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FREE BRITISH GP SPECTATOR GUIDE INSIDE





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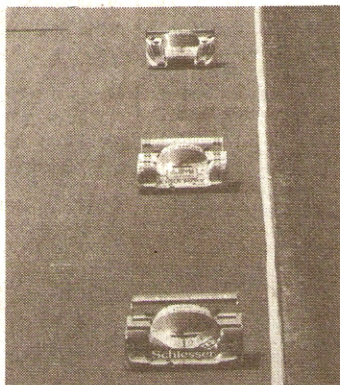
PIT & PADDOCK

All the international motor racing news — Ferrari to quit F1? — Singer burned in one of three Hockenheim pit fires — Piquet fastest in Nurburgring testing — Mansell fit for Silverstone — Mears laps Michigan at 213mph.

COMMENT

Our views on the news in *Comment* — Your thoughts in *Correspondence* — A look back in motor sport history with *Then as Now?* — Plus *Catchpole's* laughter . . .

HOCKENHEIM 1000



Quentin Spurring was in Germany to witness Hans Stuck's first victory for the works Porsche team, partnered by Britain's Derek Bell.

DARK SIDE OF THE LENS

Pink Floyd drummer and historic racer Nick Mason is also a keen photographer. He spent some time as photographic apprentice to AUTOSPORT lensman Jeff Bloxham recently to discover more about life at as a motor sport sharp shooter.

AUTOSPORT/OLYMPUS CAMERAS PHOTOGRAPHIC COMPETITION

Further to Nick Mason's article, AUTOSPORT, in conjunction with Olympus Cameras, is organising a competition at the British Grand Prix to win Olympus's OM40 Program SLR camera. Turn to page 24 to find out more . . .

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6 ROAD CAR

Mercedes and Cosworth join forces for exciting 16-valve road car — Startling open top performance from NG — Plus June's top 10 sellers.

FIFTH COLUMN

Nigel Roebuck takes an appreciative look at the life and values of the late David Purley.

HUNSRUCK RALLY

Kalle Grundel shook off the attentions of Harald Demuth's Quattro to take another victory for the Peugeot 205 racer. Hugh Bishop reports.

SPECIAL STAGE

All the latest international and national rallying news — Evolution Quattro for Ulster — Mouton wins Pikes Peak — Nissan cut back rally plans — New sponsor for Manx International — Pond's Russek failure.

MARLBORO RUSSEK RALLY



Mark Lovell was a surprise winner of the Marlboro Russek Rally on Saturday when leader Willie Rutherford hit trouble on the final stage, eventually limping home third. Keith Oswin saw the South Wales action.

DONINGTON GROUP A

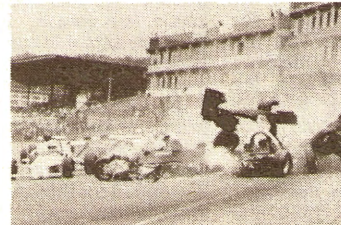


It was another turbo day for the Trimoco runners, Joe Saward watching Andy Rouse winning comfortably from Brodie's Starion Turbo and the Class B Nissan Turbo of Graham Goode.

26 ROAD TEST

Mike McCarthy gives his impression of Toyota's stunning new two-seater mid-engined sports car, the MR2.

BRANDS HATCH FORD DAY



Tony Dodgins reports from the Kent circuit's feature Ford races: EFDA Euroseries FF2000; RAC/TT British FF1600; and Racing Displays FF2000.

ANDY ROUSE

Joe Saward talked to the increasingly successful Group A racer and preparations expert Andy Rouse recently at his Coventry base.

SPORTS EXTRA

National news hotline — Van Diemen's 1000th Formula Ford — Dumfries quick in British GP Metro testing — Tim Jones switches to Van Diemen — Whizzo's windscreen trip — Harkness's Laser.

SPORTSCARD

Mercury Capris strike again in Mid-Ohio — Jim Richards beaten down under — Herbert's sensational Brands EFDA FF1600 victory — Mouton reaches the top — Rowan equals Harewood record in the wet.

AUTOSPORT GRAND PRIX SPECTATOR GUIDE

Free in this week's issue of AUTOSPORT is our annual British Grand Prix Spectator Guide. Packed, as ever, with all you need to know for a superb weekend's racing in Northamptonshire, there are feature interviews with Martin Brundle and Alain Prost; our expert chassis guide; plus details of supporting races, as well as much more in our superb 48 page guide.

FRONT COVER

Manfred Winkelhock (left) barges inside Jochen Mass to lead last Sunday's Hockenheim 1000 (report: p16). Behind are Hans Stuck in the race-winning works Porsche and the rest. Photo: Jeff Bloxham.

NEXT WEEK

Our full and detailed report from Silverstone's British Grand Prix — All the support races: Marlboro British Formula 3; Trimoco RAC saloons; MG Metro Challenge series; plus a galaxy of historic racing cars in action — Our team of photographers, led by Jeff Bloxham, captures the atmosphere of the three days — Audi 200 Quattro on test — *Yesterday's Cars*: the 'Howling Hondas' — Spa 24 Hours news — Plus all our usual news and features.*

*These items correct at time of going to press.

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Ferrari threatens switch to Indycar race programme

Early last week several Italian journals carried rumours of a threat by Ferrari to quit Formula 1 at the end of this year, and to pursue a full programme of Indy car racing! The stories, believed to have been 'leaked' by the Commendatore himself, were backed up by an official statement later in the week. It read thus:

The news concerning the possibility of Ferrari abandoning Formula 1 to race in the United States has a basis in fact. For some time at Ferrari there has been study of a programme of participation at Indianapolis and in the CART Championship.

In the event that, in Formula 1, the sporting and technical rules of the Concorde Agreement be not sufficiently guaranteed for the three coming years, the Ferrari team (in agreement with its suppliers and in support of its presence in the United States) will put this programme into effect.

A variety of explanations has been advanced for the reasons behind this move. For one thing, FISA is known to be considering certain changes to the F1 rules, these perhaps including retention for a further year the 220-litre fuel limit (rather than reducing it to 195 for 1986, as laid down in the Concorde Agreement), the introduction of 'pop-off' valves to curb horsepower in Formula 1, and the scrapping of the proposed reduction in

engine capacity from 1500cc to 1200cc (due to be introduced in 1988).

These are specifics, however. More generally we hear many suggestions that another major confrontation may be on the way between the governing body and the constructors. We understand that, in addition perhaps to making rule changes later this year, Jean-Marie Balestre, the FISA President, has plans to change the composition of the FISA Executive Committee, including the removal from it of all countries which qualify automatically for seats by virtue of the size of the road car production. These would include, of course, Britain, Germany, France, Japan — and Italy. And their absence would do much for Balestre's personal power base.

Ferrari's action is therefore seen as a means of firing a warning shot across the FISA's bows. It seems to us wildly unlikely that Ferrari would ever abandon Formula 1 for the CART Championship, but he has always been a law unto himself. And it is claimed that a Ferrari CART team already has a willing sponsor, this an American company jointly owned by Fiat and PPG (the series sponsor of the CART Championship).

A day after Ferrari came out with his statement, FISA issued one of its own from Paris:

In response to questions put by many journalists and to the announcement made by Ferrari, the FISA wishes to make the following clarification:

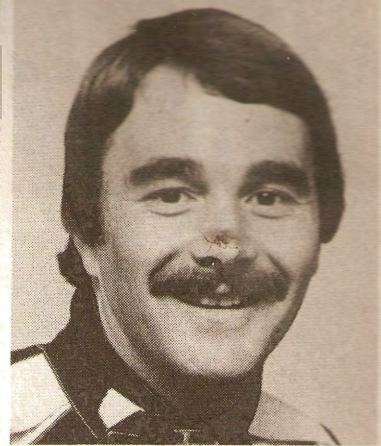
1. Mr B. Ecclestone has absolutely no power to decide amendments to the sporting or technical regulations of the World Championship. Only the FISA Executive Committee (21 members) and the FISA Plenary Conference (62 countries) may take decisions in this respect.

2. The CART Championship is a strictly American national championship which is not acknowledged by the USA sporting authority (ACCUS) and has no entries on the international calendar, apart from the event of Indianapolis, which enjoys a special status.

3. In pursuance of the regulations and the procedure laid down in the Statutes, the FISA is currently studying a certain number of measures intended to reduce the unrealistic and intolerable cost of Formula 1 and the power of the cars in both the race and practice.

4. The FISA has to date received no communication from Ferrari and therefore cannot take the published statements into consideration. These statements commit their author alone, and cannot have any influence over any decisions which the sporting power might take in the future.

Not again, please . . .



Mansell — fit again.

Mansell expected

As we went to press it seemed certain that Nigel Mansell would be fit enough to rejoin Keke Rosberg in the Williams-Honda team for this weekend's British Grand Prix.

Team spokesman Peter Windsor told us that Mansell was due to come to England on Tuesday, and would undergo a medical check later in the week. Nigel, who apparently feels fine now, will have a new FW10 for Silverstone.

Should Mansell not be able to run this weekend, the most likely man to replace him is Mike Thackwell (who has often tested for the team, including at the Osterreichring last week). Other names mentioned in this connection include John Watson and René Arnoux.

Piquet on top in 'Ring trials

After his dominant victory at Paul Ricard, is Nelson Piquet set now for a run of wins with the Brabham-BMW BT54? On new Pirelli qualifiers the Brazilian lapped the Nurburgring in 1m 17.53s last week — nearly two seconds faster than anyone else! It was also more than a second inside his own pole position lap last year (1m 18.87s).

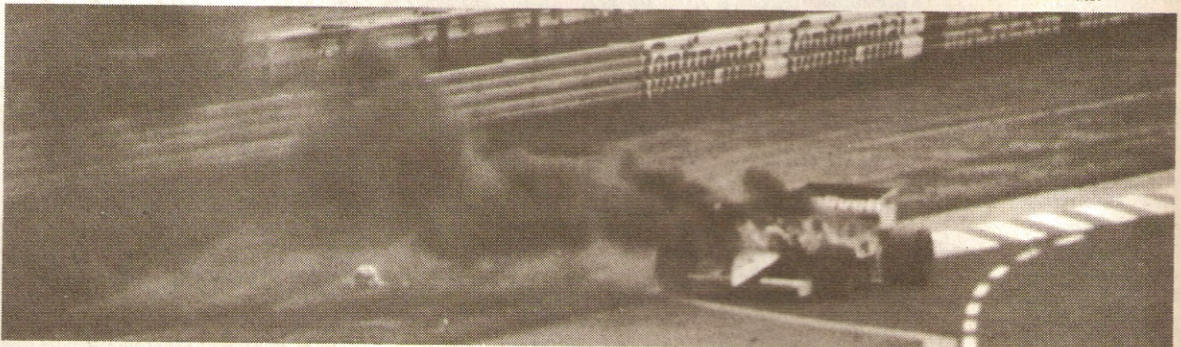
Joint second fastest were Ayrton Senna (Lotus-Renault 97T) and Andrea de Cesaris (Ligier-Renault JS25), both of whom went round in 1m 19.35s. Then came Stefan Johansson's Ferrari (1:19.89), Teo Fabi's Toleman-Hart (1:20.38), Elio de Angelis's Lotus (1:21.13), Gerhard Berger's Arrows-BMW (1:21.20), Roberto Moreno's Toleman (1:21.28), Thierry Boutsen's Arrows (1:21.53), Jacques Laffite's Ligier (1:21.75), Stefan Bellof's Tyrrell-Renault (1:23.03) and Jonathan Palmer's Zakspeed (1:24.71).

Piquet apart, Fabi and Moreno appear to have shown very well with the Tolemans, for neither used qualifying tyres and Moreno, we understand, set his best time on a set of well used Pirellis.

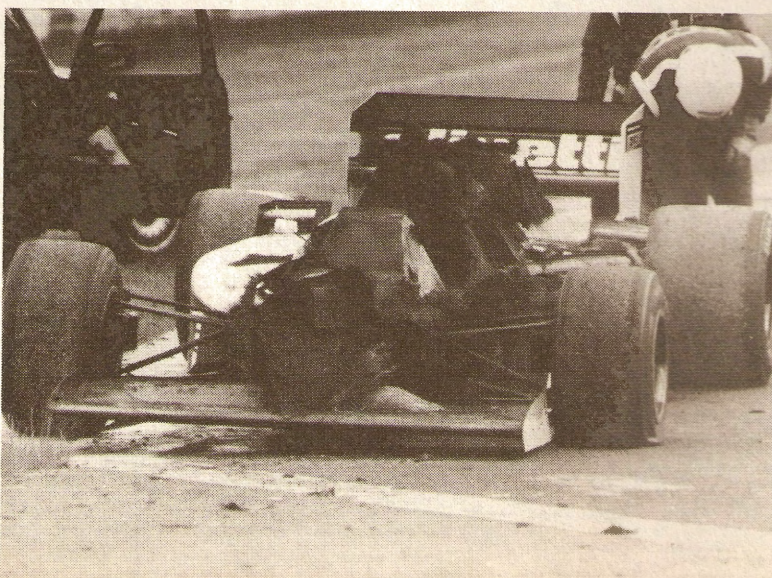
For Brabham, however, the news was not all good. On Tuesday, the opening day, Marc Surer (in Piquet's Ricard winning car) had a turbo failure, which swiftly became a turbo fire. Marc kept on driving, seeking out a fire marshal's post, then felt he had to vacate the car urgently.

Having parked close to a marshal's post, Surer expected to see someone rushing to his aid with an extinguisher. Nothing. At the post was a parked car. In the car was a marshal. Asleep . . .

Surer roused this representative of the new super-dooper safe Nurburgring, and persuaded him to back up towards the blazing Brabham. This the man did, but too late. The BT54 was beyond saving.



Above: Surer's BT54 burns. Below: The charred remains of the Brabham after the fire.



Zeltweg F1 tests

While most of the F1 teams went to the Nurburgring last week (see separate story), Williams went to the Osterreichring, and so too did Ferrari, with a single car for Michele Alboreto, and Renault, with Derek Warwick.

Alboreto set the best times of the week, lapping in 1m 28.50s on Goodyear qualifiers, and 1m 29.70s on a set of As. Warwick, also on As, had a best time of 1m 30.30s.

Williams did not have a good week. Keke Rosberg, there to do tyre tests, went home after doing only half a dozen laps, his car halted by transmission problems. And Mike Thackwell, standing in for the recuperating Nigel Mansell, was able to do only 16 laps over the two days. The New Zealander had been hired for engine testing, and was using the latest version of Honda's new V6. His best lap, set on As, was 1m 31.80s.

Sportscar teams boycott Brands and Fuji 1000s

The World Endurance Championship sportscar teams have informed FISA that they will not participate in two of the remaining rounds of the 1985 series due to date clashes with Formula 1 Grands Prix.

The races involved are the Brands Hatch 1000 in Britain on September 15, and the Mount Fuji 1000 in Japan three weeks later. The date clashes (with the rescheduled Belgian and European Grands Prix respectively) have arisen as a result of the postponement of the Belgian race at Spa, which would have been run in early June had the track surface not broken up.

The boycott was announced last Sunday at Hockenheim in an Open Letter to FISA (see panel). The teams are incensed by FISA's apparent unconcern about the effects of date clashes with F1 events, which deprive them of the services of Grand Prix drivers (this interfering with driver and sponsorship contractual obligations), and also lose the WEC highly valued television time.

The letter makes it clear that the teams will only attend the Brands Hatch and Fuji events if they are rescheduled. It makes no demand that the F1 dates should be moved.

A feature of this action by the WEC teams is their solidarity. The signatories include the directors of the factory Porsche and Lancia teams, a representative of Jaguar, and the leading Porsche privateers, Kremer, Joest, Brun and Canon, backed up by all the serious contenders from both the Group C1 and

C2 classes, all of whom perceive F1 date clashes as an extremely serious threat to the sportscar series. The letter has been sent on the initiative of the team owners

and managers, and OSCAR has not been directly involved.

There has already been an F1/WEC date clash, between the Canadian GP

OPEN LETTER TO FISA

World Endurance Championship/Formula 1 World Championship Date Clashes

We, the undersigned, would draw to your attention our concern and dismay at the continuing clash of dates allocated to the FIA World Endurance Championship and the FIA Formula 1 World Championship, and in particular to the forthcoming clashes of the Brands Hatch 1000 Kms and the Belgian Grand Prix on September 15, 1985; and the Mount Fuji 1000 Kms and the Grand Prix of Europe on October 6, 1985.

Several of us employ Grand Prix drivers in an endeavour to elevate and promote the FIA World Endurance Championship, and sponsorship requires us to enter these drivers at all rounds. This is becoming impossible to guarantee, and consequently we are increasingly unable to meet our contractual obligations.

Press and television interest in WEC races where a clash occurs is inevitably drawn to the clashing Grand Prix event, and the WEC races also lose crowd-pulling power without star drivers.

We would therefore ask FISA to:

(1) use its best endeavours to persuade the organisers of the Brands Hatch 1000 Kms and the Mount Fuji 1000 Kms to move their dates back one week, ie to September 22 and October 13 respectively; and

(2) to ensure that no similar clashes are permitted in the future, as pre-empted by the change of date for the 1986 Le Mans 24 Hours.

We, the undersigned, are in unanimous agreement that, in the present circumstances, we will take part in no World sportscar race where there is a clash with a Grand Prix, as from this date.

Hockenheim, July 14, 1985
(Signed)

Cesare Fiorio (Martini Lancia), Peter Falk (Rothmans Porsche), Manfred Kremer (Kremer Porsche Racing), Richard Lloyd (Richard Lloyd Racing), Peter Reinisch (Team Brun Motorsport), Domingos Piedade (New Man Joest Racing), Gordon Horn (Cosmik Racing), Chuck Graemiger (Cheetah Automobiles Switzerland), Jeff Hazell (Spice Engineering), David Mercer (Jens Winther Denmark), John Bartlett (John Bartlett Racing), Giorgio Strano (Carma FF), Derek Matthews (Ark Racing/Arthur Hough Pressings), Fritz Gebhardt (Team Labatt/Sachs Sporting), Michael Cane (Michael Cane Racing/Emka), Chris Crawford (ADA Engineering), Antonio Ferrari (Grifo Autoracing), Roy Baker (Roy Baker Promotions), Jurgen Laessig (Obermaier Racing Team), Hugh McCaig (Ecurie Ecosse), Louis Descartes (ALD), Ian Norris (Jaguar Cars).

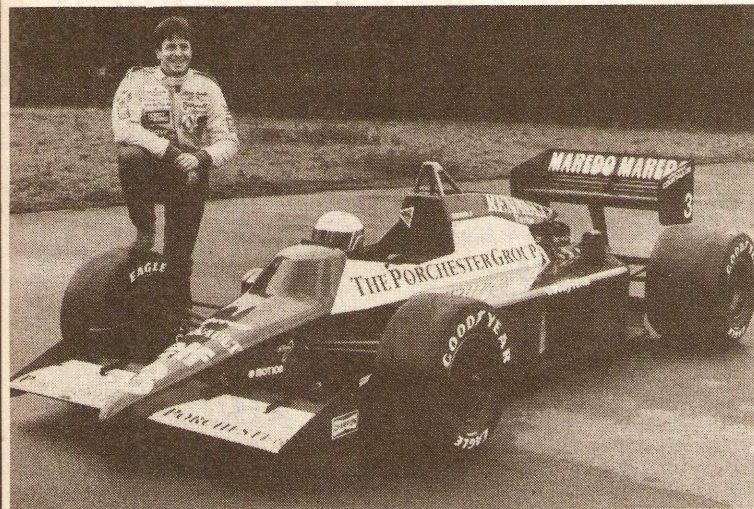
and Le Mans, but FISA has allowed for this in its provisional 1986 calendar by moving the Le Mans date forward. At Hockenheim last weekend, incidentally, there were eight current F1 drivers participating.

Before the letter was distributed, moves had already been made to ask the organisers of the Fuji event to move their date forward a week, to October 13. But the Brands Hatch promoters were unaware of any demand for a change to the timing of their Shell On's 1000 fixture until John Webb of MCD was sent a copy of the letter on Monday of this week. His first reaction, he told us, was disgust ("I don't like threats from anybody"), but he made it plain that he had been concerned that a problem of some kind would arise. "When I attended the FISA Executive Committee recently in Paris," he told AUTOSPORT, "I drew the attention of the delegates to the problem of clashing dates. I said that, if Spa was rescheduled on the same date as our sportscar race, the implications for the WEC teams would be considerable. I was informed by the President that Formula 1 must take precedence over everything else, and subsequently the Executive Committee voted in favour of the new dates. This should have been the end of the matter.

understand the concern of the sportscar teams, but I don't see that they have made any attempt to use the official channels available to them.

"Even since the Executive vote, they have had three weeks in which to make their feelings known by means of the established procedures.

"Speaking for Brands Hatch, our only option is to stick to the formal channels of communication. So far we have heard nothing from any official body. As and when we are asked officially to make a date change, either by FISA or the RAC MSA, we will closely consider all the implications for us, and take the appropriate course of action. At this point, I can't tell you what that might be."



Porchester Tyrrell for Silverstone GP

On Tuesday the Porchester Group, claimed to be Britain's largest insurance broker, announced that it would be sponsoring Martin Brundle's Tyrrell-Renault 014 in this weekend's British Grand Prix at Silverstone. Apparently the backing is for this one race only. At the Nurburgring, on August 4, the car is due to be taken over by Stefan Bellof, who tested it at the German track last week. The team hopes to be able to field Renault-powered cars for both drivers in Austria, but if not Stefan will also be the turbo man there.

NY GP a step nearer

By six votes to five the New York Art Commission last week approved the staging of a Grand Prix in New York. You might wonder — as we did — quite what an Art Commission has to do with a motor race, but our American Editor assures us this approval was crucial. A great many neighbourhood and environmentalist groups were represented at the

meeting, we understand.

One stipulation, however, was that the race be held between April 1 and May 15, so as not to disturb summer use of the park through which the Flushing Meadow track will run. Another was that the proposed circuit be slightly altered so as to reduce the number of trees which must be cut down.

Mears quick at Michigan — but Bruno pulls out

Several teams tested last week at Roger Penske's Michigan International Speedway in preparation for this Sunday's Michigan 500. Penske Racing took a single March 85C, which Rick Mears lapped at 213mph, with Danny Sullivan slightly slower at 212.

Although neither man approached Johnny Rutherford's official track record (215.19mph during qualifying for last autumn's race), the Penske March was hampered with engine problems. Earlier this year Mario Andretti ran many laps at better than 214 with the Beatrice Lola T900.

Rutherford was also present last week, lapping easily at 210 after only a few minutes, and a similar speed was recorded by Emerson Fittipaldi's Patrick Racing March 85C. Since the retirement of Gordon Johncock, Patrick had in-

tended to run Bruno Giacomelli in all CART rounds, but the Italian did not enjoy a brief run at Michigan last week.

Eventually Giacomelli worked up to a best lap at just on 200, but after that came in, said the place — and particularly its notorious bumps — frankly frightened him, and he had no wish to go on. The car was then turned over to sprint car ace Sammy Swindell who, after suitable coaching from Rick Mears, got it round at over 208mph. It is not known whether he will drive for Patrick in Sunday's race.

The Michigan 500 will be the first CART superspeedway race for Goodyear's radials, which will be used by all competitors. And our American Editor suggests that this will make the race even closer, for there will be less variation in tyre size and stagger than was the case with cross-plies.

Escalating F1 costs bring call for one qualifying day

The deepening crisis about the escalating cost of competing in Grand Prix racing among teams on the lower half of the grid resulted in a proposal, during the French GP meeting at Paul Ricard, that qualifying time should be drastically reduced.

Reportedly the proposal was that the grid should be formed up in the finishing order of the previous race and that qualifying should actually consist of a couple of sessions of untimed practice within one day.

We understand that the idea was immediately rejected by the big teams but there is a very definite fear for the future which threatens the very existence

of perhaps as many as five teams. The major expense for the competitors is the turbo engines and by reducing the amount of practice/qualifying it was reasoned that there would necessarily be less chance of blowing them up. It is not uncommon for some teams to use (destroy) four engines by the end of practice/qualifying.

One team that has suffered particularly badly this season is RAM and there have been ever-strengthening rumours that they might not make it through to the end of the year. "It is a big problem," admitted John Macdonald on Monday. "The amount of money is just horrendous, really out of order. For a team like

us competing against Porsche and Renault it is an achievement just to get on the grid. Qualifying is the problem but, as far as we are concerned, we have a contract to complete the season and we have every intention of fulfilling it."

Among the other struggling teams, we understand that Osella are experiencing difficulties in keeping their act going and they may not even make it to Silverstone this weekend. If they do stop, Pirelli would presumably be able to release their tyre quota to Toleman for a second car, probably for Alessandro Nannini to drive pending the arrival of the Alfa Romeo 4-cylinder engine for the team in 1986.



Paul Jr — 'racketeering' charge.

Paul Jr awaits sentence

In Jacksonville, Florida, last week John Paul Jr pleaded guilty to a charge of 'racketeering'. Two other charges against him — importing a large quantity of marijuana and obtaining a false passport — were dropped, apparently in return for the guilty plea on the first charge.

Sentence on Paul has not yet been passed, but apparently lawyers expect that the 23-year-old CART driver will have to serve a minimum of three years in prison. It has been suggested in some quarters that Junior will be dealt with stringently in the absence of his father, who has declined to return to the USA. Instead Paul Senior remains in Switzerland where, as a Dutch national, he cannot be extradited.

Fabre for F3000 Spirit

Pascal Fabre, the young Frenchman who impressed in Formula 2 last year (before running out of money mid-season), is to do the remainder of the F3000 races with Spirit Racing.

Fabre has not driven a single seater since winning his final F2 event at Hockenheim last June, having spent this season in the French Production saloon series. "I am not certain that we will make Enna but we will be at all the other races," said Spirit's John Wickham this week.

Danner flies at Zandvoort

Christian Danner, joint leader of the European F3000 Championship, is now starting to set the testing pace with his Bob Sparshott Automotive March. The team managed to gather together enough money to join the Ralt team at Bridgestone's exclusive test at Zandvoort last week, albeit for only one of the two days. "It went very well," reported Sparshott on Monday. "Christian did a 1m 23.68s with 60 litres of fuel on board and on race tyres. From what we could see Ralt could only just match that time using qualifiers."

Sparshott is hopeful that meetings this week will enable him to find a secure budget to maintain their championship bid through to the end. With five races to go Danner shares the points lead with the Ralt-Bridgestone team leader Mike Thackwell.

Changes to WEC series

A number of detail changes have been approved by FISA to the FIA World Endurance Championships, promotionally the most significant of which is a change of title.

From January 1, 1986, the series will be known as the FIA Sportscar World Championship.

The refuelling flow rate (currently 50 litres/minute) will be increased to 60 litres/minutes, primarily to facilitate policing of the rule in the pit lane.

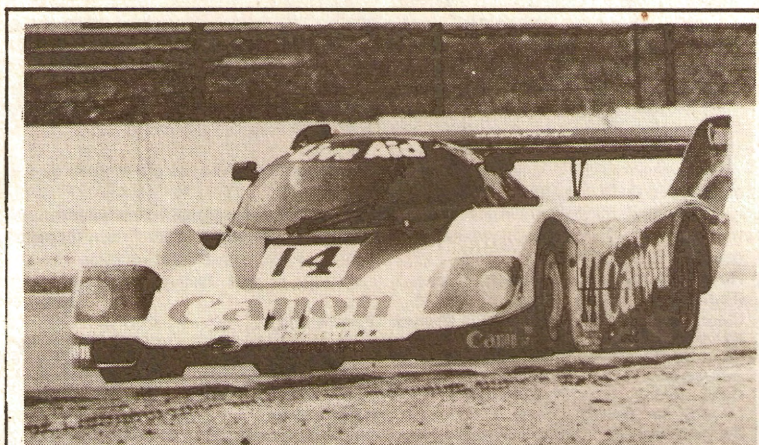
The Group C1 and C2 teams will be permitted to present spare cars on the starting grid (as in Formula 1) provided their drivers have qualified in 'identical' models.

Finally, an agreed prize scale has been agreed, with which all race promoters must comply. Currently, prize money is distributed at the discretion of the organisers, but in future there will be an established scale, rewarding the first six qualifiers overall, the first three Group C2 qualifiers, the first 15 finishers overall in the race, and the remaining finishers including the separate classifications for C2 and Group B.

Enna tests for Pirro

With FISA keeping a close eye on tyre developments in F3000 before ruling on whether next year's series should be open to allcomers or just one tyre, the news this week that the Onyx team have gone all the way to Enna to test will no doubt help them make up their minds.

After Bridgestone's domination of Dijon, where they alone had an exclusive two day test before the event, the major Avon user, Onyx, has decided that they cannot afford *not* to undertake a test programme at each circuit beforehand and risk a repeat of the Dijon situation if Emanuele Pirro is to maintain his championship challenge. The team was at the Osterreichting on Monday of this week and was due to move straight to Enna in an unprecedented move to test at the Sicilian venue on Friday.



Canon races for Live Aid

Before last weekend's Duschfrisch 1000Kms at the Hockenheim, Richard Lloyd Racing announced that it would be donating all prize monies won to Live Aid, whose concerts at Wembley and Philadelphia on Saturday were such a staggering success. The Lloyd announcement was made with the complete agreement of drivers Jonathan Palmer and David Hobbs, who also added their own bonus money. Richard Lloyd himself was once involved in the music business. "If so many people can make such a tremendous effort," he commented, "I don't see why we shouldn't do our bit." Palmer and Hobbs finished fifth with their Porsche 956. Good for them.

F3 reprieve for Davies with new Reynard-Alfa

Welshman Tim Davies will, after all, be defending his fourth place in the Marlboro British F3 Championship at Silverstone this weekend, at the wheel of the new Alfa Romeo-engined Reynard 853 of Richard Dutton's Anglo American Racing organisation.

Davies, who lost his place in Swallow's Reynard-VW line-up two weeks ago, concluded his deal to debut the AAR car on Monday this week. His outing —

purely a one-off at this stage — will be sponsored by long-time personal backer Autowindscreens and TL Clowes, the racing insurance people.

Tim, invariably quick on the Grand Prix circuit at Silverstone, was due to test the car on Tuesday. His progress, and that of the first new Novamotor Alfa power unit, will be the focal point of much attention during the three-day British GP meeting.

US F3000 races in '86

North America appears to be taking a very serious interest in the development of Formula 3000. FISA have recently received applications from the promoters of Phoenix and Milwaukee to stage events in next year's International Championship. These requests are in addition to those already received from Canada who are interested in having up to three rounds of the 1986 series at

circuits like Trois Rivieres and Mosport.

ACCUS representative Burdette Martin was at the recent Dijon event and this week FISA's Jean-Marie Balestre is going to America to discuss the proposals in more detail. Incidentally the Phoenix application is for the new Firebird Raceway rather than the more familiar one mile circuit used for CART races until it broke up badly last winter.

Tiga's next C2 challenger

Howden Ganley's team in High Wycombe is currently well advanced with the evolution of the 1986 Tiga C2/GTP sports car, for which five orders have already been confirmed from the USA, and a further two pencilled in for European WEC competitors. This year's car had its first IMSA victory recently, in the hands of Peter Greenfield and his son, and has also proved its worth by

finishing the gruelling Le Mans 24 Hours for the RB Promotions team.

A mock up tub is presently in the bodyshop where new bucks are being crafted for the exciting, and competitively priced, machine which will accept Buick V6, Mazda rotary, Hart turbo or Ford engines. Ganley's design is based loosely around the original cars campaigned so successfully by Gordon Spice,

Ray Bellin and Neil Crang over the past couple of years, although it is apparently considerably smaller.

The honeycomb chassis carries a single fuel cell (of 120 litres capacity for IMSA; 100 litres for C2) and features pull-rod front suspension and rocker operated rear Konis. The first two examples will be delivered to US Tiga importer Essex Racing Services at the SCCA Run-Offs.



Spence — remounting title charge.

New tub for Spence

After a string of disappointing results for the Marlboro British F3 Championship leader, PMC Motorsport has rebuilt Russell Spence's Warmastyle Reynard around a new monocoque for this weekend's all-important British Grand Prix supporting round at Silverstone.

Following a couple of heavy shunts (each of which would have rendered a conventional aluminium tub beyond salvage, it is reckoned) the carbon-fibre 853 seemed to lose its sensitivity, and closer investigation revealed delamination of the composite structure in a key area. Resultant flexing took its toll on the car's performance.

"We were very pleased with the way the Reynard stood up to the impacts," said Spence last week, "but should have replaced the tub earlier, when we could not get it to work as well as before."

The rebuild, completed in time for a session at Silverstone on Friday afternoon, obviously had the desired effect for Russell (running the car unpainted) wound up just 0.3secs shy of the day's best lap, set by Andrew Gilbert-Scott in the Systime RFB Ralt. Spence continued his GP build up at Donington on Saturday, and is confident of being able to maintain his title charge now that his mount is handling well again.

HRH sets F1 record!

Prince Michael of Kent unofficially opened the new Donington circuit last week when he became the first man to drive round the completed extension, first in one of the Donington Collection's BRM P160s and later on in their ex-Jackie Stewart Championship winning Tyrrell 003.

FISA circuit inspector Derek Ongaro did his homologation check on the new circuit and its improved facilities on Friday and according to circuit manager Tim Parnell "it appeared to go well and everybody was happy."

Huysman's air supply

Unique Air, a subsidiary of Unipart, and GPI magazine are co-sponsoring Harald Huysman's Marlboro/Eddie Jordan Racing Ralt for the F3 championship round supporting the British Grand Prix on Sunday. The Norwegian-born driver, now resident in London, currently lies seventh in the title race, with eight rounds remaining. His team-mate, as before, is Aussie Steve Harrington.

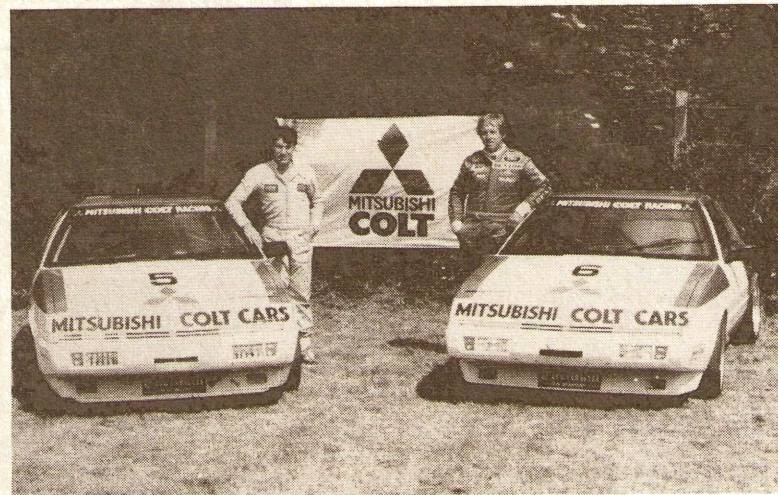
Brooklyn's Escort trio

Brooklyn Motorsport have announced that, as of this weekend, they will be running three Ford Escort RS1600s in the Trimoco RAC British Saloon Car series. Chris Hodgetts and John Morris will be joined by 30-year-old Coventry driver Alex Moss for the remainder of the season.

Moss has experience in karting, Clubmans and some saloon racing and the remaining rounds of the series are seen as a forerunner to a full season in Trimoco racing next year. Last weekend the two Brooklyn Escorts finished 1-2 in the smallest Trimoco class at Donington, and the team is hopeful of a 1-2-3 finish before the year is out.

Wright in the ball park

Bristolian Mike Wright, who has struggled to finance his season of British F3 to date, has found some welcome support for his Jupiter Racing-run Ralt-Toyota RT3. Park Furnishers, a local furnishing superstore, have stepped in at a time when the BID International driver's funds are very low, enabling Wright to contest this weekend's GP meeting with a fresh Swindon engine.



Vern Schuppan (right) will be joining Brodie in the Mitsubishi team for the GP Trimoco round.

Schuppan and Niedzwiedz in GP Trimoco round

This weekend the Trimoco grid at the Grand Prix support race is considerably bolstered by the news that Vern Schuppan will, as reported in P&P last week, drive a second Colt Starion Turbo alongside David Brodie. In addition, Brodie's chief rival, Andy Rouse, will be joined in a second Ford Sierra Turbo by none other than Klaus Niedzwiedz.

The second Sierra is a new chassis built up in the last few weeks by Rouse and will appear in the colours of Radiopaging.

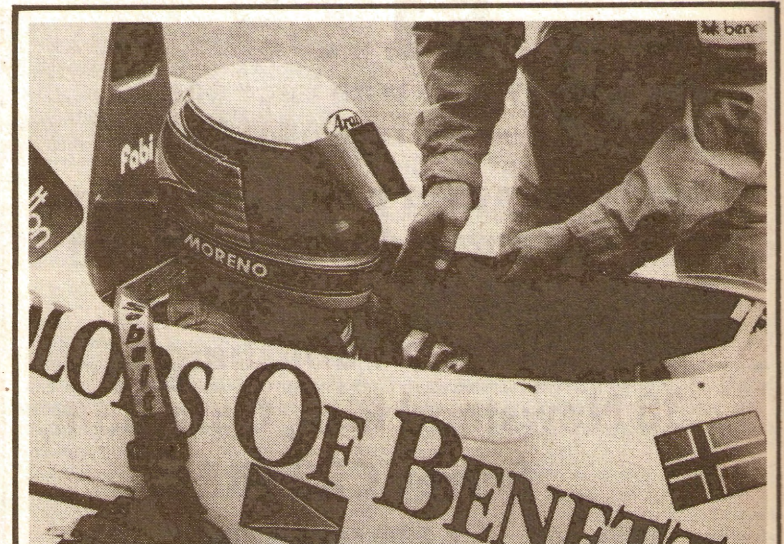
Barrie Williams, who was to have driven a second BMW alongside Frank Sytner, will not now be taking part in the event, although journalist Mark Hales has been confirmed as the second driver in Terry Drury's Alfa Romeo line up, after a promising performance at Donington last weekend.

After an encouraging race at the Leicestershire circuit, the Trimoco men can be expected to produce a far more exciting race than had appeared likely.

Sala tests 853 pods

In the absence of a holidaying Andy Wallace, Scan + Sport's Maurizio Sandro Sala was drafted in to test one of the Swallow Racing Reynard-VW 853s at Snetterton last Thursday. The highly rated Brazilian tried Dave Hunt's Cellnet F3 challenger both in 'standard' form and with Reynard's latest 'development' sidepods, setting some very encouraging lap times with the car in its latter guise.

Having lapped in the low 63secs bracket initially, 'Morris' pitted for the pods to be switched, then set a best of 62.6s with the aid of Adrian's new aerodynamic tweekery. In fairness, the exact amount of benefit afforded by the new pods was difficult to quantify, as Sala was more accustomed to the chassis by the end of his second run. Maurizio did, however, set a new personal best time with the Swallow car, some 0.4sec quicker than his day's standard with the Saab-powered example, still on standard sidepods. The team was particularly impressed with his feedback.



Moreno's Toleman test

Roberto Moreno impressed the Toleman team in testing at the Nurburgring last week, being almost as quick as regular driver Teo Fabi. Toleman hope to be racing a second car very soon — but stress that no commitment has been made to the Brazilian.

Barron abandons F3000

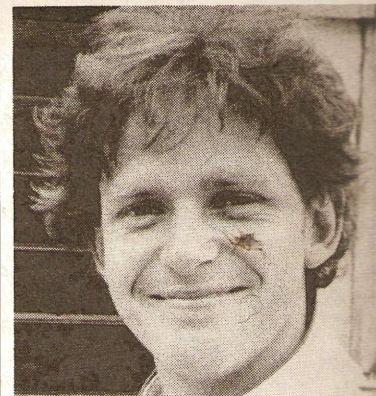
Kees van der Grint has left the Barron team, and there now seems little chance that the Dutch team will be taking its Tyrrell 012 chassis to any further Formula 3000 events this year.

Although van der Grint has moved on, the Barron team is continuing, although it has now switched its attention to running John Bosch, son of the team owner, Jan Bosch, in selected rallies in an Audi Quattro.

"I am now a freelance engineer," said van der Grint when we spoke to him on Monday. "The split has been amicable, I just did not want to go into rallying. I have said to Jan Bosch that I would be happy to help out if the team returns to F3000 again. It is a shame that we have not been able to see the Tyrrell project through. We have been working on new sidepods and there seems to be a big improvement."

Although he has no firm long-term plans, van der Grint is rumoured to be talking to a CART team, and his name has also been mentioned in connection with a return to F3.

The news comes in the wake of increased speculation that the Barron F3000 driver, Roberto Moreno, will drive the second Toleman in Grands Prix as soon as tyres are available.

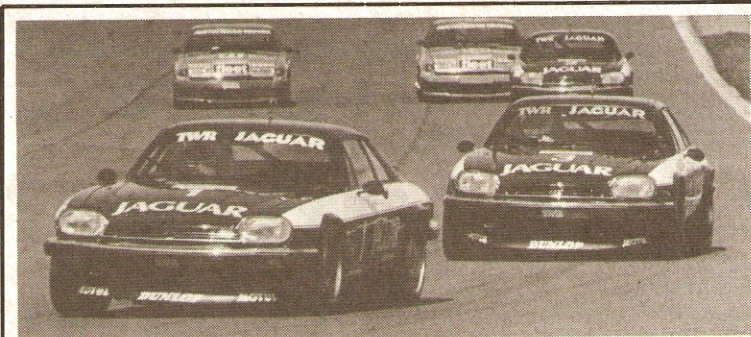


AG-S — quick lappery.

Leoni out of PMC?

It appears that PMC Motorsport have seen the last of Lamberto Leoni in their F3000 Williams team. The Italian is rumoured to have joined Pierluigi Corbari's Formula 3000 International equipe but it is not known whether they are planning to run a third March 85B or substitute Fangio Jr.

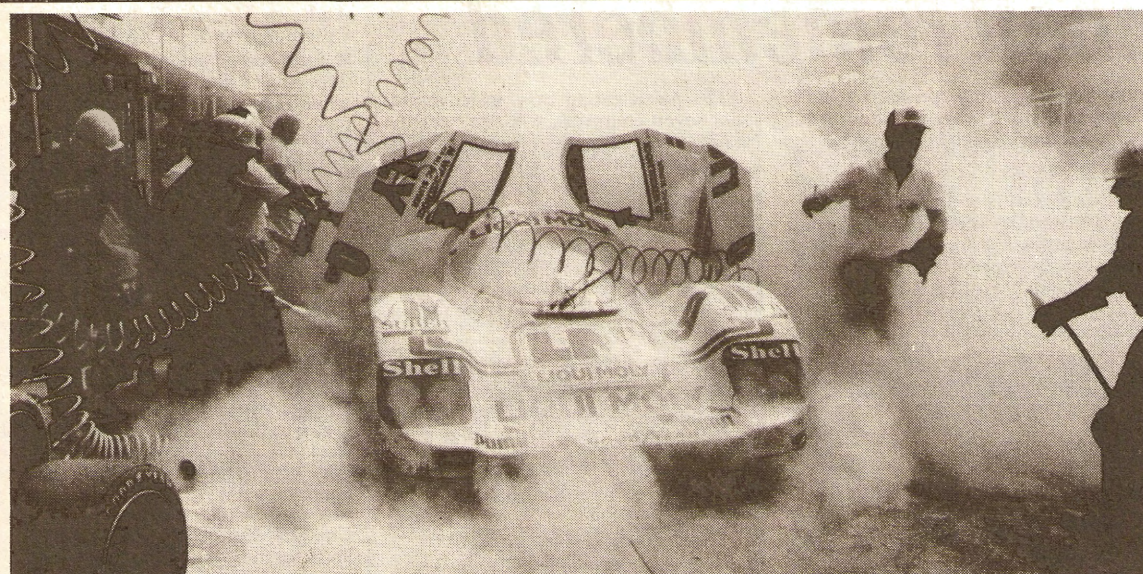
PMC's Peter Macintosh said on Monday, "I have heard the rumours about Leoni but he has not actually said anything to us and his sponsors, with whom we have a contract, say they don't know anything."



The Group A Jaguar XJS lives on! As rumoured, the TWR Big Cats will be seen in action in the Far East and Australia in the autumn. For Bathurst's James Hardie 1000 race there will be three cars for Tom Walkinshaw/Win Percy, Jeff Allam/Ron Dickson and Armin Hahne/John Goss. Opposition is expected from Peter Brock's Commodores and the Mark Petch Volvo 240 Turbo which will see Robbie Francevic teamed with Thomas Lindstrom.

Swift AG-S

Andrew Gilbert-Scott is rapidly getting to grips with Chuck McCarty's Systeime Racing for Britain Ralt RT30, the combo fastest of all in testing at Silverstone last Friday. Run and developed by Geoscan, the pale blue Ralt pipped Gerrit van Kouwen's Pegasus Motorsport tended example and Russell Spence's Warmastyle Reynard on the end of day timesheets. The competition will treble in its intensity when the F3 teams reassemble tomorrow (Friday) for the most prestigious Marlboro British Championship round of the season.



The Winkelhock/Surer Kremer Porsche is dowsed with extinguishant powder in the Hockenheim pits.

The Hockenheim pits fires

Last Sunday's Hockenheim 1000 will be remembered for no fewer than three separate fires in the pits during the race — one of which injured six people including the Rothmans-Porsche team manager, Norbert Singer. The fires were caused by three different reasons, but a common denominator was the very hot (30degC) weather, coupled with lack of breeze in the pit road.

Singer was injured by far the most violent conflagration. He was directing the race strategy of the Mass/lckx factory Porsche when Mass came in for his first refuelling halt, 55mins into the race. Mass had got out of the car, lckx was preparing to get in. It seems likely that the crewman with the refuelling hose pressed it home to begin flowing the fuel before his colleague on the other side of the car had opened the venting valve with his overflow bottle. Such was the pressure of

vaporised fuel in the almost empty tank that, instead of flowing into the car, the fuel was blown back through the pipe into the refuelling rig itself. The rig overflowed — and something ignited the spilled petrol.

No one knows for sure what this might have been, but the instantaneous result was a terrifying fireball as the tower itself and its contents virtually exploded. Singer received second degree burns to his face and hands, and less serious, first degree burns to other parts of his body. He was flown by helicopter to a special burns unit at Ludwigshafen. One of the team's engineers, Helmut Schmidt, also received nasty burns and was detained in a general hospital in nearby Schwetzingen. Three other Porsche mechanics were burned (all released after treatment), and there is an unconfirmed report that a fourth fractured his leg in his rush to escape.

When the fire erupted, the crew of the sister car parked just ahead were about 20secs into the refuelling process. One of the refuelling crew dropped his overflow bottle and fled, but was persuaded to return by the director of this car, Klaus Bischoff. The Bell/Stuck team lost less than a minute in the incident, thanks to the bravery of its crew, and of Bell himself, who stayed in the car.

This violent blaze was efficiently extinguished and the MIX car itself was hardly damaged. The officials allowed it to be refuelled from the BEST car's tower, and later lckx — despite singed eyebrows — was able to continue. The news of the BEST team's victory was telephoned to Norbert Singer by the team's doctor, Gunther Huber, who had been on hand to give him early assistance; Norbert was well enough to be cheered by the team's home win. However,

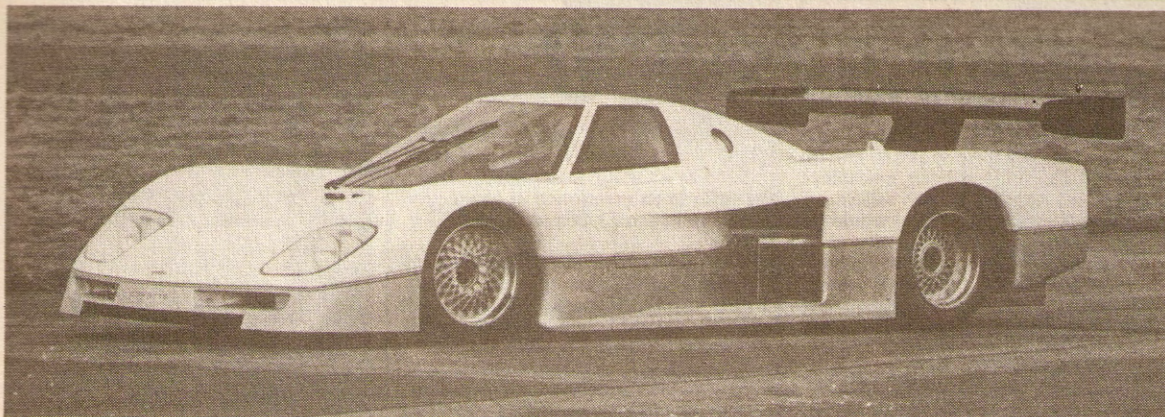
he is expected to be in hospital for about a month, and will have to have skin grafts.

The second fire occurred much later, 3¼ hours into the race. This seems to have been caused by a communications breakdown, for Manfred Winkelhock was apparently in the pits to report that he had been able to smell spilled fuel from the cockpit. When he stopped the car, however, the Kremer team followed normal practice and set to with a refuelling procedure. But Manfred, who was quickly out of the car and harm's way, had been right. It seems that there was a small hole in the fuel tank; when the petrol came in under pressure, it was sprayed out into the engine bay, beneath the car and into the cockpit via an inspection hatch. Several fires resulted, and twice the flames flared up again when the Kremer crew and the pit marshals, who went very quickly to work with extinguishers, had believed that the fire was out. Eventually, it was thoroughly extinguished — and at this point help (or rather hindrance) arrived in the shape of the local fire brigade, which had been standing by with an engine on the infield. The firemen succeeded in blocking the pit road and spraying it with foam.

During the confusion, the Brun/Jaegermeister, which was parked immediately behind the stricken Kremer car, was covered in extinguishant powder, and lost two laps before it could go on its way.

The third fire erupted only three minutes later. The car involved was the Cosmik March, which spectacularly if briefly caught alight when fuel from the overflow bottle was spilled through a hole in the bodywork onto a turbocharger. This time the blaze was quickly out, and the car continued hardly the worse for it.

Without a breeze to dispel the petrol fumes, being in the pits during the race was very frightening. When the refuelling stops began, the blowouts through the venting valves and open tops of the overflow bottles were extremely violent. If the crewman had not first released the pressure by opening the valve by hand (that is, before inserting the bottle), the pressure would push not only fumes through the open vent in the bottle, but also whatever overflow fuel was inside from the previous pitstop. Report: p16.



At long last General Motors are set to take on IMSA regulars Porsche, Jaguar and Ford with the Lola Cars designed and built Corvette GTP car.

Factory backed Corvette GTP to make IMSA debut at Pocono?

The Lola Cars designed and built Corvette GTP car, which has been over a year in development since first being shaken down by Jonathan Palmer at Goodwood, is expected finally to make its race debut later in the year in the Camel IMSA GT series. The car's first race might be at Pocono on September 8. The car is now being race-prepared by

Ken Howes, whose DJ Racing team, based in Indianapolis, recently raced its Porsche 956 engined March 84G at Le Mans. The March has now been sold by the Kreepy Krauly owners, and appeared last weekend at Hockenheim in the new colours of Cosmik Racing.

The Corvette GTP is powered by the very potent, factory supported 3.4-litre

Chevrolet V6 engine, a single-turbo developed by Ryan Falconer.

The debut of the new car is eagerly awaited in the USA, where General Motors now seem finally set to take on Porsche, Jaguar and Ford on an official basis.

David Hobbs will be one of the drivers of the Corvette GTP at Pocono.

Gordon Bennett remembered

In the unlikely event that you are missing Silverstone this weekend, and find yourself heading for France, you could pass an enjoyable Sunday near Clermont Ferrand. The Gordon Bennett Memorial Rally is being run, its intention to re-enact the prestigious cup created by the founder of the International Herald Tribune.

The event commemorates the 80th anniversary of the last Gordon Bennett Trophy, which was also run near Cler-

mont Ferrand. Not surprisingly genuine 'Gordon Bennett' cars are thin on the ground these days, and many of the cars participating on Sunday have little connection with the event. However, some glorious cars will be running, including a de Dion Bouton which competed in the Paris-Madrid race of 1903, a 1907 Fiat Mephistopheles which ran at Brooklands, the 1908 Hutton which won that year's Tourist Trophy and . . . the Alfa which won Le Mans in 1932!

The participating cars, which represent seven countries, will run over the same 137-kilometre course through the Auvergne which their ancestors used in 1905, and later in the day they will take part in regularity trials at the legendary Charade circuit.

They start on Sunday morning at eight, leaving from the Plaine de Laschamp, 14kms west of Clermont Ferrand on route 941A.

BRIEFLY

■ Labatts, the Canadian brewery which is sponsoring the lead Group C2 sports-car of the works Gebhardt team, is keen to place an order for a new 'customer' Porsche 962C. The Weissach factory was due to take the decision about its off-season customer car build programme earlier this week. If the Labatts order goes through, Canada's John Graham will be among the drivers.

■ One of the visitors to last weekend's Hockenheim 1000 meeting in Germany was Din Nassarudin, the promoter of the proposed non-championship sportscar International in Malaysia. On Sunday evening, he signed the OSCAR contract for the race, which is due to take place at Selangor on December 1, the Sunday following the Sandown Park 1000 in Australia. Mr Nassarudin has undertaken to take 20 of the European based Group C1 and C2 sportscars.

■ An Australian visitor to the Hockenheim 1000 meeting was Rusty French, fixing up a drive in one of the Kremer team's Porsches for the Sandown Park 1000 on November 24. French co-drove Manfred Winkelhock into fifth place for the team in last year's Melbourne sportscar event.

■ Former BP Motor Sport boss Les Thacker has set up his own advertising agency, operating in a similar field. Having links with a major London agency, Les can offer sponsorship management facilities, in addition to personal management of selected drivers. Leslie Thacker Consultants is at St. Andrews House, 22-28 High Street, Epsom, Surrey KT19 8AH.

■ Saab scored their first F3 victory 10 days ago at the tiny Falkenberg circuit when Thomas Danielsson took his Adena/Picko's Reynard-Saab 853 to victory over the local, admittedly somewhat weak, opposition.

■ A decision is expected this week on the homologation of the Volvo 240 Turbos in European Touring Car racing. Indications point to a rough ride for the Swedish company from FISA.

■ Apologies to Nicholson-McLaren Engines for not crediting them with preparing the DFV in Thierry Tassin's Eddie Jordan Racing March 85B in the recent Dijon F3000 report.

■ There was yet another Antipodian visitor to European saloon car racing last weekend. At Donington, Charlie O'Brien turned up intent on getting his hands on a BMW635CSi to take home to race in the Australian series next year. Charlie was also heard to enquire if a late entry for the Grand Prix support race was not out of the question . . .

■ Controversial Italian F3 entrant Enzo Coloni is rumoured to be looking closely at the possibility of getting his hands on a Dallara 385 for Alex Caffi. In addition, it seems that he also wants to move into F3000, with a March 85B for Roberto Ravaglia.

■ Alfa Romeo's replacement for the GTV6 in European Touring Car racing is expected to be the 1.8 turbo Alfa 75, although it seems unlikely that this car will be homologated and prepared before mid '86.

■ Alfonso de Vinuesa made an impressive return to Formula 3 racing at Hockenheim at the wheel of one of Josef Kaufmann's Martini MK45 chassis. The Spaniard was running second to Kris Nissen in the early stages before he collided controversially with the Dane and went into the barriers.

■ At Hockenheim last Saturday, Hugh McCraig's Ecurie Ecosse team went en masse to the scene of Jim Clark's fatal accident in 1968, where a wreath was laid on the memorial to the great Scot.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Jul 21 Silverstone (GB)	FISA Formula 1 World Championship; Marlboro British F3 Championship; Trimoco British Saloon Car Championship <i>Preview; see special supplement in this issue.</i>
Jul 21 Michigan (USA)	CART PPG Indycar World Series <i>All Unser Jr scored his second successive CART win last time out at Cleveland, and is now tying for second place in the championship with father, Al Sr. Mario Andretti will be out to make amends for lost points.</i>
Jul 21 Croix-en-Ternois (F)	French Touring Car Championship <i>Jean-Louis Schlesser will start favourite with the Rover, on what is his favourite circuit.</i>
Jul 21- Diepholz (D)	German F3 Championship; German Touring Car Championship; German Sportscar Championship <i>Kris Nissen inflicted a rare defeat on Volker Weidler last time out, although fined after a controversial incident which eliminated Alfonso Garcia de Vinuesa.</i>
Jul 21 Elkhart Lake (USA)	Walker CamAm Championship <i>A 2-litre car claimed the pole last time out, with a different 2-litre car taking the race win. The series has known better times . . .</i>
Jul 21 Pocono (USA)	NASCAR Winston Cup Grand National Championship <i>New carburettor regulations have negated Bill Elliott's early-season advantage — the Chevrolets are now back in the ball park.</i>
Jul 21 Brainerd (USA)	SSCA Bendix Transam Championship <i>Wally Dallenbach scored another success for the Mercury Capri last time out, at Mid-Ohio. Anyone beating the car at present, is doing well.</i>
Jul 27/28 Spa (B)	FIA European Touring Car Championship
Jul 27 Kyalami (ZA)	South African F2 Championship
Jul 28 Enna-Pergusa (I)	FIA European F3000 Championship
Jul 28 Donington Park (GB)	Marlboro British F3 Championship
Jul 28 Mugello (I)	Marlboro Italian F3 Championship
Jul 28 Talladega (USA)	NASCAR Winston Cup Grand National Championship
Jul 28 Portland (USA)	Camel IMSA GT Championship
Jul 29 Fuji (J)	All-Japan Formula 2 Championship

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

The sportscar boycott

The intended boycott of two rounds of the 1985 FIA World Endurance Championship, announced this week by the Group C1 & C2 sportscar racing teams (see *P&P*), underlines a number of inadequacies in the administrative structure of the sport.

The teams are furious with FISA for authorising very late date clashes between these WEC events and rescheduled Formula 1 Grands Prix. Let us say immediately that AUTOSPORT views their anger as fully justified.

The official approval by the FISA Executive Committee of the clashes reveals a cynical disregard for the wellbeing of both the sportscar teams (including factory operation run by Porsche, Lancia and Jaguar) and the FIA championship itself. The view that Formula 1 must take precedence over every other international motorsports discipline, whatever the cost, is indefensible.

AUTOSPORT is appalled that apparently no effective voice could speak for the WEC series prior to the Executive vote approving the clashes. It seems to us that the lack of proper administrative support for the WEC, within the corridors of power in Paris, stems from the absence of a body representing the interests of the teams. The FISA Endurance Commission and the recently formed Organisation for Sportscar Racing (OSCAR) are both non-political bodies, concerned only with

administration — the former from an organisational standpoint, the latter primarily pushing paper and arranging transportation for the teams.

The teams have now got together to declare their solidarity in this unfortunate affair but, had they had some properly recognised political muscle, they could have had free access to the Executive agenda prior to the Paris meeting, and the means at least to influence the Executive vote.

Neither were they able to react to the Executive decisions until three weeks after the date clashes were announced. Without efficient lines of communication, which would have been available had they had effective political organisation, they had to wait until they were all together at the next race meeting, which was Hockenheim.

Even now, their Open letter — signed by almost all the significant team directors though it is — has no formal status, and cannot be properly considered by any of the parties concerned until it has provoked an official reaction from FISA.

The conclusion is obvious: FISA will not begin to treat the WEC series with the seriousness it deserves until the teams are represented politically by a strong and efficient organisation. Such a body is not permitted to exist by FISA, and that is the crux of the matter: because the result, as we can now see, is a situation in which everybody — FISA included — is a loser.

CORRESPONDENCE

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

On the right track

A few words of praise if I may, for the organisers of Marlboro Russek Rally. The event's road book contained not only accurate maps of the stage routes for co-drivers to transfer to their own maps, but also concise instructions on what other information from the road book could also be written onto the maps.

Surely the days of organisers attempting to conceal forest stage routes are now numbered and navigators can get on with the serious business of providing their drivers with all possible information to assist not only competitiveness but safety too.

DAVE ORRICK
LANCASTER

Alright John!

It was only four years ago that I was at Silverstone and watched the whole crowd in the Woodcote grandstand rise up and cheer as John Watson took the flag to win the British Grand Prix — an outstandingly popular triumph. A year later he was second in the World Championship; still sixth in 1983 and an MBE for his services to the sport.

Have all the British enthusiasts and potential sponsors forgotten this so quickly? Yet the 1985 British Grand Prix will be at Silverstone this week and, unless there is a dramatic and miraculous change of fortune, there will be no second Toleman and no John Watson — and indeed no certainty that the drive is still his.

So come on you other supporters — let us have some vociferous support for John and for Toleman, to show Benetton and

Pirelli just who will give them the good publicity that sponsors require; or, indeed, let's go further, to arouse a new British sponsor to ensure that by the time of the European Grand Prix at Brands Hatch, we have John Watson back on the Grand Prix grid and with 100,000 spectators cheering him on.

The return of John Watson, with the right publicity, should be a major sponsorship success — surely we have a British company who would like to capitalise on this now, or at least in October?

DUNCAN CP RABAGLIATI
LONDON, SW 20

Missing details

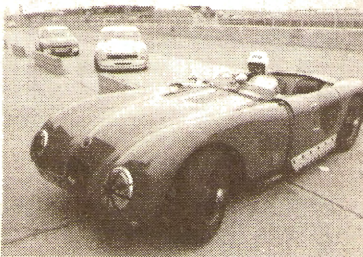
I have recently acquired the car featured in the accompanying photograph and I wondered whether I might appeal for information through the pages of AUTOSPORT.

The small amount of information passed to me (not confirmed) is as follows: Known as the MRT Atalanta Jaguar, it was built by M R Tomlinson of Sutton Coldfield in 1957 using XK 120 parts including front suspension and torsion bars. A tube frame of his own design was constructed, clothed in a body from Dick Shattock. The rear end is from Dick Protheroe, with coil springs and dampers, four radius arms and Watts linkage.

The front end of the body was, I believe, altered by Joss Davenport in 1974, to that of a C-Type, so only from the scuttle backwards is now original. The Atalanta body was of course taken directly from the famous HMW 1 so originally my car looked like HWM 1, but without the rear wing

'humps', a point to bear in mind when researching.

The car passed from Mr Tomlinson to G Phipps, also of Birmingham, who first road registered it in 1964, the current registration being BAC 705B. It then passed to others including John Harper, Mr (Anthony?) Hutton, David and Ron Harris of Chippenham, Joss Davenport and Lionel Smith.



Any information from contemporary competitors or spectators who saw it race, previous owners or their acquaintances, particularly regarding Mr Tomlinson would be most appreciated. I should be most interested to know more of Dick Protheroe's exploits and for example such things as what the significance and meaning is of the rear suspension being "from" Dick Protheroe.

A very important point I should like to know is what state of tune and specification the original engine was in when originally constructed by Mr Tomlinson.

Aside from natural curiosity I have to authenticate the 1957 birth in order to persuade the HSCC to allow it to race.

DAVID BEERE
18 ALEXANDRA RD, WINDSOR,
BERKS

Spoiling the results

May we, through your pages, ask the commentators at Brands Hatch to keep their mouths shut, concerning the results of sports outside Brands? I am referring to both the French Grand Prix and Wimbledon, where the commentator, took great delight in telling everyone, who had won. Does he not watch live TV, because he does not know who has won, preferring to watch the highlights later on, when he knows the results?

I J GOWER R GOWER
SITTINGBOURNE, KENT

Thundersports clarification

Reference Mr Richardson's letter in your June 27 issue, single seater sports cars are admissible in Thundersports providing they have full width proper sports car chassis like Clubmans, and T530.

Cars with bodywork mounted on F1 or other single-seat chassis are not eligible, ie current CanAm cars.

This has always been the case.

JOHN WEBB,
BRANDS HATCH CIRCUIT

Endurance support

I read with interest the possibility of an international series of Production Saloon endurance events being run to Group N regs (*Sports Extra*, Jul 4).

Having competed at the last two Willhire 24-hour races, I can only say that the more endurance races the better, as I believe that they are most rewarding in terms of achievement and provide a very demanding test in both driving skill and

AUTOSPORT, JULY 18, 1985

car preparation.
It had occurred to me even before your article that production saloon racing has two almost identical championships in the UK. The Uniroyal series which is better supported mainly, I think, due to the fact that the Willhire is included, and the Monroe series. Perhaps there is a case for running the Monroe to Group N regs in 1986 to allow in some European competition and also allow out-of-date cars, such as the Opel Commodore and 3-litre Capri.

I am sure that this would help grids and provide some good spectacular racing. In addition it would provide a testing ground for all those British cars built to compete in the endurance series.

I do have a vested interest in both the above points, as I believe that the Rapide Racing Klaxon supported Rover Vitesse would be more competitive in Group N.

RA IRVING
RAPIDE RACING
LONDON SE12

FF1600 code of practice

Following the serious accident in the Esso FF1600 race at Brands Hatch on July 7, when the race was stopped and the drivers were warned about failing to observe waved yellow flags, I would like to express a driver's point of view.

There seems to be the attitude to FF1600 that 'boys will be boys' and you are bound to have accidents with young hotheads at the wheel . . . until there is an accident. Then the officials call a drivers' meeting and say how this was the worst accident they'd ever seen and how all the drivers are reckless and undisciplined.

Perhaps if discipline was imposed more forcefully all the time and in every possible case, then when an accident occurs it will be a genuine accident and not a foregone conclusion. The officials cannot expect one or two drivers to drive safely and obey flags to the letter of the law if other drivers persistently go unpunished for failing to do so.

If officials and observers only rarely act on evidence of reckless driving at this level of the sport, then those slack attitudes will be carried out by the FF1600 drivers into F3, F3000 and Grand Prix racing.

DAMON HILL
LONDON SW11

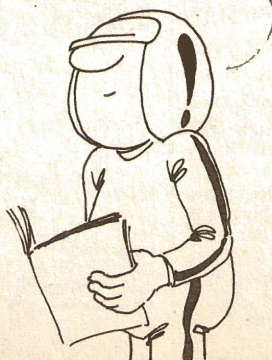
CATCHPOLE

BARRY FOLEY

SO....ALFA ARE THINKING OF A FI.
COME BACK



....PERHAPS THEY FEEL THAT EURORACING
HVRN'T BEEN COCKING IT UP IN A...



...SUFFICIENTLY PROFESSIONAL WAY.



FOLEY.

10

Ten years ago this week (AUTOSPORT, July 17, 1975) it was British Grand Prix preview time with Eoin Young profiling World Championship leader, Niki Lauda, who had claimed four of the last five races prior to Silverstone. This year, we have an almost totally opposite situation — six different drivers and five different chassis have won the last six GPs with Lauda not among them. The British GP has seldom been less predictable.

A mock version of the Silverstone chicane was due to be tested by the F1 men and this led to an amusing incident starring Brian Henton. The chicane was to be installed straight after lunch for the afternoon session as Emerson Fittipaldi had asked, but the Lotus team were under the impression that this was not to be done immediately. Henton, therefore, came hurtling up to the *Daily Express* bridge to find Wilson Fittipaldi hard on the brakes. "That's why he's so slow", Brian thought, before seeing "this row of damn red marker cones". While other drivers watched to note the effectiveness of the new chicane, Brian duly scattered all the markers like confetti.

At Mugello, Maurizio Flammini completely dominated the European F2 event, winning both heats decisively, although the race had taken on the appearance of something of a demolition derby. Of 33 competitors, 12 returned home with wrinkled tubs and seven with blown engines.

Over at Watkins Glen, Brian Redman turned in a smooth performance to win his second American F5000 race of the year.

Winner of the Cadwell BP Super Visco F3 race was Danny Sullivan, thus closing in on Gunnar Nilsson and Patrick Neve. Danny's most recent win brought in a lot more hard cash . . .



20

Twenty years ago this week (AUTOSPORT, July 16, 1965) Jim Clark (below) was doing all the winning, and Graham Hill was coming second. At the British Grand Prix at Silverstone, the Scot as leading convincingly until the closing laps when a shortage of oil saw his Lotus being caught hand over fist by Graham Hill's BRM. Hill recorded a new outright record round the Northamptonshire track, 1m32.2s at a speed of 114.29mph, although Clark managed to hold on to win. How times have changed, with the modern cars rocketing round at 160mph! It was Clark's fourth GP win of the year and he was well on course for the World Championship.

As soon as the Grand Prix was over there was a great air lift to get everyone across to Rouen for the F2 race. Clark duly won and, guess what, Hill was second again . . . Clark beating Dan Gurney's F1 record time! The two drivers had also had time to collect BRDC Gold Stars: Clark for his win at Indy; Hill for his victory at Monaco. "I wish Jim had been there to see it!" commented 'Mr Monaco'.

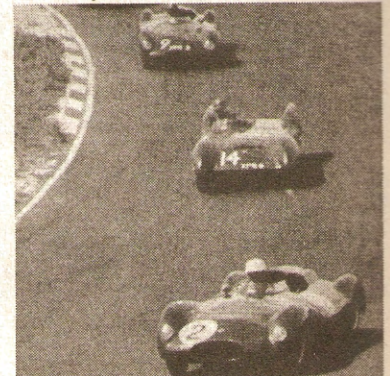


The Grand Prix men were not the only ones Channel hopping. At Silverstone Roy Pike swept to victory in the F3 event, with Trevor Blokdyk in fourth. Over in France Mr Blokdyk managed one place better behind Piers Courage and a youngster called Jean-Pierre Beltoise. One wonders what became of the obviously talented Mr Blokdyk . . .

30

Thirty years ago this week (AUTOSPORT, July 15, 1955), Britain waited for the following weekend's Grand Prix to be run at Aintree, but even so, there was plenty of racing activity to be found.

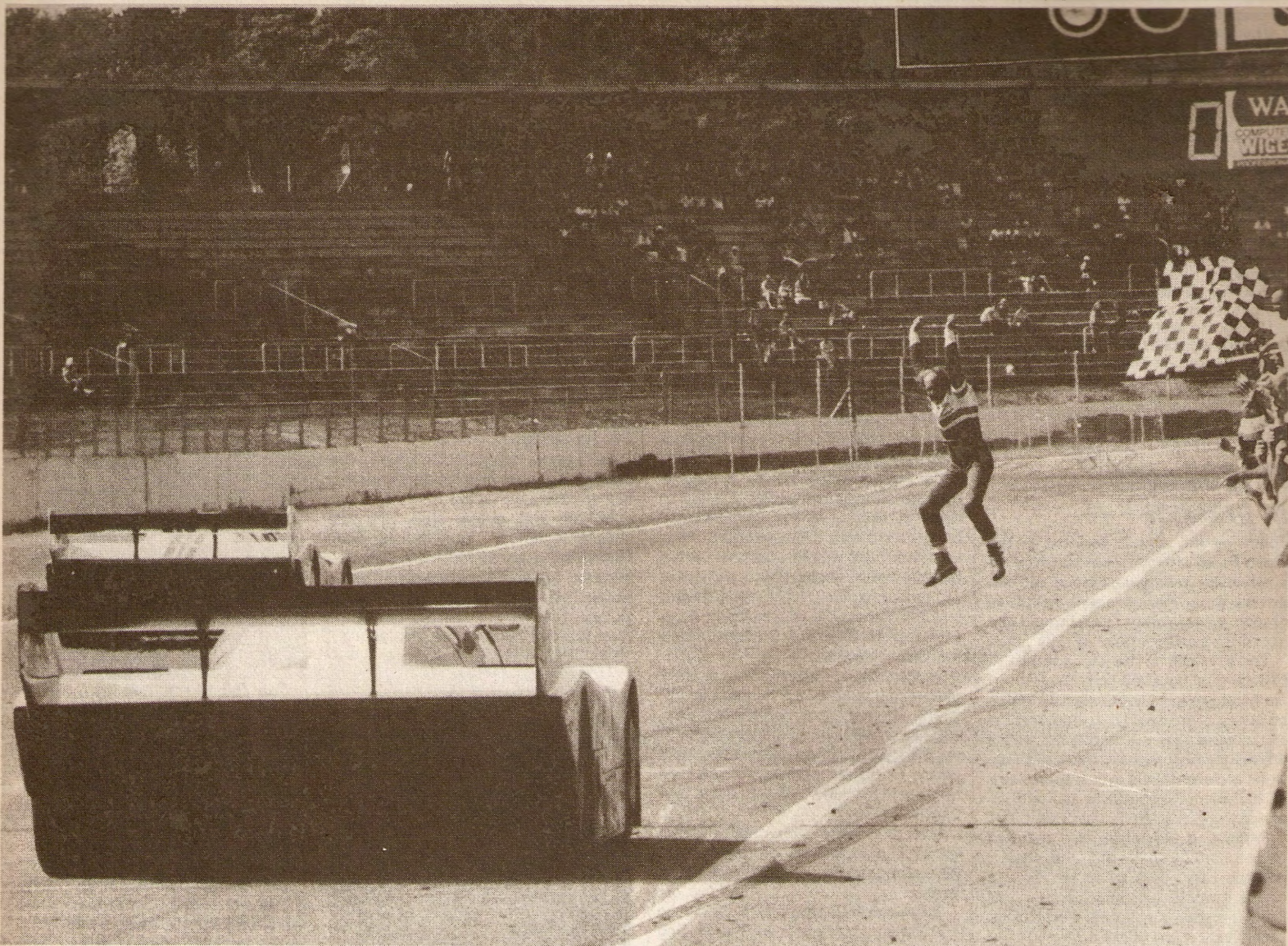
At Brands Hatch there was particularly close action, with more than a few famous names involved in the under 1200cc sports car race, where one Jim Russell brought his Cooper-Climax home well ahead of Ivor Bueb's similar car which dead-heated with a Lotus driven by Colin Chapman.



The 750MC ran their top meeting of the year at Silverstone, the 6Hr Handicap relay race, and the victors on handicap were a team known as the 'Tinlids', which featured such standard cars as a Ford Anglia, a Ford Prefect, a Volkswagen and a Fiat TV1100, belonging to EJ Mitchell, Ian Walker, Niall Campbell-Blair and Peter Anson.

A young man who was destined for greater things won the Leinster Trophy in a Lotus-MG, one David Piper (above). Unfortunately, 1955 was a bad year for racing fatalities and the event claimed the life of the promising Donald Beauman when his Connaught left the road.

Another life was extinguished, in Italy, that of Piero Valenzano, who succumbed to injuries received during the Dolomite Cup race when his Maserati went off the road. The circuitous 188 mile event at Cortina d'Ampezzo was won by Olivier Gendebien in a Mercedes 300SL, defeating Eugenio Castellotti's Ferrari.



A delighted Hans Stuck jumps for joy as the chequered flag comes out for the German's first win for the works Porsche team. There was almost a home crowd too . . .

Triumph through adversity

Last Sunday at Hockenheim, Derek Bell and Hans-Joachim Stuck scored their first sportscar racing victory together for the factory Rothmans-Porsche team. It was an unexpected triumph, facilitated by the demise of the lead cars of the Brun and Kremer privateer teams, and by a disappointing end to a competitive performance by Martini Lancia. And it was marred, in the exceptionally hot weather, by three serious fires in the pits which injured six people, among them the works Porsche team manager, Norbert Singer.

As Bell and Stuck took themselves into the lead of the World Endurance Championship, Oscar Larrauri and Massimo Sigala were at least able to prove their ability by scoring a fine second place with the Brun/Guffanti Porsche, finishing less than 40secs behind.

QUALIFYING

How we used to complain about Hockenheim for its lack of character! But that was in the days when Nordschliefe folklore was at its height, and we had not dreamed that they could get a computer to design a constant-radius race track and have the insensitivity to call it *Der Neue Nurburgring*. Suddenly this place was not how we remembered it: Hockenheim has character after all, and atmosphere too, and it cuts a path through a pine

forest instead of merely alongside one, as well as twisting a route through that still-exceptional arena. The ADAC 1000 Kms may be the only major FIA track racing International at Hockenheim this year, but the people who run this place cannot have failed to realise that they have the chance to establish it as West Germany's premier venue. Here is proof of a changing relativity: the WEC sportscar racing teams were happier to be here than at Nurburgring!

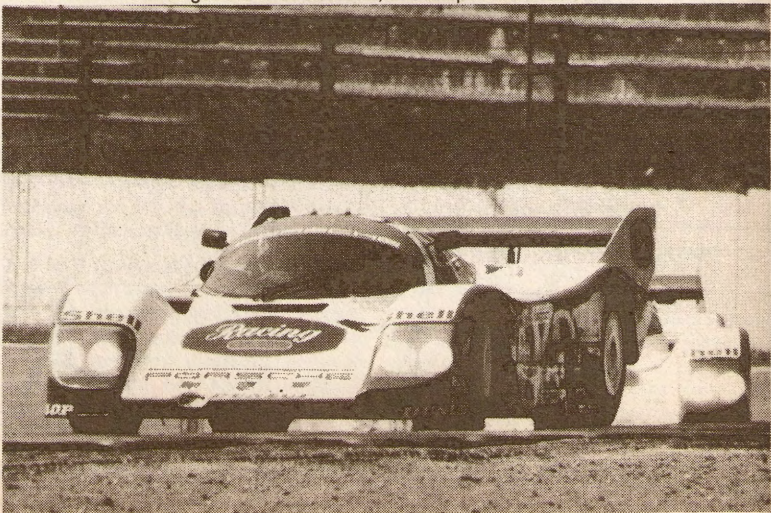
The elder statesmen among their

number, in fact, had not been here for a while: Ickx not since 1975, Bell not since 1973, Hobbs not since 1969. For them, it was like being on a new track, but in Germany just now — and especially in the Hockenheim region — the public's imagination is inspired by the cult of

youth, especially when it can promote a sense of national pride.

The Boris Becker phenomenon is sweeping all before it, and last Friday not many people came to watch the Group C unofficial practice which coincided with his triumphant homecoming in Liemen.

Hans-Joachim was on good form all weekend, and as spectacular as ever.



just a few miles down the road. Yet at the very moment that young Herr Becker was being feted in the town hall, Italy was stealing Germany's thunder on the race track: in what seemed a curious move at the time, Riccardo Patrese — commander of the first three pole positions of this WEC series — put on some soft tyres and hard boost, so that his hawkish Lancia LC2 could storm the *Motodrom* in 1:55.33. This is a 132mph average on this triple-chicane circuit, which has perhaps the two tightest and silliest artificial corners in the world.

The thinking behind this unexpected bravado was seen on Saturday, for this turned out to be Lancia's only pre-race show of strength. Having proved that he could win the pole position game if he so wished, Cesare Fiorio simply declined to play it when qualifying came under way the next day. Instead, for the first time, he kept his men on a short leash during both the official sessions, occasionally allowing one of them a set of Q-tyres, but never a big-boost pole position attempt.

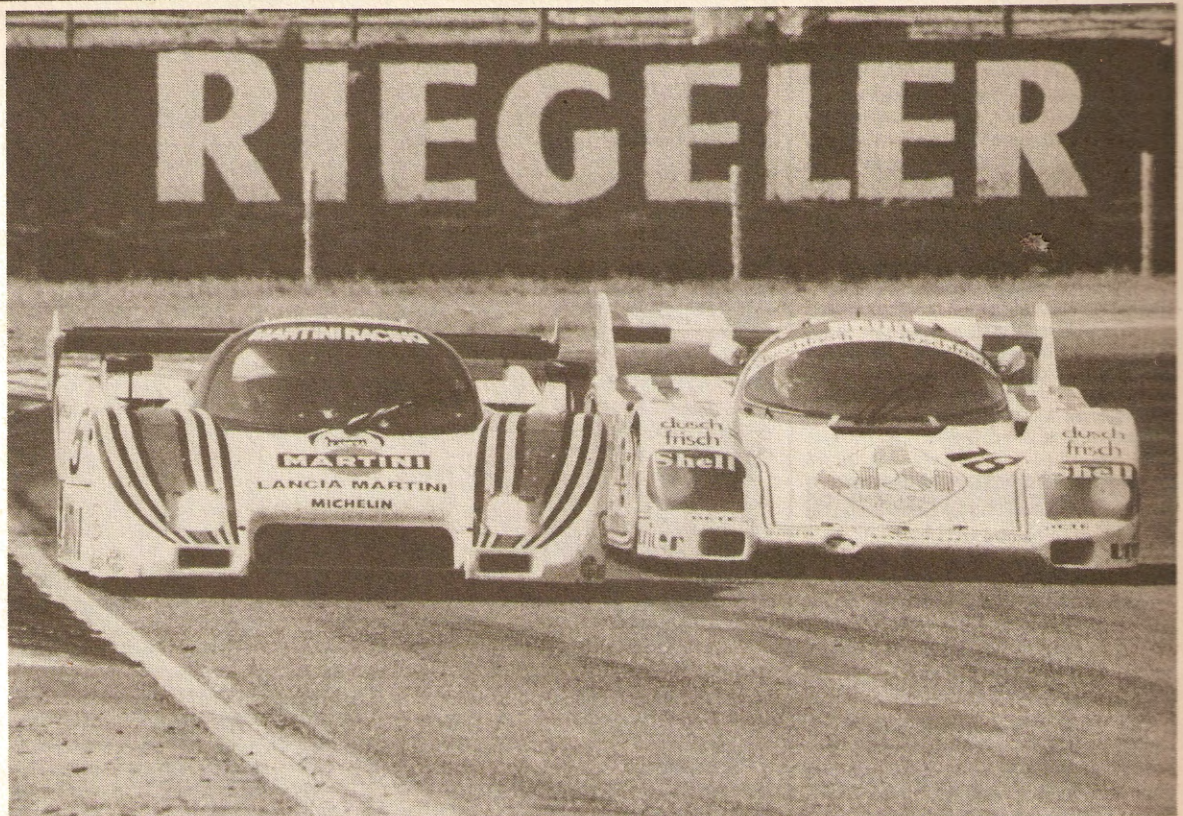
This was clear indication not of declining confidence, but of the team's determination to do well here, hopefully to beat Porsche on the German team's home soil. With a T-car also extensively in use, the four drivers spent the day running a careful and systematic programme of race tests, so as to hone their cars to a sharpness with which to slice through and beyond the Porsches ahead of them on Sunday's starting grid.

This unexpected Italian circumspection left the qualifying fight between the factory Rothmans team and its best customers.

Thanks to an exceptionally neat performance by Jochen Mass, with a clear lap, and a more spectacular effort by Hans Stuck, the works team did enough to secure the front row, and before the morning session was over. This was surprising, because neither driver was using a 3-litre qualifying engine. "It has amazed even us," commented Peter Falk, and the surprise increased in the afternoon when Stuck, running a 3-litre in the T-car, was unable to go any faster even with boost and Q-tyres; the track, after three supporting events and under an even hotter sun, was admittedly more slippery than it had been in the morning. The MIX car had to have an engine change after both sessions, first when one cylinder lost compression, later when the replacement unit sprung a water leak. Otherwise, practice for Rothmans-Porsche was incident free, instructive and unexpectedly successful.

The works team's ever-ambitious rivals were perplexed by the Saturday performance of the factory 962Cs, and some of them simply refused to believe that they were fitted with the 2.6 engines. However, such was also the case with Brun Motorsport, whose engine supply contract with Weissach stipulates that it may not use its 3-litre DRM powerplant for WEC events, even during qualifying. The Swiss owned team got around this by putting a lot of boost onto the 2.6 used by Stuck at Norisring and, fitting this unit to the Schiesser 956B just long enough for Stefan Bellof to qualify third fastest, after initial irritation caused by a Motronic fault.

The best 3-litre, in fact, was the engine powering the Kremer team's Liqui Moly 962C with which Manfred Winkelhock went a hundredth faster than Klaus Ludwig in the similarly equipped, Le Mans winning Joest New Man 956B. Manfred was also the fastest Goodyear qualifier and, on Friday, had been given some of the new American Group C radial rubber to try. However, there was not enough time to dial in the car for the radials, and the team reverted to cross-plies when the serious action got under



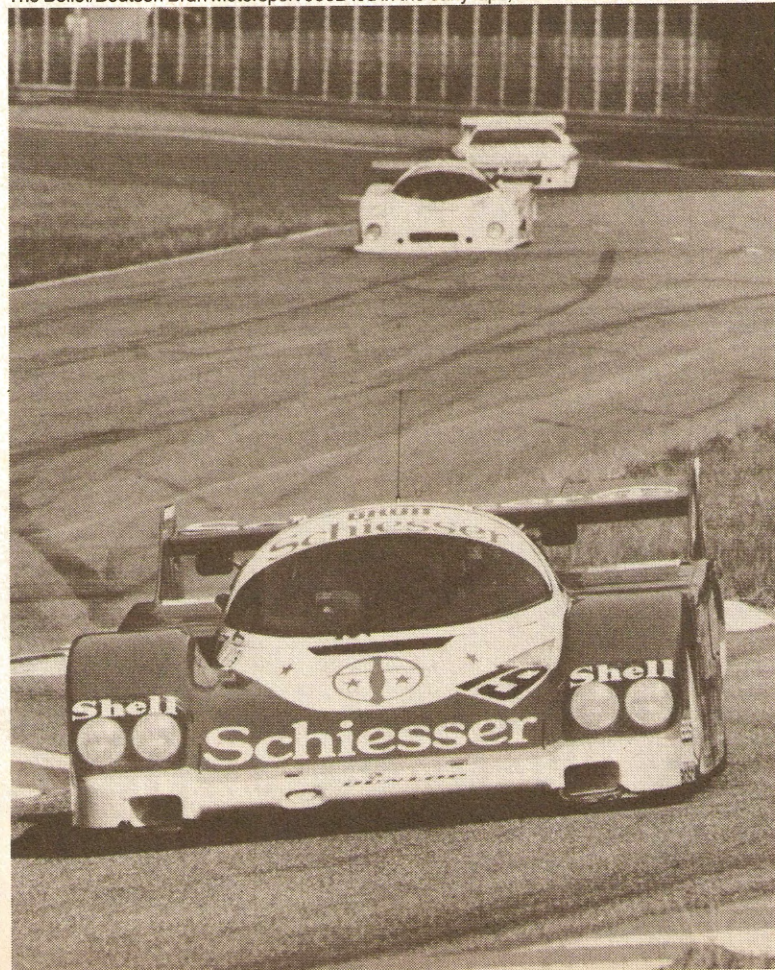
Bob Wollek and Oscar Larrauri enjoy a brief tussle. The Argentine finished second with his co-driver Massimo Sigala.

way.

In the Canon honeycomb car, Jonathan Palmer (who also tried some Goodyear radials on Friday) was hampered not only by using a 2.6, but also by the discovery that the car was curiously short of straightline speed here. Splitting

the two Lancias, the Canon team — into which new recruit David Hobbs seems to fit perfectly — found itself well over a second off the pace of the front runners, among whom there was virtually nothing to choose: the top five Porsches, indeed, were covered by 0.44sec.

The Bellof/Boutsen Brun Motorsport 956B led in the early laps, but retired after 99 tours.



The Kremer 956 which has raced this season in Pretoria Brick colours has now been sold to Dutchman Kees Kroesemeijer, and is backed by his metal recycling company, Pametex. Still run by the Kremer brothers, the car was also fitted with a 3-litre DRM motor, but the time was set with its 2.6 race engine in the second session, by newcomer Klaus Niedzwiedz. This was a reflection of remarkable progress achieved during the day by the German driver, who was in the cockpit of a 956 for the first time in his life.

The time was good enough to split the other two Brun Motorsport entries, which were the Guffanti 956 in which 'Poppy' Larrauri set a time slower than might normally be expected due to an overheating engine, and the ex-Canon Jaegermeister car, in which Gerhard Berger made a spectacular Group C debut. Not visibly chastened by having damaged the front suspension over the chicane kerbing, Berger threw that car at the corners in fine style. Niedzwiedz's much needed time in the car, however, was restricted by its absence from the afternoon session, during which it was trucked off to Zurich so as to feature in a live Saturday evening television programme with its owner, Walter Brun.

Joest Racing's second-string car, the New Man 956, was qualified a reasonably competitive 12th by 'John Winter' who was joined on this occasion by Franz Konrad and the German F3 series leader, Volker Weidler. The last of the Porsches was Obermaier Racing's car in which Hervé Regout set the time.

Now in its new Cosmik livery, the ex-Kreepy Krauly March was off the pace, showing its need for some test mileage to complete a successful conversion to Group C. Christian Danner, who brings the Porsche 956 engines and gearboxes to the new, Costas Los/Mikael Nabrink owned team, could also do with quickerco-drivers, for both the team owners are still feeling their way. In the absence of the Fitzpatrick team, the Cosmik March was the only Yokohama user here.

Jan Thoeke, who now owns the Zakspeed C8 that used to be raced in the DRM by the Zakowski team, presented the car in Kum San ginseng livery, but the car, powered by a 3.9 Cosworth DFL, is not competitive in C1. It is also scruffily prepared, and somehow it came through scrutineering without an adequate fire wall. Bringing up the rear of the C1 field, however, was the Gatoil Cheetah, both Tiff Needell and John Cooper hampered during qualifying by fuel pressure problems with the Tickford engine.

Five very evenly matched Porsches, then, at the head of a high quality field for the Duschfrisch 1000, any one of them capable of winning the race. Yet there was a new spirit of determination in the Lancia camp, and it seemed as though the Italian team was poised to do something special.

RACE

The 30deg C morning attracted a claimed 25,000 people to the track, although they looked lost in this vast concrete arena. What turned out to be a misleading guide to race form emerged from the full-tank tests in the warm-up, when the Patrese Lancia was fastest, just quicker than the Stuck Porsche and the Canon car of Palmer.

The Brun/Schiesser Porsche developed a misfire in the warm-up, and Bellof was very late onto the grid after the team had finally traced the problem to a faulty earth wire in the ignition. The sister Jaegermeister car, however, did not make it to the rolling lap at all, the crew struggling to complete replacement of the water pump, and Berger had to start the race from the pit road.

As the 36 starters were released by Jaguar Deutschland's XJS course car, the twin Rothmans-Porches held station over the last couple of hundred metres as the vanguard approached the startline, which took Winkelhock by surprise. Manfred had expected Stuck and Mass to floor it, and was himself flat on the throttle the instant the Jaguar was heading into the infield. To avoid passing Stuck before they reached the line, he had to brake hard, and this started a domino effect through the first few rows, at the end of which Larrauri was forced onto the grass in the Guffanti Porsche. It was certainly a dramatic start for the Brun team . . .

Into the first right-hander, Stuck tried to close the door on the determined Winkelhock, but Manfred just kept on coming and, after the two cars had taken much of the corner touching, the Liqui Moly 962C emerged in the lead. Bellof and Patrese also set about monsterring the works Porsches, and Stefan was able to deprive the Kremer car of the lead on the second lap.



Both the works Porsches were delayed when a refuelling stop went badly wrong.

Almost immediately, the front half of the field split into two distinct groups, with Bellof followed closely by Winkelhock, Patrese, Stuck and Mass at the head of the race, and the more cautious Ludwig heading off Baldi, Palmer and Niedzwiedz in a second bunch, lapping a couple of seconds away from the front-running pace.

Predictably, Bellof soon got his head down and the Schiesser car began to ease away, opening up a 4secs lead by the 10-lap mark. After being held up by a backmarker Patrese came past at the tail of the second-place battle, and then,

concerned about his fuel consumption, the Lancia driver eased up and was gradually dropped. He remained clear, however, of the next group, which was joined by the recovering Larrauri.

Bellof opened out the lead to over 7secs at one point, and it was expensive, for the blue car was heading pitwards as early as lap 24. Lap 26 was the most fashionable time for the first fuel halts, when both the factory Porsche drivers stopped, along with Winkelhock, Larrauri and Baldi. Ludwig eked it out one more lap, and Palmer two more, both men briefly leading the race — but

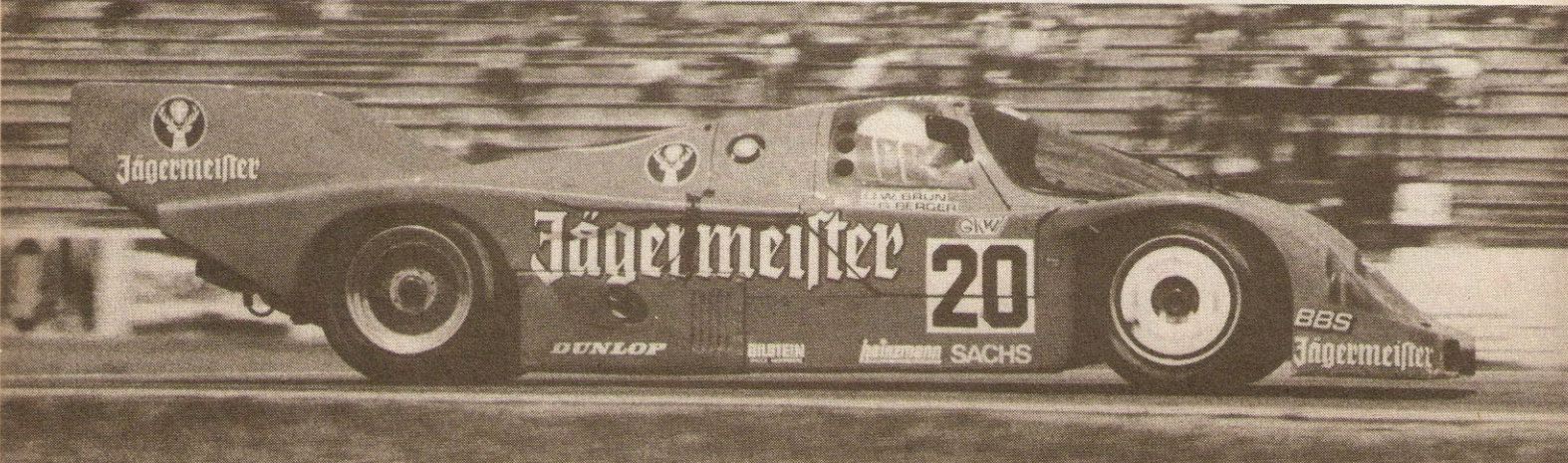
unnoticed amid the aftermath of the terrifying fireball in the Rothmans-Porsche pit. When the mess was cleared up, and the human cost counted, the atmosphere in the pits remained charged with tension, and the pits road was a frightening place to be.

After the incident (see P&P), the MIX crew was given *force majeure* dispensation to refuel from the BEST rig next door, and Ickx was ultimately able to take the car back into the race, albeit three laps down and in 17th position. Bell, the sister car having also lost time (around 40secs) because of the fire, resumed in second place but almost a minute behind Bellof, the leader staying in for a second shift. Behind Nannini in the 'hare' Lancia, Sigala emerged in a strong fourth position in front of Surer, the Kremer 962C having lost vital seconds in the pitstop when fuel vaporisation made the engine slow in restarting. By lap 30, only these five cars remained on the same lap, well clear of Barilla, Hobbs, Wollek and Brun, the last-named a beneficiary of a storming first shift by Berger from the back of the field.

With the second shifts well under way, a clear race pattern had emerged. The Brun/Schiesser Porsche of Bellof/Boutsen was the emphatic race leader, but there were doubts about its ability to maintain its pace on the fuel available. The Bell/Stuck works car looked good on fuel consumption, but its second place was threatened by the Martini Lancia of Patrese/Nannini. Tomas Vogelgesang's expert management of the Brun/Guffanti Porsche — which has often threatened to put his talented drivers into a winning position in these WEC races — had brought the car into a strong position, in touch with the race leaders and battling for fourth place with the Kremer/Liqui Moly 962C of Winkelhock/Surer.

In the second group, various factors blunted the competitiveness of cars that would normally have been in the thick of the action. The Wollek/Baldi Lancia, for the time being, was being run as a tortoise, fuel-efficient and poised, perhaps, for a second-half charge. The Ludwig/Barilla New Man 956B was hampered by a faulty turbo boost control mechanism in the cockpit, and the drivers could not screw it round to give more than 1.15 bar. The Canon Porsche of Palmer/Hobbs was also struggling to maintain a competitive pace, the tyres (especially the rears) going off very quickly, so that the car oversteered viciously. Harder rear rubber was not available from Goodyear, so the team attempted to get round the problem by cranking on more rear wing in the pitstops. This improved the handling, but made the car brick-like on the straights.

Gerhard Berger had his first Group C race, teamed with Walter Brun in the Jagermeister 956, the Austrian F1 pilot proving to be spectacular. The pair finished sixth despite two delays.

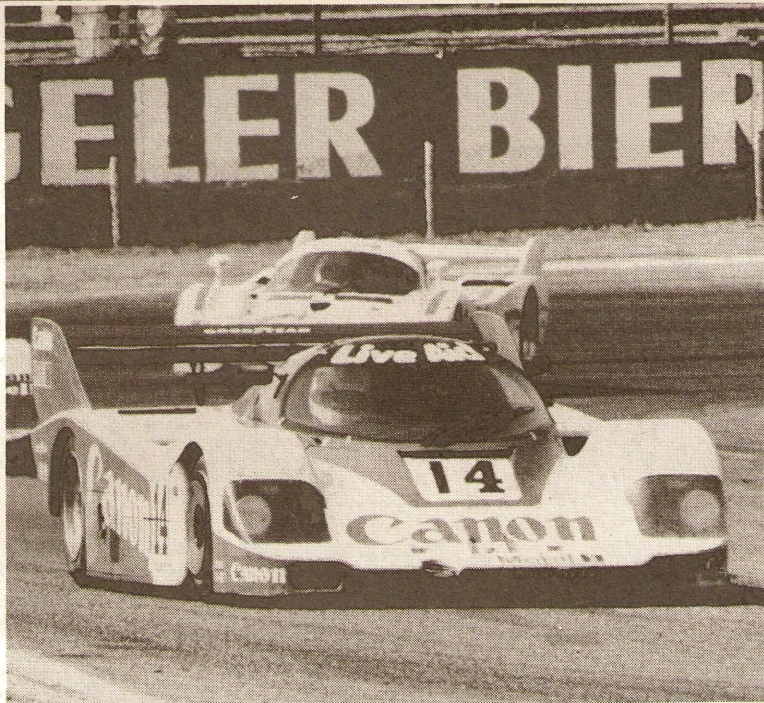


Even though these three cars were not apparently contenders, five remained to dispute the lead of what was turning out to be a delicately balanced race. Bellof made his second stop on lap 49, Nannini on lap 51, Bell and Sigala on lap 52, Surer on lap 53. With these leaders back up to speed for the third shifts, we waited to see when they would close up, but the question was answered sooner than we had expected by the appearance, on lap 62, of the Jaguar course car, which picked up the race leader and allowed its challengers to form an orderly queue behind.

At the absurdly tight chicane just before the Ostkurve, there had been a misunderstanding between 'Winter' in the second Joest Porsche and Pareja in the Obermaier team car. 'Winter', coming up fast on the Spaniard, thought he was being given room to pass, but instead Pareja cut across in front of him in the braking area. Contact was light, but enough to send the New Man car spinning into the tyre wall, coming to rest with its back end stuck up in the air on the barrier.

The course car, in fact, was quite a long time in coming, and it stayed out long after the marshals had put 'Winter' back on his feet and he had driven back to the pits, retiring with damaged front suspension and underbody. While the Jaguar was out, other marshals took the opportunity to repair the catchfencing in the first turn, which had been mowed down by a spinning Group B BMW. In all, the field was under the yellow for five slow laps.

At the restart, race leader Boutsen was immediately put under pressure by



The Canon Porsche of Jonathan Palmer/David Hobbs was hampered by tyre wear.

Stuck, with Patrese coming hard at them both, and Larrauri too. Hans-Joachim went into the lead on lap 73, and next time around Thierry made the Schiesser car's third fuel stop. Patrese came in on lap 75, Larrauri on lap 80, but Stuck was able to hang it out until lap 82.

After another delay in the pits, the Kremer 962C (less badly affected by tyre problems than the Canon car) was brought back into the frame by Winkelhock, and pinched fourth place from the Guffanti car on lap 84. At this point, however, Manfred smelled fuel in the

cockpit: on lap 86, he headed for the pits, there to become involved in the second alarming fire of the race (see P&P).

Although the Wollek/Baldi Lancia was now showing signs of turning it on, the demise of the Kremer car realistically reduced the number of contenders to four. Having had a much shorter fuel stop than the BEST 962C, after a fuel-efficient shift by Boutsen, the Schiesser 956B was back in the lead, with around 25secs in hand over Nannini, who was pursued by Bell and Sigala.

But the contenders were reduced to three cars when Bellof, on lap 100, rolled to a halt just after the Sachacurve, agonisingly only a quarter of a mile from the pits entrance. Attempting a 26-lap shift so as to get onto a better fuel schedule, Stefan had switched onto his reserve tank at the third chicane, on the home straight. As he came into the arena, heading for a pitstop, the engine suddenly cut, and his race was over. For some reason still unexplained, the car did not pick up the last few litres in the reserve.

Lap 100, then, and Martini Lancia were looking good. Nannini led by 22secs from Bell, who had 20secs on Sigala. One lap behind, Wollek was now up to fourth place and charging harder than before, pulling clear of Barille whose second shift was being hampered by a deflating rear tyre. The Canon car's own tyre problems had placed it sixth, another two laps down, the drivers beginning to look over the shoulders for the recovery approach of the MIX factory car. The persistence and skill of Mass and Ickx was now

After a dramatic race in which the C2 leadership changed a dozen times between five different cars, Ecurie Ecosse drivers Ray Mallock, David Leslie and Mike Wilds netted a fine class victory, their second of the season.

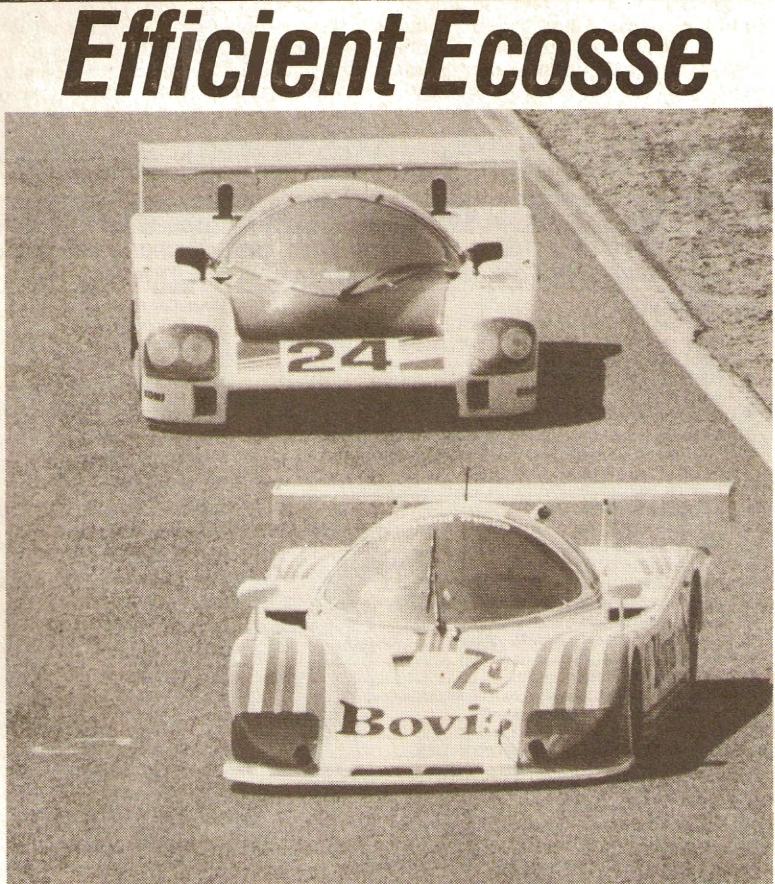
The neat little Ecosse C2-85 became embroiled in a fine battle during the opening stages of the race, swapping positions with a couple of the Albas, the Spice-Tiga and the quicker Gebhardt-Ford. Before half-distance, though, each of the cars had struck some kind of trouble.

Qualifying times proved as meaningless as ever but, for the record, it was Gordon Spice who created something of a surprise by establishing the fastest C2 time. His lap of 2m07.30s in the Listerine/Holts/Jaeger et al Spice-Tiga was half-a-second better than Frank Jelinski's fastest in the Labatt's Gebhardt JC853, this pair well clear of the main pack. Gebhardt also brought along an '84 chassis for Walter Lechner/Miroslav Ademek/Gunter Gebhardt, this now fitted with a Cosworth DFV in place of the 2-litre BMW unit. In all, a healthy total of 17 cars made the trip to Hockenheim.

Pasquale Barberio did a good job in qualifying the Cosworth-powered Alba third fastest, just ahead of the Ecosse and the newer of the Alba-Carma turbos, in which Carlo Facetti and Martino Finotto were joined this week by occasional third-string Martini Lancia driver Lucio Cesario.

It was heartening to see good progress being made by Roy Baker's Tiga-Hart team. Yet more electrical gremlins plagued the newer chassis of Will Hoy/Thorkild Thyrring/Paul Smith in the first practice but once a Lucas beaver had located the problem Thyrring was able to record a promising fourth best C2 although the team were more than a little concerned about the oppressive heat...

Jelinski jumped the blue Gebhardt into an immediate class lead but was almost as quickly in trouble. He pitted at the end of the first lap with the left-hand door not properly closed, dropping some 10 places in the process. Frank then began a superb charge so that by lap 10 he was back up with the class-leading Ecosse of Mallock.



Victory in C2 went to the Bovis Ecurie Ecosse of Mallock/Leslie/Wilds.

Ray had moved ahead of Barberio's fast-starting Alba on lap 3 but could resist Jelinski's pressure for only a couple of laps before the Gebhardt was through. Sadly, the home team's glory was short-lived. Jelinski was in the pits after 16 laps with a fuel system problem, before retiring after only 24 laps.

Mallock took the lead of the class on the Gebhardt's demise but he was soon over-

hauled first by the Alba-Cosworth (again) and then by Facetti's Alba-Carma, which displaced Barberio for the class lead on lap 20. The Totip car continued to lead through to its first scheduled fuel stop after 28 laps.

Bellm brought the Spice-Tiga in for replenishment one lap later, running third in class at the time, but Mallock stayed out a staggering 36 laps before bringing the

Ecosse in for fuel and a change of driver to David Leslie. By this stage he was more than a lap clear of both Spice and Finotto, although this was more than eaten up by the longer stop for more fuel. Leslie resumed in third place.

The next significant factor came with the appearance of the pace car. Spice and Bellm were able to keep to their 28-lap schedule by pitting under the caution period, while Richard Williams and the Ecosse crew also took advantage of the relaxed pace to top up their car. Mike Wilds was sent out in place of Leslie. Upon the restart, Bellm held an advantage of around 15secs on Wilds, but the former Grand Prix driver quickly whittled that down to less than 7secs at just after half distance.

An alternator problem then brought about an intermittent misfire on the Ecosse, which precluded any chance of catching right up with Bellm. Nevertheless, Wilds was back in the class lead on lap 84 when Jeff Hazell signalled the Spice-Tiga in for its next routine stop.

Wilds stayed on until lap 98, once again displaying the Ecosse chassis's remarkable fuel efficiency, although by this time his misfire had worsened (and the car proved reluctant to start), so the team took the opportunity of changing the battery. This longer than scheduled stop allowed Spice/Bellm back into the lead before they, too, hit trouble. A fuel system fault had developed, causing both a worsening misfire and greatly increased fuel consumption.

An early stop on lap 102 failed to cure the problem, so there remained no option but to nurse the car to the finish, Mallock making one more unscheduled stop, on lap 126, to replace a nosecone, damaged when Jonathan Palmer clipped the front of the Ecosse, and to fit another battery. Mallock, though, was able to cruise home two laps clear of the delayed Spice-Tiga, while Finotto/Facetti/Cesario at last recorded a good finish for Giorgio Stirano's Alba-Carma in claiming 10th overall.

Only four other C2 cars were still around at the finish of this gruelling race.

JEREMY SHAW

rewarded with seventh place, well clear of the Brun/Jaegermeister entry which had lost two whole laps as a result of the Kremer fire in the pits, and the ninth-place Obermaier Porsche.

The C1 field was now reduced to 11 cars. The first retirement had been that of the Cheetah, whose engine either burned or broke a piston. Next to go was the Pametex Porsche, completing the Kremer team's misery by stopping with a busted gearbox oil pump. The Zakspeed, halted in the pits approach road by a fuel system vapour lock, had received outside assistance after a gallant attempt by Thoelke to push it to his crew, but — against the rules — was allowed to continue.

At the front, Bell was homing in on Nannini when the two cars made their next routine stops almost together, on lap 104. Sigala took it up until he had to stop three laps later and, with the leaders back on the pace, it was Stuck again, the Rothmans car running 18secs clear of the Martini rival, Larrauri still in touch.

Would now be the time for Patrese to launch Lancia's main offensive? Given the apparent fuel consumption superiority of the Lancias over the works Porsches in the early-season 1000kms events, that seemed likely to be the feature of these fifth shifts, and there were a lot of people — even here — rooting for the Italians. But the reverse turned out to be the case: in fact, Hans-Joachim eased away from Riccardo, and had, during the next 20 laps, opened it out to 30secs. Patrese was being hobbled by the need for economy and, having seemed to be poised for success for so long in this race, it gradually became clear that Lancia's only hope of victory relied on a BEST mechanical failure — for neither Bell nor Stuck was about to make a mistake.

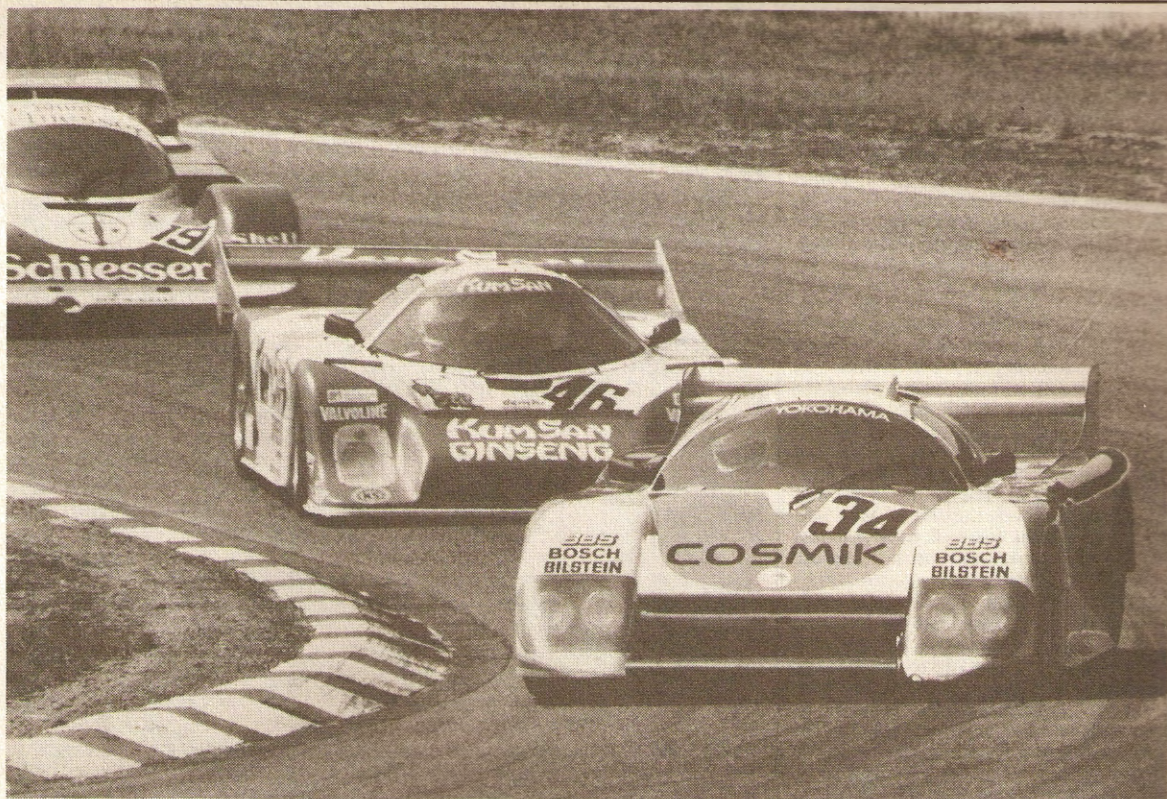
As the two factory teams began to prepare for the last fuel stops, an even more serious problem emerged for Cesare Fiorio, because Patrese suddenly began to lose about 3secs a lap. The Italian became badly affected by the heat and, absolutely exhausted, flashed his lights as he passed the pits as a plea to be allowed back in early. Fiorio called him in on lap 129, putting Nannini in the car along with the last 43 litres of the fuel allowance. Sandro cannot have had much more than 50 litres on which to drive the final 18 laps; it was hardly enough to allow him to mount any kind of challenge unless the BEST car was similarly afflicted.

Stuck came in on lap 131, Bell leaving after taking on 62 litres for the last 16 laps. After leading once more until its own last stop, the Guffanti 956 took on its last 43 litres with 14 laps remaining.

Maybe Nannini decided to go out with a bang. With Bell easing his car towards the chequered flag, Sandro cut the lead back from 47secs on lap 134 to 25secs on lap 141, repassing Sigala in the process. And then, on lap 144, with just three laps remaining, the Lancia failed to come around, Nannini stranded out on the circuit. Afterwards, team director Fiorio said that there had been a fuel pickup problem: it was unkind of some cynics to suggest that this was caused by an absence of fuel.

Bell, therefore, merely had to drive on to the finish, where he was welcomed by an emotional co-driver, who achieved his first victory as a factory Porsche employee. The winning car, averaging about 46 litres for each 100kms, was one of the most fuel-efficient in the race. Sigala was in no position to stage a late attack in the Guffanti car, which finished the race with 3 litres left in its tank, a sign of high-quality race management from Herr Vogelgesang.

The surviving New Man Porsche came



The Cosmik March of Mikael Nabrink/Costas Los/Christian Danner suffered fuel pressure problems throughout, retiring after 118 laps.

on strongly towards the end, beating the Wollek/Baldi Lancia (also a fuel-efficient car) to third position by 16secs. In fifth place came the Canon Porsche, after a long, hard struggle by both drivers, especially during Palmer's last shift. Fifteen laps out from the end, Jonathan lost third gear, and then the transmission began to make noisy death-rattles. Right at the end, Palmer suddenly could not get the gearlever engaged,

but eventually he found a cog — fifth — and staggered across the finish line just after Bell had taken the flag.

The ex-Canon car of Berger/Brun was sixth, seriously delayed by the fire in the pits, and the Obermaier car seventh, having survived an 'off' when Regout misjudged one of the chicanes and dinged the nose.

The recovery by Mass/Ickx was halted when a turbo failed; they could have

continued but, with no prospect of series points, understandably had no heart for it.

Like the Zakspeed, which had the problem for the entire race, the Cosmik March suffered from fluctuating fuel pressure as well as short tyre life. Ultimately it was the fuel feed that defeated the car, which was stopped out on the circuit when the race leader had only two laps to drive.

HOCKENHEIM(D)

Jul 14, Duschfrisch 1000, FIA World Endurance Championship of Teams, round 4/FIA World Endurance Championship of Drivers, round 5 — 147 laps — 620.91 miles

Pos	Drivers (Nats)	Class/Car-Engine	Tyres	Result	Qualifying	Pos
1	Derek Bell (GB) Hans-Joachim Stuck (D)	C1 2.6t Porsche 962C	D	5-23:00.68	1:55.30	2
2	Oscar Larrauri (RA) Massimo Sigala (I)	C1 2.6t Porsche 956	D	5-23:40.59	1:58.54	9
3	Klaus Ludwig (D) Paulo Barilla (I)	C1 2.6t Porsche 956B	D	145 laps	1:55.62	5
4	Bob Wollek (F) Mauro Baldi (I)	C1 3.0t Lancia LC2-85	M	145 laps	1:57.88	8
5	Jonathan Palmer (GB) David Hobbs (GB)	C1 2.6t Porsche 956 GTI	G	143 laps	1:57.81	7
6	Gerhard Berger (A) Walter Brun (CH)	C1 2.6t Porsche 956	D	142 laps	1:59.36	11
7	Herve Regout (B) Jurgen Laessig (D) Jesus Pareja (E)	C1 2.6t Porsche 956	G	136 laps	2:03.26	13
8	Ray Mallock (GB) David Leslie (GB) Mike Wilds (GB)	C2 3.3 Ecosse-Cosworth 285	A	134 laps	2:11.79	19
9	Gordon Spice (GB) Ray Bellm (GB)	C2 3.3 Tiga-Cosworth GC85	A	132 laps	2:07.30	14
10	Carlo Facetti (I) Martino Finotto (I) Lucio Cesario (AUS)	C2 1.8t Alba-Caroma AR6	A	131 laps	2:12.66	21
11	Edgar Doeren (D) Helmut Gall (D) Uwe Reich (D)	B 3.5 BMW M1	D	125 laps	2:21.12	31
12	Claude Haldi (CH) Rolf Goering (D) Michael Krankenberg (D)	B 3.5 BMW M1	D	122 laps	2:23.26	36
13	Max Payne (GB) David Andrews (GB)	C2 2.0 Ceekar-Cosworth BDX 831J	A	119 laps	2:22.38	33
14	Jens Winther (DK) David Mercer (GB) Martin Birrane (GB)	C2 3.5 URD-BMW C83	A	118 laps	2:19.70	30
15	Harald Grohs (D) Kurt Koenig (D)	B 3.5 BMW M1	G	109 laps	2:18.42	29
16	Robin Smith (GB) Richard Jones (GB) Max Cohen-Olivar (MOR)	C2 3.3 Chevron-Cosworth B62	A	96 laps	2:14.89	25
NC	Jan Thoelke (D) Harald Becker (D)	C1 3.9 Zakspeed-Cosworth C-8	G	77 laps	2:08.39	17
NC	Paul Smith (GB) Roy Baker (GB) Mike Kimpton (GB)	C2 1.7t Tiga-Ford GC 284	A	72 laps	2:17.15	27
R	Riccardo Patrese (I) Sandro Nannini (I)	C1 3.0t Lancia LC2-85	M	143 laps Fuel pickup	1:57.10	6
R	Jochen Mass (D) Jacky Ickx (B)	C1 2.6t Porsche 962C	D	122 laps Turbo	1:55.18	1
R	Christian Danner (D) Costas Los (GR) Mikael Nabrink (S)	C1 2.6t March-Porsche 84G	Y	118 laps Fuel pressure	2:08.32	16
R	Stefan Bellof (D) Thierry Boutsen (B)	C1 2.6t Porsche 956B	D	99 laps Fuel pickup	1:55.43	3
R	Manfred Winkelhock (D) Marc Surer (CH)	C1 2.6t Porsche 962C	G	86 laps Fuel leak (fire)	1:55.61	4
R	Jean-Pierre Frey (I) Marco Vanoli (CH)	C2 1.8t Alba-Caroma AR2	A	81 laps Gearbox	2:14.88	24
R	Walter Lechner (A) Gunter Gebhardt (D) Miroslav Adamek (CS)	C2 3.0 Gebhardt-Cosworth 843	A	75 laps Gearbox	2:14.55	22
R	Jens Nykaer (DK) Holger Knudsen (DK)	C2 3.5 Nykaer-BMW	A	59 laps Engine	2:22.57	34
R	'John Winter' (D) Franz Konrad (A) Volker Weidler (D)	C1 2.6t Porsche 956	D	55 laps Accident	2:01.25	12
R	Klaus Niedzwiedz (D) Kees Kroesmeijer (NL)	C1 2.6t Porsche 956	G	55 laps Gearbox oil pump	1:59.19	10
R	Will Hoy (GB) Thorkild Thyrring (DK)	C2 1.7t Tiga-Ford GC285	A	54 laps Camshaft drive	2:14.79	23
R	Hubert Striebig (F) Michel Dubois (F) Noel de Bello (F)	C2 3.0 Rondeau-Cosworth 379C	A	38 laps Driveshaft	2:15.40	26
R	Pasquale Barberio (I) Paulo Giangrossi (I) Maurizio Gellini (I)	C2 3.3 Alba Cosworth AR3	D	36 laps Engine	2:10.49	18
R	'Victor' (I) Angelo Pallavacini (CH) Luigi Taverna (I)	GTX 2.8t Porsche 935	D	31 laps Engine	2:21.15	32
R	Frank Jelinski (D) John Graham (CDN) Manuel Reuter (BR)	C2 3.3 Gebhardt-Cosworth 853	A	24 laps Fuel Pressure	2:07.84	15
R	Louis Descartes (F) Jacques Heuclin (F)	C2 3.5 ALD-BMW	A	21 laps Gearbox	2:22.87	35
R	Tiff Needell (GB) John Cooper (GB)	C1 5.3 Cheetah-Aston Martin G604	A	9 laps Engine	2:11.83	20
R	Martin Wagenstetter (D) Kurt Hild (D)	C2 3.0 Lotec-Cosworth	D	9 laps Fuel pressure	2:17.91	28
NS	Martin Schanche (N) Stanley Dickens (S)	C2 3.3t Strandell-Porsche	A		2:16.03	NQ

Tyres: A-Avon, D-Dunlop, G-Goodyear, M-Michelin, Y-Yokohama.

Fastest Lap: Bellof, on lap 4, 2:00.66 (126.01 mph). **Group C2:** Jelinski, 2:12.48 (114.77 mph). **Group B:** Grohs, 2:21.49 (107.47 mph).

Drivers Championship: 1, Bell & Stuck, 62pts; 3, Mass & Ickx, 51; 5, Ludwig, 46; 6, Winkelhock & Surer, 45; 8, Barilla, 40; 9, Palmer, 39; 10, Nannini, 30; etc. **Teams:** 1, Rothmans Porsche, 72; 2, New Man Joest Raining & Martini Lancia, 38; 4, Kremer Porsche Racing, 33; 5, Richard Lloyd Racing, 33; 6, Brun Motorsport, 28; etc. **C2 Drivers:** 1, Spice & Bellm, 90; 3, Mallock & Wilds, 55; 5, Payne, 34; 6, Winther, 32; etc. **C2 Teams:** 1, Spice Engineering, 70; 2, Ecurie Ecosse, 40; 3, Carma FF, 31; 4, Ark Racing/Arthur Hough Pressings, 28; etc. **Next rounds:** Mosport Park, Canada, August 11.

Dark side of the lens

Jeff Bloxham has been Chief Photographer of AUTOSPORT for the past eight years and, having admired and enjoyed his work, I was delighted by the idea of trailing along behind as he gave me a condensed training session for a day.

In fact, we ended up spending a little longer together, since our first attempt met with total disaster when the Belgian GP at Spa was postponed due to the track surface breaking up (partly because of the beautiful weather). So we moved on to the Formula 1 tyre testing at Silverstone where, of course, we faced less helpful weather, and consequently trickier lighting conditions . . .

I should mention that I have been taking mediocre pictures of racing cars since I was 10 years old. My father is a documentary film director specialising in motor cars, so I had a good initial photographic education, and was fortunate sometimes to get access to privileged positions to shoot from. But time, improved equipment and old age seem to have done little to raise my standards . . .

Of all the things Jeff said to me over the two days, my first question, and his answer, seemed to me to set everything in perspective.

I asked him where the best place to shoot from might be at Silverstone, expecting him to direct me to some niche from which guaranteed exciting pictures would come. His answer was, "It depends upon where the sun is . . ."

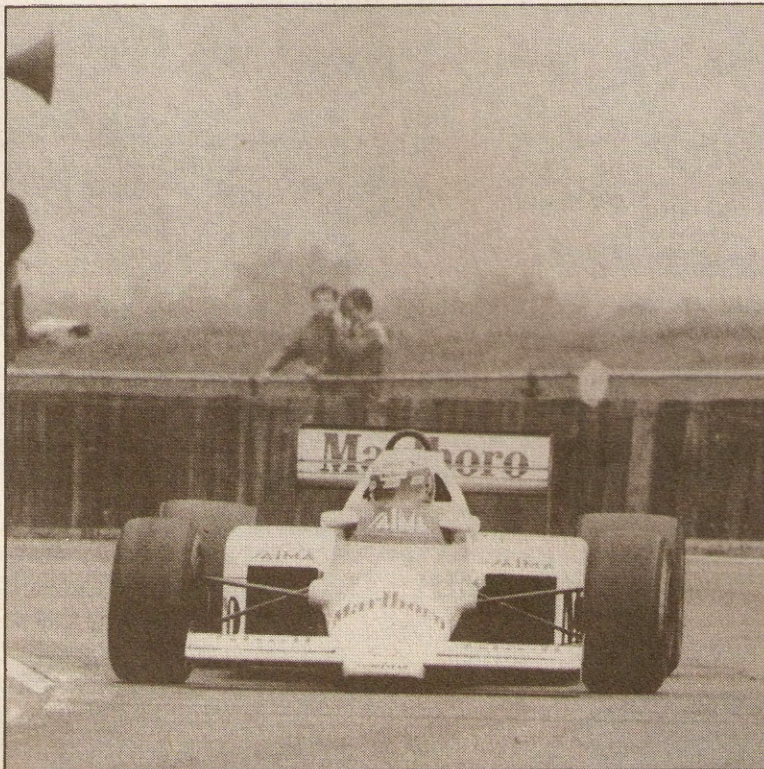
Now, of course, this sounds like rule one of photography, to shoot with the sun behind you — but it is exactly the sort of thing someone like me forgets immediately upon opening the trunkloads of wonderful equipment. And even the best camera cannot be expected to make nicely balanced pictures in situations where the human eye is squinting.

Of course, rules are made to be broken, and there are innumerable situations where unusual lighting produces sensational pictures, but I began to realise that these are usually carefully thought out, and are not simply lucky snaps that anyone might have got if they'd been there at the time . . .

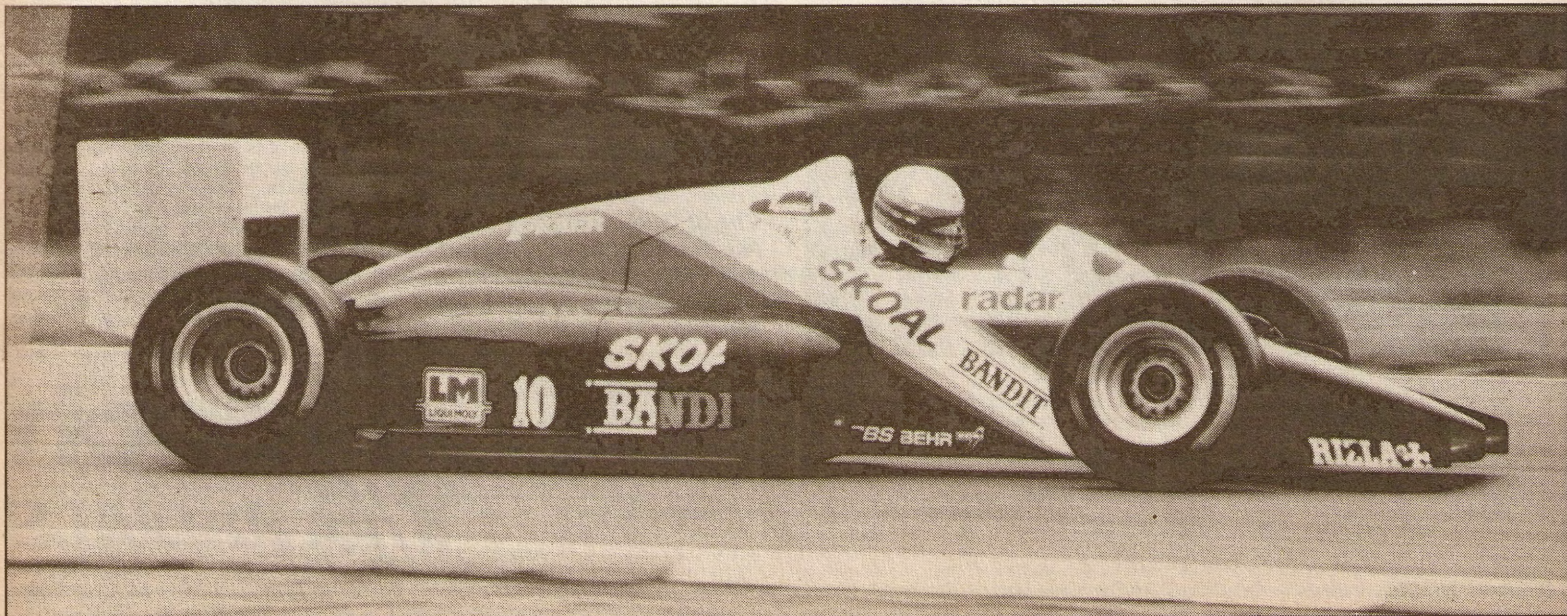
So we started with the pits.

There is no doubt that a two-year stint with the parachute regiment is the ideal training for a motorsports photographer . . . This became apparent when I was issued with suitable kit (photography, for the use of), courtesy of Olympus Cameras — and they specialise in the lightweight ones! All would be easy if the equipment remained in the back of a car but, for a Grand Prix, a full assault course is provided in the shape of a wide variety of fences to scale, crosscountry hikes, and an opposing army of ticket enforcers — and naturally it is impossible to get a car nearer than half a mile from the spot from which you want to shoot. Jeff Bloxham, whose apprentice I became for a day, reckons that 40lbs is around the weight he might have to carry to do the job properly . . .

Prost at Copse. A crowded bank would greatly enhance the background.



Prefocussing and 'panning' have captured Winkelhock from the inside of Copse. Different timing may have improved the background, but note the difference from the above shot at the same corner.

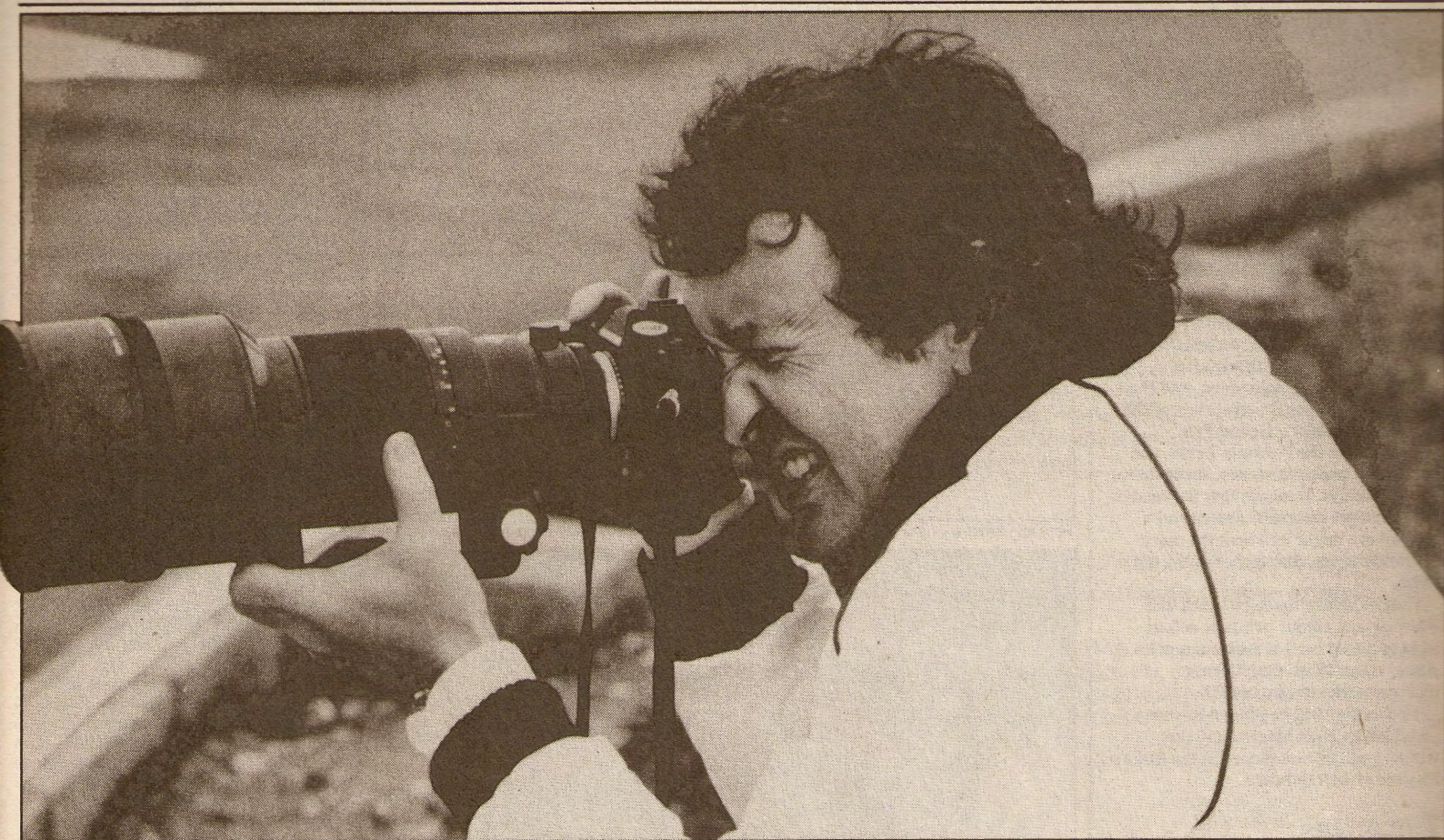


Since this obviously involved more close-up work we left the big telephoto lens behind and worked with a 24mm f2.8 wide-angle and a 35/70 zoom. We also took the Trip AF, which is an absolutely ideal camera in this sort of situation. With crowds around, there is often only an instant to grab the gap through which can be seen the moment when a driver throws a wild punch at his mechanic, after his wheel has fallen off! And even the time taken to focus can ensure that your instant opportunity to join the ranks of hard-bitten, professional press photographers has been lost forever . . .

One of my failings, particularly in the morning, was a tendency not to shoot enough film. It seems silly to have £500 worth of camera hanging around your neck and begrudge a few quid's worth of stock to get results, but after 30 minutes my counter was only on five. I think Jeff was into roll number four! If you shoot lots of pictures, you will probably get a few good ones; if you shoot few pictures, you tend to get a few bad ones and that's all! If you keep snapping, you'll sometimes get situations on film that you never even saw at the time.

The wide-angle lens gives great effects close up, but you need a certain amount of nerve to force the camera through the driver's visor. I wouldn't recommend this technique unless you know him quite well! Consequently the 35/70 zoom is a useful lens for moving in from a more discreet position, and some very nice portraits of the drivers can be taken quickly and easily without adding to their already overstressed workload.

Jeff pointed out that turning the film rewinding handle is a better test than opening the back to discover if the camera is actually loaded! Again, it sounds obvious (or perhaps unnecessary if you are particularly methodical) but, if you are carrying a number of cameras, it is all too easy to forget what film is in which camera. I used the purpose-made frame on the back of the camera to slip in the film box top as a clear reminder of what was inside. Again it helps to stick to one type and speed of film throughout — or two if you're shooting black and white and colour.



Go get them Floyd! Nick battles with one of the heavy zoom lenses that motor sports photographers are burdened with. A case of Masonic handshake maybe?

Really the worst part of the pit lane exercise was the hoots of laughter from various rather rude racing folk at the sight of me dripping with cameras trying to look like a professional . . .

Generally, the pit lane and paddock gives an opportunity to look for the candid shots (the mechanics, tyres and equipment), the cars themselves, and of course the personalities — drivers, team managers and designers.

Many of the uniforms worn by the drivers and their teams seem designed specifically for colour photography — and the sight of Keke Rosberg surrounded by the Williams mechanics is fairly radiant even on a dull day! And, of course, nothing but colour can do real justice to that Ferrari racing red.

After the pits, we set off for Copse Corner — setting up on the inside of the circuit. This time we were using the 85/250f5 telephoto zoom lens. As the power gets higher, the depth of field diminishes, and I spent some time trying to sort out the point at which I wanted to shoot the picture, focusing and then learning to pan with the car until it came to the correct point. With an auto-wind, and a slightly more prodigal film budget, I could take two or three shots as the car came into the right area, which gave me a little more margin for error. However, my mistake was a tendency to shoot too early, and it is hard for a small dot lost somewhere in the background of a desolate race track to convey the excitement and drama of motor racing!

By now I was learning to shoot more film — and in consequence ran out, suffering the humiliation of borrowing from Jeff, who, meanwhile was looking for a slightly more unusual shot, or was hell-bent on a suicide bid. He seemed to be trying to become the clipping point for the cars leaving the pits . . .

I let him do this on his own.

It's interesting to note, however, that one point can produce various different views at a track, and a good choice here

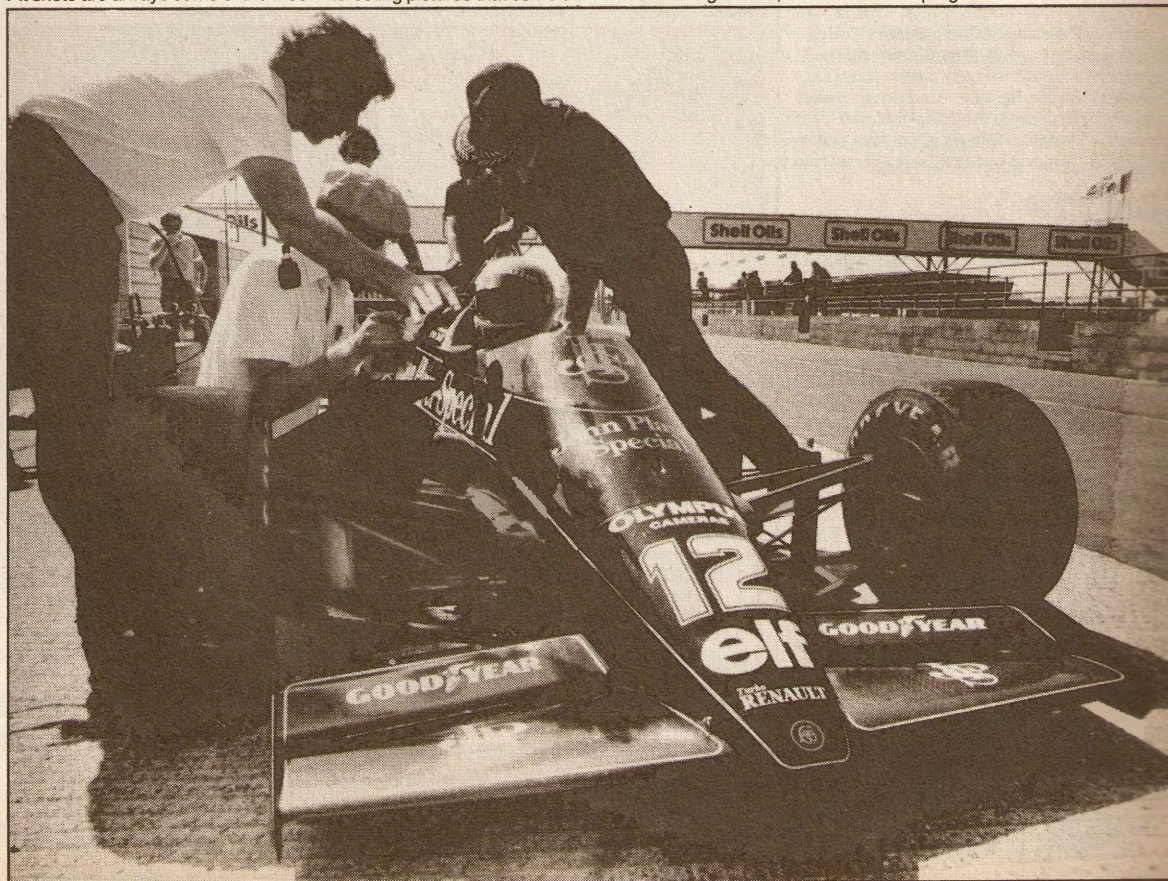
can make a considerable difference to the results. A car leaving the pit lane relatively slowly can make a better picture than one absolutely flat out, frozen side-on.

We then moved round to the chicane, and I had my first attempt with the

350mm f2 lens. Now, this definitely separates the men from the boys. Even if I lifted it up, my trembling arm ensured a total failure, but eventually I discovered a technique to enable me to point and shoot long enough to get some pictures. It is just an unfortunate fact of photo-

graphic life that, to get those high-speed close-ups, you need lenses that can give you a large aperture and a high shutter speed. Jeff recommended 500th sec and, with a 250th as minimum. Even with the fast (400 ASA) film, we were using

Pit shots are always some of the most interesting pictures that come out of race meetings. Here, Senna notes his progress.



AUTOSPORT/OLYMPUS CAMERAS GRAND PRIX PHOTO CONTEST

Many AUTOSPORT readers attending the British Grand Prix this weekend will no doubt be taking cameras to capture Britain's biggest motor sport spectacle. In our exclusive competition, your pictures taken on the day could win one of a number of superb prizes in our AUTOSPORT Grand Prix Photographic Competition, run in conjunction with Olympus Cameras.

Grand Prix atmosphere

The theme of the photo competition is simply 'Grand Prix Atmosphere'.

This brief gives huge scope, and the winning entry may illustrate one of the thousand facets of a Grand Prix meeting, be it the Formula 1 cars, the crowd, the paddock scenes, static shows or air displays. It means that the reader with a simple compact camera and a shrewd eye might well beat the more elaborate equipment owner to the top prize.

Entries can be made on black and white prints, colour prints or colour slide material, with a maximum print size of 10ins x 8ins. Only 35mm transparencies are acceptable.

The entries will be judged by our panel led by Nick Mason, and the winners will be announced in the August 29 issue of AUTOSPORT.

The prizes

The very latest Olympus equipment will be awarded to the top four prizes and includes the highly acclaimed Olympus OM-40 Program, the new Olympus AFL-S Quickflash and the ever popular Olympus Trip AF, now famous for the George Cole/David Bailey television commercial.

1st prize

Olympus OM-40 Program SLR camera and Eveready Case which offers program, auto and manual metering. A brand new metering system which automatically compensates exposure in tricky lighting conditions, makes photography simple, and the addition of a compact 35-70mm f3.5/4.5 zoom lens makes for a really compact yet highly versatile system.

2nd prize

Olympus OM-40 Program camera, complete with Zuiko 50mm f1.8 standard lens and eveready case, a superb package for the first time SLR owner.

3rd prize

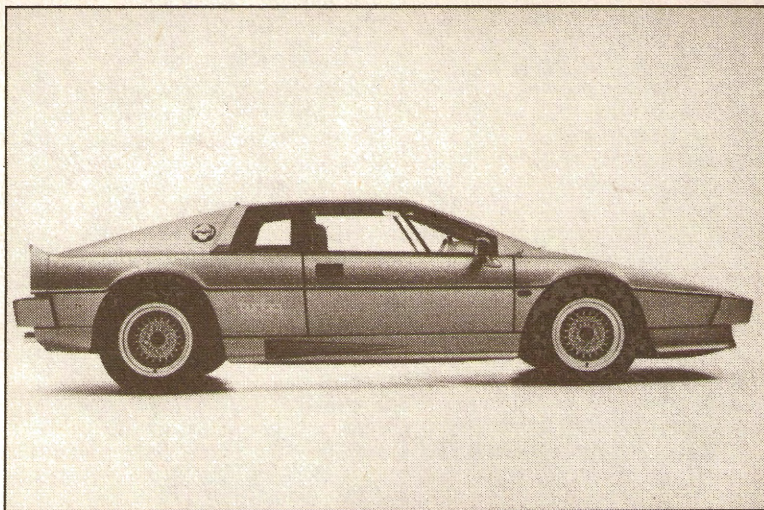
Olympus AFL-S Quickflash. The auto everything compact camera with autofocus, autoexposure, auto load, auto wind-on and auto rewind. In addition the camera has a built in flash with an impressive 1.5 second recharge time, and the entire camera is powered by a five-year lithium battery.

4th prize

The ever popular Olympus Trip AF now with auto exposure and auto focus for complete simplicity. Low light warning and built-in flash complete the specifications and provide simple yet impressive, performance even to the photographic novice.

5th-10th prize

Olympus exclusive 'Racewear' umbrellas and sweatshirts. In addition, the first four prizes will gain automatic entry into the 'Buy Olympus, Win a Lotus' competition in which a Lotus Esprit Turbo worth £23,000 is waiting to be won.



First four prize-winners gain automatic entry to the 'Buy Olympus, Win a Lotus' competition.



The OM40 (above) is Olympus's acclaimed multi-function 35mm SLR, while the Quickflash (below) features a rapid recharge time of just 1.5 secs and five year battery.



The rules

1. The Competition is open to all amateur photographers in the UK. The photographer can enter any number of entries.
 2. Entries must depict the brief 'Grand Prix Atmosphere' and should be on black and white or colour print material or 35mm colour transparencies. Each entry should be clearly marked with the entrants name and full address. Print size should not exceed 10ins x 8ins.
 3. Only entries sent with a suitable stamped addressed envelope will be returned.
 4. Every care will be taken of pictures submitted for this competition but no liability is accepted for loss or damage.
 5. Employees or relatives of employees of Haymarket Publishing Ltd or Olympus Optical Co (UK Ltd) are not eligible to enter.
 6. The judging panel will consist of Nick Mason, the Editor and Chief Photographer of AUTOSPORT, and representatives of Olympus. The winners will be announced in a future issue of AUTOSPORT. The judges' decision is final and no correspondence will be entered into.
- Send entries to: AUTOSPORT/Olympus Cameras Grand Prix Photo Contest, 2-8 Honduras Street, London EC1Y 0TX to arrive no later than first post August 8, 1985.

£5.6/f8 due to the dull weather. To obtain these parameters, the solution is a large main lens element, and that means bulk and weight . . .

Of course, it is important to remember (I didn't) to set your camera on manual/spot or to ensure that it is set for shutter speed priority. Otherwise all your calculations are ignored by your clever camera, and beautifully exposed blurs are likely to result.

Again, focusing is critical due to depth of field, and the technique of setting up (prefocusing) and waiting for the car to come into field is the skill to acquire.

Later, I mounted the camera and lens on a monopod — and this definitely makes life easier. A monopod has all sorts of advantages over a tripod. It is so much lighter to carry, easier and quicker to put up (particularly in a crowd) and, with a suitable top, can be used as a shooting stick. I am sure it can also be used as an offensive weapon — and there's probably a model that you can keep half a pint of brandy in . . . It also enhanced my appreciation of the marginally different cornering lines taken by the drivers — since one had a very clear visual reference to the car's position as it came round the corner. Ayrton Senna and Keke Rosberg were the men to watch!

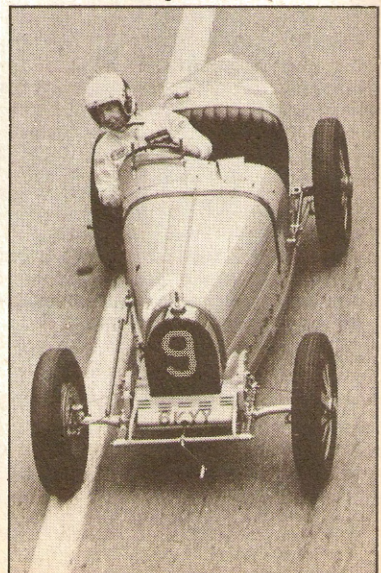
By now, the rain had begun to settle in, and again Jeff was prepared with a chamouis leather to cover the camera, and a long jacket through which he could 'flash' his camera in a rather dubious manner . . . but very necessary if you're covering something like the GP at Estoril, where the rain was torrential throughout the race.

The other skill that is clearly a slowly acquired one is the ability always to be ready to shoot. In motor racing, drama happens very quickly, and often lasts only a split second: a corrected slide on some oil, a raised fist, a passing manoeuvre, usually followed by the feeling 'I wish I'd got a picture of that'. The professionals usually have got a picture, almost without realising they've done it. But my camera is still dangling round my neck.

Eventually the day was over, and so another crosscountry hike was required. By now, everything seemed just a little bit heavier (and the boxes sharper!), but eventually we were packed up. My thanks to Jeff for a very enjoyable and instructive day — and Olympus for the use of all that marvellous equipment . . .

Now: shall I upgrade my 75/150mm to 85/250?

Mason — the vintage racer.





At last, the 190E 2.3-16 is available in the UK. The 16 valves beneath the bonnet make all the difference.

The best Mercedes yet?

As long ago as May 1980 Daimler-Benz and legendary engine designer Keith Duckworth (of Cosworth DFV fame) joined forces to develop an engine that would help remedy Mercedes' rather staid public image. This 16 valve engine, based on their 2.3-litre, fuel-injected, four-cylinder used in the 190/190E and 200/230E models, was first fitted in late '82 and Mercedes have now produced the

5000 units necessary for racing homologation. And, for the first time, the 190 2.3-16, is now available in right-hand-drive form for the British market.

The most important difference between the 2.3-16 and its 190 stable-mates comes under the bonnet, the relevant alterations being: a light alloy cylinder head with twin overhead camshafts and

four valves per cylinder; electronically controlled ignition and idling; mechanically/electrically controlled fuel injection; air bathed injection valves; and an oil cooler fitted as standard.

There currently appear to be two popular approaches to increasing power output: by turbocharging, and by the use of four valves per cylinder. Mercedes and Cosworth Engineering chose the latter,

finding that 16 valves means more flexibility — no lag, you see!

Fitted with a close ratio five-speed 'box, output figures of 185bhp (at 6200rpm) and 235Nm of torque (at 4500rpm) translate to a top speed of 145mph and 0-100kph (0-62mph) acceleration figures of 7.5s.

Externally, the 190E 2.3-16 has received aerodynamic treatment with the adoption of bibs, skirts and spoilers all round. There are new alloy wheels too, and it comes in either anthracite or a silver/gold metallic. ABS antilock braking, limited-slip differential and self-levelling area suspension are standard.

On the road the 2.3-16 is a thoroughly enjoyable car to drive. Great fun. There is plenty of oomph at any point on the rev range, and putting one's foot down is rewarded with a lovely growl and spritely acceleration. Roadholding is particularly good for a four-door saloon of its size, no doubt aided by its 205/55 VR rated tyres. The steering is, unfortunately, a little vague, but once used to it, the car can be thrown around in easily controllable slides with little difficulty. The only other snag in its driving characteristics is that the springing on the close-ratio 'box is a little unhelpful, with faulty location a possibility during early acquaintance.

Inside, the seats are comfortable and multi-adjustable, heated too, and offer a good driving position. The pedals are well spaced with a welcome foot rest on the left, and the instrumentation clear and comprehensive, if not all that attractive.

Place your order now and you could become the owner of one of the 200 2.3-16s that are scheduled to be imported into Britain before the end of the year. The only foreseeable stumbling block could be the price: £21,045, roughly £4000 more than BMW's 535i for example, but due to rarity value and the fact that it is such a fine and enjoyable car, Mercedes dealers will certainly sell every 2.3-16 that they can lay their hands on. It is a very fine car.

BRIEFLY

■ The Reliant Scimitar (both GTE and GTC) is no more . . . This popular and innovative tourer is finally being wound down, after 20 years on the market, since its launch as a 2+2, 2.5-litre coupe back in 1965. The Tamworth concern's attention is being concentrated on the Scimitar SS1, with a European spec one on the way for '86 and one for the USA for '87. Long live the Scimitar . . .

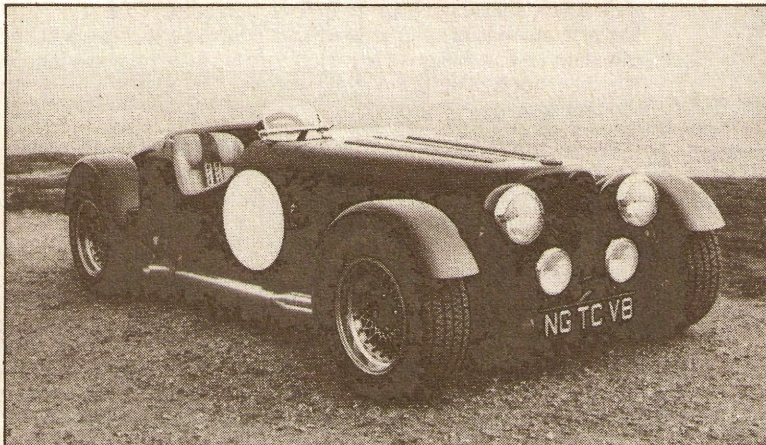
■ The Ford Escort continued to rule the roost in June, with its stablemate the Fiesta narrowly taking second place from Vauxhall's Cavalier. Overall sales figures for the first six months of the year are infinitesimally down on last year's record, with imports rising from 55.88% to 58.72% for the period.

JUNE TOP 10

1 (1) Ford Escort	12,680
2 (3) Ford Fiesta	10,603
3 (2) Vauxhall Cavalier	10,569
4 (4) Ford Sierra	8,013
5 (5) Austin/MG Metro	7,052
6 (6) Vauxhall Astra	5,869
7 (8) Austin/MG Maestro	4,920
8 (9) Ford Orion	4,473
9 (7) Austin/MG Montego	4,329
10 (-) Volvo 300 Series	3,998

Figures courtesy of the SMMT.

■ Special oils for turbocharged engines seem to be all the rage these days. The latest version to go on sale in Britain is Valvoline's Turbo V, an SAE 15W-40 oil. These 'turbo' oils are designed to cope with the huge temperatures that now build up in turbos, since the oil no longer carries away the heat. So, turbo or not, this oil offers protection.



Acres of bonnet, bags of torque and blinding acceleration. Just like a big Lotus 7.

Master blaster

I can't think of a cheaper or more enjoyable way to reach 150mph. Down on the Hampshire coast at Milford-on-Sea live NG Cars, and up to now they have satisfied themselves with making MG T Series look alike. Now they have something special . . .

The NG TCR is a racer that is loosely clad as a road car, but its appearance doesn't fool many. It's long, low and mean looking, with an attractive boat-tail. Based on their NG TC V8 model, no mean vehicle itself, the TCR features: a chassis lowered by 1½ins; an SD1 conversion pack (Carter 400 carburettor,

241 Crane cam and a tuned 4 into 1 exhaust system); uprated and lowered front and rear springs; lowering blocks for the front and rear suspension; telescopic dampers; and alloy louvred panels on the bonnet.

Don't expect to have a complete, ready-to-roll bolide for your money, however, as NG Cars are a kit car company. You will need to provide an MG front subframe, a Rover SD1 engine, five-speed gearbox and propshaft, MG pedal box and steering column; plus instruments and sundry electricals. Combine this with the £2940

(plus VAT) cost of the kit plus roughly 200 hours of construction time and Bob's your uncle . . .

Goggles on, handbrake off and you're away. The mildly tuned Rover engine purrs contentedly at low revs. There's torque aplenty. Show it an open road and a touch of the 'loud pedal' and you're off. The set-up is hard, racing-style actually, and cats eyes joggle the car's occupants around. But corners come and go with nary a moment of doubt. The wide 7in by 15in tyres and modified suspension keep the TCR glued to the road, comprehensively. A glance at the speedo reveals that you're travelling at a far greater velocity than you had imagined. Did you really take that corner at a three figure speed? This is fun.

It's hard to decide which is more phenomenal, the vicious acceleration or the glorious sound being expelled from the exhaust next to your right ear. Whatever, the NG TCR is a thoroughly sorted car that can provide the customer with electric performance at an entirely reasonable price.

Anyone with a modicum of engineering know-how should be capable of putting one together, especially when armed with the 36 page construction manual provided by NG Cars. If you want to see one in action before you put down your deposit, why don't you attend a round of the *Kit Cars & Specials* racing series for kit cars and see Chris Alford put one through its (exceedingly rapid) paces.

My final word of advice is: 'Don't order one'. The reason for this is that I don't want anyone ahead of me on the waiting list!

NIGEL ROEBUCK

Goodbye and thanks for all the fun

"Come in out of the rain and have some soup," called the friendly voice, and I turned to see David Purley's smiling face peering round a caravan door.

This was post-race Zolder in 1977. It was pouring down, as it had been most of the day. Gunnar Nilsson had won his first Grand Prix, which lifted some of the gloom, but everyone was keen to get out as soon as possible.

For David the afternoon had been memorable for the fact that briefly he had led the Belgian Grand Prix in his privately-entered Lec. Granted, the circumstances had been freak — he had been in front for a couple of laps because he stopped later than most to change tyres — but he had led.

Later in the race Lauda was striving to hold off Nilsson, and afterwards complained to Purley that he had held him up, caused him to spin. From a discreet distance I witnessed this interview. Now, in the shelter of the caravan, I asked David about it.

"Oh, he said I was in his way — that rabbits like me ought to stop to let aces like him through . . ."

So what did you say to him?
"I told him to buggor off! I told him that if an ace in a works Ferrari couldn't pass a rabbit in a Lec without spinning, he wasn't a bloody ace in my book . . ."

At the next race, Anderstorp, Purley turned up with a white rabbit sticker on his car. Even the Rat had to laugh.

Over the weekend at Paul Ricard a good deal of time was given over to Purley stories, for he was held in high affection and regard by all who knew him. I heard the news of his death with great sadness but no real surprise. In an era of legislation to protect people from themselves, David's attitude to life was hardly mainstream.

"I don't suggest we should race in shirtsleeves and linen helmets, or drive cars that aren't safe as they might be. That would just be stupid. But once you're toggled up as well as possible, strapped into a good, sound, car, it's just you against the other blokes, your skill against theirs — and frankly I don't think you should be able to make mistakes with complete impunity.

"If you're on a dangerous track you just make damn sure you don't put a wheel off. If you do, you know you're done. For me, that was the added spice of a place like Rouen or the Nurburgring . . ."

Over the years other drivers, uncomprehending, have suggested that Purley's

apparent fearlessness was abnormal, that perhaps he had a death wish. The same was said of Patrick Depailler, whose thinking was very similar. And I don't believe it was remotely true of either.

If a man is genuinely, medically, without a sense of fear, he has no need of courage. Bravery is surely the overcoming of fear, an entirely different matter.

Certainly David liked to test himself. Do you think, I asked him once, you're attracted to things simply because they're dangerous?

He was silent for a few seconds before answering. "If I'm being totally honest about it, I would have to say yes, I suppose I am. I loved those F3 races at Chimay, for example. Public roads . . . no guardrails . . . very quick. I used to be very frightened there, and I think — in my case, anyway — you have to be a little bit frightened to drive a racing car properly. I think that's why I've never been much use in practice. I have to be tensed up and nervous to go quickly.

"I don't want to die in a racing car, God Knows. One day I want to be a fat old businessman with my own team! But for me there is a lot of satisfaction in the thought that I'm alive because of my own skill, my own ability to cope. I don't want to see Formula 1 become slot car racing."

Purley had no doubts that his racing philosophy had its roots in his time in the Army — particularly serving with the 'Paras' in Aden. Towards the end of the final evacuation there, he remembered that things got very hot.

"We had everything chucked at us — mortars, grenades, Kalashnikov sub-machine guns — and nothing ever frightened me so much. I think probably I learned to control my fear there. I was a young officer, and you couldn't let it show. You had to say, 'Come on, lads, let's get 'em' and all the rest of it.

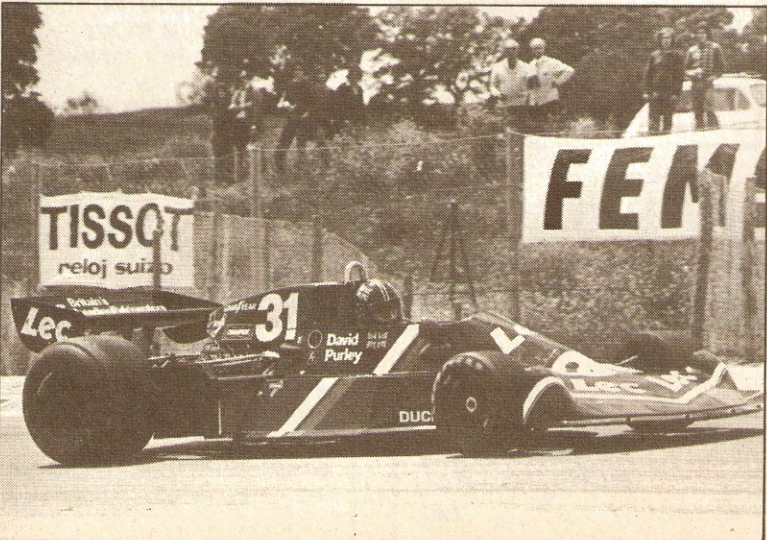
"It was the same with parachuting. When you're standing in an aircraft by an open door at night, 800 feet up, the plane bucking around in the slipstream and so on, that's very scary. Everyone would be standing around, yawning from fear, cracking very un-funny jokes and so on . . ."

"Quite honestly, after that motor racing was a bit of an anti-climax."

It was in the dreadful circumstances of Roger Williamson's fatal accident at Zandvoort in 1973 that the name of David Purley became known across the world, a face he rather resented. Television viewers everywhere witnessed his attempts to release the trapped driver from his burning March.

"What surprised me, if you want to

Sadly, there was neither the money — nor, as it turned out, the time — for the Formula 1 Lec to be properly developed. This is David at Jarama in early 1977.



know, is that no other drivers stopped to help. There was all this talk of 'Purley desperately trying to rescue his friend' and so on, but that wasn't the case. I didn't know Roger well at all. What happened was purely a reflex action. In Aden, if one saw a burning tank one tried to help the people inside, and it was exactly the same at Zandvoort. A matter of a man needing help. That car burned for several laps, and all the 'safety crusaders' just kept on bombing through the accident scene . . ."

David had no recollection of the accident. He remembered neither stopping the car, running across the road nor anything else. What maddened him was the marshals' inability to tackle the fire.

"If you want to talk safety, that's where I do have strong views. One of those guys was wearing a plastic mac! If he goes near that car, he's dead, isn't he? And something like that I found totally unacceptable. If a bloke does have an accident, he should have the right to expect that everything possible will be done for him."

He was a tough man, a genuinely tough man, but also compassionate and kind with a laconic sense of humour. A few years ago he got involved in a Land Speed Record project, which sadly came to nought when Professor David Gosling, the man behind it, died in a motorcycling accident. Purley anticipated the car with relish.

"It's just a long torpedo tube, really, with a tail about six feet high. Weighs five tons, has 6000 horsepower. All being well, it'll break the sound barrier, which is about 760mph at Bonneville."

At the time no car had been through the sound barrier, and no one quite knew what would happen when one did. Art Arfons, planning a similar device, had said he would first send his car through by remote control, then — if all had gone well — drive it through himself. David, predictably, reacted to that with some impatience.

"What's the point of that? Surely the whole point is to be in the car when it happens for the first time, isn't it? We know that when an aeroplane goes through the sound barrier, the air is dispersed on all sides. But when a car does it, what happens to the air underneath? That's the big question . . ."

"Something like this can never be truly safe, of course, but the car's specification will include a Cranfield Safety Capsule, which I will sit in — it's like a sort of heavily reinforced egg. If anything goes wrong and the car starts to break up, the capsule spills out and rolls.

"We've calculated, actually, that it would roll for about four miles . . . I mean, I'd lose consciousness but I'd be all right."

Part of the attraction of being involved in something like this was that David felt it would do something for the country's pride. He never subscribed to the view that patriotism was an outmoded virtue, and was maddened at the reluctance of British companies to sponsor home-grown drivers and teams.

Love of country, however, was one thing. He wanted his Lec Formula 1 project to be as British as possible, but not at the expense of competitiveness. By mid-1976 — a year before Renault arrived in Grand Prix racing — he had a shrewd suspicion that turbos were the way to go, and had already contacted the Régie about the possibility of supplying him with engines.

In racing terms his biggest regret was that he never drove a competitive Formula 1 car. The Lec-Cosworth project was inevitably under-financed, and had a sadly short life. Anyone at Silverstone that day in 1977 will remember the terrible silence over the place as news of Purley's accident came in. Although he somehow survived the colossal impact with the bank at Becketts, he never raced regularly again, and he missed it.

"I can't find anything else in life that gives me the same buzz as racing," he would say, "but aerobatics gives me a lot of pleasure." He had bought a Pitts Special, and it was in this aircraft that he died.

He loved to tell 'flying stories'.

"I went down to Nigeria once, on a Lec sales trip with another bloke. I was 17, and hadn't had my licence long. We went all down the western coast of Africa in this single-engined Comanche 250, and as we were getting towards Sierra Leone we had to fly over swamps for about 500 miles. One morning we took off very early, at about five, to see the crocodiles eating.

"I was flying very low — about 300ft — and as the sun came up so, too, did the temperature. The engine began to misfire! I remember that vividly, the two of us sitting there with sweat running off the end of our noses . . ."

"Eventually, after I'd turned on all the emergencies, we gained a bit of height and the engine began to clear itself. I started giving out Security Calls to Freetown, which is what you're supposed to do if you've got a minor problem and you're a bit worried about it. I didn't get any answer the whole time.

"Finally we landed at Freetown on this grass runway. Out came a black man with an immaculate white suit on, terribly la-di-da, and he says, 'Oh, good morning, gentlemen, have you been trying to contact us?' I said, 'Yes, actually, for about the last two hours.' And he says, 'Oh, sorry. I've been out the back making the tea!'"

"We'd gone there to watch the crocs eating. We could have had a very close view . . ."

Some people will read this without beginning to understand David Purley, and what made him the man he was. Some will perhaps conclude that he got what he was asking for, that an early death was inevitable for a man who so embraced risk. To them I have nothing to say. I liked him for his absolute honesty and integrity, about racing — "People found cheating should be out for two years, at least" — as well as everything else.

Once I mentioned to him the words on Peter Revson's ID bracelet: 'Everything is sweetened by risk'.

"That's it," he responded at once. "That's it, exactly . . ."



The nimble McLarens of Lauda and Prost strive to overtake Rosberg's Williams. Below: Renault are down to the weight limit with the RE60B, but Tambay still found a shortage of grip on his way to sixth.





Despite pressure from Harald Demuth's Audi Quattro, Sweden's Kalle Grundel took victory in Germany with the Peugeot 205 Turbo 16.

The Swedish lion

Driving his French prepared Peugeot-Deutschland 205 Turbo 16, the young Swedish driver Kalle Grundel took his most important victory yet in Germany at the weekend. In an entry boasting no fewer than 13 graded drivers, only Harald Demuth ever came close to defeating the Swede. Indeed, but for repeated turbo pipe problems on the second leg, it would have been a very close run battle indeed. Young David Llewellyn really got to grips with his Quattro for the first time in Germany, taking a brilliant third spot from the young Belgian Marc Duez, who finished one stage on only two tyres.



Another Swede proved victorious, this time in Gp A, Kenneth Eriksson taking the spoils.

Group A Challenge

This rally was also the seventh round of the European Group A Challenge, attracting all the leading contenders. But Russell Gooding's Rover — lying second on the Challenge — went out on the very first stage. The leader, too, was in trouble early on, Michele Rayneri finding that the new Pirellis which had been supplied for the Totip Jolly Club Ritmo had weak sidewalls. He suffered some five punctures.

It was another young Swede, Kenneth Eriksson, who led the group in his Opel Kadett GSi, the similar car of Ola Stromberg

having withdrawn after he lost some 20mins with fuel pick-up problems.

Harri Toivonen was at last having a much better run in the West Ritmo until the exhaust broke on the second day and both he and Cede Wrede were overcome by fumes and had to withdraw. Stefano Fabbri in the sister car did at least survive to the finish, but only eighth in Group A after tearing off the front suspension at one point.

Gp A Challenge: 1, Rayneri 55pts; 2, Eriksson, 40; 3, Gooding, 27; 4, Lindholm & Fabbri, 23; 6, Jonsson, Argue & Lareppe, 20.

The start of the Hunsruck was once again in Trier on the banks of the Mosel. Kalle immediately took the initiative on the first 12km stage, where Erwin Weber's rally got off to a dreadful start, putting the Opel Euro Team Manta 400 off the road on just the third corner of the stage, and damaging the steering and front suspension. He dropped back to 143rd position before repairs could be effected.

Harald Demuth soon charged into the lead taking advantage of a dust free run with his Austro-Italian STV Audi Quattro, having at long last picked up some Euro points with his recent win on the Barum Rally. But Grundel was never far away, having slipped only 16secs back on the first four stages. Andrea Zanussi in the West Team Lancia held a strong third from Marc Duez in the old Schmidt Quattro with the three Brits fighting for fifth: McRae just edging his AC Delco Manta 400 ahead of Llewellyn's Audi and Russell Brookes in the Andrews Manta.

The other West Team Lancia of Mauro Pregliasco was already in trouble, Mauro having crossed swords with the local police force having been caught speeding at 120kph in a 50 limit. He was lucky to be in the rally still, although well down the field as a result of 4 mins road penalties picked up while arguing with the fuzz. Shortly after that, poor Mauro lost more time when the gearbox stuck in fourth, the Lancia requiring a 'box change.

As the day drew to a close the heat became more intense and Jimmy McRae's engine was beginning to over-heat. Thus it was decided to change the cylinder headgasket before the overnight halt back in Trier. On the last couple of stages Demuth's engine, too, was sounding sick, so the turbo was changed, his overnight lead some 18 secs.

The Saturday morning restart was at the unholy hour of 6.00am. Zanussi, seemingly, failed to wake up, for on the first stage he put the Lancia off the road and into some rocks, damaging the radiator. At the next service the engine was so hot it was impossible to replenish the radiator fully. Not surprisingly, he was stopped on the next stage with headgasket failure. The very first stage of the day also saw Demuth lose his lead when a poorly refitted turbo to intercooler pipe came adrift, drastically reducing power output. This happened twice more before another pipe was cut to size to prevent the problem, but by then Harald had lost any real chance of victory, unless the Peugeot driver should pick up a puncture.

Grundel was taking things carefully and rather than risk a puncture he was using M & S where much of the opposition was risking slicks on the mixed concrete and gravel stages. Marc Duez's co-driver gambled on slicks for one long 28km stage losing Marc his third spot as the Quattro limped off the stage



Llewellyn — a superb third.

with the front right and rear left tyres destroyed completely. The Quattro also needed a new front strut as a result.

Jimmy McRae now moved the AC Delco Manta up to third, just 30secs ahead of Brookes, but both were under pressure from a flying Llewellyn, who even put in a couple of fastest times. Jimmy was eventually forced into making a mistake and met with an infamous 'hinklestein' bending the rear axle so badly that the mechanics were unable to remove the halfshafts. Russell Brookes was in problems too, his engine running at 95° when Weber's similar car, but with fan fitted behind the rad, was keeping to 80°-85°. Eventually, Brookes's car blew out all its water, the anti-freeze making it almost impossible to see through the screen which was eventually changed. Obviously the headgasket was now leaking and Russell could only pray that the engine would last out the day, and could do little to prevent being overhauled by the Quattros of Llewellyn and Duez.

HUNSRUCK RALLY (D)

Jul 11/14, European Rally Championship, coefficient 3

1 Grundel/Diekmann	Peugeot 205 Turbo 16	B	5h17m45s
2 Demuth/Radaelli	Audi Quattro A2	B	5h21m09s
3 Llewellyn/Short	Audi Quattro A2	B	5h28m38s
4 Duez/Lux	Audi Quattro A2	B	5h29m49s
5 Brookes/Broad	Opel Manta 400	B	5h32m04s
6 Weber/Wanger	Opel Manta 400	B	5h34m05s
7 Pregliasco/Cianci	Lancia Rally 037	B	5h43m11s
8 Petersen/Bockelmann	Opel Manta 400	B	5h44m39s
9 Eriksson/Melleroth	Opel Kadett GSi	A	5h49m56s
10 Tuomi/Schneppenheim	Citroen Visa Mille Pistes	B	5h55m38s

European Championship: 1, Cerrato, 361pts; 2, Biasion, 165; 3, Demuth, 151; 4, Tabaton, 144; 5, Grundel, 140. **German Championship after 6 of 10 rounds:** 1, Grundel, 150pts; 2, Brusck, 110; 3, Petersen, 102.

Audi's supercar is destined for Ulster

Audi's new supercar, the evolution Sport Quattro, will make its tarmac debut in the hands of Michele Mouton on the British Midland Ulster Rally. The striking new car — exclusively profiled in last week's AUTOSPORT — is currently being stripped and rebuilt at Ingolstadt, following its Olympus Rally debut when Hannu Mikkola won the American event with ease, and will venture to Ireland next week with a view to some pre-event testing. Two of David Sutton's mechanics have stayed behind in Germany following the Hunsruck Rally and will be accompanied back to Britain by three of the Ingolstadt staff plus an engineer.

"The car will be the same as the one that Hannu drove," explained Arwed Fisher in Monday, "but we shall obviously be fitting tarmac suspension. We spent a lot of time testing the new car in Corsica earlier this year, and we will be using the settings that we decided at that time. It is possible that there will be some changes after we have run the car in Ireland before the rally."

Irish fans were treated to Britain's first taste of the original Sport Quattro on last year's Ulster Rally, on that occasion the



Pretty it is not, but Michele Mouton will demonstrate the new Quattro's potential in Ulster.

car being driven to a convincing win by Walter Rohrl. Now they will be able to view the evolution version — significantly designated the S1 — at close quarters. This will be no publicity exercise either, for the new car is firmly aimed at eradicating the disadvantage that Audi have had with their front heavy Sport Quattro this year.

But the news will offer little boost for Malcolm Wilson's hopes of obtaining the Sport Quattro in Mouton's place. "The 'old' car will stay here," continued Fisher. "I don't know what plans Audi Sport UK have for Wilson. All we are planning is to enter the Ulster Rally with our new car and we may also do the same on the Manx."

Record breaker Mouton

Michele Mouton won the Pikes Peak hillclimb last weekend, the first time that either a woman or a rally car has done so. Having tackled the event last year, Audi sent Mouton and the Sport Quattro for a second attempt at the 12 mile course in Colorado. On this occasion, Mouton tackled the event alone — last year she had Fabrizia Pons alongside — and broke the two year old record by 13secs, causing something of a stir throughout America.

Team manager, Roland Gumpert explained afterwards that the car was that used by Walter Rohrl in Corsica and that last year's outing had been useful in setting up the on-board computer for the event. "We really got the car running well and we had a special tyre from Michelin."

Gumpert was naturally happy that the Sport Quattro had finally managed to work properly, but indicated that this may have been the car's swansong event. "We do not know if we shall use the first evolution car any more and we shall definitely take the new car to big events in the future. We have recently been changing our plans and Stig will take the Sport Quattro S1 to Argentina (see separate story)."



Nissan are taking a sabbatical.

Nissan's cut backs

Having cut back their involvement in rallying during 1985, Nissan have confirmed that there will be no official factory team at all in 1986, all efforts being directed towards producing a Group S car for 1988 to replace the cumbersome and outclassed 240RS that is currently being pitted against highly specialised four-wheel-drive Group B machinery.

For the next two years, all Nissan's involvement with rallying will be conducted through dealer teams — as tends to happen anyway on events such as the Safari — with a view to providing cars for local drivers. The announcement coincides with the formation of Nissan Motor Sports International which, as from January 1, will be responsible for all the company's involvement in motor sport around the world.

A spokesman for the company told us on Monday that the Japanese decision is unlikely to affect people like Blydenstein Racing, who run the Team Nissan Europe operation, in the foreseeable future and Bill Blydenstein confirmed this. "We shall still be building, selling and servicing cars for at least one more year and I hope that we can be selling spares for up to three years. When the new car becomes available I would like to be involved. Our team can handle any car, anywhere in the world . . ."

. . . and Stig has one for Argentina

Audi Sport's plan to give their evolution Sport Quattro its World Championship debut on the 1000 Lakes Rally has been changed and they will now be entering it on the Argentina Rally which starts on July 27.

Initially, it had been expected that Walter Rohrl and Stig Blomqvist would

make the trip in the original Sport Quattro, but now their sole representative will be the reigning World Champion.

Currently, Blomqvist is second in the championship, sandwiched between Peugeot's Timo Salonen and Ari Vatanen, and it is clear that Ingolstadt

are determined to put up as much of a fight as they can.

The Argentina Rally is one of the fastest in the series and there is little doubt that, if the car works as intended, Blomqvist's attack in the 230 Kph supercar should be spectacular.

Same format for Circuit

Details have already been released of next year's Rothmans Circuit of Ireland, to be held on March 28/April 1. Starting in Belfast on Good Friday, the route takes crews down to Waterford for the south-

ern leg, returning on Easter Tuesday.

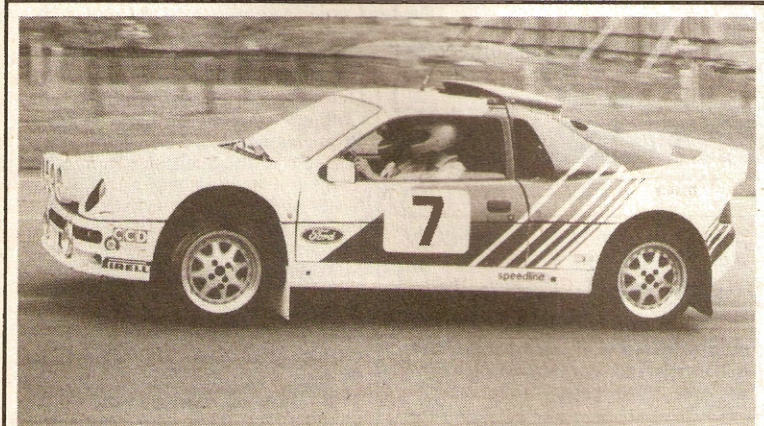
The rally will feature pace notes for the whole of the 50 or so stages — as in 1985 — and the new Clerk of the Course, Bill Martin, promises another tough rally.

BBC take over TV rallying

It seems that the BBC will be taking over the coverage of Open Championship rallying in 1986, following news that ITV's *World of Sport* is to finish in September and be replaced by a completely different style of sports reportage.

Barrie Hinchliffe, who has produced the regular Open series films for the independent stations, revealed that the BBC would be taking footage of this year's 1000 Lakes and Sanremo rallies, while ITV would continue to show Open Championship rallying, probably bowing out with the Lombard RAC Rally. The BBC are also planning to give Britain's premier event a major slot this year, although a repeat of last year's *Top Gear* format is unlikely.

It is pleasing to note that, with *Grandstand* now having a new editor, the BBC are taking a greater interest in a sport which various sources suggest is growing rapidly as a spectator sport with the stabilisation of rules. The BBC are to be congratulated on picking up the threads and it is reassuring to note that Hinchliffe will still be involved.



Ford engineer, John Wheeler, demonstrated the RS200 to spectators at the Ford day at Brands last Sunday and Stuart Turner informs us that Wheeler is rather quick behind the wheel of the intended Group B car! It seems that Turner remains unmoved by the formation of Group S and promises that the RS200 will not be rejected in favour of a 'special' for 1988. "We still think that the car will be competitive at the end of the Group B period . . . and will remain so in Group S." Although he would not comment on recent speculation that Stig Blomqvist has signed to drive the car, Turner did promise that Wheeler would not be joining the list of hopefuls . . .

Manx names sponsor

Tudor Webasto, sunroof manufacturers, will sponsor this year's Manx International Rally. Having lost Rothmans' support last year, the organisers have worked hard to find a replacement and, in Ypres recently, Clerk of the Course Neil Hanson, revealed that the team were close to naming the new sponsor. On Monday morning we received news that the Birmingham based company have signed an agreement for the September event and have retained an option for a further four years.

Three years ago, Tudor Webasto gave their support to the Jersey Rally, an

event that they hoped would grow into a festival similar to the Manx rallies. Earlier this year, however, they announced their withdrawal from that event because of intense local opposition to the sport, and revealed their intention to place their money elsewhere.

John Stott, Chairman of the rally organisers, said, "We welcome Tudor Webasto to the event and hope that this will be the start of a mutually beneficial agreement. Since Rothmans' withdrawal, there has been some uncertainty over the future, which is happily now resolved."

The event, which takes place on September 11/14, is the final round of the Shell Oils RAC Open Championship and also counts as a coefficient 3 round of the Euro series. It is also included in the FISA Group A Challenge as well as the national series of Belgium, Luxembourg and the Netherlands.

Entries have already been received from Tony Pond, Per Eklund and Mark Lovell, and further details may be obtained from Manx International Rally Ltd, 41 Athol Street, Douglas, Isle of Man. The closing date for entries is August 1.

Fiorio slams helicopter ban

Lancia Team boss, Cesare Fiorio, spoke out last week against the FISA ban on helicopters on World rallies that is to take effect in 1986. "I hope that FISA will change their minds for safety reasons.

Helicopters are essential on events where there are vast distances involved and we need to get to the crews quickly, especially if there is an accident.

"If we were stopped from using

helicopters, the costs would escalate. I would have to hire 20 more people to cover the event and 10 cars as well. This would be far more expensive than using a helicopter."

Hiccup for 6R4

Having returned to Cowley on Sunday, the Austin Rover team carried out a post mortem on their Metro 6R4 to find out why the car retired on the first stage of the Marlboro Russek Rally. For no apparent reason, the car stopped just 9 miles into the opening test and the team were forced to retire.

The problem was traced to a timing belt which delaminated suddenly after three miles, jumping a tooth on the exhaust camshaft, and leaving just one bank of cylinders operational. The sick engine then carried the car for a further six miles before the shredded belt then tore through the crankshaft sensor blades, thus rendering the ignition and injection system inoperable.

As the relevant belt had been fitted with a cover, the crew could see no visible signs of damage, nor did the instruments offer any clue to the trouble. Thankfully the engine was unharmed in the incident.

The rally had marked the end of an intensive week of testing, with 2500 miles already completed without incident. Standing start transmission tests had been carried out and Michelin technicians were also on hand to evaluate the requirements for the car's intended World Championship debut on the Lombard RAC Rally in November. Speaking at scrutineering on Friday night,



Pond — short Russek run.

Wynn Witchell explained that the build programme was already under way and that the car should have no trouble in meeting the deadline.

The car's next appearance could be on the Shell Oils Rally Radio Link Mewla Stages in August but the Cumbria and Audi National rallies are definitely on the schedule. An outing on the Lindisfarne is also possible but the driver on that occasion is likely to be Marc Duez as Tony Pond is scheduled to drive the Rover Vitesse on the continent.

Shell Oils
NATIONAL RALLY CHAMPIONSHIP
Book up

Regulations for the next two events in the Shell Oils/AUTOSPORT RAC National Championship are now available. The Shell Oils Rally Radio Link Mewla National, on August 24/25, features all on tarmac format with pace notes allowed. Based at the Abernant Lake Hotel, the prospect of Epynt at night should offer a real challenge to the competitors.

The seventh round of the series, the Marlboro Lindisfarne, takes place on September 7. Based in Kielder, the event has an entry fee of £165 and full details are available from Barry Duell on Peterlee 871871 (D) or 091-284 5198 (N). The organisers have also asked us to point out that their 1986 event takes place on March 8 and will not — as originally suggested — feature an overnight format.

BRIEFLY

■ Bill Gwynne played an active part in last week's Jordan Rally. He co-drive George Khayatt to fourth place in the Nissan 240RS and prepared the fifth placed Talbot Sunbeam of David Jepson.

■ Brian Rainbow is the new membership secretary of the IRDC. His address is 2, The Beaches, Harbury, Leamington Spa, Warwickshire. Tel: 0926 612415.

■ Eventsline now has the exclusive use of 061-246 8066 following the massive response to the service since its inception. Most major championships now have reportage on the system with one-day national events regularly receiving 6000 callers.

■ Pentti Airikkala is expected to drive an Ascona 400 on this weekend's Sligo Rally, having done likewise on the recent Burma event. It had also been planned that Sarel van der Merwe would drive the car on the forthcoming Ulster Rally, but the South African champion's Audi contract precluded the deal.

■ The man who looks after AUTOSPORT staff's company cars, Jim Perkins, went rallying at the weekend, taking our old editor's former steed to 39th place on the Marlboro Russek Rally. Despite two punctures on this, his first ever National Championship rally, our man was grateful for the help from Dovercourt and Goodwin Cars and the Golf GTI on this tough event.

■ Charles Eveson has attracted support from Keyne Print for his Escort RS and will be tackling local events, plus the Lombard RAC Rally.



Photo call for the new team.

DIARY

St Wilfrid's Rally, August 3/4: Ripon MSC's restricted event lasts for 120 miles and full details are available from Mrs P Rumbold, Mayville, Fishergreen, Ripon HG4 1NL. Tel: 0765 4220 between 1900 and 2100.

Telford Stages, September 7: With support from Ricoh Copiers and Shire Copiers, the Telford AC event offers crews from the Welsh stage, Lada Challene and a couple of regional series, the chance to compete in mid-Wales. Details from Midi Arnold, Wharfe Cottage, Longdon on Tern, Telford.

Promenade Stages Rally, September 21: A round of the Schreider Zenith Welsh Tarmac Championship, this event is based at Kings Parade, New Brighton. Full details from Mrs Lynne Smith, 59 Chatsworth Road, Irby, Wirral, Merseyside L61 8RX. Tel: 051 648 6703.

Citroen National Winter Rally, January 25: A fine way to start the new year. Now based at Bournemouth, the Southern CC/Croydon & DMC event features 60 stage miles in Ringwood and Wareham forests. Full details are available in October, but book your regs now with Tim Hines, Kimberley Lodge, 30 Courtney Road, Waddon, Surrey CR0 4LS.

Bridgend Stages, September 22: The penultimate round of the BTRDA and Nova Cup championships takes crews into the fast Vale of Neath forests for over 50 stage miles. Details are available from Judith Morgan, 94 Coychurch Road, Bridgend, Mid Glamorgan. Tel: 0656 55339.

WEEKEND SPORT

INTERNATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 18/20 Czechoslovakia	Skoda Rally. European Rally Championship, coefficient 2 <i>As one would expect, Skodas are likely to be out in force for this event which is based on Gottwaldov. The 130LR has proved to be something of a revelation, despite its unlikely heritage.</i>
Jul 19/20 South Africa	Volkswagen Algoa Rally. South African Championship, round 5 <i>Just who can stop the Audio Quattros of Sarel van der Merwe and Geoff Mortimer? Once again they line up to defend their position, while the likes of Hannes Grobber (in the Nissan Langley) attempt to topple them.</i>

NATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 20 Wales	ATS (Epynt) Stages. Nicolet Welsh Stage Championship, round 6 <i>Despite its name, this event ventures nowhere near the Epynt army ranges, but there will doubtless be a fierce battle for the championship lead as Jon Ballinger has closed to within six points of John Roberts.</i>

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



Mark Lovell was fortunate to score the first rally win of his career when Willie Rutherford hit trouble with just one stage to go.

One man's meat . . .

With just one stage to go, it seemed that Willie Rutherford was all set to take a comfortable win on the Marlboro Russek Rally. But nothing is ever certain in rallying! A broken anti-roll bar slowed the R-E-D 4x4T dramatically and allowed Mark Lovell to sneak through to the first rally win of his career.

Pre-event favourite, Tony Pond, had departed the fray after just 9 miles of the opening test when the engine suddenly died following timing belt failure on the Computervision Metro 6R4, thus leaving the Shell Oils/AUTOSPORT Championship crews to fight out the day's proceedings unhindered.

Louise Aitken-Walker, winner of the event in 1983, proved again that she is definitely at home in the long fast forest roads in South Wales, running third for most of the day, and nearly snatching second place from Lovell in the closing stages.

Bill Blydenstein finally stopped the champagne cork from bouncing around the restaurant of Swansea's Dragon Hotel and handed it to Mark Lovell. It was a far cry from the trophy that the organisers handed to him an hour on so later — Lovell's first rally win could not have come at a more opportune moment. Many people have been puzzled at the way Lovell has been constantly courted by manufacturers, despite his lack of an event win at any level. Now that omission has been rectified and the young man from Axbridge should see it as an important step forward.

But who could have predicted the way that the Marlboro Russek Rally would turn out? Tony Pond's Metro sat purposefully on the start line, now moved to the middle of the shopping centre and much more suitable than the usual car park start area employed in recent years, and there was little doubt that the Group

B prototype would dominate proceedings. The expected challenge from Malcolm Wilson had evaporated during the previous week and the entry list was also missing the names of Roger Chilman (who had been barred from competing by his doctor as he has a back injury) and Bill Dobie, whose Manta was still missing a completed engine despite the two month gap since the last round when the head gasket blew.

And, indeed, the Metro did make the headlines from the start, although not quite in the way the team would have liked. PR person, Clive Richardson, drifted down to Swansea late on Saturday to watch the action and never saw the Metro at all . . .

At the Resolven service area, as the cars were due to emerge from the first stage, the Austin Rover radios crackled into life to inform Wynn Mitchell that the engine was doing nothing of the sort.

Three miles into the stage, the power dropped dramatically and six miles later the V64V unit died completely, even though the gauges all showed that nothing was wrong. The team's engineers ran through a check list but, to every question hopefully asked, Rob Arthur's reply was, "Negative . . ." Exit one Metro.

Pete Slights put in a fine performance to finish fifth overall in his Escort.



It had been hoped that Mark Lovell would appear in a Marlboro liveried Nissan 240RS, but the roll on the Santa Cruz Rally laid that idea to rest and it was Terry Kaby's Scottish car that was pressed into service. But all was not entirely happy in the Team Nissan Europe camp as a rather too conservative tyre choice had cost time on the opening test.

The Russek normally features dry and dusty stages, which although smooth, are destructive to tyres. Therefore, Lovell's car was fitted with Michelin's bomb proof M9 covers but the car emerged covered with mud! "There really was very little grip at times," commented the sweating driver. "Some places were as dry as a bone, but there were a few places where it was very wet indeed."

And so it was Willie Rutherford who led the event after the first stage, the four-wheel-drive Sierra taking a 6sec lead with the first of five fastest times. It was not a lot, but every little helps! Ken Wood's Golden Wonder Rover was lying third, albeit 12 secs further adrift.

Louise Aitken-Walker and Pete Slights finished the test in joint fourth place, each driver working hard at the wheel and showing the results of their labours in the gallons of sweat that poured from them. Slights was spotted at one point with overalls rolled up and feet dangling in a bucket of water, while Louise was tending the blisters on her hands. This was to be a tough event in more ways than one and Slights would prove himself more than worthy of a place among such company.

But not everyone was enjoying life to the full. The tight and twisty second stage claimed Dimi Mavropoulos's Quattro when it ran a bearing — having been very slow through the opener — while Chris Mellors put his new, lightweight Escort off the road. Bill Lyburn was another to retire hurt, although thankfully not literally, when the Toshiba Escort rolled violently on that same test.

Allan Edwards's troublesome 4WD Escort had broken a driveshaft on the start line of stage 1, continuing through the test with the gear oil at the rear boiling over. The car was to go no further, once again making an ignominious departure from the scene.

Group A was led, at the end of stage 2, by the big Volvo 240 Turbo of David Gillanders, just clear of Gwyn Thomas's



Louise Aitken-Walker, a winner here in 1983, finished second in her Escort on an event where she always does well.

to equal Lovell's time, taking a further 6secs from the Nissan on the fourth — despite a brief indiscretion at a deceptive junction where spectators, press and watching competitors had gathered to enjoy the action and soak up the sun. And there was lots of everything . . .

Ken Wood collected a puncture on the third, costing around 3½ mins while the wheel was changed, and Dougie Watson-Clark's steady run nearly came to nought when the County Garage Sierra mounted a bank and frightened a photographer in Homologated at the beginning of the month, the new style Corolla won Group N first time out.

fine style!

The Group A battle had been hard fought all day but, by the time the crews were preparing for the final fling, it was the Capri that held the edge with Staniforth managing to keep the oil in a split gearbox on the Corolla to move into second. Simon Davison had got the brakes sorted at last to hold third, but Nicholls was well out of the running. Andy Middlehurst, on the other hand, was using Michelins for the first time on his Corolla and reckoning that it was

definitely a change for the better, the car running much more positively than on Pirellis.

But there had been drama at the head of the field as the cars raced through the long fifth stage, high above Resolven. The second placed Nissan had struggled through the test with only fifth gear operational. The team quickly changed the 'box at service, costing Lovell the much sought after first place on the road now that the stages had dried out and the dust was really flying around.

Rutherford now had a comfortable margin of 57secs and few would doubt that it was also a winning margin. "We were really working hard this morning," he reflected. "I was sweating after every stage but now, well we're taking it easier. There are still 15 miles or so to go, though, and a lot can happen . . ."

Lovell's problems had allowed Louise to close to within 5secs and it was clear that there was going to be a right old crack over the last stage. "We're really going to attack," she said. "I've not really got much left of a national programme without the finance, and so a good result here would be no bad thing."

Although the Austin Rover team had long departed the scene, Nissan's Bob Freeborough had purloined some of their tyres before they left. Recalling their earlier problems, Lovell's car was now fitted with soft M4 covers at the rear. If they stayed the distance, the car was going to be quick.

The team personnel gathered at the final control to await their charges. Bob Fowden had managed to hold Lovell at the start with the effect of giving the Nissan driver a 2mins clear start and he used it to the full. The radio crackled and informed Freeborough that the car was clear of the stage. They queried the time taken. Louise had knocked no fewer than 40secs from her morning run. Would that be enough to snatch second place? Lovell got out the calculator and passed on the glad tidings that he too had beaten the first time — by a massive 58 secs! Second position was secure.

More than that, however, as Freeborough passed back his congratulations and informed Lovell that he was actually the winner. The driver could not believe the news. How could he have won? Was Rutherford not in a clear lead?

Not any more he wasn't. An anti-roll bar had broken and the Sierra had to crawl through the stage. Although Rutherford managed to finish the rally the delay had cost not only the win, but also second place. We shall be kind and suggest that Willie was 'philosophical' about the result . . .

And so there it was. Lovell had broken his duck but it took a while for it all to sink in. Initially, he was aware that he had been terribly fortunate in the way the cards had been dealt but, eventually, the broad grin told the tale. He was a happy man. Credit where it is due, however, as the team have worked hard so far this year and a win was long overdue. Rallying is all about being in the right place at the right time. On Saturday, that was Lovell. It was perhaps a small consolation to note that Rutherford was awarded the man of the meeting prize,



MARLBORO RUSSEK RALLY (GB)

Jul 13, Shell Oils/AUTOSPORT RAC Rally Championship, round 5

1	Mark Lovell/Peter Davis	Nissan 240RS	B	92m13s
2	Louise Aitken-Walker/Ellen Morgan	Ford Escort RS	B	92m31s
3	Willie Rutherford/Bryan Harris	R-E-D 4x4T	P	92m47s
4	Ken Wood/Peter Brown	Rover Vitesse	P	93m26s
5	Peter Slights/Lou Naylor	Ford Escort RS	B	93m45s
6	Jamie Sutherland/Jonty Bolsover	Ford Escort RS	B	95m01s
7	David Mann/Peter Watts	Vauxhall Chevette HSR	B	97m18s
8	Bob Fowden/Howell Evans	Rover SD1	P	97m30s
9	Nigel Worswick/Stuart Derry	Ford Capri	A	98m33s
10	Jeffrey George/Ian Rawle	Ford Escort	B	99m13s

Group N: 1, Simon Stubbings/Rowand Prentice (Toyota Corolla GT), 106m30s; Gordon Martin/Keith Gillett (Talbot Samba), 122m44s; No other finishers.

Group A: 1, Worswick/Derry; 2, Darrell Staniforth/Derek Staker (Toyota Corolla), 99m28s; 3, Simon Davison/Dave Nicholson (Vauxhall Astra GT/E), 100m25s. **Up to 1300cc:** 1, Graham Parkinson (Vauxhall Nova SR), 103m31s; 2, Steve Davies/Nicky Grist (Vauxhall Nova SR), 111m43s; 3, Neil Burton/John Holder (Skoda Estelle), 123m47s. **1300cc to 1600cc:** 1, Staniforth/Staker; 2, Andy Middlehurst/Dave Reed (Toyota Corolla GT), 101m10s; 3, Christopher Wheeler/Alan Lewis (Toyota Corolla), 107m16s. **1600cc to 2000cc:** 1, Davison/Nicholson; 2, Stuart Nicholls/Mike Soanes (Vauxhall Astra GT/E), 104m12s; 3, Konrad Bartelski/Trevor Godden (VW Golf GTI), 112m41s. **Over 2000cc:** 1, Worswick/Derry; 2, Nick Edmond/Steve Pemberton (Rover SD1), 109m12s.

Open, all capacities: As overall.

Starters/finishers: 73/41.

Leading retirement: Tony Pond (Metro 6R4), engine, stage 1; George Marshall (Nissan 240RS), alternator belt, 4 stages; Allan Edwards (Ford Escort 4x4), mechanical, stage 2; Bill Lymburn (Ford Escort RS), accident, stage 2; Chris Mellors (Ford Escort RS), accident, stage 2; Dimi Mavropoulos (Audi Quattro), engine, stage 3; Richard York/Peter York (Ford Escort RS), accident, stage 4.

REPORT: JOE SAWARD — PHOTOGRAPHY: JOHN COLLEY



Goode put in a remarkable performance in the Class B Nissan Bluebird, finishing the day third overall, and netting the Driver of the Day award.

Interest A Roused

There is a new noun in the vocabulary of the Trimoco teams. A *Thruyton* a cataclysmic event involving large numbers and resulting in dented pride, dented budgets and dented bodywork. "The one thing we don't want a week before the Grand Prix," they said, "is another *Thruyton*." The calendar seemed to guarantee absolutely no action whatsoever. Add to this the sad truth that Trimoco racing this year has been rather dull, and it all looks like the perfect recipe for a very tiresome day at the races. Wrong! Andy Rouse might have won again, but here we had a proper race — with (shock, horror) several overtaking manoeuvres. Now if they can do that next weekend . . .

QUALIFYING

Early on Sunday morning at an overcast Donington Park, a certain numbness had set in. Up in the sleepy hollow of the press box, Trimoco practice was observed though half opened eyes, as yawns were stifled. It seemed rather too familiar a story: you've got to have a turbo if you want to get on. A normally aspirated car these days is positively asthmatic.

As the day wore on, prospects improved. Things were definitely looking up.

The entry itself was not exceptional. There was a new face in the Terry Drury Alfa team, the speedy scribe himself, Mark Hales, who was having a busy day with Trimoco and Renault 5 races to compete in. Brian Chatfield was back in action, his old Capri had been locked away finally and in its place he had a vaguely familiar looking BMW, a car with a history. David Kennedy's 635CSi from last year. It's presence was a painful memory, but the car seemed to run cleanly (which it never did before).

On the front row of the grid, there were the usual faces: Andy Rouse and Dave Brodie. Five weeks after their last meeting, the two were at it again. Brodie began the day putting in one of those really fast laps that he does from time to time. Rouse had made a mistake on his settings, but after lunch out went the blue Sierra for what was to be the pole lap. Andy was trying hard, drifting neatly across the track out of the chicane as he pinched pole from the Brodie. No one else was even close to these two.

A whole second down came another turbo. Yes, Graham Goode was in action again and in fine form, heading class B by light years and challenging the top class.

If anyone deserves success it is Graham.

Frank Sytner, Barry Sheene, Neil McGrath and Mike Newman all had tales of woe of tyres and brakes, always under a lot of pressure at Donington. "It's a 635 circuit," muttered Frank Sytner, but not even 'Fearless' could give the turbos a run for their money. Sheene and the Hughes of Beaconsfield team were perplexed by a lack of brakes. There were numerous interesting suggestions from rival teams, but none of it really helped. The team was confused.

McGrath and Newman both struggled with tyre wear, while Pete Hall announced that "I am saving myself for the race."

And, down in ninth place, we had another class B car, the new Ford RS

Turbo of Richard Longman. "Oh," said Richard in the morning, "the car is going great. It's just not stopping so good." Longman is awaiting the arrival of a modified brake system. Behind the pillarbox red car the massed ranks of the Alfa Romeos with Chatfield thrown in to confuse. John Dooley led the way in his trusty old charger (and I stress *old*), quite a remarkable car that one. Here was another man with problems in slowing his *bolide*.

Mark Hales, the hurtling hack, hurtled off at McLeans in the first practice with multiple, simultaneous tyre failure. It was rather an alarming experience. The car was undamaged, but in their enthusiasm to try out the new Donington medical centre, the marshals whisked away poor Mark and he had to undergo such things as a blood pressure test. When released (some say he was traded for another prisoner) the speedy scribe admitted to having had high blood pressure, which proved either High Anxiety or acute embarrassment. All this drama aside, it was an impressive run.

Down in the baby class, Richard Belcher put in a flyer in the second session to pip Chris Hodgetts to class 'pole', with the rest, as is the vogue, in hot pursuit. "A stinking great battle," Hodgetts insisted, "is on the way." Adding, "I hope they realise we have to be at Silverstone on Thursday . . ."

RACE

With a three-two-three grid formation, every inch of the track seemed to be effectively covered as the cars waited for the green light. Goode got the drop, but it was Brodie who powered through to lead round Redgate, with Rouse tucking in behind. Graham had decided to race on Dunlop qualifying rubber, and it quickly became clear that his gamble had paid.

"Brodie had me worried for the first couple of laps," admitted Rouse, but on lap 3 he moved the Sierra through into the lead going down the Craner Curves, having run side by side with the Starion all the way from the chicane. Behind Goode, Sheene and McGrath fought it out for normally aspirated honours. Neil's tyres going off after six laps and Sheene having to use the engine for braking as the race went on. "It was hot work," commented Barry, "wondering if the car would stop." Frank Sytner joined in the battle briefly until the tyres on his BeeEm melted away and he was left to amuse the crowd with some spectacular racing lines as he tried to keep it all under control, and Mike Newman's fortunes followed a similar track. Richard Longman annoyed himself somewhat early on when he ran into the back of Frank and dented his nice new RS Turbo, and in the early laps had to deal with Mark Hales who sat right on his tail until the Alfa's tyres started to go off. Then Mark dropped back to join the Alfa battle, which was disrupted early on when Pete Hall spun his Rover in the middle of the pack at the Old Hairpin. The brakes had locked solid and the ICS boss disappeared in a cloud of brake smoke. "Oh no," he thought, "not before the Grand Prix!" as he waited for the impact. Jon Dooley missed him, but had lost a lot of ground, while Phil Dowsett came screaming in and realised that he was about to T-bone his boss, and thinking of the consequences on Monday morning wisely closed his eyes and found a way through. Fraught stuff, this Trimoco!

Dooley charged back despite a "gear selection problem. I kept picking the wrong one!" And by the end of the race had managed to sneak past Hales.

Chris Hodgetts admitted that the baby class was "a doddle," but it has to be said that Chris was helped when both Curnow and Belcher retired at half distance: Curnow without brakes, and Belcher when a throttle link broke.

Rouse and Brodie circulated together the gap fluctuating, while Graham Goode drove himself to a 'Driver of the Day' award and third place overall — a remarkable effort, and although the pack closed in at the end, they could do nothing about the turbos . . .

DONINGTON PARK (GB)

Jul 14, Trimoco RAC British Saloon Car Championship, round 7, 20 laps — 39.14 miles

Pos	Driver	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Andy Rouse	A	2.3t Ford Sierra Turbo	27:16.84	1:19.67	1:19.40	1
2	David Brodie (GB)	A	2.0t Colt Starion Turbo	27:20.11	1:19.54	1:19.53	2
3	Graham Goode (GB)	B	1.8t Nissan Bluebird Turbo	27:36.42	1:21.23	1:20.51	3
4	Neil McGrath (GB)	A	3.5 Rover Vitesse	27:36.99	1:21.38	1:21.23	6
5	Barry Sheene (GB)	A	2.8 Toyota Celica Supra	27:37.56	1:21.47	1:21.19	5
6	Frank Sytner (GB)	A	3.5 BMW 635CSi	27:47.49	1:21.86	1:21.16	4
7	Mike Newman (GB)	A	3.5 BMW 635CSi	28:01.48	1:22.93	1:21.75	7
8	Richard Longman (GB)	B	1.6t Ford Escort RS Turbo	28:05.58	1:22.84	1:22.37	9
9	Jon Dooley (GB)	B	2.5 Alfa Romeo GTV6	28:09.23	1:23.47	1:22.78	10
10	Mark Hales (GB)	B	2.5 Alfa Romeo GTV6	28:17.92	1:22.84	1:23.10	11
11	Rob Kirby (GB)	B	2.5 Alfa Romeo GTV6	28:20.46	1:23.44	1:23.98	12
12	Phil Dowsett (GB)	B	2.5 Alfa Romeo GTV6	28:32.05	1:23.18	1:24.76	14
13	Brian Chatfield (GB)	A	3.5 BMW 635CSi	19 laps	1:24.82	1:24.27	13
14	Chris Hodgetts (GB)	C	1.6 Ford Escort RS 1600i	19 laps	1:25.72	1:25.38	16
15	John Morris (GB)	C	1.6 Ford Escort RS 1600i	19 laps	1:26.19	1:26.39	18
16	Pete Hall (GB)	A	3.5 Rover Vitesse	19 laps	1:23.30	1:22.02	8
17	Geoff Kimber-Smith (GB)	C	1.6 Toyota Corolla	19 laps	1:27.61	1:28.45	20
18	Tony Crudgington (GB)	C	1.6 Toyota Corolla	18 laps	1:28.52	1:27.30	19
R	Alan Curnow (GB)	C	1.6 Ford Escort RS 1600i	11 laps — brakes	1:26.30	1:25.70	17
R	Richard Belcher (GB)	C	1.6 Ford Escort RS 1600i	10 laps — gear linkage	1:25.85	1:25.12	15

Winner's average speed: 86.09mph. Fastest laps: (Class A) Brodie, 1:19.54, 88.58mph; (Class B) Goode, 1:21.23, 86.74mph; (Class C) Hodgetts, 1:25.72, 82.20mph.
 Drivers Championship: 1, Rouse, 48pts; 2, Goode & Hodgetts, 46; 4, Belcher, 37; 5, McGrath, 35; 6, Kirby, 33; 7, Brodie & Curnow, 31; 9, Dooley, 27; 10, Sytner, 22.
 Manufacturers Championship: 1, Ford Escort RS1600i, 60pts; 2, Ford Sierra XR4Ti, 45; 3, Alfa Romeo GTV6 & Nissan Bluebird, 41. Next round: Silverstone, Jul 21.

By MIKE McCARTHY



Speed, power, handling to match, and good looks — Toyota's MR2 is sure to be a best-seller, despite limited luggage capacity.

Trendsetter MR2

There couldn't be a bigger contrast than between the subject of this road test, the Toyota MR2, and that from last week, the Reliant Scimitar SS1. The latter is a brave attempt to make a cheap and cheerful sports car. The MR2, on the other hand, is the sort of thing we *ought* to do so well. We have more experience in the UK on mid-engined racing cars than the rest of the world put together: why hasn't it spilt over into our production machines? I have no doubt that we have the design and development expertise: what is lacking is management flair and self-confidence. Mind you, we would have to be going some, since the MR2 is, without doubt, the best small sports car on the market today.

Toyota have been traditionally one of the more conservative Japanese companies, though the ultra-rare and magnificent 2000GT of the mid-sixties showed that, when they put their mind to it, they could produce a superb car. The 2000GT, however, was a hand-built device, viciously expensive. The beauty of the MR2 from a design point-of-view is that it uses parts straight from the Toyota production lines and therefore the price has been kept down to £9250 in the UK. Spares and servicing are cheap and easy.

The body shell is, of course, all new, and is based on a substantial sub-

structure. Suspension is by MacPherson struts at each corner, with anti-roll bars front and rear (the power pack and suspension of the MR2 is that of the front-wheel-drive Corolla GT hatchback moved to the back and minus the steering). Steering is unassisted rack and pinion and there are disc brakes, servo-assisted, all round. 185/60 HR14 tyres fit on 5.5ins alloy wheels.

We have heaped much praise on the 4A-GE engine before. It is a 1587cc twin-cam four with four valves per cylinder and a novel form of fuel injection with additional butterflies downstream of the main throttle, electronically controlled, to give good gas flow at both low and high speed and small and large throttle openings. It produces 122bhp at 6600rpm, while torque peaks at 105lb ft at a relatively high 5000rpm.

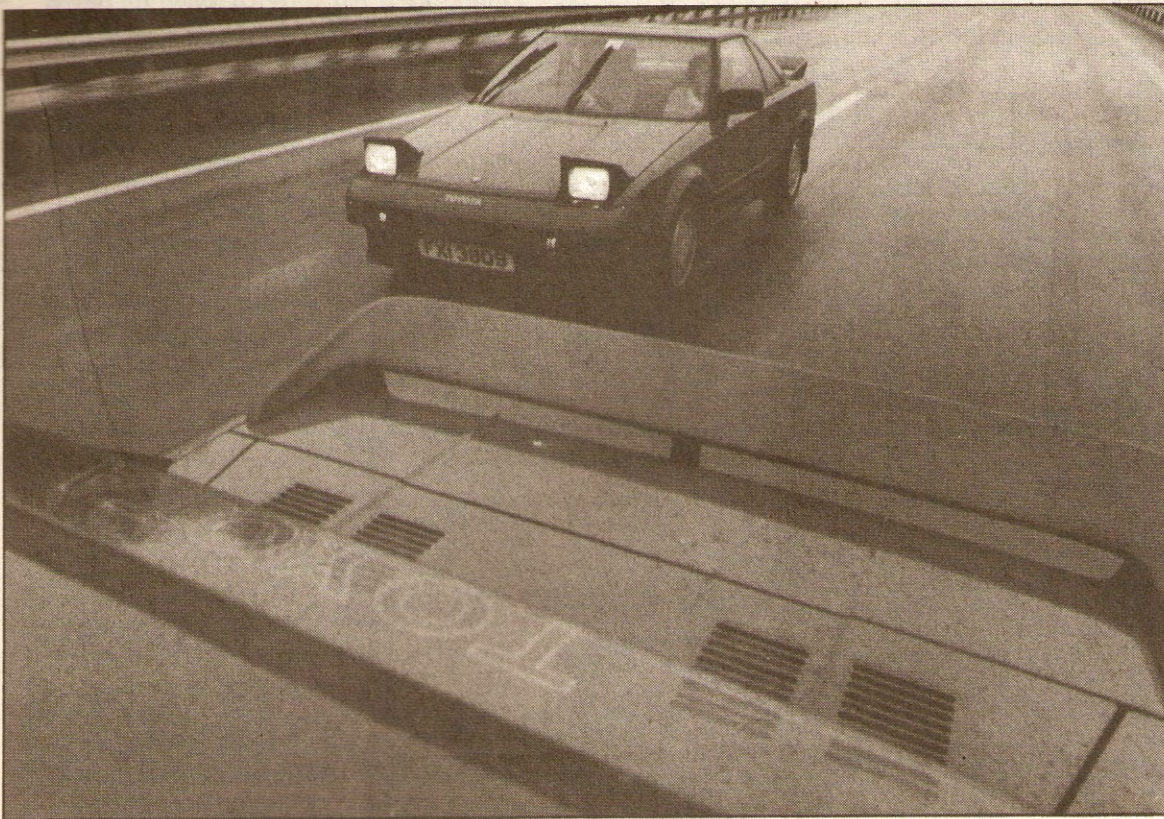
This is enough for pretty spectacular performance. *What Car?* recorded a maximum speed of 125mph, 1mph more than Toyota's claim, and a lively 7.6s to 60mph from a standstill, much better than Toyota's figure of 8.2s. To put this into context, the MR2 is faster on these two criteria than the BMW 323i, the Escort XR3i, the Peugeot 205GTI and the 8-valve VW Golf GTI — it is even a mite quicker than the Escort RS Turbo. Not bad for an unblown 1600 . . .

The Toyota MR2 is more than just a new sports car: it is the trendsetter against which similar machines are going to be judged.

The performance isn't achieved by weird gearing and an ultra-peaky engine, though it will soar to the 7600rpm red line as quick as a blink. And in spite of the relatively high revs at which peak torque is reached, there is still plenty of low-speed punch, as the fourth gear acceleration figures show: it takes 6.9s to go from 30 to 50mph, 6.8s from 40 to 60mph, and 7.1s from 50 to 70mph, proving there's a flat, healthy torque curve.

The 4A-GE engine is, unreservedly, one of the best power units around. Totally untemperamental it will pull cleanly. Though peak power is at 6600rpm it is tremendous fun to take it up to the red line at 7600rpm in the intermediates, the engine singing crisply behind you. It is smooth and willing at low revs in traffic too, so that it really is an engine for all occasions. Having said that, however, in the test car it wasn't quite as sweet at the top end as we remember it at the launch of the car, nor as it was in the Corolla GT coupe and hatchback — perhaps some thousands of miles in assorted road testers' hands had loosened it up somewhat!

It's no good having the straight-line performance if the rest of the car doesn't match up, and in this respect the MR2 does beautifully. Of the three variants with the same engine (the MR2, the Corolla GT coupe and front-wheel-drive GT Hatchback) it has the most neutral handling and the best road-holding, though we suspect that drivers who take part in rallies will prefer the coupe's more tail-happy characteristics. It is actually



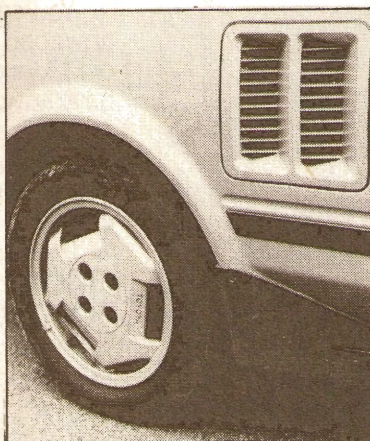
The 122bhp 1600cc 4A-GE unit propels the MR2 to a maximum of 125mph (redlining at 7600rpm), but the engine performs willingly at low revs, too.

very hard to unstick the tyres in every day motoring, and when they do go they do so progressively and equally front to rear. The steering (via a rather surprisingly big wheel) is beautifully precise and perfectly weighted, complementing the handling perfectly. Mind you, a brief experiment on a damp, slippery, grass-covered slope showed that, when the tail went, it was a little reluctant to come back into line again, but that was really only an oddity and under decidedly strange conditions — but it may point to the handling at the limit in the rain.

Again, with all that performance and racing-type handling, you might reasonably expect a harsh ride and unrefinement. You would be wrong. Even deep pot-holes don't throw the MR2 off line, and are absorbed with a distant thump and a slight dip of the nose and tail. The suspension is firm, but pleasantly and correctly so. There is also very little roll.

Talking of refinement, the only untoward loud noises come from the engine, on full throttle and high revs: some disliked this, others didn't, enjoying the

porty crispness from the exhaust. What is quite, astonishing is just how well subdued the other noise sources are for a sports car: even at speeds in excess of 100mph you don't have to shout at your passenger, though wind whistle from the



top of the door pillars (and some from the sun roof) is noticeable.

There is plenty of room inside the MR2 for two people — but only two *people*, thus showing up yet again the traditional drawback of the mid-engined configuration. There is a glove box, true, and door pockets, but nowhere to put a briefcase, for example (there isn't even enough space behind the seats). The boot is said to be big enough to take two sets of golf clubs, but very few suitcases are golf bag shaped! (Another six inches on the tail would not, I reckon, have made the car that more unwieldy, and would significantly improve carrying capacity.)

The seats are very comfortable, and can be adjusted in all sorts of ways. All the major controls are well spaced, and, as you might by now expect, work beautifully. The clutch is light yet progressive, the brakes the same, and the gearchange is slick, quick and a joy to use. Thus the MR2 is not only fun to drive, it is easy to drive smoothly, and that if anything is worth very high praise.

The minor controls are a little odd

(there are two rotary switches with tails on either side of the instrument binnacle, for example, to operate the lights and windscreen wipers) but it doesn't take long to get used to them. The main instruments, the tacho and speedo, are very clear and readable, the lesser dials adequate in this respect but no more. Heating (not really tested during our tenure as we had it in the middle of a heatwave!) and ventilation work exceptionally well. Central door locking, electric window operation, electrically adjustable exterior mirrors, and internal releases for the boot and fuel flap are luxury touches you don't really expect in a sports car. And, with a fairly square glasshouse, and plenty of window area, visibility (often a problem with mid-engined cars) is all that is required.

The Toyota MR2 is more than just a new sports car: it is, like the VW Golf GTI in another field, the trendsetter against which similar machines are going to be judged. Near flawless, it proves the point about the advantages of mid-engined cars when it comes to road manners, yet does so in a thoroughly civilised manner that is almost unexpected. Could I live with one, given that on the whole I prefer bigger cars with four doors? You bet!

TOYOTA MR2

£9295

Specification

Cylinders/capacity	Four in line, 1587cc
Bore/stroke	81/77mm
Valve gear	Twin ohc, four valves/cylinder
Fuel system	Electronic fuel injection
Power/rpm	122bhp/6600rpm
Torque/rpm	105lb ft/5000rpm
Gear ratios	3.166, 1.904, 1.310, 0.969, 0.815:1
Final drive	4.312:1
Steering	Rack and pinion
Brakes	Discs all round, vacuum servo
Wheels	Alloy, 5.5ins rims
Tyres	185/60HR14
Suspension (F)	Independent by MacPherson struts, coil springs, anti-roll bar
Suspension (R)	Independent by MacPherson struts, coil springs, anti-roll bar

Dimensions

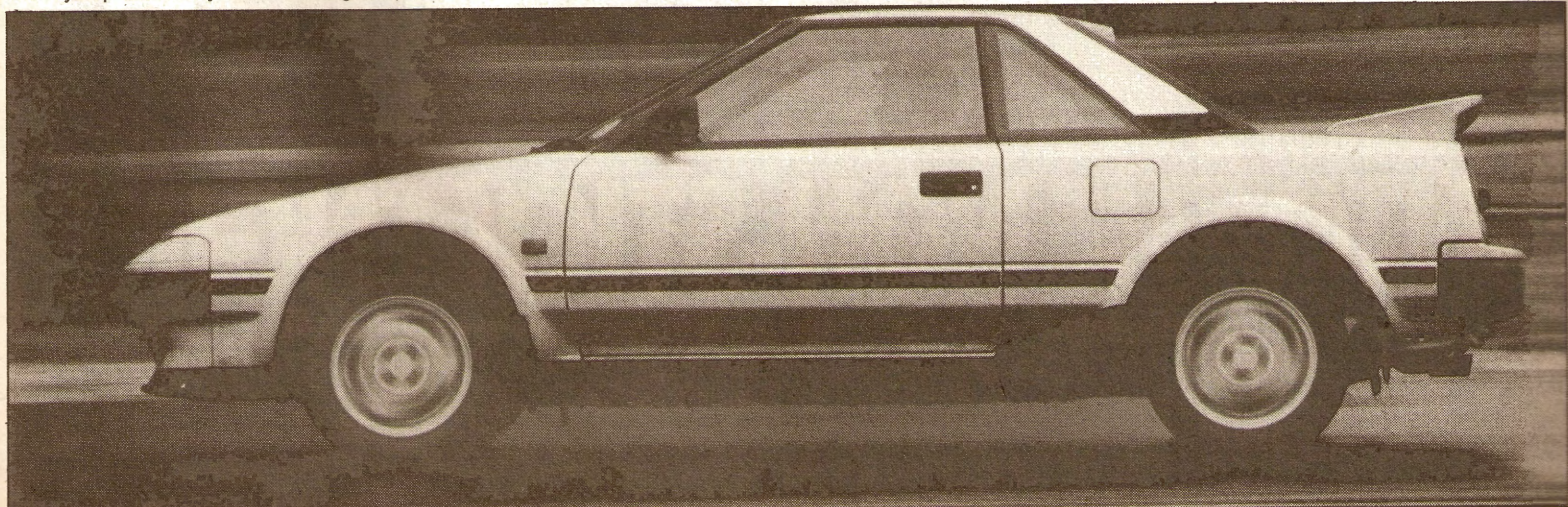
Wheelbase	91.3ins
Track (F/R)	54/54ins
Width	65ins
Weight	19.2cwt

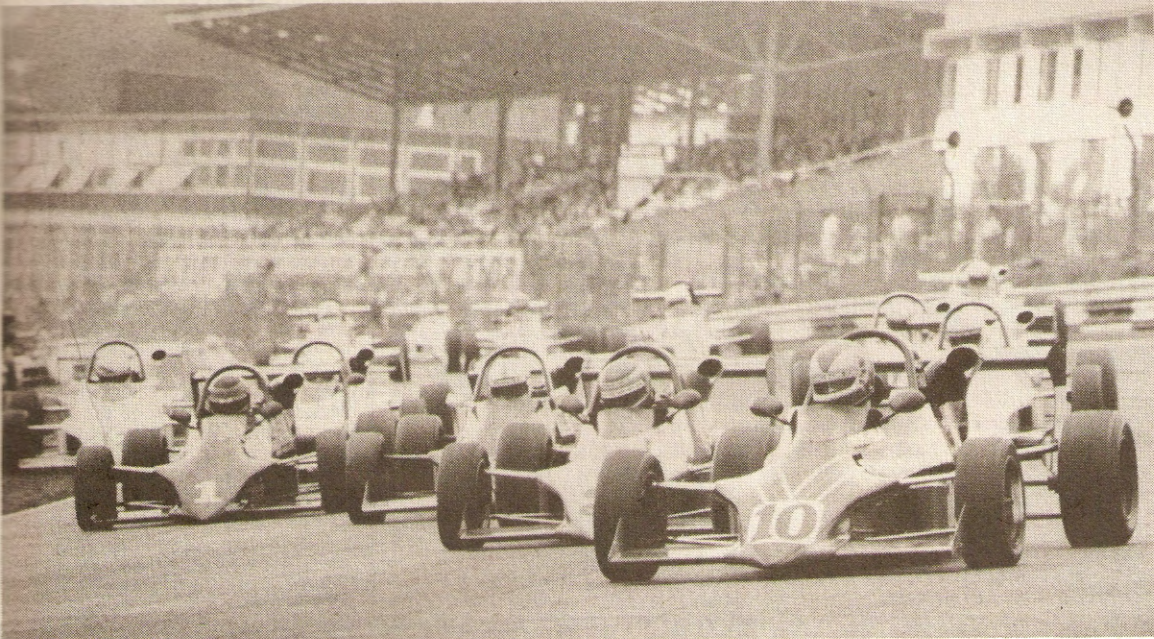
Performance

(What Car? figures)

Maximum	125mph
0-60mph	7.6s
50-70mph (4th/5th)	7.1/9.6s
Fuel consumption	
(urban/56mph/75mph)	34.9/47.1/36.7mpg
Test consumption	31.3mpg

The Toyota provides fairly neutral handling, and proved difficult to unstick in the dry, although atrocious conditions suggested a tail-happy trait. Above: Air vents for mid-engined mounting.





Fabi leads away the Racing Displays field, but his recent domination was broken by a coming-together with Donnelly.

Martin's back

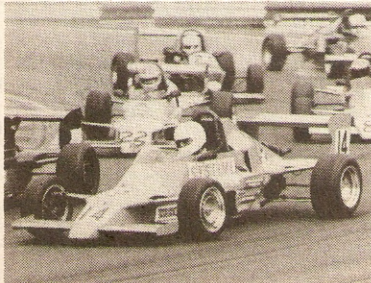
The feature of International Fordsport Day at Brands Hatch last Sunday was the return to winning ways of Martin Donnelly. The Irishman, now back in a Reynard 84SF, won the EFDA Euroseries FF2000 qualifying round almost as he pleased, following a disastrous start by poleman Bertrand Fabi. Attempting a double in the later Racing Displays event, Donnelly had a coming together with Fabi at Clearways, leaving Peter Hardman to pick up the pieces and score his first win with a Madgwick Motorsport Reynard 84SF.

Among the FF1600 field, a combination of mechanical traumas, oil, and a spectacular and very nasty shunt in the earlier Euroseries counter (see *Sportscard*), served to dilute the eagerly anticipated eighth round of the RAC/TT British championship.

EFDA EUROSERIES FF2000

Bertrand Fabi's recent domination of FF2000 in both Britain and Europe has led to the widespread belief that unless you have a Reynard 84SF you are not in the ball park. Desperate to be back among the front runners, Martin Donnelly had his Reynard sorted more to his liking and claimed a front row spot alongside Fabi's Penistone chassis, the French-Canadian seeking his fourth win in as many European outings. The pair both posted 45.4s laps in a scorching Saturday session, as did Victor Rosso's Schubel Rennsport 84SF.

As red-turned to green, Fabi made a complete nonsense of the start, letting out the clutch with insufficient revs and was immediately engulfed by the pack. Donnelly took full advantage and turned in a stunning opening lap to lead across John Pratt in the first Van Diemen was 10th.



the line by 1.5secs. Just as it looked as though everyone had negotiated Paddock successfully, Chessington Policeman, Nick Owen, lost the Argo and spun into the tyre barrier, robbing himself of the further participation of his rear wing. He set off without it, but, deciding better of it, toured into the pits at the end of the lap.

Also in trouble was Peter Hardman. The Madgwick Motorsport crew had worked wonders to get Hardman out at all, having assembled his car from what was "no more than a pile of bits on a bench" the previous Wednesday. The hasty assembly caused the ball joint which pivots the gear linkage to spring out, leaving the luckless Lancastrian completely gearless.

Bertrand Fabi looked set to provide the main focus of attention as he carved his way through the midfield. Along Cooper Straight on the opening lap, Bertrand banged wheels with Pratt's Manandiant Van Diemen, but the Penistone car was already suffering a bent nose fin, courtesy of earlier contact with Coyne. Quickly up to ninth, Fabi was destined to go no further, as he coped with somewhat awry handling.

Up front, Donnelly had things all his own way, easing out a comfortable 3.5sec gap by half distance. Rosso chased in vain throughout, while Danish champion, Henrik Larsen, nipped ahead of Luhtanen's Motiv Reynard in a neat manoeuvre at Paddock bend on lap 9.

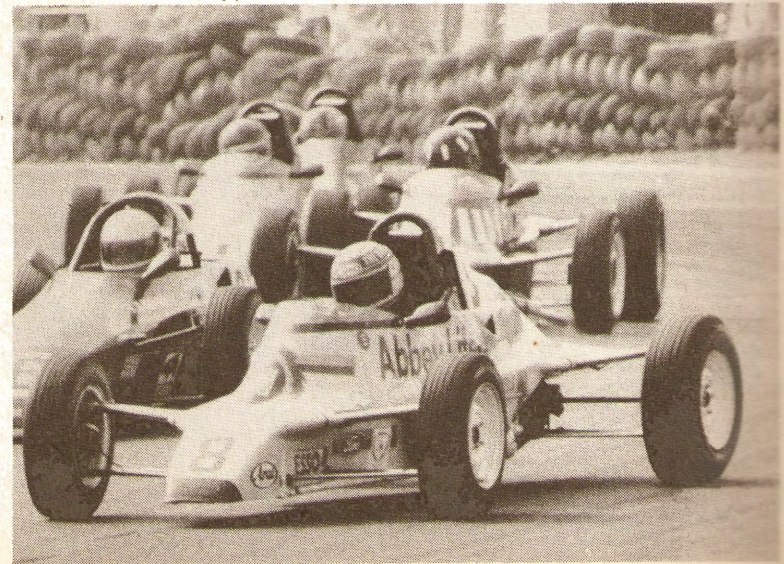
Further down, Dave Coyne could hardly have been inwardly excited about battling for 11th place! It didn't show, however, the Camberley man having a spirited dice with the Rushen Green Reynard of former Grand Prix driver, Ian Ashley. This looked like ending in tears at any moment, and indeed, contact was eventually made, Ashley limping round to the pits as a result. Meanwhile, Bradley and John 'Brolly' Booth were enjoying their own private Van Diemen battle. Encountering Coyne at Paddock deterred neither, Bradley storming up the inside of the Duckhams car while Booth took the outside option, leaving poor Dave to contemplate 13th place.

Donnelly duly reeled off the remaining laps of what had now degenerated into a procession, to take a welcome win.

RAC/TT BRITISH FF1600

Such was the standard among the RAC/TT British Championship field, that no fewer than 12 drivers recorded sub-50s qualifying times. Perry McCarthy best summed it up: "Only 0.3secs away from pole, I hardly expected to find myself in the middle of the third row." The front row, however, had a decidedly different look to it. Claiming his second pole of the weekend, having already waltzed away with the earlier Euroseries race, was Johnny Herbert in the Quest.

Mark Blundell under heavy pressure from Herbert and Hill in the RAC/TT FF1600 counter.



Alongside, Peter Rogers had equalled Herbert's 49.5s pole time with Howard Drake's unique Laser HD85F. It may be remembered that Rogers claimed pole on the car's debut at Oulton Park back in April, and it is surely the championship's loss as much as Peter's that the small team does not appear to have the resources to run regularly.

Looking relaxed, Mark Blundell occupied the often favourable outside front row berth, Mark now back with the family run Flectray racing team after his half-year flirtation with the works Van Diemen equipe.

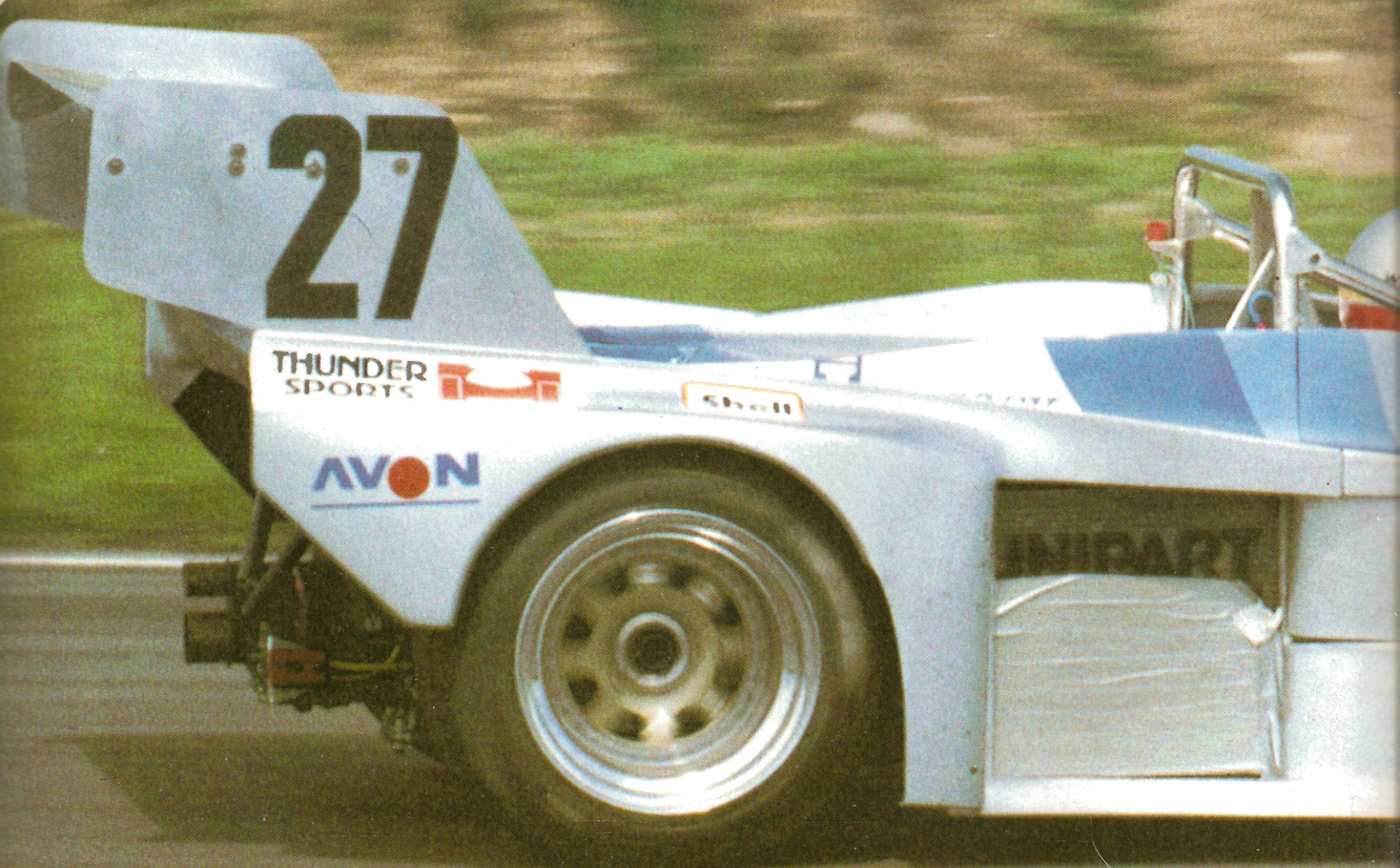
Damon Hill was all alone on row 2 alongside a blank space which should have been occupied by the unfortunate Jonathan Bancroft. To say that Bancroft was disgruntled was something of an understatement. During the week, the Brands Hatch racing instructor had recorded regular 49.4s and even a 49.2s. Qualifying, however, had seen him scrabbling with understeer and scratching to record a 49.8. Running strongly in the earlier Euroseries race, Bancroft was suddenly brakeless at Paddock and contented himself with the thought that things could only improve. Wrong. On the warm up lap, the left front upright contrived to break as the Van Diemen negotiated Graham Hill bend, despatching Bancroft rudely across the grass and out of the race.

Championship leader, Bertrand Gachot, was another driver to complain of understeer, finding himself in a lowly 12th position. To make matters worse, Bertrand had blown a comprehensive hole in the side of his favourite Gatmo engine during the earlier Euroseries race. Rivals greeted this news with much interest, one of them having previously likened it to a BMW F1 qualifying engine. Gachot himself, although not as confident in his reserve unit; was philosophical and grinned, "Oh well, here comes Patch 2."

Rogers got the drop on Herbert to lead the field through Paddock, while Blundell, too, demoted the Quest in a well judged move around the outside at Druids. Suddenly, however, an oil slick appeared on the racing line and caught out Rogers second time around at Graham Hill bend. As the Laser spun broadside in front of the pack, it seemed that a repeat performance of last week's Esso mayhem was inevitable. Incredibly, the majority of the field got by unscathed until Townsend, da Silva and Gillen fell foul of one another in avoidance.

Blundell took full advantage to make a break, while at McLaren, Packer, who

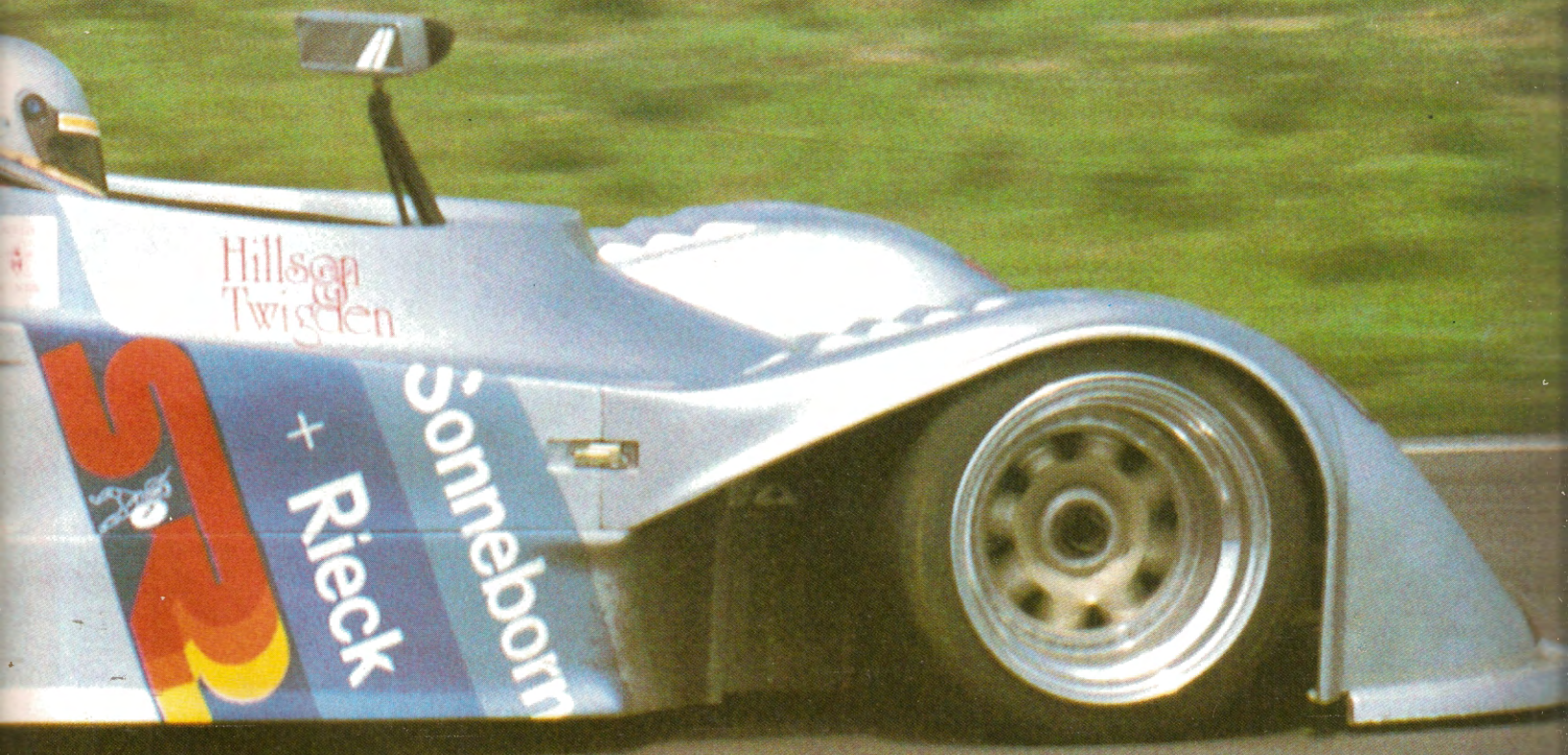
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AVON
THE PERFORMANCE TYRE

HARTPOWER

CHAM
ENG
RACE CAR



ERLAIN
EERING
REPARATION

TIGA RACE CARS

REID WINES



FAILSAFE is an immediate computer hot restart service provided by Atlantic Computers and Istel



“The Failsafe Lola of John Foulsten and John Brindley came home winner again”

This season, Andy Rouse is after a unique record. If everything goes to plan, he will win his fourth national saloon car title and his third consecutive championship — with a different manufacturer on each occasion.

The Trimoco Trophy sits on a shelf in the offices of Andy Rouse Engineering, but the engraver went wrong somewhere along the line: Andy did not win the title for Rover in 1983 and 1984! If you have a look through the records, you'll find that 1983 was the year of the Alfa . . . Never mind. Over the years the pages of this magazine have often documented Andy's career: the grass track racing days down in Gloucestershire; a winning constructor at the age of 20; the Broadspeed years; and then going it alone with his own little company.

His Coventry base, where the Sierra is race-prepared, is situated aptly on Progress Way on a small industrial estate on the outskirts of the city. It is equipped with a rolling road, dyno fabrication shop and fine race preparation shop. "We've been in business for four years now," says Andy, adding with a touch of understatement, "it's gone quite well, really."

It was at the start of 1981 that Andy Rouse Engineering came into being in a small workshop in Daventry. Broadspeed, Rouse's longtime employer, had just gone into liquidation and Andy took on some of the staff and bought some of the equipment and set up shop, to run two *Daily Mirror* supported Ford Capris under the Charles Sawyer-Hoare Racing banner. To begin with, Andy worked on sporting cars and road cars, but he quickly found that "The racing was better business."

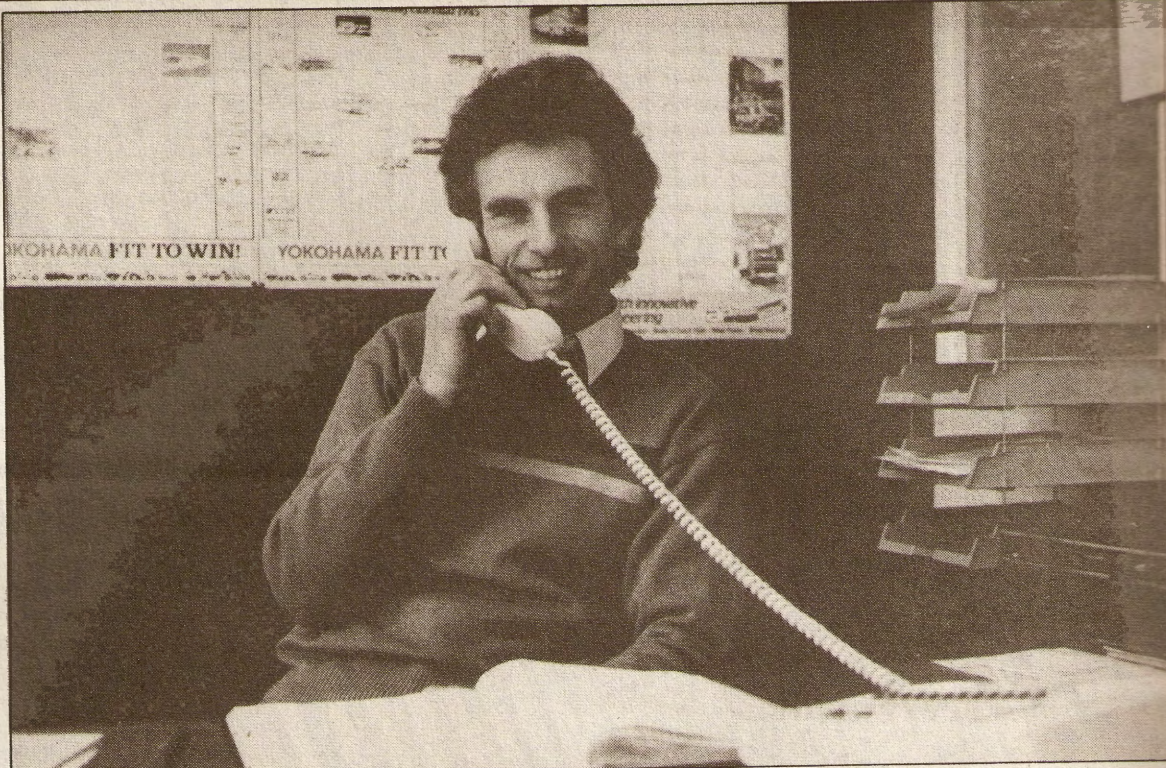
That year, the Capris were reaching the end of their effective development, and Rouse was pipped to the 2501-3500cc class by the Rovers of Jeff Allam and Peter Lovett.

After a year racing for Gordon Spice, he had built up a thriving trade in customers' cars in the national saloon championship, but had no drive himself for the 1983 Trimoco series. One of the cars he was working on belonged to Pete Hall, managing director of Industrial Control Services, and, after three rounds of the series, he decided he did not have the time to concentrate on his racing and suggested that Andy himself drive the car. Rouse grabbed the opportunity: he won six of the eight remaining rounds in class and eventually took the title (although it took nine months before he discovered that he had become the champion, while the RAC MSA and TWR battled away in the law courts).

By the time he had been awarded the 1983 title, Andy was well on his way to winning the 1984 championship with his ICS sponsored Rover Vitesse. "Pete Hall decided that he wanted to have an ICS-sponsored car up among the front runners and, when Austin Rover came up with a deal, we chose the Vitesse. Later in the year when Austin Rover pulled out we were asked to withdraw also, but there was no way ICS were going to pull out."

At the end of the year, with the title tucked firmly under his belt, Andy was approached by Ford to run the Group A Sierra XR4i. "It was a totally unknown car which had not been raced before, and it looked a bit of a dubious spec on paper."

The engines are made in Brazil, the bodies in Belgium, the cars are assembled in Germany and sold in America as the Merkur. This year they are scheduled to make 25,000 of them. "At the time we weren't sure which way to go, but in the end it was the Sierra Cosworth which swayed us in making our decision. We were prepared to struggle through one year and wait for that car, but as it turned out it was good. I really didn't expect it to



The man himself — Andy has good reason to smile, his Sierra Turbo is presently dominating Group A racing in England.

be quite so easy. The car was not very quick in that first outing at Oulton, but that race was really a case of tactics rather than speed."

At the next round the turbo let go but, since the beginning of April Rouse has not lost a Trimoco race. Nor has he ever really looked like losing one.

So what does the future hold for Andy Rouse Engineering? "It's always a case of going one step at a time," replies Andy. "We are looking forward to expanding the company over the next year or two. We'd definitely like to go to

Europe next year, and there's a fair chance that we will run a Sierra at the Silverstone Tourist Trophy this year. But, it depends really on what Ford want to do.

"The car is now quick enough for the European Touring Car Championship, and it is reliable, too. We've done well over 1000 miles in testing now with the prototype, and we are confident about its reliability."

Andy, you might remember, was no mean single-seater driver, but it was the familiar story of having no money to

continue that course. Would he, I asked, be interested in running a single-seater team at any stage in the future? "There's no real urge to run single-seaters these days. Over the years, I have developed an interest in saloons. And besides, saloons stay on the track a lot more!"

It struck me that the term "developed an interest" somehow summed up the understatement of a man who has already won three national championships and is already well on his way to a fourth. That is Andy Rouse. There is no hint of pretence, no idle boasting. It is left to the results to speak for him.

Rouse's car is prepared in his workshops at Coventry.



"I'd like to move into sportscars, although I'm not sure that I'd do any of the driving."

If he has no real interest in single-seaters these days what about endurance racing? After all, it has seen numerous companies move up from saloon car racing. "Yes" he smiled, "I'd like to move into sportscars, although I'm not sure that I'd do any of the driving." It was a sentiment I had heard somewhere before. I was wracking my brain when Andy continued what he was saying. "Tom Walkinshaw set up TWR a couple of years before I started this company, and I seem to have been following in his footsteps a bit . . ."

In that case, Europe, watch out! Walkinshaw has moved on into sportscar racing with the new Jaguar XJR-6. Rouse is looking to Europe. Walkinshaw always said that he was never quite sure if he would actually do the driving in Group C, and so says Rouse. It looks for all the world as if Tom is planning to drive the Group C Jaguar, so logic dictates that in a few years time Rouse too may be doing the same thing . . .

But that is all too far ahead for Andy to worry himself about. It is, after all, a case of going one step at a time . . .

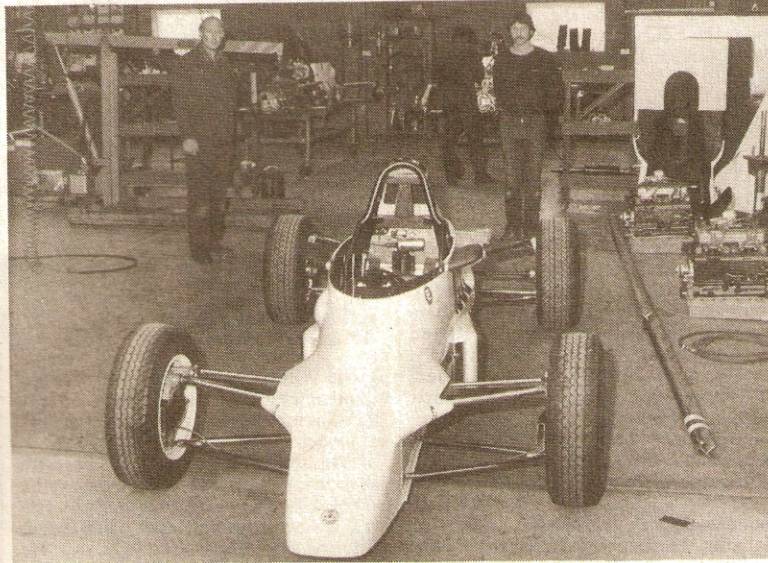
Van Diemen breaks first Formula Ford Grand total

Ralph Firman's Van Diemen concern recently celebrated the production of their 1000th Formula Ford car, a unique achievement for the company.

The chassis that brought up the four figures will actually be campaigned in Saturday's unique Race of Champions FF1600 supporting event to the British Grand Prix, for which Firman has produced 25 identical RF85 chassis which will subsequently be exported to Portugal for the introduction of the formula in that country. Although three other companies — Lotus, Lola, and March — have produced over 1000 production racing cars of various formulae, Van Diemen is the only company to have produced 1000 Formula Fords.

Firman, himself, has been involved in motor sport since the mid 1960s when he tended brother-in-law, Jim Russell's fleet of racing school cars. In the early 1970s he formed his own preparation company and looked after the Formula 3 car of the late Carlos Pace. The Van Diemen name, however, originated in 1973 when Firman teamed up with a Tasmanian driver, Ross Ambrose, and named the car thus (Van Diemen being the original name for Tasmania).

The FA73 Van Diemen was immediately a success, with Don McLeod using one to win the BOC championship in 1973. Former Ensign and Fittipaldi designer, Dave Baldwin, joined the staff in late '76 and Firman established 'the Brazilian connection' the following year when Chico Serra won the Townsend Thoresen championship. With Terry Gray repeating Serra's success in 1979,



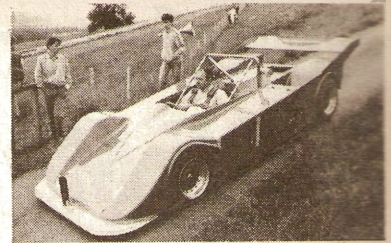
The 1000th FF Van Diemen is rolled out of the factory. The car races at the Silverstone RoC.

the following year saw the first of a trio of Brazilian successes in a three season period which was the most successful by any Formula Ford manufacturer ever.

Roberto Moreno claimed the Townsend Thoresen championship in 1980, and walked away with the FF Festival, while in '81, Ayrton Senna was totally dominant and 1980 RAC champion, Tommy Byrne, deputised superbly to win the Festival after the Brazilian had returned home. Mauricio Gugelmin was the third

successive Brazilian to claim major honours for Firman in 1982.

Following a leaner '83, Dave Coyne re-established the marque with a double championship success last year, while the current RF85 Van Diemen is clearly the class of the field, and with Gachot, Blundell, Bancroft and Damon Hill all piloting the sleek machine, Firman looks set for his first Festival win since 1981. One man who may just not agree, though, is one Johnny Herbert.



Lambert was without 'wets' for the run-off.

Restored Sports Pilbeam returns

A spectacular addition to the Sports Racing Car classes at last weekend's Harewood RAC Hillclimb Championship round was the resurrected Pilbeam MP43 chassis of John Lambert and Peter Kaye. Powered by a 2.4-litre Hart engine, the machine started life as the prototype Pilbeam sports car, commissioned by David Garnett. Experienced hillclimber Lambert bought it last year, in crashed state, from the Bearings Non Lube team, and entrusted its restoration to Harrogate race and rally preparation ace Kaye, a top-line single-seater driver himself in recent years.

After a couple of shakedown events with the beautifully rebuilt car, the pair have really got it going well — so well, in fact, that Peter inflicted a rare class defeat on division record holder Charlie Wardle on Sunday, despite an incident on the finish line on his winning run!

Both John and Peter qualified for the British Championship Run-Off at the conclusion of the BARC Yorkshire Centre's meeting (in seventh and 12th places respectively), but a lack of wet tyres forced them to withdraw when drizzle fell shortly before the first runs.

It will be interesting to see a confrontation between this car and the ex-Thomson/Bolsover MP43/2 of David Render in the months to come, the latter's car fitted with a 2.8-litre Hart and revisions to the suspension and aerodynamic packages.

Jones's switch

Switching from the Mike Parkes run 'development' Reynard 85FF chassis to a Milldent Motorsport Van Diemen RF85 at Brands Hatch last Sunday, was Tim Jones.

Tim has persevered heartily with the Reynard to date, but felt that the time had come when some hard results were rather desperately needed. In much the same way as the Van Diemen FF2000 car has posed some puzzling problems of late, Reynard have similar problems with their FF1600 chassis.

Tim was at pains to point out, however, that there is no split between himself and Mike Parkes, merely that a situation had arisen for him to try an available Van Diemen. The car was actually the one driven earlier on in the RAC/TT Series by Tony Chambers.

Jones's opportunity arose through the assistance of Ralph Firman and Duckhams competitions boss, Ron Carnell, who helped finance the drive. Tim's first opportunity to try the car was Saturday's official practice session, in which he suffered from a slightly down on power engine. With this problem still afflicting him in both the EFDA Euroseries and RAC/TT FF1600 races, Jones recorded an identical 50.7s best lap in both races, finishing 11th in the former and ninth in the latter. Harking back to last year's FF Festival, where he regularly recorded 49.5s laps with a Reynard 84FF, must be particularly galling for Tim, who hopes to be back on the pace soon.

Harsh penalty for Briggs

Prior to Brands Hatch last weekend, Ian Briggs held a five point series lead in the Ford Credit Fiesta Championship. However, the outcome of a technical inspection of the engine he used at Thruxton earlier in the year resulted in the loss of 26 points, his score from that particular race and the next two best scores. This dropped him to sixth overall, 21 points behind Barrie Williams.

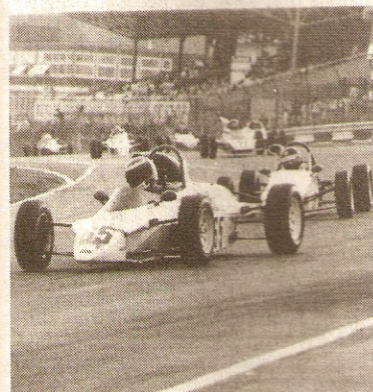
The irregularity appears to have been a blur in the casting of Briggs's Aldon

block that had been removed, or maybe simply fallen into the engine itself. A harsh penalty indeed, and in a championship where the scoring system is 10-9-8-7-6-5-4-3-2-1, ie little reward for a win, it appears that he has an insurmountable task ahead to take the title. However, despite dropping to eighth, from pole, on lap 1 at Brands Hatch, Briggs powered round 0.6secs faster than anyone else to set a new lap record, although having to settle for third.



Candia's worrying shunt

An accident to Danny Candia last Sunday raised questions over the positioning of rescue and support vehicles at Donington Park. The Paraguayan travelled 300 yards across the grass towards the chicane before clearing the gravel trap and slamming into the parked Rover support vehicle. Opinions have been voiced in the past about the positioning of the vehicle, which was subsequently moved. Candia was not seriously hurt but one shudders to think at what may have happened.



Harkness — future novice challenger?

Harkness quick in new Laser

Out in one of Howard Drake's rapid Lasers at Brands Hatch last weekend was young Sevenoaks driver, David Harkness. While continuing to be supported by Foxes of Badgers Mount (a local Toyota garage), David's HD85F was smartly liveried in the colours of Adestor, a subsidiary of industrial paper suppliers, George Watson Ltd, manufacturers of self-adhesive papers.

The car not only looked good, but went well too, finishing third in the Champion of Brands qualifying race and setting fastest lap in the final (49.9s), before spinning out at Paddock Bend. David will contest rounds of the novice championships for the rest of the season and is clearly a man to watch.

Dumfries flies in GP Metro



Dumfries — Silverstone front runner?

If performances in recent testing are anything to go by, reigning British Formula 3 champion, Johnny Dumfries, could well be the man to beat when the BCA MG Metro British Grand Prix support race gets underway at Silverstone this coming Saturday (Jul 21).

Dumfries was at Silverstone last Friday to test his Roger Dowson prepared Metro on the Grand Prix circuit. Another former F3 driver who has

recently switched to the Metro series, under the Ecurie Ecosse banner, is Scot, David Leslie. David took some time to adjust to the front-wheel-drive handling, but not so Johnny.

Following an initial shake-down of the car by Steve Soper, Dumfries jumped in the Austin Rover Finance/Esso supported car and immediately lapped very quickly, eventually working his way down to 1m51.9s, which stood as the fastest time of the day. Conditions were far from ideal, with oil on the track and a strong headwind on Hangar Straight. Johnny was around 0.5secs quicker than regular Metro front-runners, Roger Jones and Paul Taft. What was originally 'a bit of a laugh' when Dumfries climbed into the car, suddenly became very serious, with Johnny talking earnestly to the mechanics about tyre pressures and suspension settings.

Boosting the ranks of the Formula 3 men will be David Sears who will undoubtedly be an enthusiastic driver of Malcolm Harrison's second car with backing from Nuffield Press with Hartwell. Even if an outright win is too much to expect, the single seater men should certainly add special interest to what is already a fine line up. What price a Dumfries win?



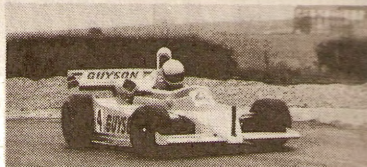
Williams — thrown through the windscreen.

Whizzo's escape

Barrie Williams was forced into racing a brand new Fiesta at Brands Hatch on July 14, as his previous car took to the barriers mid-week at Oulton Park.

'Whizzo' had been out in the car with his sponsor's son, David Hepworth at the wheel. Upon smoting the armco, Barrie was thrown through the windscreen, suffering a heavily bruised right arm. He was, however, sufficiently recovered to take second place at Brands Hatch, albeit with somewhat restricted use of the said limb. The moral of the tale then, is clunk-click every trip. It's no good just hanging onto the roll cage!

BRIEFLY



Thomson — concealed aerodynamic mods.

■ Young Tim Thomson's return to form in recent Hillclimbs is rumoured to have something to do with the Yorkshireman's somewhat drastic new haircut. The removal of approximately 3.27kgs of excess locks has helped the Guyson Pilbeam-Hart's power-to-weight ratio to such an extent that its speed through the Shelsley traps was increased straight away, and its consequently lowered roll centres led to his best ever time at Harewood on Sunday. Well done Sampson!

■ Ian Flux has struck a deal to run Tony Hilton's prototype Royale RP38 in the B&Q Sports 2000 Championship for the remainder of the season. Ian will use a Neil Brown engine, with continued backing from Computer Consortium.

■ Had there been an award at Harewood for the driver travelling furthest to compete, then Jedi man John Bunting would have won hands down. The Briton runs a plastics factory in Kano, Nigeria, and has enjoyed the Shelsley and Harewood speed climbs on his annual holiday.

■ British F3 championship leader Russell Spence was a keen spectator at Harewood on Sunday. 'Red', who did a few speed events himself in the Mini-BDA before switching to the circuits, was present to lend support to Yorkshire TV's Derek Goodall and David Montague with their Argo-BDA.

■ Demon Tweaks are now selling a new kind of pit board which has integral rollers which revolve to expose white sections that form the necessary digits. Separate add-on sections are available for the boards which are made from strong 'wipe-clean' black plastic, requiring no electrical or maintenance. The boards retail at £49.95 plus carriage and VAT, while the single sections complete with nameplate are £14.95 for those just wanting to display lap times. These are available from Demon Tweaks, High St, Tattenhall, Nr Chester, Cheshire. Tel: 0829 70625.

■ The final round of the Grampian TV supported Scottish Hillclimb Championship has been cancelled. The championship will now end with the Rumster Hillclimb event on August 25 and the final scores will be calculated on the best six scores from seven rounds.

■ Seen spectating at Castle Combe recently was former FF Champion, Bob Higgins. Bob is apparently saving for a hire deal which will enable him to have a serious crack at the FF Festival later in the year.

■ Steen Dupont, the Danish driver who suffered a particularly nasty accident in last Sunday's Brands Hatch Racing Display FF2000 race will be out of action for some time. Although less seriously hurt than at first feared, the Spartan pilot sustained a cracked knee bone and was due to undergo a knee operation earlier in the week. AUTOSPORT wishes him a speedy recovery.

■ Varley Red Top distributors, Direct Marketing Service, will team up with Gates energy products under the Gates Varley/DMS banner to run one of the Andreason Chevron B61 Sports 2000 cars in the forthcoming Thundersports round at Brands Hatch on Jul 27/28. Gates proprietor, Sean Ross, will partner a nominated driver in Class C.

New Tiga for Atlanta run-offs

Having delivered over 25 Sports 2000 chassis this season, Tiga Racing Cars are now looking towards their SC86 version, to be launched at the SCCA American championship run-offs at Road Atlanta in October. The SC85 is currently leading the American Mid-West Pro Series and several National divisions, as well as the EFDA Euroseries and Benelux series on this side of the Atlantic. The High Wycombe marque does not, unfortunately, have a presence in the forefront of the B&Q British championship at present.



Mechanical mayhem at Harewood

An unusually high rate of attrition took its toll on the RAC Hillclimb Championship circus, which wended its way to Harewood last weekend, although the intensity of the competition up front was still tremendous to the bitter end.

Harewood host Jim Thomson could not rid his Pilbeam-Hart of the engine malady which manifested itself at Shelsley the previous Saturday (where it would not pull over 6000rpm) so regrettably decided to scratch, while Roy Lane — the most successful driver in the Yorkshire hill's history, with 20 wins — broke his stock of clutches on the Pilbeam-BMW and could not make an ascent on Sunday.

Most unfortunate of all though, were David Gould and Chris Cramer who, having located a Hewland FGB gearbox for the unique Gould-Hart, revised the car to take the stronger transaxle and worked an all-nighter on Friday to fit the newly-delivered unit, suffered a potentially major engine malady on the Unidraw car's third practice run.

These dramas come as a serious blow to the little Newbury equipe's title hopes (Cramer has now slipped to third place in the points table) but their efforts are unstinting. Spurred on by offers of assistance from some of their rivals, the duo will be back — provided that funds for the engine rebuild can be found...



England selectors — where were you?

Following some demon work with the Flymo by Roy Lane, Harewood hosted the drivers vs mechanics cricket challenge last Saturday. Roy himself opened the bowling (above) and although not quite displaying the same pace, poise and prowess of Dennis Lillee, did manage to dismiss Daniel Griffiths with the first ball of the match. Father, Martyn, looking the picture of sartorial elegance (above left), fared little better despite an oversized bat. Bodyline reared its ugly head when Adrian Dessouter was struck by a bumper, but he returned after bodywork repairs!



INTERNATIONAL RACES

Cool Kris

HOCKENHEIM, Jul 13: In a dramatic German Formula 3 Championship race at Hockenheim on Saturday that saw only half of the full 34-car grid still running at the finish, Denmark's Kris Nissen took his Bertram Schafer-tended Ralt-VW RT30 to a fine victory. Nissen led throughout the 15-lap race in very hot conditions but certainly had to work hard for his spoils. Quickest in the first practice session, he was later pipped to pole position by the fleet Reynard of Uwe Schafer. In the race, however, once impressive Spaniard Alfonso de Vinuesa had crashed his Josef Kaufmann-run Martini to pass Nissen into the third chicane, it was Schafer's Junior Team runner, Altfred Heger, that provided the strongest challenge. Heger had qualified his year old Ralt RT30 only eighth fastest but the installation of a new John Judd-prepared VW for the race heralded a fine charge by the young German, who somehow muscled his way through to second place on a fraught opening lap and continued to push Nissen all the way to the finish.

The retirements of Schafer, who climbed rapidly from 13th place after a bad start to third on lap 7, with a master switch failure, Pierre Chauvet (Theuermann Ralt RT30) with a misfire, Adrian Campos (Schafer Ralt RT30) with poor handling — he called it a day after surviving two enormous spins — allowed Jorg van Ommen to finish a good third in a Malte Bongers-run Ralt, the saloon driver holding off a determined charge from Schafer's second B-team runner, Manuel Reuter. Series leader Volker Weidler finally saw his fine run of success ended with an overheating engine on his Martini, after avoidance action to miss de Vinuesa's accident. After the race Nissen was fined DM200 for dangerous driving after a complaint from de Vinuesa.

JEREMY SHAW

HOCKENHEIM (D)

German Formula 3 Championship, Round 9

15 laps — 63.36 miles

1, Kris Nissen (Ralt-VW/Brabham RT30), 34m29.96s, 110.19mph; 2, Altfred Heger (Ralt-VW/Brabham RT30-84), 34m31.94s; 3, Jorg van Ommen (Ralt-VW/Speiss RT30), 34m46.60s; 4, Manuel Reuter (Ralt-VW/Brabham RT30-84), 34m48.47s; 5, Jari Nurminen (Martini-VW/Speiss MK45), 34m59.74s; 6, Jo Zeller (Ralt-Toyota RT30-83), 35m07.10s; 7, Karl-Christian Luck (Ralt-Alfa Romeo RT30), 35m17.60s; 8, Wilhelm Weber (Ralt-VW/Speiss RT30-84), 35m42.97s; 9, Gerd Luensmann (Ralt-VW/Speiss RT30-83), 35m43.70s; 10, Wolfgang Wendlinger (Ralt-Toyota RT30-83), 36m07.20s; etc.

Fastest lap: Uwe Schafer (Reynard-VW/Speiss 853), 2m16.55s, 111.35mph.

Championship positions (provisional): 1, Volker Weidler (Martini), 125pts; 2, Nissen, 87; 3, Reuter, 85; 4, Adrian Campos (Ralt), 62; 5, Nurminen, 42; 6, Heger, 40; etc. **Next round:** Jul 21, Diepholz.

Oz finale

ORAN PARK, Jul 14: The Australian Touring Car Championship came to a close with drama at Oran Park when Jim Richards did not win! Victory at the resurfaced track going to the Volvo 240 Turbo of Robbie Francevic, who finished clear of Dick Johnson (second yet again) with Richards in third.

After practice there were four cars sharing the same time and Johnson was awarded the pole slot because he had been the first to set the time. At the start Peter Brock made a barnstorming start to lead from the second row. Four laps into the race however Francevic blasted by and disappeared into the distance, leaving Brock with Jim Richards and Dick Johnson on his tail. Brock had to pit at one third distance with a puncture, but Johnson and Richards fought on until Jim hit a wall and damaged the bodywork of his BMW, thus Johnson was promoted to second.

In the final round of the Australian F2 championship Peter Glover once more led from pole to wrap up the race and the title.

BOB JENNINGS

ORAN PARK (AUS) Australian Touring Car Championship, Round 10

35 laps — 52.5 miles

1, Robbie Francevic (Volvo 240 Turbo), 45m27.0s, 69.30mph; 2, Dick Johnson (Ford Mustang), 45m31.0s; 3, Jim Richards (BMW 635CSI), 45m33.1s; 4, Colin Bond (Alfa Romeo GTV6), 45m57.2s; 5, John Harvey (Holden Commodore), 46m14.5s; 6, Tim Slako (Rover Vitesse), 46m32.9s; 7, Steve Masterton (Holden Commodore), 46m36.0s; 8, Peter Brock (Holden Commodore), 46m40.4s; 9, Garry Willmington (Jaguar XJS), 34 laps; 10, Gregg Hansford (Alfa Romeo GTV6), 34 laps.

Fastest lap: Richards 1m16.7s, 70.4 mph.

Final championship positions: Richards, 218pts; 2, Johnson, 175; 3, Brock, 153; 4, Neville Crichton (BMW 635CSI), 149; 5, Francevic, 143; 6, Bond, 118; 7, Alan Jones (Alfa Romeo GTV6), 116; 8, John Smith (Toyota Sprinter), 110; 9, Kevin Bartlett (Colt Starion), 75; 10, Bob Holden (Toyota Sprinter), 72.

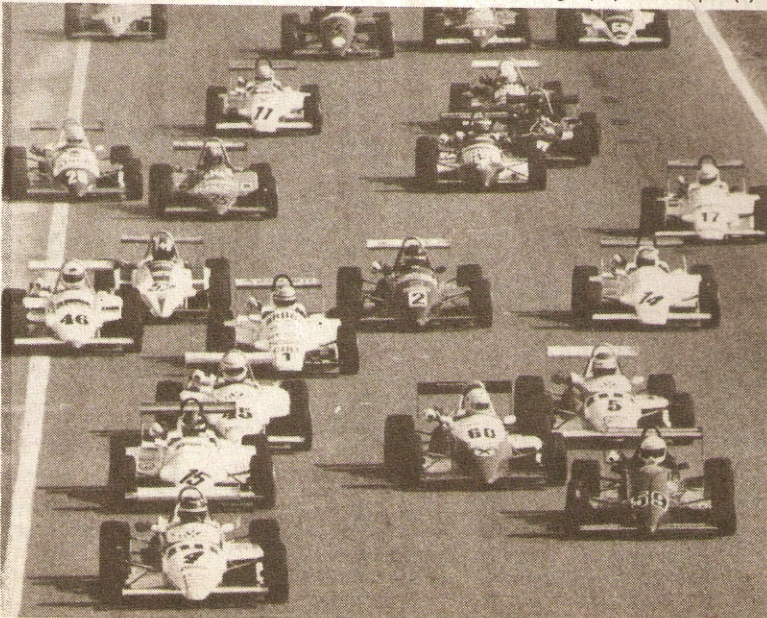
Australian F2 Championship, Round 9

21 laps — 30 miles

1, Peter Glover (Cheetah-VW Mk8), 31m33.6s, 73.52mph; 2, Peter Macrow (Cheetah-VW Mk8), 22m38.7s; 3, Derek Pingel (Cheetah-VW Mk8), 23m27.0s; 4, Arthur Abrahams (Cheetah-VW Mk8), 23m34.1s; 5, Paul Thomas (Elfin-VW), 23m46.1s; 6, Steve Noble (Richards-VW 201), 19 laps.

Fastest lap: Glover, 81.44mph.

Nissen leads away from Schafer, de Vinuesa (15), Chauvet (60), Heger (45) and Campos (5).



Wingless wonders

PAUL RICARD, Jun 07: The ORECA duo of Yannick Dalmas and Pierre-Henri Raphanel showed everyone the way at the French Grand Prix F3 support race at Paul Ricard, pulling easily away from the rest of the field with some sensible slipstreaming on the Mistral straight. The two Martini drivers were running almost no rear wing and were separated by just 0.05sec at the flag.

Third place belonged to Frederic Delavallade who spent much of the race fighting for third with Eddie Jordan's charge, Dominique Delestre. Gary Evans came in fifth ahead of Gilles Lempereur.

Raphanel now has a healthy lead in the championship with the news that the points he lost in an incident at La Chatre have been returned to him.

PAUL RICARD (F) Marlboro French Formula 3 championship, round 8

17 laps — 61.37 miles

1, Yannick Dalmas (Martini-Alfa Romeo MK45), 34m 27.08s, 106.89mph; 2, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45), 34m 27.13s; 3, Frederic Delavallade (Martini-Alfa Romeo MK45), 34m27.13s; 4, Dominique Delestre (Ralt-Volkswagen RT30), 34m 44.19s; 5, Gary Evans (Ralt-Volkswagen RT30), 34m 48.87s; 6, Gilles Lempereur (Martini-Alfa Romeo MK45), 34m 52.54s; 7, Eric Bachelart (Ralt-Volkswagen RT30), 34m 52.54s; 8, Fabien Giroix (Reynard-Volkswagen 853), 34m 55.76s; 9, Gilles Duquaine (Duquaine-Alfa Romeo VG4), 34m 56.34s; 10, Philippe Renault (Martini-Alfa Romeo MK45).

Fastest lap: Dalmas, 2m 00.09s, 108.22mph.

Championship positions: 1, Raphanel, 93 pts; 2, Dalmas, 69; 3, Michel Trollé (Ralt-Volkswagen RT30), 65; 4, Delavallade, 47; 5, Dominique Delestre, 40; 6, Paul Belmondo (Reynard-Volkswagen 853).

Next round: Nogaro, Sep 15.

French Production Car Championship, round 8

20 laps — 72.2 miles

1, Jean-Pierre Jarier (Chevrolet Camaro), 43m 43.96s, 99.05mph; 2, Jean-Pierre Malcher (BMW M635i); 3, Xavier Lapeyre (BMW M635i); 4, Alain Cudini (Mercedes 190E); 5, Jean-Louis Schlesser (Rover Vitesse); 6, Jean-Louis Bousquet (Renault 5 Turbo); 7, Gerard Bleynie (BMW M635i); 8, Jean-Pierre Jabouille (Peugeot 505); 9, Marc Sourd (BMW M5); 10, Pascal Fabre (BMW M5).

Fastest lap: Cudini, 2m 09.81s, 100.70mph.

TransAm takeover

MID-OHIO, Jul 14: Well, well, another victory for a Mercury Capri — the fifth of the year! Wally Dallenbach Jr was the first over the line in his Roush-Protofab example, but if it hadn't been for him, that thorn in Lincoln-Mercury's side, the Buick Somerset Regal of Elliott Forbes-Robinson (the only car to 'put one over' them this year) would have been first to the chequer.

EFR was the polesitter and led all but one of the first 17 laps, before Dallenbach Jr fought past. In fact, it was Dallenbach Jr's team mate, the irrepressible Willy T Ribbs, who had been the first one past EFR, on lap 11. But, he left the road, tearing a tyre. After pitting, he rejoined and fought his way back to fourth.

At the completion of the 100-mile race distance, Dallenbach Jr was 10.7secs to the good, with EFR next up and Chris Kneifel recording his best TransAm result to date, in third. In fact, ex-basketball star Kneifel is lucky to have a drive at all, since he is so tall that his Capri has had to receive surgery to enable him to fit without altering the car's roofline!

Dallenbach Jr now holds the series' lead.

MID-OHIO (USA) SCCA Bendix TransAm Championship, round 6

40 laps — 100 miles

1, Wally Dallenbach Jr (Mercury Capri), 1h06m03.9s, 91.753mph; 2, Elliott Forbes-Robinson (Buick Regal), 1h06m14.6s; 3, Chris Kneifel (Mercury Capri), 40 laps; 4, Willy T Ribbs (Mercury Capri), 40 laps; 5, John Fitzgerald (Nissan 300ZX), 40 laps; 6, Paul Miller (Porsche 944T), 40 laps.

Next round: Brainerd, Jul 21.

Championship positions: 1, Dallenbach Jr, 106pts; 2, Ribbs, 92; 3, Tom Gloy (Mercury Capri), 68; 4, Kneifel, 52; 5, Forbes-Robinson, 45.

Saab's first

FALKENBERG, Jun 07: The Saab F3 engine scored its first race win when Thomas Danielsson took his Reynard 853 to victory at the tiny Swedish circuit of Falkenberg. Although Danielsson was on pole, it was the Ralt RT30 of Joakim Lindstrom that led the field away, and Lindstrom was to lead from flag to flag, only to be docked a minute at the end for jumping the start. It was, nonetheless, a brilliant drive from the talented 19-year-old.

Steven Andskar had a troubled meeting, qualifying only sixth and suffering tyre problems in the race. Leif Lindstrom now leads the Swedish Championship after two rounds, more from consistency than outright speed.

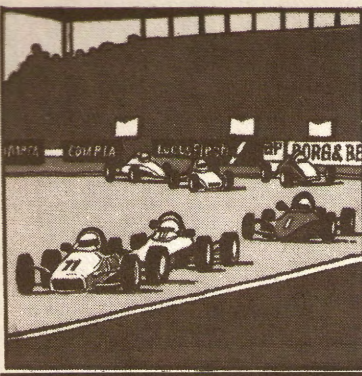
FALKENBERG (S) Swedish Formula 3 Championship, round 2

25 laps — 30.75 miles

1, Thomas Danielsson (Reynard-Saab 853), 33.28s, 111.76mph; 2, Leif Lindstrom (Ralt-Toyota RT30), 16m 37.41s; 3, Mikael Johansson (Ralt-Toyota RT3), 16m 45.37s; 4, Hasse Thaug (Ralt-Alfa Romeo RT3), 16m 48.46s; 5, Hakan Olausson (Ralt-Alfa Romeo RT30), 16m 50.14s; 6, Ronnie Peterson (Ralt-Alfa Romeo RT3), 16m 51.89s; 7, Thorbjorn Carlsson (Ralt-Toyota RT3), 16m 52.42s; 8, Sonny Johansson (Ralt-Toyota RT3), 16m 54.23s; 9, Johan Rajamaki (Anson-Volkswagen SA3), 16m 59.53s; 10, Leo Andersson (Anson-Volkswagen SA6), 17m 02.98s.

Championship positions: 1, Leif Lindstrom, 27pts; 2, Olausson, 23; 3, Steven Andskar (Ralt-Alfa Romeo RT30) and Danielsson, 20; 5, Thaug, 16; 6, Mikael Johansson, 15.

Next round: Kinnekullering, Jul 28.



NATIONAL RACES

CASTLE COMBE

Due to 'typographical problems' last week, the end of the Castle Combe report was omitted. Here it is:

By lap 6, the BMW was right with his adversaries, and a lap later Griffin was second. Griffin finally caught and passed the Escort at Old Paddock on the last lap, while Birley came home third, his Escort bearing the scars of a close battle with Chaffield.

The B&Q Sports 2000 competitors had 17 laps to sort themselves out, but Sean Walker stamped his authority on the race straight away. The pretty Shrike came under pressure from Ian Flux and Alastair Lyall, the latter eventually getting past Flux on lap 7. Paul Stott got the better of Dud Moseley on lap 4, but the self-built Motus stayed in his wheeltracks and was easily the Pre '81 class winner. On lap 14, Lyall slid onto the grass exiting Tower, and Flux couldn't avoid hitting the rear of the Lola. Lyall glanced in his mirror to see red bodywork flying into the air and feared that Flux had launched himself, but arriving at the next corner the lack of downforce and Flux's presence indicated to the Leicester man that the bodywork was his own tail section. He came in to retire next time round.

Closing the day was an A class Clubmans round which had seen several cars in trouble during practice including pole man Martin Mansell who failed to take his grid spot. Paul Gibson took the lead in the attractive Vision, but a neat manoeuvre at Camp on lap 2 saw Richard Groombridge take a lead he was to hold to the finish. Gibson's team mate Les Duncan ran a constant third well clear of Mike Lane who slipped into retirement on lap 9.

DUD CANDLER



DONINGTON PARK

Five races supported the main Trimoco event, honours in the DRC FF2000 race going to Stephen Robertson, which witnessed an unpleasant accident to Danny Candia.

Full report next week.

LYDDEN HILL

The BARC put on a sparse race meeting at Lydden Hill last Sunday, although the action was not in short supply with victories going to Peter Boutwood (FF2000), Steve Pattinson (Road saloons), Ray Lewington (FF1600), Stephen Nichols (*Libre*), while the Special Saloon events saw fantastic scraps between Craig Simmiss and Rod Birley, each taking a win. Full report next week.

A Gray day

CADWELL PARK, Jul 14: After an early morning thunderstorm and showers during practice, the 750MC organised meeting finally got under way on a dry track.

The first event on the nine race programme was an MGCC Midget race and Simon Croydon-Fowler made a good start from row 2 in his Frogeye to take the lead, but he was soon displaced to third by the Midgets of Peter Hiley and Peter Felix. On lap 2 Simon dived down the inside of Felix at the Mountain, but when he tried the same trick for the lead on the next lap, Hiley closed the door forcing Frogeye into a spin, dropping Simon down to fifth behind his brother Lawrence, who had a brief spell in second after a daring manoeuvre into Hall bends. Alan Meadows lost his Midget to the barriers at Hall on lap 5 promoting Simon C-F to fourth. Felix got in front of Hiley on lap 7, but despite the rain and a trailing exhaust Hiley re-took the lead and crossed the line just ahead.

The rain returned for the start of the Formula 1300 challenge and a rather processional race ensued, with the top positions remaining static throughout. Martin Walford made the best use of the dreadful conditions in his WEV (Worms Eye View) and had a massive 7 sec lead at the end of lap 1. He slowed after half distance allowing Martyn Lane and Richard Gilmour to close. And John Holroyd was never far behind in his Molroyd U2 derivative.

Such is the popularity of the 750MC's Kit Car series, they had to run two races split at 1645cc. The small classes went first and Derek Buckton soon took control from Bob Furness, both in Westfields. Behind these two there was a battle for third between the 'oof-road' UVA of Nigel Lacey and the Nimbus Coupe of Gary Shillabeer. Unfortunately as they crossed the line to start lap 3, the UVA lived up to its design and left the road taking the Nimbus with it. Both were eliminated and the race had to be stopped. The re-start was rescheduled for eight laps and Buckton romped away, clear of Furness and Stuart Beddow in similar Westfields. Heather Baillie drove well to overhaul Jonathan Westgate to take class B.

After the delays the rest of the races were rescheduled to eight laps. Rob Moores took the lead at the start of the F4 race but was hotly pursued by Wally Liles. He opened up a slight advantage on lap 3, but Liles retaliated and closed right up again on the last lap, crossing the line just behind. Had the race run its original 10 laps the result may have been different. Mike Whatley and David Shepherd circulated third and fourth throughout.

Race 5 was for road going sports cars. Jeff York's Porsche was on the pole with the Caterham 7 of Bob Sands alongside. But it was the similar 7 of Robin Gray that made the best start, squeezing between the two front row men. Gray and Sands remained first and second to the flag, well clear of the three Porsches of Russell, Burt and York. Simon Croydon-Fowler brought his Frogeye out again and finished sixth.

And so into the tyres...



Race 6 was a round of the Autocavan Formula Vee Championship, and it was championship leader Kevin Martin who led for four laps until Mark Hadfield got the inside line into Coppice. Hadfield's lead was shortlived as Martin got back past on the same lap and held the lead to the flag. Larry Maynard held a big moment at Hall bends only to retire further round the same lap, promoting Andrew Ingram to third from John Mitchell.

The sky was looking ominous before the start of the large capacity Kit cars and sure enough the heavens opened. Mike Luck made the best start and got the inside line into Coppice in his Sheldonhurst Cobra, but the O&C Super Sport of Dave Preece had got in front by the Mountain. On lap 2, Luck got past again at Coppice but his luck ran out and next time round he was down in eighth. Marlow and Nigel James took advantage of the confusion, demoting Preece. On lap 4 Preece swept past both to re-take the lead and pulled clear to take the victory. Marlow circulated second until

James made a successful last ditch effort at the Mountain. And Luck drove superbly, if a little close to the edge, to fight back to fourth, demoting Tony Blewitt's Davrian.

In the Reliant 750 challenge race Bob Simpson and Ernie Frost were in a class of their own. Frost had the advantage on lap 1 but Simpson got past under braking for the Mountain. They circulated nose to tail in this order until the penultimate lap when Frost appeared first into the Mountain. Despite Simpson's best efforts he just held on. The leading pair were half a lap clear of Dick Harvey who had a lonely race in third ahead of Gary Dobbin.

The last race of the day, a TR Register race, was rather processional at the front. Reg Woodcock took an easy victory from John Wellburn. Geoff Mansfield was third despite running for most of the race with the door of the TR2 wide open, just ahead of Steve Hall. Nick Boneham was the first 4 cylinder standard car home, ahead of the first 6 cylinder TR5 of Michael Hughes.

ANDREW SHAW

The Sprites and Midgets enjoyed a fine race. Here's a gaggle at Hall bends.



CADWELL PARK

750 MC

MGCC MG Midget race (10 laps): 1, Peter Hiley (1.5 Midget), 20m11.1s, 66.88mph; 2, Peter Felix (1.3 Midget), 20m23.9s; 3, S. Croydon Fowler (Frogeye), 20m29.0s; 4, L. Croydon Fowler (Frogeye), 20m29.6s; 5, Roger Tidmarsh (Mk 1 Sprite), 21m04.5s; 6, Jonathan Moorhouse (1.3 Midget), 21m23.9s. **Fastest lap:** S. Croydon Fowler, 1m56.9s, 69.28mph.

Formula 1300 race (10 laps): 1, Martin Walford (WEV 2B CKF), 18m59.9s, 71.05mph; 2, Martyn Lane (Lola T492), 19m00.9s; 3, Richard Gilmour (Mallock U2), 19m09.6s; 4, John Holroyd (Molroyd), 19m20.9s; 5, Chris Green (Mallock U2), 19m56.8s; 6, Derek Langley (Haggispeed 6A), 19m59.6s. **Fastest lap:** Martyn Lane, 1m50.3s, 73.43mph.

Kit Cars & Specials race (8 laps) — Overall: 1, Derek Buckton (Westfield 11 BMC), 17m19.9s, 62.31mph; 2, Bob Furness (Westfield 11 BMC), 17m50.2s; 3, Stuart Beddow (Westfield 11 BMC), 17m59.4s; 4, Heather Baillie (O&C Sport Toyota), 18m26.6s; 5, Jonathan Westgate (Dutton B Plus Ford), 18m26.7s; 6, Jeremy Phillips (Sylva Leader Ford), 19m15.6s. **Class A:** 1, Buckton; 2, Furness; 3, Beddow. **Fastest lap:** Buckton, 2m05.8s, 64.38mph. **Class B:** 1, Baillie, 58.55mph; 2, Westgate; 3, Jonathan Barnes (Davrian Mk8), 19m40.3s. **Fastest lap:** Baillie, 2m15.0s, 60.00mph.

Formula 4 race (8 laps): 1, Rob Moores (Chevron B48), 13m53.1s, 77.78mph; 2, Wally Liles (Van Diemen RF82/4), 13m53.4s; 3, Mike Whatley (Delta T81), 14m11.0s; 4, David Shepherd (Jamun), 15m01.0s; 5, David Eccles (Delta T78), 15m29.8s; 6, Gary Storer, 15m31.3s. **Fastest lap:** Liles, 1m41.4s, 79.88mph.

Sporting Cars Road Going Sports Car race (8 laps) — Overall: 1, Robin Gray (Caterham 7), 15m18.1s, 70.58mph; 2, Bob Sands (Caterham 7), 15m31.5s; 3, Keith Russell (Porsche 911), 15m40.4s; 4, Michael Burt (Porsche 911), 15m42.7s; 5, Jeff York (Porsche 911S), 18m43.1s; 6, S. Croydon-Fowler (Frogeye), 15m53.8s. **Class A:** 1, Croydon-Fowler, 67.93mph; 2, Robert Nettleton; 3, L. Croydon-Fowler. **Fastest lap:** S. Croydon-Fowler, 1m57.0s, 69.23mph. **Class B:** 1, Gray; 2, Sands; 3, Fergus Oakley. **Fastest lap:** Gray, 1m52.8s, 71.8mph. **Class C:** 1, Russell, 68.9mph; 2, Burt; 3, York. **Fastest lap:** York, 1m55.1s, 70.37mph.

Autocavan Formula Vee race (8 laps): 1, Kevin Martin (Scarab), 14m56.7s, 72.26mph; 2, Mark Hadfield (Scarab), 15m01.6s; 3, Andrew Ingram (Scarab), 15m34.2s; 4, John Mitchell (Austro), 15m35.3s; 5, Andrew Storer (Scarab), 16m10.4s; 6, Andy Giles (Bebob), 7 laps. **Fastest lap:** Martin, 1m46.8s, 75.84mph.

Kit Cars & Specials race (8 laps) — Overall: 1, Dave Preece (O&C Super Sport Toyota), 16m51.6s, 64.05mph; 2, Nigel James (Dutton Phaeton TC), 16m56.8s; 3, Ted Harlow (Dutton B Plus), 16m58.1s; 4, Michael Luck (Sheldonhurst Cobra), 17m23.8s; 5, Tony Blewitt (Davrian Mk 8), 17m24.7s; 6, Rob Wells (BRA Cobra), 17m25.1s. **Class C:** 1, Preece; 2, Blewitt; 3, Atkinson. **Fastest lap:** Preece, 2m00.3s, 67.33mph. **Class D:** 1, James, 63.72mph; 2, Marlow; 3, Luck. **Fastest lap:** James, 2m01.1s, 66.88mph.

Delioro Reliant 750 Formula race (8 laps): 1, Ernie Frost (Hague 78), 15m40.7s, 68.88mph; 2, Bob Simpson (SS Reliant), 15m40.8s; 3, Dick Harvey (Darvi Mk8), 16m27.6s; 4, Garry Dobbin (Darvi Mk5), 16m27.9s; 5, Tim Green (Time 4B), 17m03.0s; 6, Alan Avery (Diabliese), 17m08.0s. **Fastest lap:** Frost, 1m54.2s, 70.93mph.

TR Register race (8 laps) — Overall: 1, Reg Woodcock (TR3), 16m00.2s, 67.48mph; 2, John Wellburn (TR2), 16m08.1s; 3, Geoff Mansfield (TR3A), 16m13.1s; 4, Steve Hall (TR4), 16m18.7s; 5, Peter Cox (TR4), 16m33.9s; 6, Mike Walker, 16m59.1s. **Fastest lap:** Woodcock, 1m59.3s, 69.05mph. **Class B:** 1, Nick Boneham (TR4A), 17m32.8s, 61.55mph; 2, Nick Evans; 3, Michael Richards. **Fastest lap:** Boneham, 2m08.2s, 63.18mph. **Class D:** 1, Michael Hughes (TR5), 17m37.2s, 61.29mph; 2, Burbury; 3, McKenzie. **Fastest lap:** Hughes, 2m06.7s, 63.93mph.

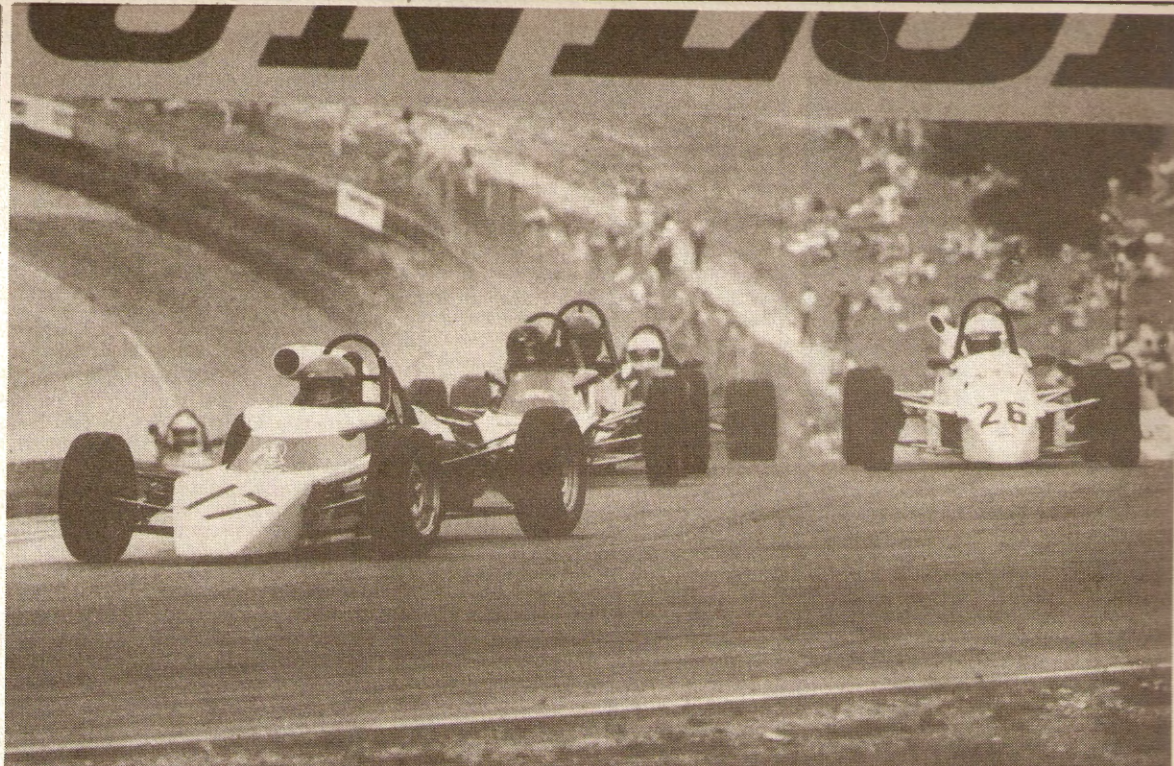
You'll never Walker lone

BRANDS HATCH, Jul 14: Sunny, but windy, weather and free entry for those driving Fords ensured a sizeable crowd for the BHRC's International Fordsport Fiesta (a day-out, not a hatchback!). They were rewarded with good size grids and plenty of action.

Pupils from the Brands Hatch Racing School were the 'celebrities' filling the XR3is in Race 1. Roger Dean led from pole to flag, with Bill Bailey being usurped by a fast-starting Les Scarborough, the latter finishing 1.2secs down on the winner having made a bold bid for the lead at Clark Curve on lap 9, claiming fastest lap on the way.

Alastair Lyall really is coming good in the GRAB Lola and, following his promising outing at Castle Combe, started from pole for the B & Q Sports 2000 race. While happy with his qualifying set-up, Alastair thought that the only way for him to win was to reach Paddock Hill Bend first and keep the others behind him. He didn't, Sean Walker got there ahead, and Mike O'Brien was looking for a way through too. The order settled throughout the field, with Frank Bradley, bearing allegiance to Barclays Bank, holding off Ian Flux for fourth, and the outcome of the race was settled by backmarkers: Lyall's charge after Walker had all the sting taken out of it in the closing laps with some appalling obstruction . . . naming no names. The battle between Bradley and Flux was sorted on lap 15, with Flux getting by. Eventually, the MFI man held on by 1.1secs, but Lyall took the fastest lap. Habits die hard, so Dud Moseley swept up the pre-'81 class again.

The start of the Ford Credit Fiesta round caught most of us by surprise, as the polesitter, previous erstwhile series leader (see *Sports Extra*), Ian Briggs found his engine dead and was engulfed at the green. Alastair Davidson blasted to the fore from the outside of row 1, with Barrie Williams next up. That was that as far as the front two positions were concerned, Davidson scoring a thoroughly fine victory, but all eyes were on Briggs as he fought back from eighth at the end of lap 1 to third by lap 7. Try as he might, setting a lap record on the way, he had to settle for the 'bronze' award. Of the rest, Jeff Mills spun out of Druids on lap 1, taking Jonathan Brown with him, and Ron Johnson came into contact with Paul Sleeman (standing in for his sponsor



Ted Whitbourn is first into Druids in the Champion of Brands qualifying race, with Derek Pring and Tim Harvey behind.

Bob Sockl in the celebrity Motorcraft entry) thumping the barrier on the South Bank side of Cooper Straight. Still, Ron's son Matthew scooped fifth behind Graham Hathaway.

Such was the size of the entry that there was a qualifying race for the Champion of Brands FF1600 round. After practice, the fastest seven went through to the final, leaving the first 17 home in the qualifying race the other final slots.

Len Bull blew his chances by leaving pole position empty and retiring after the warm-up. Thus, Ted Whitbourn was left to his own devices at the front, winning comfortably from Chris Hall, who had enjoyed a far more exciting race. At the end of lap 1, the red Jamun was in second, but on lap 4 a little rain started to fall and Hall was caught out, dropping five places as he span on the exit of Graham Hill Bend. These were duly regained in the space of four laps, Hall heading home the promising David Harkness/Howard Drake Laser combination (see *Sports Extra*) for second. The race lost Tim Harvey in his new Ray, as he took evasive action in the Hall incident. He was pranged by Pring, who also retired.

Richard Hill, Cezar Fittipaldi and a very slow Nigel Stark were the only finishers to miss the cut, although they all were allowed to start the final.

And so to the Champion of Brands final, the last race of a long day, one that was held up due to the nasty accidents in the EFDA FF1600 and Racing Displays FF2000 races having to be cleared up.

Alexander Arbis sat on pole, hoping to show his sponsors massed in the grandstand, Percy Bilton property developers, his latent skills, especially after his crash in the EFDA FF1600 round. The hoped-for lead into Paddock was not to be, and while he was challenged by Colin Stancombe, Ted Whitbourn went around the outside. Arbis was fourth at the end of the lap. The fact that Stancombe dived round Whitbourn on lap 2 is rather irrelevant, since the latter was penalised 10secs for a jumped start. I guess it had been quite a feat to lead from the outside of row 3 . . . By lap 4, Arbis had moved by Miki Dee for third on the road.

There was plenty of competition for the top places, though, with a dozen cars circulating in close indian file. However, a few of these dropped by the wayside: Harkness losing it at Paddock on lap 6, and being unable to return to the fray, finding no gears to play with. On the last lap, two more dropped out . . . Kevin Gillen, looking to make up for a very

disappointing day, dived down the inside of Rob Murphy and John Oxborrow on Cooper Straight. He rubbed wheels with the latter, and the innovative OX was launched into the infield, fortunately with very little damage, but another wasted weekend for Mr Oxborrow. Hugo Spowers left the track in sympathy.

So, the race was Stancombe's. No, on lap 7 Arbis finally passed Whitbourn at Druids, and on the following tour he took the lead at Paddock Hill Bend, one he was to keep. Stancombe thus finished second ahead of the rapidly improving Andrew Stapley, with Whitbourn's fourth on the road becoming ninth with his penalty. Fastest lap went to a disappointed Harkness with a very promising 49.9s lap.

BRUCE JONES

Alastair Davidson — in unbeatable form.



\$2000 winner Walker leads the B&Q race from Lyall, O'Brien, Bradley, Stott and Flux.



BRANDS HATCH

BHRC

Ford Escort XR3i Celebrity race (10 laps): 1, Roger Dean, 10m40.6s, 67.63mph; 2, Les Scarborough, 10m41.8s; 3, William Bailey, 10m48.7s; 4, George Skinner, 10m49.2s; 5, Neil Catt, 10m49.5s; 6, Alan Cearns, 10m54.5s. **Fastest lap:** Scarborough, 1m02.7s, 69.10mph.

B&Q British Sports 2000 race (21 laps) — Class A and overall: 1, Sean Walker (Shrike-Nelson P15), 16m46.8s, 90.37mph; 2, Alastair Lyall (Lola-Neil Brown T598), 16m47.9s; 3, Mike O'Brien (Shrike-Neil Brown P15), 16m51.0s; 4, Ian Flux (Aquila-Neil Brown R83S), 16m54.5s; 5, Frank Bradley (Royale-Neil Brown RP38), 16m59.6s; 6, Paul Stott (Royale-Neil Brown RP38), 17m09.8s. **Fastest lap:** Lyall, 47.0s, 92.19mph. **Pre'81 class:** 1, Dud Moseley (Motus-Hewitt 10BX), 17m23.9s, 87.16mph; 2, Andreas Kramer (Tiga-Chamberlain SC79), 17m30.3s; 3, Dave Karaskas (Lola-Naylor T490), 20 laps. **Fastest lap:** Moseley, 48.7s, 88.97mph (record).

Ford Credit Fiesta race (10 laps): 1, Alastair Davidson, 9m47.4s, 73.76mph; 2, Barrie Williams, 9m48.9s; 3, Ian Briggs, 9m50.3s; 4, Graham Hathaway, 9m54.3s; 5, Matthew Johnson, 9m54.9s; 6, Brian Farmer, 9m56.9s. **Fastest lap:** Briggs, 57.2s, 75.75mph (record).

JPS Champion of Brands FF1600 qualifying race (10 laps): 1, Ted Whitbourn (Ray-Minister 80F), 8m46.9s, 82.23mph; 2, Chris Hall (Jamun-Minister T12B), 8m50.3s; 3, David Harkness (Laser-Auriga HD85F), 8m52.0s; 4, Nick d'Amico (Van Diemen-Auriga RF85), 8m52.4s; 5, Kevin Gillen (Van Diemen-Scholar RF85), 8m52.9s; 6, Martin McGill (Reynard-Neil Brown 84FF), 8m54.1s. **Fastest lap:** Hall, 51.1s, 84.79mph.

JPS Champion of Brands FF1600 final (10 laps): 1, Alexander Arbis (Van Diemen-Minister RF85), 8m33.2s, 84.43mph; 2, Colin Stancombe (Lola-Stancombe T460E), 8m33.8s; 3, Andrew Stapley (Van Diemen-Minister RF85), 8m35.4s; 4, Miki Dee (Van Diemen-Minister RF82), 8m36.2s; 5, Rob Murphy (Getem-Minister GD115), 8m36.2s; 6, Bob Hawkins (Ray-Nolan 83F), 8m37.7s. **Fastest lap:** David Harkness (Laser-Auriga HD85F), 49.9s, 86.83mph.

BRANDS HATCH: EFDA FF1600

Johnny's Quest for victory

As is now so often the case, Johnny Herbert was on pole in the lone Quest, with a time of 49.5s. Would this be another drive that promised so much and yielded nothing? Alongside were the Van Diemens of Damon Hill and an on-form Ruari O'Coileain. Mark Blundell, Jonathan Bancroft, Bertrand Gachot and Paulo Carcasci were also below the 50s mark with Alexander Arbis and Eric Bachelart heading the rest.

For once this was Herbert's day, he made the best start and was first into Paddock Hill Bend. He was never headed and managed to break clear of a hard-fighting pack made up of Hill, O'Coileain, Blundell, Bancroft, Gachot, Carcasci and Arbis. It was certainly not Kevin Gillen's day, in comparison, as he was immediately blackflagged, having joined the back of the grid after the warm-up lap.

It all went wrong for Arbis on lap 2, spinning away a chance to impress his sponsors at Paddock. The group fighting for second place continued unabated, with O'Coileain trying every trick that he knew to pass Hill, especially at Paddock. On lap 2 he was by, but then soon relegated again. It was not until lap 7 that he showed in front again.

Lap 7 saw contact between Marc Hessel and James Taylor at Graham Hill Bend, with Taylor spinning onto the grass and retiring on the spot, while Hessel spun off at the start of Cooper Straight, and retired behind the pits.

Blundell, Bancroft, Gachot, Carcasci and Bachelart continued to hang on behind, but on lap 8 it all went wrong for Gachot when he blew a sizeable hole in the side of his Gatto. Bancroft lasted little longer. Going into

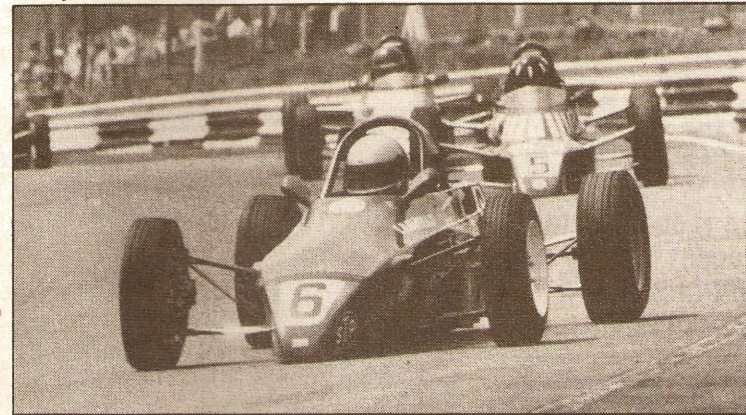
Paddock Hill Bend on lap 10 he obviously had a spot of bother with his brakes, doing well to hold a 'moment' as he locked up. He brought the car back to the pits and retirement, his right rear wheel rather loose.

Scheduled for 15 laps, the race was brought to a premature close, with the results being declared at the end of lap 11, when there was a thoroughly frightening accident at Paddock Hill Bend. Herbert came through, then a gap, then O'Coileain, Hill and Blundell very close together. Hill tried too hard and spun onto the inside of the corner, seemingly harmlessly. But, Carcasci and Bachelart were hammering in at great speed and panicked when they saw the cloud of rubber haze and hit the brakes. Bachelart hit Carcasci, pushing him very hard into the barriers and launching himself into a horrifying series of end-over-ends. His Ecurie Toison d'Or RF85 looked for a second as though it would vault clean over the fence into the spectator area, but then arched down and came to rest with a sickening thump between the barrier and the bank behind, glancing a marshal en route. Bachelart miraculously escaped with just a bruised left arm. A lucky man indeed! Carcasci too was uninjured. And Arbis escaped with heart palpitations, having been standing behind the barrier just a few yards beyond.

The finishing order at the end of lap 11 was thus: Herbert, O'Coileain, Hill, Blundell, Carcasci and Bachelart. And there was relief all round: Hill pleased to have been excused his error; Carcasci that he was uninjured; and Bachelart and the stricken marshal that they were alive.

BRUCE JONES

Johnny Herbert was outstanding in the EFDA race. Hill and O'Coileain give chase in vain.



BRANDS HATCH

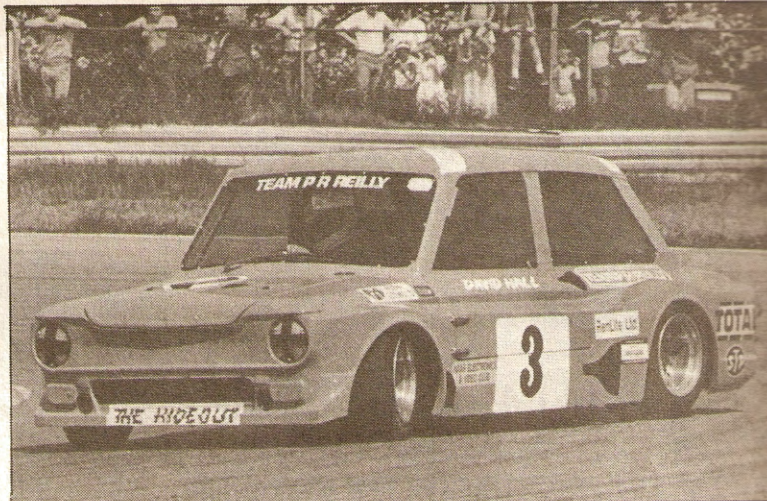
Jul 14

EFDA Euroseries FF1600 Championship (British region), round 2

15 laps — 18.05 miles, results declared after 11 laps

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Johnny Herbert	Quest-Auriga FF85	9m15.1s	49.7	49.5
2	Ruari O'Coileain	Van Diemen-Minister RF85	9m18.9s	49.7	49.7
3	Damon Hill	Van Diemen-Minister RF85	9m19.0s	49.8	49.8
4	Mark Blundell	Van Diemen-Minister RF85	9m19.1s	49.8	49.7
5	Paulo Carcasci	Van Diemen-Minister RF85	9m21.3s	49.9	49.9
6	Eric Bachelart	Van Diemen-Minister RF85	9m21.6s	50.0	50.2
7	Pete Townsend	Reynard-Minister B4FF	9m29.6s	50.9	50.4
8	Philippe Favre	Van Diemen-Minister RF85	9m30.0s	50.6	50.7
9	Gerald van Uiter	Mondiale-Minister M85S	9m30.5s	50.1	50.7
10	Lindoro da Silva	Van Diemen-Gatto RF85	9m30.8s	50.6	50.4
11	Tim Jones	Van Diemen-Scholar RF85	9m31.5s	50.7	50.5
12	Andrew Boyensipen	Van Diemen-Cresswell RF84	9m38.0s	50.9	51.3
13	Scott Stringfellow	Reynard-Minister B5FF	9m42.6s	51.2	51.4
R	Jonathan Bancroft	Van Diemen-Auriga RF85	10 laps	—	49.8
R	Bertrand Gachot	Van Diemen-Gatto RF85	8 laps	—	49.8
R	Jaap Bokhoven	Mondiale-BS Power M85S	8 laps	—	52.6
R	Marc Hessel	Van Diemen-Auriga RF85	7 laps	—	50.6
R	James Taylor	Van Diemen-Scholar RF85	7 laps	—	50.9
R	Marc Simon	Reynard-Minister B5FF	2 laps	—	50.6
R	Alexander Arbis	Van Diemen-Minister RF85	1 lap	—	50.1
D	Kevin Gillen	Van Diemen-Scholar RF85	Disqualified	—	51.0

Winner's average speed: 85.86mph. Fastest race lap: Herbert, O'Coileain and Bancroft, 49.7s, 87.18mph.



David Hall scored his first win in seven years, with his mid-engined Carter-Imp.

Brilliant Brendan

MONDELLO PARK, Jul 7: Brendan McKenna drove the race of his life to beat Leslie Wright in the FF2000 race at the Leinster MC's meeting. He led off the front row in his Van Diemen RF82. Wright could not find a door even slightly ajar to slip past, and at the flag the gap was 0.39 secs. On the last lap Chris Murphy finally forged past Denis McGall to finish third in his Pernod car, beating not only McGall but Colin Lees too. Alan Kelly came in sixth in his Zanussi entry, with Tommy Reid seventh. The battle for pre-'82 honours went to Tommy Cunneely from Ivan Thompson.

Martin Boyle's lead in the Motovox FF1600 A race was never really in danger, the Mondiale getting away to a very good start and away from the traffic behind. Alan McGarrity took several laps to pass Mick Merrigan, but he never remotely looked like challenging Boyle and at the flag was 9.23secs in arrears. Pat Duffy, too, was stuck behind Merrigan, Mick driving forcefully and giving no quarter, and Duffy was held back to fourth. Cliff Dempsey came home fifth, with a smashed nose cone, holding off a challenge from that man Tommy Reid (again).

The Shell Oils B race was won by Bob Scanlon, who had his Crossle 55F punted out of the A race in a first (Shell) corner incident. He had more than 2secs

advantage over second man Bernard Heary. George McGlashen came in third, and the dice for fourth went to Mike Woodside from Fionn Murray.

Round 5 of the Crossle Challenge Cup was also on the programme, and winner Gerry O'Reilly moved from third on points to the number one spot. It was O'Reilly's race by 0.18sec. from that man Tommy Reid again, followed by Mike Woodside, Bill Griffin and Pat Cassidy.

Cairon McLarnon took his Crossle to victory in the Peckers Night Club C race, chased home by Cassidy, Griffin and Michael Cullen in the Sprint Van Diemen RF81. Liam O'Sullivan took his now customary Formula VW win, easily beating Robert McFarland and Peter Auerbach, with Paul Conroy in a Cheetah chasing home the three Irish-built Sheanes.

David Dowling initially led the GT race in his 1.6 TMC Costin, but David Hall rapidly asserted himself to score his first win with his 1.3 Carter-powered and mid-engined Imp. Had he known that Savage Smyth Championship contenders George Crozier, John Keane and Morgan Dempsey were not running, Hall says he wouldn't have bothered either, but none the less a win is a win.

The prodsaloons raced on handicap for the Pat Murphy Memorial Trophy, in memory of the Ford Fiesta driver who died from a heart attack at Mondello in April. Winner was Eoghan Kavanagh from Greg Turley, both in Alfasuds. John Wood, fastest man on the track, took his Ford Escort RS2000 into third.

BRIAN FOLEY

MONDELLO PARK

Grange Motors/MDL Formula VW race (10 laps): 1, Liam O'Sullivan (Sheane), 11m 37.59s, 63.99mph; 2, Robert McFarland (Sheane), 11m 40.80s; 3, Peter Auerbach (Sheane), 11m 43.42s; 4, Paul Conroy (Cheetah), 11m 51.25s.; 5, Aidan Carey (Berlyn), 12m 02.69s; 6, Alastair McKerr (Merlin), 12m 11.55s. Fastest lap: O'Sullivan, 1m 08.51s, 65.15mph.

Peckers Night Club FF1600 C race (10 laps): 1, Cairon McLarnon (Crossle 55F), 10m 53.75s, 68.28mph; 2, Pat Cassidy (Crossle 35F), 10m 53.98s; 3, Bill Griffin (Crossle 32F), 10m 54.56s; 4, Michael Cullen (Van Diemen RF81), 10m 54.80s; 5, Donal Griffin (Crossle 32F), 10m 55.86s; 6, Peter Egan (Van Diemen RF80), 10m 57.39s. Fastest lap: Bernard Dolan (Crossle 60F), 1m 03.78s, 69.98mph.

Shell Oils FF1600 B race (10 laps): 1, Bob Scanlon (Crossle 55F), 10m 45.02s, 69.20mph; 2, Bernard Heary (Van Diemen RF81), 10m 47.63s; 3, George McGlashen (Crossle 45F), 10m 48.87s; 4, Mike Woodside (Crossle 32F), 10m 49.38s; 5, Fionn Murray (Crossle 60F), 10m 49.97s; 6, Griffin, 10m 52.80s. Fastest lap: Heary, 1m 03.00s, 70.85mph.

GT race (10 laps): 1, David Hall (1.3 Imp-Carter), 11m 18.20s, 65.81mph; 2, David Dowling (1.6 TMC-Costin Ford), 11m 46.83s; 3, Dan Rooney (1.0 Imp), 11m 59.60s; 4, Ken Leech (1.0 Imp), 12m 05.99s; 5, Nigel Burgess (1.0 Imp), 12m 09.22s; 6, N McDonnell (1.3 Mini), 12m 28.12s. Fastest lap: Hall, 1m 04.68s, 69.01mph.

Pat Murphy Memorial Trophy handicap race for Prodsaloons (10 laps): 1, Eoghan Kavanagh (1.3 Alfasud), 13m 08.65s, 56.60mph; 2, Greg Turley (1.3 Alfasud), 13m 11.60s; 3, John Wood (2.0 Ford Escort RS 2000), 13m 17.80s; 4, Dermot Carroll (1.3 Fiat 3P), 13m 20.38s; 5, George Dickson (3.0 Ford Capri 3000), 13m 20.55s; 6, Frank O'Rourke (1.3 Opel Kadett SR), 13m 21.20s. Fastest lap: Wood, 1m 11.32s, 62.58mph.

Motovox FF1600 A race (18 laps): 1, Martin Boyle (Mondiale M84S), 18m 42.44s, 71.58mph; 2, Alan McGarrity (Crossle 60F), 18m 51.67s; 3, Mick Merrigan (Reynard B4FF), 18m 52.72s; 4, Pat Duffy (Crossle 32F), 18m 52.95s; 5, Cliff Dempsey (Van Diemen RF83), 19m 06.01s; 6, Tommy Reid (Crossle 55F), 19m 06.30s. Fastest lap: Boyle, 1m 01.81s, 72.21mph.

Yokohama/Pacemaker FF2000 race (20 laps): 1, Brendan McKenna (Van Diemen RF82), 19m 37.90s, 75.79mph; 2, Leslie Wright (Van Diemen RF83), 19m 38.29s; 3, Chris Murphy (Van Diemen RF82), 19m 46.06s; 4, Denis McGall (Mondiale M85S), 19m 47.07s; 5, Colin Lees (Mondiale M85S), 19m 47.79s. 6, Alan Kelly (Van Diemen RF83), 19m 54.69s. Fastest lap: McKenna, 58.14s, 76.77mph.

Crossle FF1600 Challenge Cup race (10 laps): 1, Gerry O'Reilly (Crossle 32F), 10m 40.53s, 69.68mph; 2, Tommy Reid (Crossle 40F), 10m 40.71s; 3, Woodside, 10m 41.61s; 4, Eugene Heary (Crossle 32F), 10m 41.99s; 5, Griffin, 10m 49.10s; 6, Pat Cassidy (Crossle 32F), 10m 49.57s. Fastest lap: Woodside, 1m 02.64s, 71.25mph.



The Nash and Piggott formation Classic Saloon team. Nash crossed the line ahead.



Yuk Hodgson discovered that sideways is not the quickest way around a race circuit.

Park Lane

CADWELL PARK, Jul 13: The rolling Lincolnshire Wolds sweltered under a humid atmosphere for the BRSCC Northern visit to Cadwell Park's short circuit. Eight races were run with commendable speed to an early finish.

The usual overflowing entry for Pre '74 FF1600 championship points turned out with enough cars present to fill two grids. The lucky drivers lined up at the start for 10 laps and it was Bob Berridge who showed ahead of Peter Hancock as the pack streamed into the first corner. The two put on a fine dice for the lead all race and soon pulled away from the rest, led by Chris Smith, with Brent Gilkes and David Germain in close company. Berridge just kept ahead of Hancock until the Merlyn had a quick spin out of Mansfield Corner with just a couple of laps left to run. Smith had a lonely run to third.

Much tail-wagging was the order of the day in the Pre '65 Classic Saloon race, the tight hairpin at the bottom of the circuit proving an exciting viewing spot. At the first corner David Piggott had the edge over Phil Wight's similar Lotus Cortina with John Young using all the Mustang's 4.7-litres to keep in touch. Second time round and L Nash had come through to second at the expense of Wight and Young, and set about getting on terms with the leader. This he did by lap 4. At half distance Piggott still led while Young had passed Wight into third. Wight responded and retook third after two laps but Young remained in touch and with one lap left to run slipped past once more to hold third to the flag by a couple of tenths. The lead still rested with Piggott right until the last lap when a determined Nash finally found a way past, actually pulling out a few tenths by the flag.

Further down the field, below the hordes of Lotus Cortinas, Andy Elcomb claimed Class C well clear of Class D winner Patrick McCloy.

The increasing popularity of the 'Wishbone' Formula E FF1600 series was amply underlined by the grid which turned out for another 10 lapper. Jeff Cresswell took the lead initially from Alister Lane, Wally Warwick and David Germain. But before the end of the opening lap Lane moved to the front and stayed there to the finish despite Cresswell setting the fastest lap in his efforts to unseat him.

There was also a fight for third throughout, Warwick taking the verdict. These two were well down on the leaders but similarly ahead of James Buckton's Sark which held fifth throughout. Sixth, seventh and eighth spots were keenly contested, with Malcolm Johnstone eventually beating Rolf Gilliard by a tenth, with David Lowe just behind.

Eleven contenders for MGCC T Type

CADWELL PARK

BRSCC Pre '74 FF1600 race (10 laps): 1, Bob Berridge (Lotus-Minister 69), 11m32.6s, 77.96mph; 2, Peter Hancock (Merlyn-Scholar Mk20A), 11m40.2s; 3, Chris Smith (Hawke-Auriga DL11), 11m44.0s; 4, Brent Gilkes (Jomic-Oselli Mk2A), 11m49.2s; 5, David Germain 11m50.2s; 6, Chris Woodcock (Dulon-Auriga MP15), 11m59.3s. **Fastest lap:** Berridge, 1m09.2s, 78.03mph.

Pre '65 Classic Saloons race (10 laps) — Overall: 1, L Nash (1.6 Lotus Cortina), 13m58.2s, 64.42mph; 2, D Piggott (1.6 Lotus Cortina), 13m59.1s; 3, John Young (4.7 Ford Mustang), 14m18.8s; 4, Phil Wight (1.6 Lotus Cortina), 14m19.0s. **Class A:** 1, Young, 62.87mph; no other starters. **Fastest lap:** 1m23.8s, 64.43mph. **Class B:** 1, Nash; 2, Pat Callis (2.4 Jaguar), 15m30.5s. No other starters. **Fastest lap:** Nash, 1m24.0s, 64.28mph. **Class C:** 1, Andy Elcomb (2.0 Triumph 2000 MK1), 14m51.2s, 60.59mph; 2, Barry Dale (1.6 Ford Cortina GT), 15m21.9s; 3, Dave Ramsbotham (1.5 Ford Cortina GT), 9 laps. **Fastest lap:** Elcomb, 1m28.3s, 61.15mph. **Class D:** 1, Patrick McCloy (1.1 Morris Minor), 15m21.0s, 58.63mph; 2, Ian Claridge (1.2 Ford Anglia), 15m25.1s; 3, Michael Aspinall (1.2 Ford Anglia) 9 laps. **Fastest lap:** 1, McCloy and Claridge, 1m31.4s, 59.08mph. **Class E:** 1, Piggott, 64.35mph; 2, Wight; 3, Andy Jackson (1.6 Lotus Cortina), 14m19.9s. **Fastest lap:** 1m24.0s, 64.28mph.

Formula E FF1600 race (10 laps): 1, Alister Lane (Van Diemen-Aldon RF80), 11m29.7s, 78.29mph; 2, Jeff Cresswell (Merlyn), 11m30.3s; 3, Wally Warwick (PRS RH01), 11m45.2s; 4, David Germain (Elden-Ford Mk10C), 11m45.7s; 5, James Buckton (Sark), 11m51.1s; 6, Malcolm Johnstone (Crossle-Scholar 45E), 11m56.0s. **Fastest lap:** Cresswell, 1m09.1s, 78.14mph (establishes record).

JWE Banks Ltd MGCC T Type race (10 laps) — Overall: 1, Richard Green (1.5 TC), 14m23.0s, 62.57mph; 2, George Edney (1.35 TB), 14m24.0s; 3, Paddy Wilmer (1.4 TA), 14m52.4s; 4, Malcolm Gammons (1.3 TF), 15m14.0s. **Standard Cars:** 1, Gammons, 59.08mph; 2, Dave Mason (1.25 TC), 15m15.3s; 3, John Edney (1.5 TF), 15m36.3s. **Fastest lap:** Mason, 1m29.7s, 60.20mph. **Modified Cars:** 1, Green; 2, George Edney; 3, Wilmer. **Fastest lap:** Green, 1m25.0s, 63.25mph.

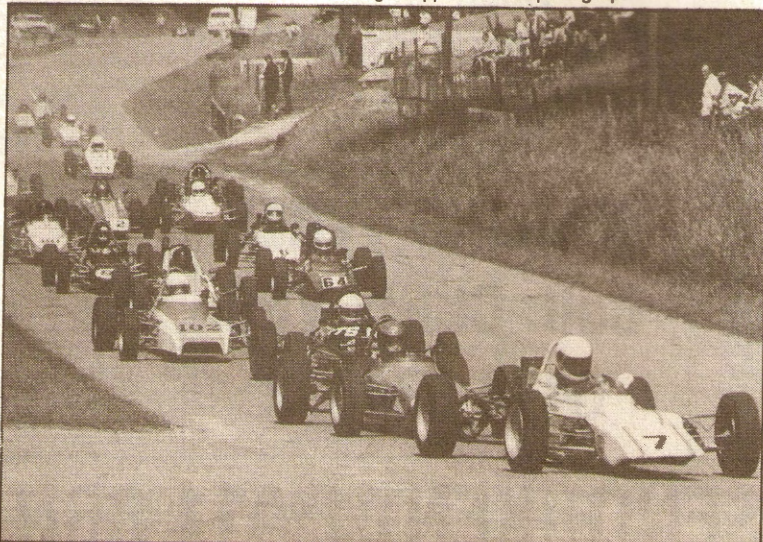
Bernard Hunter Cranehire Northern FF1600 race (10 laps): 1, Lane, 11m29.3s, 78.34mph; 2, Don Hardman (Reynard-Nelson 85FF), 11m30.3s; 3, Mike Lindley (Reynard 85FF), 11m37.0s; 4, Paul Morton (Royale-Scholar RP29), 11m46.1s; 5, Warwick, 11m48.1s; 6, Ian Williams (Royale), 11m48.4s. **Fastest lap:** Hardman, 1m08.6s, 78.71mph.

BRSCC Northern GT race (10 laps) — Overall: 1, Jon Fletcher (2.0 Lotus Esprit Hart), 10m47.6s, 83.38mph; 2, Ron Cumming (3.4 Lotus Esprit GA), 10m48.6s; 3, Stuart Oliver (2.0 Lotus Elan), 11m33.8s; 4, P Thomalla (3.5 Rover), 9 laps. **Over 3600cc:** No starters. **2001-3600cc:** 1, Cumming, 83.25mph; 2, Thomalla. No other starters. **Fastest lap:** Cumming, 1m03.6s, 84.90mph. **1501-2000cc:** 1, Fletcher; 2, Oliver. No other starters. **Fastest lap:** Fletcher, 1m03.8s, 83.38mph. **1001-1500cc:** 1, Gavin Scott (1.5 Lotus Europa), 9 laps, 69.27mph. No other starters. **Fastest lap:** 1m16.8s, 70.31mph. **Up to 1000cc:** 1, Jon Jeffrey (1.0 Davian Mk8), 9 laps, 70.84mph. No other starters. **Fastest lap:** 1m14.7s, 72.28mph.

BRSCC/108 CC Rally Car race (10 laps) — Overall: 1, Ian Stansfield (1.6 Ford Escort), 13m26.3s, 66.97mph; 2, Mark Smithson (1.8 Colt Lancer Turbo), 13m33.0s; 3, Yuk Hodgson (1.8 Ford Escort RS), 13m50.9s; 4, Howard Patterson (1.7 Ford Escort RS), 13m54.4s. **Up to 1300cc:** 1, Mick Friday (1.3 BL Mini), 14m14.3s, 63.20mph; 2, David Walton (1.25 Vauxhall Chevette), 9 laps; 3, Susan Beechinor (1.05 Fiat 127). **Fastest lap:** Friday, 1m24.4s, 63.98mph (establishes record). **1301-1600cc:** 1, Stansfield; 2, Paterson; 3, Mike Curtis (1.6 Ford Capri), 9 laps. No other finishers. **Fastest lap:** Stansfield, 1m20.1s, 67.41mph (establishes record). **1601-2000cc:** 1, Hodgson, no speed given; 2, Mike Radcliffe (2.0 Triumph Dolomite Sprint), 9 laps. No other starters. **Fastest lap:** Not given. **Over 2000cc:** 1, Smithson, 66.42mph. No other starters. **Fastest lap:** Smithson, 1m19.6s, 67.83mph (establishes record).

MGCC B, C, GT, V8 race (10 laps) — Overall: 1, Martin Dell (1.8 MGB), 11m59.2s, 75.06mph; 2, John Lodge (1.95 MGB), 12m06.3s; 3, Richard Horn (1.95 MGB), 13m21.6s; 4, Bill Beadnell (1.95 MGB), 9 laps. **Class A:** 1, Phil Conn (1.8 MGB), 9 laps, 62.63mph; 2, John Philpott (1.86 MGB); 3, Darryl Davis (1.8 MGB). **Class B:** 1, Horn, 67.36mph; 2, Beadnell; 3, Chip Ballenger (1.95 MGB). **Class C:** 1, Dell; 2, Lodge; 3, Doug Smith (2.9 MGB), 9 laps.

Bob Berridge leads Peter Hancock et al through Coppice on the opening lap.



points made the trip to Cadwell and George Edney held the premier place all race, but at the flag was pipped by Richard Green who outdragged him out of the Hairpin on the final lap. Paddy Wilmer came home third, but only after a fraught few moments with Brian Sayers round the back of the circuit. Sadly, Sayers retired on the last lap.

Just to show that his RF80 is not just good for Formula E, Lane brought his Van Diemen out for the Bernard Hunter FF1600 round and trounced the opposition. Right from the start he held the lead, Mike Lindley and Don Hardman having to shadow the older car all 10 laps. Hardman let Lindley do all the chasing, and when, on the last corner of the last lap, Lindley made his play for the front and failed with a spin, it was Hardman who slipped safely past and into second! Lindley recovered to claim third ahead of Paul Morton (out in his Royale instead of a Pacer) who had a race-long duel with Warwick.

Only six cars graced the GT race which featured a Lotus Esprit duel, Jon Fletcher fending off Ron Cummings to take the flag a full second to the good. Stuart Oliver had his repaired (after the Oulton accident a couple of weeks ago) Elan out and notched up third, the last runner to complete all 10 laps.

After practising with the GT cars in the morning, the Rally Car Challenge entry was given a separate race, the lines of the rally drivers not according with best racing tradition — especially not those of Yuk Hodgson's Escort...

Dave Holland took the lead at the start from Ian Smithson and Ian Stansfield. The Hairpin claimed Holland second time around, the Fiesta also stalling (a fate which befell Smithson a lap later). These problems allowed Stansfield to get into, and consolidate, his place at the head of the field — especially as Holland had the Fiesta die terminally on the way through Coppice Corner on lap 4 after he had made it back to second spot ahead of Hodgson. Hodgson. Ah yes, what a display of cornering! Armfuls of opposite lock and lots of tyre smoke, every corner, every lap. However spectacular, Hodgson soon fell foul of a recovered Smithson who moved back to second on lap 6 and pulled away.

A fine fight for the lead of the MGCC race between Martin Dell and John Lodge rounded off a good day. Despite all Lodge could do, Dell had the edge out of the Hairpin and up the hill into Charlies. With the leaders tying up C class spoils, it was left to Phil Conn (MGB) to annex Class A honours. Richard Horn beat all opposition in Class B and was the only other car on 10 laps at the flag.

PAUL BOOTHROYD
AUTOSPORT, JULY 18, 1985

Cleland clear

MALLORY PARK, Jul 14: A very ambitious 11 race programme got off to a bad start in practice with numerous time consuming incidents. Some nine cars of various classes ended up in the barriers at Gerards during the morning, the most serious accident befalling Michael Willis who crashed his Fiat Ritmo heavily and was hospitalised with a suspected broken leg. Notwithstanding the morning problems, the afternoon's racing was excellent and the BRSCC did a magnificent job of running the meeting to time.

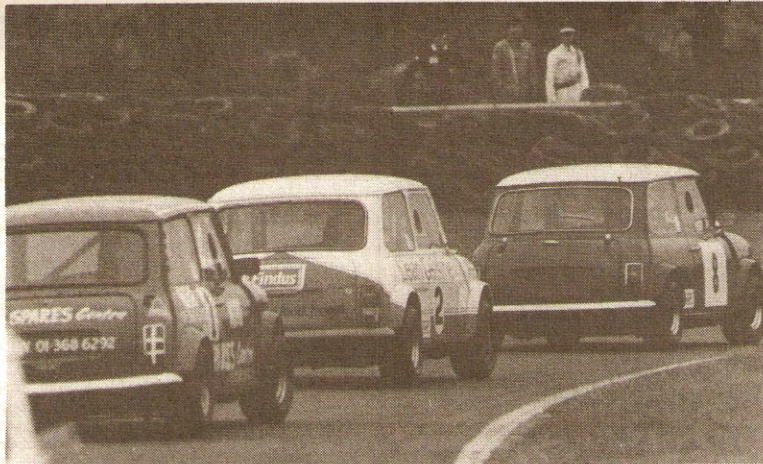
First out were the TUK Monoposto Kent runners. Simon Davey put the Kinell firmly into the lead from the start and romped away to an unchallenged win. Brian Mee was second for the first half of the race, but Nick Ashbourne fought through to shake off a lowly first lap position, battling past Alan Muggleston and Dick Draper to challenge for second on lap 6. Once past Mee, Ashbourne held him off to the flag, but could not match the speed of Davey. Mee took third, Muggleston fourth and Draper faded to finish behind John Ostins and Andrew Broadley.

The Modified Monoposto cars followed their Kent brethren out and David Dudley was an early leader until Brian Turner got his Chevron B47 warmed-up and past. For the 10 laps Dudley hung on to the tail of the Chevron, but just failed to get back on terms. George Woodhead took two laps to pass Peter Williams and Ray Thomas to claim third. Williams retired on lap 3. Thomas held fourth just ahead of David Cox.

Such was the entry for the Uniroyal Prod saloon race that two separate races were necessary: the 1300cc and 1301-2000cc classes making up a separate event. Karl Jones led with Barbara Cowell in close pursuit in the second Autocar Fiat Strada Abarth. For the whole 15 laps she was most impressive as she tried to get past Jones, just failing at the finish. Vic Lee brought his Golf GTI into third spot as Sean Brown's Corolla GT faded somewhat after five laps. Lee then caught the Jones/Cowell battle and despite setting a new class record was adrift at the flag. John Cotton extricated his Golf from the clutches of Terry Nightingale's Astra for fourth.

Often forgotten, the up to 1300cc contenders were rather more numerous than previously with a lone Peugeot 205GTi ranged against five Nova SRs — the Novas now back in single carb trim after the Nova Sport homologation fell through. James Kaye was easily fastest in his Lookers backed Nova after practice, and proved so in the race, beating Andrew Jeffrey by over 7secs and setting a class lap record on the way. John Hopwood made it a Nova 1-2-3 with Dick Draper's 205 GTi in fourth.

Production Saloons part two comprised Mono men: Turner, Dudley and An-



The leading Mini Miglia trio of Carvell, Lewis and Fry. They finished in this order.

ed the larger classes. Colin Blower had pole in his BF Goodrich Starion and soon showed clear. Slotting into second place was Andy McLennan, the Simmons car looking secure ahead of John Cleland, Martin Williams and Tony Lanfranchi. As the race settled down Graham Scarborough took his Capri past Williams to annex fifth. Lap 10 saw Blower slow and head for the pits to retire, McLennan took the lead with Cleland in second, but somewhat out of touch, Scarborough moved to third.

All was steady at the front, but on the last lap Cleland moved closer to the leader as the Simmons Starion slowed dramatically, taking the lead at Shaws Hairpin. McLennan drifted across the line in second spot, Scarborough was too far back to benefit and settled for third, Tony Lanfranchi taking fourth. Fifth place was filled with the rather battered Escort RS Turbo of Chris Sanders, which survived a coming together with Lanfranchi's Monza.

The Unigas Star of Mallory FF1600 race saw a full grid of cars turning out. Phil Andrews had taken the pole by a couple of tenths from Paul Morton and Don Hardman with championship leader Richard Dean well back after throttle problems. Andrews stormed away with Morton and Hardman in tow. Hardman slipped past Morton and set off to harass Andrews. All 10 laps he shadowed Andrews, but had to be content with the runner-up spot once again. Morton ran third ahead of Roger Ecclestone until David Storey got past Ecclestone on lap 5, taking third from Morton two laps later. Dean had a race-long run in sixth spot, finishing just ahead of Alister Lane's RF80.

Back to saloons for the first of the two Duckham's Road Saloon Championship counters, this one for the up to 1800cc runners. John Newbold set off fastest, his Lotus Cortina just heading the Mini of Peter Moore at the end of lap 1. Richard Johnson ran third but lost the place to Jim Edwards' rapid XR2. Moore took the lead in his Mini, but Newbold came back after a couple of laps to retake the front and pulled a fraction of a second a lap for the rest of the race. Edwards passed Johnson and pulled away, but failed to catch the leading pair, leaving Johnson to fight off a stern challenge from Gordon Wright. Stephen Cook had a similarly fraught time hanging on to sixth, his Mini GT under threat from Mike Tydeman and Graham Fernor.

If the placings lower down the order in the over 1800cc Duckhams race were subject to a series of fierce fights the same cannot be said of the top two. Trevor Griffiths had a lights-to-flag win in his Vauxhall Droopsnot ahead of the Ford Capri 3100 of David Shead. Andrew Mackenzie was a constant third all race, but his Rover SD1 was closed on by the

three tenths to the good. Gerald Dale finally triumphed over Bev Comber and Sean Tierney, the results sheet failing to show just how close Comber and Tierney had been.

The Pre '57 Classic contenders adopted some interesting angles round the corners to delight the spectators. Angus Mackay was the first to show, but after the opening lap he was pushed down to third by the similar A35s of Nicholas Amey and Glen Maskell. But he then fought back past Maskell down Stebbe Straight to chase leader Amey. Towards the middle of the race Amey still had a slight lead over Mackay with Maskell in third but embroiled with Brian Stevens, Alan Mills, Mike Yeats and Richard Ward. Mills soon pushed his Zephyr to the front of the group and on lap 7 was past into second spot; Mackay further dropping into the clutches of Maskell soon afterwards. With two laps left the Zephyr took the lead and held it to the flag. Amey was second and safe ahead of Stevens, but Yeats and Ward dead-heated with the A35 just getting the benefit of the doubt.

Renault 5Ts were last out, Sean Breslin held the lead for the the first two laps with John Richardson in second and Steve Jones third. Richardson then took over the lead from Breslin with Jones third and Steve Poulter in fourth and challenging. Going into the final two laps Richardson had pulled out a cushion and was safe in the lead but Breslin's race came to an end with retirement which allowed Poulter into the runner-up spot ahead of Jones. Tony Bethwaite was always safe ahead of Steve Meloy and Mark West.

PAUL BOOTHROYD

MALLORY PARK

BRSCC

TUK Monoposto Kent Race (10 laps): 1, Simon Davey (Kinell 85ME), 8m26.0s, 96.05mph; 2, Nick Ashbourne (Lotus 69), 8m36.2s; 3, Brian Mee (Royale RP26), 8m37.2s; 4, Alan Muggleston (Merlyn Mk31), 8m43.0s; 5, John Ostins (Merlyn 11A), 8m45.1s; 6, Andrew Broadley (Lola T622), 8m46.2s. **Fastest lap:** Davey, 49.25, 98.78mph.

Monoposto Modified Cars race (10 laps): 1, Brian Turner (Chevron B47), 7m41.9s, 105.22mph; 2, David Dudley (Reynard SF77), 7m42.2s; 3, George Woodhead (WRA 82M), 7m56.0s; 4, Ray Thomas (Ray FF2000), 8m01.2s; 5, David Cox (March 793), 8m02.3s; 6, D Proctor (Brabham BT38C), 9laps. **Fastest lap:** Dudley, 44.6s, 108.93mph (record).

Uniroyal Prod saloons race for Classes C & D (15 laps) — Overall and 1301-2000cc: 1, Karl Jones (2.0 Fiat Strada Abarth), 14m54.5s, 81.50mph; 2, Barbara Cowell (2.0 Fiat Strada Abarth), 14m54.7s; 3, Vic Lee (1.8 VW Golf GTI), 14m55.1s; 4, John Cotton (1.8 VW Golf GTI), 14m58.0s. **Fastest lap:** Lee, 58.1s, 83.65mph (record). **Up to 1300cc:** 1, James Kaye (1.3 Vauxhall Nova SR), 15m31.2s, 78.29mph; 2, Andrew Jeffrey (1.3 Vauxhall Nova SR), 15m38.5s; 3, John Hopwood (1.3 Vauxhall Nova SR), 15m48.2s. **Fastest lap:** Kaye, 1m00.8s, 79.93mph (record).

Uniroyal Prod saloons race for Classes A & B (15 laps) — Overall: 1, John Cleland (3.0 Opel Monza), 14m33.2s, 83.49mph; 2, Andy McLennan (2.0 Colt Starion Turbo), 14m34.7s; 3, Graham Scarborough (2.8 Ford Capri), 14m38.4s; 4, Tony Lanfranchi (3.0 Opel Monza), 14m42.1s. **2001-3000cc:** 1, Cleland; 2, Scarborough; 3, Lanfranchi. **Fastest lap:** Cleland, 57.5s, 84.52mph; (record). **Over 3000cc:** 1, McLennan, 83.34mph; 2, Bob Nelson (2.0 Colt Starion Turbo), 14m58.1s; 3, Bob Irving (3.5 Rover Vitesse), 15m00.4s. **Fastest lap:** Colin Blower (2.0 Colt Starion Turbo), 56.0s, 86.79mph; (record). **Sheet 24**

BRSCC Unigas Star of Mallory FF1600 race (10 laps): 1, Phil Andrews (Van Diemen-Minister RF85), 8m29.8s, 95.33mph; 2, Don Hardman (Reynard-Nelson 85FF), 8m30.1s; 3, David Storey (Van Diemen-Scholar RF84), 8m36.4s; 4, Paul Morton (Royale-Scholar RP29), 8m37.7s; 5, Roger Ecclestone (Van Diemen-Aldon RF84), 8m38.5s; 6, Richard Dean (Van Diemen-Minister RF85), 8m40.2s. **Fastest lap:** Hardman, 49.9s, 97.39mph.

Duckhams Road Saloons race — up to 1800cc (10 laps): 1, John Newbold (1.6 Lotus Cortina), 10m04.0s, 80.46mph; 2, Peter Moore (1.3 BL Mini), 10m05.7s; 3, Jim Edwards (1.6 Ford Fiesta XR2), 10m07.8s; 4, Richard Johnson (1.8 Vauxhall Astra GTE), 10m12.7s; 5, Gordon Wright (1.6 Ford Fiesta XR2), 10m12.9s; 6, Stephen Cook (1.3 BL Mini GT), 10m17.7s. **Fastest lap:** Newbold, 59.2s, 82.09mph (record).

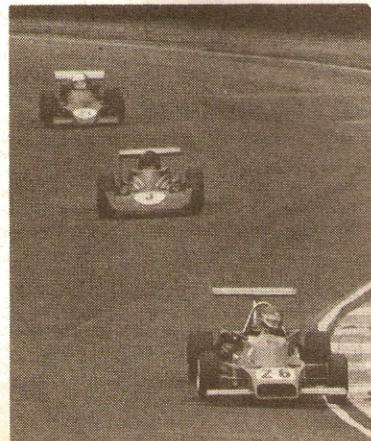
Duckhams Road Saloons race — over 1800cc (10 laps): 1, Trevor Griffiths (2.3 Vauxhall Droopsnot), 9m53.2s, 81.93mph; 2, David Shead (3.1 Ford Capri), 10m01.9s; 3, Andrew Mackenzie (3.5 Rover SD1), 10m08.8s; 4, T Edwards (2.8 Ford Capri), 10m10.8s; 5, Tony Houben (2.8 Ford Capri), 10m11.5s; 6, Henry Rice (2.0 Triumph Dolomite Sprint), 10m16.5s. **Fastest lap:** Griffiths, 57.8s, 84.08mph (record).

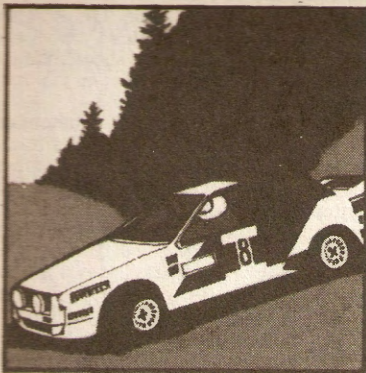
Mini 850 race (10 laps): 1, Russell Grady, 10m14.7s, 79.06mph; 2, Chris Tyrrell, 10m15.3s; 3, Michael Jackson, 10m23.8s; 4, Ben Dutton, 10m27.6s; 5, Colin Rodger, 10m30.2s; 6, Ralph Budd, 10m32.9s. **Fastest lap:** Grady and Tyrrell, 1m00.4s, 80.46mph.

Mini 1000 race (10 laps): 1, David Carvell, 9m24.3s, 86.12mph; 2, Chris Lewis, 9m24.6s; 3, Mike Fry, 9m26.5s; 4, Gerald Dale, 9m33.8s; 5, Bev Comber, 9m43.7s; 6, Sean Tierney, 9m44.3s. **Fastest lap:** Lewis, 55.2s, 88.04mph (record).

Pre '57 Classic Saloons race (10 laps) — Overall: 1, Alan Mills (2.5 Ford Zephyr), 10m55.5s, 74.14mph; 2, Nicholas Amey (948 Austin A35), 10m56.2s; 3, Brian Stevens (2.4 Jaguar Mk1), 11m08.2s; 4, Mike Yeats (948 Austin A35), 11m12.2s. **Production cars — over 2700cc:** 1, Henry Crowther (3.4 Jaguar MkVIII), 11m25.8s, 70.87mph. **No other starters. Fastest lap:** 1m06.9s, 72.65mph. **1902-2700cc:** 1, Mills, 74.14mph. **No other starters. Fastest lap:** 1m02.7s, 77.51mph (record). **1252-1901cc:** 1, Richard Ward (1.3 Alfa Romeo Giulietta), 11m12.2s, 72.30mph. **No other finishers. Fastest lap:** Ward, 1m05.4s, 74.31mph. **Up to 1251cc:** 1, Peter Defoe (948 Morris Minor), 11m33.8s, 70.07mph; 2, Mike Cox (948 Austin A35), 11m41.2s; 3, Bill Gysin (948 Standard 8), 11m43.9s. **Fastest lap:** Defoe, 1m07.8s, 71.68mph. **Modified Cars — 1902-2700cc:** 1, Stevens, 72.73mph; 2, Pat Callis (2.4 Jaguar Mk1), 11m17.8s; no other starters. **Fastest lap:** Stevens, 1m04.8s, 75.00mph (establishes record). **Up to 1251cc:** 1, Amey, 74.06mph; 2, Yeats; 3, Glen Maskell (948 Austin A35), 11m12.9s. **Fastest lap:** Amey, 1m04.6s, 75.23mph.

Charles Ivey Renault 5TS race (10 laps): 1, John Richardson 10m30.1s, 77.13mph; 2, Steve Poulter, 10m33.1s; 3, Steve Jones, 10m36.1s; 4, Tony Bethwaite, 10m50.6s; 5, Steve Meloy, 10m52.0s; 6, Mark West, 10m52.8s. **Fastest lap:** Richardson and Poulter, 1m01.8s, 78.56mph.





INTERNATIONAL RALLIES

America's first lady

PIKES PEAK, Jul 14: Audi team driver Michele Mouton won the 63rd running of the famed Pikes Peak hillclimb in Colorado Springs, Colorado. Racing against purpose-built hillclimb cars, Mouton competed in the lightweight tarmac spec Sport Quattro which was driven by Walter Rohrl on Corsica earlier this year. The only special preparation for this event was a larger turbo, smaller aluminium fuel tank, and the necessary reprogramming of the engine electronics. Michele set a new all-time record of 11:25.39. The previous record, set in 1983 by Al Unser Jr in a Wells-Coyote, was 11:38.30. Other winners in this year's race to the clouds included: Bobby Regester in a Chevy V8 powered Wells-Coyote, winning the Open Wheel division with 12:07.34; John Crawford in a Dodge Shelby Charger, taking the Production Rally division win for the fourth consecutive year with a time of 14:42.88; and racing star Roger Mears in a Chevy Camaro, setting a record for the Stock Car division with a time of 12:21.54.

This year's hillclimb also marked the first appearance of VW Motorsport's new dual-engined Golf. Driven by German rallyist, Jochi Kleint, the revolutionary new car managed to finish third in the Open Rally division, and sixth in the overall standings. The normally-aspirated engines were drained of power at the high altitudes where the event takes place, losing as much as 40% of their combined 390bhp. New Zealander Rod Millen also had an extremely good showing in his 4WD Mazda RX-7, besting his own 1984 time by 23secs, finishing third in the overall.

SU KEMPER



NATIONAL RALLIES

Wet Wells

KENNINGS EASTWOOD RALLY, Jul 13/14: Peter Wells and Mark Atkinson splashed their way to their second win on this event run in Derbyshire in almost incessant thunderstorms. They were almost 2½ mins ahead at the halfway point in the 130 mile event which attracted a full entry of 65 crews. In the second half they extended their advantage over Ray Brown/Steve Ethridge to more than 3 mins.

KENNINGS EASTWOOD RALLY

1, Peter Wells/Mark Atkinson (Ford Escort RS2000), 34m45s; 2, Ray Brown/Steve Ethridge (Ford Escort RS2000), 37m50s; 3, Tony Carannante/Dave Smith (Ford Escort RS2000), 38m41s; 4, Darren Whittaker/Julian Russell (Talbot Sunbeam 1600), 41m20s; 5, Tony Stubbing/Martin Filleul (Ford Escort), 41m30s; 6, Mark Billings/Paul Wheeldon (Ford Escort), 41m50s.

A Cavalier performance

CAVALIER STAGES, Jul 14: Richard Moore/John Foster set quickest time on all nine stages on RAF Lindholme, near Doncaster to win the Turrets of Sheffield event which had 61 starters. For the second time in 24 hours Mick Moore and Mike Elliott had to be content with the runners-up spot on the Sheffield and Hallamshire event which gave crews almost 70 miles of action.

CAVALIER STAGES

1, Richard Moore/John Foster (Ford Escort 2-litre), 76m49s; 2, Mick Moore/Mike Elliott (Triumph TR7 V8), 77m22s; 3, Brian Colligan/Eddie Bamford (Ford Escort 2-litre), 79m40s; 4, Robert Miehle/J Murphy (Talbot Avenger 1600), 83m49s; 5, David & John Ausobsky (Talbot Sunbeam 1600), 85m04s; 6, Ian Furness/Sue Thompson (Ford Escort 2-litre), 85m52s.



Al Hajri's Jordanian win

Saeed Al Hajri (above) moved closer to the Middle East Championship leader, Mohammed Bin Sulayem, by winning the Jordan Rally at the weekend. His Rothmans Porsche produced a faultless run from start to finish and headed Michel Saleh's Manta 400 at the end of the event. Bin Sulayem took third and remains 12 points clear with two rounds to go, although a variety of mechanical troubles on the Toyota Celica Turbo nearly cost him a finish. Full report next week.

A Roach poach

RALI BRO DYFI, Jul 13/14: This event around the Dovey Valley area of Wales had 69 crews looking for points in the Welsh Road Rally Championship and eventually Phil and Mike Roach were the winners. They moved ahead of Gareth Richards/Howard Davies who led by some margin until the last of the selectives when they picked up a puncture and dropped to second. Earlier second placed Tim Bothwell/Wynford Davies put their Vauxhall Chevette well off near Lake Vyrnwy.

RALI BRO DYFI

1, Phil & Mike Roach (VW Golf GTI), 21m58s; 2, Gareth Richards/Howard Davies (Ford Escort RS2000), 22m25s; 3, Lyn Rogers/Guy Woodcock (Ford Escort RS2000), 23m46s; 4, Nigel Wakefield/Meirion Roberts (Talbot Sunbeam), 23m51s; 5, Eynion Price/Bernard Hill (Ford Escort RS2000), 27m10s; 6, Iorwerth Jones/Andy Marchbank (Ford Escort RS2000), 30m03s.

Cocking a snook

EMCOS NOVICES, Jul 13/14: Seventeen novice crews entered this half night event in the south Cotswolds and the best of them were Paul Bowden/Paul Lawrence who finished the 85 mile route in 15th place in their Mini. Steve Snook/Mike Hillier were quickest overall by 12 secs from Phil Jones/Ken Simmonds.

EMCOS NOVICES

1, Steve Snook/Mike Hillier (Ford Escort RS2000), 18m26s; 2, Phil Jones/Ken Simmonds (Ford Escort RS2000), 18m38s; 3, John Shawly/Jerry Mead (Talbot Avenger), 19m40s; 4, Chris Kay/Malcolm Bushnell (Vauxhall Viva), 20m12s; 5, Mike Martin/Peter Martyn (Talbot Avenger), 21m54s; 6, John Butler/Jean Tyson (Ford Escort 1300), 23m42s.

Fight back

ARMSTRONG MASSEY STAGES, Jul 14: Beverley DMC laid on seven stages at Normandy Barracks, near Beverley for 60 crews and after being caught with the wrong tyres in a downpour Andy Elliot/Mick Dent fought back to win by 15 secs. Kevin Kettlewell/Bill Bates put their TR8 in front on the opening stages, but Elliott clawed his way back by the end of about 50 miles of action.

ARMSTRONG MASSEY STAGES

1, Andy Elliot/Mick Dent (Ford Escort 2-litre), 3240s; 2, Kevin Kettlewell/Bill Bates (Triumph TR8), 3255s; 3, Paul Gibson/Dave Scott (Talbot Sunbeam), 3344s; 4, Steve Waterall/Dave Shepherd (Ford Escort 2-litre), 3345s; 5, Ian & Sharan Stansfield (Ford Escort 1600), 3367s; 6, Christine Parling/Warren Philliskirk (Ford Escort 2-litre), 3368s.

Charity run

SWAN RALLY, Jul 13/14: High Wycombe DMC were hoping to raise more than £100 from this event for leukaemia research and 33 crews tackled a route of 145 miles in the Cotswolds. Donald Fowler/Andy Berry from Aylesbury stamped their authority on proceedings and led by 1m30s at halfway from Tony Hain/Tony Hutchinson. At the finish the winners were only 42 secs ahead. Best novices were Chris Ellis/Paul Stephens who finished 10th.

SWAN RALLY

1, Donald Fowler/Andy Berry (Talbot Sunbeam), 24m12s; 2, Tony Hain/Tony Hutchinson (Ford Escort RS2000), 24m56s; 3, Ewan Park/Charlie Holdford (VW Golf GTI), 27m56s; 4, Peter Johnson/Dick Steptoe (Ford Escort Mexico), 28m35s; 5, Mick Shotter/John Buckle (Ford Escort RS2000), 33m06s; 6, Andy Lott/Richard Dix (Ford Escort 2-litre), 39m32s.



Sam Nelson — came through in the wet.

Nelson's victory

AZIMGHUR STAGES, Jul 14: Sam Nelson, from nearby Calne, took his Ford Escort RS to a 33secs victory over the TR7 V8 of Roy Gillingham on the Shell Oils Azimghur Stages at Colerne Airfield near Bath. But the time difference rather flattered to deceive as the pair were rarely more than a couple of seconds apart all day. The superb venue, with fast, smooth and wide roads, favoured the power cars and it was no surprise to see Gillingham — contesting his second event in two days — take the early advantage.

But, once the stages began to include some of the twisty roads around the administration buildings, the Escort began to fight back. Despite Gillingham's efforts, Nelson was closing fast, the pair also having to keep an eye open for local man, and last year's winner, Dennis Moody. But Moody's chance went when he ran out of petrol and was ultimately excluded for illegal servicing.

The rain that had threatened all day finally fell for the last two, exceptionally long, stages and meant that Nelson's less powerful car could make the best use of the conditions to ease ahead to win.

KEITH OSWIN

AZIMGHUR STAGES

1, Sam Nelson/John Blackford (Ford Escort RS), 52m39s; 2, Roy Gillingham/Stuart Larbey (Triumph TR7 V8), 53m12s; 3, Maurice Flux/Ian Thomas (Porsche 911), 54m26s; 4, Andy Miers/Steve Jones (Ford Escort RS), 54m33s; 5, Pat Waterman/Peter Cook (Ford Escort RS), 54m34s; 6, Tony Belton/Roy McNeill (Ford Escort RS), 55m01s.

Ton-up Tunnard

MIDSUMMER STAGES, Jul 14: Sporting CC of Norfolk found six venues in Norfolk, mostly airfields, for their Midsummer Stages and 81 crews were asked to tackle 15 stages, mainly on smooth ground. In a hectic day's entertainment the top four crews all had a chance of victory with three powerful Escorts battling it out with a rapid Talbot Sunbeam Lotus. Geoff Tunnard/Nick Grundy were victorious.

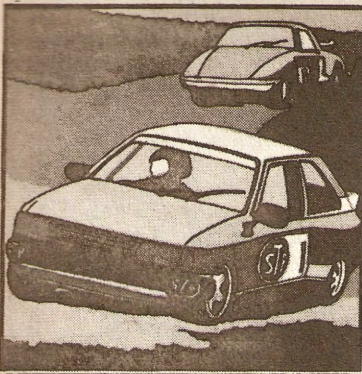
One sad note: four crews were kicked out for infringing the rules, one of whom would have been in the top 10 places.

MIDSUMMER STAGES

1, Geoff Tunnard/Nick Grundy (Ford Escort 2-litre), 2351s; 2, Dave Gowing/Mike Billings (Ford Escort 2.2-litre), 2360s; 3, Chris Pearson/Pete Dalton (Talbot Sunbeam Lotus), 2371s; 4, David Bell/Steve Bidwell (Ford Escort 2-litre), 2372s; 5, Malcolm Harris/Clair Hurry (Ford Fiesta V8), 2444s; 6, Harry & Jeff Laing (Ford Escort 2.4-litre), 2464s.

KNUTSFORD STORMONT STAGES

1, Paul Donnelly/Paul Snape (Ford Escort), 1744s; 2, Mick Moore/Mike Elliott (Triumph TR7 V8), 1767s; 3, M Wells/C Stevenson (Ford Escort 2-litre), 1807s; 4, Ian Kirkwood/Dave Whelan (Ford Fiesta), 1814s; 5, George Cook/Briony Arstall (Ford Escort RS2000), 1821s; 6, Andy Gough/Dave Glover (Ford Escort), 1824s.



OFF TRACK SPORT

Up in Down

CROFT HILLCLIMB, Jul 6: Ulster hillclimb champion Richard Parsons returned to his winning ways after a troubled first half to the season when he set a new record and BTD at the tight, twisty Co Down hill. In the process he hauled himself up to joint first in the Copy Shop Northern Ireland title chase.

Erstwhile leader Robert McGimpsey had to give best to Parsons on this occasion, admitting to frightening himself at the farmyard on his final ascent. Fred Crawford upheld his reputation as the best saloon driver on the Ulster hills with third overall in the Escort-BDA, ahead of the 'uprated' FF2000 machinery of Ronnie Maybin and Richard Young. Jackie Harris completed the top half dozen in his 'normal' FF2000 Crossle.

RICHARD YOUNG

CROFT HILLCLIMB

1, Richard Parsons (2.5 March-Hart 792) 45.90s; 2, Robert McGimpsey (1.6 Crossle-BDA 26F T/C) 46.66s; 3, Fred Crawford (2.0 Ford Escort RS1800) 48.62s; 4, Ronnie Maybin (2.0 Delta 780) 49.76s; 5, Richard Young (2.0 Crossle 33F) 50.04s; 6, Jackie Harris (2.0 Crossle 56F) 50.46s.

Class winners: Robert Morrison (1.0 Clan); Roy Hylands (1.3 BL Mini); Adrian Kirkland (1.6 Ford Escort-BDA); Crawford; Robin Walsh (1.6 Opel Kadett); John Crothers (2.0 Ford Escort RS2000); Neil White (1.6 Crossle 32F); Harris; Parsons; Chris Ward (3.2 Talbot). **Ladies Award:** Jenny Kennedy (2.0 Reynard 81SF), 51.51s.

Rowan's record

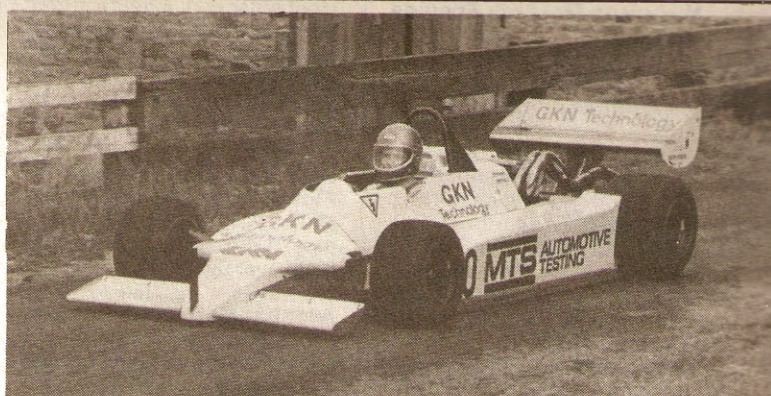
HAREWOOD, Jul 14: Very much on a high within the Sprint series, Ray Rowan took his GKN Technology/MTS Automotive Testing Toleman to Harewood for only the second time last weekend and reproduced his current form on the flat with a superlative performance to beat both the fickle Yorkshire weather and the very best in the business of speed hillclimbing, taking his first hillclimb championship win of the year.

Still pressing Russ Ward at the head of the Aston Martin Leaders Hillclimb table, Dave Whitehead needed to secure the 1300cc special saloon car class with his Stiletto, but could not match Mervyn Brake's Imp on the first climb. In his efforts to further improve, Brake spun at Orchard, allowing Whitehead through to take a much needed victory. The large special saloons produced their best joust of the season. As expected, the Mobil Chevette of Mike Kerr led the way on the first runs, but then... Firstly Chris Johnson stormed the hill to take a lead which even the redoubtable Kerr failed to emulate by 0.05secs. But, happy go lucky sprinter, Bob Claxton had other ideas and thrust his Firenza up the hill to take a well earned victory.

The five car Jowett Jupiter class saw Geoff McAuley, as in past years, dictating the pace, taking over 1 sec off his record to head home Mike Smailes, who also clipped the old mark.

The up to 1600cc mod sports class followed the form book, Bob Dayson urging his Cougar Developments 7 to take the spoils by 0.6secs from the Vale Foods Clan of Paul Turner. A fighting run from Bob Campbell brought him into third. Following frenzied activity, Tony Bancroft's Porsche Turbo led the over 1600cc modsports cars on the first runs. An improvement on the second climb looked like securing the silverware, but not so, as Ken Snailham wound up his Lotus 7 to slip ahead by 0.1sec.

David Grace took revenge in the Clubmans class, usurping his arch rival



Ray Rowan was in sensational form, equalling the Harewood record in far from ideal conditions.

Peter Harper to take victory by 0.4secs, and placing his name back into the Harewood record books. A spirited battle for third place between Allan Warburton and John Istead went the way of the latter — on aggregate.

An excellent sub 40s second climb from Bill Wood's Leicestercard Mallock saw him taking the 1600cc sports racing car class with over 1sec to spare. But what a battle raged for the next three places... Initially Bob Prest held the runner-up spot, but his failure to improve was vital, for Roger Gregory slipped his Mallock ahead by 0.01sec, only to see the twin cam U2 of Barry Groombridge reducing his time by just 0.02secs! Once again Charles Wardle led the large capacity sports racing cars on the first runs, but came under considerable pressure from Peter Kaye on the second, Peter making a victorious return to the fray (see *Sports Extra*).

Weather permitting, the excellent new surface at Harewood was expected to provide several class records. As it was, the weather did not help, but John Corbyn only just missed Peter Voigt's 11-year-old 500cc single seater record on his first run with his Jedi. He fell foul of Quarry Corner on the second climb, but his first climb proved good enough to take the class from Jonathan Perkins.

Russ Ward refuses to concede his advantage at the top of the Aston Martin Leaders Championship and produced an amazing first run with the Saracen to take the 1100cc single seater class quite comprehensively.

With Adrian Hopkins regrettably non-starting his Sark due to illness it was the Gym and Tonic Chevron of Chris Knapman which scooped the 1600cc single seater class, with 0.75sec in hand over the Ralt RT3 of Barrie Duttall.

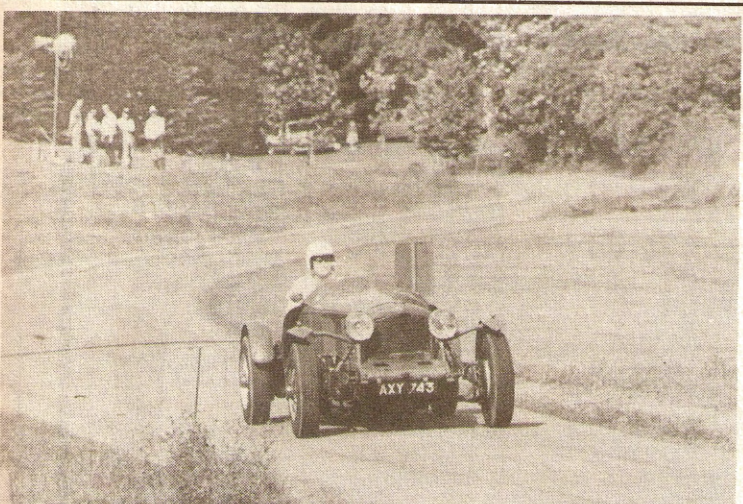
The large capacity single seater class was a tale of woe: David Gould and Chris Cramer non-starting the Unidraw Gould due to engine problems; Jim Thomson absent as, for no apparent reason, the Guyson Pilbeam would not pull more than 6000 revs; Harewoodmeister Roy Lane was forced to retire when clutch slip developed; Alan Payne was missing due to an eye problem; and Dave Harris

failed to show. However, Tim Thomson placed the Guyson Pilbeam at the head of the field and began to challenge Martin Bolsover's course record, leading the Glissade Pilbeam of Alister Douglas-Osborn by 0.5sec, with the Toleman of Ray Rowan in third spot.

The course was drying rapidly as the championship runs approached, although John Lambert and Peter Kaye scratched due to lack of wet weather tyres. Former Skoda special saloon car driver Brian Walker appeared for the first time at National level. Following an exploratory first run he could not equal his excellent sub 39s qualifying time and took the final points scoring place. The Mallock U2s were at each other's throats and Peter Harper posted the fastest ever climb of the hill by a Clubmans car, a brilliant mid 38s effort — seventh place. David Grace tried a little too hard on the second run and failed to better his opening effort, which left him astern of Harper and exactly level on time with Walker, taking ninth place on aggregate. Charles Wardle annexed Grace easily.

With conditions a little difficult to gauge, Max Harvey just failed to match his qualifying time. This was to cost him fifth place as Chris Dowson screwed up all his courage to plant the Pilbeam-Reppo ahead by 0.9secs. The first runs saw Ray Rowan very close to Tim Thomson's earlier BTD to lead the way by 0.14secs from Martyn Griffiths. But Griffiths responded superbly to post the fastest climb of the day with the Chase Web car on his final outing. It was short lived, however, for seconds later, Rowan rushed over the line. He had pipped Griffiths by 0.28secs and exactly equalled Martin Bolsover's course record, in far from ideal conditions. Lying third on the first runs, Alister Douglas-Osborn came flying towards Orchard with the Glissade Pilbeam and spun through 180 degrees, slipping to fourth. Fittingly, it was local lad Tim Thomson who closed the meeting, with a lot to do following his opening effort with the Guyson car. Rowan turned his back as Thomson stormed the hill, he just couldn't watch. 36.12s to beat, his time was 36.36s.

ROBIN BOUCHER



The weather was excellent, the crowd of record size and Valence School benefitted by £5000.

Record breaking Valence

The 24th Valence Hillclimb, held on a scorching Jul 6 received an enormous entry of 197 and a record number of spectators. This, together with the generosity of sponsors, fund-raisers and officials (many of whom waived their fees) saw the Valence School for the handicapped benefit to the tune of £5000. BTD and a new class record went to John Istead (Mallock Mk 14/18/29) with a time of 28.25s after a day-long tussle with Peter Black's Mallock U2 (29.02s). Other class winners were: Bob Smith, 31.66s; Brian Kippax, 31.66s; Dick Whittington, 31.14s; Colin Mills, 31.44s; Tony Bunker, 29.39s; Richard Brown, 34.80s; Paul Mullen, 31.00s; Peter Boigt, 30.31s.

HAREWOOD

BARC (Y)

RAC British Hillclimb Championship, round 9

BTD: Ray Rowan (2.5 Toleman-Hart TG280H), 36.12s (equals record).

Top 12 run-off: 1, Rowan, 36.12s; 2, Tim Thomson (2.8 Pilbeam-Hart MP50/OTJ), 36.36s; 3, Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 36.40s; 4, Alister Douglas-Osborn (2.5 Pilbeam-Hart MP54), 37.23s; 5, Chris Dowson (5.0 Pilbeam-Reppo MP47RB), 37.50s; 6, Max Harvey (2.8 Pilbeam-Hart MP53/04), 38.43s; 7, Peter Harper (1.7 Mallock U2-Ford Mk21/24B), 38.52s; 8, Charles Wardle (2.2 Mallock U2-Hart Mk21), 38.69s; 9, David Grace (1.7 Mallock U2-Ford Mk14/25), 39.54s; 10, Brian Walker (2.8 Pilbeam-Hart MP40), 39.54s; Peter Kaye (2.5 Pilbeam-Hart MP43) and John Lambert (2.5 Pilbeam-Hart MP43), non starters.

HSA Man of the Meeting: Ray Rowan
Class Winners: Dave Whitehead (1.3 Chrysler Stiletto-BDH), 43.39s; Bob Claxton (2.6 Vauxhall Firenza), 44.29s; Geoff McAuley (1.5 Jowett Jupiter), 56.38s (record); Bob Dayson (1.6 Caterham Super 7-Ford TC), 43.02s; Ken Snailham (1.7 Lotus 7-Ford TC), 41.68s; Grace, 38.86s (record); Bill Wood (1.6 Mallock U2-BDA Mk18), 39.93s; Kaye, 38.25s; John Corbyn (0.5 Jedi Suzuki Mk1), 45.02s; Russ Ward (1.1 Saracen-BDJ M85), 40.01s (record); Chris Knapman (1.6 Chevron-BDA B47/49), 39.79s; Thomson, 36.88s; Gerard Oates (3.0 AC 3000ME), 55.83s (establishes record).

Current championship positions: 1, Martyn Griffiths, 78pts; 2, Tim Thomson, 61; 3, Chris Cramer, 60; 4, Alister Douglas-Osborn, 54; 5, Dave Harris, 45; 6, Roy Lane, 41; 7, Ray Rowan, 38; 8, Max Harvey, 30; 9, Chris Dowson, 29; 10, John Hunt, 17.



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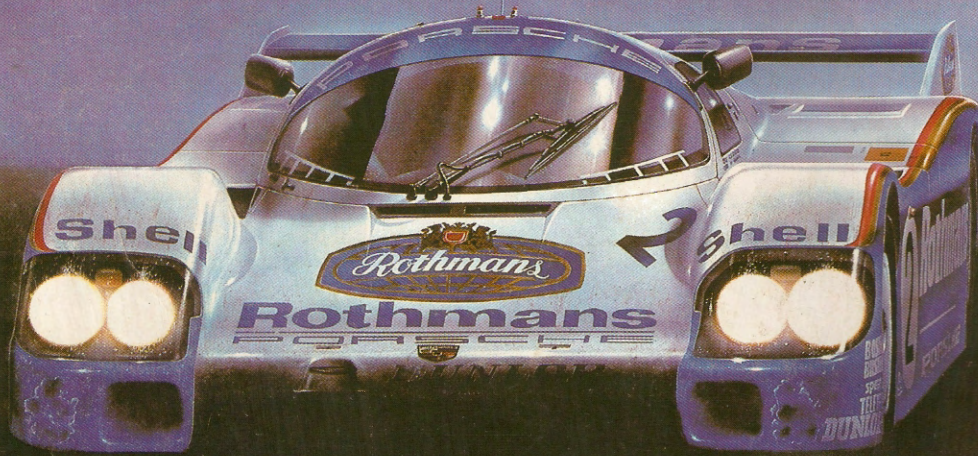
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