Historic GT round. It made a marvellous spectacle but Eyre finally slipped ahead on lap 8 after several laps of stern pressure. Ted Williams ran strongly in third in the BHL M8E but had to back off in the closing stages with a misfire, still well clear of the class-winning Colin Pool's Chevron B19. The best dice of the race was settled on the penultimate lap when Richard Dodkins's Daren Mk3 finally shook off the attentions of Andrew Marler's Martin BMS.

The Esso FF1600 final promised another Silverstone thriller but turned out to be one of the most processional senior races of the year. Initially five cars broke away, Gil de Ferran headed Bernard Dolan, Jordi Gene, Carlos da Rosa and Niko Palhares but it all went wrong at Abbey on lap 3. Dolan and da Rosa touched and the Reynard turned sharp left to charge the barriers very hard. Bernard was concussed in the impact.

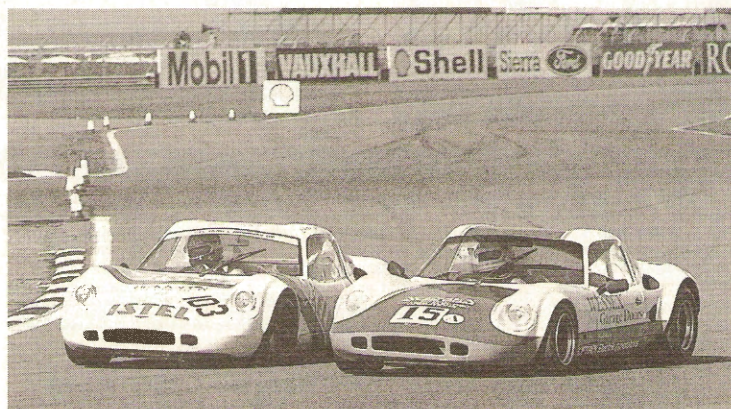
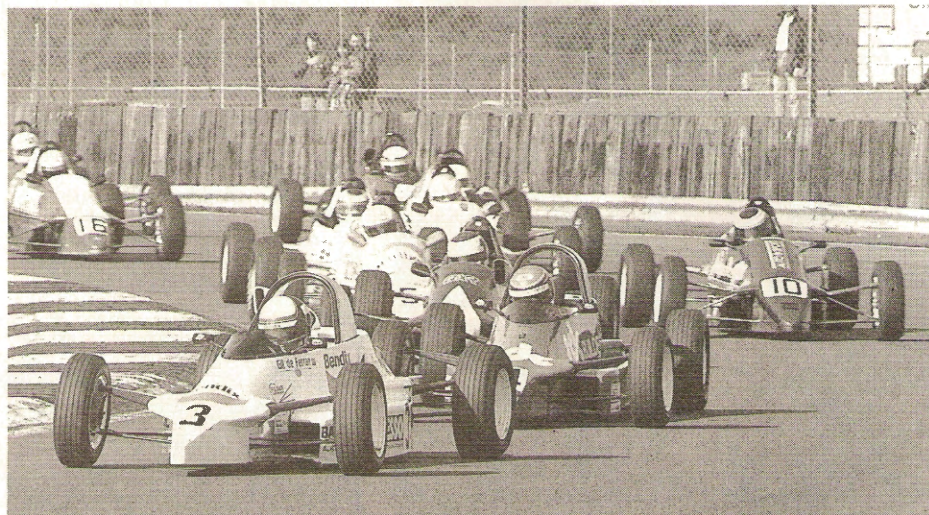
The shunt allowed de Ferran to snatch a small lead as Dave Coyne and Jonathan McGall caught Palhares and

Gene. Coyne was soon up to second and chasing after de Ferran, leaving Palhares, Gene and McGall to fight over third. Coyne tried very hard to close the 1 second lead that de Ferran had, but the Brazilian, by juggling with roll bar and brake settings in the windy conditions, just maintained that crucial advantage.

The battle for third went down to Bridge on the final lap where Palhares hogged the inside to beat Gene and McGall home.



Above: McLarens dominate in the HSCC series, Charles Agg's M8F taking second from Ted Williams's M8E. Left: Gil de Ferran leads the ill-fated Bernard Dolan in the FF1600 event. Below left: Chris Chiles (103) and Roly Nix battle for Chevron honours.



**SILVERSTONE**

**BRDC**

**Gordon Russell Inter-marque (10 laps) – overall:** 1, Gideon Hudson (Porsche Carrera RSR), 20m46.60s, 85.93mph; 2, Malcolm Hamilton (Jaguar E-type), 20m48.19s; 3, Josh Sadler (Porsche Turbo), 21m09.24s; 4, Alec Poole (Porsche RSR), 21m12.03s. **Class A:** 1, Mike Parkes (Porsche 911RS), 9 laps, 76.21mph; 2, Paul Phillips (Porsche 911SC), 9; 3, John Lewis (Jaguar E-type) 9. **Fastest lap:** Phillips, 2m16.88s, 78.24mph. **Class B:** 1, Sadler, 84.38mph; 2, Bill Shepherd (AC Cobra), 21m41.57s; 3, Tim Sisson (LR Ram SC), 22m03.26s. **Fastest lap:** Sadler, 2m01.78s, 87.94mph. **Class C:** 1, Hudson; 2, Hamilton; 3, Poole. **Fastest lap:** Hudson, 2m02.01s, 87.77mph. (All fastest laps establish records)

**HSCC Historic GT (10 laps) – overall:** 1, Richard Eyre (McLaren M8C/D), 15m27.23s, 113.50mph; 2, Charles Agg (McLaren M8F), 15m31.44s; 3, Ted Williams (McLaren M8E), 16m06.76s; 4, Colin Pool (Chevron B19), 16m24.03s; 5, Richard Dodkins (Daren Mk3), 16m29.29s; 6, Andrew Marler (Martin BMS), 16m31.73s. **Class winners:** Eyre. **Fastest lap:** Eyre, 1m29.97s, 119.03mph; Pool, 108.83mph. **Fastest lap:** Pool, 1m36.75s, 110.69mph. Nigel Hulme (Lola T70 Mk3B), 16m55.30s, 105.48mph. **Fastest lap:** Hulme, 1m40.15s, 106.93mph. Chris Chiles (Chevron B8), 9 laps, 102.82mph. **Fastest lap:** Chiles, 1m42.56s, 104.42mph. (All fastest laps establish records)

**Esso FF1600 (10 laps):** 1, Gil de Ferran (Reynard-Auriga 89FF), 17m26.18s, 102.37mph; 2, Dave Coyne (Swift-Quicksilver FB89), 17m27.81s; 3, Niko Palhares (Van Diemen-Scholar RF89), 17m39.19s; 4, Jordi Gene (Van Diemen-Minister RF89), 17m39.43s; 5, Jonathan McGall (Mondiale-Loynings M89S), 17m40.02s; 6, Adrian Fernandez (Van Diemen-Scholar RF89), 17m41.30s. **Fastest lap:** De Ferran & Coyne, 1m43.61s, 103.36mph.

**Esso Metro Challenge (10 laps):** 1, Martin Perrett, 19m36.31s, 91.04mph; 2, Stuart Senior, 19m38.49s; 3, Nigel Edwards, 19m47.85s; 4, Carlos Gomes, 19m51.61s; 5, Steve Parrish, 19m51.66s; 6, Steve Wilson, 19m55.19s. **Fastest lap:** Peter Baldwin, 1m54.44s, 93.58mph (record).

## Celebrity register

The Clubmans Register decided to publicise the success of the first year of Vauxhall Sport by inviting four famous Clubmans champions of the past to race in the final round of the BRDC Championship on the Silverstone Grand Prix circuit.

**DRIVERS**

**Noel Stanbury**, now 45 and commercial manager for Team Lotus, started racing clubmans in 1969 with a Dino powered by a 1-litre MAE screamer. He graduated to A class Gryphons and with Andy Diamond's support won the 1974 Shell championship. He retired from racing part way through 1975 because of family commitments. After a 14 year break he drove Chris Hart's Mallock Mk27SG.

**Frank Sytner**, MD of Sytner's of Nottingham, was a champion in 1973 and 1974. Unfortunately, having qualified Richard Andrew's Mallock Mk27SG third quickest in dreadfully wet conditions on Saturday, Frank was excluded from the race for overtaking under a yellow flag in practice.

**Ray Mallock**, now designer for the Aston Martin WS-PC team, started racing in a Formula Ford Mallock in 1969. He moved up to the works Mk8B Clubmans

# Business as usual

Half a dozen cars in the invitation class bolstered the C2 field to 14 cars for the final round although that number was down to 13 for the race. It was business as usual at the front of the grid for Tim Harvey/Laurence Bristow with the Istel Spice SE89. With pole by nearly 4 seconds, the car stayed firmly in the garage during the soaking afternoon session. Second fastest was far more of a surprise as Dave Coyne wound up John Churchill's GT Lancia Stratos lookalike to grab the outside front row slot.

Alastair Lyall pushed the Tech. Lola T594C around for third best although the Lola seized its gearbox and spun the car at Woodcote. The problem was duly sorted overnight. Martin Colvill/Mike Wilds were in good shape with fourth quickest in the Bell and Colvill Ecosse, Wilds having his first race since May.

Jim McGaughay/Duncan Bain were an untroubled fifth in the FES Tiga TS85 and shared the third row with Mike Youles/Ross Hyett in their Tiga GC288. Hyett was a fraction slower than his team mate despite the fact that he is still recovering from a severe kidney infection picked up as a result of dehydration at Le Mans.

Robbie Stirling/James Shead found their Tiga GC289 very twitchy on its debut in the wet while Laurence Jacobsen/John Fyda missed the second session repairing the rear bodywork of the YES Ecosse. The body section flew off in the morning giving Fyda a fright into Stow but some sterling work from the team had the jigsaw patched together for the race.

Colin Pool/Paul Stott pressed the Plumtree Chevron B19 into service following an engine failure midweek in the ADA and had the fifth row to themselves when the Gerard MacQuillan/Barrie Williams Chevron B31/36 ran its bearings in the morning.

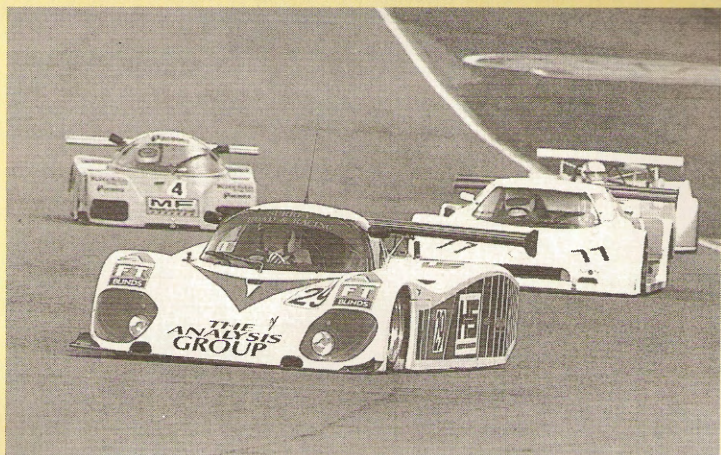
With a grandstand full of Istel guests this race was the most important of the whole series to Harvey/Bristow, unbeaten

in the six previous rounds. However, for the first 10 laps it looked far from straightforward as first Wilds led and then Coyne came charging by in the Stratos. It made good viewing as the three cars held close formation but Bristow was careful to keep to a steady pace rather than race with Coyne. Wilds started to drop back from the 10th lap and so it was Coyne against Bristow with the Spice moving ahead for a lap before Bristow peeled off into the pits on lap 15. Behind the leading trio Fyda was running strongly in the Ecosse with Youles and Lyall for company before Bain and then the battling duo of Stott and Shead.

Coyne stayed out until lap 18 and Wilds went two more laps but the Lancia was much longer in the pits than the Spice and, when the stops were over, Harvey had a comfortable lead. Tim pressed hard for a couple of laps and duly received the 'FL OK' signal from his pit to confirm that the fastest lap (over 1.5 seconds inside his previous mark) was in the bag. Churchill came out of the pits second and maintained that position to the flag, after a fine performance on their debut in the series. If his usual 3.3 DFL had been available the Stratos could have run the Spice very close.

Jacobsen made all their hard work worthwhile by wheeling the Ecosse around in fine style to move up to third at the expense of Colvill, who had a late spin at Chapel and dropped behind Baird and Hyett. The Youles/Hyett performance in taking Class B was noteworthy as they were without second gear from lap 10 on and they had to hold the car in gear at Stowe to stop it jumping out. A well judged class win was richly deserved. McGaughay, Catlow and Pool completed the finishers with none of the three backmarkers classified.

Harvey/Bristow kept their record unblemished with their seventh win in seven rounds and, although they undoubtedly



had the best car in the championship, they still drove hard to secure this level of domination.

PAUL LAWRENCE

The Dave Coyne/John Churchill Lancia Stratos lookalike (seen here following the Mike Youles/Ross Hyett Tiga) took a worthy second place to the champions.

## SILVERSTONE

### BRDC British Sportscar Championship, round 7

#### 31 laps - 92.22 miles

Pos	Drivers	Car	Result	Best lap	Qual	Pos
1	Tim Harvey/Laurence Bristow	Spice SE89 Cosworth	47:47.51	1:24.58	1:24.80	1
2	Dave Coyne/John Churchill	Lancia Stratos Cosworth	46:43.84	1:27.64	1:28.41	2
3	Laurence Jacobsen/John Fyda	Ecosse C2 Cosworth	49:37.11	1:32.88	1:33.30	8
4	Nick Baird/Alastair Lyall	Lola T594C Hart	30 laps	1:32.43	1:30.37	3
5	Mike Youles/Ross Hyett	Tiga GC288 V64V	30 laps	1:33.85	1:33.01	6
6	Martin Colvill/Mike Wilds	Ecosse C2 e6 Cosworth	30 laps	1:32.11	1:31.46	4
7	Robbie Stirling/James Shead	Tiga GC289 V64V	30 laps	1:34.57	1:33.05	7
8	Jim McGaughay/Duncan Bain	Tiga TS85 BMW	30 laps	1:34.39	1:32.18	5
9	Andrew McAlpine/Mike Catlow	Tiga GC287 V64V	30 laps	1:35.88	1:35.93	11
10	Paul Stott/Colin Pool	Chevron B19 Hart	29 laps	1:34.57	1:34.08	9
NC	Steve Watkins/Wally Liles	Royale RP37 Cosworth	26 laps	1:42.28	1:43.96	12
R	Alan Craggs/Bill Coomb	Harrier LRS Rover	24 laps	1:37.05	1:49.34	14
R	Mike Chittenden/Fred Taylor	TMR C2 Ford	4 laps	1:41.64	1:44.09	13
NS	Gerard MacQuillan/Barrie Williams	Chevron B31/36 BMW	-	-	1:35.52	10

Winner's average speed: 115.38mph. Fastest lap - Class A: Harvey, 1m24.58s, 126.62mph (record). Class B: Youles, 1m33.85s, 114.11mph (record). Invitation Class: Coyne, 1m27.64s, 122.30mph (record). Final championship positions - Class A: 1, Harvey, 66pts; 2, Bristow, 52; 3, Colvill, 32; 4, Pool & Stott, 18. Class B: 1, Stirling, 50pts; 2, Hyett & Youles, 42; 4, Catlow, 26.

## BRDC CLUBMANS SPORTS

car to win the Peter Wingfield Championship in 1970 and then won the Shell Championship in 1971. Ray raced Richard Clarke's Mallock Mk28V.

**Will Hoy** (a last minute replacement for Harvey Postlethwaite who is suffering from peritonitis), now 35, was a Clubmans champion in 1982, '83 and '84. After karting, Will moved into Clubmans with Hugh Chamberlain. Both then moved on to WS-PC success. Will drove Phil Wilkinsons's Mallock Mk28V.

### QUALIFYING

All four drivers (and Richard Mallock in one of the works own Mk28 models) tested on Friday afternoon. On Saturday the 20 minute official qualifying session was run in very wet and slippery conditions and, having set third best time, Sytner was unfortunately excluded for overtaking under a yellow flag. Hoy was second quickest to Vernon Davies, Ray Mallock was sixth best and Richard Mallock and Stanbury were 14th and 15th.

### RACE

While Vernon Davies blasted away into a massive first lap advantage, Hoy and Richard Mallock (stunning progress from his low grid position) were soon locked in combat just behind Keith Runnacles's second placed Vision V89. Lap after lap they were side by side.

Further back, Ray Mallock was closing

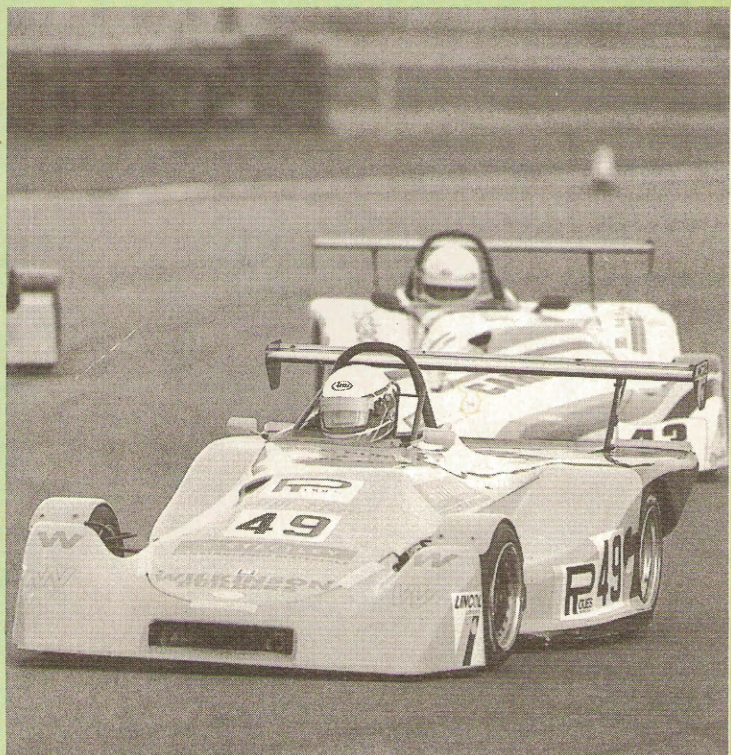
in on Mats Akesson and Stanbury was locked in combat with Bill Wood's Mallock Mk27SG. The battle between Hoy and Richard Mallock for the honour of being 'best celebrity' raged for the whole race.

On the penultimate lap Hoy and Mallock were side by side under braking for Bridge, Hoy just scrabbling into the corner ahead and on the last lap it was another big outbraking contest. Both squeezed over to the left of the circuit with Hoy almost touching the grass but he held his ground and reached the apex of Bridge just ahead to claim the corner. Both drivers thoroughly enjoyed the race and were just 0.56 second apart as they crossed the line. Ray Mallock almost got the better of Akesson in another last corner fight but had to settle for seventh while Stanbury escaped Wood to finish 11th.

## SILVERSTONE

### BRDC Clubmans Sports

Overall and Class B: 1, Vernon Davies (Mallock Mk28V), 16m15.23s, 109.82mph; 2, Keith Runnacles (Vision V89), 16m35.18s; 3, Will Hoy (Mallock Mk28), 16m25.99s; 4, Richard Mallock (Mallock Mk38), 16m26.55s. Fastest lap: Davies, 1m36.07s, 111.48mph (record). Class A: 1, Tony Pouyanne (Silver Phantom), 16m29.01s, 108.29mph; 2, Bill Wood (Mallock Mk87SG), 17m27.35s; 3, Derek Ferguson (Mallock Mk24B), 17m46.76s. Fastest lap: Pouyanne, 1m36.91s, 110.51mph (record). Class C: 1, Simon White (Mallock Mk20/21B), 9 laps, 97.33mph; 2, John Knight (Mallock Mk21), 9; 3, Steve Morris (Phantom P89C), 9. Fastest lap: Knight, 1m48.11s, 99.06mph.



The old boys battle it out, Will Hoy (49) versus Richard Mallock.





# Spectacular return

To ride shotgun in an AC Cobra at the heels of two bellowing C-types across the windswept moors above Douglas left one in no doubt that road racing was back. The Merlin Manx Classic was the long-awaited return of racing cars to the lanes of the Isle of Man. On paper it was tentative, on the day it was spectacular.

Until 1922, massed starts in motor racing were unknown, mayhem would swiftly have taken a grip on the narrow, constricting road circuits of the old time. Rather, cars were set off at intervals, reducing the risk of premature carnage in what is known as a pursuit race. As such, road racing

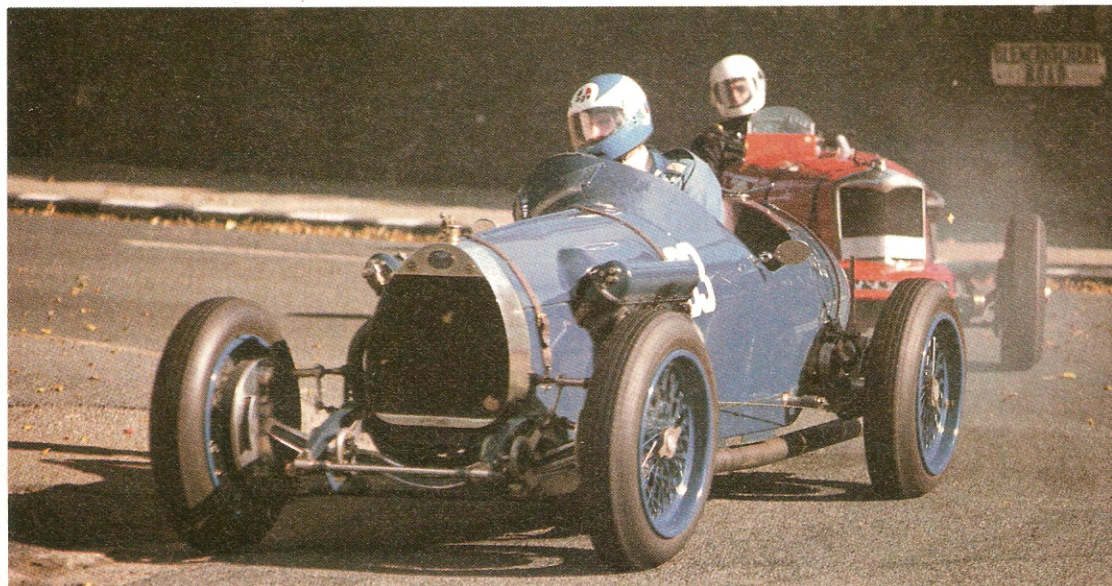
returned to the Isle of Man after an absence of 36 years. And about time, too.

Long synonymous with motorbikes, the island first echoed to the din of four-wheeled racers back in 1904 in the shape of the alarming-sounding Gordon Bennett Elimination Trials. The generously-engined, whippy-chassied cars of the period must have offered a fine spectacle on what, judging from today and allowing for minimal 20th century progress, must have been an incredibly unforgiving circuit.

The first of the renowned TT races was run a year later. In this contest, between four-seater touring cars (supposedly very 'Group A'), John Napier bagged the laurels in an Arrol-Johnston completing four laps of the 52-mile circuit in 6 hours 9 minutes. Presumably this was judged too hairy, various restrictions being thrown at the manufacturers in subsequent years, fuel consumption being a familiar modern curse, bore limitation resulting in lanky 7in strokes less so.

The TT quit the island in 1922, this last event was won by Jean Chassagne on a straight 8 Sunbeam, arguably Britain's most successful racing car manufacturer pre-war. Now, the trophy is disputed in the less romantic surroundings of Northampton.

A barren 11 years were followed by a series of fierce street races, the Empire trophy foremost among them. Race cards were studded with such





weight.

A warm-up lap in John Bentley's ex-Phil Hill Blower 4½ was club-class in comparison to similar jaw aching, damp handed outings in AC's Bugattis, etc. A vivid demonstration of why Wo's 'Camions' were so successful in their day against machinery now seen running circles round them on more clinical tracks.

### Staying off the barrier is a testimony to the skill of those true amateurs

The pace was demonic, especially in the racing car class 1.5 litre to 12 litres. To see drivers taking the 90° right at the end of the pits straight doing their best to tear their tyres off the rims, often with one or more front wheels in the air and staying off the barrier, is a testimony to the skill of these true amateurs.

The results speak for themselves and there were relatively few mechanical failures – a smattering of blown gaskets, blown silencers and gravel-infested blowers.

The RAC seemed very happy, freely admitting to initial misgivings and looked forward to an extended event next year. The big blue Manx police also enjoyed the meeting, taking some unusual readings with the radar gun from the pits at one stage – "126, bloody marvellous..."

Left: Schellenberg prepares for blast off in his 8-litre Barnato Bentley. Below left: Boswell's 12-litre Hispano-engined Bequet Delage fends off Sayers in the Riley Sprite Special. Below: Allison passes the cemetery on his way down the start/finish straight.



illustrious names as Prince Bira, Dick Seaman, Stirling Moss, Reg Parnell, the chequered flag and the Isle of Man curtain finally coming down on the latter in 1953.

Fitting therefore that the Manx Motor Club, hand in gauntlet with the Vintage Sports Car Club, should engineer a return of pre-war racing and sports cars along with a select band of pre-'65 machinery.

For a prototype, the event was extremely well supported and the forecourts of Douglas Hotels gave a fore-taste of things to come, packed with the cream of historic racers gently clinking and creaking and dropping oil as they cooled; like groaning dinosaurs, someone said.

Thursday's hillclimb used part of the motorcycle TT course running backwards from a little below Brandish, 2.15 miles and 635ft up to Kate's Cottge. Very, very fast – Anthony Mayman in an ERA R4D reaching 132mph; wonderful for the drivers, but a little too straight for the spectators was the verdict.

Not the case in the road racing; the Willaston Circuit is no picnic. It was extremely bumpy, littered with substantial pieces of street furniture and with very adjacent filling stations, back gardens and bus shelters. With the autumn sun casting long shadows obscuring hefty kerbs just where you expected the apex to be, a premium fell on good old ground-hugging



# GLOBE TROTTER

## Forza Faenza

It was one of those friendly gatherings you rarely see in the modern Formula 1 era, when people were present because they wanted to be there and not because they were obliged to be.

It was Sunday night in Estoril. We were gathered under a wind-blown awning, drinking a few beers and generally mulling over life, love and the universe.

Outside in the gusty blackness, the Mansell/Senna/black rumpus was working itself up to a fine old frenzy.

What a difference a piece of canvas can make. Inside there was a guy from McLaren, a happy Ferrari man, some folk from Lotus and me. It felt a bit like being in a foxhole in No Man's Land, avoiding a barrage and not bothering to shoot at each other.

In the course of this get-together, everyone around the table expressed their delight that the Minardi team had led the race – if only for half a lap.

It might seem a little strange in the dog-eat-dog world of F1 that people can wish good fortune on others, but in the case of Minardi, it really does exist.

There is a massive closet Minardi fan club in the paddock. Everyone

### It felt like being in a foxhole in No Man's land

loves the underdog; to see the little guys sticking two fingers up to the big guys and making them squirm.

Before the race, sitting with a driver – not a Minardi driver – we toasted the success of the little team from Faenza with cups of the glorious, thick espresso coffee that the team's coffee machine churns out at all hours of the day. It's the kind of coffee that makes you dizzy – a couple of sips of heaven.

The Minardi coffee machine is possibly the most popular machine in the Formula 1 paddock – if not the best designed. Around this venerable contraption, people gather to chat and gossip in a homely-environment.

The Minardi motorhome is not one of those scary mobile land-based facilities with dark-tinted windows, leather seats and satellite links to numbered accounts in the Cayman Islands. It's an ingenious van with awnings pointing out in all directions, under which the chef is always hard at work. You don't feel afraid to venture in.

Having fallen out with the new management at Ferrari over the Mansell/Senna black flag business, the heavy-hitters in the Italian press have been banished from the sacred Ferrari awning and now take their coffee with Minardi. Things are more simple with them.

The Minardi boys are friendly, polite and honest. For them being present in an F1 team is good, being successful is amazing, but keeping



Success, celebrated Minardi style. Giancarlo and Martini after the British GP.

your feet on the ground is most important.

A few races back the Minardi coffee-machine broke down. It is no exaggeration to say that more mechanics were working on this than on the cars – and they were supervised by Giancarlo Minardi himself. The priorities seemed just about right.

Giancarlo gives the impression of being a world-weary, but benevolent, leader. He doesn't tell lies (which is most odd in F1 team manager circles) and he has an unusual idea about contracts. When you read that a Minardi driver has signed a contract it probably means he has shaken hands with Giancarlo. From his point of view, he is happiest if his drivers get on well together.

Giancarlo knows all about struggling and while he still needs money for next year, he is hoping to keep Luis Sala alongside Piero Martini. They were team mates in F3000 before moving to F1 and they work well together.

The present competitiveness of the team is a combination of many things. The Pirelli tyres are good, Martini is now able to show the skills which have been hidden in the past, everything has gelled at the same time.

The Minardi team seems to have fan clubs in most countries visited by the F1 circus. No, I didn't believe it either, but I keep bumping into fan club

members while visiting the coffee machine.

The British GP was Minardi's finest hour until the recent Iberian Peninsula events. Flying home that night, on a plane with the Ferrari men, the Minardi crew arrived at Bologna Airport to find crowds of celebrating race fans. Mansell's Ferrari had finished second, Minardi fifth and sixth. The

### F1 seems like a monster, devouring its children...

Ferrari men slunk home, while Minardi and its fans had a party in the airport.

What is the secret of this popularity? Why do people cheer the team along or secretly hope it does well?

Personally I don't understand it, but I know I feel the same way. Lovers of the underdog have had a bumper season this year. Everywhere young heroes are charging into F1 and some of the hard luck stories of the past have been given happy endings.

Take Martini, for example, Pierluigi had an awful time in the first Minardi season, back in 1985. It nearly des-

troyed his career.

The bright star of European Formula 3 in 1983 was quickly forgotten and had to go back to F3000 to rebuild his career. The teams which once shunned him are now looking again.

There are times when F1 seems like a monster, devouring its children and spitting out the remains. It's very much a consumer society.

There are more deserving cases than there are seats available, inevitably careers go to the wall. Thus, there is always the temptation for youngsters to grab at anything when they are struggling to make it into F1.

It is inevitable that there will be victims of Formula 1's voracious appetite for the latest whizz kid.

The only big news is today's news. Where was JJ Lehto a month ago? In the middle of a frightful F3000 season. Now he is a name on everyone's lips. Remember Julian Bailey? Did he not regret jumping into F1 with an uncompetitive car? It was a risk which didn't work out. Would he do the same in the future?

"It's better to be driving a shitbox than not driving at all," Julian said earlier this year as he was hanging around, looking for an F1 seat.

What anything?

"Anything," he replied.

It's a risk, of course, but like junkies taking a chance and injecting themselves with dirty needles, racing drivers are willing to take big risks to get where they want.

There are seldom second chances. Martini had one, Roberto Moreno too. It took the Brazilian a lot longer. The first chance came at Zandvoort in 1982 when Roberto did a one-off for Lotus. He failed to qualify.

"It took years to get over that," he muses now. "It's very hard to make F1 people change their minds about you. I don't know why I ever did that Lotus thing. It was crazy. If you look at it, very few of the drivers who tried to go straight from F3 into the ground-effect cars made it."

Take Tommy Byrne for example.

"Tommy was \*\*\*king good," said Eddie Jordan the other day – in his own unique way.

We were chatting and discussing, in a totally arbitrary way, who would still be in F1 next year and who would get fired.

Eddie, of course, knew much more than he was letting on and was fishing for any further information I might have stumbled across. We came up with a list of 12 drivers "on the bubble", and then divided that number by three to allow for the innate conservatism of the mainstream team owners.

It is better, they figure, to rely on known talents rather than take a flyer on a young hero.

What they forget is that there is a world outside F1, where drivers show their talents long before ever getting close to a Grand Prix car. Leopards rarely change their spots.

If Ivan Capelli is having a bad year now – and his reputation is waning – through poor reliability, he hasn't forgotten how to drive an F1 car quickly. But the world has forgotten he can. Yannick Dalmas was very good at every stage of his career and that talent hasn't just evaporated.

Perhaps that's why there are people like Minardi. It is not the off-the-shelf 'we are very professional because we can tell good lies' type of team; it has been tempered by struggle and is built to last. Minardi may not have designer labels, but the team will be going long after the flashier types have retired to the Caymans to spend their ill-gotten gains.

JOE SAWARD



# Indy's F1 co-existence

For an Indycar aficionado this has been a schizophrenic year. One mind recalls with fervour and intrigue those things which took place on the race track. The other mind contemplates the desultory events which continue to take place off-track in the motorhomes and meeting rooms where the state-of-CART is under eternal debate.

The great 1990 rules brouhaha of the past few months has emphasized the lack of leadership in Indycar racing. A rules package aimed at five years stability which has been under discussion for more than a year and a half has been stalled at the last moment.

This has thrown costly confusion into the car builders' ability to effectively produce next year's cars. It has hit Lola particularly, who supply most of the Indycar field. Also, it has been made clear to everyone that no working relationship exists between CART, USAC and the Indianapolis Motor Speedway (IMS).

More worrying is the fact that CART is to the point of tearing itself apart over an internal power struggle triggered by the rules debate. After a series of meetings, including one in Denver last week, CART's owners have determined to restructure and reconstitute the organisation. It is expected that CART chairman John Frasco will be asked to resign in a meeting in Chicago at the end of this month. Frasco will be replaced by a new 'commissioner'. It is also likely

that CART's president John Caponigro will be replaced.

The name of team owner Pat Patrick keeps coming forward as a candidate to replace either Frasco or Caponigro. But there is opposition to Patrick from many quarters.

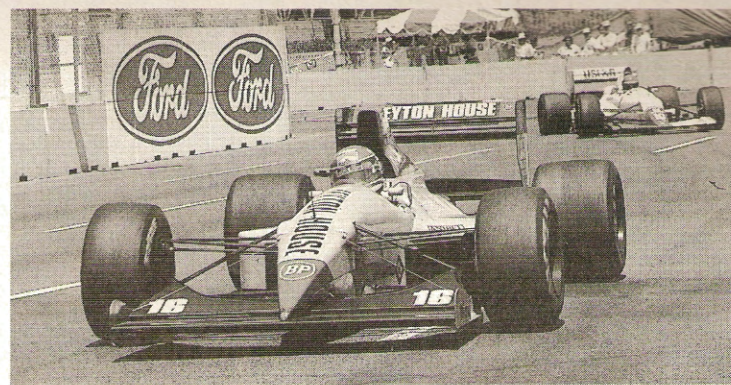
The bottom line to all this squabbling is about money and sponsorship. In Indycar racing there isn't enough of it to go around. The mid and backfield teams - the 'have-nots' - are finding it tougher than ever to get anything like the sponsorship needed to compete. Even at the front of the field the pinch is being felt as the top four or five teams try to marshal the money and resources to compete with Penske, who will field a monstrous three-car team of PC19s next year with Fittipaldi joining Mears and Sullivan and with Marlboro as the team's major sponsor.

In each of Formula 1 and NASCAR there are from 12 to 25 teams making money from their sport. They are in it on a profit-making basis. Racing is their business. Unfortunately, the economics of Indycar racing has kept it in the amateur realm with only a handful of money-making teams at the front of the field. Consider that even the backfield teams in F1 - those struggling with pre-qualifying - enjoy \$5million and more in sponsorship income. This is as much as CART's top two or three top teams can muster.

The disparity between F1 and Indycars is long-standing and difficult to turn around. A major effort is required but there is so much political infighting in CART that nobody can keep their eye on the ball long enough to develop a coherent, longterm programme at all levels - administrative, rules, marketing.

Other urgent realities tug at CART's framework. Not one Indycar engine has been manufactured in the USA in four years. For myriad reasons the American racing car industry is all but moribund. And too, our secondary or training categories are a miasmic sea comprising ARS, Formula Atlantic, SuperVee, as well as things like Barber/Saab and Formula Russell, not to mention the separate culture of sprint cars, midgets and supermodifieds.

The road to the top of American open-wheeled racing for drivers,



engineers and other skilled craftsmen is thoroughly confused and inefficient.

After many years of watching, listening, talking, debating and cogitating, I can see only one way out of the rosebush in which American open-wheel racing has allowed itself to become entangled. I believe the time has come for CART, USAC and the IMS to bury the hatchet and to work together to achieve a sensible political accord with FISA. It's time to adopt F1's engine rules and to bring the chassis and aerodynamic rules as close together as possible. It's time to have a real World Championship consisting of some major oval races and a road race or two in the USA in company with the biggest races in Europe and those in Japan, Australia and Brazil.

I'm proposing a merger of F1 and Indycar racing. This would give Indycars the international presence they need to help strengthen a very weak base of sponsorship revenues. It would also dramatically improve F1's failing image in the USA and it would make the combined series a magnificent test of all-round driving, engineering and workmanship.

We could still have a national or North American championship with some common and some separate races. The strongest CART races would become international events. The others would continue in their current role. Similarly in Europe there would be a European championship with all races counting for the localized title and selected major races counting for the World Championship. A result

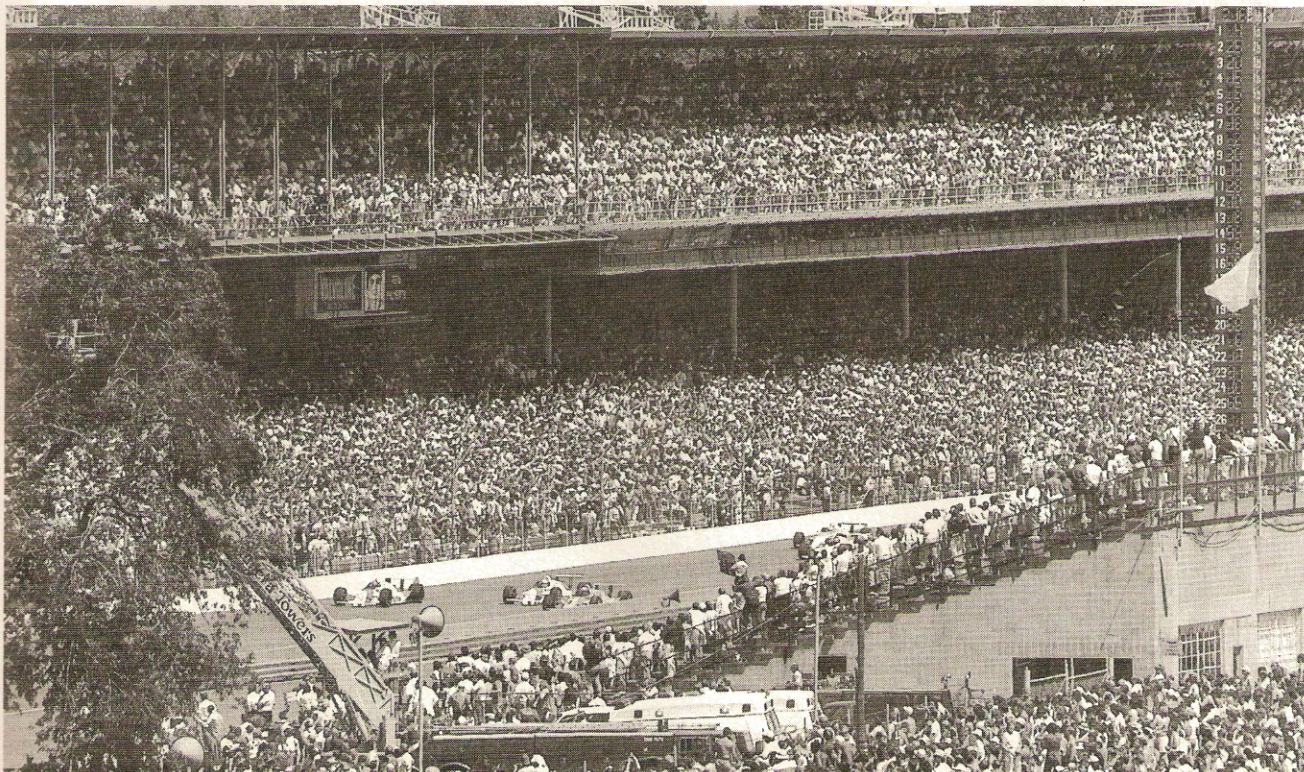
of this structure would be A and B divisions in both North America and Europe but it would eliminate the confusion and jealousies which exist between F1 and Indycars with one, clearly-defined top league of open-wheel or single-seater motor racing which would be a much stronger, synergistic whole.

This would not be easy to achieve. First of all there are the existing systems of power and politics and their relevant egos. The simple-minded logic I've tried to enlist in thinking about the future of open-wheel motor racing probably holds little appeal to many. Some fans may think the idea impertinent, even sacrilegious. And there is no doubt that it would be difficult to strike the right technical compromise between 1200lb F1 cars and 1550lb Indycars, the latter having to withstand the rigours of 500-mile races run at constantly high speeds not to mention massive impacts with retaining walls. But for the sake of everyone's health and welfare I think this is an idea whose time has come.

I have to emphasise that this is not an original idea. Dan Gurney has espoused a common F1/Indy formula for 20 years and Bernie Ecclestone says he would like to see it happen. "I've tried to talk to those guys at CART about getting together," comments Ecclestone. "But they don't seem to be interested. I think it would be a good idea."

This is one time when I agree with Bernie. Anybody out there with me?

**GORDON KIRBY**



The Indianapolis motorspeedway (left) is the spiritual home of American motor racing. Surely this is the most sensible venue for the American GP rather than the featureless streets of Phoenix? (above)



Early leader Fiorio was not hampered by the 8-valve Lancia and, helped by Tuesday's wet conditions, pulled out a small lead.

# Smart Alex

Lancia debuted its new 16-valve Delta Integrale in San Remo but, by Tuesday lunchtime, it was the older 8-valve car of Alex Fiorio that held the advantage on the latest round of the World Championship. Toyota was suffering tyre problems in the wet and Miki Biasion was set to move up with the new red Lancia...

After the shock defeat in Australia, Lancia might have planned the San Remo campaign (note that it is no longer called Rally d'Italia) as its bid for revenge. And the rival camps more or less played into its hands, only Toyota sending an official squad to battle against the Turin camp.

Lancia had much to look forward to, debuting the new 16-valve Integrale in its striking new red colour scheme. Official cars were entered for Miki Biasion and Didier Auriol while there were several privately run 16-valve examples in the field. Meanwhile, Lancia hedged its bets with a smattering of 8-valve examples... just in case!

Teams were also deep in the midst of the driver change period; Lancia, Toyota and Subaru all making announcements for the new season. However, the main topic of conversation was the route, changed significantly for 1989 and, happily, ignoring Turin completely.

However, the route also missed out the sweeping tests of the Tuscany region and instead headed for the rougher, tighter and twistier roads further east. Toyota's plan to send the lightweight (and prone to physical collapse) Celicas was immediately abandoned. "When we saw how rough the route would be, we gave up any idea of further weight saving," confessed Gerd Pfeiffer. It was a view held by Ford and GM who opted to withdraw their entries completely while Mitsubishi and Mazda never planned to attend in the first place. The only other factory team was Peugeot Italy, sending its 405 Mi16s to their first World Championship event.

Proceedings kicked off a day earlier than normal with a superspecial at Ospedaletti, 7 kilometres along the

coast from San Remo where the San Remo GP used to be held as a street race 40 years ago. Fangio won here once and this time his fellow Argentinian, Jorge Recalde, was a reluctant spectator, dumped from his drive by the Lancia management.

High winds blew away the dust from this reclaimed patch of land where cars used the stage in such a way that only one could be in action at any one time.

The Lancia and Toyota camps were well balanced with Kankkunen and Auriol tied for the lead, Sainz third

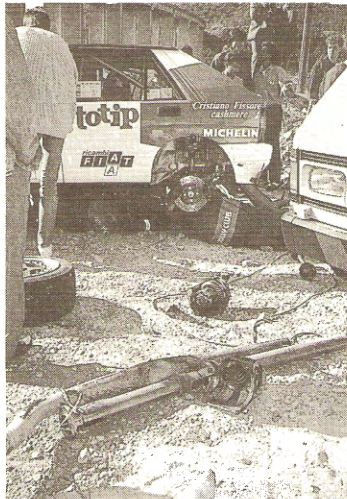
**CERRATO: "There was no warning. Just off the line, and Pow!"**

and fourth shared by Biasion and Fiorio. The Belgian contingent, however, struggled as Snyers spun the Bastos Toyota; Pascal Gaban limped to the finish with a shredded right front tyre on the Lancia (retiring a couple of stages later with gearbox failure and now having to reconsider his trip to the Ivory Coast) and Gregoire de Mevius spluttered through the test with slumping fuel pressure that all but stopped his Mazda. He had hoped to be quicker than his Group N rival, Gaban, but collected a 5 minute maximum instead. The German contingent was soon out, Armin Schwarz rolling the big Audi on the first 'real' stage and Ronald Holzer spun off backwards on the next. It had been an entertaining session, but missed by many who turned up at lunchtime only to find that

television schedules had forced a start 1 hour 35 minutes earlier...

A group of asphalt stages around Ospedaletti preceded gravel tests further south near Pisa after a drag down the autostrada. For rally leader, Dario Cerrato, the final asphalt stage was a disaster as his transmission broke on the start line. "There was no warning," he reflected, "Just off the line and Pow!" The diff casing was broken in two places and the Kevlar propshaft also destroyed. Cerrato left with a real fight on his hands to rejoin the leaders. At this early stage, Group N was led by

Cerrato - transmission problems.



## SAN REMO RALLY (I)

### Positions after SS15, Tuesday 1200

Pos	Driver/co-driver	Car	Result
1	Alex Fiorio/Luigi Pirollo	Lancia Delta Integrale	2h58m23s
2	Carlos Sainz/Luis Moya	Toyota Celica GT-Four	2h58m58s
3	Juha Kankkunen/Juha Piironen	Toyota Celica GT-Four	3h00m26s
4	Miki Biasion/Tiziano Siviero	Lancia Delta 16v Integrale	3h00m35s
5	Patrick Snyers/Dany Colebunders	Toyota Celica GT-Four	3h03m12s
6	Dario Cerrato/Guisepppe Cerrì	Lancia Delta Integrale	3h04m23s
7	Marc Duez/Alain Lopes	BMW M3	3h10m11s
8	Paolo Alessandrini/Alessandro Alessandrini	Lancia Delta 16v Integrale	3h11m34s
9	Andrea Aghini/Sauro Farnocchia	Peugeot 405 Mi16	3h11m42s
10	Alain Oreille/Gilles Thimonier	Renault 5 GT Turbo (N)	3h17m41s

Alex Fassina (son of former European Champion, Tony) in a Sierra Cosworth. Thanks to the efforts of De Mevius and Gaban, second place was held by title chaser Alain Oreille in the Renault 5 GT Turbo.

Hopes for a 16-valve victory were looking good with both Biasion and Auriol well placed in the scramble for an early lead. However, on the fifth stage, the first on gravel, Auriol left the road and stayed there to survey another damaged Integrale, this one

**AURIOL: "We had no idea the car would bounce at that point..."**

rapidly losing weight as the spectators seized souvenirs of the new car. "We had checked the route carefully, but had no idea that the car would bounce at that point." But Biasion held a 5 second lead over Fiorio until the World Chamoion elect also hit trouble with a Stage 6 puncture and slipped three places by the end of the leg, under a bit of pressure from Snyers.

Cerrato's car had its replacement transmission but was then held up when the *polizei* took a close interest in the Lancia's performance figures. It meant that there was now little chance to set the car up for the gravel...

On the loose, Marc Duez took the 2WD lead as Andrea Zanussi's 405 Mi16 stopped with clutch failure. As the first halt at Arezzo drew nearer, it was the Totip/Jolly Club 8-valve Lancia of Alex Fiorio that held a scant lead (despite rising water temperature) over the Toyotas of Carlos Sainz and Juha Kankkunen, a battle royal in prospect for the second full day...

Tuesday turned out to be wet, the stages around Arezzo slippery indeed. The Toyotas struggled for grip as, once again, Pirelli's gravel tyres proved less suitable than Michelins in the conditions. Fiorio was able to extend his lead, helped by both Kankkunen and Sainz pirouetting their way through the early tests.

As the Totip car pulled away, so Miki Biasion's lone Martini Racing example closed on the Toyotas, the gap slashed over the first half a dozen stages on Tuesday. He started 1m32s behind Kankkunen and quickly cut that down to 9 seconds by SS15 near Mercatello.

Alain Oreille moved into the Group N lead during the morning but had to keep a very close eye on the incredible progress of Gregoire de Mevius in the Fina Racing Mazda. He started the event third in the Group N series but was now slicing 30 seconds off Oreille's lead with every stage. It was only a matter of time...

Full report next week. ■

## FACING PAGE

Miki Biasion got off to a bad start with the new 16v Lancia Integrale, but by Tuesday's gravel stages was closing fast on the Toyotas.



LANCIA MARTINI

MARTINI

MICHELIN

MICHELIN

MICHELIN

TURBO GARRETT

GARRETT TURBO

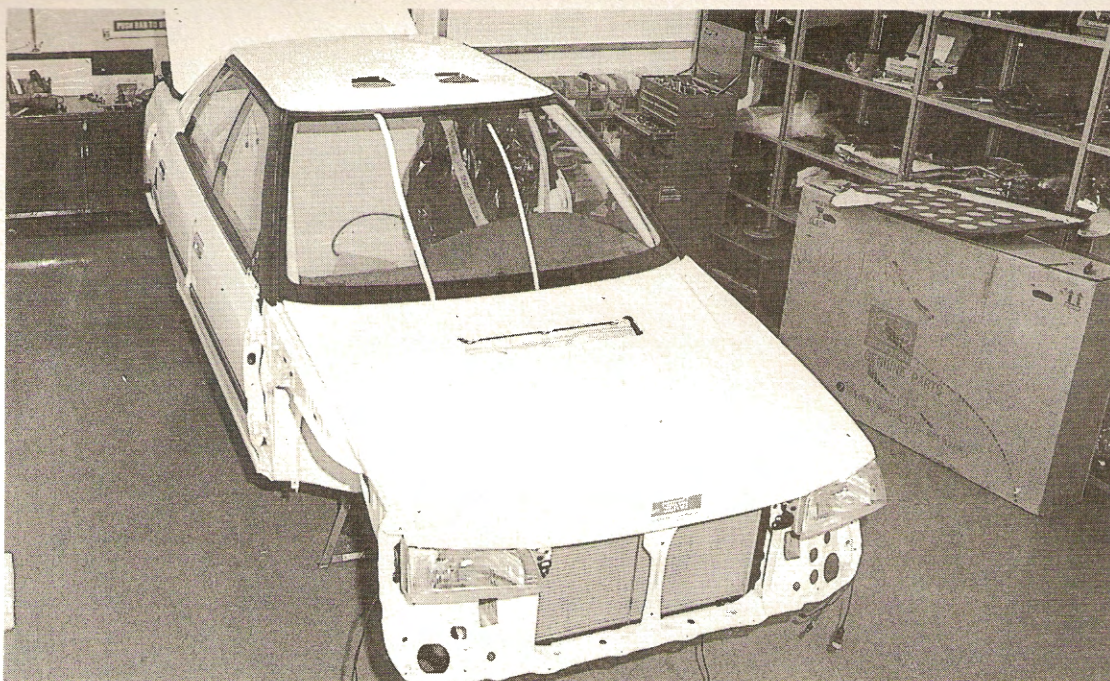
COARELLO

COARELLO

Fiat Lubrificanti



CASANOVA



Left: Work on Subaru's latest rally challenger, the Legacy RS, continues, with David Richards looking after the development. Bottom: David Richards Engineering - left to right - Richards, John Piper, David Lapworth.

# Subaru's challenger

**Subaru, the latest in the growing line of Japanese manufacturers, has announced an offensive for the World Rally Championship. David Richards, former World Championship co-driver, has been charged with the development of the new car. On paper, the Legacy RS looks set to maintain Richards's successful record in motorsport.**

The first rally version of the Subaru Legacy is to make its debut next season at the hands of Markku Alen. Testing is due to start in January in Britain and February in Greece.

The European-based car will be run by a new company called Subaru Tecnica International under the control of John Piper and David Lapworth. No firm decision has yet been taken about the debut of the European rally division of Subaru Tecnica International, although the 1990 Acropolis has been suggested.

As a Group A rally car, the Legacy RS is unorthodox, using a four-cam boxer engine. It is to be developed in parallel in Britain and in Japan, with different types of rallying in mind. The Japanese team expects to make its debut with a less sophisticated specification car at the Safari.

Overall responsibility for Subaru motorsport is controlled by STI Japan whose president is Ryuichiro Kuse. Kuse controls Richards's team as well as the Japanese effort run by Noriyuki Koseki and also the Formula 1 engine project run in Italy by former rally man, Yoshio Takaoka.

Markku Alen is the only contracted rally driver so far. It is expected that 'Possum' Bourne will drive for the Koseki team in its three projected events (Safari, New Zealand and Australia). Marc Duez, it is assumed, is under consideration as number 2 driver to Alen in the European team, while Alen has also been promised a drive on the Safari.

"We plan to make the preparation of the car as straightforward as we can," explains Richards. "We also want to avoid relying on outside suppliers of specialist parts. Although the Japanese team will use 5-speed transmissions, our own cars will have a 6-speed unit that we will produce right

here in our Banbury premises.

"Our engineering division already produces more competition gearboxes than any other company in Britain; currently we build units for F1, Indy racing and the 6-speed evolution box for BMW. This work is under the responsibility of John Piper, formerly with Williams and Benetton.

"Our Subaru activity will be completely divorced from Prodrive work; in fact, after the coming season we envisage that our BMW M3 effort will only centre around circuit racing. For the present our work with Subaru is a three-year operation, with just the Legacy RS in view, but of course we hope our relationship with Subaru will continue after that."

The transmission is one of the major European inputs into the project. The type of central differential has yet to be decided, but already some automatic versions of the production Legacy

have an active transmission system for all three differentials, which would give an obvious basis for development. The standard bodysell has been found to be impressively strong. With their own designed rollcage the rigidity is some 15% better than that of the BMW M3 for the same weight. David Lapworth is responsible for work on the car, and will attend FISA Manufacturers' Commission meetings alongside Koseki.

Lapworth reckons that the Legacy seems to be a car with no problem areas: "There is no Achilles heel, no fundamental weakness. It is a good size, the track and wheelbase are the same as the old Peugeot 205 Turbo 16 supercar. There is a good amount of air inlet area and the radiators are big in standard form."

Reliance on some outside suppliers is essential, particularly tyres. "We would like the chance to stay with Pirelli as we have been very happy working with them," explains Richards. "We rely on Bilstein for our strut inserts, and AP is developing new 6-piston brake calipers."

The RS is sold in standard form with 15ins wheels, and the wheel wells can take 16in tyres on gravel and 17in on asphalt - with up to 9.75in wide tyres.

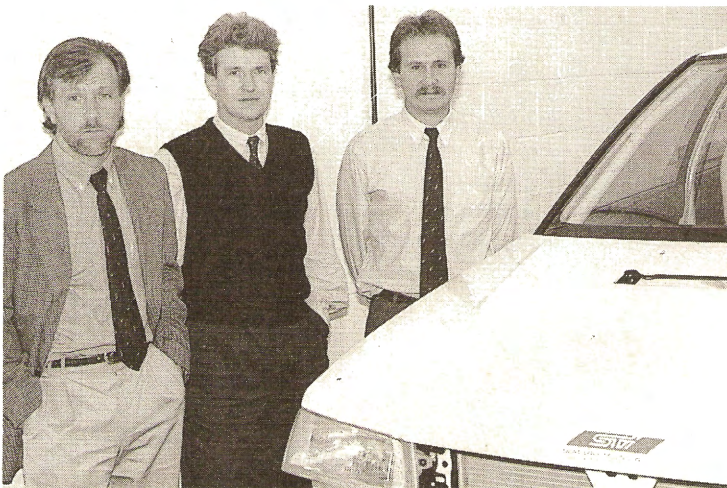
As is usual with Japanese teams, engine development and supply is an entirely Japanese matter. "We know that the Legacy engine will have excellent torque. Already it produces some 45mkg at 4500rpm and the engine will rev to 7000rpm," said Richards. The power is, for political reasons, a close secret. "It will be no less powerful than other teams'," is Richards's only comment...

One of the main attractions of the car is its boxer engine which is very short in length, giving the car a good balance. Lapworth remarked: "We are used to boxer engines; we spent a long time rallying Porsches." The front driveshafts are angled back, so the clutch is in line between the two front struts and the engine comes immediately forward from there, leaving considerable room between the front of the engine and the radiators. The intercooler is placed in front of the water radiator. There is a long propshaft, and the driveshafts front and back are very long, giving a good opportunity to use long travel suspension without handling difficulties.

The basic car is expected to be light and is already gaining good power outputs with a small turbocharger, suggesting that next year's 40mm restrictor will not hinder performance. There are already computer lines of communications between Banbury and Japan, and STI in Britain has been guaranteed access to any technical personnel in Japan as necessary.

Homologation has been promised for January 1990. Since the model was announced in February 1989, already some 11,000 Legacy RS cars have been built. Richards's company retains the right to place sponsorship on the cars, although the Japanese cars are to be un-sponsored.

For 1990, STI will only run in World Championship rallies; towards the end of the year it is expected that Group N development work will begin and for 1991 supply for national teams can be undertaken. Richards concludes: "We don't want to rush into competition. We want to have a clear six months development period before we go into a World Championship rally."





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# E 1989 AUTOGLASS TOUR

RYMAN - HONDA CIVIC 16 VALVE Si

3<sup>RD</sup> OVERALL

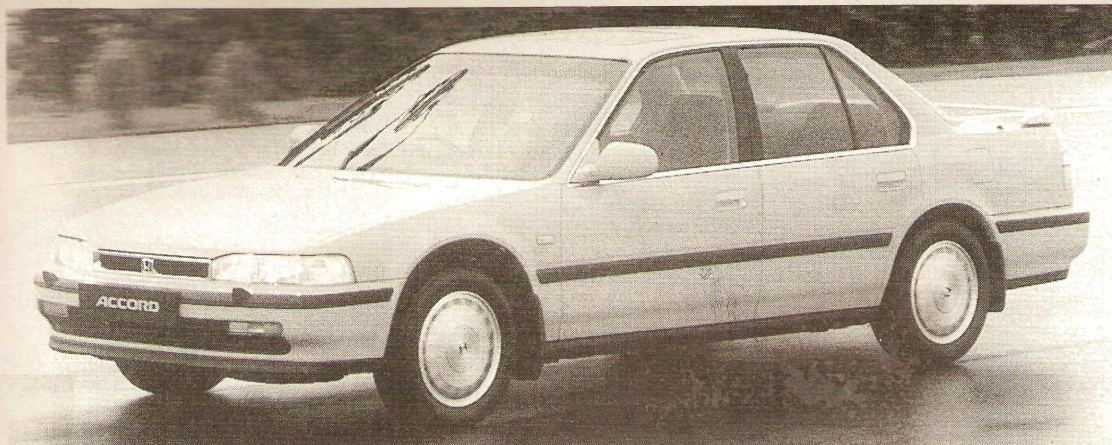
1<sup>ST</sup> IN CLASS



THE  
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Honda's latest Accord range is sleek and elegant, but only part of a new model line up.

# Accord – the full story

When Honda pulled the covers off the new Accord at the Frankfurt Show, the world was only getting half the story. Back in Tokyo, unveiled on the same day, were three other versions of the same car: Ascot, Inspire and Vigor.

Also, Honda's worst-kept secret, the radical 5-cylinder Accord was shown for the first time.

For the Japanese market only, Honda's most critical model now comes with an Audi-like, in-line, 5-cylinder, 2-litre engine (in Inspire/Vigor guise), slotting in above the transverse, 4-cylinder Accord (the version that will be coming to Europe)

and its Japanese sister car, the Ascot.

The Honda 'five' demonstrates for the first time Honda's so-called 'front-midship' engine configuration.

This is something else. The new Honda straight-5 engine (all-alloy, with an sohc 4-valve head) is sub-frame-mounted and canted over, 35° to the right. The gearbox sits behind in conventional fashion, but has an extension shaft running forward, transmitting the drive to the differential, mounted on the right side of the block.

So far, so good. But the driveshaft for the right front wheel actually runs through the bottom of the engine

crankcase. This is what Honda means by front-midship, for having brought the engine back in the bay and then lowered it (so as to eliminate nose-heaviness and achieve a low bonnet line), its centre of gravity now lies behind the centreline of the front wheels.

Wacky! The benefits of this are said to be a high level of straight-line stability and handling performance, suggesting better balance and less on-limit understeer than you would get from, say, an Audi 90.

The engine itself is a compact, short stroke, high compression affair, with a bore of 82.0mm and stroke of 75.6mm,

giving 1996cc. Compression is 9.7:1.

Why a five? The pat answer is that it's smaller and lighter than a six, but more powerful than a four.

The only trouble with that is that the VTEC (variable valve timing and lift) 1.6-litre sohc 16-valve engine in Honda's new Japanese Integra (and soon, the CR-X) produces the same 160 PS as this new Accord, with one cylinder less.

However, the new G 20A engine, with no twin cam head, VTEC or turbo, obviously has a lot of development potential over and above the 160 PS at 6700rpm and 137lb ft at 4000rpm shown here.

The Honda five also gets a special, extra-long intake manifold with multi-stage air flow valves, so designed as to boost low/mid-range torque by opening only at a pre-set rpm.

After the fascination of the five, the Accord four seems an anti-climax. But don't be misled: the 1.8-2.0-litre 16-valve 4-cylinder engines in the lesser Accords are all-new too, as are the substantially bigger, Legend-sized bodies and revamped interiors.

In Japan, the Accord/Ascot 4-cylinder range starts with a carb-fed 1849cc option with sohc head (105 PS), then goes onto a 1997cc (110 PS) version of the same engine. With PGM-FI injection, power goes up to 130 PS. Add a twin cam head and you get 150 PS.

The 5-cylinder Inspire/Vigor models, besides subtly different styling which, to the European eye, looks only slightly more interesting than the very conservative new Accord, can be ordered with Honda's electronic traction control, combined with ABS.

## Ford driving clinics

An advanced driving course is being offered by Ford to all owners of Sierra Sapphire RS Cosworths.

Aimed to teach owners how to 'appreciate' the performance of this rapid vehicle, the course is run over a day. Instruction is given on both roads and racing circuits, the instructors all holding police Class 1 licences.

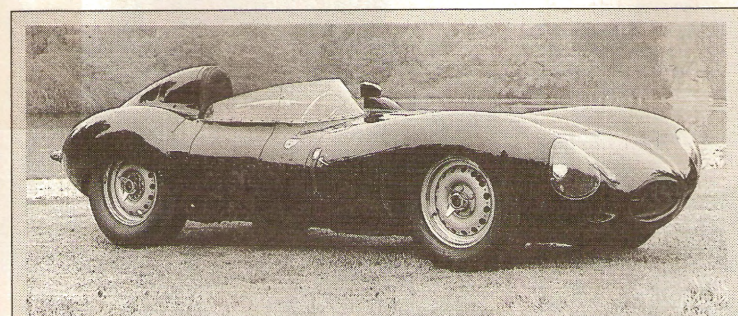
Courses are based around the country, with centres at the Ford Competition Centre, Boreham; Snetterton; Castle Combe; Donington Park; and Knockhill. The cost of the course is £295 plus VAT, including comprehensive insurance plus lunch, and bookings can be made at any Ford Rallye Sport dealership.

## Updated Mantula

Marcos's Mantula model is being updated with the introduction of independent suspension all round.

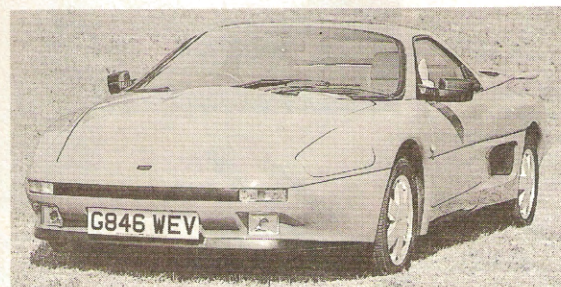
On top of this, the 3.9-litre Rover V8 engine can now run on unleaded

fuel, also being fitted with a catalytic converter for the German, Japanese and American markets. The third change is the fitment of new 15in split-rim wheels.



## Start a collection

A Jaguar D-type is the jewel in Brook's first classic auction which will take place at the Motorfair on October 26. Valued at around £1m, XKD512 is from a limited run built in 1955 alongside the team Ds that won at Le Mans in '55, '56 and '57. Also on sale will be Pat Burke's Modena collection, including a '82 Rothmans Porsche 956, which won at Le Mans in '83, with Schuppan/Haywood/Holbert at the wheel. The collection also includes the '65 Porsche Berg-Spyder 'Kangaroo', a '55 Cooper-Bristol, in which Jack Brabham made his F1 debut, and a '67 ex-Courage F2 McLaren M4A.



It's here, ready to roll. Panther's Solo seems to have been in development for ever. Is it worth the wait?

## Panther Solo – at last

The Panther Solo is ready for production. After years of speculation and false starts, this two-seater is to be launched at Motorfair later this month.

The Solo is four-wheel drive, with the turbocharged Ford engine (as used in the Sierra Cosworth) mounted amidships. Pushing out 204bhp, the Solo will reach 60mph from rest in

under 6s, with a top speed of over 150mph. Combined with the 4WD traction, the Solo broke the lap record for the tortuous handling at Millbrook testing ground in pre-launch testing.

Only 100 Solos are being allocated to the British market. So don't expect them to stay long in the showrooms, even priced at £39,850.

## Motorfair's sporty side

This year's Motorfair in Earls Court promises a spectacular line-up of new models and competition cars.

Motorsport enthusiasts will be treated to a Motor Sport Day on October 24 when they will be able to meet the stars of racing and rallying.

McLaren Honda will be showing off a World Championship winning Formula 1 car, while Ford is hoping to have a Benetton available.

Further attractions will be this year's

competing Le Mans challengers of Jaguar and Toyota, the challenge-version of the Ford Cosworth RS and Ford Fiesta XR2i and a selection of rally and Group A cars.

Over 50 new road-going models being seen for the first time in the UK, including three world debuts, will be on display.

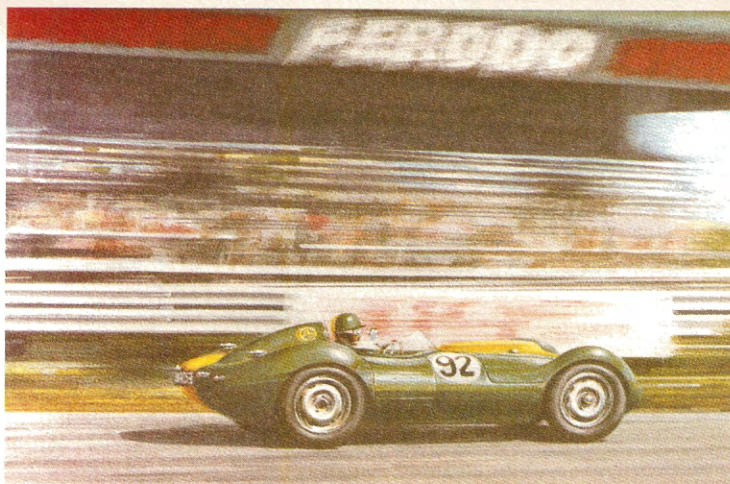
More information will be available in next week's AUTOSPORT special Motorfair supplement.

■ Caterham cars are going environmental friendly. Henceforth, all models will be able to run on unleaded fuel. Proving that this doesn't mean a drop in performance, the 1700 Super Sprint can still cover 0-60mph in 5.5s.

■ Limited edition 'Prisoner' versions of Caterham's Super 7 are available. Based on KAR120C, the car used in the cult sixties TV serial, the model comes in British Racing Green with a yellow nose. The price is £16,951.

# ARMCHAIR ENTHUSIAST

*books, videos  
models &  
paintings*

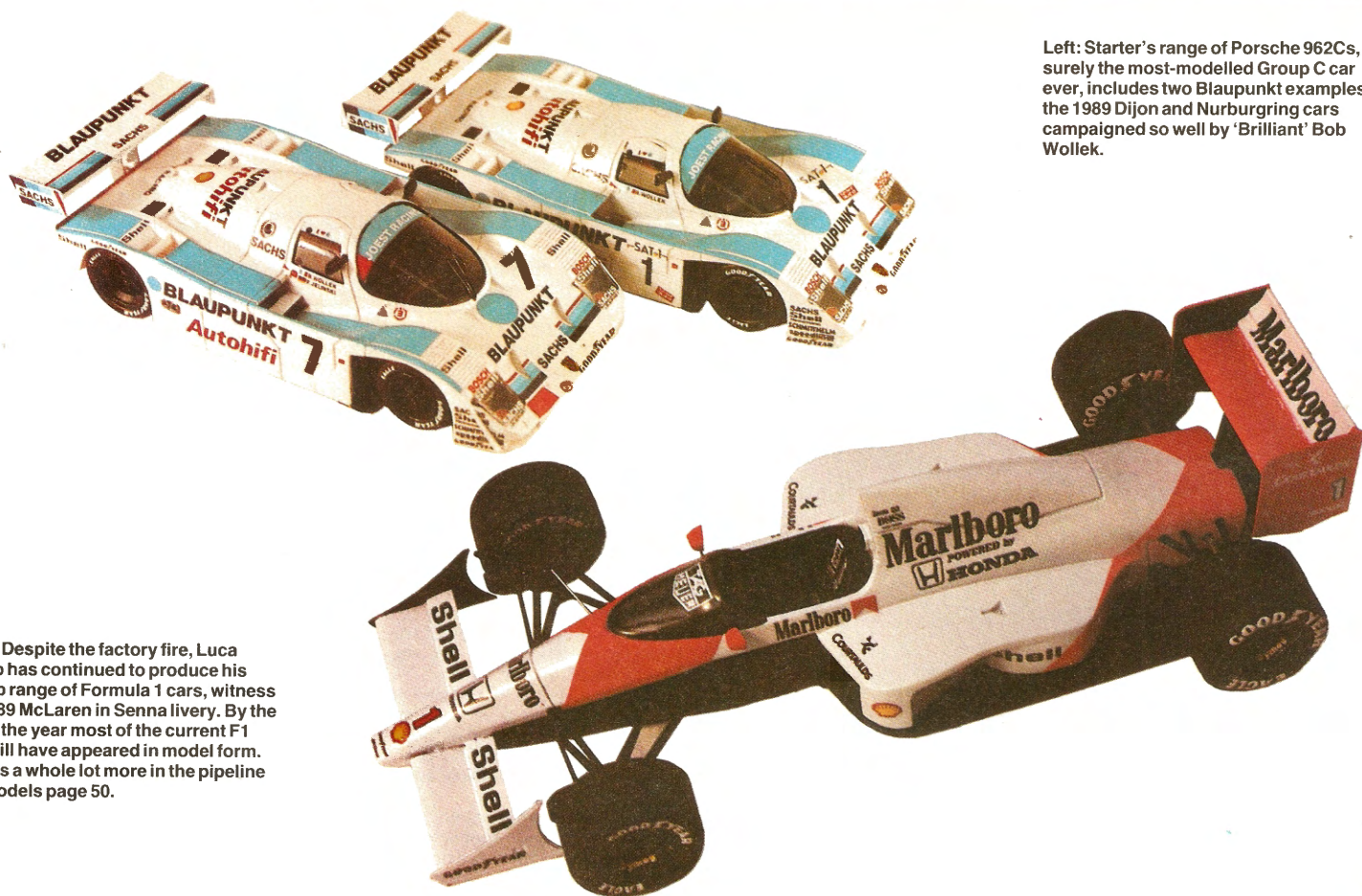
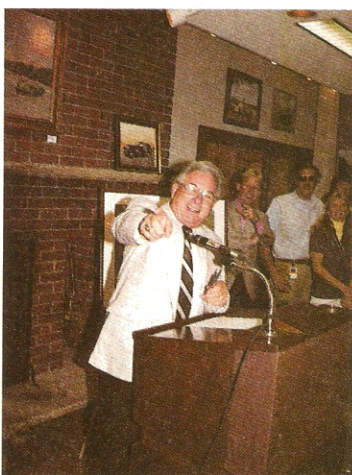


Below left: Roger Ward opens the 11th annual Auto Art exhibition at Lime Rock. Members of Britain's Guild of Motoring Artists was well received, including works by such as Basil Smith, the Scott-Brown Lister Jaguar at Goodwood on gouache (left), and Peter Hearsey, E-types at the Isle of Man in oils (below). More work from the exhibition will be shown next month.

## Art at the Rock Festival

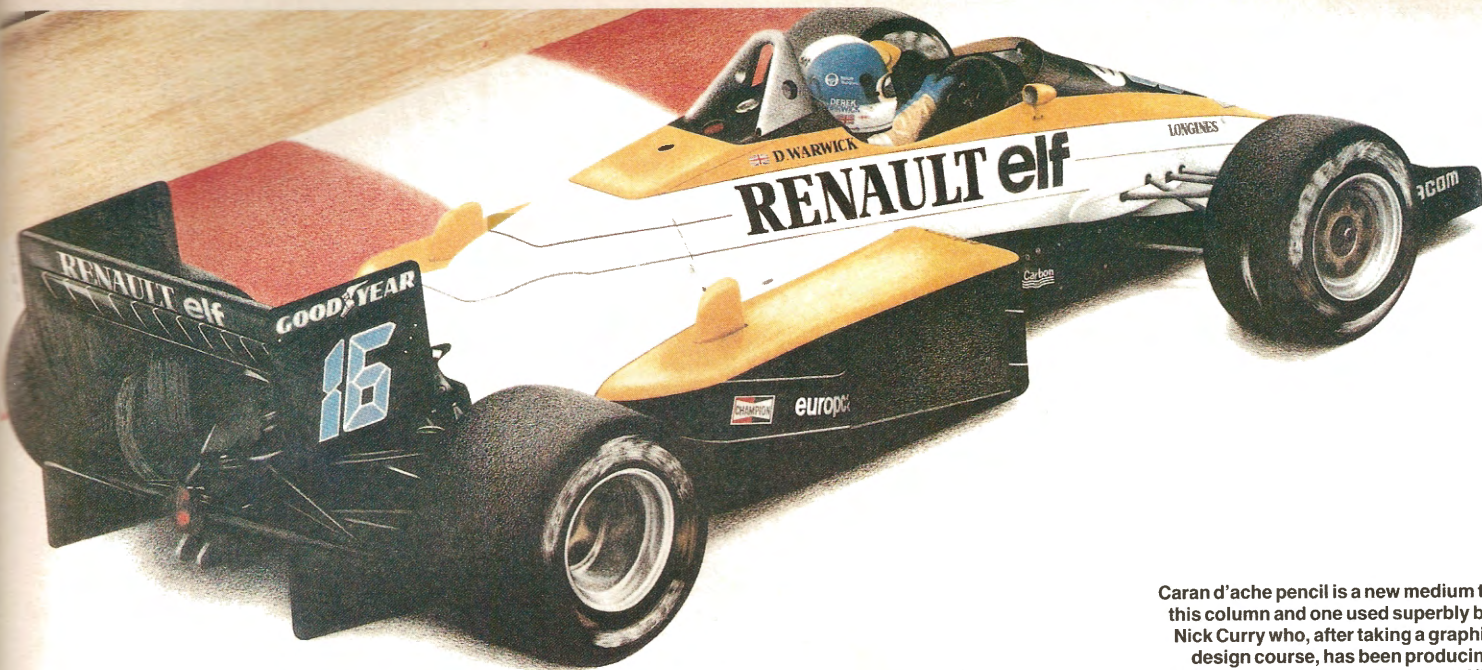
The Guild of Motoring Artists held its first exhibition in the USA last month. Held in conjunction with the American body, Auto Art's 11th annual exhibition, the Guild also provided the artwork for the official poster and the work on display prompted a superb public response.

The event coincided with the Lime Rock Vintage Fall festival and was held at the nearby Interlaken Hotel over the weekend of September 1-4. Eighteen artists exhibited a total of 46 paintings alongside the meeting which promoted the theme *The Great Cars of England*, especially good publicity for the Brits, resulting in sales of over one third of all works. "The response was staggering," says Richard Wheatland, secretary of the Guild. "Our international future is looking bright and we're set to follow up our American success with more overseas ventures." Watch this space.

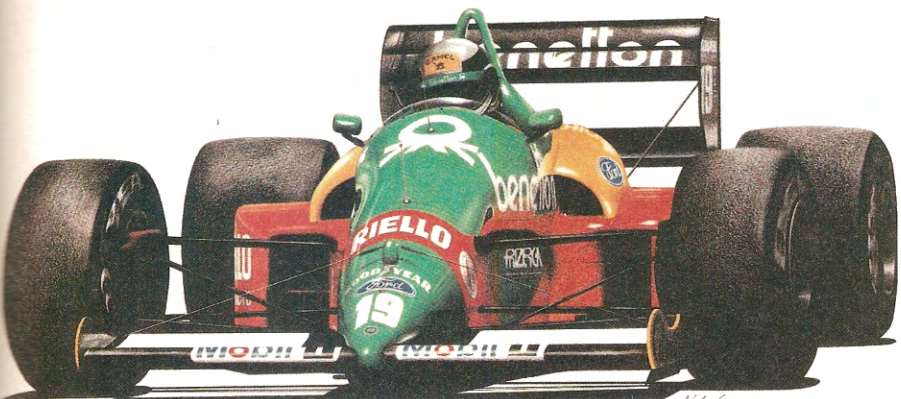


Left: Starter's range of Porsche 962Cs, surely the most-modelled Group C car ever, includes two Blaupunkt examples, the 1989 Dijon and Nurburging cars campaigned so well by 'Brilliant' Bob Wollek.

Right: Despite the factory fire, Luca Tameo has continued to produce his superb range of Formula 1 cars, witness the 1989 McLaren in Senna livery. By the end of the year most of the current F1 field will have appeared in model form. There's a whole lot more in the pipeline too. Models page 50.



Caran d'ache pencil is a new medium to this column and one used superbly by Nick Curry who, after taking a graphic design course, has been producing motor sport pictures for five years. His two latest are of Derek Warwick in the Renault and a fine study of the Benetton. His latest project is also of Warwick in this year's Arrows. Nick can be contacted on (0904) 638276. More works of art on page 50.

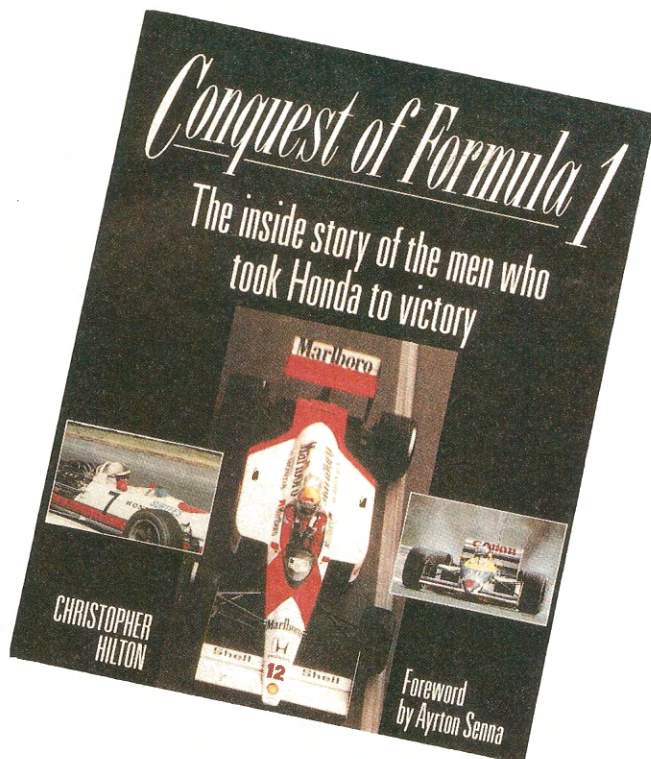


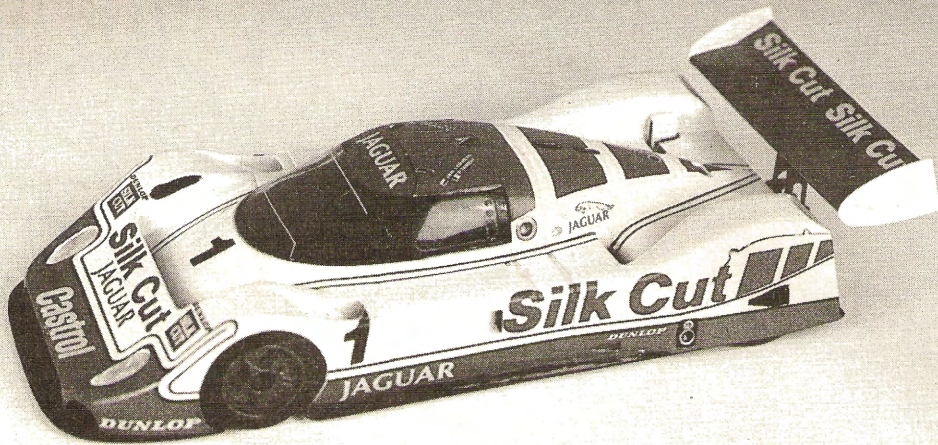
With the book market revving up for Christmas we take a look at a few releases that are planning to beat the rush. Christopher Hilton's latest is out now and reviewed on page 51.



Author and journalist, Jean-Marc Teissedre, has succeeded in his efforts to have this year's Le Mans 24 Hours race annual published earlier than usual. Seen here with the first proofs of the book at the recent Spa WS-PC race, Teissedre said: "This year's annual is, I think, better than ever before. We've a technical section by Paul Frere, the complete story of the race in words and colour illustrations and the quality is better than ever."

The French language edition of the book is due to be published in mid-October with the English version following shortly afterwards. This, the official ACO annual of the race, is published in the UK by Autotechnica, which expects copies to arrive in the country by October 19th, retail price £23.90. Photo: Brian Harvey.





Jaguar's XJR11 test car from Paul Ricard, a must for the serious Jag fan, is now modelled by Starter in kit form.

## Overdrive

As the full-size racing scene goes into virtual hibernation the scale model racing world, conversely, goes into overdrive. Holidays over, the best creators get down to making the top racing subjects of the year and we're offered more than most of us can cope with.

On the Le Mans front this month, for example, there'll be top quality kits of the Joest pink and white Wollek/Stuck third place 962C and the equally attractive Hydro Aluminium-backed entry of Huysman and Lacaud. Starter makes these two, as it does the pretty Gulf Ford Spyder that won in 1975. It has a new kit of that car out this month and includes decals to make its sister car, that of Schuppan and Jaussaud. The winner was of course yet another piloted by that dynamic duo (!) Bell and Ickx – those were the days.

This same month the ever active Starter company, which has already released the Sauber Mercedes Le Mans winner and best placed Jaguar, also issues the prototype Ferrari F40 Le Mans as it tested recently at Monza, Sauber Mercedes race numbers 61 and 62, a very pretty stars and stripes decorated Sebring Greenwood Corvette and the Joest 'sprint' Blaupunkt-supported 962Cs.

Starter's 1:43 scale kits are easy to make but remember that like most of the kits mentioned here they're unpainted and you have to assemble them. Box, Vitesse and Onyx make race cars that you don't have to do anything to except shove them in a cupboard – they're already painted – but as many of you know they rarely make up to the minute race cars. They'll release several 1989 decalated F1 cars towards the end of the year.

High-tech F1 models are the province of Italians Luca Tameo and Claudio Riva, Tameo making kits under his own name and Riva under that of Merikits. Tameo is behind the game right now, suffering from delays after his fire and that's given rival Riva the opportunity to re-establish his name with a series of new highly accurate and sophisticated kits.

In recent weeks he's issued superb versions of the Brazilian GP Benetton, high-back Ferrari as first seen in the USA (the current shape), Tyrrell from Monaco, and Williams from San Marino. To follow this he'll soon make the Ligier, Brabham BT58 and Lola and next month, the Benetton B189, March Alfa Indycar and March Judd F1. If you're capable of building and painting a plastic kit these metal wonders will present no problem other than finding somewhere to spray paint without turning the cat red.

If you prefer making plastic kits then

look out for Monogram's very fine Goodwrench Chevrolet, the NASCAR runner of Dale 'Ironhead' Earnhardt modelled before the Lumina began to be the shape to use. Monogram only have a licence to make the car for about a year and by early 1990 that particular model and a number of others will be cut out of the catalogue and selling at a premium.

There are a number of NASCAR kits in this range, all are well detailed and easy to make but you have to paint the small parts. To mould them in the correct colours would increase prices by about 400%.

On the exotic road car scene Monogram has a great catalogue. It makes a very fine big scale Ferrari F40 and Testa Rossa and both go together really easily. The nicest thing about them is that the bodysells are so well made that you don't have to paint them, polish is enough to bring up a really fine showroom-like finish. Put Monogram on your Christmas shopping list.

On ours – indeed at the top – is a quite amazing new AC Cobra 427 from the new Japanese kit company Superior Models. This is a superkit with a suitable price tag of just over £190 – and that's for a model measuring only four inches long! With just about every single part from the full-size car reproduced in miniature however, even to working suspension, opening hand-made bonnet, boot and doors this is probably the most detailed small scale model yet offered commercially.

Back on the 1:43 scale kit scene Provence Moulage tells us that it will make limited editions of both the XJR11 'sprint' Jaguar and the IMSA Castrol backed XJR10. It didn't hurry into production with these because it felt that both cars needed fine detail research in order to do justice to Tony Southgate's outstanding new design. In the

programme before the two new Jaguars therefore will come the Le Mans No 1 car of Lammers and Tambay along with the AMR1 Aston Martin.

British kit makers Scale Model Technical Services is to launch a new series 'Voiturette' this autumn and will include both kit and hand-built models in the range. Partners Keith Williams and John Allen propose that they should include in the first releases fine detail models of the ERA GP car, Mini Cooper in both rally and road trim, Lotus 23 as Jim Clark drove it at the Ring in 1962, the Cizeta Moroder V16T and Alfa Romeo Zagato ES30 – the ugliest car of the year!

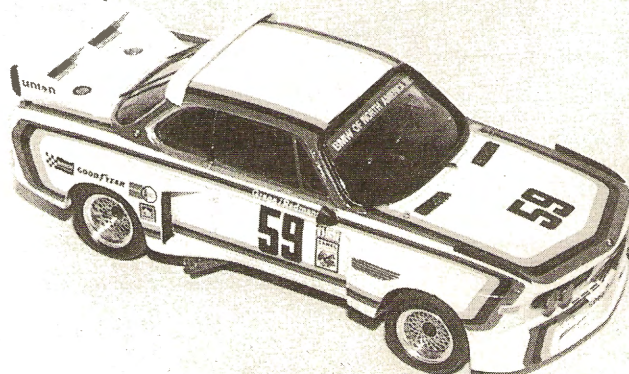
Before these new issues however SMTS hopes to get out its long-awaited Paxton Indy Turbine, March 701 and Lotus Elan Plus Two S. In addition it is to introduce a series of front-engined Indy Watson roadsters from the 1959 to 1964 period.

Mini Cooper fans, already pleased with the Tamiya 1:24 plastic kit of the car (what detail!), can look forward to that 1:43 SMTS version and now we also hear that there is to be a 1:24 scale metal kit. South Eastern Finecast – new proprietors of the Wills Finecast 1:24 range – has announced that it will make it in both Austin and Morris forms.

Finally – thinking of maybe building 1:43 scale kits and frightened at the prospect? Read master modeller John Simons' superb little A4-sized book (same as AUTOSPORT) *The World of 1:43rd* which explains how to do it in understandable terms. Costing £4.95 you may be able to obtain copies from your local bookshop, and in case of difficulty GPM have good stocks – please however add 50p p&p. The address is 167 Watling Street, Radlett, Herts, WD7 7NQ.

BH

Harking back to '76, Provence Moulage has produced the BMW 3.5 CSL Daytona victor.



## New boys

As regular readers of this column already know, the amount of motor racing art currently being produced is quite remarkable. This month, however, we not only look at new work but, in general, at new artists and their latest paintings. Once again the volume of work has far outweighed the space available here. Our apologies go to all parties who have submitted work – all will be reviewed in due course.

Andrew Blackmore is presently taking a National Diploma in graphic design at Weston College and specialises in marker rendering of motor vehicles. He plans to branch into technical and airbrush studies and is available for commission. Three of his latest works show Boutsen's Williams, Donnelly's EJR Reynard and Johansson's Moneytron Onyx. The artist can be contacted at 33 Allerton Crescent, Whitchurch, Bristol, BS14 9PY, tel: (0272) 837796.

On a slightly different level comes the work of cartoonist, Alastair Loxton. Alastair hails from Brisbane, Australia and currently works in London. He has previously produced cartoons for the Australian racing magazine *The Chequered Flag* and is looking to continue his career in Britain. Alastair can be contacted on (01) 930 5751 during normal office hours.

Simon Ward has produced two paintings recently, the first depicting Ayrton Senna's '89 Monaco GP victory, the second recording Emerson Fittipaldi's dramatic last gasp victory at Indianapolis. The former has been signed by Ayrton Senna and proceeds from its sale will go to the Springfield Boys' Club appeal. Simon can be reached on (01) 542 2278.

Speed Sport Artistry is a company well known in motorcycle racing fields, supplying on commission guache paintings on heavy art paper priced at £39.50 including p&p. Now backed by a government enterprise scheme the company has moved into the world of car racing. Anyone wishing to commission a work should contact Lance Wilson at 20 Seamount Drive, Newcastle, Co Wicklow, Ireland.

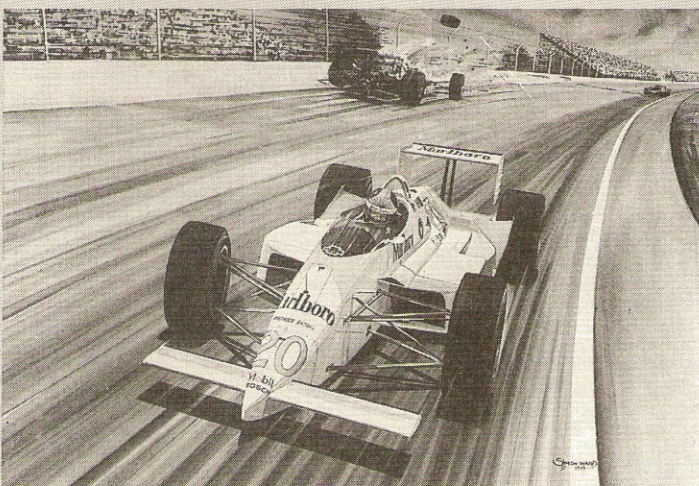
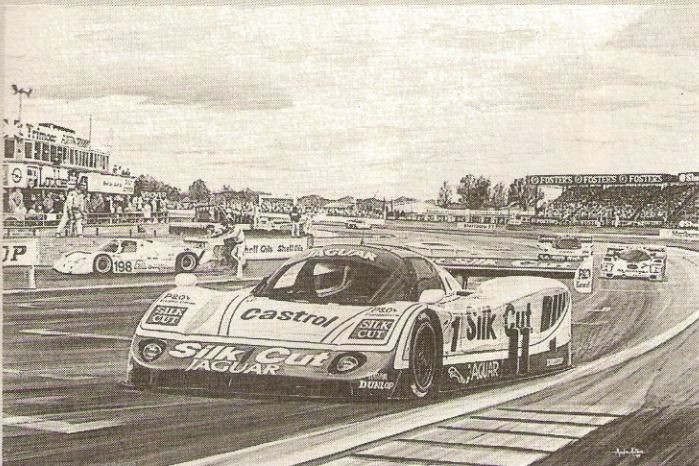
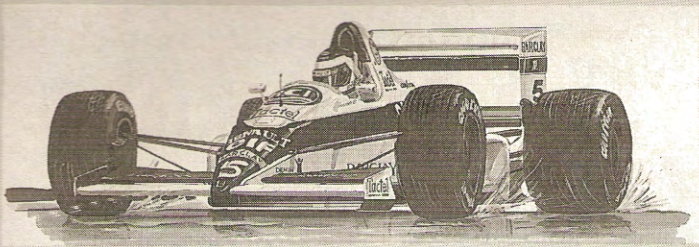
From Mexborough, birthplace of Mike Hawthorn, comes the work of Andrew Haydon who has produced an oil painting of Ronnie Peterson in the Lotus 79 at the '78 Spanish GP. Andrew has many paintings in the pipeline and ultimately hopes to market his work. More news later.

Returning to artists who have been featured in *Armchair Enthusiast* before, Andrew Kitson has supplied examples of his latest paintings. They include Jaguar D-types at Snetterton in 1962, Fittipaldi's Indy victory (a popular subject), Emerson being lapped during the '70 British GP by Brabham and Rindt and finally Brundle in the XJR9. This last was painted on behalf of the Silverstone Emergency Services team, hence the background depicts a marshals' team at work. Andrew is available for commission and can be reached on (0480) 810147. Alan Willis has also been hard at work once again and he, too, is available for commission on (01) 567 4765. His latest work is of last year's British F3 Champion, JJ Lehto, a fine line pencil drawing, as is most of Alan's work.

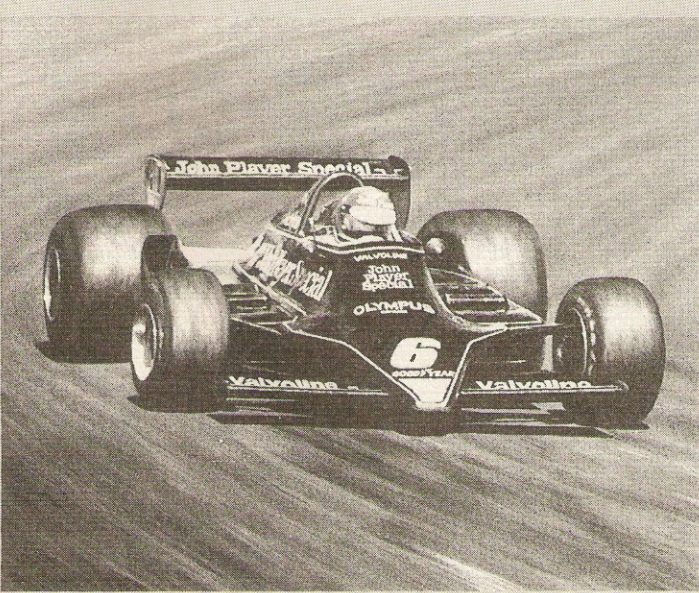
And finally, please note that the price for Alan Fearnley's latest limited edition print is £65 not £165 as quoted in last month's *Armchair Enthusiast*. There is also a limited edition of the work signed by Alan and Lofty England.

A whole rash of new artists, then, and a great deal of new work. Keep watching this space.

PAINTINGS



Top: Andrew Blackmore's marker rendering of Thierry Boutsen's Williams in the wet. Above middle: The work of Andrew Kitson is ever-popular in motorsporting circles; this is his painting in acrylics of Brundle in the XJR9, a work depicting the Silverstone marshals on duty. Above: Simon Ward's version of a popular subject, Emerson Fittipaldi's Indianapolis 500 victory earlier this year. Below: Ronnie Peterson in the Lotus during the 1978 Spanish Grand Prix, as seen through the oils of Andrew Haydon.



THE WORLD ATLAS OF MOTOR RACING

By Joe Saward

Published by Hamlyn

Hardback, 224pp, £14.95

This is a comprehensive guide to the circuits of the world, written by our own 'globe-trotting' Joe Saward. It looks at the history of the tracks, supported by some fantastic aerial illustrations by artist, Jim Bamber.

All the major tracks from Europe, America, Africa, Australasia and Asia are featured, as are some of the lesser known facilities. Each is given some background information, and the great races are chronicled in Saward's usual flowery prose. The pictures, both colour and mono, are used well, but the captioning is one area which lets the book down. Some are bland, others are just plain incorrect. For a book that offers so much information, this is a great shame.

Despite the criticisms, the *World Atlas of Motor Racing* is a quality book, and for £14.95 well worth a look.

ANH

FORMULA ONE

By Bob Judd

Published by Sidgwick & Jackson

Hardback, 330pp, £12.95

Good novels about motor racing are very hard to find. In this sport the facts are often more bizarre than fiction, so whatever you do the fiction looks contrived.

This is a romp through the world of F1, with all the necessary death, sex, drugs and rock-and-roll – a novel in the classic Dick Francis whodunnit style with extra horsepower. To say much more would be to spill the beans.

Where the book stands out is that it is not only well researched, but it is an accurate account of how Grand Prix racing works. You will read through and recognise some of the characters involved.

The author clearly understands the subject he is writing about and is not merely hanging a story on a glamorous background, a common problem in previous motorsport novels.

Technically, it is a very well-written book but, more importantly, it is easy to read. So, to resort to the hackneyed critic approach: "I couldn't put it down."

JMCS

FERRY PORSCHE: CARS ARE MY LIFE

By Dr Ing Ferry Porsche & Gunther Molter

Published by PSL

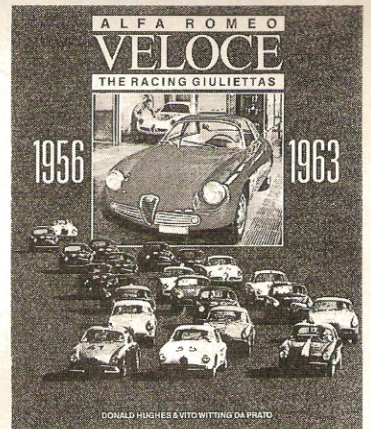
Hardback, 282pp, £19.95

The history of Porsche, as never told before. There can be no more accurate and all-encompassing tale, either, for this is told by the great man himself, in conjunction with German motoring journalist Gunther Molter.

Starting from the very beginning, the book starts with the 1900 Lohner-Wagen built by Ferdinand Porsche – Ferry's father – and proceeds in superb detail through to the radical 959. There are chapters on the great V16 Auto Union racer, designed by Porsche, others on the tractors and tanks as requested by Hitler, the Porsche Cistalia racer and the car that shaped the company into its present form: the 356.

Every now and again, a classic book written on a classic theme hits the publishing market and this is a prime example one of these. I will never look at Porsche in the same light again.

BSJ



ALFA ROMEO – THE RACING GIULIETTAS

By Donald Hughes & Vito Witting da Prato

Published by Haynes

Hardback, 178pp, £24.95

One for the enthusiast. A specialised book on both the racing and production history of the Zagato-bodied Giuliettias, written by a couple of died-in-the-wool Alfa Romeo fanatics.

The book is a treasure trove of illustrations, with a plentiful supply of both colour and black & white which are a mixture of original release shots and period photographs.

If the illustrations are comprehensive, then the text is even more so. And it's written from the heart, too. Supported by contemporary *Road & Track* road tests and screeds of competition results in tabular form, this publication is a must for any lover of Alfa Romeo racing cars. The delightful SZ and exciting SZT were truly class cars. This is a truly classy book with which to pay tribute.

BSJ

CONQUEST OF FORMULA 1

By Christopher Hilton

Published by PSL

Hardback, 272pp, £16.95

A chronicle of Honda's racing engines. And not before time.

Served up in a quality hardback, the numerous black and white pictures are supported by a smattering of colour plates. If there is a disappointment with the presentation, it's that the colour is almost exclusively of the eighties.

However, the text comes as a shock. This starts with a foreword from Senna that is listed on the front cover, yet is only four lines long. The body copy itself is written in the vernacular. And while the story from when Williams first took Honda's engines to the current period of domination is covered in detail, and the times of Bucknum, Ginther and Surtees and the early days in Formula 1 are covered acceptably – save for Schlessler's tragic demise, which is practically omitted – Formula 2 is served a rum deal. The time of Lees, Palmer and Mansell in the works Ralt team is all but ignored.

That the re-entry to F1 with Spirit is covered in just eight pages is a travesty, too. One of the most interesting periods is thus glossed over.

The conclusion highlights the confusion in which the reader is left: "Once upon a time there was an ordinary, standard Coca-Cola can. If you care today, wherever you are, whoever you are, to pick an empty one up and squeeze it in your hand you get a metallic creaking which is a very short, sharp echo. If you care to amplify the sound you get a very big echo indeed." Quite! What a disappointment.

BSJ  
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FEATURE: CHATER AND SCOTT

**TUNING BL'S A-SERIES ENGINE**

THE DEFINITIVE MANUAL ON TUNING FOR PERFORMANCE OR ECONOMY

Mini  
A-H Sprite  
MG Midget  
A30, A35, A40  
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NEW EDITION  
REVISED  
UPDATED

**DAVID VIZARD**

**TUNING BL'S A-SERIES ENGINE**

By David Vizard

Published by Haynes

Hardback, 488pp, £17.95

BL's A-series engine, still to be found in Minis, Metros and Maestros, has been with us since the early fifties and, along with Ford's crossflow, must surely be one of the world's most modified power units.

This is the revised version of David Vizard's excellent guide to all that is A-series tuning, and weighing in at a massive 488 pages it leaves no stone uncovered in the search for maximum A-series power. In fact in terms of information and detail it is nothing short of stunning.

Vizard covers every state of tune from mildly breathed on to a full nitrous oxide-equipped unit. Every eventuality is catered for but at times you feel that a PhD in mechanical engineering might be useful, although Vizard reckons the book can be used by anyone with average intelligence and mechanical knowledge, so perhaps I should just keep quiet.

SMB

**FORD CAPRI (Guide to purchase, DIY and restoration)**

By Kim Henson

Published by Haynes

Hardback, 246pp, £14.95

Everything you always wanted to know about the car you always promised yourself is probably the best way to describe this excellent book. For fans of the Capri this is essential reading particularly for those about to buy or start extensive restoration on Ford's famous coupé.

Edited by Kim Henson, a name to be found in many classic restoration magazines, the book traces the history of the model in all its different forms before starting on the grubbier aspects of maintenance and restoration. Also dealt with are ways of improving the car's appearance, a chapter best avoided unless you consider body-kits to be tasteful.

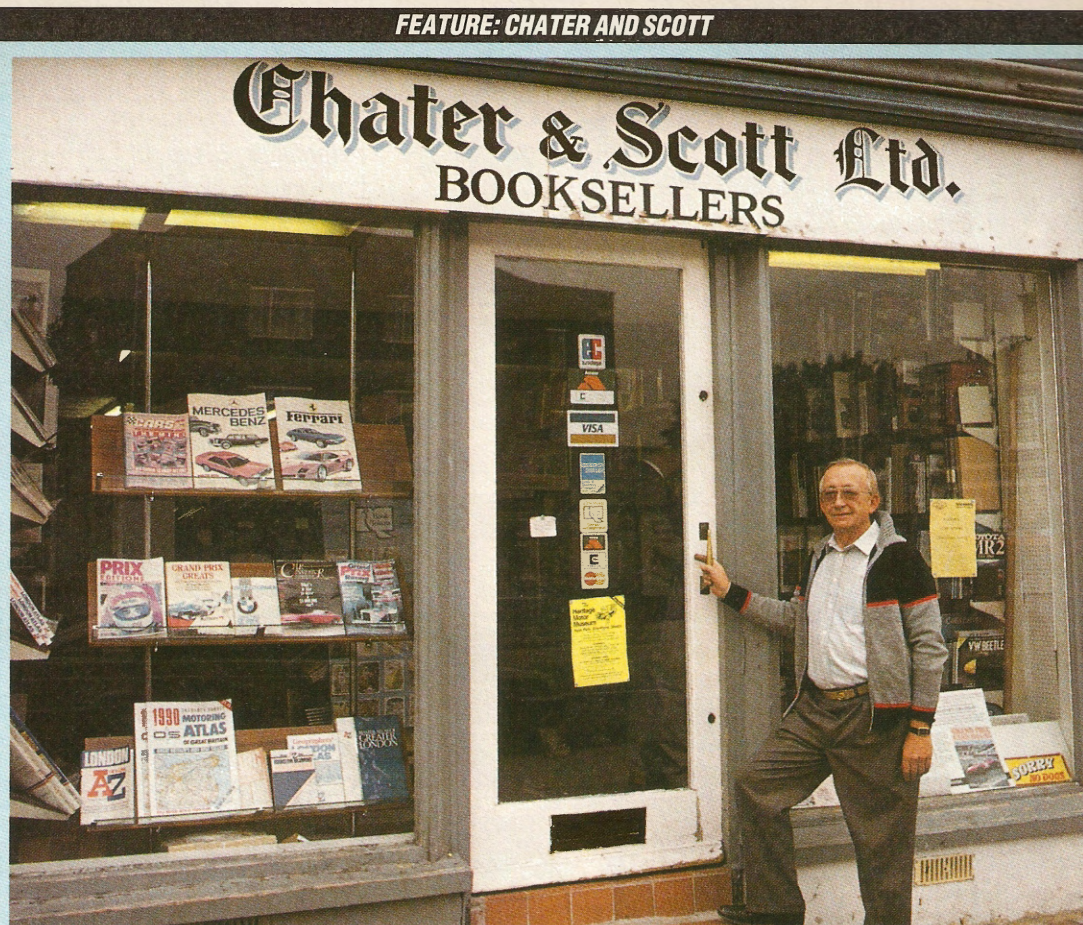
More useful is the guide to extracting more grunt from your Capri engine, from fuel injection to turbocharging, most options are covered in reasonable detail.

Verdict – if you like Capris then this book is a must.

SMB

**COMPETITIONS**

The competitions usually featured in *Armchair Enthusiast* have had to be suspended for this month due to lack of space – there's obviously so much going on. The September winners have been notified of their hard won glory and a full list along with new competitions will be published in next month's edition of *Armchair*.



**Booked for speeding**

Did you hear about the man who walked into a leading London bookstore and requested *Isotta Franchini* by Angelo Titi Anselmi? He was directed to the Japanese small plant section.

There would be no such confusion at Chater and Scott in Isleworth, Middlesex, one of the leading motoring booksellers in Britain, whose managing director Frank Stroud, has been in the trade for over 30 years. "At my age I am proud to be able to remember all the books," says Frank, "I remember what every cover looks like."

The shop itself is a motoring bibliophile's dream. Three floors of shelves filled with old and new books and magazines dealing with every aspect of motoring, motorsport, modelling, technical detail, restoration, marque and even copies of *Autocar* dating back to 1903, they are all here.

The casual reader may be drawn to the immense range of biographies or annuals, but for the serious collector the principal interest of the shop lies in its large collection of out-of-print titles. At present there are orders for 2908 out-of-print books, with requests coming from all over the world. Innes Ireland's *All Arms and Elbows*, for example, is currently required by collectors as far away as Japan and Papua New Guinea.

Some of these rare books can be quite expensive – a copy of 1978-9 *Autocourse*, for example, will fetch "a considerable sum" – but generally you don't have to sell your Maserati to become a collector. As in most areas, market forces dominate: "If you have two books the same and only one customer," says Frank, "then the second book isn't worth anything." Nonetheless, he adds, "if you buy good collectable books, you can get your fun out of them and more than your money back."

Clearly for Frank, who talks about his

books with an affection normally reserved for old friends, the fun such books can provide is paramount. He once took his books to Beaulieu to introduce the youngsters to his 'old friends'. Showing the younger generation old books is a way of getting them in touch with the past that he himself cherishes so much.

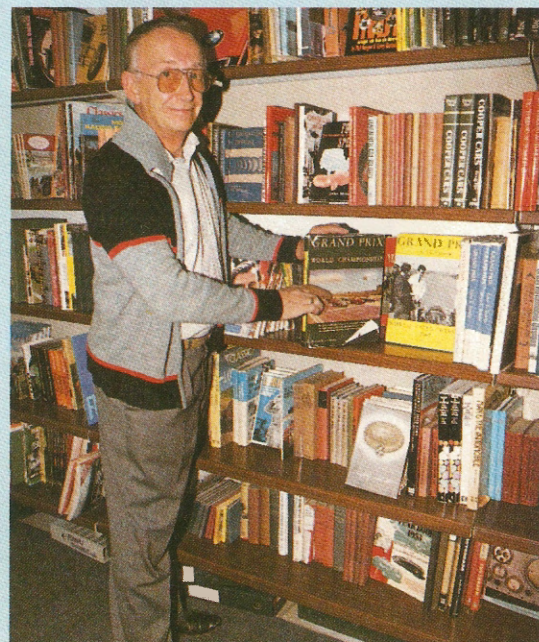
Chater and Scott now have one of the best reputations in the trade with a regular clientele that includes authors and journalists. When Frank Stroud first stood with his entire stock of books – two suitcases full – at the race circuits, he was acting on the advice of a friend who is now an important publisher. "If you don't mind standing in the lashing rain all weekend for 60 quid, give it a go." He couldn't have imagined that his entrepreneurial venture would grow into such a highly-respected and popular bookshop. It has stalls at all

the major British race meetings and even its own publications – *Rosemeyer* and the soon to be published *Mon Ami Mate*, which is about Mike Hawthorn and Peter Collins.

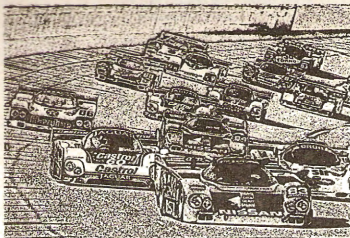
Yet, despite its connections with the past, the company retains a keen awareness of future trends. It supplies a wide range of videos such as *F1 Review* and *Radio Le Mans*. Among the most popular of these are motoring's own form of video nasty: *Havoc* and *Car Wars*, which provide an unremitting series of spectacular, yet grisly, clips of every conceivable form of crash and smash. It's odd to think that these may become the collectors items of the future, but no doubt, if they do, Chater and Scott will either have them or be able to get them for you.

KPW

**Motoring memorabilia for Frank Stroud (right) is an open book. His emporium in Isleworth (above) is every bibliophile's dream.**







## INTERNATIONAL RACES

## Rusty's luck

CHARLOTTE, Oct 8: NASCAR's championship picture changed dramatically in the opening laps of last weekend's 500-mile race at Charlotte when points leader Dale Earnhardt dropped out with a broken camshaft.

Because finishing every race is all-important in NASCAR, Earnhardt was destined to lose his championship lead to prime challenger Rusty Wallace. Wallace had minor troubles of his own, twice stopping under the green flag for tyres, but he made it home in eighth, and duly took the points lead.

Wallace gained 110 points on Earnhardt, and now leads his adversary by 35 points, with four races to go.

The race at Charlotte was won by Ken Schrader, scoring his first win of the year in one of Rick Hendrick's Chevrolet Lumina. After leading the opening laps and running with the leaders all the way, Schrader outpaced the Fords of Mark Martin and Bill Elliott on the run to the flag. Martin looked likely to score his first NASCAR victory only to blister a front tyre, while Elliott was on pole and led most of the way, only to fade to fourth at the finish behind Schrader, a charging Harry Gant and Martin.

## CHARLOTTE (USA)

## NASCAR Winston Cup, round 25

334 laps - 500.0 miles

1, Ken Schrader (Chevrolet Lumina), 334 laps; 2, Harry Gant (Oldsmobile Cutlass), 334; 3, Mark Martin (Ford Thunderbird), 334; 4, Bill Elliott (Ford Thunderbird), 334; 5, Davey Allison (Ford Thunderbird), 334; 6, Derrick Cope (Pontiac Grand Prix), 334; 7, Sterling Marlin (Oldsmobile Cutlass), 334; 8, Rusty Wallace (Pontiac Grand Prix), 333; 9, Bobby Hill Jr (Buick Regal), 332; 10, Morgan Shepherd (Pontiac Grand Prix), 332; etc.

Next round: North Wilkesboro, Oct 15.

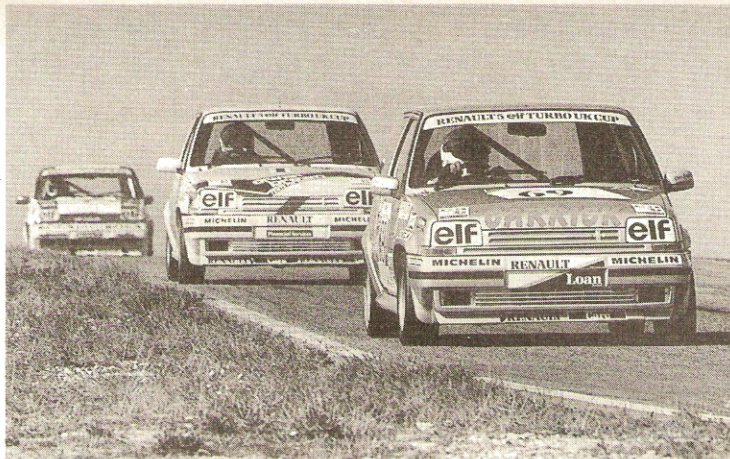
## Quick Giorgio

MONZA, Oct 7/8: Giorgio Francia scored a fine double in the penultimate round of the CIVT at Monza.

Nicola Larini was on pole in the leading Alfa, flanked by Fabien Giroix back at Monza for the first time since last year's F3000 accident. The Bigazzi BMWs were next with Gabriele Tarquini ahead of Mauro Martini. The real surprise was down in row 4; Johnny Cecotto had been shifted to a Class A2 M3 in an attempt to keep championship challenger Marco Brand at bay.

In heat 1 Larini, Giroix, Tarquini and Francia piled into the chicane ahead. Cecotto's engine immediately blew, ruining BMW Italia's hopes. Luckily Brand decided to sympathise with him and went off. Up front the leading quartet were having a great battle for the lead with Larini outbraking Giroix into the chicane but losing out on the exit. Tarquini tried the same trick at the second chicane on lap 6 but spun into the sand. With the group down to three Francia kept a cool head and took the flag ahead of Giroix, who drove a brilliant heat, and Larini.

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Paul Taft, making a guest appearance, promptly won the Renault race at Ledenon.

Francia hit the front in heat 2 and stayed there to the flag, once again holding off a determined Giroix, Larini again failed to get round the first lap, going out with diff' trouble. Tarquini, after charging up from 15th, free wheeled over the line in fourth, behind Romano in another Alfa. Cecotto and Brand started from the last row and worked their way up to midfield, leaving the title to be decided at the final round.

## MONZA (I)

## Italian Touring Car Championship, round 9

2 x 12 laps - 43.5 miles

## Heat 1

1, Giorgio Francia (Alfa 75 TE), 23m12.18s, 112.49mph; 2, Fabien Giroix (BMW M3), 23m12.92s; 3, Nicola Larini (Alfa 75 TE), 23m13.74s; 4, Mauro Martini (BMW M3), 23m30.72s; 5, Marzio Romano (Alfa 75 TE), 23m42.73s; 6, Beppe Gabbiani (Ford Sierra RS500), 11 laps; 7, Luca Maggiorini (BMW M3), 11; 8, Romeo Camathias (Ford Sierra RS500), 11; 9, Luigi Bello (Ford Sierra RS500), 11; 10, Luciano Lovato (Alfa 75 TE), 11. Fastest lap: Francia, 1m54.13s, 114.34mph.

## Heat 2

1, Francia, 23m13.61s, 112.36mph; 2, Giroix, 23m13.93s; 3, Romano, 23m26.02s; 4, Gabriele Tarquini (BMW M3), 23m40.22s; 5, Federico d'Amore (Alfa 75 TE), 23m52.12s; 6, Bello, 23m53.47s; 7, Johnny Cecotto (BMW M3), 23m57.07s; 8, Marco Brand (BMW M3), 23m11.28s; 9, Martini, 24m25.14s; 10, Daniele Vitale (BMW M3), 24m30.50s; etc. Fastest lap: Francia, 1m55.11s, 113.37mph.

Final round: TBN, Oct 29.



Andrea - on top in Italy.

## Andrea's first

VALLELUNGA, Oct 8: Andrea Montermini won the final round of the Italian F3 series at Vallelunga.

The grid had an odd look about it, due to heavy rain in three of the four sessions. Giovanni Bonanno was on pole, with Montermini alongside. Row 2 held Giuseppe Bugatti and Mirko Savoldi, both in Dallara-Alfas, while Morbidelli was down in 13th and Tamburini two slots behind.

Montermini took the lead from Bonanno on lap 2, who wisely decided to hold onto second. They stayed that way until the flag with Montermini

coming in 11secs ahead of Bonanno. Third fell to Mimmo Schiattarella in the Dallara-VW, while Colciago kept the crowd happy, shooting up from 16th to fourth. Morbidelli showed he was still keen on adding to his total of six wins this year and despite getting caught up in the first lap bumping and barging, rapidly moved up to eighth.

On lap 14, however, the 1989 champion locked wheels with Bettini and was out. Antonio Tamburini fared little better, losing out with gearbox trouble, while Savoldi and Bugatti were able to stay with the leaders for most of the race, with Savoldi finishing strongly in fifth.

JULIAN THOMAS

## VALLELUNGA (I)

## Italian F3 Championship, round 11

38 laps - 76.0 miles

1, Andrea Montermini (Reynard-Alfa 893), 45m56.37s, 99.26mph; 2, Giovanni Bonanno (Dallara-Alfa 389), 46m07.69s; 3, Mimmo Schiattarella (Dallara-VW 389), 46m08.73s; 4, Roberto Colciago (Dallara-Alfa 389), 46m32.34s; 5, Mirko Savoldi (Dallara-Alfa 389), 46m33.49s; 6, Walter Vulaz (Dallara-Alfa 389), 46m34.22s; 7, Amato Ferrari (Dallara-VW 389), 46m34.45s; 8, Luca Canni Ferrari (Reynard-Alfa 893), 46m44.89s; 9, Paolo Coloni (Dallara-Alfa 389), 46m45.04s; 10, Giuseppe Bugatti (Dallara-Alfa 389), 46m45.15s; etc. Fastest lap: Zanardi, 1m11.68s, 100.45mph.

Final championship positions: 1, Morbidelli, 59pts; 2, Tamburini, 47; 3, Visco, 32; 4, Montermini, 27; 5, Colciago, 26; 6, Bonanno, 18; etc.

## Guest star

LEDENON, Oct 1: One make ace Paul Taft made a guest appearance in the Renault 5 Turbo UK Cup finale at Ledenon, and duly won the race.

Taft qualified on pole in James Kaye's car, and had little trouble in pulling away to an easy win. He was helped when surprise second qualifier Mickey Allen collided with Niki Phillips on the first lap, allowing Taft to make the break.

Phillips carried on to finish second, ahead of Davids Cox and Grimshaw, while Allen recovered to fifth after Mark Fish retired with an electrical problem on the last lap.

## LEDENON (F)

## Renault 5 Elf Turbo UK Cup, round 12

15 laps - 29.39 miles

1, Paul Taft, 28m04.29s, 62.75mph; 2, Nicholas Phillips, 28m11.23s; 3, Dave Cox, 28m20.31s; 4, David Grimshaw, 28m23.94s; 5, Mickey Allen, 28m24.29s; 6, Jonathan Salem, 28m36.60s; 7, Kevin Glynn, 28m40.54s; 8, Antony Pownall, 28m41.75s; 9, John Clark, 28m45.02s; 10, Jim Edwards Jr, 28m47.19s; etc. Fastest lap: Taft, 1m50.88s, 63.59mph.

Final championship positions: 1, Phillips, 146pts; 2, Grimshaw, 111; 3, Jim Edwards Jr, 69; 4, Cox, 66; 5, Steve Jones, 51; 6, Glynn, 50; etc.

## Stuck in the pits

LIME ROCK, Sep 30: Slick pit stops by the Audi team assured Hans Stuck of his third straight IMSA GTO race victory.

Stuck's Audi 90 Quattro was delayed by a puncture in the early stages of the two-hour race, then benefited from a full-course caution and became embroiled in a mighty battle with Pete Halsmer's Mercury Cougar XR7. Later, after both cars were involved in an incident while lapping a slower car, the outcome was decided when Halsmer's final pit stop was slower than Stuck's. The margin between them at the finish was a little under 10 secs.

Hurley Haywood survived an early spin to finish third in his Audi, while Halsmer's team mate Wally Dallenbach Jr overheated his tyres and wound up the last unlapped runner in fourth place. The battle for the championship still lies between the two Cougar drivers, separated by just three points with two races remaining.

## LIME ROCK (USA)

## IMSA GTO/GTU Championship, round 13

131 laps - 200.430 miles

1, Hans Stuck (Audi 90 Quattro), 2h00m24.132s, 99.880mph; 2, Pete Halsmer (Mercury Cougar XR7), 2h00m34.091s; 3, Hurley Haywood (Audi 90 Quattro), 131 laps; 4, Wally Dallenbach Jr (Mercury Cougar XR7), 131; 5, Steve Millen (Nissan 300ZX Turbo), 129; 6, John Morton (Nissan 300ZX Turbo), 129; 7, Kai Showket (GTU Dodge Daytona), 125; 8, Bob Leitzinger (GTU Nissan 240SX), 125; 9, Amos Johnson (GTU Mazda MX6), 125; 10, Roger Mandeville (GTU Mazda MX6), 124; etc. Fastest lap: Stuck, 51.340s, 107.284mph (record).

Championship positions: 1, Halsmer, 180pts; 2, Dallenbach, 177; 3, Stuck, 150; 4, Haywood, 115; 5, Millen, 81; 6, Mandeville, 71; etc.

Next round: Laguna Seca, Oct 14.

## Almost there

VERACRUZ, Oct 8: Gerardo Martinez consolidated his Formula K series lead with victory at Veracruz at the wheel of the works Martiga.

Carlos Guerrero took pole for Dacia, ahead of Martinez, Gerardo's team mate Oscar Manautou and Claus Schinkel. Guerrero took the lead at the start, chased closely by Martinez and Schinkel. However, the latter soon pitted with electrical problems, allowing Manautou into third. Schinkel then resumed, but his Tiga lost a tyre and had a big crash in the third turn. That brought out yellow flags and a pace car for three laps.

On the restart leader Guerrero suffered engine problems, and dropped right back to eighth place. That left Martinez free to lead home Manautou by 7 secs, with Fernando Guerrero a distant third.

PATRICIA BRAULT

## VERACRUZ (MEX)

## Marlboro Cup Formula K, round 12

35 laps - 54.39 miles

1, Gerardo Martinez (Martiga 89), 49m03.04s, 66.53mph; 2, Oscar Manautou (Martiga 89), 49m10.54s; 3, Fernando Guerrero (CDD Lider 89), 49m11.70s; 4, Alex Brackno (CDD Lider 89), 49m13.45s; 5, Alfonso Toledano (Swift 88), 49m22.74s; 6, Tony Garza (CDD Lider 88), 49m23.32s; 7, Gerardo Velarde (CDD Lider 88), 49m37.51s; 8, Carlos Guerrero (Dacia 89), 49m41.86s; 9, Rodolfo Morales (Dacia 89), 49m44.93s; 10, Alvaro Davalos, (CDD Lider 88), 49m36.85s; etc. Fastest lap: Schinkel, 1m17.21s, 72.46mph.

Next round: Puebla, Oct 15.

# Jensen wins

**KNUTSTORP, Oct 1:** This year's Danish Championship finals were held at Knutstorp, the FF2000 and FF1600 titles going to Jens Andersen and Carl Bjarne Pedersen.

In FF2000 Andersen and Jesper Villumsen were separated by a mere three points before the race, and it was the former who made the best getaway to lead from Villumsen, Henrik Jacobsen and Thomas Mullin. Villumsen moved inside Andersen on lap 4, but interlocked wheels with Andersen's 87SF and sending his own car into orbit and retirement.

As Andersen's Reynard also suffered damage, Henrik Jacobsen easily closed the gap to the leader, passing him on lap 8 and winning by 11.6secs.

In FF1600 Keld Jensen had retired from the qualification race due to broken gear linkage, and thus had to start from the back row. After the first lap he was up into ninth and within a couple of laps he was at the top end of the field. Jan Keinicke had taken the lead from Steffen Nielsen. On lap 9, however, Nielsen had to let Jensen by and five laps later the Van Diemen driver moved by Keinicke, thereby taking his first race win. Steen Hinge fell to a lowly fifth place, letting Carl Bjarne Pedersen by into fourth, which secured him the title.

**MORTEN ALSTRUP**

## KNUTSTORP (S)

### Danish FF2000 Championship, final round

#### 25 laps - 32.30 miles

1, Henrik Jacobsen (Reynard-Zagk 84SF), 25m57.364s, 74.66mph; 2, Jens Andersen (Reynard-Neil Brown 87SF), 26m09.019s; 3, Leif Jorgensen (Reynard-KWS 84SF), 26m25.394s; 4, Thomas Mullin (Reynard-KWS 84SF), 26m28.353s; 5, Ole M Christensen (Reynard-Neil Brown 86SF), 26m49.853s; 6, Jens Bruun (Reynard-Nelson 84SF), 26m57.680s; etc.

**Final Championship positions:** 1, Andersen, 97 (109 pts); 2, Jesper Villumsen (Reynard-Zagk 86SF), 85; 3, Jacobsen, 67; 4, Jorgensen, 64; 5, Mullin, 48; 6, Christensen, 33; etc.

### Danish FF1600 Championship, final round

#### 25 laps - 32.30 miles

1, Keld Jensen (Van Diemen-Nelson RF85), 27m24.996s, 70.68mph; 2, Jan Keinicke (Reynard-Scholar 84FF), 27m26.244s; 3, Steffen Nielsen (Royale RP26), 27m28.077s; 4, Carl Bjarne Pedersen (Van Diemen-Scholar RF85), 27m28.462s; 5, Steen Hinge (Van Diemen-Zagk RF85), 27m48.316s; 6, Torben Petersen (Van Diemen-Scholar RF86), 27m58.896s; etc.

**Final Championship positions:** 1, C B Pedersen, 105pts; 2, Hinge 92 (100); 3, Keinicke, 72 (78); 4, Kensen, 64; 5, T Petersen, 58 (64); 6, Nielsen, 44; etc.

# By a Furlan

**LAS VIZACHAS, Oct 8:** While the short and bumpy Las Vizachas circuit in Santiago isn't favoured particularly by the drivers, it's important to the Sudam F3 series that it visits Chile.

Last weekend, Nestor Furlan took pole again in his Sommi Racing Dallara-Alfa 388, ahead of Christian Fittipaldi, Nestor Gurini, Lionel Friedrich, Willy Kissling and the rest.

Fittipaldi took the lead in his Alfa-powered Reynard 883 as Furlan experienced too much wheelspin. Kissling leapt into third place in front of Gurini, Friedrich and Ricardo Risati. Fittipaldi and Furlan edged away as those behind fought furiously.

On lap 35, Friedrich and Risati made contact, to the detriment of the former, who retired his INI Competition Reynard with broken suspension.

Four laps later, Fittipaldi's run was

spoiled when Furlan managed to elbow his way by under braking at the end of the main straight. Furlan stayed ahead to the finish.

**ANTONIO WATSON**

## LAS VIZACHAS (RCH)

### Sudam F3 Championship, round 7

#### 47 laps - 81.15 miles

1, Nestor Furlan (Dallara-Alfa 388), 50m11.840s, 103.88mph; 2, Christian Fittipaldi (Reynard-Alfa 893), 50m14.288s; 3, Willy Kissling (Berla-Renault Mk3), 50m16.328s; 4, Nestor Gurini (Reynard-VW 883), 50m39.762s; 5, 'Alencar' Jr (Dallara-Alfa 388), 50m58.594s; 6, Ricardo Risati (Reynard-VW 873), 51m01.804s.

**Next round:** San Juan, Oct 29.

# Runaway Robbie

**TAMPA, Oct 1:** Robbie Buhl continued his winning ways as the Barber Saab Pro Series visited Tampa for its penultimate round.

Buhl, who had already tied up the championship crown and the accompanying \$100,000 Career Enhancement Award, took pole position for the fifth consecutive race, then romped away from an 18-car field to take his sixth win in a row.

Rob Wilson chased as gamely as ever before finishing 12 secs in arrears

after 30 laps of the 1.9-mile circuit. The other major contender, Justin Bell, qualified third but retired early with transmission failure.

## TAMPA (USA)

### Barber Saab Pro Series, round 11

#### 30 laps - 57.0 miles

1, Robbie Buhl, 39m09.998s, 87.319mph; 2, Rob Wilson, 39m22.172s; 3, Matt Blevins, 30 laps; 4, John Tanner, 30; 5, Brian Till, 30; 6, Nick Kunevalder, 30; 7, Jim Pace, 30; 8, Stephen Hynes, 30; 9, Bob Dotson, 30; 10, George Sutcliffe, 30; etc.

**Fastest lap:** Buhl, 1m17.158s, 88.649mph.

**Championship positions:** 1, Buhl, 192pts; 2, Justin Bell, 132; 3, Wilson, 123; 4, Bernard Santal, 58; 5, Till, 53; 6, Pace, 47; etc.

**Final round:** Del Mar, Oct 22.

## FUJI: ALL JAPAN SPORTS PROTOTYPE CHAMPIONSHIP

# Toyota on top

Paolo Barilla and Hitoshi Ogawa gave Toyota its first Group C victory for two years in an inevitably rain-hit race at Fuji. The weather led to many spins and accidents and a two hour delay which caused the race to be run as two heats.

Run this year as Inter Challenge Fuji 1000kms, after seven years as a World Championship fixture, the race attracted a very strong entry, although only the Joest and Davey teams came from Europe. Pole position went to the SARD team, thanks to a superb effort by Roland Ratzenberger in the private Toyota 89CV. The first session started wet but dried towards the end, Ratzenberger claiming top spot with his last lap and when it rained for the second session, Roland's place was assured.

The next places were taken by the works Toyotas of Barilla/Ogawa and Geoff Lees/Ross Cheever, marking a splendid 1-2-3 for the marque. An equally good effort from Martin Donnelly saw him qualify the Takefuji/Schuppan car fourth, just 1 sec down on pole; team mate Johnny Herbert settled in nicely on his C1 debut. The strong George Fouché/Steven Andskar pairing were fifth in their Trust 962, two places ahead of the Omron car of Vern Schuppan and Eje Elgh.

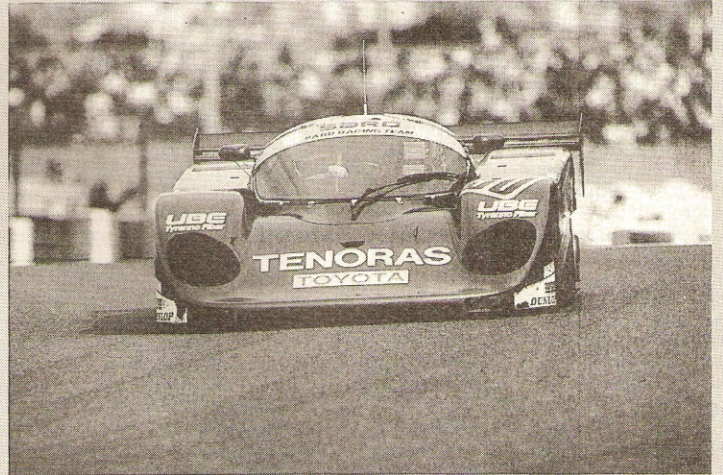
The Hoshino and Hasemi Nissan R89Cs didn't run full boost and qualified only sixth and 11th, while the Italia/Joest 962s were humbled by the locals, Bob Wollek/Frank Jelinski and Henri Pescarolo/Jean-Louis Ricci in 12th and 13th. The Tim Lee-Davey car, shared by Desire Wilson, qualified at the back, after missing the one dry session.

Sunday brought more rain, and as usual the decision was whether to run 'monsoon' wets or intermediates.

Donnelly made a great start, blasting past the Toyotas to lead Ogawa away. Ratzenberger found himself on unsuitable tyres, and started slipping back. The rain soon started taking victims; local hero Hoshino spun, clipped the wall, and brought the Nissan in to retire with damaged rear suspension. On the second lap both Pescarolo and Larrauri spun at the first corner. Pesca survived intact, but Larrauri's door opened and he pitted, only to earn a stop-and-go penalty.

Donnelly's lead was short-lived, for Ogawa sneaked by to lead when the Ulsterman was slowed by a spinning backmarker. Both men were then given a breather when third-placed Geoff Lees went into a gravel trap, caught out by misbehaving carbon brakes. The car was unharmed, but was stuck fast.

After the first routine stops, the Fouché 962 took up the running. The first of many pace cars was required when a private IMSA Mazda spun into a gravel trap. On the restart Donnelly grabbed the advantage, but a few laps later the pace car was out again. Jabouille had spun into the same gravel trap, from which he required a tow.



Ratzenberger starred in Japan with the SARD Toyota, but the works car won.

After seven slow laps the race was restarted on lap 70, with Donnelly now under pressure from Jelinski's Joest car. Martin was then black-flagged for passing a backmarker under yellow; he pitted for tyres and fuel, and Herbert resumed for his first stint.

Wollek took the leading Joest car from Jelinski on lap 87. The rain had abated, so he fitted shallow rain tyres; typically, a huge shower followed. Bob went off the road under braking for the Dunlop Corner, hit the barrier, and rolled once. The driver had to climb out of the passenger door, but was unharmed...

Ratzenberger, charging hard, hit a slowing car, breaking the Toyota's suspension. He headed to the pits.

All this drama and the worsening rain brought the pace car out again, but after six laps, the officials decided to red-flag the event. Following a two hour wait, it was re-started, with aggregate results to come from the 98-lap first half and 37-lap second part.

After three laps in formation behind the pace car, Barilla blasted into the lead from

Fouché, Herbert and Schuppan. The Toyota had been well up throughout, and now, with the right Bridgestones for the conditions, he had an advantage.

Barilla was the first to make a final stop, switching to intermediates, and was followed by Herbert. Alas Johnny found his new shallow rain tyres not to his liking and had to pit again, putting the car out of contention.

After Fouché and Schuppan made their stops, Barilla was left to come home 15secs clear to score the first win for Toyota's V8 engine. Second place went to Fouché/Andskar, while third for Schuppan/Elgh assured him of the Fuji Group C title, although the All-Japan version will be decided at Suzuka on December 3.

Kunimitsu Takahashi and Stanley Dickens took fourth with Nova's Advan 962, ahead of the Pescarolo car, which had a steady run after its early drama. The Donnelly/Herbert team had to settle for sixth after a fine display. Ratzenberger at least had the consolation of fastest lap after the SARD car's dramatic race.

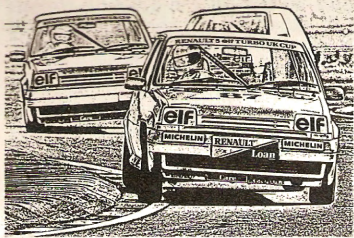
**NAO MURASE**

## FUJI (J)

### Inter Challenge Fuji 1000, 135 laps - 377.15 miles

Pos	Drivers	Chassis-engine	Result	Qual	Pos
1	Hitoshi Ogawa/Paolo Barilla	Toyota 89CV	4-01:05.204	1:20.694s	2
2	George Fouché/Steven Andskar	Porsche 962	4-01:20.746	1:21.188s	5
3	Vern Schuppan/Eje Elgh	Porsche 962	134 laps	1:21.553s	7
4	Kunimitsu Takahashi/St Stanley Dickens	Porsche 962	134 laps	1:23.351s	15
5	Henri Pescarolo/Jean-Louis Ricci	Porsche 962	133 laps	1:22.973s	13
6	Martin Donnelly/Johnny Herbert	Porsche 962	133 laps	1:21.084s	4
7	Masanori Sekiya/Hideki Okada	Porsche 962	132 laps	1:22.090s	8
8	Masahiro Hasemi/Anders Olofsson	Nissan R89C	132 laps	1:22.483s	11
9	Takao Wada/Akio Morimoto	Nissan R80V	132 laps	1:23.413s	16
10	Takashi Yorino/David Kennedy	Mazda 767B	131 laps	1:22.168s	9
13	Tim Lee-Davey/Desire Wilson	Porsche 962	129 laps	1:42.168s	24
16	Harald Grohs/Akihiko Nakaya	Porsche 962	123 laps	1:23.659s	18
17	Oscar Larrauri/Maurizio Sandro Sala	Porsche 962	119 laps	1:22.983s	14
18	R Ratzenberger/K Suzuki/J-P Jabouille	Toyota 89CV	117 laps	1:20.076s	1
R	Jesus Pareja/Walter Brun/Costas Los	Porsche 962	99 laps - engine	1:33.416s	20
R	Bob Wollek/Frank Jelinski	Porsche 962	91 laps - accident	1:22.617s	12
R	Geoff Lees/Ross Cheever	Toyota 89CV	13 laps - spin	1:20.970s	3
R	Kazuyoshi Hoshino/Toshio Suzuki	Nissan R89C	1 lap - accident	1:21.233s	6

**Fastest lap:** Ratzenberger, 1m29.395s, 112.50mph. Race scheduled for 224 laps, shortened to two heats of 98 and 37 laps. **Final round:** Suzuka, Dec 3.



NATIONAL RACING

## David and Goliath

**SILVERSTONE, Sep 30:** The Bentley DC hosted its annual meeting which saw a variety of handicap and scratch events.

Peter Morley and Bill Tuer were the stars of the Bentley, Vintage and PVT scratch race, Tuer's cheeky (and very rapid) little Morgan three-wheeler trying to find a way past the 24-litre device. It seemed on occasion that under braking it might just go underneath the Bentley which emitted huge plumes of smoke on the overrun. Eventually power told and Morley took victory by just 1.2secs.

Handicapper Alan Lupton made his one error of the afternoon during the first of the handicap races. Allan Cameron was given a generous margin and it reflected in the Sprite driver's winning gap of 1m13.5secs.

Brian Sayers, Gus Gregory, Paddy Willmer and Dave Mason disputed top place in the MG T-type encounter. Slowly away, pole man Gregory had moved right into contention when his engine expired in a cloud of smoke on lap 2. Mason was just a few yards away from the scrapping Sayers and Willmer, who traded the lead several times, but Sayers was just in front when it mattered.

Len Thompson's Lagonda Rapier appeared to win the Bentley/Lagonda handicap, but when the credit laps were considered, he failed by just

1.2secs to wrest the verdict from Peter Whenman's Lagonda Special.

Bill Shepherd stormed away at the start of the next event, and had drawn clear when he spun at Becketts. He resumed third before passing behind Steve Hitchins for second behind eventual winner Aidan Mills-Thomas.

The final round of the Milbank Trucks-backed Morgan series was a repeat of Thruxton six days previously. Peter Garland, Rob Wells and Grahame Bryant drew well clear of the rest who were headed by Craig Jones. While Wells and Bryant squabbled over the runner-up placing, Garland drew clear to take a well deserved victory. Wells annexed the second spot and with it the championship title.

The start of the Allcomers Handicap saw what could have been a very nasty incident. Stephen Williams had his MG's transmission seize at the start and he was powerless to move as the first cars bore down on the stricken car which ironically sat right on the racing line through Woodcote. It came as a great relief to see everybody avoid the car. Ian Allwood and David Roberts in Morgans took the top spots with McLaren driver Ed Hubbard 'winning' on the road but third in the results.

The penultimate race of the day was for Bentleys on handicap which went from 325s down to scratch. As ever, it started from the pit lane and the leaders completed three laps just as the scratch men got away. The handicapper is to be congratulated as 18 cars finished on the same lap with Clive Morley (son of Peter) taking full advantage of his 3 litres to just hang on from a fast closing Cindy Llewellyn.

A real *pot pourri* lined up for the fastest race of the day, the allcomers scratch event. On pole, Ed Hubbard gave those behind him some anxious moments as he stalled his McLaren M1B at the start. Bill Shepherd took advantage to head the field in which Hubbard was seventh after one lap, second next time round and in front on lap 3. Rob Wells initially stayed with him but started for second ahead of Bryant with Shepherd a little way back and locked in battle with Garland.

**DUD CANDLER**



Bill Taylor of the 'Fifties and over' team slips through the backmarkers.

## Endurance delay

**SNETTERTON, Oct 1:** Shortened to five hours – because of two incidents early in the afternoon, the Birkett six hour relay race contained more than enough tension between the two fastest teams, following a contretemps on the warm-up lap, to ensure a hard battle for overall honours. Only in the final 5mins was the issue resolved on the track in the favour of the NBR Porsche Club team from Team Forwell. The handicap position, too, was closely contested and went – I kid you not – to Snow White and the Seven Dwarfs.

Proceedings got off to a bang, particularly for Nigel James, before the race started. As the green flag was waved to initiate the warm-up lap on a damp greasy track, James, on pole, and Chester Wedgewood accelerated away together. Within 50 metres the latter's Porsche got out of shape and the yellow Ultima was knocked unceremoniously into the barrier. James was livid. With its rear uprights damaged, Team Forwell's fastest car would take no further part. As Ted Marlowe took the start for the kit cars from the pit lane, Nigel was seeking a rule on which to protest Wedgewood's driving.

Chester took an early lead but Glen Dudley, the fastest member of Team Sports 2000 kept him under pressure. Behind came the team Red Mist (Clubman cars) and 'The Last of the Summer Wine', a team of Caterham 7s for which the venerable Alex Hawkridge was driving the first stint. Making rapid progress through the field was Marlowe. After half an hour the first three were briefly nose-to-tail, Wedgewood, Dudley and Marlowe, before Ted blasted past the other two to lead. Soon after, though, Team Forwell were hit again.

Marlowe arrived at the Esses with a distinct lack of brakes. Happily he spun to a half without damage to the car but the engine would not restart. Once it was noted Ted was missing, Bob Light in a similar Ultima was despatched but Marlowe's car then

fired and he too resumed racing. In the confusion the team was docked 2 laps.

Forty-five minutes into the race Wedgewood and Dudley were still dicing and Glen grabbed the initiative to lead on scratch. Next time through Russell, the Porsche hit the kerb, careered across the track into the barrier on the outside. The car caught fire, but Chester was soon clear of the 911SC, and shortly after the blaze was extinguished. Later it became clear that the officials were on the point of black flagging the unfortunate Wedgewood as they were to reprimand him and endorse his licence for the warm-up lap incident. The race was stopped and the sorry-looking Porsche was removed from the gravel trap.

From the restart, over 30mins later, Light quickly established himself at the front but 15mins later the race was again stopped. Gerry Wainwright's Elan had sheared a rear drive shaft on Coram, spinning several times it came to rest on the track.

After the second re-start, with the track now dry, the race settled down. At the front it was the NBR Porsche team with Neil Bainbridge taking a turn at the wheel along with Gideon Hudson, John Piper whose 930 suffered a broken rocker and was stranded out on the circuit, Norman McRoberts and Mike Holland in a Carrera and John Goate with his fabulous 935K3. A close second came Team Forwell with Light and Marlowe aided by Martin Harrison. At half distance these two were first and second, both overall and on handicap, with the same number of laps completed.

In the second half of the race the lead battle continued and really came aight in the last 15mins of the race.

Holland leading for the Porsches limped his car in with a broken gearbox, and Goate took over with the 935. As John exited the pits, Light went ahead with his Ultima and established a 6secs advantage, at which point Goate now in the groove began to recatch Bob. With 7mins to go the Porsche team led again but the two cars continued to battle, nose-to-tail, lights blazing, through the heavy traffic. Three minutes remained with Light stopped with his car low on fuel; the team decided to settle for second place.

**ANDY LEEDER**

## SNETTERTON

## 750MC

**Birkett Six Hour Relay Race – overall:** 1, NBR Porsche Club, Gideon Hudson (Carrera RSR); John Goate (935 K3); Neil Bainbridge (930); John Piper (930); Chester Wedgewood (Carrera RSR); Norman McRoberts (Carrera RSR); Mike Holland (Carrera RSR), 232 laps; 2, Team Forwell, Martin Harrison (Dax Tojeiro); Ted Marlowe (Ultima); Bob Light (Ultima), 232; 3, Team Sports 2000, Stuart Anderson (Rawlson); Bob Wheeler (Rawlson); Sean Ross (Chevron); Glen Dudley (Shrike), 228; 4, Autofarm Task Force, Simon Newton (911RSR); Merv Sherlock (911); Nick Wenham (911); Josh Sadler (3.3 T); John Poxon (911); Charles Eveson (911RSR), 227; 5, Team Red Mist, John Moore (Beagle); John Drinkwater (Allen); Colin Turner (Mallock); John Harrison (Mallock); Mike Oxyby (Mallock); Chris Kingwell (Cryphon), 222; 6, Last of the Summer Wine, Jez Coates; Reg Price; Arturo Markus; Magnus Laird; Barry Lee; Alex Hawkridge (Caterham i7s), 222. **Handicap:** 1, Snow White and the 7 Dwarfs, Dave Broadway (Honda CRX); Andy Windebank (Lotus 7); Reg Dixon (Elan); John Southall (Lotus Cortina); Paul Lowndes (Caterham 7); Cliff Davies (Caterham 7), 234 laps; 2, Last of the Summer Wine, 233; 3, NBR Porsche Club, 232; 4, Team Turner, Tony Brom; Geoff Sizzey; Bob Mayfield; Robin Knight (Turners), 232; 5, Fifties and over, Tim Burrett (Lancia Aurelia); Tony Childs (Porsche 356A); Caroline Lucas (356A); Trevor Messelt (356B); Bob Chapman (956A); Bill Taylor (Carrera RS), 232; 6, Team Sports 2000, 232.

## SILVERSTONE

## BENTLEY DC

**Allcomers handicap (8 laps):** 1, Allan Cameron (1.0 Austin Healey Sprite), 9m41.1s, 72.98mph; 2, Leon Thompson (1.5 Lagonda Rapier), 10m54.6s; 3, Geoffry Moore (1.5 Riley 12/4), 11m02.9s; 4, Richard Harwood (1.5 Aston Martin Mk2), 11m18.3s; 5, Tony Luddington (1.5 Aston Martin Le Mans), 7 laps; 6, Russell Hicks (1.5 Aston Martin Ulster), 7. **Fastest lap:** Stuart Adamson (2.2 Morgan +4), 1m13.1s, 80.03mph.

**MG T-types (10 laps):** 1, Brian Sayers (1.35 TC), 13m41.8s, 71.19mph; 2, Paddy Willmer (1.35 s/c TC), 13m42.7s; 3, Dave Mason (1.35 TC), 13m44.1s; 4, John Eaves (1.35 TA), 13m55.9s; 5, Anthony Atkinson (1.35 TB), 13m57.2s; 6, Malcolm Hogg (1.5 TF), 14m00.2s. **Fastest lap:** Willmer, 1m20.8s, 72.40mph.

**Bentley/Lagonda handicap (8 laps):** 1, Peter Whenman (4.5 Lagonda Special), 10m59.3s, 67.21mph; 2, Len Thompson (1.5 Lagonda Rapier), 11m00.5s; 3, Cindy Llewellyn (5.3 Bentley 4½), 11m03.3s; 4, Colin Bugler (4.5 Lagonda LG45), 11m04.1s; 5, Piers Le Marchant (4.3 Bentley Mk6 Special), 11m06.4s; 6, Nicholas Struthers (4.3 Bentley Mk6 Special), 11m10.9s. **Fastest lap:** Harvey Hine (8.4 Bentley 3/8), 1m14.1s, 78.95mph.

**Vintage and PVT handicap (8 laps):** 1, Greg Bibby (1.1 Morgan SS), 11m01.1s, 75.96mph; 2, David Caroline (1.3 Morgan SA), 11m11.5s; 3, David Heimann (4.3 Alvis Special), 11m12.0s; 4, Bill Tuer (1.1 Morgan SS), 11m12.5s; 5, Richard Black (2.4 Aston Martin International), 11m17.0s; 6, John Blower (1.0 Morgan SA), 11m18.2s. **Fastest lap:** Tuer, 1m14.2s, 78.84mph.

**AC, Crewe Bentleys and Morgans (10 laps):** 1, Aidan Mills-Thomas (4.7 AC Cobra), 10m56.1s, 89.16mph; 2, Bill Shepherd (4.7 AC Cobra), 10m56.6s; 3, Steve Hitchins (4.7 AC Cobra), 11m10.4s; 4, Paul Channon (4.7 AC Cobra), 11m45.5s; 5, David Roberts (3.9 Morgan +8), 11m49.9s; 6, Don Faulkner (3.5 Morgan +8), 11m50.3s. **Fastest lap:** Mills-Thomas, 1m03.9s, 91.55mph.

**Milbank Trucks Morgans (10 laps):** 1, Peter Garland (3.9 +8), 10m46.0s; 90.56mph; 2, Rob Wells (3.9 +8), 10m57.3s; 3, Grahame Bryant (3.5 +8), 10m57.6s; 4, Craig Jones (3.9 +8), 11m23.4s; 5, Bevis Musk (3.5 +8), 11m30.4s; 6, Robert Russell (3.9 +8), 11m33.2s. **Fastest lap:** Garland, 1m03.1s, 92.71mph.

**Bentley, Vintage and PVT (8 laps):** 1, Peter Morley (24.0 Bentley-Napier), 10m00.8s, 77.90mph; 2, Bill Tuer, 10m02.0s; 3, Greg Bibby, 10m08.1s; 4, David Caroline, 10m16.4s; 5, David Heimann, 10m38.9s; 6, Tim Llewellyn (5.3 Bentley), 10m43.9s. **Fastest lap:** Tuer, 1m13.1s, 80.03mph.

**Allcomers handicap (8 laps):** 1, Ian Allwood (3.5 Morgan +4), 9m19.0s, 81.25mph; 2, David Roberts, 9m20.5s; 3, Ed Hubbard (5.0 McLaren M1B), 9m21.5s; 4, John Milbank (1.6 Morgan 4/4), 9m21.6s; 5, Andrew Jackson (3.9 Morgan +8), 9m23.2s; 6, Kelvin Laidlaw (3.5 Morgan +8), 9m30.1s. **Fastest lap:** Hubbard, 1m01.6s, 94.97mph.

**Allcomers handicap (8 laps):** 1, Kate Adamson (1.6 Morgan 4/4), 10m37.6s, 75.78mph; 2, David Newman (2.4 Datsun 240Z), 10m38.4s; 3, Keith Gymer (1.6 Morgan 4/4), 10m41.5s; 4, Colin Waring (3.5 Morgan +8), 10m45.2s; 5, Barry Sumner (2.2 Morgan +4), 10m45.7s; 6, David Watson (1.6 Morgan 4/4), 10m47.4s. **Fastest lap:** Waring, 1m10.9s, 82.51mph.

**Bentley handicap (8 laps):** 1, Clive Morley (3 litre), 14m52.4s, 53.65mph; 2, Cindy Llewellyn (5.3 4½), 14m56.7s; 3, Piers Le Marchant, 15m00.2s; 4, John May (6.5 Speed Six), 15m04.3s; 5, Stephen Bulling (4.3 Mk6 Special), 15m10.4s; 6, Tim Llewellyn (8.4 3/8), 15m12.4s. **Fastest lap:** T Llewellyn, 1m11.3s, 82.05mph.

**Allcomers scratch (10 laps):** 1, Ed Hubbard, 10m33.5s, 92.34mph; 2, Rob Wells, 10m42.4s; 3, Grahame Bryant, 10m45.0s; 4, Bill Shepherd, 10m35.5s; 5, Peter Garland, 10m53.5s; 6, Malcolm Beer (3.9 MGB GTV8), 10m55.3s. **Fastest lap:** Hubbard, 1m01.0s, 95.90mph.

## Cox conquers all comers

**LYDDEN, Oct 1:** Rob Cox smashed the circuit lap record by 1sec as he raced his F1 Lola to victory in the final round of the RJB Plant Hire Formula Libre series, while Paul Sleeman held a steady third place to win the championship. Naturally, Cox and his Lola-Cosworth LC88 managed pole position without too much trouble. Eddie McLurg's March-BMW 842 was alongside him on the front row.

When the lights flicked to green, Cox jumped straight into the lead, with McLurg tucked in a couple of lengths behind. Sleeman followed trying to keep in touch with the leaders, but he soon settled down to a more sensible pace.

After six laps, Cox eased his pace slightly, partly because his pit signal indicated that he had set a new record, and partly because it was beginning to drizzle. McLurg began to close up,

although excessive understeer and an off-line scrabble around the Devil's Elbow soon convinced him that he should ease up as well.

The leading pair enjoyed such a huge advantage that Cox actually lapped Sleeman as he accepted the chequered flag, and McLurg was less than 5secs behind the winner.

The meeting began with an entertaining round of the URS Pre-'83 FF2000 series. The championship leader, Jeff Gresswell, went straight into the lead, although Mike Gardiner was threatening in second place. Then it was Steve Pontin-Wartler chased by Dave Nichols, Mark Storer and Steven Edmonds, who nipped inside Gary Storer at the Devil's Elbow. With a lap to go, Gardiner made a do-or-die effort on the inside at the Hairpin. He had two wheels on the grass and still they banged wheels, but Gardiner emerged in front and held on to win by a length. A late effort by Nichols put him alongside Gresswell as they crossed the line for a dead heat.

Although David Enderby cleared to win the Special GT event as he pleas-

ed, there was a tremendous battle for second place. Ron Greenfield, John Dewing, Bill Richards and Andy Gill were never more than a few lengths apart, although Greenfield always held the advantage - just. As Enderby extended his lead Gill put on a spurt and drew alongside Richards. For the next three corners, their cars were side by side until Gill eventually pulled away. Two laps later Gill was right on Dewing's tail, and that was how they finished.

The highlight of the BARC '74-'79 FF1600 event was a thrilling duel for the lead between Brian Cooke, who was fastest in practice, and the championship leader, John Wardle. Unfortunately, Cooke was judged to have jumped the start and so he was given a 10sec penalty. Cooke led away, chased by Wardle, Alan Fay and Graham Johnson. Then after two laps of cut-and-thrust dicing, Wardle somehow managed to drive around the outside of Cooke at the Devil's Elbow to take the lead. Four laps later Cooke fought back. Once in front he stayed there and the two cars crossed the line nose-to-tail, with Fay just behind.

In the Pre-'66 Jaguar event, Crispi Collins soon established a couple of lengths lead by dint of some demon braking. Les Ely and Rob Buck were locked in a duel for second place until Buck squeezed past at Chesson's.

Even through race 5 was a combined event for Historic F3 cars as well as the new F500 category, there were only nine starters. Keith Baldwin led initially, but on the second lap Nigel Fright took over at Chesson's Drift and pulled away to win as he pleased. Baldwin was second, and Geoff Rumble held off Pete Gillam to finish third.

Although 14 cars started the Triumph Sports Six event, only 10 cars emerged from the first corner. The race had to be restarted, whereupon Eddie Wilkins assumed the lead, although Kevin Ginger was almost alongside him during the opening laps. Then Ginger took the lead with a run down the inside at Pits Bend and, although Wilkins had to use most of the verge at the exit, he held on to finish a plucky second.

Andy Pyke's neat Mexico led the 3-litre Capri of poleman Adrian Fuller all the way in the Roadgoing Saloons event. Bob Knight and Steve Pattinson followed them home.

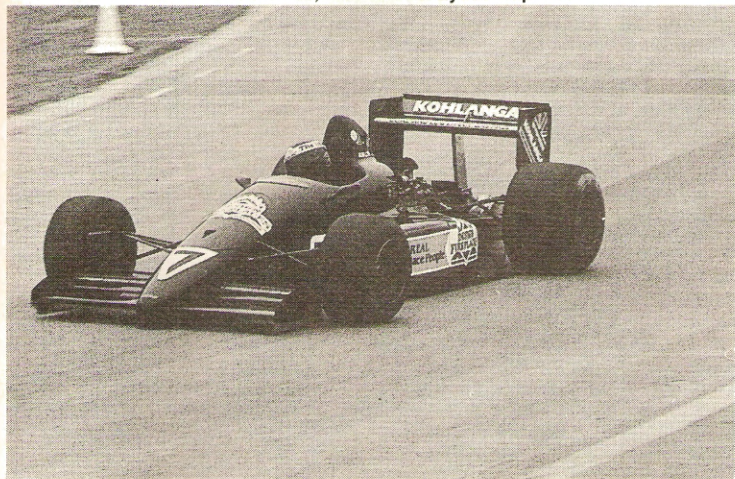
It is rare for Chris Pullman to be beaten in a Formula Ford race at Lydden these days, and sure enough he was on pole position for the BARC FF1600 event. But John Wardle made the better start and led the local driver all the way.

### KERRY DUNLOP

The beginning of the end for Kieth Odor as he tangles with Ian Flux.



Rob Cox in his Lola Cosworth LC 88, smashed the Lydden lap record.



## LYDDEN BARC

**URS Pre-'83 FF2000s (10 laps):** 1, Mike Gardiner (Van Diemen-Scholar RF82), 7m04.5s, 84.78mph; 2=, Jeff Gresswell (Van Diemen-Scholar RF82), 7m15.0s; 4, Mark Storer (Lola-Neil Brown T580), 7m19.8s; 5, Steven Edmonds (Van Diemen-Neil Brown RF82), 7m20.3s; 6, Steve Pontin-Wartler (Van Diemen-Neil Brown RF82), 7m21.2s. **Fastest lap:** Gresswell and Gardiner, 41.5s, 86.74mph.

**Triumph Sports Six Championship (7 laps) - overall:** 1, Kevin Ginger (2.6 Triumph GT6), 6m06.4s, 68.77mph; 2, Eddie Wilkins (1.3 Triumph Spitfire), 6m07.9s; 3, Colin Elstrop (2.0 Triumph GT6), 6m30.4s; 4, Stefan Antolik (1.3 Triumph Spitfire), 6m30.8s. **Standard:** 1, Antolik; 2, Paul Martin (2.0 Triumph Vitesse); 3, Matthew Truelove (2.0 Triumph GT6). **Fastest lap:** Antolik, 54.1s, 66.54mph. **Road Modified:** 1, Elstrop; 2, Duncan Taylor (1.3 Triumph Spitfire); no other finishers. **Fastest lap:** Elstrop, 54.6s, 65.93mph. **Race Modified:** 1, Ginger; 2, Wilkins; no other finishers. **Fastest lap:** Ginger, 50.9s, 70.72mph. **Roadgoing TR:** Philip Cruttwell (2.5 Triumph TR6); no other starters. **Fastest lap:** 56.5s, 63.71mph.

**BARC Roadgoing Saloons (7 laps) - overall and up to 1800cc:** 1, Andy Pyke (1.6 Ford Escort Mexico), 6m11.0s, 67.92mph; 2, Adrian Fuller (3.0 Ford Capri), 6m11.7s; 3, Bob Knight (1.3 Suzuki Swift GTi), 6m14.4s; 4, Steve Pattinson (1.8 VW Golf GTI), 6m20.5s. **Fastest lap:** Pyke, 51.1s, 70.45mph. **Over 1800cc:** Fuller; no other starters. **Fastest lap:** 51.9s, 69.36mph. **Modified Saloons:** 1, Michael Higgs (1.6 Ford Fiesta XR2); 2, Shaun Blake (1.6 Ford Fiesta XR2); 3, Paul Homard (1.6 Ford Fiesta XR2). **Fastest lap:** Higgs, 52.1s, 69.09mph.

**BARC FF1600s (7 laps):** 1, John Wardle (Van Diemen-Aldon RF78), 5m21.1s, 78.45mph; 2, Chris Pullman (Quest-Minister FF86), 5m23.0s; 3, Alan Fay (Crosslé-Aldon 32F), 5m28.3s; 4, Ray Knight (Van Diemen-Scholar RF84), 5m34.4s; 5, Brian Cooke (Van Diemen-Aldon RF78), 5m34.5s; 6, Brian Nottle (Jamun-Connaught T12), 5m41.9s. **Fastest lap:** Wardle, 44.9s, 80.17mph.

**RJB Plant Hire Libre (20 laps):** 1, Rob Cox (3.5 Lola-Cosworth LC88), 13m25.8s, 89.35mph; 2, Eddie McLurg (2.0 March-BMW 842), 13m30.6s; 3, Paul Sleeman (1.6 March-Connaught 713S), 14m08.5s; 4, Peter Daniels (2.0 Ralt-VW RT30), 19 laps; 5, Tony O'Neill (2.0 Reynard-VW 873), 19; 6, Glyn Williams (2.1 Lola-VW T252), 19. **Fastest lap:** Cox, 38.3s, 93.99mph (record).

**Drivers Car Phone/Radio Kent BARC Special GTs (12 laps) - overall and up to 1000cc:** 1, David Enderby (1.7 VW Karmann Ghia-Ford BDG), 8m49.5s, 81.58mph; 2, Ron Greenfield (1.0 Bevan-Imp), 9m10.7s; 3, John Dewing (1.0 Tiga-Imp), 9m11.0s; 4, Andrew Gill (1.0 Stiletto-Hartwell), 9m11.4s. **Fastest lap:** Gill, 44.5s, 80.89mph. **Over 1500cc:** 1, Enderby; 2, Julian Mendus (3.5 Triumph Herald-Rover); 3, Andrew Thrush (1.6 Darrian-Ford). **Fastest lap:** Enderby, 42.8s, 84.11mph (record). **1001-1500cc:** 1, Bill Richards (1.3 BL Metro-Cosworth); 2, Graham Smith (1.3 Stiletto-Ford); no other finishers. **Fastest lap:** Richards, 44.6s, 80.71mph (record). **Fastest lap:** Gill, 44.5s, 80.89mph (record).

**BARC '74-'79 FF1600s (10 laps):** 1, John Wardle (Van Diemen-Aldon RF78), 7m39.0s, 78.43mph; 2, Alan Fay (Crosslé-Aldon 32F), 7m42.6s; 3, Barry Pomfret (Royale-Scholar RP26), 7m44.8s; 4, Graham Johnson (Van Diemen-Nelson RF79), 7m45.3s; 5, Phil Jarvis (Lola-Connaught T342), 7m45.6s; 6, Brian Cooke (Van Diemen-Aldon RF78), 7m48.9s. **Fastest lap:** Cooke, 44.9s, 80.17mph.

**Pre-'68 Jaguar Saloons (10 laps) - overall:** 1, Crispi Collins (3.8 Jaguar Mk2), 8m53.1s; 2, Rob Buck (3.8 Jaguar Mk2), 8m55.9s; 3, Les Ely (3.8 Jaguar Mk2), 8m57.2s; 4, Tony Cavell (3.8 Jaguar Mk2), 9m10.7s. **Fastest lap:** Buck and Collins, 52.5s, 68.57mph. **Modified up to 3500cc:** Dave Woodgate (3.4 Jaguar '81); no other finishers. **Fastest lap:** Woodgate, 56.5s, 63.71mph. **Production cars:** 1, Benjamin Sill (3.8 Jaguar 340); 2, Toby Dalton (3.8 Jaguar Mk2). **Fastest lap:** Sill, 55.3s, speed not given.

**BRSCC Historic F3 and Hi-Tech F500s (10 laps) - overall and Historic F3:** 1, Nigel Fright (March-BES Renault 733), 7m28.2s, 80.32mph; 2, Keith Baldwin (March-Holbay Ford 733), 7m35.2s; 3, Geoff Rumble (Dastle-Lotus Ford Mk10), 7m36.3s; 4, Pete Gillam (Ensign-Lotus Ford LNF3), 7m36.7s. **Fastest lap:** Fright, 43.8s, 82.19mph. **F500:** 1, Andy Murdoch (Hi-Tech-KTM); 2, Mike Chenery (Tecno-V4 Honda F4); no other finishers. **Fastest lap:** Murdoch, 47.5s, 75.78mph.

►► The Firestone Production Saloon race was settled on the run to Paddock Bend. From pole, Mark Hales got a good start while Ian Flux (see *Sports Extra*) right behind also made a superb start. Championship leader Kieth Odor attempted to shut down Flux and the two made contact, Odor spinning wildly through the pack and ending up a spectator. Hales thus went on to a comfortable victory with Flux overcoming Tom Bell for second spot.

Irish hotshot Vivion Daly was among the contestants in the Champion of Brands race, no doubt setting some practice for the festival.

Newly crowned champion, Chris Goodwin has the enviable record of being unbeaten in the series since July and so when young Warren Hughes and Chris Hall matched his pace, it must have come as something of a shock. Goodwin led under intense pressure from Hughes who eventually snatched the lead in his Sonic Racing Van Diemen in a daring manoeuvre at Paddock on lap 9.

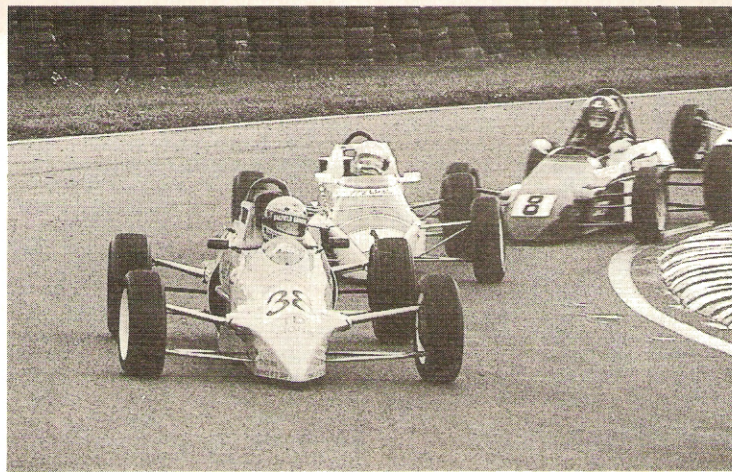
Hall was only feet away throughout, the trio covered by 0.5sec at the flag. Daly settled for fifth after a close tussle with seasoned campaigner Len Ball.

The Sports 2000 encounter was one of changing fortune. Anthony Llewelyn-Davies led as far as Surtees where he spun onto the grass, leaving Glenn Dudley in front from Stuart Kestenbaum. Bernard Vermilio made the pressure on Kestenbaum tell on lap 9, swooping into the lead at Paddock, holding it to the finish.

At a very respectable hour, the last race for the BARC Special Saloon series lined up and Alistair Fenwick looked set for a clear win until Druids on the last lap when his Skoda-Tiga broke its transmission.

A delighted David Enderby inherited victory having mastered the brutish Skoda of Tony Sugden. Ben Bowlby handed out defeat to Ginger Marshall in Class C which with Paul Soames taking Class B and fastest lap looks as though after dropped scores the title will go to Soames.

DUD CANDLER



Dave Payne took FF1600 honours from Lydden regular Chris Pullman.

## Dewing dominant

LYDDEN, Oct 8: The final round of the Drivers Car Phones Special GT series proved a fitting climax to the circuit's best season for many years.

Before the Special GT race, the championship positions could not have been closer, John Dewing and Ron Greenfield shared the lead with 31pts, although the former would have to drop two from that total.

It was Andy Gill who managed pole position, and to make matters even more interesting, he and Greenfield elected to run on 'wets' in view of the menacing black clouds. John Cross sprung a surprise by snatching the lead with his spectacular, rallycross Fiesta and two laps passed before Greenfield was able to find a way past. While Cross was recovering, hot-rodder Paul Grimer, Mike Scott, Dewing and Gill rushed past together. Scott's Anglia-Cosworth was running better than ever, and soon he began to threaten Greenfield's lead. At half-distance the Anglia sped past on the straight,

and then Dewing scythed past at the Devil's Elbow. Meanwhile Gill put paid to his chances by understeering into the tyres at the Elbow. By now Dewing was challenging for the lead and as Scott's engine began to misfire slightly he sped past on the straight.

Meanwhile, Bill Richards had been sitting back and watching with interest, and on the penultimate lap he raced past Greenfield as they sped up Hairy Hill, and then snatched second place as he jinked past Scott on the top straight. At the finish Dewing was still two lengths ahead of Richards, with Scott hanging on in third place despite a late challenge from Greenfield.

The meeting started with a very close FF1600 race, especially as far as the leading pair were concerned. Dave Payne led away, with Chris Pullman tucked in behind. At the hairpin on the first lap Brian Nottle lost third place when he spun his Jamun and put Peter Thurston on the grass. As Pullman began to press the leader, Thurston began to climb up from last place. On the last lap Pullman thrust his Jamun towards a gap on the inside at the Devil's Elbow, but he suddenly skated sideways and took to the grass at the apex, allowing Payne to open up an advantage he maintained to the flag.

Sadly, there were only five starters for the *Libre* event, as Chris Pullman's interesting Sana-Renault V6 had seized during practice and Peter Daniels was forced to withdraw in view of a sinking brake pedal on his RT30.

Paul Sleeman led all the way with the venerable March 713S, and although Derek Haines tried to close on the second finisher, Martin Mansell, the Clubmans car was too quick for the Ralt RT3. Melvyn Coon finished a disappointing fourth, ahead of Mervyn Read.

There were two races for Citroen 2CVs and the Road Going Saloons, and Keith Fishenden won both of them from Tony Wise. The fastest 2CV was driven by Adrian Scott, who finished third overall on each occasion.

KERRY DUNLOP

## BRANDS HATCH

**BARC Sports 1600/Wurth Multisports (10 laps) – overall and Sports 1600:** 1, Glenn Eagling (Mallock-Scholar Mk 20), 8m31.6s, 84.72mph; 2, Keith Whyman (Mallock-Billings Mk 27SG), 8m34.1s; 3, Mike Evans (Mallock-Scholar Mk 21), 8m35.5s; 4, Chris Hart (Mallock-DCMB Mk 18B), 8m47.3s. **Fastest lap:** Eagling 48.5s, 89.36mph. **Multisports:** 1, Shaun Hollamby, 9m09.6s, 78.86mph; 2, Dan Hornby, 9m09.9s; 3, Jeremy Hoyland, 9m10.6s. **Fastest lap:** Hornby, 51.8s, 83.67mph.

**Budget Rent-A-Car Modified Saloons (10 laps):** 1, John Hammersley (1.6 Ford Fiesta XR2), 9m38.4s, 74.93mph; 2, Michael Helm (1.6 Ford Fiesta XR2), 9m39.0s; 3, Keith Nottle (1.6 Ford Fiesta XR2), 9m39.6s; 4, Andy Pyke (1.6 Ford Escort Mexico), 9m52.1s; 5, Al Daly (1.6 Ford Escort RS 1600i), 9m52.9s; 6, Gordon Luxford (1.6 Ford Fiesta XR2), 9m53.1s. **Fastest lap:** Nottle, 56.2s, 77.12mph.

**BARC '74-79 FF1600s (10 laps):** 1, John Wardle (Van Diemen-Aldon RF78), 8m45.2s, 82.52mph; 2, Stephen Markey (Ray-Ford 79F), 8m47.9s; 3, Alan Fay (Crosstle-Aldon 32F), 8m48.6s; 4, Brian Cooke (Van Diemen-Aldon RF78), 8m51.6s; 5, Barry Pomret (Royale-Scholar RP26), 8m51.9s; 6, David Naylor (Van Diemen-Aldon RF78), 9m00.0s. **Fastest lap:** Pomret 51.4s, 84.32mph (record).

**Firestone Production Saloons (18 laps) – overall and Class A:** 1, Mark Hales (2.0 Ford Sierra Cosworth), 16m41.5s, 77.90mph; 2, Ian Flux (2.0 Ford Sierra Cosworth), 16m49.4s; 3, Tom Bell (2.0 Ford Sierra Cosworth), 16m53.1s; 4, Graham Scarborough (2.3 BMW M3), 16m54.9s. **Fastest lap:** Hales 54.4s, 79.62mph. **Class B:** 1, Scarborough, 76.87mph; 2, James Rushbrook (1.6 Ford Escort RST), 17 laps; only starters. **Fastest lap:** Scarborough 55.6s, 77.95mph. **Class C:** 1, Andy Middlehurst (1.8 VW Golf GTI), 17m36.6s, 73.83mph; 2, Tim Saunders (1.8 VW Golf GTI), 17 laps; 3, Graham Myers (1.8 VW Golf GTI), 17. **Fastest lap:** Middlehurst, 57.5s, 75.38mph.

**P&O Champion of Brands FF1600s (10 laps):** 1, Warren Hughes (Van Diemen-Scholar RF89), 8m22.6s, 86.23mph; 2, Chris Goodwin (Van Diemen-Minister RF89), 8m22.9s; 3, Chris Hall (Jamun-Auriga M89), 8m23.1s; 4, Len Bull (Jamun-Connaught M89), 8m27.2s; 5, Vivion Daly (Reynard-Minister 89FF), 8m27.3s; 6, Mark Albon (Reynard-Scholar 89FF), 8m27.5s. **Fastest lap:** Hall, 49.2s, 88.09mph.

**Budget Rent-A-Car Modpad Saloons (10 laps) – overall and Class A:** 1, Andrew Mackenzie (3.2 Ford Sierra XR4i), 9m24.4s, 76.79mph; 2, Ray Webb (3.9 Rover SD1), 9m26.9s; 3, Jonathan Woodward (2.2 Sunbeam Lotus), 9m27.7s; 4, Angus Mackay (3.5 BMW 333i), 9m30.0s. **Fastest lap:** Mackay 54.9s, 78.95mph. **Class B:** 1, Russell Clark (2.0 Ford Escort RS2000), 9m36.6s, 75.17mph; 2, Steve Guard (2.0 Ford Escort RS2000), 9m38.0s; 3, Norman Rose (2.0 Ford Escort RS2000), 9m38.4s. **Fastest lap:** Clark/Andy Britnell (2.4 Ford Escort RS2000), 56.0s, 77.40mph.

**CK Tools Sports 2000 (17 laps) – overall and Class A:** 1, Bernard Vermilio (Geoscan-Scholar 002), 13m55.5s, 88.19mph; 2, Stuart Kestenbaum (Reynard-Neil Brown 89), 13m57.2s; 3, Mike Wright (Lola-Neil Brown T87/90), 14m02.0s; 4, Nick Bates (Shrike-Neil Brown P15), 14m05.2s. **Fastest lap:** Paul Cope (Shrike/Neil Brown P15), 47.6s, 91.05mph (equals record). **Class B:** 1, Martin Cooper (Shrike-Neil Brown P15), 14m15.1s, 86.17mph; 2, Steve Mole (Tiga-Swadkin SC79), 14m18.1s; 3, Mick Rogers (Shrike-Neil Brown P15), 14m34.6s. **Fastest lap:** Cooper, 48.2s, 89.92mph.

**BARC Special Saloons (10 laps) – overall and over 1300cc:** 1, David Enderby (1.7 VW Karmann Ghia), 8m15.8s, 87.42mph; 2, Tony Sugden (3.4 Skoda Coupé), 8m17.7s; 3, Ben Bowlby (1.0 Suzuki SC100), 8m26.2s; 4, Ginger Marshall (1.0 Reliant Kitten), 8m28.6s. **Fastest lap:** Alistair Fenwick (4.5 Skoda-Tiga), 47.4s, 91.44mph. (equals record). **1001 to 1300cc:** 1, Paul Soames (1.3 Minisprint), 9 laps, 76.97mph; 2, John Flack (1.1 Mini-Imp), 9; 3, Norman Lackford (1.1 Fiat 850 Sport), 8. **Fastest lap:** Soames, 54.0s, 80.26mph. **Up to 1000cc:** 1, Bowlby, 85.62mph; 2, Marshall; 3, Simon Allaway, (1.0 Maguire Stiletto), 9laps. **Fastest lap:** Bowlby, 49.2s, 88.09mph (record).

## Rally round and round

OULTON PARK, Oct 7: Torrential rain marred Oulton's first October meeting, ensuring that everyone drove cautiously, a fact borne out by all eight races running their full distance without any incident of note.

The first heat of the EARS/MN Tarmac Rally Championship opened the day's programme. David Appleby made the best start leading champion elect John Price and Mike Pattison. Behind them there was confusion as Tony Macwhirter and Malcolm Geddis tangled. Appleby maintained his lead throughout the event, Price completing a Metro 1-2 with Pattison and Geoff Kitney producing a Darrian 3-4.

A 40-car entry for the Formula E race necessitated a ten lap qualifier. At the start second row men, Seamus Mulholland and Stephen Jones sprinted between front row occupiers Mark Gardiner and Charles Jordan. By the end of the first lap however, Gardiner and Jordan headed the field. Gardiner's lead was to be short-lived for he spun at Old Hall allowing Jordan through. Jordan initially fought off Jones, until Mulholland climbed into the runner-up position on lap 5. Mulholland, despite his storming start, had completed the first lap in seventh place. Entering Old Hall for the ninth time Mulholland was able to gain the lead from Jordan, holding on to the finish as Jordan indulged in some sideways motoring.

In the early running of the second rally car heat a repeat of the first appeared on the cards as Appleby led Price, Pattison and Kitney. But starting lap 7 Price powered his way past Appleby to claim the lead. He held on for the remaining two laps, crossing the line 0.5sec ahead.

Miles Johnston left the line first in the Champion of Oulton FF1600 race, leading team mate Brain Anderson, Peter Kay, Nigel Morris and Graeme Riley. Johnston dominated the event, winning by more than 11secs. Anderson was comfortable in second place, but Kay spun away his third position which allowed Riley to come home third.

A non-championship race for competitors from the St Helens Ford XR Challenge Series saw Ronnie Allen take pole but he was beaten into Old Hall by Arthur Atkinson. This pair battled over the first half of the race but Allen was never quite able to take the lead. At the mid-point he ran wide at Fosters. This allowed Atkinson to tick off the remaining six laps followed by Clive Greenhalgh.

Just eight cars started the Special GT race. Putting the 4WD in his 6R4 Metro to good use in the conditions, Rupert Turner stormed along side Bob



## LYDDEN

**LYMRC FF1600s (10 laps):** 1, Dave Payne (Swift-Oakfield FB89), 7m58.1s, 75.29mph; 2, Chris Pullman (Quest-Minister FF86), 8m00.02s; 3, Geoff Howells (Ray-Minister 87F), 8m10.4s; 4, Ian Trodd (Van Diemen-Drum RF81), 8m10.9s; 5, Peter Thurston (Royale-Rapide RP29), 8m17.0s; 6, Mervyn Read (Huron-Read), 8m19.0s. **Fastest lap:** Pullman, 45.3s, 79.47mph.

**Drivers Car Phones Special GTs (12 laps) – overall:** 1, John Dewing (1.0 Tiga-Imp), 9m28.8s, 75.94mph; 2, Bill Richards (1.3 Metro-Cosworth), 9m30.0s; 3, Mike Scott (1.8 Anglia-Cosworth), 9m32.0s; 4, Ron Greenfield (1.0 Chrysler Imp), 9m34.8s. **Over 1500cc:** 1, Scott; 2, Paul Grimer (1.7 Toyota-Ford); 3, Dave O'Leary (1.6 Ford Escort). **Fastest lap:** Scott, 46.5s, speed not given. **Up to 1300cc:** 1, Richards; 2, Graham Smith (1.3 Stiletto-Ford); no other finishers. **Fastest lap:** Richards, 44.7s, speed not given. **Up to 1000cc:** 1, Dewing; 2, Greenfield; 3, Steve Harman (Harman Imp). **Fastest lap:** Dewing, 45.7s, speed not given.

**Formula Libre (10 laps):** 1, Paul Sleeman (1.6 March Connaught-Cosworth 731S), 6m54.9s, speed not given; 2, Bill Richards (1.7 Diamond-Abbott MM1), 7m06.5s; 3, Derek Haines (2.0 Ralt-Toyota Novamotor RT3), 7m06.9s; 4, Melvyn Coon (2.1 Mallock U2 Mk 24B-Cosworth BDX), 7m16.8s; 5, Mervyn Read (1.6 Huron FF), 9laps; no other starters. **Fastest lap:** Sleeman, 40.9s, 88.01mph.

**Citroen 2CVs/Road Going Saloons (10 laps) – overall and Road Saloons:** 1, Keith Fishenden (1.6 Ford Escort Sport); 2, Tony Wise (1.6 Ford Escort Sport); 3, Adrian Scott (2CV); 4, Paul Tyson (2CV). **Citroens:** 1, Scott, 2, Tyson; 3, Roy Eastwood. Times and speeds not given.

Nelson, before having to slow to collect a vicious weave. Collecting himself, Turner followed Nelson through Old Hall. Chris Wilson passed both of them on the first lap and opened up a small gap before Nelson was forced to retire. Turner then closed on the leader, but despite his efforts the Metro was unable to pass Wilson's Skoda for the lead.

The Formula E race was missing Peter Eccleston from the second row. He had returned to work in Stoke after practice but did not make it back to the circuit for his race. However, brother Roger drove an excellent race in the wet conditions to maintain a small lead over Mike Gardiner and Malcolm Barfoot throughout the 12 laps. Laurie Hughes was a lonely fourth.

The final for the rally cars saw the finishing order set on the first lap for no place changes occurred among the leaders throughout the 15 laps, John Price winning the event from David Appleby, Mike Pattison and Geoff Kitney.

MARK JONES

John Price took overall victory in the EARS/MN Rally Car event.



**OULTON PARK OPRC**

**Ears/Motoring News Rally Cars - Heat 1 (8 laps) - overall and Class 6:** 1, David Appleby (4.0 MG Metro 8R4), 10m20.9s, 76.71mph; 2, John Price (2.8 MG Metro 6R4), 10m22.3s; 3, Mike Pattison (2.3 Darrin T9), 10m34.5s; 4, Geoff Kitney (2.0 Darrin T9), 10m39.1s. **Fastest lap:** Appleby, 1m15.1s, 79.28mph. **Class 1:** 1, Malcolm Geddis (2.0 MG Maestro), 7 laps, 64.18mph. **Fastest lap:** Williams, 1m27.1s, 68.36mph. **Class 2:** 1, Gary Pesticcio (2.0t Sierra Cosworth), 11m30.8s, 68.95mph. **Fastest lap:** Pesticcio and Michael Muiteen (2.0t Sierra Cosworth), 1m24.1s, 70.80mph. **Class 3:** 1, Stephen Price (1.3 Vauxhall Nova), 7 laps, 66.26mph. **Fastest lap:** Price, 1m26.5s, 68.83mph. **Class 4:** 1, Dave Watkins (1.6 Talbot Sunbeam), 11m44.2s, 67.64mph. **Fastest lap:** Macwhirter, 1m25.4s, 69.72mph. **Class 5:** 1, Mike Evans (1.6 Ford Escort), 11m33.5s, 68.68mph. **Fastest lap:** Evans, 1m23.8s, 71.05mph.

**Heat 2 (8 laps) - overall and Class 6:** 1, Price, 10m09.1s, 78.20mph; 2, Appleby, 10m09.6s; 3, Pattison, 10m19.7s; 4, Kitney, 10m26.6s. **Fastest lap:** Price and Appleby, 1m14.9s, 79.49mph (record). **Class 1:** 1, Sheridan Williams (1.9 Peugeot 205 GT1), 7 laps, 66.26mph. **Fastest lap:** Williams, 1m26.0s, 69.23mph (record). **Class 2:** 1, Pesticcio, 11m19.8s, 70.07mph. **Fastest lap:** Pesticcio, 1m21.0s, 73.51mph (record). **Class 3:** 1, Price, 7 laps, 67.16mph. **Fastest lap:** Price, 1m26.1s, 69.15mph (record). **Class 4:** 1, Watkins, 7 laps, 68.23mph. **Fastest lap:** Tony Macwhirter (1.6 Peugeot 205 GT1), 1m23.0s, 71.73mph (record). **Class 5:** 1, Evans, 7 laps, 68.25mph. **Fastest lap:** Graham Dale (2.0 Ford Escort), 1m22.7s, 72.00mph (record).

**Final (15 laps) - overall and Class 6:** 1, Price, 18m23.2s, 80.96mph; 2, Appleby, 18m25.0s; 3, Pattison, 18m25.5s; 4, Kitney, 18m57.1s. **Fastest lap:** Price, 1m11.8s, 82.93mph (record). **Class 1:** 1, Williams, 13 laps, 68.13mph. **Fastest lap:** Williams, 1m24.7s, 70.29mph (record). **Class 2:** 1, Pesticcio, 14 laps, 74.00mph. **Fastest lap:** Pesticcio, 1m18.3s, 76.04mph (record). **Class 3:** 1, Graham Muter (1.3 Ford Escort), 13 laps, 69.65mph. **Fastest lap:** Price, 1m23.1s, 71.65mph (record). **Class 4:** 1, Watkins, 14 laps, 71.06mph. **Fastest lap:** Watkins, 1m21.9s, 72.70mph (record). **Class 5:** 1, Evans, 14 laps, 72.11mph. **Fastest lap:** Dale, 1m19.8s, 74.61mph (record).

**London Motor Fleet Formula E - qualification race (10 laps):** 1, Seamus Mulholland (Crosslé 40F), 15m02.8s, 65.95mph; 2, Charles Jordan (Crosslé 30F), 15m04.6s; 3, Steven Lightfoot (Merlin Mk 20A), 15m07.3s; 4, Stephen Jones (Crosslé 25F), 15m23.6s; 5, Mark Gardiner (PRS RH01), 15m23.8s; 6, Danny Bird (PRS RH01), 15m28.5s. **Fastest lap:** Lightfoot, 1m25.4s, 69.72mph.

**P&O European Ferries Champion Of Oulton FF1600 (12 laps):** 1, Miles Johnston (Van Diemen RF89), 15m58.0s, 74.58mph; 2, Brian Anderson (Van Diemen RF89), 16m09.8s; 3, Graeme Riley (Reynard FF89), 16m16.0s; 4, Nigel Morris (Van Diemen RF87), 16m25.5s; 5, David Button (Van Diemen RF89), 16m26.0s; 6, Peter Kay (Reynard 89FF), 16m49.6s. **Fastest lap:** Johnston, 1m18.2s, 76.14mph.

**XR Trophy (12 laps) - overall and XR2s:** 1, Arthur Atkinson (XR2), 17m25.7s, 68.33mph; 2, Clive Greenhalgh (XR2), 17m26.8s; 3, Ronnie Allen (XR2), 17m32.7s; 4, Paul Speakman (XR3i), 17m37.0s. **Fastest lap:** Allen, 1m24.2s, 70.71mph. **XR3is:** 1, Speakman, 67.59mph; 2, Brian O'Connor, 17m51.1s; 3, Robert Holderness, 17m56.9s. **Fastest lap:** Speakman, 1m26.3s, 68.99mph.

**Churchill Construction Special GTs (12 laps) - overall:** 1, Chris Wilson (2.4 Skoda Coupé), 15m35.3s, 76.39mph; 2, Rupert Turner (3.0 MG Metro 6R4), 15m35.9s; 3, Tony Jerams (2.0 Ford Anglia), 16m55.0s; 4, Peter St Barbe (1.4 Davrian Mk 7A), 11 laps. **Class A:** 1, Wilson; 2, Turner; 3, Jerams. **Fastest lap:** Turner, 1m15.9s, 78.45mph (establishes record). **Class B:** 1, St Barbe, 69.12mph; 2, Brian Brady (1.5 Lotus Europa), 11 laps; no other starters. **Fastest lap:** St Barbe, 1m23.0s, 71.73mph (establishes record). **Class C:** 1, Tony Ross (1.0 Davrian Mk5), 11 laps, 69.02mph; no other finishers. **Fastest lap:** Ross, 1m23.4s, 71.39mph (establishes record).

**London Motor Fleet Formula E (12 laps):** 1, Roger Eccleston (Crosslé 25F), 16m24.4s, 72.58mph; 2, Mike Gardiner (Van Diemen RF79), 16m26.8s; 3, Malcolm Barfoot (Crosslé 25F), 16m31.2s; 4, Laurie Hughes (Van Diemen RF78) 16m46.6s; 5, Gavin Fearnley (Van Diemen RF80), 16m54.4s; 6, Mal Davison (Van Diemen RF80), 16m55.4s. **Fastest lap:** Eccleston, 1m20.1s, 74.33mph.

# Cadwell Finale

**CADWELL PARK, Oct 8:** The BRSCC (NC) had the honour of organising Cadwell Park's final meeting of the season and, with the weather wobbling a bit at first, put on an interesting 8-race programme which ended in smiling sunshine, apt comment on a superb year's club racing.

The feature race of the day was undoubtedly the TVR Tuscan Challenge, held over 10 laps of the full circuit, and what a glorious spectacle - traditional sports cars on a traditional road circuit, and the sound of those 4.5-litres! Gerry Marshall and Steve Cole both beat poleman Jeff Allam off the line heading the throng throughout the first lap. However, Allam wasn't content with third, getting past Cole on lap 2 and taking the lead out in the country just after half distance. There-

upon he opened up a 7.4secs cushion to take victory with Marshall second and Chris Hodgetts stealing third from Steve Cole at the line.

In the day's opener, Martin Brown took an easy win in the S&N Autospares Formula Vee. David Hutchinson took a comfortable second ahead of John Mitchell and Glenn Hay, Mike Jolly losing fourth with a spin on the last lap.

Neil Womack had a race-long duel with Peter Hancock in the Hawk Racewear Pre-'74 FF1600 Championship, but was unable to claw back his pole advantage, Hancock fighting off his furious efforts all the way, but at the flag there was a mere 0.1sec in it.

A three car black flag incident on the second lap of the Regional Formula First race meant a restart and a second phase of 7 laps. It made little difference to the result for as in part one, Tim Stafford was off and running and cantered home to an easy win. David Smith was second with a 10sec advantage over third place man David

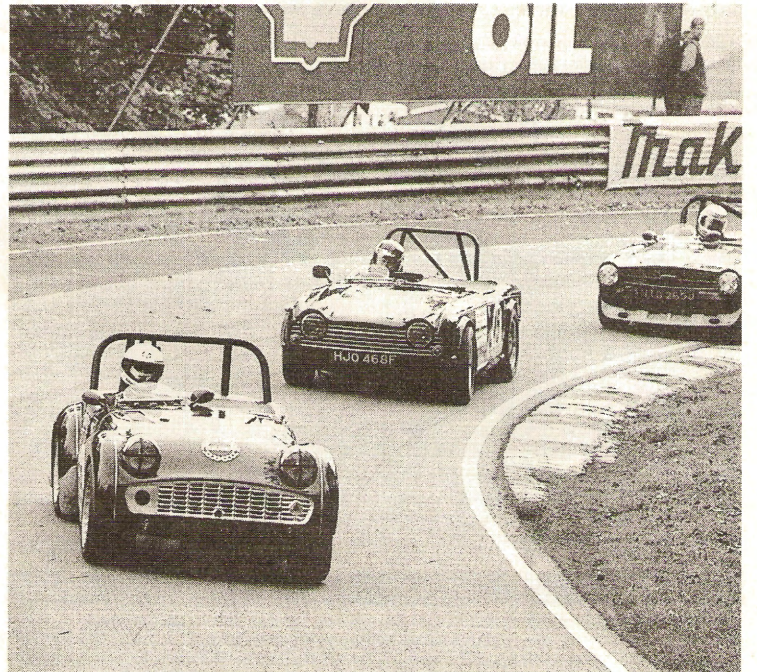
White.

Unfortunately the Formula Forwards were a bore. There were only nine starters and at the green Thomas Erdos took off in the lead from pole, chased by Simon Sutton and Richard Green, these three pulling clear of the rest who followed in obedient procession. Erdos won and set a new lap record, Sutton was second and Green third.

In contrast the grid was crammed for the TR Register race, and although Stephen Hall led from pole to flag, there was enough interest behind to keep everyone amused. Peter Cox followed Hall clear of the pack to take second with Mike Walker taking third from Chris Carter.

Interloper, Derek Watts (Swift FB4) put the cat among the Verity/Bailey pigeons in the final round of the P&O Champion of Cadwell FF1600 race. Colin Verity was on his usual pole with Bob Bailey alongside, but at the start Bailey hesitated a fraction

Drivers from the packed TR grid enjoyed the tight confines of Cadwell.



**CADWELL PARK BRSCC**

**S and N Autospares Formula Vee (8 laps):** 1, Martin Brown (Ray FV88B), 13m46.4s, 75.62mph; 2, David Hutchinson (Scarab MkII RSS), 13m55.4s; 3, John Mitchell (Veemax), 14m05.4s; 4, Glenn Hay (Scarab MkI), 14m13.3s; 5, Simon Robinson (Scarab RSS), 14m13.9s; 6, Mike Jolly (Scarab MkII RSS), 14m14.2s. **Fastest lap:** Brown, 1m41.7s, 76.81mph.

**TVR Tuscan (10 laps):** 1, Jeff Allam, 15m46.3s, 82.55mph; 2, Gerry Marshall, 15m53.7s; 3, Chris Hodgetts, 15m53.8s; 4, Steve Cole, 15m54.4s; 5, Simon Wayne, 16m15.8s; 6, Chris Maries, 16m23.2s. **Fastest lap:** Allam, 1m33.3s, 83.72mph (record).

**Hawk Racewear Pre-'74 FF1600s (8 laps):** 1, Peter Hancock (Merlyn-Minister Mk20A/25H), 13m20.2s, 78.10mph; 2, Neil Womack (Merlyn-Minister Mk20), 13m20.3s; 3, Derek Pullman (Merlyn-Minister Mk20A), 13m31.9s; 4, Gary Pearson (Hawke DL11), 13m32.0s; 5, Steven Lightfoot (Merlyn-Aldon Mk20A), 13m37.5s; 6, Stuart Tilly (Merlyn-Alpha Mk20A), 13m38.3s. **Fastest lap:** Womack, 1m38.1s, 79.63mph (record).

**Mitel/Telecom Regional Formula Firsts (8 laps):** 1, Tim Stafford, 13m24.2s, 77.71mph; 2, David Smith, 13m42.6s; 3, David White, 13m52.6s; 4, Simon Packford, 13m55.4s; 5, Kevin Wallace, 14m07.3s; 6, Stephen Sernie, 14m24.4s. **Fastest lap:** Stafford, 1m38.8s, 79.22mph.

**Cavendish Finance Formula Forwards (8 laps):** 1, Thomas Erdos, 12m16.3s, 84.87mph; 2, Steve Sutton, 12m18.4s; 3, Richard Green, 12m22.6s; 4, Andrew Guye-Johnson, 12m28.8s; 5, Mark Goddard, 12m31.9s; 6, Brian Saunders, 12m42.0s. **Fastest lap:** Erdos, 1m30.6s, 86.22mph (record).

**TR Register Series (8 laps) - overall:** 1, Stephen Hall (Triumph TR7), 14m16.5s, 72.96mph; 2, Peter Cox (Triumph), 14m26.8s; 3, Mike Walker (Triumph TR3A), 14m52.2s; 4, Chris Carter (Triumph TR6), 14m53.0s. **Class A:** 1, JJ Fritchley (Triumph TR4), 16m14.0s; 2, Kevin Palmer (Triumph TR3A), 7 laps; 3, David Wozencroft (Triumph TR7), 7. **Fastest lap:** Fritchley, 1m57.8s, 66.31mph (record). **Class B:** 1, Chris Conoley (Triumph TR4), 15m08.0s; 2, Mike O'Brien (Triumph TR4), 15m30.9s; 3, Mike Crosbie (Triumph TR4), 15m49.2s. **Fastest lap:** Conoley, 1m50.7s, 70.56mph (record). **Class D:** 1, Carter; 2, John Ellis (Triumph TR5), 15m01.7s; 3, Mike Hughes (Triumph TR5), 15m06.6s. **Fastest lap:** Ellis, 1m49.4s, 71.40mph (record). **Class E:** 1, Hall; 2, Cox; 3, Walker. **Fastest lap:** Hall, 1m44.5s, 74.75mph (record). **Class F:** 1, Paul Dingle (Triumph TR6), 14m54.9s; 2, Richard Wright (Triumph TR6), 15m07.8s; 3, Roman Tobisch (Triumph TR6), 7 laps. **Fastest lap:** Dingle and Wright, 1m49.5s, 71.34mph (record).

**P&O FF1600s Champion of Cadwell (8 laps):** 1, Colin Verity (Swift-Minister FB4), 12m51.1s, 81.04mph; 2, Bob Bailey (Van Diemen-Scholar RF87), 12m52.2s; 3, Derek Watts (Swift-Scholar FB4), 13m06.2s; 4, Rob Perry (Van Diemen-Scholar RF89), 13m08.6s; 5, John Wilcock (Mantis-Neil Brown JL88), 13m09.2s; 6, Will Pringle (Crosslé-Neil Brown 62F). **Fastest lap:** Wilcock, 1m34.7s, 82.49mph.

**GB Roadgoing Sports Cars (8 laps) - overall:** 1, Peter Garland (Morgan +8), 13m55.7s, 74.78mph; 2, Paul Lowndes (Caterham Seven), 14m09.9s; 3, Simon Kinsey (Caterham Seven), 14m43.2s; 4, Kevin Ginger (Triumph GT6), 14m54.3s. **Class A:** 1, Tim Storrar (Austin Healey Sprite MkI), 15m45.0s; 2, Ian Thompson (Austin Healey Sprite), 7 laps. **Fastest lap:** Storrar, 1m55.7s, 67.51mph. **Class B:** 1, Lowndes; 2, Kinsey; 3, Kim Adams (Caterham Seven), 14m54.4s. **Fastest lap:** Lowndes, 1m42.3s, 76.36mph. **Class C:** 1, Garland; 2, Ginger. **Fastest lap:** Fastest lap: Garland, 1m41.8s, 76.73mph (record).

was by and chasing Verity into Cop-pice; at the end of the opening lap he was still there. However, order was restored on Lap 2 when Bailey overtook the young Swift exponent and shot off to find Verity. He was just too late for with the 1989 Championship sewn up a few weeks back Verity was in no mood to give best to anyone and took his ninth win from thirteen starts to confirm his standing as the new Champion.

Peter Garland took the GB Road-going Sports Car race after disposing of Paul Lowndes' tenacious Caterham Seven, a close companion in the early laps. Simon Kinsey finished third behind Lowndes after a superb tussle with Richard Smith.

KEN ROBINSON

## Battling Burt

**THRUXTON, Oct 8:** The sparse crowd at a sunny Thruxton were treated to a fine afternoon's racing, with the P&O Junior FF1600 race providing a superb dice, Kelvin Burt winning but Dave

Coulthard doing enough to take the title to add to his Dunlop/AUTOSPORT Star of Tomorrow crown.

Coulthard led away from pole, but second on the grid Burt made a tardy start and was only fourth at the end of the first lap. He soon passed David Goode and Bobby Verdon-Roe and set off after the flying Scotsman. Goode took third at the Chicane on lap three, but then slipped back down the order with a puncture. At the front, a mistake by Coulthard in the Chicane two laps later let Burt close right up, and intense pressure from Burt saw him take the lead at the Chicane on lap 8. A do-or-die attempt from Coulthard round the outside at the same place a lap later resulted in him sliding wide, and victory was Burt's.

The afternoon opened with the Pre-'65 Saloons, and the power of Nickie Torregiani's big Mustang through Thruxton's fast sweeps was enough to hold the Lotus Cortina hordes at bay for five laps. Les Nash was the first to find a way past, then Torregiani spun in the Chicane and was down to fourth. David Missions held second from Mark Apps, who spun challenging at

the Chicane, and set off in pursuit of Nash, closing to a second behind at the flag.

Next up were the Minis, the Miglias and Mini 7s having separate races, but sharing the track. With poleman Peter Allen pulling off on the first lap of the Miglia battle, Richard Wager took the lead only to pull off two laps later. This left Gareth Mellin at the front, but pressure from Myk Cable, coming through the field after a poor start, saw him claw his way past for the win.

In the Mini 7s, Michael Jackson took a thriller of a race, a non-stop dice with Steve Cooper, Russell Grady and Neil Johnson. It was Grady's turn to lead into the Chicane on lap 8, but he clipped the kerbs to let Jackson past, who then held off a tremendous challenge from the resurgent Grady.

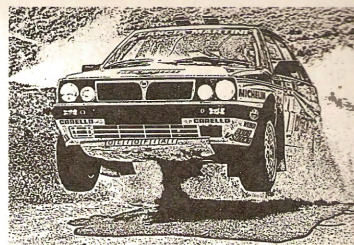
Neil Riddiford was a dominant victory in the Formula Renault race, pulling out a lead on the first lap and controlling the pace at will. The action behind was frantic, Gino Ussi fighting to hold off Adrian Cottrell for most of the race. It took a dive down the inside at the Chicane on lap 13 for Cottrell to snatch second, by which time Riddiford was long gone. A fine drive on his series debut was rewarded with a fourth for Niki Phillips.

Peter Hiley and Bill Lancashire touched in the Complex on the first lap in the Sprite/Midget race, Hiley going off while Lancashire went on to take a convincing win. Again the main interest was in the fight for second, and after Graham Slatter spun, it was down to Peter Coates and Richard Wildman. This was settled when Coates straight-lined the chicane on the final lap, and Wildman clipped the rear of his car and was into the sleepers at the exit.

It was another 'two in one' race for the Monopostos, the contenders for both championships on the track at once. In the Leisure Writers event, Jim Blockley led until lap 8 when deposed by David Dudley, these two well clear of the chasing David Heale. Kevin Pope looked to be enforcing his usual domination of the Kent runners, and carving through the more powerful be-winged cars, when one of his rear wheels went its own way at Church. Francis Phillips took up the challenge and led to the flag.

The Pre-'57 Saloons were dominated by Richard Ward, pulling out a large lead in his Alfa Romeo, and even surviving a liberal coating of oil at the Chicane for a comfortable victory. Anthony Lake had some lurid slides on the treacherous surface before coming through for second.

PAUL JURD



## INTERNATIONAL RALLIES

### Sowing the Saeed

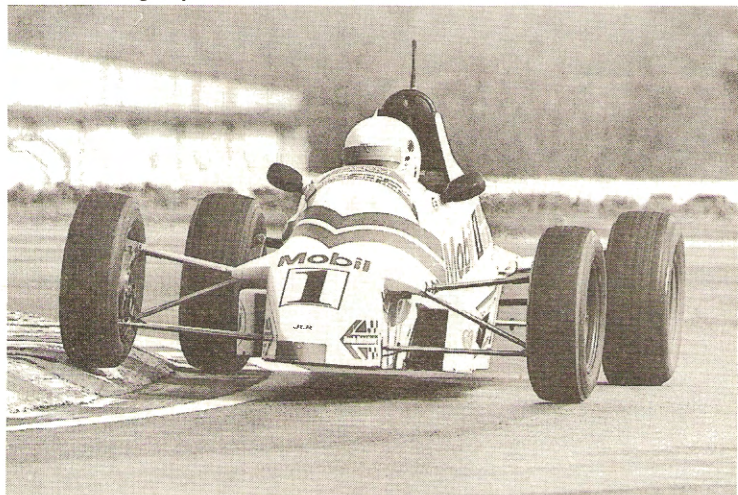
**CORK RALLY, Oct 7/8:** Saeed Al Hajri, co-driven by Steve Bond, took his David Sutton prepared Ford Sierra Cosworth to a very clear victory on this 250 stage mile, two-day tarmac event. All the Irish favourites retired, including Austin McHale, James Cullen and Frank Meagher, to leave the local Meade brothers runners up, 6mins back, in their Ascona 400. McHale was the early leader, in damp and treacherously slippery conditions, but his Sierra had turbo failure on stage five, and retired one stage later. Frank Meagher was only seconds behind, driving brilliantly as ever and then led for most of the day until, as usual, his Escort engine failed.

The rally had lost both James Cullen and Bill Connolly on the very first stage, one Manta with a split oil pump casing, the other with a broken oil cooler after contact with the scenery. Donie Keating and John Gillece retired their Chevetttes later in the day with mechanical problems. It all looked a symptom of the Irish drivers using outdated machinery, not up to the rigours of an International event.

No such worries for former Middle East Champion Al Hajri. His tarmac, specification Sierra suffered a few niggly problems early on, including a misfire and a leaking brake pipe, but the Qatar driver steadily increased his pace. "I drive 100% to my pace notes, the Irish roads are good" reported Saeed, who was using narrow Dunlops on the front to help turn in and wide sticky Pirelli intermediates on the back for traction in the slippy conditions.

Towards the end of the long first day, the Meade brothers, on a shoestring budget, closed the gap on the leader to less than 20secs, but the Sierra finished the leg with a flourish, which was the pattern for the following day. The leader's cause was helped

Kelvin Burt fought up from fourth to score his fourth P&O win.



## THRUXTON

## BARC

**Pre-'65 Saloons (10 laps) - overall:** 1, Les Nash (Lotus Cortina), 16m44.58s, 84.42mph; 2, David Missions (Lotus Cortina), 16m45.73s; 3, Nickie Torregiani (Ford Mustang), 17m03.38s; 4, Mike Yeats (Lotus Cortina), 17m05.7s. **Class A:** 1, Torregiani; 2, Terry Heley (Jaguar Mk2), 18m27.47s; 3, Reg Palmer (Ford Mustang), 8 laps. **Fastest lap:** Torregiani, 1m39.45s, 85.28mph (record). **Class B:** 1, Steve Higgs (Triumph 2000 MkI), 9 laps, 68.44mph; no other finishers. **Fastest lap:** Alan Mills (Zephyr 6), 1m48.92s, 78.66mph. **Class C:** 1, David Axisa (Ford Cortina GT), 18m15.09s, 77.45mph; 2, Stephen Ellis (Ford Cortina GT), 18m17.04s; 3, Ray Evans (Ford Cortina GT), 18m20.00s. **Fastest lap:** Axisa, 1m46.21s, 79.85mph. **Class D:** 1, Kevin Templeman (Ford Anglia), 18m28.59s, 76.50mph; 2, Kevin McLurg (Hillman Imp), 9 laps; 3, Barry Gower (Ford Anglia), 9. **Fastest lap:** Templeman, 1m47.93s, 78.58mph (record). **Class E:** 1, Nash; 2, Missions; 3, Yeats. **Fastest lap:** Nash, 1m38.48s, 86.12mph.

**P&O Ferris Junior FF1600s (10 laps):** 1, Kelvin Burt (Van Diemen-Minister RF89), 13m45.06s, 102.79mph; 2, David Coulthard (Van Diemen-Scholar RF89), 13m46.64s; 3, Bobby Verdon-Roe (Swift-Minister FB89), 13m57.87s; 4, Adrian Coles (Van Diemen-Scholar RF89), 13m58.08s; 5, Lyndon Barrett (Van Diemen-Auriga RF89), 13m58.99s; 6, Harry Nuttall (Van Diemen-Scholar RF89), 14m07.43s. **Fastest lap:** Burt, 1m21.25s, 104.38mph.

**Mini Miglia Challenge (10 laps):** 1, Myk Cable, 16m24.11s, 86.18mph; 2, Brian Kippax, 16m25.56s; 3, Ian Gunn, 16m25.71s; 4, Gareth Mellin, 16m33.13s; 5, Jeremy Wheatley, 16m36.64s; 6, Sean Tierney, 17m07.04s. **Fastest lap:** Mellin, 1m36.68s, 87.72mph.

**Mini 7 Challenge (10 laps):** 1, Michael Jackson, 17m20.58s, 81.50mph; 2, Russell Grady, 17m21.07s; 3, Steve Cooper, 17m22.67s; 4, Neil Johnson, 17m22.72s; 5, Guy Sims, 17m38.76s; 6, Marcus Wragg, 17m39.30s. **Fastest lap:** Jackson, 1m41.76s, 83.34mph (record).

**P&O Ferris/Staw Formula Renault (15 laps):** 1, Neil Riddiford (Van Diemen FR89), 19m48.53s, 107.04mph; 2, Adrian Cottrell (Reynard FR89), 19m54.55s; 3, Gino Ussi (Swift FR89), 20m01.87s; 4, Niki Phillips (Reynard FR89), 20m16.22s; 5, Geoff Tuckey (Reynard FR89), 20m18.99s; 6, Andrew Stapley (Elden Mk29), 20m45.75s. **Fastest lap:** Riddiford, 1m18.10s, 108.59mph (record).

**MGCC Sprite Midget Challenge (10 laps):** 1, Bill Lancashire (MG Midget), 17m13.12s, 82.09mph; 2, Peter Coates (MG Midget), 17m20.32s; 3, Martin Hart (MG Midget), 17m30.07s; 4, Gil Duffy (Austin Healey Sprite), 17m30.47s; 5, Alan Jeffrey (MG Midget), 17m34.22s; 6, Paul Connabeer (MG Midget), 17m34.34s. **Fastest lap:** Richard Wildman (Midget), 1m42.05s, 83.11mph.

**Leisure Writers Monopostos (10 laps):** 1, David Dudley (Anson SA4), 13m08.03s, 107.63mph; 2, Jim Blockley (Ralt RT3), 13m09.06s; 3, David Heale (March 793), 13m13.52s; 4, Sam Hill (Ralt RT30), 13m28.22s; 5, David Cox (Ralt RT3), 13m31.10s; 6, Mike Gardiner (Van Diemen RF82), 13m31.52s. **Fastest lap:** Blockley, 1m15.98s, 111.62mph (record).

**Delta Freight Monoposto Kent (10 laps):** 1, Francis Phillips (Reynard 83FF), 13m05.83s, 97.13mph; 2, Robert Goodwin (Royale RP36), 13m15.39s; 3, Dave McVerry (Van Diemen RF82), 13m43.51s; 4, Alistair Hopkins (Van Diemen RF81), 13m39.18s; 5, Chris Ward (Davron Mono), 13m53.90s; 6, Stuart Thomas (Royale RP29), 14m06.11s. **Fastest lap:** Kevin Pope (Reynard SF82), 1m24.85s, 99.95mph.

**CSCC Pre-'57 Saloons (10 laps) - overall:** 1, Richard Ward (Alfa Romeo Giulietta), 18m54.78s, 74.74mph; 2, Anthony Lake (Jaguar 2.4), 19m24.99s; 3, Bill Stone (Morris Minor), 19m26.78s; 4, Pat Callis (Jaguar Mk1), 19m54.80s. **Class A:** no starters. **Class B:** 1, Tony Preston (MG Magnette), 20m03.63s, 70.46mph; no other finishers. **Fastest lap:** Preston, 1m57.55s, 72.15mph. **Class C:** 1, Robin Moore (Morris Minor), 20m03.46s, 70.47mph; 2, Tony Crew (Standard 10), 9 laps; 3, Stephen Shears (Morris Minor), 9. **Fastest lap:** Moore, 1m55.93s, 73.16mph (record). **Class D:** 1, Lake, 72.80mph; 2, Callis; no other finishers. **Fastest lap:** Lake, 1m53.87s, 74.48mph. **Class E:** 1, Ward; 2, Stone; 3, Malcolm Healey (Austin A35), 20m21.61s. **Fastest lap:** Ward, 1m50.55s, 76.72mph.

Saeed Al Hajri took a clear victory on the two-day Cork Rally.



when the Meades' Opel had a rear wheel puncture early on Sunday, and as the gap widened rapidly, the battle at the front focussed on third spot, with Richard Smyth driving brilliantly towards the end, his Group A Toyota ousting Eamonn McAleenan's slipping clutch inflicted, Nissan-engined Starlet. Ian Donaldson squeezed his Sierra (hired from Ian Robertson) in front of McAleenan, although he had a slipping clutch as well, for most of the rally.

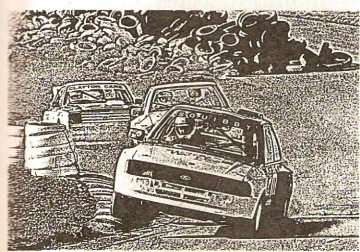
Isle of Man crew Don Bailey and Frances Houghton battled through to take Group N in Cork, after Dubliner Frank Fennell put his example off the road on the first Sunday stage. Bailey now has a clear lead in the showroom division of the Hewlett Packard series, of which Cork is round 6 of 7, the final being December's Killarney Rally of the Lakes.

**BRIAN PATTERSON**

## CORK '20' RALLY (IRL)

### Hewlett Packard Tarmac Championship, round 6

1, Saeed Al Hajiri/Steve Bond (Ford Sierra Cosworth), 2h34m55s; 2, David Meade/Gerard Meade (Opel Ascona), 2h41m06s; 3, Richard Smyth/Michael Reid (Toyota Corolla), 2h44m57s; 4, Ian Donaldson/Keith Wareham (Ford Sierra Cosworth), 2h45m19s; 5, Eamonn McAleenan/James O'Brien (Toyota Starlet), 2h46m42s; 6, Don Bailey/Frances Houghton (Ford Sierra Cosworth -N), 2h50m39s; 7, Mike Tregony/Victor Hales (Darrin T9), 2h52m08s; 8, Russ Cooper/Martin Saunders (Toyota Corolla N), 2h54m38s; 9, Don Butler/Anthony Ferris (Ford Escort), 2h55m26s; 10, Sean White/Pat Leahy (Talbot Samba), 2h57m43s.



OFF TRACK SPORT

## Cliffhanger

WESTON-SUPER-MARE, Oct 7: Cliffhanger finales to both the Warecrete RAC British and Edwards Catering Leaders Sprint Championships had a large audience on its toes to the last run of the Burnham-on-Sea MC's 31st annual Weston Speed Trials.

No sooner had an absorbing three-way dispute over Leaders honours been resolved in favour of Icerite Vision sportscar driver Deryk Young than focus was switched to a gripper of a struggle for FTD.

Onlookers on Marine Parade were whipped into a frenzy of excitement as first David Render (with a peach of a run in the Warecrete Toleman-Hart) and then former champion Ken Ayers (Pilbeam-DFL) equalled top qualifier Roy Lane's opening shot.

Roy relishes this kind of challenge. Having gained plenty of practice in this season of tussles with Ray Rowan on the hills, he rose to the occasion magnificently. The Steel King Pilbeam was launched perfectly, and his third successive Weston FTD and Top 12 victory was in the bag.

Ayers took second from the inspired Render on aggregate, the pair leapfrogging outgoing champion Paul Edwards with the Q8/Queen Anne Pilbeam V8. Good old Roy Woodhouse showed once again what can be achieved with a budget racer as the fifth driver through the 12sec barrier for the half-kilometre course.

Wound up by two starter motor

failures in the morning, Britain's new sprint champ Nigel Bigwood debuted Elf Oil's colours by charging up to sixth in Rowan's Toleman. Aided by Edwards' suppression, Terry Clifford hung on to second place in the title race with his Chelcam/Olympus TG280, although he was bumped to eighth on the day by Tony Marsh with the improving Rovercraft.

In the classes, Bob Perkins and John Meredith took their customary wins in the Lola and Martin sportscar-based Skodas, although it was gratifying to see Ron Datson push Bob hard in the 1300cc Special Saloon division, his pristine Maguire spaceframe version running cleanly at last.

Eric Humphreys returned to wreak havoc in the 1600cc Modsports section, his QED Lotus 7's rear axle reattached after the Brighton débacle. "He'd have ended my Leaders title chances there," offered erstwhile advantage holder Graham Oates, who was demoted to third overall by James Slack, shielded by team mate Perry Brewer among the bigger cars.

Peter Harper led the Clubmans contingent at half-time, despite a bogged start in the Freedom Vision streamliner, and found more when a spirited effort by local Mallock driver Phil Ball matched his opener.

Young had the legs on arch-rival Richard Prosser all day in the first Sports Racing split, while John Forsyth had to look over his shoulder for St Eval king Roger Hearn's Darrian-Rover in netting the over 1600cc pot.

Beaten by John Hale's 350cc Jedi at Oddicombe six days previously, John Corbyn reassessed 500cc power, and Ben Boulton did well to keep Gordon Marston and Sue Sturges at bay among the 1100cc Racing Cars.

Steve Elmore was the class of the 1600s, but Keith Richards (Ehrlich) and Hobbit Hannam (Ray F3) enjoyed a close fight in the immaculate Ralt's wake. Steve's mentor Lane headed a Pilbeam MP58 1-2-3 in the premier class, despite breaking a CV joint on his second start.

MARCUS PYE

## WESTON-SUPER-MARE

### Warecrete RAC British Sprint Championship, final round

FTD: Roy Lane (4.0 Pilbeam-Cosworth DFL MP58-1), 11.36s.

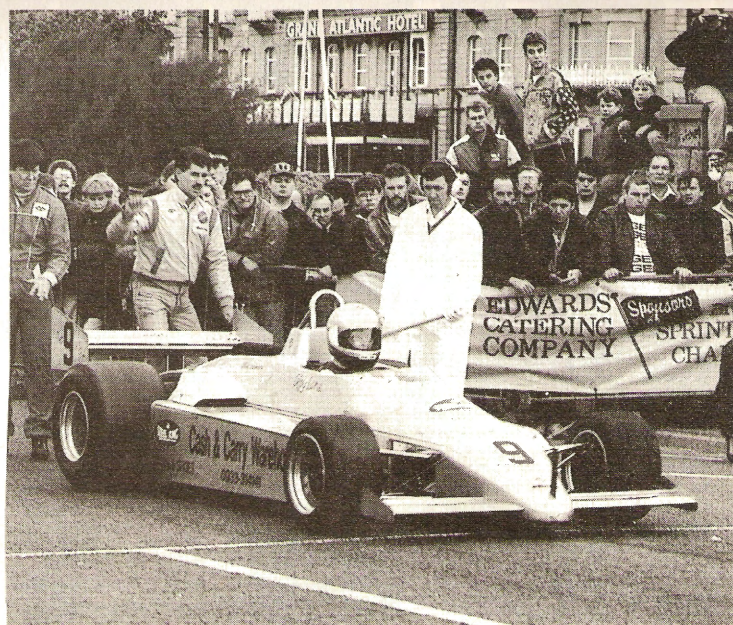
Warecrete RAC British Sprint Championship Top 12 Run-Off: 1, Lane, 11.36s; 2, Ken Ayers (4.0 Pilbeam-Cosworth DFL MP58-2), 11.72s; 3, David Render (2.7 Toleman-Hart T87/1), 11.72s; 4, Paul Edwards (3.9 Pilbeam-Cosworth DFL MP58-4), 11.86s; 5, Roy Woodhouse (3.5t March-Rover 772/82), 11.96s; 6, Nigel Bigwood (2.5 Toleman-Hart TG280H), 12.33s; 7, Tony Marsh (3.9t Rovercraft), 12.45s; 8, Terry Clifford (2.5 Toleman-Hart TG280), 12.51s; 9, Stuart Ridge (2.0 Maurer-BMW MM80), 13.00s; 10, Peter Warren (2.0 March-Hart 782), 13.24s; 11, Alvin Powell (3.6 March-Cosworth DFL 821), 13.32s; NS, Clive Bracey (7.6s Vebra-Chevrolet Mk1).

HSA Man of the Meeting: Render.

Class winners: Bob Perkins (1.3 Skoda/Lola-BDH S110R), 14.59s; John Meredith (4.5 Skoda/Martin-Rover/NCK S110R), 13.01s (record); Eric Humphreys (1.6 Lotus-Ford/QED 1/7), 14.41s; James Slack (3.5 Westfield-Rover), 13.60s; Peter Harper (1.7 Vision-Ford/Beattie V86H), 13.90s; Deryk Young (1.6 Vision-BDA V87HS), 13.30s; John Forsyth (1.6 Mallock-Ford Mk24), 14.39s; John Corbyn (500 Jedi-Yamaha/Dyson 1/88), 15.57s; Ben Boulton (1.0 Saracen-Imp M85), 14.56s; Steve Elmore (1.6 Ralt-BDA/KMR RT3/4), 13.86s; Lane, 11.48s.

Warecrete RAC British Sprint Championship final positions: 1, Bigwood, 76pts; 2, Clifford, 67; 3, Edwards, 66; 4, Render, 59; 5, Ayers, 57; 6, Richard Ames (3.0 Lola-Cosworth DFV T86/50), 50; etc.

Edwards Catering Company British Sprint Leaders Championship final positions: 1, Young, 72pts; 2, Slack, 72; 3, MD Graham Oates (1.6 Lotus-Ford 1/6 Europa), 69; 4, Perkins; 63; 5, Humphreys, 60; 6, Richard Prosser (1.7 Mallock-BDA/RAT U2 Mk15/24), 53; etc. Ladies: Susan Young (1.6 Vision-BDA V87HS).



Roy Lane blasted to his third successive Weston FTD.

## Fast Lane

CURBOROUGH, Oct 8: Roy Lane capped a bonza weekend with a sizzling new course record on his final Top 10 run.

With top qualifier Ray Rowan sidelined by a driveshaft failure, the cudgels were taken up for his stable by David Render, AUTOSPORT's Marcus Pye and young Martin O'Connell, who bagged second, fourth and fifth places, split by Jim Robinson's Pilbeam sportscar.

Outstanding efforts by Mike Hall saw the mighty Morgan +8 see off the redoubtable Bill Goodman's Porsche Turbo by 1.3s. Ben Boulton, meanwhile, secured a weekend double with the Saracen-Imp, chased all the way by Phil Nuthall's rejuvenated Crumpette Special.

RAE CHRISTIE

## CURBOROUGH

### Midland AC Sprint

FTD: Roy Lane (4.0 Pilbeam-Cosworth DFL MP58-1), 28.10s (outright record).

Class winners: Julian Atkinson (3.5 Ford Escort-Rover Mk1), 36.03s; Roger Thomas (1.6 Westfield 7), 35.09s; Mike Hall (4.4 Morgan-Rover +8), 33.24s; Jim Robinson (2.5 Pilbeam-Hart MP43C), 30.54s; Ben Boulton (1.1 Saracen-Imp M85), 32.84s; Ray Rowan (2.8 Roman-Hart IVH), 28.80s; Michael Steele (1.4 Bugatti T40), 50.08s (handicap).

MAC Top 10 Run-Off: 1, Lane, 28.10s; 2, David Render (2.7 Pilbeam-Hart T87/1), 30.22s; 3, Robinson, 30.59s; 4, Marcus Pye (2.8 Roman-Hart IVH), 30.92s; 5, Martin O'Connell (2.7 Toleman-Hart T87/1), 31.02s; 6, Peter Blankstone (2.5 Pilbeam-Hart MP43C), 31.30s; 7, Deryk Young (1.6 Vision-BDA V87HS), 31.37s; 8, Darell Staniforth (1.6 Quest Terrapin-BDA), 31.40s; NS: Rowan and Martin Chittenden (2.0 Ralt-Hart RT2).

## Creegan's banker

SWINDON, Oct 1: Aidan Creegan took his first ever British outright rallycross victory, when he drove the Bank of Ireland-backed Metro 6R4 to a clear win in the Final round of the Swindon Rallycross Championship.

With no Formula A cars contesting the whole Championship, it was Barry Squibb who emerged from the event the new Champion, a close battle with Pete Rucroft going right down to the Finals but with Squibb coming out on top by just 1pt.

Despite the presence of four 6R4s, it was Squibb who set FTD and held pole for the combined Formula A and B 'A' Final. Creegan sat in the middle of the front row with Brian Betteridge on the outside.

At the start it was, predictably, Creegan who got lead, Betteridge holding second for a short distance before Squibb asserted himself in the second corner and retook the class lead.

This was how the trio stayed, Creegan moving well ahead and never really looking to be under any pressure while Squibb took a safe second, and just enough points to put the overall title beyond the reach of Rucroft and leave Betteridge with the Formula B crown for his third place finish.

The Formula C category was dominated by Rucroft, the Vauxhall driver in a class of his own during the qualifying heats and needing just two heats in order to wrap up the 'A' Final pole. Dave Ward sat alongside Rucroft with the very much in form Mike Locke, third in his Escort.

The race was led from lights to flag by Rucroft, the Vauxhall driver racing off and leaving the rest to their own devices as he took another class win. Ward was second with 'B' Final winner Kerr Robertson making it up to third as Locke fell off on the second lap.

The Superfinal again saw Creegan in control, taking his second clear victory of the day with Squibb second again, but this time having to contend with Rucroft and Betteridge, the former getting ahead of the latter with a lap to run in a very good move at the last corner, Betteridge drifting just a little wide and leaving a conveniently Nova-sized gap for Rucroft.

TIM WHITTINGTON

## SWINDON

### BRDA Rallycross Championship Final round

Formula A and B 'A' Final (4 laps): 1, Aidan Creegan (3.0 MG Metro 6R4); 2, Barry Squibb (2.1 Ford Escort BDG Mk3 rwd); 3, Brian Betteridge (2.1 Ford Escort BDG Mk3 rwd); 4, Guy Williams (2.8 MG Metro 6R4); 5, John Pearson (2.1 Ford Fiesta BDG rwd); 6, Toby Coulson (2.1 Ford Escort BDG Mk2).

Formula C 'A' Final (4 laps): 1, Pete Rucroft (1.6 Vauxhall Nova Sport); 2, Dave Ward (1.5 MG Metro); 3, Kerr Robertson (1.6 Ford Fiesta); 4, Andrew Tedder (1.6 Ford Escort Mk2); 5, Ken Hoare (1.6 VW Golf); 6, Philip Griffiths (1.6 Ford Escort Mk1).

Superfinal (4 laps): 1, Creegan; 2, Squibb; 3, Rucroft; 4, Betteridge; 5, Williams; 6, Pearson. No times issued.





**WILSON FITTIPALDI**  
**Monaco GP**  
**June 3rd, 1973**  
**Brabham-Ford BT42**

For me, I'd have to choose Monte Carlo in 1973. It's very important because it was the first time that two brothers ran in the top three in a Formula 1 race, until my car stopped.

I drove the Brabham car; it was myself and Carlos Reutemann. I enjoyed it a lot, because I like Bernie Ecclestone very much. He's very hard - everybody who knows him knows that - but he's a very good person. But on top of that, the most important thing about Brabham was that the design of the car was very good.

Gordon Murray was really fantastic. For me, Gordon is the best in the world. All the cars he makes, are very simple cars, but with new things, new looks.

At that time we had qualifying tyres. The politics of the tyres meant there was one set for each team. I don't know why, but from the first official practice session Carlos had problems with his car. And when he went out and stopped, they gave me his tyres. I qualified with those tyres, in about ninth place.

The car was really bloody good in Monaco, and it was easy to drive. I don't know why, but I liked very much to drive there. I remember when I drove in the Formula 3 race in 1971, I was on the pole position.

I made a good start, and I made some places. I passed Denny Hulme down the hill, in that left corner in front of the Loews Hotel.

It was a very hard race. I enjoyed it, but it was bloody difficult. You need a lot of concentration to drive on the

limit there, because if you make a little, little mistake, for sure you can crash and destroy the car.

After a few laps it was Jackie Stewart leading the race, and Emerson second, and myself third. I was about 9 seconds behind. And the pits gave me a sign; behind me was Ronnie Peterson. And Ronnie started to make pressure on me, and I started to go faster and faster, and in the end I was 3-4 seconds behind Emerson. And my father was doing the radio commentary for South America!

I believe Emerson, myself, Ronnie and maybe Jackie were really driving

on the limit, because we each made pressure on the other one. I thought that for sure it was a very good day for myself, I knew I drove well at that time.

The problem in my life in F1 for three years was everybody compares me with Emerson. If I'm not driving equal with Emerson, I am bad. But Emerson is bloody good, fantastic. I know I didn't have the capacity to drive like Emerson, but I believe I am not a bad driver. But the comparison that everybody gives every time, it's Emerson, Emerson, Emerson!

A lot of people say, 'I think Wilson drives well, but he's not like Emerson.' But for sure, at that moment I believe only Jackie is like Emerson, on the same level or maybe a little better. So this was a very important race for my career.

And then before the finish my car stopped in the right corner before the pits. I didn't run out of fuel, but I have a problem with the catchtank. It was really disappointing for me at that moment, because I'd tried really hard. After the race they opened up the fuel tank, and we had fuel enough for the finish, but Gordon told me that one of the valves didn't work well. There was still petrol inside the tank, but not in the catch tank.

What can you do? I know that's motor racing, you have good times and bad times. I walked to the pits, and after the race I spoke to Emerson. He was not happy for sure, he believed 100 per cent that I would finish the race with him. Two brothers in the top three; that has never happened in Formula 1.

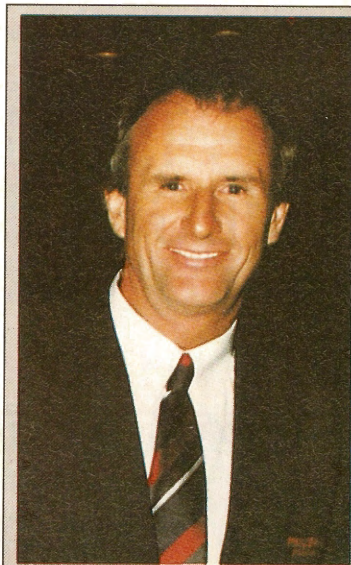
And there's no more chance, I think it would be very difficult for it to happen again, because it's so difficult to have two brothers in F1. I remember the Rodriguez brothers, Jody Scheckter and his brother, but after that, who had a brother in F1?

After the race they gave me the Siffert Award for the best drive, so that was good. I had a very good weekend, but then the car stopped, disaster. I just walked back to the hotel. I liked to sleep to put that race out of my head...

**Wilson Fittipaldi was talking to Adam Cooper**

**NEXT WEEK**  
**LEO KINNUNEN**

***"I enjoyed it, but it was bloody difficult. You need a lot of concentration to drive on the limit there"***



Wilson Fittipaldi (45) built cars and raced with younger brother Emerson in the late sixties. Emerson was the first to make the move to Europe, and Wilson followed in 1971, competing in F3 and F2 before making his Grand Prix debut with Brabham in Spain in 1972. The following year he finished fifth in Germany and sixth in Argentina with Brabham, before dropping out to build the Copersucar Fittipaldi F1 car during 1974. It ran without success in 1975, and Wilson then retired to manage the team when Emerson joined as driver in 1976. Several top names worked for the team, including Peter Warr, Harvey Postlethwaite, Ralph Bellamy, Jo Ramirez, Maurice Phillippe and Giacomo Caliri, but it never won a race, and folded two years after Emerson's retirement from F1 in 1980. Wilson dropped out of racing for a while, but kept his hand in with outings in local touring car races. He is now looking after the career of son Christian, who drives a Reynard in the Sudam F3 series. He plans to restart a team in Britain.

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