

AUTOSPORT

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BRITISH GP TEST: DONNELLY STARS

WARWICK TO MISS FRENCH GP? ♦ KAYEL RALLY SURPRISE
FITTIPALDI: INDYCAR HERO ♦ McNISH'S F3 HAT-TRICK



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PROST THREATENS SILVERSTONE RECORDS

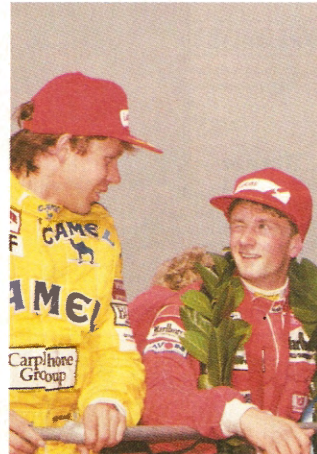
Formula 1 World Championship leader, Alain Prost, set the pace at last week's Silverstone testing, but the rest of the pitlane was hot with gossip. Who moves in at Lola? Is Herbert to be dropped by Benetton? 5

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MORE AGONY FOR MCRAE

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MCNISH MASTERS DONINGTON

The young Scot, Allan McNish, has stamped his authority on the series, winning again at the weekend chased by Steve Robertson. Series leader, David Brabham, fell foul of a first lap shunt. 30

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Warwick to miss French GP?

Derek Warwick is likely to miss the French Grand Prix this weekend after a karting accident in Jersey last Saturday.

As we were closing for press it seemed certain that Derek's place at Arrows would be taken for the weekend by Lotus test driver Martin Donnelly, who was expected to fly to Paul Ricard on Wednesday after Monza Formula 3000 testing.

Warwick was taking part in a celebrity karting event during the Bouley Bay International Kart Hillclimb when his 100cc machine spun backwards into a parked transit van.

Derek has badly bruised his back and is suffering from bleeding of the kidneys.

"I expect Mr Warwick to fully recover," said Derek's physician Dr Bellamy. "He has soft tissue injuries and unimportant fractures - in short very bad bruising."

The fractures are on the bones supporting the muscles of the backbone, two have been broken and two of the



Derek - Kart crash.

muscles ripped.

"I feel like I've been hit by a sledgehammer," said Derek when we spoke to him on Monday. "The kart hit the bumper of the transit and took most of the impact, but I've never experienced pain like it. I thought it was the Big One.



Martin - replacement?

"I've been doing a lot of work, with physio and hydrotherapy. I'm not going to sacrifice the British GP for the French. I'll make a decision on Wednesday." If the team wants to run another driver, the change must be notified to the French GP organisers by Thursday morning.

Donnelly the star

The most notable performance of the three days of Silverstone testing came from Martin Donnelly at the wheel of a standard Judd-engined Lotus 101.

The Ulsterman set eighth best time of the test on qualifiers in the last session on Thursday afternoon.

This overshadowed regular Lotus drivers Nelson Piquet and Satoru Nakajima.

Piquet had spent much of the test working on Judd engines fitted with the new Tickford five-valve heads. He used one of these, and qualifiers, to set his best time of 1m13.08s, over a second slower than Donnelly.

Nakajima, who was running a separate testing programme did not run qualifiers.

Donnelly's performance has attracted considerable interest, not least from Arrows, which may use Martin this weekend, if Derek Warwick is not fit in time for the French GP.

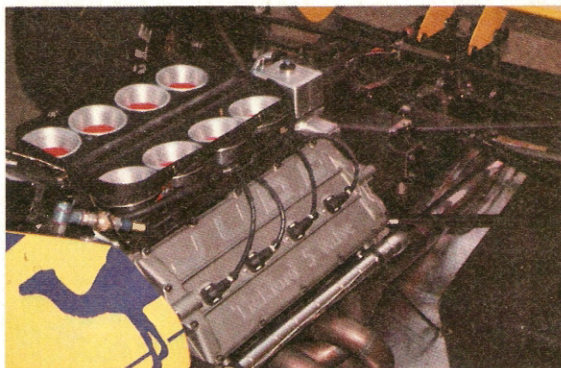
Tickford Judds for Paul Ricard

Lotus will use the new Tickford-developed 5-valve Judd engines at this weekend's French Grand Prix.

The engine was tried by the team, in various different specifications, during last week's Silverstone testing.

"The lap times achieved made the decision for us. We managed to do 450 miles with the engine during the three days and both Martin (Donnelly) and Nelson (Piquet) reported improved acceleration and engine response. Tickford has done a first-rate job," reported team director Peter Warr.

The 5-valve heads are designed to allow higher revs and better 'breathing'.



The new Tickford Judd ran for the first time at Silverstone during last week's F1 testing.

Arnoux's big one

Rene Arnoux was badly bruised in a major accident on Wednesday morning during the Silverstone testing.

Apparently a new component in the JS33's steering broke as he was negotiating Stowe Corner. The car hit the sleepers and was substantially damaged, although on its return to the Ligier team base at Magny-Cours it was discovered that the tub was not written-off.

Olivier Grouillard, who had been at Silverstone to take over from Rene returned to France without having driven at Silverstone, but he was out on Monday at Magny-Cours.

Johnny's problems

All manner of wild rumours have been circulating in recent days about the future of Johnny Herbert in the Benetton team.

The young English driver, who ran so strongly in the season-opener in Rio de Janeiro, despite his leg injuries, failed to qualify at the Canadian GP in Montreal.

Johnny still has a serious problem with braking which gave him difficulty on the tight, sinuous tracks.

However, the Formula 1 calendar now moves to a series of faster tracks where Johnny's feet will not prove such a great problem.

Johnny is still working hard to improve his feet, but there is increasing pressure for him to rest for a few races.

Last week, the paddock rumour-mill suggested that Michele Alboreto had been approached to drive for the team, but when we spoke to Benetton team chief Peter Collins on Monday, all he would say was, "Yes, we have various troubles at the moment, but they will be sorted out. If there is something to tell you, then we will tell you when we know what it is."



Mansell goes for a Silverstone spin

Nigel Mansell had some fun last week in a Ferrari F40 when he took a journalist for a spin at Silverstone - literally. The Ferrari Grand Prix driver spun the F40 several times in the pitlane to warm up his passenger before hairing away around the GP track. You can read of the scribe's adventures in Autosport's sister magazine *Autocar & Motor* next week. Photo: Carl Gerrish.

Prost tops Silverstone testing

Alain Prost recorded the fastest time of the 32 runners taking part in the annual pre-British Grand Prix testing at Silverstone.

The weather during the three days of testing was changeable but the teams were able to get in considerable running, with the frontrunners using qualifying rubber on the closing of action.

Prost's best time, set with the transverse gearbox, was over 0.5 second quicker than the nearest challenger, Riccardo Patrese in his Williams. Patrese set his fastest time on Wednesday before flying out.

The singleton Ferrari was shared between Gerhard Berger and Nigel Mansell, the Austrian driving for the first two days before handing on to Mansell who just pipped his team mate for third fastest.

Leyton House showed the improvement on the fast sweeps of Silverstone with Ivan Capelli and Mauricio Gugelmin completing a large number of trouble-free laps as they set fifth and sixth fastest times respectively. Gugelmin was in action during the first two days of the test and Capelli took over for the final day.

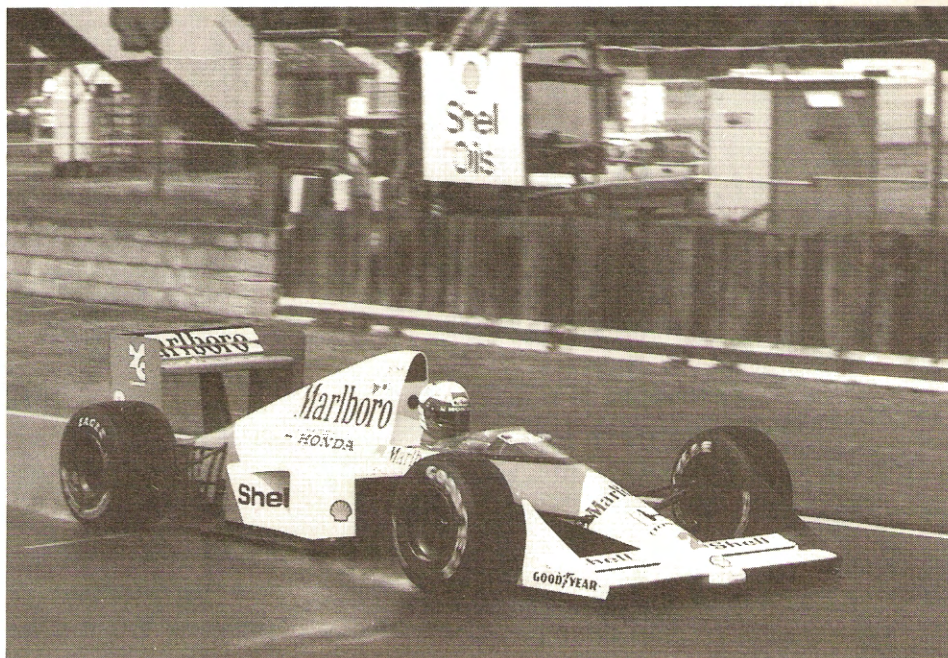
Thierry Boutsen had a number of problems, but took his Williams-Renault to seventh nonetheless. The Belgian drove on all three days.

Martin Donnelly set the eighth fastest time (see separate story) easily outpacing the regular Lotus drivers Nelson Piquet and Satoru Nakajima.

Emanuele Pirro was a busy man throughout the test, working for McLaren on the first two days of the test - standing in for Ayrton Senna - before trying his hand with a Lola-Lamborghini. The Roman driver was favourably impressed with the potential of the Lola.

Martin Brundle and Stefano Modena each ran on all three days with the Englishman setting 10th best time overall, while the Italian had to make do with a lowly 21st.

Alain Prost dominated the Silverstone test with the transverse gearbox McLaren MP4/5. Ayrton Senna was not present, being on holiday in Brazil.



Benetton had a busy schedule with the new B189, a normal B188 and an active version of last year's car. Sandro Nannini concentrated on the new car, while Johnny Dumfries was once again entrusted with the active car. Johnny Herbert was present only Wednesday.

Both Onyx and Osella put in useful performances, making good use of the much-needed testing time with Nicola Larini just outpacing Stefan Johansson for 12th and 13th overall.

Rene Arnoux, too, had done a sensible job for Ligier until Wednesday morning when he crashed heavily at Stowe.

Arrows and Tyrrell had low-key tests.

Of the Lola drivers, Pirro proved the most impressive, setting the 16th

best time, although Eric Bernard did a good job. The team was happy with the Formula 3000 driver's showing.

Alain Ferté and Jean-Louis Schlesser also tried Lolas. Ferté settled in

slowly and Schlesser ran in only the final session.

Gabriele Tarquini was the only representative for AGS, running both an old JH23 and the new JH24.

SILVERSTONE TESTING TIMES

1 Alain Prost (McLaren-Honda MP4/4)	1:09.46	17 Satoru Nakajima (Lotus-Judd 101)	1:13.27
2 Riccardo Patrese (Williams-Renault FW12C)	1:10.10	18 Bertrand Gachot (Onyx-Cosworth ORE1)	1:13.28
3 Nigel Mansell (Ferrari 640)	1:10.37	19 Johnny Herbert (Benetton-DFR B188)	1:13.35
4 Gerhard Berger (Ferrari 640)	1:10.49	20 Derek Warwick (Arrows-Cosworth A11)	1:13.50
5 Ivan Capelli (March-Judd CG891)	1:10.61	21 Stefano Modena (Brabham-Cosworth BT58)	1:13.54
6 Mauricio Gugelmin (March-Judd CG891)	1:11.64	22 Michele Alboreto (Tyrrell-Cosworth 018)	1:13.55
7 Thierry Boutsen (Williams-Renault FW12C)	1:11.72	23 Eddie Cheever (Arrows-Cosworth A11)	1:13.58
8 Martin Donnelly (Lotus-Judd 101)	1:11.80	24 Eric Bernard (Lola-Lamborghini LC89)	1:13.93
9 Emanuele Pirro (McLaren-Honda MP4/4)	1:12.28	25 Jonathan Palmer (Tyrrell-Cosworth 018)	1:13.96
10 Martin Brundle (Brabham-Judd BT58)	1:12.45	26 Gabriele Tarquini (AGS-Cosworth JH24)	1:14.11
11 Alessandro Nannini (Benetton-Ford B189)	1:12.47	27 Alain Ferté (Lola-Lamborghini LC89)	1:14.37
12 Nicola Larini (Osella-Cosworth FA1M)	1:12.57	28 Bernd Schneider (Zakspeed-Yamaha 891)	1:14.52
13 Stefan Johansson (Onyx-Cosworth ORE1)	1:12.72	29 Gregor Foitek (EuroBrun-Cosworth ER188)	1:15.23
14 Rene Arnoux (Ligier-Cosworth JS33)	1:13.07	30 Aguri Suzuki (Zakspeed-Yamaha 891)	1:15.40
15 Nelson Piquet (Lotus-Judd 101)	1:13.08	31 Johnny Dumfries (Benetton-DFR B188)	1:16.24
16 Emanuele Pirro (Lola-Lamborghini LC89)	1:13.16	32 Jean-Louis Schlesser (Lola-Lamborghini LC89)	1:16.87

Will Alain go to Williams-Renault?

Alain Prost has denied that he is to drive for Williams-Renault next season.

The Frenchman's comments came in response to reports in French papers and on the radio that he is to leave McLaren-Honda at the end of the year to join the Didcot team.

Prost issued his statement through his solicitor in Geneva on Friday afternoon and it was quickly followed by a similar denial from Renault.

"There is nothing truthful about this information," said Prost. "To date I have not taken any decision and it is only in the course of the summer that I will release the option chosen for my

future career."

Over the weekend, however, Gerhard Berger, favourite to take Alain's place at McLaren, told Swiss television: "It looks like Alain will join Williams and I will join McLaren."

Williams spokesman, Sheridan Thynne, said: "Williams is not about to formalise its driver line-up."

Informed sources, however, continue to suggest that Alain will make an announcement on his future plans on Friday at Paul Ricard.

If Alain does move to Williams and Berger takes his place at McLaren, who will take the place of the Austrian?

Danielsson tries F1 Rial ARC2

Thomas Danielsson tested a Rial ARC-2 at Hockenheim last week.

The 24-year-old Swedish Formula 3000 ace was given the opportunity by Rial team owner Gunther Schmid following a short meeting two weeks ago.

The team had the use of the circuit for just 3 hours on the Tuesday morning but had to share the track with several Mercedes road cars which hampered progress.

Initially Christian Danner drove the car, but a water leak delayed him and he handed it over to Danielsson with only 45 minutes of the test remaining.

Danielsson completed only 20 laps, although he acquitted himself well.

"I had not driven a Formula 1 car before, nor had I driven at Hockenheim," said Danielsson, "but I began to go quite well towards the end and was about 1.5 seconds slower than

Christian Danner.

"I didn't find the power all that different from my F3000 Reynard but the cornering speeds are obviously much higher and the car certainly felt quite nice to drive."

Danielsson won the opening round of this year's International F3000 Championship and his Madgwick Reynard is holding second place overall in the series.

Brabham - exit Mayer

Teddy Mayer has left his position as Managing Director of Brabham after only a month with the Chessington outfit.

The split comes over "differences in management style" between Mayer and the team's owner Joachim Luthi.

Gregor's breakage

Gregor Foitek broke one of his middle fingers at Silverstone last week, when he trapped his hand in the steering wheel of his EuroBrun as it was spinning off.

Foitek left Silverstone and went home to Switzerland where he was being treated at Tony Mathis' clinic as we were closing for press.

Gregor hopes to be able to drive at Paul Ricard, although he is unlikely to qualify the old EuroBrun ER188.

The team is expected to debut its new car at the British Grand Prix.

Larrousse fires Dalmas – Pirro to drive from the British GP

Yannick Dalmas has been fired by the Larrousse Formula 1 team after a dreadful first half of the season, during which he completed only one racing lap in six Grands Prix.

After a disastrous time in the three North American races, team principal Gerard Larrousse decided to try four new drivers at Silverstone during last week's testing. Philippe Alliot, Dalmas and the team's nominated reserve, Julian Bailey, were not invited to take part.

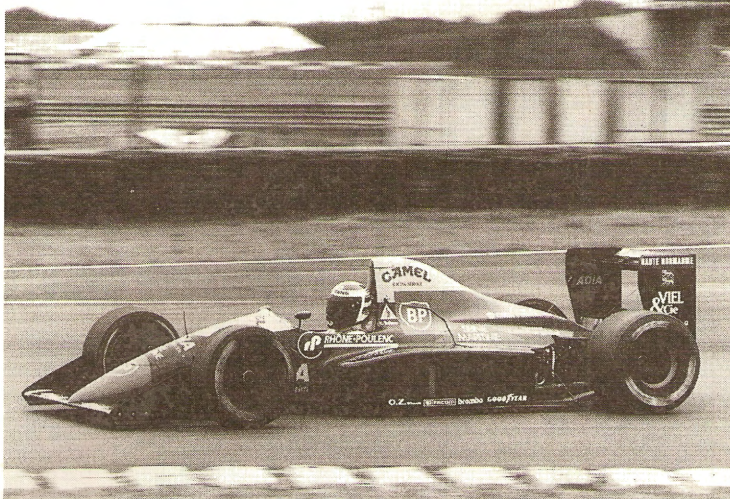
Fastest by the end of the test was McLaren-Honda test driver Emanuele Pirro, but the Roman headed off to Japan at the start of the week and will be contesting a Japanese Grand Champion event on Sunday at Tsukuba.

Also tested were Formula 3000 hotshoe Eric Bernard, Alain Ferté and Jean-Louis Schlesser, Bernard in particular impressing the team.

As we were closing for press, the team announced that Alliot and Bernard will be driving for the beleaguered outfit in the French Grand Prix at Paul Ricard this weekend.

From next week's British Grand Prix, however, Bernard will be replaced by Pirro and the Roman will be the team's number one driver for the rest of the season.

At present Alliot will stay on, but



While Pirro races this weekend in Japan, Eric Bernard stands in for Dalmas.

there remains a likelihood that he will be replaced by the team in the months to come.

The change of driver line-up could not come at a more difficult time for Larrousse. The team goes into its home GP facing the likelihood of

having to pre-qualify after the British GP unless it can gain points in the next two races.

At the same time former Larrousse co-owner Didier Calmels, who is accused of murdering his wife, has come to trial in Paris.

Cool suit restrictions

FISA has announced restrictions on the use of coolsuits and coolhats worn by drivers, with immediate effect.

At last week's WMSC meeting it was announced that substances which circulate in any cooling system are restricted to water, or air at atmospheric pressure. This is apparently in response to concern over the use of freon in certain systems, which is regarded as potentially hazardous.

However, the ruling also effectively outlaws glycol-based systems, which are used by a number of teams in the WS-PC. We understand that FISA may now clarify the wording about which substances can be used.

New AGS at Ricard

The new AGS JH24 is expected to make its racing debut at this weekend's French Grand Prix at Paul Ricard.

The new car was shaken-down last week at Silverstone, but few observers even noticed, as the car is essentially very similar to the present JH23.

The new car features a Ford DFR engine and minor aerodynamic modifications.

Given the recent competitiveness of the JH23, particularly in the hands of Gabriele Tarquini, the team hopes to do well at its home Grand Prix.

With Tarquini having scored one point, the team is presently saved from having to pre-qualify Joachim Winkelhock after the British GP.

The team, however, is 'on the bubble', and is the first to be bumped if any of the present non-scorers collect points at Ricard or Silverstone.

Canadian protests heard in Montreal

Benetton and Ferrari are awaiting the decision of the Canadian National Sporting Authority on their appeal against the exclusions of the Alessandro Nannini and Nigel Mansell at the recent Canadian Grand Prix.

Benetton's Peter Collins and Ferrari's Pierpaolo Gardella (and the

company's lawyer) were in Montreal last week for the appeal hearing, but no decision has been announced as yet.

Even if the teams win the appeal there is little that this will achieve beyond a moral victory as neither Mansell nor Nannini completed more

than a lap of the race, both being blackflagged for starting the event from the pitlane before the green light had come on.

The teams argued that the drivers should have been held in the pitlane by marshals, as the drivers had no way of knowing that the race had not started.

Gitto in for Bertaggia

Italian Formula 2000 Champion Domenico Gitto will drive Roger Cowman's Lola T89/50 in the remaining rounds of the International Formula 3000 Championship, replacing the under-financed Enrico Bertaggia.

As part of his preparations for the next round of the championship at Enna-Pergusa, Gitto took part in Sunday's sixth round of the British F3000 Championship, qualifying the older RCR Lola T88/50 in sixth spot but colliding with Jonathan Bancroft's GA Motorsport Lola at Riches on the first lap. He later retired.

He will be sponsored by Bitelli and Metalfix, companies involved in the construction industry.

Meanwhile Bertaggia is hoping to make his Indycar debut and is being tipped to replace Jean-Pierre Frey in the Euromotorsport Lola-Cosworth T88/00.

The 1988 Monaco and Macau F3 winner is also likely to carry out testing for the Osella F1 team and is being touted as a possible replacement for Piercarlo Ghinzani at the end of this season.

San Marino appeals succeed

The Canon Williams and BMS Dallara teams have won their appeals against the exclusions of Thierry Boutsen and Alex Caffi from the San Marino Grand Prix.

Both Boutsen and Caffi suffered punctures in the wake of Gerhard Berger's accident and the ensuing red flagging of the race.

The case had previously been heard and won in the San Marino Court of

Appeal, but the FIA Court of Appeal overturned the San Marino decision on the grounds that the event had taken place in Italy and should be tried in an Italian court.

Boutsen should now gain the three points he lost for fourth place.

At the same time Derek Warwick, Jonathan Palmer and Gabriele Tarquini all lose one point as Boutsen returns to the top six.

Penske's NASCAR plan

Roger Penske may be back in NASCAR next year, in partnership with superstar Rusty Wallace, if present discussions come to fruition.

Penske has been talking seriously to Wallace in recent weeks about forming a NASCAR team with Wallace running the operation and Penske bankrolling the team. It is anticipated that such an operation would run Chevrolets.

It was Penske who first put Wallace in a Winston Cup car back in 1981. Rusty was runner-up in last year's Winston Cup Championship, and is a top contender again this year, driving for drag racer Raymond Beadle's

Pontiac-equipped team.

Rusty, however, has been besieged with offers to drive for other, more established NASCAR teams and Beadle's crew is having a tough time matching these offers.

Meanwhile, Penske has stepped in with the best offer of all – a chance for Wallace to have his own team – in partnership with Penske.

Strongly rumoured as primary sponsor of the Penske-Wallace package is Miller Beer, currently sponsor of Danny Sullivan's Penske Indycar.

Miller also sponsors the Stavola NASCAR team with drivers Dick Trickle and Bobby Hillin Jr.

AUTOSPORT 
GRAND PRIX LINE
0898 654313

You can stay in touch with the latest developments at this weekend's French Grand Prix meeting at Paul Ricard by dialling the AUTOSPORT Grand Prix line, which will be updated constantly over the course of the meeting.

There will be a race preview today (Thursday) and details of pre-qualifying tomorrow. Don't forget that France is an hour ahead of UK time! Details of qualifying will follow, with a race report on Sunday after the chequer.

The last race before our own British GP, the event promises to be of great interest to British fans, as Martin Donnelly may get the chance to make his GP debut for Arrows. The race is due to start at 1445 (local time) on Sunday.

The number to dial is:

0898 654313

The service costs 25p per minute (off peak) or 38p a minute (peak).

Formula 1 changes confirmed

The World Motor Sports Council has approved the FISA Design Commission recommendations for Formula 1 (see *Pit & Paddock*, April 27). The news was confirmed after a meeting in Paris last Tuesday.

The following reforms have been adopted unanimously and will come into force on January 1, 1990:

- 1) Enlargement of the cockpit opening to facilitate the easier egress of the driver.
- 2) Improvement of rearward visibility.
- 3) Modification of the interior dimensions of all the cars in order to improve comfort—whatever the size of the driver.
- 4) Increase in the height and strength

of rollover bars (with structural testing). Provision must also be made to allow access to them, to facilitate outside intervention.

5) Reinforcement of the lateral protection of the driver, by an increase of 10cm in the height of the survival cell.

6) New crash test of the complete monocoque, with an increase of 20% in the absorbed energy with supplementary lateral crash tests for the nose, the pedal and steering wheel zones and the fuel tank. All these tests will be carried out under the supervision of a FISA delegate.

7) Immediate banning of the use of refrigerated or pressurised fuel (this rule having been in force since the Monaco GP.)

8) Improvement of the structure of the front wings in order to increase their durability during racing (already in force).

9) Modification of Article 144G of the sporting regulations, in order to allow wheel-changing in the event of a new start (already in force).

10) Imposition of a penetration-proof envelope around the soft fuel cell.

11) Application, as soon as possible, of a rule on the location of the fuel tank in order to improve safety.

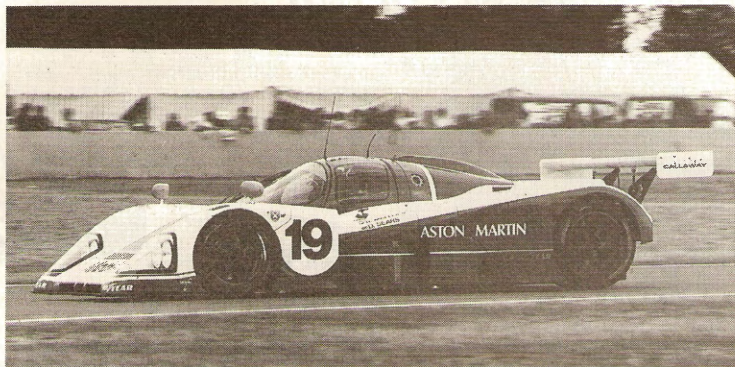
The final point did not indicate what form such a ruling might take, but FISA's Gabriele Cadringer told us: "What we are looking at is having a single cell behind the driver with no side tanks."

Changes for F3000

Problems with the Formula 3000 driver change regulations should be remedied, following the World Motor Sports Council's decision to issue an immediate amendment to the F3000 rules which provides for "the use of one reserve driver per car for each race, with 30 days notice."

F3000 teams have expressed concern in recent weeks that a number of instances could potentially leave them driverless, or else with a driver who must contest all remaining races of the series owing to the one driver change per car per season ruling.

The only other alteration to the current F3000 regulations, laid down by the WMSC, concerns crash-testing; the current frontal-impact test will be supplemented next year by a lateral test on the fixation of the nose section of the car.



Two of the throaty Astons will appear in Belgium.

Two Astons at Spa

Aston Martin will be running two of its AMR1s at the Donington and Spa WS-PC races in September.

The regular car of David Leslie and Brian Redman will be backed up by a second entry, to be shared by Michael Roe and an as yet unnamed fourth

driver. Roe, who drove for Aston at Le Mans, was due to test the car at Brands Hatch this week.

The team has yet to confirm a replacement for departed designer Max Boxstrom, but an announcement will be made shortly.

NEXT WEEK

AUTOSPORT next week looks forward to Britain's round of the FIA Formula 1 World Championship at Silverstone, with over 200 pages of reading. The 60-page British Grand Prix colour supplement will tell you all you need to know about the event; plus James Hunt, Ken Tyrrell, Riccardo Patrese, and much more. In the main issue will be reports from the French GP and Pikes Peak, along with an insight into NASCAR, *Armchair Enthusiast* and all our usual news and features. There will also be a free Shell Motorsport Yearbook. AUTOSPORT will be much in demand next week, so order your copy now!

Footwork's step back

The Footwork Formula team may be forced to reinstate driver Ukyo Katayama for the Enna International Formula 3000 event since it has failed to nominate a new driver within the required time.

Katayama was dropped from the team after some disappointing performances, and the team was looking for replacement.

However, on Tuesday June 27, the World Motorsports Council ruled that 30 days notice of driver changes is now required in the championship (see separate story).

The timing of the announcement left only 26 days until the next round of the championship at Enna.

Footwork has tested both Perry McCarthy and Damon Hill during the past week, and if FISA allows the team to nominate a new driver one of these two will be called upon to drive the Takuya Yura-designed Mooncraft in Sicily.

Non-turbos gain in new IMSA rules

IMSA released its 1990 engine equivalency package at Watkins Glen last weekend, and, as expected, cars with atmospheric engines have gained useful 'weight breaks'.

These include cars running the 3.5-litre racing engines which will become compulsory for all competitors in the World Sports-Prototype Championship in 1991, although none have appeared in IMSA as yet.

A 3.5-litre, four-valve racing engine will now run 110lbs lighter under IMSA's proposed 1990 rules, at a minimum weight of 1750 pounds (855 kgs). This is in keeping with IMSA's stated goal of recognising the shift in the rest of the racing world toward normally aspirated engines. But unlike in the WS-PC, turbos will continue to be eligible beyond 1990 in IMSA.

"IMSA will not ban any particular type of powerplant," reads a statement from the office of IMSA President Mark Raffauf. "However, the GTP and Lights formulas will evolve towards the available production-based and racing powerplants of the 1990s."

In addition to 3.5-litre racing engines, overhead cam production engines (represented most recently by the Jaguar V12) receive dramatic weight reductions, along with pushrod powerplants.

Although Raffauf has made it clear that the sanctioning body will not curvy the favour of pushrod engine competitors in the long run, in the short term the pushrod V8s will be able to compete with reduced weight in 1990. And IMSA may allow all weight reductions to take place beginning with the Portland race on July 30 this year!

Specifically, the minimum weight for an overhead cam 2-valve production engine such as the 6.0-litre Jaguar V12 will drop by 100lbs to 2,000lbs (907 kgs). The minimum for 6.0-litre pushrod engines has dropped by 100lbs pounds to 1900lbs (861 kgs). This means proportionate decreases for smaller pushrod engines, such as the 5.0-litre Pontiac V8 used by the works Spice team. IMSA will no longer differentiate between carbureted and injected power plants.

Although no one is competing with them as yet, similar weight reductions are posted for 4-valve production-based normally aspirated engines. Mazda's 4-rotor, meanwhile, remains at 1750lbs pounds, the same as 1989.

The handicappers are still favouring the turbos in the coming season, especially the water-cooled twin-turbos of Jaguar's XJR10 and the twin-turbo Porsche 962. Nissan may well join the twin-turbo brigade in 1990 with the introduction of Electramotive's new car.

In the turbo category, the air-cooled Porsche engines will have to run with the same 54mm restrictor as the other single turbo, water-cooled production engines in 1990. The Porsche received a one-year hiatus in 1989, enabling the air-cooled engine to run at 57mm. Almost all else remains constant with the maximum displacement remaining 3.0-litres, and weight 2100lbs, with 38mm restrictors for twin turbos. The lone exception is found at the lower end of the turbo displacement scale, where the smallest turbos (such as the improving 2.1-litre Toyota) have received an increase of 100lbs. The turbo sliding scale now begins at 2000lbs instead of 1900lbs.

Looking to 1992

In an effort to keep abreast of the stability legislated by FISA for its road racing engines, IMSA announced a long-range forecast for its weight-displacement formula that will engage all engine configurations.

IMSA President Mark Raffauf announced the intended maximum engine displacements that will take effect in 1992 for the GTP category. "This is not a technical bulletin yet," said Raffauf, "More a statement on 1990's rules and the future."

The displacements shown for 1992 are

the targets the sanctioning body anticipates putting in place to sustain competitiveness, broad manufacturer participation and acceptable speeds.

The 1992 targets were announced as follows:

- 1) 2-valve production engines—5.0-litres;
- 2) 4-valve production engines—4.5-litres;
- 3) 4-valve racing engines—3.5-litres;
- 4) Turbos—unlimited displacement with an anticipated intake restrictor of 48mm and a twin turbo equivalent;
- 5) Rotary.

The anticipated weights will range from 1750lbs to 2000lbs (907kgs).

It is worth noting that while encouraging the new-style 3.5-litre 'FISA' engines to take part, the proposed 1992 rules also permit turbos of unlimited capacity, instead of just 3.0-litres. This may allow in

The speed of Lights

The Camel Lights category is expected to continue as a separate class, with an emphasis on the V6 engine. IMSA's Camel Light rules proposed for 1990 reflect the sanctioning body's desire to put more emphasis on improvements in engine technology. The rules are likely to increase the speeds in the class, and also encourage the introduction of Mazda's 3-rotor.

The otherwise obsolete Group C engines such as the V8s from Mercedes (5.0-litre), Toyota (3.2) and Nissan (3.5), assuming that they work with restrictors. The best of both worlds?

Future shape of sportscar racing

Last week's World Motor Sports Council meeting in Paris ratified a series of proposals concerning the immediate future of the World Sports-Prototype Championship.

Significantly, the WMSC has decided to forbid 4WD cars from 1991 (see separate story), while the majority of the other proposals are intended to bring the sporting regulations of WS-PC into line with Formula 1. The following will come into force for the 1990 season:

1) Compulsory participation in all events, with priority for entries given

to those who supported the 1989 Championship.

2) Circuits to be homologated to the highest standard.

3) Practice to be run over two days.

4) Weighing procedure during qualifying with driver on-board.

5) Refuelling with a flow rate determined by FISA and standard equipment.

6) New rules for use of spare cars, and race stoppage/restart procedure.

7) Introduction of 9-6-4-3-2-1 points system.

8) Freedom of number of mechanics

allowed to work on cars (currently four).

9) New podium procedure.

10) Maximum duration of 480km race to be 3½ hours.

In addition there will stability on the rules for aerodynamics for 1990.

From 1991, when race distances are due to be reduced from 480km to 350km, there will be a *maximum* of two drivers per car. This means that the original plan to have a one-driver formula will not be implemented.

The intention, clearly, is to make sportscar racing a better TV spectacle.

BRIEFLY

■ BMW is once again rumoured to be building a new 3.5-litre normally-aspirated V12 engine. This weeks rumour suggests the unit will be for F1 – and for Brabham...

■ Ferrari and Williams had test teams at Imola at the start of the week, although unseasonal rain disrupted the action.

■ The Osterreichring may hold a round of the WS-PC in the future. The former home of the Austrian GP last hosted a major sportscar event in the early 70s.

■ Paolo Barilla recently had a run in the Minardi-Subaru testing hack at Misano. It was the team's third test with the new Japanese 'boxer' engine.

■ Having kicked off over the weekend in Luxembourg, the Tour de France bicycle race took in the Spa-Francorchamps racing circuits on Monday evening.

■ The grapevine reveals that Derek Warwick has been receiving considerable attention this year from the folks at Benetton.

■ We understand that Ford Sierras at the recent Nurburgring 24 Hours were clocked at speeds in excess of 200mph on the straight of the old Nordschleife.

■ James Weaver will be one of the drivers of Richard Lloyd Racing's second Porsche 962 at the Brands Hatch WS-PC event.

■ Vincenzo Sospiri was spotted at Donington last weekend dressed in a Leyton House jacket and talking to Steve Hollman of Bowman Racing. A case of mixed allegiances?

■ The Italian sortie for the German Touring Car Championship is to be made under cover of darkness, as the foreign round will be the Misano night race on August 26/27.

■ Donington Park circuit is home to several eye-catching additions, with a life-size model Spitfire mounted on a plinth now situated at the foot of the cranes. At Starkey's Bridge, there's a spark-plug shaped commentary box, and a motorcycle streamliner perched atop the hordings.

■ Robbie Stirling will be teaming up with James Shead again in the Team Mako Spice-Cosworth SE88C for the next round of the world Sports-Prototype Championship at Brands Hatch on July 23. Stirling is currently seeking backing for this venture.

■ The Minister-developed Peugeot Formula 3 engine made its competition debut at Rouen recently in the hands of Thierry Delubac.

■ Paul Newman made his 1989 Trans-Am debut at last weekend's Cleveland race. After several years with Nissan, the Hollywood star appeared with a Peerless – built Oldsmobile Cutlass Supreme, and finished fifth.

■ Christian Vidal has been signed to replace Claude Degremont in the Fill-Sport team competing in the French Formula 3 Championship, starting at this weekend's round at Paul Richard. Vidal still intends to compete in three F3000 races at the end of the season, but had previously stood down from an F3 drive with the Sainline team in order to finance these drives.

Changes for British F3000

Plans are afoot to modify the regulations of the British F3000 Championship.

At a meeting at Brands Hatch, on the Friday before the fifth round of the national series, it was decided that the participation of contemporary equipment will be permitted next season.

This year's inaugural series is for chassis of one year old or over, but small fields and a general lack of interest has resulted in a major rethink by both the BRSCC and Brands Hatch Leisure.

One of the major stumbling blocks this year has been the necessity for teams such as Madgwick Motorsport and RCR 3000 to maintain current and year-old chassis in order to take part in both the International and British championships.

The new regulations are likely to be confirmed within the next few weeks and the 1990 British F3000 Championship will enjoy two classes, one for up-to-date chassis/engine combinations and another for year old cars.

No 4WD in WS-PC

FISA has decided not to allow four-wheel drive machinery to take part in the World Sports-Prototype Championship.

A number of manufacturers had been lobbying for the inclusion of 4WD in the 1991 regs, notably Audi and Subaru. However, the majority of current participants have been strongly against its introduction, due to the vast development and production costs which such systems would inevitably involve.

The *raison d'être* of Audi's motor sport programme is the use of its quattro system, and the company insists that it will not enter Group C without it. "If four wheel drive is forbidden, we cannot participate in this event," commented Audi motor sport supremo Herwart Kreiner on Monday. "We are now discussing many possibilities."

Audi's circuit racing future is likely to be in the German Touring Car Championship, or possibly in IMSA GTP, as a logical extension of its current involvement in the GTO racing category.

Crawford out in the cold?

Vince Granatelli's team has become Buick's factory-supported Indycar team.

This is the result of Granatelli's commitment to running Tom Sneva in the full CART schedule with Buick's turbo V6.

Kenny Bernstein's King Racing operation, which has successfully run a Lola-Buick for Jim Crawford at Indianapolis the past two years, has therefore lost its Buick backing.

The King team is now expected to close down, leaving the Scot without an Indycar ride.

This must be a tough pill to swallow for the man who gave Buick so much exposure in recent years at Indy.



Jim – victim of Buick cutback.

Nissan for Supercup

Nissan Motorsport Europe has entered a single R89V for the German Supercup races at Diepholz on August 6 and at the Nurburgring on September 24.

The team has yet to nominate a driver, but Julian Bailey is the most likely candidate, as both Mark Blun-

dell and nominated test pilot Martin Donnelly will not be available for the Ring race due to the clashing Le Mans F3000 fixture.

Nissan is planning a major development programme, with carbon brakes and a switch from Dunlop crossplies to radials on the list of priorities.

Pontiac cuts back

Pontiac is to slash its support in NASCAR racing next season.

The company's Grand Prix model has been one of the most prolific cars in this year's NASCAR, with as many as 14 Pontiacs starting some of this year's races.

Pontiac has announced that it will support only four teams next year,

these being Raymond Beadle's outfit (Rusty Wallace currently in the cockpit), Bahari Racing (Michael Waltrip), Sabco Racing (Kyle Petty) and Petty Enterprises (Richard Petty).

Incredibly, Petty Sr's team will only be a partial player in Pontiac's NASCAR plans – despite years of successful involvement in the past.

Ward loses Mycil deal

Gary Ward's sponsor for his Formula 3 programme, Mycil, has pulled the plug with immediate effect.

Colin Darroch of Mycil alerted RGS Racing of the withdrawal following the previous race, at Silverstone. The reasons stated were that Ward had not achieved satisfactory results. The team, however, honoured its sponsorship for last weekend's Donington meeting.

The Mycil money has been transferred to Eddie Jordan Racing for Andrew Gilbert-Scott's British Formula 3000 series leading Reynard.

Ward and RGS Racing will continue in the Lucas British Formula 3 series for as long as possible, but money is being sought.



Gary – money troubles.

CART heads for Australia — but FISA issues warning

Australia's Queensland Government is backing a move to run a CART race on a street circuit at the Surfers Paradise resort in March next year.

Queensland's Events Corporation Pty Ltd, formed to promote events following last year's Bicentennial Brisbane Expo, has written to the Confederation of Australian Motor Sport outlining its plans for the race.

CART Chairman John Frasco is expected in Australia shortly to discuss

the project, which follows earlier unsuccessful negotiations for such a race on a street circuit in Sydney.

However, FISA's policy of restricting CART events outside North America remains, and CAMS racing manager Tim Schenken says if there is no change in that policy, no CAMS member would be able to be involved in any capacity.

At last week's World Motor Sports Council, FISA confirmed that all

licence-holders, National Sporting Authorities, organisers, promoters, circuit owners, engine and car manufacturers and entrants taking part in FISA events must adhere to the regulations laid down concerning the organisation of international races, reiterating the point that only FISA may organise international championships.

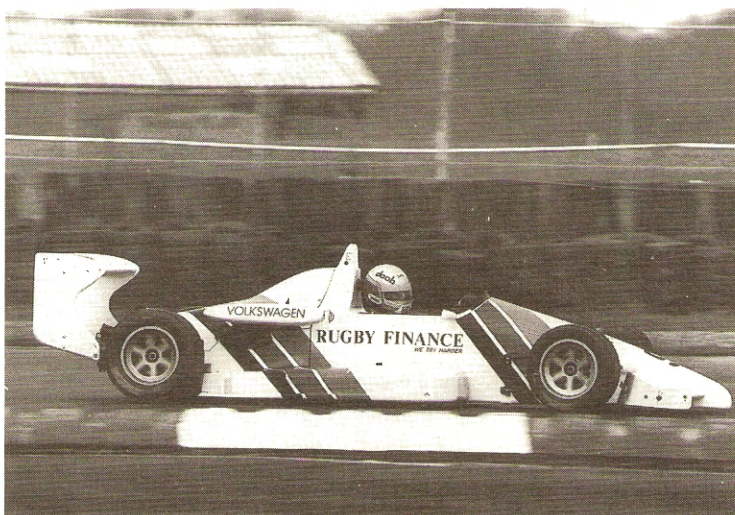
In short, a veiled threat to those contemplating becoming involved in CART on the international scene.

Swallow puts brakes on Schonstrom

Niclas Schonstrom failed to start the Donington round of the Lucas British Formula 3 Championship last Sunday when his team withdrew its entry.

The management of Swallow Racing decided that Schonstrom's 19th place on the grid wasn't sufficiently good for them to enter the car: "We're not in it to make up the grid," reported Swallow's Colin Essex. "We had a meeting four or five weeks ago and told Niclas that he had a couple of races to improve his form. At Thruxton he thought the engine was down on power, then at Silverstone, Niclas thought there was a chassis imbalance, perhaps a legacy of a testing shunt at Snetterton.

"Since then, though, we've had Adrian Reynard help us in testing at Donington and built up a new chassis, so Niclas's qualifying position dismayed us. We're not looking to undermine his confidence, but are trying to instil in him how serious we are about wanting results. If we don't have any improvement in the FOTA tests at Silverstone on Friday, then we will have to consider whether to take up



Schonstrom was withdrawn from Donington's F3 event — by his own team.

our entry for the British GP support race.

"We want to succeed, and we want

to succeed with Niclas, but we're a professional team that's out there to win."

Two into one does go

There will be double-header rounds of the German Formula 3 Championship next season.

In a quest to make the racing more exciting for the spectators, it has been decided to adopt the two races per meeting format that is used in the German Touring Car series, wherein the races will be separated by a 10 minute break during which the cars can be refuelled and the tyres changed.

Germans to British F3

Three leading German Formula 3 drivers will be contesting a round of the Lucas British Formula 3 Championship later in the season.

The ONS (Germany's national sporting body) is putting up DM10,000 for each driver. It is likely that the trip will be made for the meeting at Silverstone on August 28.

Australians gear up

The Holden Motor Company in Australia has announced that it will field cars in the end-of-season touring car endurance events.

Although the company did not specify drivers, it is understood that Win Percy and Neil Crompton will be seen in action.

It is expected that TWR will run two Holdens backed by Castrol and Telecom Australia.

Competition is likely to be tight in the races. Jeff Allam and Robb Gravett are likely to team up with Dick Johnson and John Bowe in the local Shell Sierras; Allan Moffat will field a pair of Eggenberger RS500s for him-

self and Greg Hansford, with the second car piloted by Klaus Niedzwiedz and another European.

Alan Jones and Denny Hulme are expected to join Tony Longhurst and Neville Crichton in the Benson & Hedges team (last year's winners), while Colin Bond is likely to pair up with young sports-sedan runner Dominic Beninca.

Peter Brock is also expected to name Formula Fordster Mark Larkham as the final member of his Mobil Sierra squad shortly, although the youngster will stand down at Bathurst when Andy Rouse joins Brock, Brad Jones and Paul Radisich.

Machado back at Madgwick

Felipe Machado is to drive a second Madgwick Motorsport Reynard 88D in the remaining rounds of the British F3000 Championship.

The Spaniard returns to Robert Syngge's guidance after several years of competition back home. Machado drove for Madgwick in FF1600 and FF2000 in 1984 and 1985 before returning to Spain to drive in national

saloon car championships.

The 28-year-old will act as team mate to fellow countryman Antonio Albacete, and sponsorship is being provided by the Hotel El Tope in Tenerife.

He is expected to test the Reynard within the next fortnight and will make his British Championship debut at Silverstone on July 30.

BRIEFLY

■ NASCAR star Bill Elliott is due to join Roush Racing for the Des Moines GP TransAm race on July 9. Elliott is expected to qualify the team's Mustang on race morning and start from the rear of the field.

■ Claude Degremont is tipped to replace Patrick Lazare at the KTR team after the French GP support round of the French Formula 3 Championship. Team boss Prosper Mollekens is reportedly unhappy with Lazare's form in comparison to that of his other charge, Christophe Bouchut. Degremont is out of a drive, having left the Fil'Sport team.

■ Canadian GM series frontrunner Ron Fellows is to drive for Roush Racing in selected TransAm races this season.

■ Kenny Brack missed the Lucas British Formula 3 round last weekend as his entrant Martin Murphy has moved to the States. The Swede intends to return, possibly running his own team, later in the season.

■ Argentinian Formula 3 driver Nestor Furian is planning to come over to Europe for his racing next season, having had his first taster in the Monaco F3 race. He should be over here before then, however, as he has been invited to contest the FIA Nations Cup at Misano this September.

■ Marshall Pugh was present at Donington last Sunday, but his planned debut in the Lucas British Formula 3 series is on hold pending the completion of sponsorship arrangements.

■ Lindoro da Silva made his debut in the Lucas British Formula 3 series at Donington last Sunday, when he turned out for START Racing in the Reynard 883 previously campaigned for the team by Portuguese driver Marco Amorim. The Brazilian, a former team-mate of Bertrand Gachot in FF1600, ran with sponsorship from Lagosta Vinho Verde.

■ Selection of entries for the Formula 3 support race at the German Grand Prix is to be made along the simple parameters of letting in the 26 drivers who are best placed in the national series.

■ Heinz-Harald Frentzen and Manuel Reuter have been entered for November's Formula 3 race at Macau by Schubel Motorsport.

■ Joachim Winkelhock has become a father, his wife giving birth to a daughter, Sina-Sabrina.

■ Having babies improves qualifying speed, or so it seems. New fathers Steve Robertson and Gary Ayles, lined up at the front end of the grid for the Lucas British Formula 3 Championship race at Donington last Sunday.

■ Rickard Rydell became engaged to girlfriend Ulrika Blomberg during a visit home to Sweden in the four week break in the Lucas British Formula 3 series.

■ Brands Hatch Leisure has launched a special offer for its forthcoming Worlds Sports-Prototype Championship race on July 21-23. Anyone buying an admission ticket for the Sunday will receive free admission on Saturday plus a paddock pass for Sunday.

PREVIEW: FRENCH GRAND PRIX

Another for Senna?

After a three week break since the Canadian Grand Prix in soggy Montreal the Formula 1 teams regroup this weekend at the Circuit Paul Ricard at Le Castellet in the South of France.

After the hiccoughs in Canada, McLaren will be keen to re-establish itself as the force in GP racing, with Ayrton Senna undoubtedly eager to take the World Championship lead away from his team mate Alain Prost.

Prost, of course, will be in front of his home crowd and would like nothing better than to defeat the Brazilian. Alain is also expected to reveal his future plans and these may well give his performance that extra edge.

Yet Senna remains a tough man to beat and starts the favourite: he stays with McLaren-Honda next season and, lest Prost decides to move on, the team will be keen to retain the No 1 of the World Champion.

The F1 circus is presently extremely jittery and there are several possible changes of driver line-up which could occur after we have gone to press.

Derek Warwick may miss the race as he recovers from his karting injuries, while the Lola-Lamborghini team is still undecided as to its drivers, although the latest word as we were closing for press is that Philippe Alliot will be joined for one weekend by F3000 graduate Eric Bernard.

There have also been numerous rumours in recent days concerning Johnny Herbert's future with Benetton.

It seemed, as we closed, that Johnny will be secure for Paul Ricard, although Michele Alboreto has been tipped as a possible replacement.

Williams-Renault will be keen to follow up its Canadian victory and Riccardo Patrese and Thierry Boutsen should be



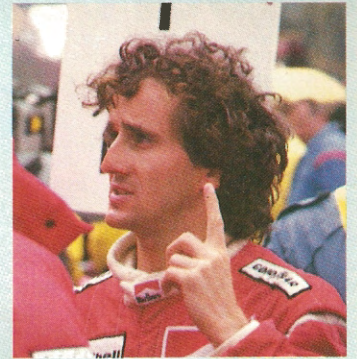
the leading challengers to McLaren, although should Ferrari have solved its alternator problems, the scarlet cars of Nigel Mansell and Gerhard Berger could also be in the frame.

Paul Ricard is the first of the high-speed circuits and aerodynamic efficiency should be at a premium. Expect Leyton House to make a leap forward. Benetton too will be hoping that the new B189 will show its potential, while Lotus is also

Above: Ricard 1988 and Alain Prost leads the field away. Top: Prost will, of course, be looking for another win this year.

optimistic that the new Tickford heads will improve the performance of Nelson Piquet and Satoru Nakajima.

Watch out also for the new AGS JH24 and the Coloni C3.



CHAMPIONSHIP POSITIONS

After six of 16 rounds

1 Prost	29
2 Senna	27
3 Patrese	18
4 Boutsen	13
5 Mansell	9
6 Nannini	8
7 Alboreto	6
8 Herbert	5
9 Warwick	4
Gugelmin	4
Modena	4
Cheever	4
Caffi	4
De Cesaris	4
15 Piquet	3
Danner	3
17 Arnoux	2
18 Palmer	1
Tarquini	1
Brundle	1

CONSTRUCTORS

After six of 16 rounds

1 McLaren-Honda	56
2 Williams-Renault	31
3 Benetton-Ford	13
4 Ferrari	9
5 Arrows-DFR	8
Dallara-DFR	8
7 Tyrrell-DFR	7
8 Brabham-Judd	5
9 March-Judd	4
10 Lotus-Judd	3
Rial-DFR	3
12 Ligier-DFR	2
13 AGS-DFR	1

FRENCH GP WINNERS

Year	Circuit	Driver (Nat)	Car	Speed/mph
1979	Dijon-Prenois	Jean-Pierre Jabouille (F)	Renault RS11	118.87
1980	Paul Ricard	Alan Jones (AUS)	Williams-Ford FW07B	128.14
1981	Dijon-Prenois	Alain Prost (F)	Renault RE30	116.30
1982	Paul Ricard	Rene Arnoux (F)	Renault RE30B	124.99
1983	Paul Ricard	Alain Prost (F)	Renault RE40	124.19
1984	Dijon-Prenois	Niki Lauda (A)	McLaren-TAG MP4/2	125.53
1985	Paul Ricard	Nelson Piquet (BR)	Brabham-BMW BT54	125.10
1986	Paul Ricard	Nigel Mansell (GB)	Williams-Honda FW11	117.54
1987	Paul Ricard	Nigel Mansell (GB)	Williams-Honda FW11	117.33
1988	Paul Ricard	Alain Prost (F)	McLaren-Honda MP4/4	116.49

Hubbard double

Hubbard Racing, a new Formula 3 team, will enter two cars for the Lucas British F3 Championship, starting at Snetterton on August 6.

As well as running Hilton Cowie in a Ralt-Spiess VW RT33 in Class A, team manager Fred Goddard has lined up an ex-West Surrey Racing Ralt-Alfa Romeo RT32 for former karting champion Chad Wentzel to compete with in Class B.

Cowie and Wentzel drove together for Goddard in South Africa, sharing, among other things, a Tiga-Mazda rotary sportscar with which they won their most recent outing. Goddard decided recently to draft Wentzel into the Hubbard Racing set-up: "since we have the transporter, it's as easy to drag two cars around as it is to take one.

"With the Alfa engine, we reckon Chad should have a good chance in Class B, too."

Team sponsor and entrant, Ed Hubbard, told us on Monday that the cars will be testing intensively in the next few weeks and will be running in the colours of Hubbard Racing until any sponsorship deals are signed.

AUTOSPORT, JULY 6, 1989



Stars turn out for the boys

The Springfield Boys' Club benefited to the tune of £15,000 last Tuesday evening when readers enjoyed a ride of a lifetime around Brands Hatch as passengers to some of the world's great racing drivers. On hand to pilot the various Fords around the circuit at high speed were Alessandro Nannini, Derek Warwick, Jonathan Palmer, Ivan Capelli, Johnny Herbert, Stirling Moss, Jackie Stewart, Thierry Boutsen, Michele Alboreto and Martin Brundle.

Supercars' desert reprieve

FISA's intention to get rid of the 'Desert Grand Prix Cars' as used by Peugeot and Mitsubishi has apparently been scrapped for the time being. At last week's motor sport press conference in Paris, FISA revealed that the existing rules will apply for at least two more seasons.

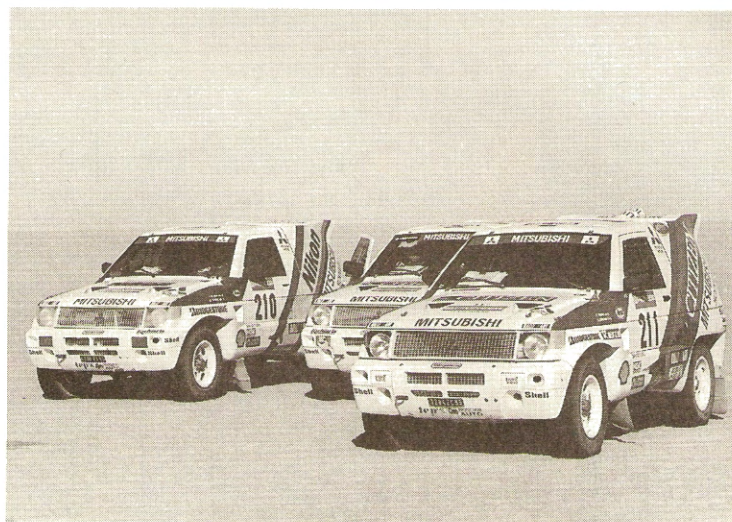
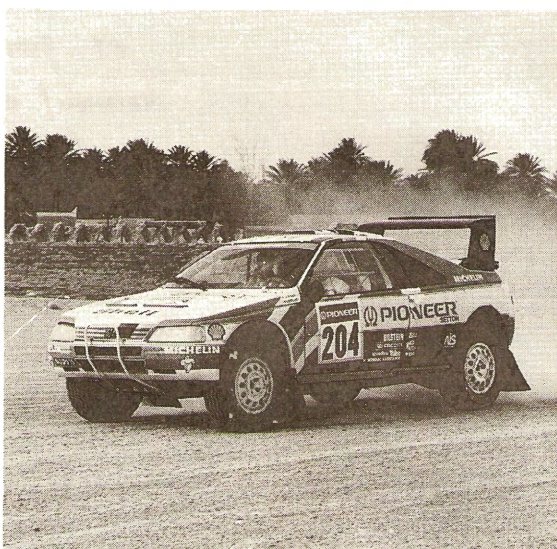
It had been proposed that a turbo ban would apply for 1989/90 and that cars like Peugeot's 405T16 GR and the prototype Mitsubishi Pajeros would be ineligible, starting with the next Paris-Dakar. Peugeot decided to withdraw from marathon events, while Mitsubishi set about developing a production based Pajero. Now it seems that neither need have bothered, although Peugeot is rumoured to be planning to incorporate its T16 mechanicals into the bodyshell of a Citroen BX, Peugeot's associated company.

"We have already decided our technical plans for this winter's Paris-Dakar," explained Ralliart Europe manager, Andrew Cowan. "Based on already published rules, Mitsubishi has engaged in progressive development of the Group 2 Pajero on smaller events this year. Now we discover we could have used our old turbocharged prototype cars instead."

Despite there being no details of maximum engine capacity or minimum weight for cars under the proposed regulations, teams like SEAT and Lada-Poch had already announced prototype projects for this winter. This has prompted some suggestions that certain teams must have had advance information about the content of the proposals mentioned in Paris.

Other suggestions point to a deal being struck between Peugeot and FISA whereby the French company accepted FISA's decision to prevent four-wheel drive in the World Sports-Prototype Championship in return for a stay of execution on marathon events...

Top: Peugeot can run its 405 T16 once again on the Paris-Dakar after thinking that the era was over but Mitsubishi (below) has already switched development away from the aerodynamic Pajeros.



RAC Rally debut for new Golf?

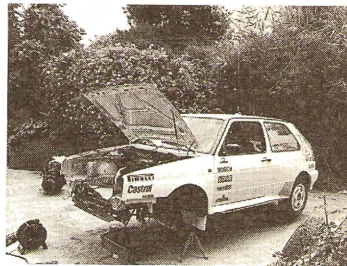
Volkswagen's new rally challenger could make its World Championship debut on November's Lombard RAC Rally.

The Rallye Golf G60 has been given the go-ahead now that Volkswagen has settled its differences with FISA over restrictions on supercharged engines. A September homologation is expected and then 'selected events' will be used to test the car before its bid for honours in 1990.

The Rallye Golf G60 was first seen in Greece last year when the team tested it on roads used by the World Championship event. Since then, while FISA insisted that supercharged engines were to be subjected to the same restrictions as turbo units, the future of the project was endangered. However, Volkswagen was recently informed that things were not so bad as they had imagined and the green light was given. Testing has taken place since then in Portugal and Kenya.

"The exact debut event has yet to be decided," detailed a UK spokesman, "but we are working closely with Hanover to ensure that, if at all possible, the car will be seen on the Lombard RAC Rally."

The new Golf under development.



FISA to demand total commitment?

Teams may have to enter all rounds of the World Championship from 1991 if proposals from FISA's Rallies Commission are accepted by the Motor Sports Council in October.

The idea has been discussed in Paris, but it is hard to see how such a scheme

would work. Registration would appear to be essential, but Jean-Marie Balestre is against this as he recalls the fiasco of 1986. Also, would entries made by local importers count as entries made by manufacturers?

Compulsory participation has been

a feature of Formula 1 for many years and the Sports Prototype series is to get the scheme. Rallying may be the only major branch of motorsport exempt from the idea if, as has happened before, the Council rejects the scheme as impractical.

All star cast in Poland

The Polish Rally's gains are the Hunsruck's losses. This weekend's coefficient 20 round in the Eastern bloc has a tremendous entry while Germany's coefficient 10 offering can only raise a National Championship level entry.

All of the top Euro drivers have entered this first Polish Rally of top status since the declaration of martial law. And with all of the mileage taking place on tarmac, Robert Droogmans is expected to take his Fina backed Cosworth to its second major win in three weekends. Droogmans leads the European series with Ypres and he will be eager to extend this.

Most of the stages take place on tree lined roads in the hills around Walbrzych and Klodzko, south west of rally headquarters at Wroclaw. The rally starts tomorrow afternoon (Friday) and finishes 24 hours later.

Robert Droogmans bids to push clear.



Old style format for San Remo

This year's Rally d'Italia will feature a route similar to that used in 1979. Following last year's somewhat disastrous attempt to change the route and incorporate Turin in the schedule, the organisers have reverted to an old format with asphalt roads in Liguria and gravel stages in Tuscany.

The 1979 event was the first occasion that the all asphalt format was changed to a mixed surface event.

Arezzo, one of Italy's Cities of Art, has been selected as a rest halt, replacing Chianciano Terme and the rally will halt at Pisa after the second leg. The organisers have included many arts centres in the route; Volterra, San Sepolcro, Urbino, Urbania, Mercatello sul Metauro and Sant'Angelo in Vado are all on the list.

Asphalt will comprise 40% of the route which is divided into four legs - San Remo to Arezzo, Arezzo to Pisa, Pisa to San Remo and the final loop around the San Remo area.



Rod Millen at the foot of the mountain (left) with his Mazda MX-6. But it is Ari Vatanen (below) who will be the hot favourite for another record breaking run up the biggest hillclimb course in the world.

Tuning up for Pikes Peak

The racers are in Colorado this week, practicing for Sunday's Pikes Peak Auto Hill Climb. America's second oldest motor race saw massive world-wide interest a couple of years ago when the Audi/Peugeot battle was at its height, but things have tailed off recently.

Although Nobuhiro Tajima is driving a twin-engined Suzuki on the hill this time, there seems little to suggest that, despite its 700bhp, it will offer any real threat to the pair of 405T16s in the hands of Ari Vatanen and Robby Unser. Vatanen holds the outright hill record - narrowly gained last year - and Unser is stepping into the 4WD/4WS racer for the first time. Also in the 'Unlimited Division' is Frank Peterson, but his immense four-wheel drive Oldsmobile has rather less handling than a pig on roller skates and cannot be considered a serious contender.



The Pikes Peak 'Production' section features Rod Millen in a Mazda MX-6 and Doug Shepherd in his Dodge Daytona Shelby, the pair likely to set the pace. But there is still time for John Crawford to enter and try to wrest back the title that he lost last year for the first time since its inception.

Millen's brother, Steve, brings his stadium racing Nissan truck to the 'hill' for the first time (the trucks were debuted last year) while Don Adams and Bob Ewing return with their larger versions.

The first couple of miles of the hill will be on tarmac for the first time but the rest of the 12.42 miles to the summit at 14,110ft will be over smooth gravel. However, drivers will be keen that Sunday's weather is dry and sunny, rather than last year's fickle mix of sunshine and hailstorm. If the conditions are right, the magical 10 minute barrier could be under threat...

AUTOSPORT NATIONAL RALLY CHAMPIONSHIP



Trevor Smith - back in Cumbria.

On the mend

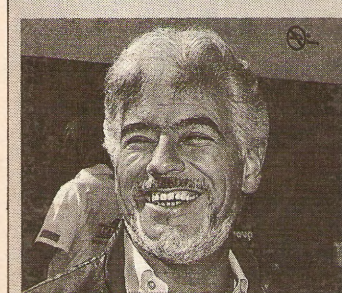
Trevor Smith is still hopeful of returning to the wheel of the Hendy Ford Cosworth for the Shell Oils Cumbria Rally on September 2. The Burford driver is recovering from injuries sustained when hit by a car near his home and was forced to miss Saturday's Kayel Graphic Rally.

Smith's problems have been compounded by the discovery that the muscle has been ripped from the tendons in his shoulder and is restricting arm movement. However, the loss of his Autosport championship lead to Graham Middleton may be the inspiration he needs to recover quickly!

Regulations for the Cumbria event are now available from Mrs Audrey Rudd, 71 Scotby Road, Carlisle, Cumbria CA4 8BG.

Title for Track rod

With the demise of Quip Performance Centre, the final round of this year's Autosport National Championship will be called the Trackrod Forest Stages Rally. The event will be the familiar blast through the Yorkshire forests on September 23 and regulations are already available from Nicola Sanderson, 37 Poplar Avenue, Wetherby, Yorkshire LS22 4RA.



Toleman's Himalaya

Ted Toleman is planning to enter the International Great Desert Himalaya in September. Toleman, whose marathon experience is limited to three vain attempts to complete the Paris-Dakar, has abandoned his Metro in favour of a four-wheel drive Sierra.

The event uses the two desert areas in north India - Rajasthan, where the climate is hot and humid, and Ladakh at over 17,500ft - and takes 10 days to complete the 5000kms. It starts from Delhi on September 1 and finishes at Srinagar (the capital of Kashmir).

Tour struggles for names

September's Autoglass Tour is struggling for entries at the moment. With less than a month to go before the first closing date, only a dozen or so names have been received by the BRSCC.

"Lots of people tell me that they want to enter," admitted Clerk of the Course, John Nichol, "but they are reluctant to send us their money just yet!"

The best names on offer at the moment seem to be David Llewellyn and Russell Brookes, each in Cosworths, while the likes of Mike Smith and Rob Gravett have still to confirm their intentions.

The regulations state that if less than 80 names are received, the BRSCC can cancel the event. While there is

ample time yet to fill those requirements, confusion over regulations and reluctance to convert perfectly acceptable Group N cars to run on unleaded fuel seems to have prompted many of the potential drivers to dismiss the event.

More route details emerged this week with 550 test miles planned within the 2100 mile route. There will be 60 tests, including 10 race circuits; with Silverstone's National circuit, Pembrey, Mondello, Kirkistown and Ingliston among them.

Rally mileage will include classic tests in south Wales, the Galloway Hills, Northumbria and Yorkshire while tarmac stages will feature closed roads in Ireland.

Russell Brookes is a lone 'star name' in the disappointing Autoglass entry.



BRIEFLY

■ Tony Fall's court hearing has been adjourned. Originally planned for last week, delays in producing witnesses have prompted an adjournment for a couple of weeks.

■ The Commonwealth Bank is to sponsor this September's Rally Australia.

■ The Rally Radio Link Mewla Rally will run as a dual permit event, allowing competitors in the EARS/Motoring News, Zenith Welsh Tarmac, Sureguard Astra Nova and Esso MG Maestro series to compete on the same event.

■ George Robinson goes to this weekend's Lee Strand Dairy Killarney Stages Rally with a five point lead in the Anglo Irish Bankcorp series.

■ Second place in Donegal was enough to promote Bertie Fisher to second in the Hewlett Packard Tarmac Championship. However, Mark Lovell still leads while Frank Fennell, Bob Fowden and Pentti Airikkala share the lead in Group N.

■ Welcome home JD! Former competition boss at Austin Rover, John Davenport has completed his prison sentence and returned to his Wiltshire home on Monday.

Overseas races are go!

It was confirmed at last Tuesday's World Motorsports Council's meeting in Paris that the FISA is prepared to accept that International races of a series or National Championship may be organised in another country, providing that certain stipulations are met (see *Pit & Paddock*).

This decision clarifies once and for

all the situation which existed at the start of this season, when British race promoters looked likely to have to cancel overseas visits, a problem exacerbated by the RAC MSA's failure to apply for the requisite permits at last December's FISA meeting. Subsequently, of course, the correct paperwork was forthcoming, and conti-

mental trips such as May's BRSCC meeting at Zandvoort went ahead.

Among the requirements are that a trial race has been run before the fixture is entered on the International calendar, and that the race, its Technical and Sporting Regulations, and the proposed circuit have been approved and homologated by the FISA.

Seaman sportsmen

The Historic Grand Prix Cars Association has assembled one of the most glamorous fields of Historic Sportscars ever seen for a special 15-lap event within the VSCC's Richard Seaman Memorial Trophy meeting at Oulton Park this Saturday.

The entry for the Christies sponsored race is headed by Neil Corner in the 1958 Ferrari Testa Rossa of pop music producer Pete Waterman (partner of Matt Aitken, who owns the Sonic FF1600 team), while the Italian marque is also represented by Kerry McSwann in Tom Walduck's '55 750 Monza and Chris Mann's '57 250GT.

No fewer than six Jaguar D-types, including those of Anthony Bamford (for Willie Green), Willie Tuckett and Martin Morris (to be driven by son David, the F1 mechanic), are joined by three C-types. Richard Pilkington and Frank Sytner are out in Aston Martin DB3S models, and John Pearson's Lister-Jaguar will also be in the running.

The Lotus 15s of Australian Paul Samuels and Ean Pugh are among the most modern chassis in the race, and will run with a trio of 11s. Maseratis, HWMs and Frazer Nashes also feature in the 33-car line-up.



James - fast commuter.

Special Kaye

James Kaye scored an outstanding one-make double on Sunday, winning first the Ford Credit Fiesta thrash at Snetterton in the stunning Premium Sound XR2i, and later the Renault 5 Elf Turbo Cup round at Donington Park for the Chris Lewis Motorsport team. Pole position and fastest lap were also secured at each venue.

The vital link, a twin-engined Cessna aircraft, was provided by Richard Lawson Car Deliveries, and the tight schedule was only possible due to the cooperation of the BRSCC's Clerk of the Course at Snetterton. The jubilant Kaye's only anxious moment of the day came when the Donington-bound plane was still on the Revett Straight at the Esses' 200 yard board...

Many a slip at Brands

BARC Clerk of the Course Dennis Carter will surely be asking some searching questions of his workforce this week, following a shambolic organisational performance at Brands Hatch on Sunday.

Potentially the most serious problem occurred in FF1600 qualifying, when several cars fell off, and a rescue vehicle was parked on the edge of the track, 'protected' only by yellow flags. Several drivers felt that the session should have been stopped, particularly since there were so many incidents around the circuit.

This view was mirrored by Ted Whitbourn, whose Ray was almost collected by an official's car which

raced out of the medical centre during the practice period, causing an anxious moment. Later, the Sports 1600 contenders were as unamused as the marshals to be let out while cement dust was still being laid at Paddock. The officials ran!

Off the track, clerical muddles over additional entries and changes of number saw blank spaces on official time sheets, which led to confusion among drivers, startline marshals and even the commentator, not to say the public.

All of these apparent errors reflected badly on a professional body, whose procedures must be tightened up in future.

Dundalk set for racing

Irish eyes will be on the streets of Dundalk this weekend, as the border town hosts its first race meeting by courtesy of the Leinster Motor Club and the event sponsor, Monarch Properties.

Stirling Moss will be guest of honour as the British Ford Credit Fiesta Challenge brigade joins the republic's regular classes to do battle on the fast, sweeping, 0.9 mile course. Martin Donnelly was also to have played a

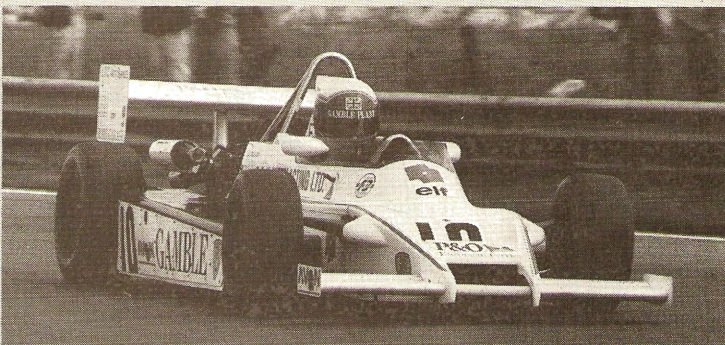
central role in the festivities, but he will now be on Arrows F1 duty (see *Pit & Paddock*).

Sadly, the Leinster MC suffered a terrible setback last week, when Clerk of the Course Dominic Murphy was critically injured in a car crash, but Dermot O'Rourke has stepped in to run the event. AUTOSPORT joins the whole of Ireland's motorsport community in wishing Murphy a complete recovery.

Lydden regains ERC finale

Lydden Circuit has deservedly regained the right to stage the prestigious final round of the FIA European Rallycross Championship in 1990. The British venue held the honour for

several years, before it passed to Sweden and Germany. Tom Bissett's ever improving facility will thus prepare to host next year's finale on October 13/14.



Hot Rod's victory March

Former Formula Junior racer Rodney Jackson won his second successive Toyota Formula 3 Championship round on Sunday, the Warboys motor trader adding the Snetterton spoils to those of his maiden success at Pembrey. Brother-in-law of Geoff Richardson, who prepares the power unit in his ex-Johansson March 803B, Jackson is wringing some fine times from the chassis, and making strong progress in the title race. Rod's privateer effort is backed by G&W Shotblasting, Elf and Gamble.

BRIEFLY

■ Enthused by the success of the first BARC SW sprint in Southampton back in May, the developers of the superb Ocean Village complex have offered the club the prime summer date of August 12, and a longer 600 metre course, for its planned return next year.

■ Cadwell Park's general test session tomorrow (Friday) will be run on the full 2.17 mile circuit all day.

■ Semperit Tyres is supporting Irish Junior FF1600 drivers Morgan Dempsey Jr, Donal O'Brien, Owen Hayes and Robert Ryan on a personal level for the remainder of the season, and will select one of them to receive the £1000 Semperit Scholar award at the end of the season.

■ Formula First makes its Lydden debut, by arrangement with BHL, as part of the Festival of Motor Sport on July 30. Details of the non-championship race and meeting regs from Liz Chesson on (0795) 71978/72926.

■ American stunt driver Bobby Orr (who drove Hugh Chamberlain's Spice-Hart C2 car in practice at Le Mans last year) burned plenty of sponsor Pirelli's rubber in a display of controlled spinning with an IROC Chevrolet Camaro at Brands Hatch on Sunday.



Victor - victorious.

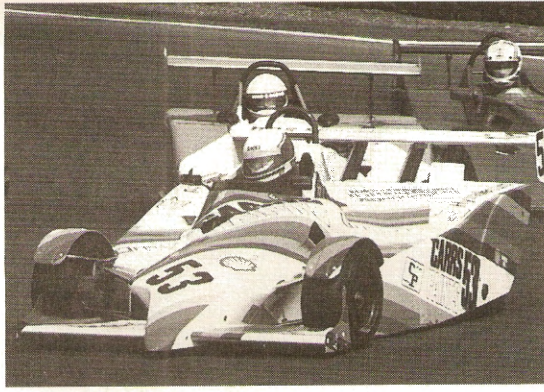
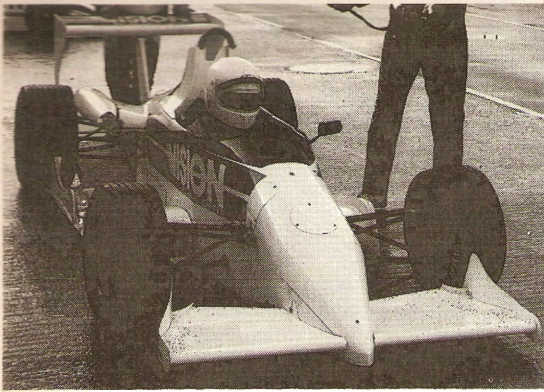
■ Victor Lopez's hat-trick at Jerez last month has taken the Marlboro/Philips-backed driver to the head of the Spanish FF1600 Championship table. The John Village Automotive-run man beat fellow Van Diemen pilots Javier Romero and Enrique Gluckmann in the Jerez round.

■ The Renault 21 Turbo pace car was almost involved in a multiple shunt at Donington on Sunday. When chief flag marshal John Gash gave the green signal for the start, its driver did not react, but the back half of the grid shot off, compressing the field. There were one or two nasty moments, but no paint was traded.

■ Sligo FF1600 driver Fionn Murray travels to Dundalk this weekend seeking a hat-trick in his new Reynard, following pole positions, fastest laps and race wins at Kirkistown and Mondello Park on his first weekend with it.

■ Tony O'Neill is very angry about what he feels was an unnecessary accident during practice for Sunday's Formula Libre race at Lydden. The tub of his Rex Hart Racing Reynard 873 F3 car was badly damaged in a collision with Terry Cockerell's Lola T492 at Chesson's Drift. He maintains that the Sports 2000 car should not have been eligible for the event.

AUTOSPORT, JULY 6, 1989



The failure of Vision's bold F3 project (above), appeared to dilute resources and detract from the Clubmans effort (right).

Receivers in at Vision

Vision Racing Cars Ltd has gone into Receivership. The sad news for Paul Gibson's company was confirmed this week by Mr Richard Manning of Cork Gully, the insolvency practice of Coopers & Lybrand, which moved in to the Middlesborough plant last Wednesday, June 28. Messrs Miles Middleton and Christopher Hughes have been appointed joint administrative

Receivers for Vision, which has produced advanced Clubmans chassis since 1983.

"It is too early to discuss specific details," said Manning, "but it is our job to do the best we can for the company and its creditors."

The marque took Clubmans by storm, providing championships for Gibson, and a catalyst for rival con-

structors to emulate the professionalism and construction of its chassis.

It is believed two offers for the Clubmans side of the operation will be considered, but the status of the ambitious, but ill-starred, Formula 3 project remains unclear.

Spare parts for existing Vision cars will continue to be available through the Receiver on (0642) 454192.

More Stig

Ford Motorsport and Stig Blomqvist are to continue their selective European Rallycross Championship campaign in the Belgian and Dutch rounds next month.

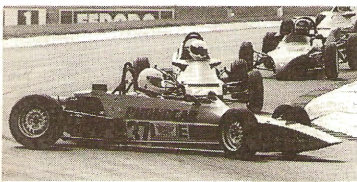
John Taylor confirmed last week that the works RS200E would be run "to try some new developments in competition". Revised exhaust and turbo arrangements, plus new suspension geometry and a different differential set-up have already been tested.

Taylor would not be drawn as to which diff is new, but Martin Schanche has been experimenting with several centre units of late.

Ulster bodyshop blaze

The company responsible for all the fibreglass bodywork on Crosslé and Mondiale racing cars is working round the clock to rebuild its premises and stocks, following a serious fire last week.

Vital Crosslé body stocks are lost!



The blaze, which started accidentally, destroyed the factory near Carryduff, outside Belfast, and the entire stock of body moulds, including those for the radical new 70 series Crosslé, several of which are awaiting shipment to the USA.

Replacement moulds for current cars are now being made, but more serious, perhaps, is the loss of an extensive range of patterns and moulds for earlier cars.

Mondiale's Leslie Drysdale reports that his Bangor company has plenty of panels for the current M89S FF1600 in stock.

Birley in 'Anglebox'

Rod Birley raced a Ford Anglia for the first time at Lydden on Sunday, having completed it himself the previous evening. The car, a 1966 model, is owned by Peter Bevan, who bought it from "one careful lady owner," then left it in a field for six years!

When resurrected recently, the hapless machine had grass growing over its roof, but some tender loving care has given it a new lease of life. George Bevan prepared the 1.7-litre pushrod engine, while Milton Motors did all the fabrication work to bring it back up to scratch.

It is planned to invite a number of 'guest drivers' to run the Anglia in the Dunlop Historic Saloon Car Championship.

Rod gives chase at Lydden.



IMRC improves Phoenix

The Irish Motor Racing Club has invested in crash barriers for its annual race meeting in Dublin's spectacular Phoenix Park, and obtained permission from the Board of Works to instal

the guardrails around the historic circuit. The much-needed improvements will undoubtedly make a significant contribution to the safety of competitors in the August 19/20 event.



205: writing on the wall?

Norman Woolsey's runaway victory in Sunday's National Hot Rod World Championship in the Royal Mail Peugeot will doubtless point the way for those seeking a successor to the ubiquitous Toyota Starlet. Cars built around the little Japanese shell had won seven of the past eight World titles (the late Davy Evans' Vauxhall Chevette being the interloper in 1982), but a plethora of rear-wheel drive 205 GTI derivatives will be on the stocks this winter, following the Ulsterman's lead.

BRIEFLY

■ Several of the late Chris Steel's 500cc hillclimbing classmates paid tribute to their colleague at his funeral in Chichester, last Friday. The 500 Owners' Association is to inaugurate an annual trophy in memory of the Martlet driver, to be won, appropriately, at the BARC SW Centre's Gurstun Down venue.

■ Chris Boocock, hospitalised for a check up after his dramatic exit from Sunday's Champion of Brands FF1600 race, was released with but shock and bruising to show for his experience. His car did not escape as lightly.

■ Gearbox failure on the first lap of qualifying rendered Renault 5 Turbo title protagonist David Grimshaw a non-starter at Donington on Sunday. Despite his disappointment, he found a new job for the afternoon, assisting race commentator Robin Bradford.

■ Danish BMW M3 driver Erik Madsen is to contest a couple of rounds of the Mobil 1 M3 Challenge in Britain. Madsen currently lies fifth in his national GpN series.

■ Gavin Jackson had a one-off outing in Andy Charsley's regular works Ray at Brands on Sunday. He finished 12th in the circuit's FF1600 round, one of three competitors clocked on the same race time.



'Sturmz' - Police call-up!

■ Warecrete RAC British Sprint Championship co-ordinator Jerry Sturman is co-driving Detective Sergeant Dave Abbott's Pilbeam-BDA MP50 at Harewood this weekend, 'subbing' for its co-owner Richard Hussey. The ex-Roy Lane chassis holds the 1600cc class record with previous owner Barrie Duttall aboard.

■ In recognition of their FF1600 performances to date this season, Tommy Burke and Morgan Dempsey Jr have been awarded Golden Pages jackets, and automatic entry into the company's £1000 competition to find the most promising young driver of the year.

■ Carlisle's Malcolm Bell, the former special saloon Imp pilot, is among several MG Metro Challengers rushing round gaining signatures towards the RAC MSA International licence required for the British GP support round. Malcolm contested the Merlin Motorsport GT race at Castle Combe on Saturday...

■ A newcomer to Toyota F3 competition this year is former rallycross Mini driver David Waterhouse, who bought the ex-Derek Lawrence Chevrolet Vega-engined Chevron B38 a few months before the top club category was announced in 1986. It is now powered by a Toyota by NES.

Snetterton backs down

Following the RACMSA's decision to place plastic 'deterrent' strips on the kerbing inside Snetterton's Russell Bend (see *Pit & Paddock* and *Comment* last week), the controversial items were removed prior to Sunday's National F3000 meeting.

Common sense had clearly prevail-

ed, and continued to do so in the drivers' conduct on Sunday. Competitors in all races were noticeably circumspect about the very demanding corner (most had been downright terrified of the consequences of hitting the bars!), with the result that there was far less corner cutting than usual.

As ever, the BRSCC adopted a firm line with regard to those who persistently used the kerbs at the left-right flick, but the general improvement in conduct would indicate that they can discipline themselves to stay on the tarmac and out of the tyre barrier. Time will tell...

Sugden to cut back?

Works Swift driver Tim Sugden will have to concentrate on the Esso FF1600 championship unless modest funding is found to resume his LuK RAC British series programme.

The Yorkshireman missed Saturday's Castle Combe race, preferring to contest the following day's Esso round at Donington with Matrix computer systems support for the Tredaire-provided car. Alas he spun out of the lead battle, having been forced onto the grass by Niko Palhares.

JVA's race

John Village Automotive has its work cut out this week, if Adrian Fernandez and Michael Vergers are to test their Van Diemens prior to this weekend's LuK RAC British FF1600 Championship round at Cadwell Park.

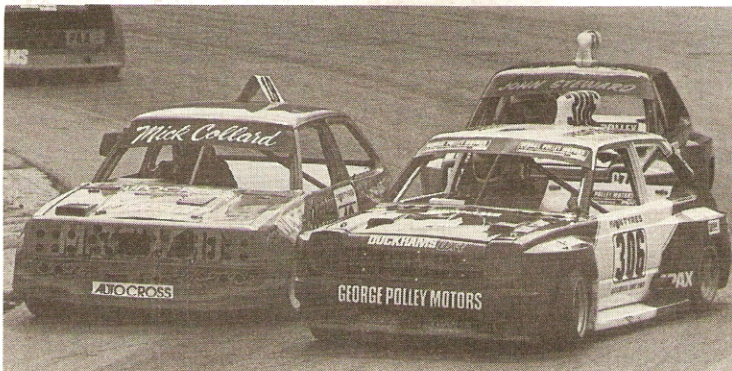
The Mexican's chassis was badly damaged in a head-on impact with the barriers at Castle Combe's Tower bend on Saturday (this the result of clipping Alfonso de Arenzana's RF89), while Dutchman Vergers inverted his machine at Donington on Sunday.

McGovern retires

Bill McGovern has hung up his helmet, after a long and illustrious career which embraced successive British Touring Car Championship titles with legendary Imp preparation man George Bevan in 1970-1-2.

McGovern, who has flown Arthur Gold's dealership flag so capably in the Renault 5 Elf Turbo Cup over the past four seasons, has been a front-runner with Gerard Motorsport, but has now sold his car.

Bill - calling it a day.



George, in Eyres' car, battled past Collard only to hit disaster.

Polley's double trouble

George Polley's hopes of adding a third World Hot Rod Championship to his tally at Ipswich took a dive last Saturday evening when his Kent Cams/Duckhams/GW & G Bridges Toyota Starlet was destroyed in a massive impact with Foxhall Stadium's retaining wall during the final grid determining heat.

England's big hope was knocked unconscious in the incident - caused by his purple car hitting oil - and was promptly removed to hospital, suffering from concussion. Medics wanted to keep him under observation for 48 hours, but the Heathfield garage owner discharged himself, to race in Sunday's final.

Back at the track, Polley's crew - led

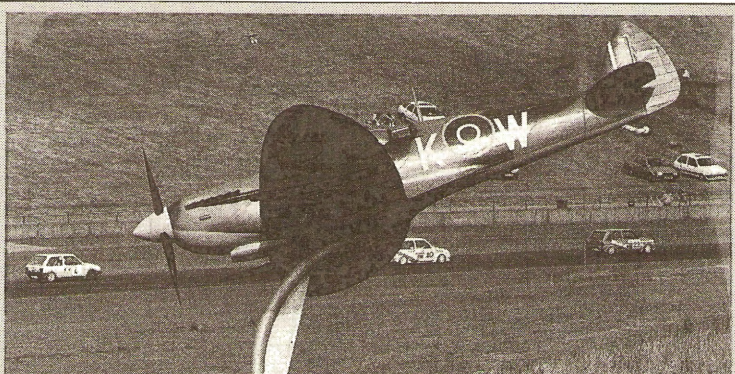
by Adrian Tilman - spent the night finishing a brand new Starlet sportingly offered by newcomer Anthony Eyres, who had built the basis with the team's help. A spare engine (a lug was torn from the original race unit), and the gearbox and diff from the badly twisted shell were fitted just in time for the feature event.

George carved his way through the field, and was looking a good bet for a top five finish when he was unable to avoid Mark Jones' car, sideways in his path following a brush with defending champion Phil White. The replacement car sustained a lot of damage down its left flank, and its bruised driver's brave effort to reward his team and supporters was over.

Groves leaves Geoscan

Chris Groves, founder and developer of the highly respected Geoscan suspension design and analysis system, has parted company with Michael Sweeney, who took over financial con-

trol of the company's affairs last year. Groves is no longer involved in the business, but can be contacted on 0225 790568 from tomorrow (Friday). Chris expects to continue his engineering.



Spitfire at Donington

The sight of a World War 2 Supermarine Spitfire swooping beside the Craner Curves provided a novel distraction to unprepared drivers at Donington last week. Tom Wheatcroft's latest fancy is, in fact, a plastic replica of the classic fighter plane, perched on a giant 'Airfix-type' plinth. Having recovered from that sight, competitors will not, perhaps, be surprised to find a record-breaking car on Starkey's Bridge...

BRIEFLY

■ No fewer than 20 FF1600 cars (from eight marques) will contest the BARC Yorkshire Centre's popular class at Harewood on Sunday. Among their drivers are hill specialists Tim Mason (Merlyn Mk20A), Jon Collinge (Pacer FF80) and Tony Bridgen (Van Diemen RF84), while former Formula Atlantic Chevron racer Ken Bailey is sharing son David's Royale RP26.

■ The British Rallycross Drivers' Association's southern AGM will take place at The Manor, Biggin Hill, on Thursday, July 13, starting at 8.30pm. The northern equivalent is provisionally booked for July 29.

■ A trio of MG Metro 6R4s, with Carl Amos, John Garnett and Ian Harrison up, should provide some keen competition in the big Sports Racing class at Harewood this weekend.

■ David Grace's long-standing over 1600cc Modsports record fell at Curborough on Sunday, to James Slack in the Farmer & Carlisle-backed Westfield-Rover V8 of Trailblazer Racing. Slack trimmed a fine 0.66s from the old Lotus 7 mark, leaving it at 32.83s.

■ The George family's little Eiger Racing ASD chassis, with competitive power from a fresh methanol-injected Cosworth BDJ engine at last, should fare well in Richard's hands at Valence's hillclimb on Saturday.



Barry - guest drive.

■ Four-time Hot Rod World Champion Barry Lee took part in the first final for the new 1600cc budget category at Ipswich on Sunday. 'Leapy' was out of luck though, as his borrowed '351' Ford Escort's engine expired. He was carrying an in-car camera for Anglia Television during the race, won by Alan Dent.

■ Mats Akesson brought his Mallock U2 Mk20 over from Sweden to contest the recent Vauxhall Finance Sports round at Donington Park.

■ Ian Ferguson Engines, the long-established Yorkshire performance and accessory business, is now trading as Speed Merchant from a shop in Wetherby's Buywell shopping centre.

■ Sometime Silverstone marshal Jerry Gilby has added the support of Vehicle Refinishing Supplies to his MG Metro Challenge programme. His ex-Roger Jones European Championship-winning car is also backed by B&R Commercial Repairs, another Northampton company.

■ An unwanted record was set at Lydden last Sunday, when the BRSCC's race programme began almost 90 minutes after the advertised time. A distinct lack of urgency during practice was blamed, and a stoppage in the first race delayed its finish until 3.56pm!

Parity for Clubmans A

Regulation changes within the Clubmans formula will provide parity between the existing A class and the new premier Vauxhall Sport division, by means of a 42mm carburettor choke restriction on the former's 1700cc pushrod engines for mixed class championship racing from 1990. The BRDC's series will thus see an amalgamated major class, while the 2-litre GM-powered machines will continue to have their own BARC administered competition. Stability for restricted A class engines will be provided until 1991 at least.

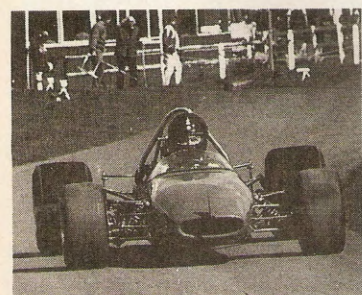
This rule change will not apply to speed events (sprints and hillclimbs), which are to remain unaltered "for the foreseeable future," says the Clubmans Register.

The organisation is also placing greater emphasis on safety, by demanding that the volume of deformable structures in the sides of the spaceframe chassis be increased to a minimum of 550cu ins.

Jonathan fights back

Works Mondiale FF1600 pilot Jonathan McGall had to work extremely hard for his fifth place in Sunday's Esso Championship round at Donington, having lost the M89S' nosecone at the restart.

The result at least salvaged some points from the weekend, for at Castle Combe the previous day, a down-on-power Loynings engine was switched prior to the LuK RAC British Championship event, only for a coil breakdown to put Jonathan out after two laps.

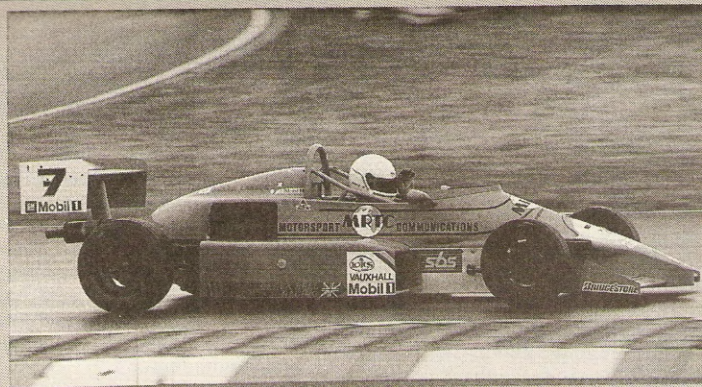


Voigt - defending hill record.

Return to Valence

After a year's absence from the calendar, in the wake of the October 1987 hurricanes which tore up trees on the course, the Sevenoaks DMC returns to Valence School's resurfaced drive on Saturday for its traditional club hill-climb.

The CP Hart/Aquaware-sponsored event, always a major fund raiser for the Westerham school's handicapped children, should see Dr Richard Thompson (Mallock), record holder Peter Voigt (TechCraft-Buick) and Les Edmunds (March 782) in the running for FTD, among a capacity entry.



INTERNATIONAL RACING

JUL 9, PAUL RICARD (F)

FIA F1 World Championship; GM Lotus Euroseries; French Supertourisme Championship; Renault 21 Turbo Europa Cup.

For full details see p13.

JUL 9, DES MOINES (USA)

SCCA Valvoline VW SuperVee Championship; SCCA Escort/TransAm Championships.

The SCCA brings its major championships together again at Des Moines. Can anything stop the Chevrolets storming the TransAm Championship?



NATIONAL RACING

JUL 9/10, OULTON PARK (nr Tarporley, Cheshire)

Sat: Historic; Historic Sportscars; Allcomers; Standard Vintage Racers. Sun: Morgans; Allcomers; Scratch race; Handicap. Practice: 0900 (Sat); 1200 (Sun); Racing: 1300 (Sat); 1400 (Sun). Admission: £5.00; Children, free (both days)

The VSCC hosts two days of historic at Oulton Park featuring the usual scratch, handicap and allcomers races.

JUL 9, SNETTERTON (nr Thetford, Norfolk)

Pirelli Ferrari Challenge; MG Sprite/Midgets; CCC Caterham 7s; Champion of Snetterton FF1600s; Pre-'74 FF1600s; Clubmans; Modified Sprite/Midgets. Practice: 0900; Racing: 1330. Admission: £5.00; Children, free.

Ferraris add a touch of exotica to the proceedings, look out for another titanic battle between Ross Hyett and Malcolm Little.

JUL 9, CADWELL PARK (nr Louth, Lincs)

Uniroyal ProdSaloons; Esso FF1600s; Honda CRX Challenge; Sports 2000s; Formula Firsts; P&O Champion of Cadwell FF1600. Practice: 0900; Racing: 1330. Admission: £5.00; Children, free.

An excellent line-up of racing on the tricky Lincolnshire circuit, definitely not one to miss.

JUL 9, DONINGTON PARK (nr Castle Donington, Leics)

Thundersaloons; Toyota F3s; Dunlop/Autosport Star of Tomorrow FF1600; Formula Forward; TVR Tuscans; Formula Libre; Historic F3s. Practice: 0900; Racing: 1400.

Admission: £6.00; Children: free.

Serious muscle abounds at Donington with Thundersaloons and the mighty TVR Tuscans. The Toyota F3 and FF1600 runners will, as ever, provide ultra-close racing.



Leics

F1300; Lotus Challenge; Austin 7s; Group K Sports Challenge; F4; GB Roadsports; F750; Formula Vee. Practice: 1000; Racing: 1345. Admission: £4.00; Children, free.

The 750 MC brings its usual brand of clubmans orientated motor sport to Mallory. Look out for the thunderous Chevrolet Ultimas of Bob Light and Nigel James.

OFF TRACK SPORT

JUL 8, VALENCE SCHOOL (nr Westerham, Kent)

CP Hart & Sons Speed Hillclimb. Practice: 0900; Timed runs: 1400. Admission: Car plus two adults, £3; Adults £1; Children, free.

The popular Sevenoaks & DMC clubbie climb is back, with a capacity entry for the school fund-raising effort.

JUL 8/9, HAREWOOD (nr Harrogate, Yorks)

Guysen Beadblast and Audi RAC British Leaders Hillclimb Championships, round 9. Practice: Saturday, 1030; Timed runs: Sunday, 1100.

Admission: Adults, £4; Children, free.

British championship leader Ray Rowan could threaten his own outright record as he battles to stay clear of title rival Roy Lane, the venue's 'winningest' driver. Always a great meeting!

JUL 9, LYDDEN (nr Dover, Kent)

RAC British Rallycross Championship, round 5. Practice: 1230; Racing: 1330.

A capacity entry of 100 cars is topped by Michael Shield's Agip-Kamasa Metro 6R4 and the DSRM Vauxhalls of Tony Bardy and Peter Rucroft. The event is also a BTRDA Clubmans, Sealink Challenge and Lydden Superseries counter.

Secretaries of Meetings are requested to forward full details of spectator events (including entry lists, starting times and admission prices) to Steve Bennett, Autosport, Haymarket Magazines Ltd, 38-42 Hampton Road, Teddington, Middx, TW11 OJE. Previews must reach the Editorial Office by the Thursday prior to publication date.

INTERNATIONAL RALLYING

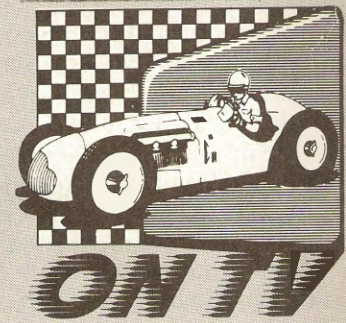
JUL 6-8, HUNSRUCK RALLY (D)

European Championship, coefficient 10 German Championship, round 6

One of Germany's major international events with support from Sepp Maider (Opel Kadett), Armin Schwarz (Audi 200 Quattro) and Kalle Grundel (Peugeot 309).

JUL 7-9, POLISH RALLY (PL)

European Championship, coefficient 20 Full preview in Special Stage.



BBC 1

Sunday Jul 9: 1335, Sunday Grandstand - possible French GP coverage after the mens single final at Wimbledon.

BBC 2

Sunday, Jul 9: 2305, Highlights from the French GP.

SCREENSPORT

Thursday, Jul 6: 0700, Powersports International; 0900, IMSA GTP from Watkins Glen; 1915, NASCAR-Pepsi 400.

Friday, Jul 7: 1400, Drag Racing, NHRA-Columbus; 1500, Rallycross European Championships from France; 1600, Powersports International.

Saturday, Jul 8: 1200, NASCAR-Pepsi 400; 1800, Powersports International; 2015, World Sports Car Championships from Jarama.

Sunday, Jul 9: 1500, NASCAR-Pepsi 400; 2200, Drag Racing, NHRA from Columbus; 1200, Rallycross, European Championships from France.

Monday, Jul 10: 1115, Powersports International; 1215, NASCAR-Pepsi 400; 1900, IMSA GTP from Watkins Glen; 2230, Rallycross European Championships from France.

Tuesday, Jul 11: 0700, Drag Racing; 1800, Powersports International; 1300, World Sports Car Championship from Jarama.

Wednesday, Jul 12: 1130, IMSA GTP from Watkins Glen; 1600, World Sports Car Championship from Jarama; 2300, Powersports International.

SKY

Thursday, Jul 6: 1800, Mobil Motorsport News; 2000, Indy-CART from Portland.

Friday, Jul 7: 1030, Mobil Motor Sport News; 1230, Indy-CART from Portland.

Sunday, Jul 9: 2100, French GP.

Monday, Jul 10: 1330, French GP. Tuesday, Jul 11: 2200, French GP highlights.

Wednesday, Jul 12: 1430, French GP highlights.

Time for a change

Formula 3 is in need of a change. Seen by many as the traditional route to the top of the sport, the formula is failing to meet the needs of those who compete in it.

For all the increasingly large grids full of professionally prepared cars, F3 is no longer a formula in which a driver's talent is the most essential ingredient for success. If a driver does not have exactly the right equipment – the optimum chassis/engine package – then he stands no chance.

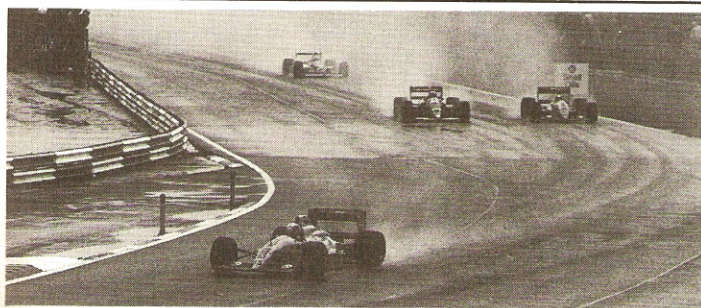
Currently, if a competitor is caught out in a first corner incident, as many were at Donington Park last Sunday, there is little or no chance of climbing back to the front of the field. This is wrong and leads to processionary races.

While not wishing to emasculate F3, something has to be done to make the formula as exciting as FF1600, where overtaking and re-overtaking is prevalent. A change to the technical regulations is essential in order to ensure that driver skill counts for more than the prowess of the teams' engineers.

There are several routes to this end, all of which point to the same need; a greater power to grip ratio. This can be achieved either by making the cars run with less wing and narrow profile tyres, or by allowing them more power. The latter option is easily accessible, simply by opening up the air restrictors to allow power outputs of 190-200bhp, a move which was discussed last year.

This country, happily, continues to boast the most competitive F3 series in the world. Drivers from all continents see the championship as that all-important stepping stone to the FIA's prestige series. So it must be correct for the RAC MSA to take the initiative, research and formulate amendments to the regulations and lobby FISA which alone has the power to redesign the formula.

As it stands, the jump from F3 to F3000 is the largest one in the ladder to F1; the increase in power is enormous. To make F3 change its regulations and adopt a more powerful formula has to make sense if it is to remain as a worthwhile training category. It will provide a greater spectacle, which is ever more important as motorsport earns more television time, and give the better drivers a stronger chance of succeeding.



NEXT WEEK

Free with the issue comes a 60 page guide to the British Grand Prix at Silverstone with everything you need to know in order to enjoy the jewel in Britain's racing crown – Gordon Kirby reports from Pikes Peak – Formula 1 action from France – Polish Rally –

* Contents correct at time of going to press.

10

Ten years ago this week (AUTOSPORT, July 5, 1979), Equipe Renault-Elf recorded the first Formula 1 victory (pictured) for a turbocharged car, before an adoring home crowd at Dijon-Prenois. And fittingly it was Jean-Pierre Jabouille, the man who had spearheaded this radical Grand Prix attack from the outset, two years earlier, who claimed an historic place in the sport's record books, seizing the lead from Gilles Villeneuve's Ferrari shortly after half distance.

Villeneuve and Jabouille's team mate Rene Arnoux then fought out the most sensational



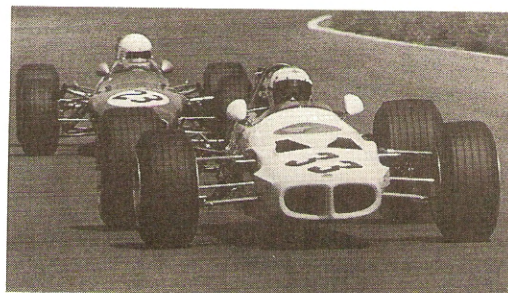
battle for second place, their cars locked together, side-by-side, passing and re-passing over the last three laps. The Canadian just took the verdict, by 0.24 second, but the day belonged to France, whose driver, chassis, engine, fuel and tyres took on the World's best – and won!

Denied the deserved opportunity to drive the F1 Ensign by FISA 'Super Licence' bureaucracy, a fresh-faced Tiff Needell told of his woes, while Oulton Park correspondent Peter McFadyen went to Tor Poznan, to see the proposed Polish GP circuit.

20

Twenty years ago this week (AUTOSPORT, July 4, 1969), Brian Redman socked it to the Porsches at the Norisring, the Lancastrian guiding Sidney Taylor's 6.2-litre Lola-Chevrolet T70 Mk3B 20s clear of Vic Elford's 908 T70 pipped Redman by 0.6 second in the first, but the Swede's engine dropped a valve in the decider, while the Bongrip car was in Redman's wake. Poleman Ignazio Giunti's Alfa Romeo slipped back with a gear problem.

Francois Cevert emerged victorious from a slipstreaming seven-car pack in the big Formula 2



race at Rheims, Robin Widdows, Piers Courage, Jackie Stewart, Nanni Galli, Alan Rollinson and Pedro Rodriguez within a second of the dashing Frenchman at the Flag. Swiss-based American Peter de Merritt snatched a surprise win in the supporting F3 event, in which 2.9 seconds covered the top 14 (!) finishers.

The F3 boys were on good form back home too, Tetsu Ikuzawa (Lotus 69) winning a fraught Guards 4000 Guineas race at Mallory (pictured), fighting off Roy Pike and Barrie Maskell.

30

Thirty years ago this week (AUTOSPORT, July 3, 1959), the wave of euphoria surrounding Aston Martin's victory at Le Mans continued, with Gregor Grant, George Phillips and Theo Page presenting an extensive 'flashback' to the 24 Hours (pictured), and John Bolster investigating the technical aspects of the competition – probing into the failures of the opposition.

The Aberdeen & District MC, having lost the popular Crimond venue, presented its inaugural race meeting on the Edzell Aerodrome, in the Howe of Mearns. Reporter Michael Durnin

raved about the 3-mile track and its surroundings, and watched Stan Hart set the lap record at 95.6mph in his Formula 2 Cooper.

Austin-Healey introduced its new 3000 model, which superceded the visually identical 100/6. The enlarged engine gave better power and torque figures, and a 110mph potential, while Girling disc brakes became standard up front. An unusual choice for JVB's Road Test was Connaught Engineering's Ford Fairlane Sedan. "It was a big car, with that long, low look – monstrous handsome, egad sir."



Delaying tactics

Am I the only reader pondering the 'inevitable' coincidence that has befallen Ayrton Senna in the last two Grands Prix, namely his retirement while leading both races thus depriving him of his fourth and fifth victories of the season? Prior to Phoenix I read an article in which Mr Ecclestone had expressed serious concern over the domination of Honda and Senna in particular over other competitors. Suddenly in the very next two races Senna has to retire from both with engine/electrics failure, and this with the, up to now, extremely reliable Honda engine.

Recalling the questions raised about Honda's engine 'control' system last season and of course the stunning drive by Senna to win the championship on Honda's home ground, I cannot help but wonder if 'someone' in authority has not requested that the championship is not decided too early. I cannot see Senna being beaten by anyone this season if his machinery works properly, I shall be watching the next few races with interest.

BRUCE LOW
HOVE, SUSSEX

Playing Monopoly

I must be dreaming... will someone please pinch me! I have just placed my advanced booking with Silverstone circuits for my usual general admission ticket to the British Grand Prix. The cost of the ticket was £30 (had I chosen to pay on the day it would be £35!). Is this because there is no competition to stage the British race? Surely a case for the Monopolies Commission.

There is one consolation. I will only have to carry my folding chair down to Club this year. There will be no need for the cool box because at that price there must be waitress service.

LEIGH WOOLFORD
LLANTWIT FARDRE,
MID GLAMORGAN

CART before horse?

I have often wondered how F1 and CART Indycars would compare on similar circuits, and the Detroit CART race on June 18 gave an interesting comparison. Michael Andretti's pole position time of 1m41.681s would have

put him third on the 1988 F1 grid behind Berger and polesitter Senna (1m40.606s).

The F1 race was one lap (2.5 miles) longer than the recent CART race but Senna's winning time of 1h54m56.035s was still 7m15s quicker than Emerson's winning time, or about 9 minutes (five laps) at the 62 lap point.

The difference in their average speeds is about 8%, Senna's 82.221mph compares with Fittipaldi's 76.112mph. Senna's 1987 winning time of 1h50m16.358s (85.697mph) in the yellow Lotus was faster still, by nearly 5 minutes (3 laps), due mainly to a better track surface.

This is an impressive margin and would probably have been even greater had F1 visited Detroit this year. I wonder, though, what the lap speeds would be if F1 visited Indianapolis in the near future...

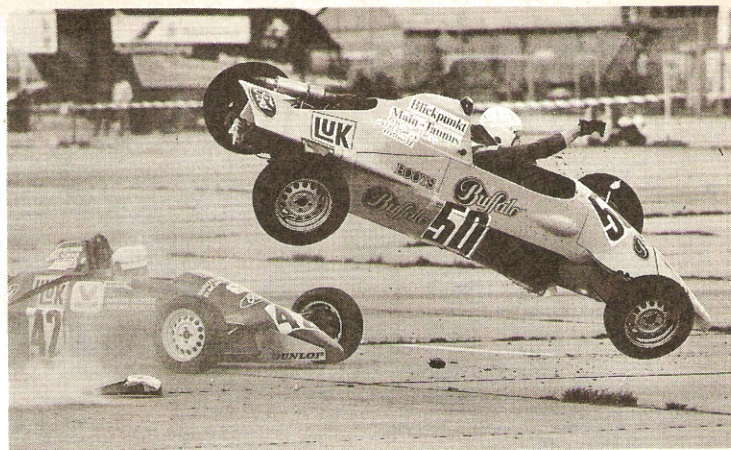
SEAN HANNAM
BURY, WEST SUSSEX

Appreciation

I would like to offer sincere thanks on behalf of the Committee and the boys of the Springfield Boys' Club to all who made the Track Night at Brands Hatch on June 27 such a tremendous success. I would also like to thank Ford Motor Company, Brands Hatch Circuits, Haymarket Magazines in publicising the event, Cosworth Engineering and Martin Brundle for the use of their helicopters in transporting the Grand Prix drivers down from Silverstone. Also thanks should go to Brands Hatch again for their contribution of a fixed-wing aircraft to bring the F3 drivers down from Donington.

I also would like to express my appreciation to the drivers who contributed their time and talent to this truly unusual event. The marshals at Brands Hatch, the personnel responsible for managing the event, and the general public who paid for the privilege of being driven by some of the foremost competitive drivers in the world should also be thanked. By purchasing a ticket, those in attendance have greatly assisted the Springfield Boys' Club - by over £15,000 - at a time when the Club is seriously in need of funds.

JACKIE STEWART, OBE
PRESIDENT
SPRINGFIELD BOYS' CLUB



Since when did motor racing become a non-contact sport?

Please don't touch

With reference to Mr. Whitehead's letter of June 29, I wholeheartedly agree with his sentiments about no contact in motor racing. I have been racing now for 20 years, and this is the only serious incident I have been involved in. As ever there are two views on who was to blame, my point however is not necessarily relevant to this incident, but reflects a general trend, which I can only describe as 'The Rene Arnoux Syndrome'. This manifests itself as a determination that no one will pass you, even on the straight, or if they are lapping you.

I want to go out and actually race, and if people are only going to 'Chop You Out', push you onto the grass, or swerve in front of you on the straight, I am going to stop racing. What do other drivers think?

JOHN CHEWITT
THE MG SHOP

New recruit

I have recently introduced myself to your wonderful publication since London Weekend Television stopped showing the CART/PPG series. Your major race reports are 'the business' and I have found new interest in Formula 1 and Sports Prototype racing. However, I am confused by some of the terminology used. I gather a Q tyre is an extra soft compound for qualifying and I now understand the idea of pre-qualifying, though its

necessity remains a mystery, but who (or what) is Regie and what is so special about a T car?

And another thing. How can a driver who crashes during the last few laps of a CART/PPG race come second. (Al Unser Jr/'89 Indy 500)?

RICHARD DOWDHAM
SOUTH HARROW, MIDDX

The Regie is another name for Renault and a T car is a spare car - possibly set up with a different configuration - while Al Jr finished second because he had completed enough race distance not to be overtaken by the third placed car at the finish - Ed.

Floral thanks

Jose and Ken Phillippe and family wish to thank everyone for their floral tributes, donations to the Spastics Society and kind messages of sympathy for the loss of Maurice - a very dear husband and brother.

JOSE & KEN PHILLIPPE

Chris Steele

The sudden death of Chris Steele at Gurston Down recently has shocked his many friends in the 500cc Racing Car fraternity. Chris's commitment never failed and there is perhaps some small comfort to his family and friends that he passed away doing what he enjoyed so much. On behalf of all the 500 challenge competitors I would like to pass on our condolences to his family and to Pauline.

DAVID TEARLE
CORBY, NORTHANTS

CATCHPOLE

By BARRY FOLEY



TH
COLUMN

Out of the shadows

Riccardo Patrese, I thought to myself in the early laps at Montreal, is the revelation of this season. There he was, leading in dreadful conditions, and doing it with flair and composure. In Mexico he was beaten only by Senna; in Phoenix only by Prost.

Then I reconsidered; it was surely an absurdity to think of Patrese as 'a revelation'. Here, after all, is the most experienced Grand Prix driver in the sport's history. The Canadian Grand Prix was the 182nd of his career, which is now into its 13th season. *Revelation?*

Up to a point, surprisingly, Riccardo goes along with that. It's not that his driving has suddenly and dramatically improved after all these years, he says; more that a combination of factors have come together to allow him more scope for the talent that was always there.

"It's like a camera," he says, "which has finally come into focus. I had a lot of bad years with bad cars, but now at last I have the right equipment. And I understand this is my opportunity to be at the top, so I'm concentrating really hard."

"People may not believe it," he adds, "but over the years I believe I always gave a hundred per cent. I've got more mature, and I'd agree that my overall form is better this season than ever before."

Consistency, Riccardo points out, is logically easier to achieve when you have reliable machinery to work with. All those years with Alfa Romeo and BMW engines took their toll.

"If you keep retiring all the time, without doing many laps, it means you get very little actual driving practice. That might sound obvious, but sometimes I think it's overlooked. If the car's basically unreliable, you never get the chance to do very many laps at one time—which makes it really difficult for a driver to develop consistency."

"This year—with the Renault engine—I've been able to drive many more miles, which has given me back the feeling you need to be quick and consistent. Simply having a strong car does a lot to keep me in form."

A familiar theme, this, but undeniably a valid one. Patrese echoes the traditional race driver's lament: you are at the mercy of your car. "When you have a very poor one, you cannot show the world you are still good. But I don't have any complaints this year. I never get too upset if the car breaks—that's part of racing, something you have to accept. But if I make mistakes, I get very upset; then the result is not good because of me. This season, though, up to now—thanks to God!—I'm satisfied."

Patrese feels well at home with Williams now, hopes he will be on **AUTOSPORT, JULY 6, 1989**



As the Williams team emerges as McLaren's main rival, Patrese has been able to show some pace.

board again in 1990. Together with Brabham in 1982/83, he says, it's the best team he's known. Especially so this year.

"The Renault engine, obviously, has made a big difference. I was impressed that it worked so well the first time we tested with it. Right away there was good torque, and it was very 'driveable'. Also, the horsepower was immediately better than the Judd we were racing at the time."

Bernard Casin, General Manager of Renault Sport, recently admitted his company's initial lack of enthusiasm for Frank Williams's decision to keep Riccardo for 1989: "He hadn't had a very good season, and we rather hoped Frank would replace him for our first year of collaboration. But as soon as we started working with him, we were impressed. He has so much enthusiasm for testing, works very hard, and gave our engineers excellent technical feedback from the beginning."

Patrese, indeed, loves the job he's doing. His F1 career began at Monte Carlo, back in 1977, when Senna was racing karts in Brazil, when such as Prost and Piquet were making their names in F3. Yet, he admits, retirement is something he never contemplates.

"I still need the satisfaction from my career that I didn't have in the past," he says. "Of course my ambition is no different from anyone else's in Formula 1: I want to be World Champion. But I'm also satisfied to be a protagonist in the championship. Sometimes, you know, you have to be objective about what's around you—it's very difficult to beat McLaren Honda this year."

"First of all, my objective is to win more races, and then to be in a position to go for the championship. If I had the luck to win it, then maybe I'd think about stopping, who knows? After all, I'd have what I've wanted for so many years. Then again, maybe if I won it, I'd relax and not want to leave it."

Williams apart, Patrese particularly enjoyed his 'first' spell with Brabham. In the Cosworth-engined BT49 he won at Monaco in 1982, and his only other Grand Prix victory came at Kyalami the following year, this time with the BMW-powered BT52.

Of all the drivers he ever employed, Bernie Ecclestone has a particular affection for just a couple, Carlos Pace being one, Patrese the other.

"I think that's true," Riccardo laughs. "It's a strange thing! Very early in my career, at the end of '78—before he signed Piquet—Bernie offered me a three year contract in the Brabham-Alfas, with Lauda. But in this moment I was talking a lot to Ferrari, so I didn't sign for Bernie because I wanted to be free each year—

PATRESE: "I still need the satisfaction from my career"

in case there was a chance to go to Ferrari.

"Then, in '81 Ferrari finally said no, we cannot make a deal together, so I went to Bernie and asked to drive for him. He signed me for '82, and since that time our friendship has been strong. Even when I left Brabham the relationship remained good, and he wanted me back for '86."

"Bernie helped me a lot. After those two years with Alfa, my career was very down, and it was difficult to find a good drive. Why did we become friends? I think, because we were always very straight with each other; every discussion was very open—we trusted each other always. And he spoke to Frank about giving me a drive for '88. He knew he was going to stop as a team owner himself, but he didn't tell me very clearly because he didn't want anyone to know. However, he recommended me to Williams, let me test their car, then race it at Adelaide in '87. And it's very unusual for a team owner to release a driver before the contract expires. I have a lot to thank Bernie for, I must say."

The first year with Williams, though, was not an easy one. At my mention of 'active suspension', Patrese rolled his eyes at the memory of it all. There were times, he admits, when he was very frightened.

"Basically, it was a very good system. But we didn't understand why it

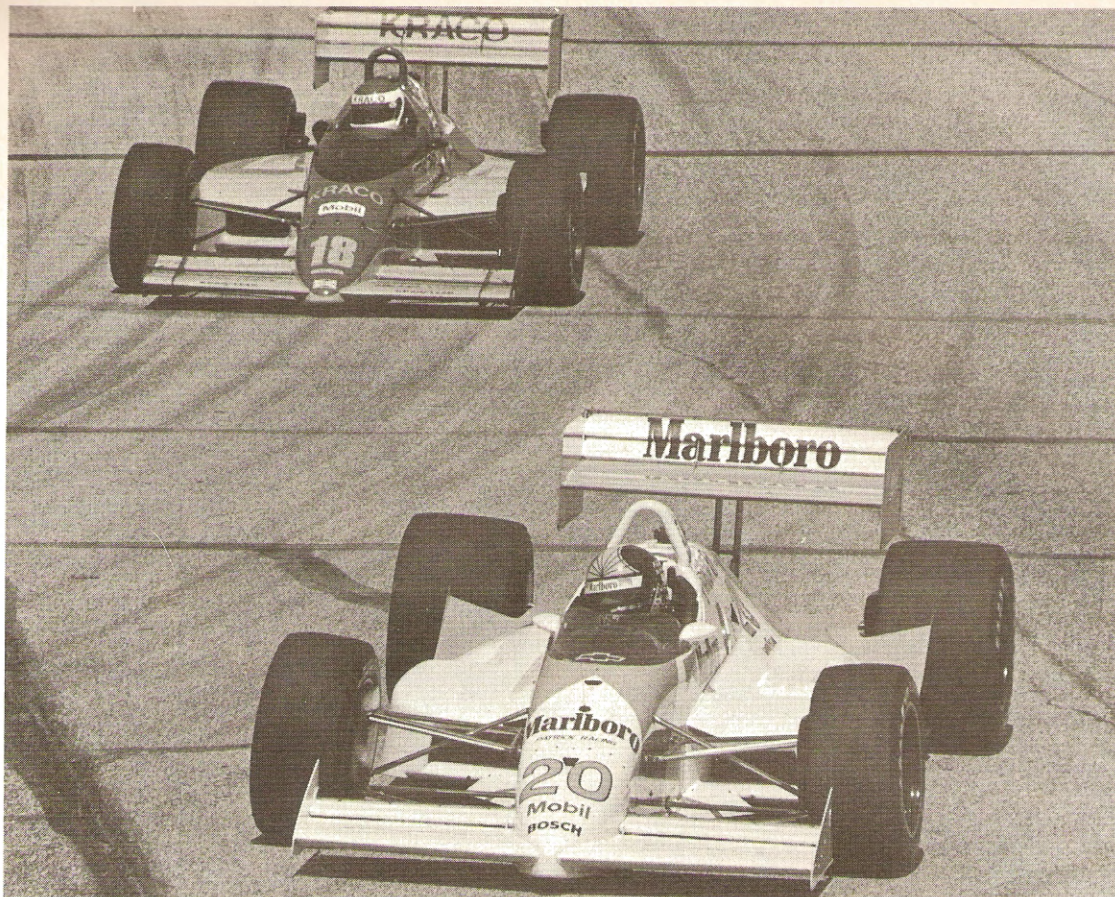
kept going off. The car was very unpredictable. Finally, we located the problem, but it was decided to put the system aside for a bit, improve it. And we'll test it again soon, probably on an old Judd-engined car."

"Last year didn't put me off active suspension for good, but sometimes it scared me, yes. And Mansell, too. On the Honda car, in '87, it worked well, but that car had a lot of horsepower, and could run a lot of downforce. And the downforce hid the problem in the suspension. Last year we had not much power with the Judd engine, and had to use very little wing. And with no downforce the system didn't work very well."

"In Mexico it was terrible—unbelievable! The problem was that the software was giving input to the hydraulic system—but the hydraulics weren't doing what the electronics were telling them. So the car just didn't ride the bumps at all. Every corner was different on every lap. It was like... it was like having a brake system with air inside—one time you brake, and it's normal, next time the pedal goes to the floor. Imagine something like that, only with the car's handling..."

Patrese goes to Ricard this weekend, running third in the World Championship, behind the inevitable McLaren-Honda pair. He believes the performance gap is closing as the season progresses, believes, too, that the Williams-Renault should be even more competitive on the faster circuits ahead: "Our car has a traction problem, which is bad at tracks with a lot of slow corners. But through medium-speed and quick turns it's excellent. I have my hopes..."

Does he still nurture secret ambitions of driving one day for the home team? "Ha! I told you, I hope to stay at Williams next year. Of course, to drive for Ferrari... it's a top team. The difference between now and when I was young is that it was a dream to drive for Ferrari—it didn't matter if it was the best team or the worst, it was Ferrari! But no, it's not an emotional thing now. I simply want to be in the best car available. At the moment, I feel that I'm, still climbing..."



Emmo-nition

The Cleveland Grand Prix was not the most exciting event of the 1989 CART/PPG Indycar World Series. For two-thirds of the 80-lap race there was precious little for those in the crowded grandstands to cheer about — save yet another barnstorming performance from Emerson Fittipaldi. Nothing, it seems, can stand in his way.

On the featureless, bumpy course laid out on the runways and taxiways of Burke Lakefront Airport, almost within spitting distance of downtown Cleveland, Ohio, Fittipaldi had to give best to Michael Andretti's Newman-Haas Racing/K Mart/Havoline Lola-Chevrolet T89/00 in practice and qualifying. But come race day, Michael ran into bad luck (and his father), and Emerson was left to win as he pleased.

Indeed, after Michael fell from contention, the red and white Penske had a huge lead over Mario Andretti, whose car was no match for either his son or Fittipaldi. "I did the best I could with the equipment I had," said Mario. "I have no excuses. I ran about as hard as I could with the car."

The same could be said of third-

place finisher Bobby Rahal who drove a typically gritty race, striving to make up for what his Cosworth DFS powerplant gave away in horsepower to his

Michael's right front wheel struck Mario's left sidepod

predominantly Chevrolet-motivated opposition. Rahal qualified Maury Kraines' Kraco Lola T89/00 only eighth but moved up as those ahead of him ran into trouble.

The Porsche-powered March of Teo Fabi also continued its string of top

finishes, fourth this time, but unlike at Portland a week ago, when he qualified on the pole, the Italian was unable to make a serious challenge for the lead.

After being disappointed at Detroit and Portland, Michael Andretti bounced back strongly at Cleveland, qualifying convincingly on the pole. Indeed he was fastest in every session. "We unloaded pretty close," he said of the set up on his Lola, "but we're still chasing a little bit more grip."

A new front wing arrangement with double endplates proved sufficiently beneficial for Mario on the second day of practice. Mario, who like his son has suffered through some abominable luck this season, was hampered by a broken rear roll bar (Friday) and a broken Chevrolet engine (Saturday), yet he still managed to set third best time and went into the race with a distinctly positive attitude.

Sandwiched between the Andrettis on the grid was the man of the moment, Emerson Fittipaldi, who like most of the other contenders was hav-

ing a tough time finding a comfortable balance on his car. "The bumps here are incredible," he said. "It's hard to keep the wheels on the ground."

There was another problem when his Chevrolet engine developed a misfire during the final warm up and had to be changed, although he was back up to full speed on raceday.

RACE

FITTIPALDI: "It's hard to keep the wheels on the ground"

Michael Andretti duly took advantage of his pole position to lead around the first lap, but Fittipaldi remained hot on his tail. Even when Mario, running third, just as he had at Portland, began to fall back a little (just like at Portland), Fittipaldi stayed close behind in second place, looking for a chance to pass. It never came. "I was trying to stay as close as possible to Michael," he said later, "hoping that he would make a mistake or maybe I'd be able to take advantage of the backmarkers. But Michael drove a perfect race. He never made a mistake. He took the pressure very well."

The pair lapped consistently in the mid 1m07s range, Michael holding his lead and coping expertly with slower traffic. Mario, meanwhile, found his car not so well balanced and he was unable to maintain the same pace, even though he was still able to draw away from his pursuers.

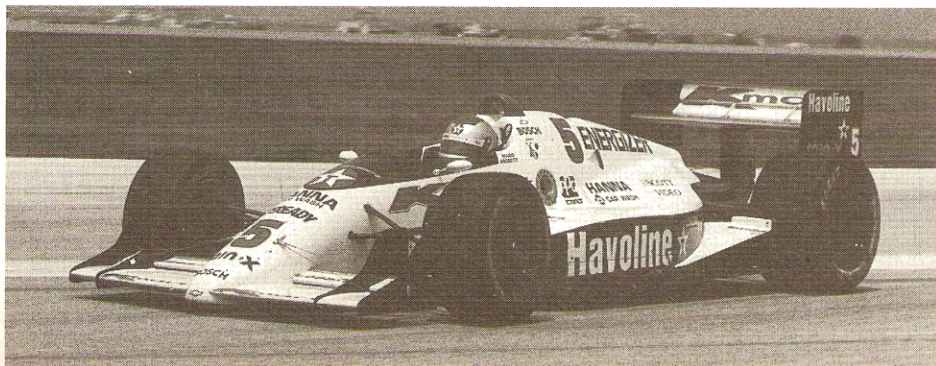
By lap 20, the two leaders were 10 seconds clear of the elder Andretti, while Al Unser Jr had worked his way up from eighth on the grid to fourth. Little Al once again displayed his racer's instincts by overtaking Fabi, whose March-Porsche bogged down momentarily at the hairpin Turn 3 on the opening lap, losing several places, then the Cosworth-powered Lolas of Arie Luyendyk and Rahal. But once into fourth place he was unable to make any impression on Mario.

The leading duo extended their advantage over Mario to 15 seconds by lap 26, and that margin was to prove critical as the threesome made their first of two scheduled pit stops at the end of that lap. All were pitted at Turn 1. But just as Michael and Fittipaldi were preparing to depart, Mario burst onto the scene. "When (team manager) Ed (Nathman) pulled the 'stop' sign away, I went," related Michael. Unfortunately, just as he did so, Mario came barreling in for his stop. It was an action-replay of Milwaukee as the two collided, Michael's right front wheel striking Mario's left sidepod.

The younger Andretti lost any chance of winning the race when he was forced to pit next time around, the front suspension having been well and truly tweaked. His crew quickly bent the offending right steering arm into something approaching straight, and Michael was able to resume still in fifth place. Later, though, after working his way back up to third, he was forced out of the race when his engine resisted attempts to cure a worsening misfire.

And with Michael Andretti went any threat to Fittipaldi. "The car was beautiful (heard that one before?)," chimed the Brazilian. "I called in on the radio to the pits to check on the fuel and they say there was no problem. After that I just try to look after the car."

Fuel, indeed, was not a factor at Cleveland — unlike at Portland a week ago. The digital readout on some of



Top: Fittipaldi was again runaway winner, fending off initial challenges from the Andrettis and Rahal (pictured). Left: Despite a collision with son Michael, Mario Andretti made it home in second place.



Above: Pat Patrick's team backed up Emerson's driving with some very slick pitwork. Right: Rick Mears suffered with fading brakes and finished by tussling with Teo Fabi in the closing stages.



the Lolas revealed why: because the circuit length turned out to be nearer 2.3 miles than the purported 2.48. This gave the teams a crucial break in their fuel consumption, since the fuel allocation for each track is made according to the published circuit distance, using the figure of 1.8 miles per gallon as a benchmark.

Thus, going into the race, most drivers were relieved to know that they could 'race' the whole distance, secure in the knowledge that they wouldn't have to conserve fuel in the closing stages. Sadly, though, there was very little racing to be seen all day. Fittipaldi reeled off the remaining laps at a much-reduced pace, while Rahal, third, limped to the finish when a rear end problem manifested itself with about 10 laps to run.

Happily for him, the rest were all way behind. Unser Jr lost his chance of a good placing with an uncharacteristic spin - "I just jumped the cushion," he said dejectedly, referring to a cushion of loose gravel where the track was breaking up badly at Turn 3 - while Luyendyk was troubled by unpredictable handling and a small leak of brake fluid which found its way onto the brake pedal and caused his foot to slip off several times.

Mears and Fabi, however, did trade places a couple of times in the closing stages, the Penske driver troubled by fading brakes and the Porsche pilot hampered early on, and after each pit stop, when his car was bottoming badly over the bumps. After falling behind Mears with 15 laps to run, Fabi regained fourth place on lap 74. Both men, incidentally, unclapped themselves from Fittipaldi towards the finish, so much did Emmo slow his pace.

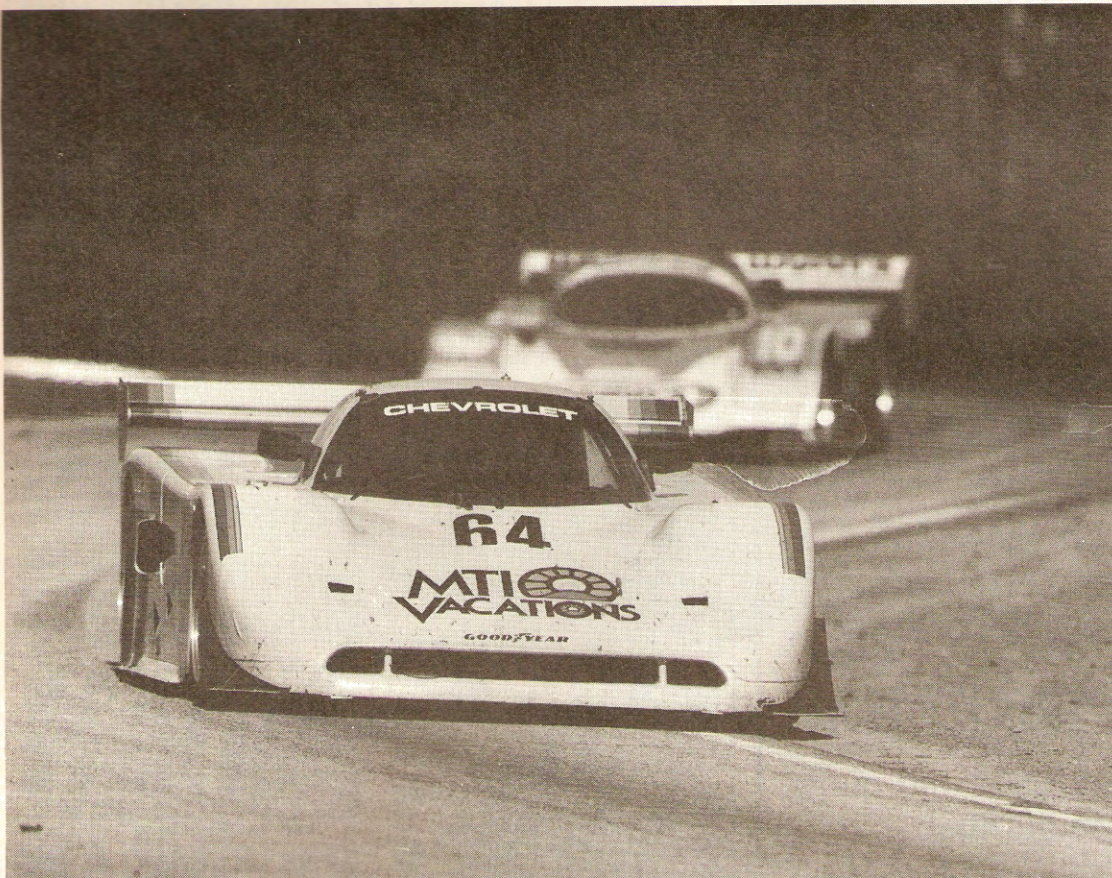
CLEVELAND (USA)

July 2, 1989, Budweiser Cleveland GP, CART/PPG Indycar World Series, round 7

80 laps - 184 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Qual	Pos
1	Emerson Fittipaldi (BR)	Patrick/Marlboro	Penske-Chevrolet PC18	1-32:56.878	1:05.028	2
2	Mario Andretti (USA)	Newman-Haas/K Mart/Havoline	Lola-Chevrolet T89/00	1-33:13.828	1:05.554	3
3	Bobby Rahal (USA)	Kraco	Lola-Cosworth DFS T89/00	1-33:41.826	1:06.450	8
4	Teo Fabi (I)	Porsche/Quaker State	March-Porsche 89P	1-33:49.061	1:05.878	5
5	Rick Mears (USA)	Penske/Pennzoil	Penske-Chevrolet PC18	1-33:51.336	1:05.656	4
6	Scott Pruett (USA)	Truesports/Budweiser	Lola-Judd T89/00	79 laps	1:06.546	9
7	Al Unser Jr (USA)	Galles/Valvoline	Lola-Chevrolet T89/00	79 laps	1:06.403	7
8	Raul Boesel (BR)	Shierson/Domino's Pizza	Lola-Judd T89/00	79 laps	1:07.365	12
9	Arie Luyendyk (NL)	Simon/Provimi	Lola-Cosworth DFS T89/00	79 laps	1:06.396	6
10	Al Unser (USA)	Penske/Miller High Life	Penske-Chevrolet PC18	78 laps	1:07.839	16
11	Kevin Cogan (USA)	Machinists/Schaefer/Playboy	March-Cosworth DFX 88C	77 laps	1:07.577	13
12	Didier Theys (B)	Hemelgarn/Mackenzie	Lola-Judd T89/00	77 laps	1:07.122	11
R	Michael Andretti (USA)	Newman-Haas/K Mart/Havoline	Lola-Chevrolet T89/00	61 laps - engine	1:04.636	1
R	Derek Daly (IRL)	Raynor Garage Doors	Lola-Judd T89/00	23 laps - engine	1:06.603	10
R	James Weaver (GB)	Dyson/Hudson/Kendall	Lola-Cosworth DFX T88/00	19 laps - engine	1:07.633	14
R	Fabrizio Barbazza (I)	Arciero-MacPherson	Penske-Coworth DFX PC17	10 laps - electrics	1:07.812	15

Winner's average speed: 128.072mph. Fastest lap: not given. Lap leaders: Michael Andretti 1-26; Fittipaldi 27-80. Championship positions: 1, Fittipaldi, 107pts; 2, Mears, 80; 3, Unser Jr, 68; 4, Fabi, 59; 5, Michael Andretti, 55; 6, Mario Andretti, 53; 7, Pruett, 49; 8, Boesel, 45; 9, Rahal, 42; 10, Luyendyk, 40; etc. Next round: Meadowlands, July 16.



Jim Miller and Bob Earl were surprise second place finishers behind the Electramotive Nissan with the Spice SE89P.

Nissan's cherry

There are those days when everything seems to go your way. The Electramotive Nissan team had just such a pleasant afternoon at Watkins Glen. Then there's the reverse; frustrating, to say the least. Just ask the men from TWR Jaguar, AAR/Toyota and Busby/Porsche...

QUALIFYING

The eighth round of the Camel GT Championship didn't start out as yet another Nissan walkover, and all those three teams looked good. While the new All American Racers Eagle is not yet up to speed, the team's Group C machine is a match for the Nissan, and headed the time sheets in the second session, qualifying for the single car run-off. Jaguar, too, is feeling confident these days with the V6 XJR10 starting from the outside front row in its third outing, and showing potential for more.

Bob Wollek, in the public debut for the ex-Supercup Busby/Miller 962, certainly had top end speed (as much as 187mph on the long-straight, 10mph more than the Nissan), but the twin-turbo car proved hard to sort.

Then there was the Anglo-American Spice SE89P of Jim Miller and Bob Earl, now with a new enlarged 6-litre Chevy powerplant and revised fuel injection, turning more than a few heads in practice by posting a 1m37.046s, second only to Nissan. A broken throttle linkage bolt spoiled the effort in single-car qualifying, but the car would be heard from again on race day.

Then there was the Nissan team, although Brabham's single car session time of 1m36.36s in the primary No 83 car was pipped by 0.003s by Jan Lammers in the XJR10, even the Dutchman was unable to match Chip Robin-

son's 1m35.878s for pole in the 'back-up' No 84 car. Nissan withdrew the No 83 machine and was allowed to use Geoff at the start in the car qualified by Chip.

With the Nissan withdrawing, this put Lammers second and Olson on the inside of the second row, Drake only 0.5s off Robinson's pole despite fluctuating boost during his second qualifying lap.

Wollek was next, followed by Jones in the normally-aspirated Jaguar and Earl's Spice/Chevy. Of the rest, Costas Los in the Pontiac-engined Spice admitted, "This weekend is lost for us, we are just not competitive."

RACE

Lammers had a major moment when the left rear tyre failed

At the start, Brabham led into Turn 1, but Lammers drafted past to give the No 60 XJR10 its first-ever race lead. Olson appeared anxious to pass the Nissan as well, with a gap back to the next group; Jones, Wollek, Earl and Ribbs.

Olson was on the move, taking Brabham on lap 2 and Lammers two tours later. The first principal then took an early exit, Jones losing the V12 Jag's engine in front of the pits, moving Wollek up to fourth. Earl was

running a conservative early pace in fifth.

Los pitted with a misfire, returning several laps down after a change of ignition boxes; while Olson used traffic to build a 4-second cushion over the tight trio of Lammers, Brabham and Wollek. Heat and the Glen's notorious abrasive track surface brought about an early start to first-round pit stops. Lammers was in on lap 17, taking on fuel and tyres, falling to seventh in the process. Wollek pitted two laps later, with a blistered front tyre, followed by Earl (Miller in) and finally the leaders, pitting simultaneously. The Nissan boys were just quicker than the Toyota crew, and Robinson resumed in the lead ahead of Fangio.

Less than 5 minutes later, Lammers had a major moment when the left rear tyre suddenly failed on the back straight. The wheel cover shot off the Jag as it executed a series of violent spins, fortunately remaining more or less on the tarmac as it whirled, scattering bodywork and debris for more than 100 yards. The Castrol Jaguar weekend was over.

The ensuing caution lasted for some 20 minutes, and just 10 minutes later, the yellow waved again when Ribbs broke the centre out of the No 99 Toyota's left rear wheel, clouting the rail.

On the restart, Fangio was around Robinson and opening up a 3 second advantage with Wollek - after a strong John Andretti stint - third, and Earl now fourth, but minus all but fourth and top gear after its final stop. The Nissan, too, made the car's final stop, Brabham resuming as the Busby Porsche began to smoke, finally departing with engine failure.

But before a final sprint between Nissan and Toyota could develop, Fangio, sensing a loss of boost, pitted without warning, with the crew not expecting him for at least two more laps. A comedy of errors ensued, resulting in a long stop compounded by a pair of 10-second penalties for pit infractions. Fangio remained in the car and returned, now a minute behind Brabham and still suffering from less than full boost.

The last 15 laps were a Nissan romp, the final drama provided by a charging Earl, despite his own problems, still managing to haul in Fangio and pass for second place with just four laps remaining.

With early Light leaders Finotto/Loring and Schubot/Ludeman running into engine problems, it was Jim Downing and Howard Katz who took their first class victory since 1987 in the Argo-Mazda, outrunning the Hessert/Morgan Spice-Buick for the last half of the race.

With the Jaguar drivers failing to score, Brabham has gained the series lead...

WATKINS GLEN (USA)

July 2, Camel IMSA GT Championship, round 8, 92 laps - 310.684 miles

Pos	Drivers (Nat)	Team/sponsor	Class	Chassis/engine	Result	Qual	Pos
1	Geoff Brabham (AUS) Chip Robinson (USA)	Electramotive/Nissan	GTP	3.0t Nissan GTP-ZX	2h57m37.192s	1:35.878	1
2	Jim Miller (USA) Bob Earl (USA)	Miller/MTI Vacations	GTP	6.0 Spice-Chevrolet SE89P	2h58m48.673s	1:37.606	2
3	Juan Fangio (RA) Drake Olson (USA)	AAR/Toyota	GTP	2.1t Toyota 87C	92 laps	1:36.360	7
4	Gianpiero Moretti (I) Frank Jelinski (D)	Gebhardt/Momo	GTP	3.0t Porsche 962	91 laps	1:39.434	9
5	Jim Downing (USA) Howard Katz (USA)	Downing/Certified Brakes	CL	3.0 Argo-Mazda JM19	86 laps	1:48.561	14
6	Tom Hessert (USA) Charles Morgan (USA)	Essex	CL	3.0 Spice-Buick SE88P	86 laps	1:51.303	18
7	Frank Everrett (USA) Ron Nelson (USA)	Taymar Inc	CL	3.0 Spice-Pontiac SE88P	85 laps	No time	20
8	Uli Bieri (CDN) Niki Leutwiler (S)	Bieri/Swatch	CL	3.0 Tiga-Ferrari GT87	84 laps	1:53.924	19
9	Martino Finotto (I) David Loring (USA)	Bieri/Swatch	CL	3.0 Spice-Ferrari SE89P	83 laps	1:48.056	13
10	Jan Tingdal (S) Jim Martin (USA)	Essex	CL	3.0 Tiga-Buick GT87	82 laps	1:49.368	16
11	Jacques Villeneuve (CDN) Scott Goodyear (CDN)	Peerless	GTP	5.0 Chevrolet Corvette GTP	81 laps - puncture	1:40.685	11
12	Costas Los (GR) Jeff Kline (USA)	Spice/Minolta	GTP	5.0 Spice-Pontiac SE89P	79 laps	1:39.311	8
13	John Andretti (USA) Bob Wollek (F)	Busby/Miller	GTP	3.0t Porsche 962C	69 laps - engine	1:37.730	7
R	Scott Schubot (USA) Linda Ludeman (USA)	S&L	CL	3.0 Spice-Buick SE88P	61 laps - engine	1:47.787	12
R	Willy T Ribbs (USA) Rocky Moran (USA)	AAR/Toyota	GTP	2.1t Eagle-Toyota HR89	45 laps - accident	1:39.721	10
R	Jan Lammers (NL) Price Cobb (USA)	TWR/Castrol	GTP	3.0t Jaguar XJR10	32 laps - puncture	1:36.360	2
R	Davy Jones (USA) John Nielsen (DK)	TWR/Castrol	GTP	6.0 Jaguar XJR9	6 laps - engine	1:38.123	6

Winner's average speed: 104.949mph. Fastest lap: Olson, 1m37.130s, 125.164mph (record). Lights: Loring, 1m50.060s, 110.459mph. Championship positions: 1, Brabham, 131pts; 2, Robinson, 127; 3, Cobb & Nielsen, 112; 5, Wollek & Andretti, 65; etc. Next round: Elkhart Lake, July 16.

McNish homes in

The run down to the first corner was sufficient to sort the outcome of the race. Rickard Rydell made a bad start and, from alongside, Allan McNish made a good one. Steve Robertson grabbed second place and all hell broke out behind. McNish drove away to make it three wins on the trot and is now hot on David Brabham's heels in the title race.

QUALIFYING

Donington, it must be raining, surely. Remember? No, it was very different from the start of April. Dry, with a hint of sunshine. Times would be good, or so everyone thought. The track, however, was slow.

Qualifying was split in two, with series leader David Brabham and Gary Ward setting the pace. As expected, though, in the final 10 minutes of the 40 minute session, times started to tumble. Stephen Robertson was the first to dip below Ward's best. Then Brabham improved on that. Then Ward went fastest, then Allan McNish came from nowhere to head the times. Brabham was the first to run below 1m08s, with Bowman team mate Robertson joining him.

However, the matter was settled on the penultimate lap when McNish pulled out all the stops in his West Surrey

Rydell then put them all to shame

Ralt, circulating at 1m07.78s. "I was doing 1m08.50s when the others were doing 1m08.00s and thought that I would be starting from the 12th row or something. So I came in for newer rubber and managed to get down to 1m08.00s and didn't reckon I could go any faster, but the target had moved again. Then I pulled out all the stops and ran what I reckon to be my best lap ever. It was a real effort. And the team tells me the underside of the car isn't damaged from where I went off earlier at the Old Hairpin..."

Brabham and Robertson were the only others under 1m08s, with Gary Ayles a fraction slower. Ward was timed by several teams on 1m08s dead, but was credited with 1m08.10s, good for sixth, behind Paul Stewart. Yes, Stewart had worked down to his best qualifying position of the season with a regular sequence of improvements, delighting his team.

Several faces in the paddock were rather long, however, with Mika Hakkinen perplexed with the lack of speed of a new chassis he was using. Jason Elliott, sporting new Cellnet overalls that looked more like jodphurs, was at sea with his Intersport Reynard, finding its handling vague mid-corner.

The second session was headed by John Estupinan, but his battery went flat when he came in for fresh rubber and he lost vital minutes, allowing Otto Rensing to take over with 1m08.13s, a fine effort on his F3 return, his right arm still hurting more than he cares to admit.

Rickard Rydell then put them all to shame, slotting in an amazing 1m07.63s, a time no one would come near. The four week break had obviously been put to good use by Eddie Jordan Racing, Rickard's Reynard sporting a new Kevlar/carbonfibre floor in place of the original aluminium one, with a Reynard modified rear

undertray.

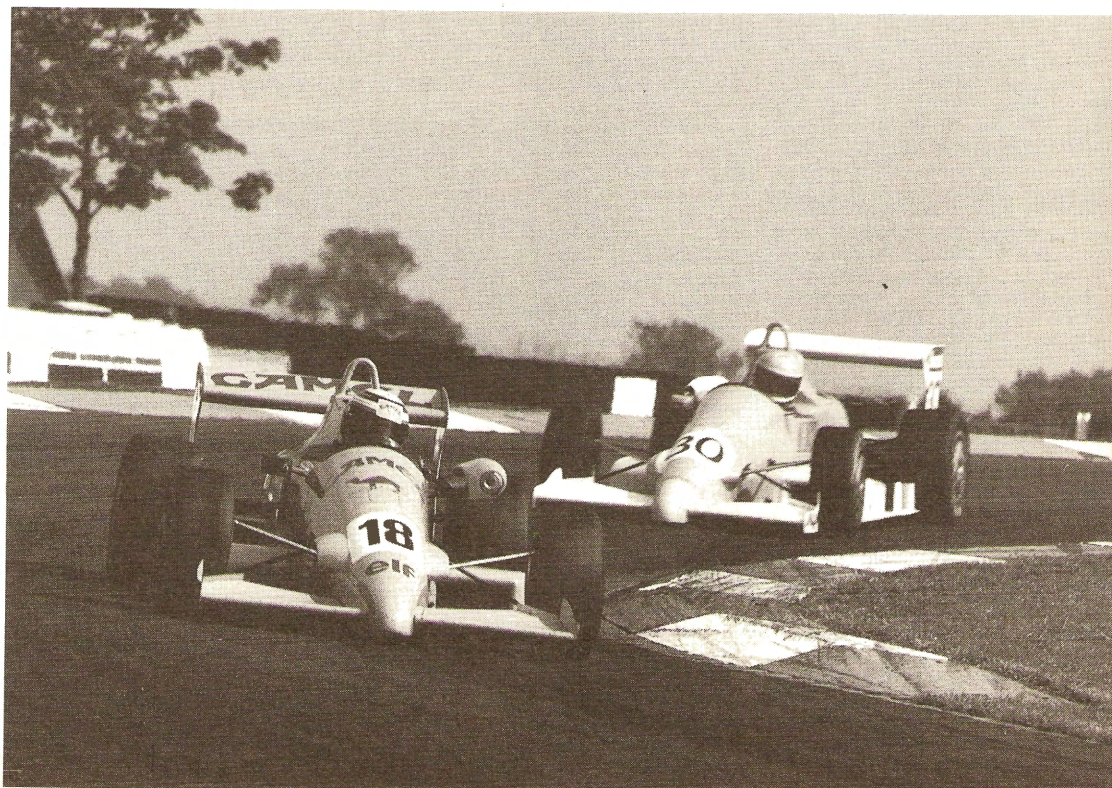
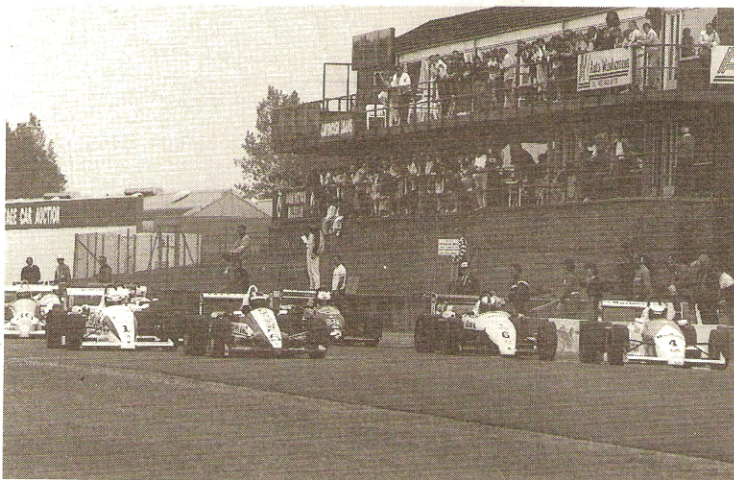
Philippe Adams ended up second in session, but his time was good only for eighth overall. Rensing ended up ninth overall and Minoru Tanaka 10th. Surprisingly, Derek Higgins was back in 15th place, suffering understeer everywhere, as was Paul Warwick, who was back in 21st... Two drivers had worse problems still, as Niclas Schonstrom — 19th on the grid — was withdrawn (see *Pit & Paddock*) and Ken Bowes had his time disallowed as a seal had worked itself loose in his airbox, putting him at the back of the grid for the qualifying race.

The qualifying race was for all the Class B cars and Richard Dean's Class

A Jim Lee Racing Reynard which had been troubled by a broken camshaft in practice. Fernando Plata led for two laps, but Dean took over and led the remaining 10, reaching the line just in time as his engine started to smoke and splutter. Plata, working in Class B for a change, was chased by Scott Stringfellow, Craig Simmiss and Warwick Rooklyn with Stephen Hepworth and Guido Basile taking the final places for the main race. Then Dean announced his car wouldn't compete any further, and so Gary Thomas made the grade.

Bowes' day went from bad to worse as he bent a wing at the first corner, colliding with fellow Silverstone racing school employee Lindoro da Silva. He then pitted for repairs and left under a red light, which earned him a reprimand.

Below: The all-important start saw McNish make the break after Rydell was slow away. Bottom: Rensing's return to F3 after injury was marked with a fine third place, fending off Ward and Rydell.



RACE

Robertson put in his best performance of the year

Donington is a tricky circuit, the run to Redgate on the first lap being one of the most hazardous in the land. If anyone is slow away at the front of the field, those behind bunch up and an accident is seldom far away. And so it proved on Sunday.

McNish made a good start, Rydell made a bad one and the Scot was ahead into Redgate. Robertson ran around the outside of the Swede to take second, and then the bunch arrived...

Ward had made a good start and was alongside Brabham on the approach to the corner, on the inside, with Ayles on the outside. Ward and Brabham touched wheels and the Australian cannoned into Ayles's Jack Brabham Racing Ralt, sending it skywards and into the gravel. Those in their wake had fun, too, as Warwick was touched from behind and arrived at the corner facing the wrong direction. With the field gone, Warwick rejoined with a glorious power spin, chasing after Plata and Simmiss who had also been delayed. Ayles would go no further.

Enjoying the frantic life so much, Adams and Osvaldo Negri left the race at the Old Hairpin, the Belgian turning across the Brazilian's nose, and this moment shaped the order still further.

At the end of lap 1, McNish led from Robertson, with Ward third — proving a point to his former sponsor (see *Pit & Paddock*) — from Rensing, Antonio Simoes, Rydell — delayed by a grassy 'off' at the Old Hairpin — Hakkinen and Higgins. Brabham's race was run,

as he pitted with a puncture, re-emerging with the hope only of gunning for the point for fastest lap.

By lap 2, the first pair was clear, Ward working hard to keep Rensing behind him. Then Higgins converted what could have been a points scoring drive into disappointment when he tried to repass Estupinan and Alain Menu who had just passed him. Diving into Redgate, he took the inside line and pushed Menu wide, bending a front wing on his Uniden Ralt. Estupinan had to lift in avoidance and Stewart passed them all. Higgins pitted for repairs, before returning for what turned into a test session as he failed to run quickly, his rear floor being damaged at the first corner.

Robertson started to close in on the lead, the Bowman driver putting up his best performance of the year as he strove to overhaul McNish. Plainly cornering at greater speed, Robertson lost out again down the straights as the Mugen power behind McNish's Ralt told. But he kept at it, twice running wide at the Old Hairpin in his endeavours, both of which gave McNish a little breathing space.

And so this pair continued to flag-fall, McNish making it three victories on the trot, winning by 1.67 seconds, helped particularly in the closing stages as Robertson's tyres began to pay for his early pace, several lurid moments keeping him alert.

Rensing progressed to third by passing Ward on the run into the chicane on lap 3, a move that Rydell eventually emulated after 19 laps, this trio never separated by much all the way to the flag. Simoes found himself alone in sixth and stayed there for the duration.

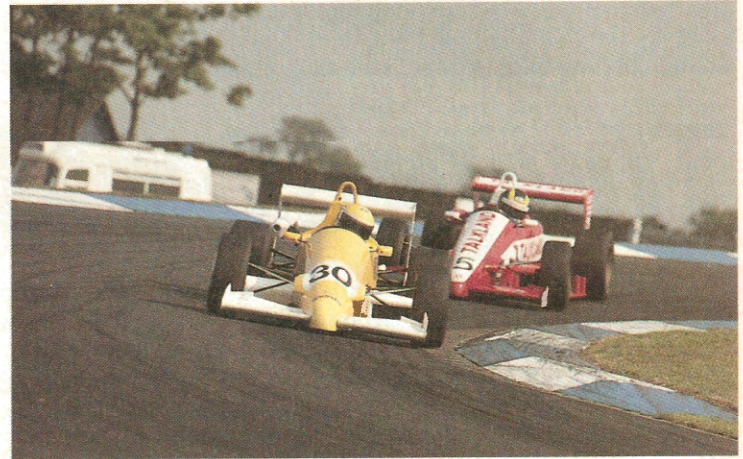
Stewart climbed back up to seventh after his first lap delays, disappointed that he hadn't achieved his aim of scoring a point, relegating Hakkinen who was plainly still not happy with his car. Estupinan and Mika Salo spent the whole race as if tied together, the Colombian driving a very wide car to keep the Finn behind. Menu had tried to pass Estupinan at the chicane, but was pushed into a spin, stalled and couldn't continue. Warwick finished 11th after a cracking drive from stone last, refusing to give up, delighted that a move back to standard (softer) set-



Above: Steve Robertson chases Allan McNish out of the Old Hairpin, giving the Scot no rest en route to his own best result of the year. Right: Gary Ward is pushed for fourth place by Rickard Rydell, the former channelling his anger season.

tings had transformed his car since practice. He pushed team mate Elliott back towards the end, the latter remaining in front of Tanaka, another delayed at the start. Julian Westwood should have finished with Elliott, but the Intersport driver clashed with his Racefax car, dislodging the front wing.

So, McNish has closed on Brabham in time for the Silverstone GP support showdown, but with Robertson on Sunday's form maybe he will be peaking at the right time.



CLASS B

Home and Driza-Bone

Warwick Rooklyn became the man who toppled the untoppable. With four consecutive Class B victories to his name, Bowman Racing team mate Fernando Plata looked supreme. However, that was before Donington...

Pole went the Mexican's way, but only just. And he was first Class B runner home in the qualifying race, but only just. Then, in the main race, Plata was one of many delayed in the first corner action. Fight back he did, but Rooklyn had his every move covered, responding to pit signals.

Scott Stringfellow strengthened his second place overall in class by finishing an increasingly distant third, dropping Craig Simmiss as he went. Stephen Hepworth was a lonely fifth, while Guido Basile was in the points again after he overhauled Gary Thomas, the START driver preferring to be sure of having a car with which to compete at the British GP event.

None of the other Class B drivers qualified, Dominic Chappell unlucky to miss the cut as his engine started to misfire.

DONINGTON PARK (GB)

July 2, Lucas British F3 Championship, round 8, 25 laps - 48.93 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Best lap	Qual	Pos
1	Allan McNish (GB)	West Surrey/Marlboro	Ralt-Mugen Honda RT33	28:29.14	1:07.60	1:07.78	2
2	Steve Robertson (GB)	Bowman/Midas Group	Ralt-Spiess VW RT33	28:30.81	1:07.62	1:07.92	4
3	Otto Rensing (D)	Paul Stewart/Camel	Reynard-Mugen Honda 893	28:36.84	1:07.97	1:08.13	9
4	Rickard Rydell (S)	Eddie Jordan/Talkland	Reynard-Spiess VW 893	28:37.22	1:07.82	1:07.63	1
5	Gary Ward (GB)	RGS/Mycil	Reynard-Alfa Romeo 893	28:37.62	1:08.00	1:08.10	7
6	Antonio Simoes (P)	DAD/Galp + Ariston	Ralt-Alfa Romeo RT33	28:44.76	1:08.24	1:08.24	12
7	Paul Stewart (GB)	Paul Stewart/Camel	Reynard-Mugen Honda 893	28:49.67	1:08.25	1:08.09	6
8	Mika Hakkinen (SF)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	28:51.55	1:08.51	1:08.55	16
9	John Estupinan (COL)	Bowman/Cafe de Columbia	Ralt-Spiess VW RT33	28:57.77	1:08.54	1:08.28	14
10	Mika Salo (SF)	Alan Docking/Colt	Reynard-Alfa Romeo 893	28:57.84	1:08.39	1:08.68	18
11	Paul Warwick (GB)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	28:59.22	1:08.11	1:09.06	21
12	Jason Elliott (GB)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	29:12.05	1:08.98	1:08.63	17
13	Minoru Tanaka (J)	TOM'S GB/Leyton House	Ralt-TOM'S Toyota RT33	29:14.09	1:08.34	1:08.16	10
14	Kozo Orita (J)	Techspeed/OiOi	Ralt-Spiess VW RT33	29:18.09	1:09.27	1:09.60	22
15(B1)	Warwick Rooklyn (AUS)	Bowman/Driza-Bone	Ralt-Swindon VW RT32	29:20.00	1:09.19	1:09.96	26
16(B2)	Fernando Plata (MEX)	Bowman/Armados de Acera	Ralt-Swindon VW RT32	29:21.71	1:09.22	1:09.60	23
17(B3)	Scott Stringfellow (GB)	Jim Lee/Hippodrome	Reynard-Brabham VW 883	29:29.72	1:09.57	1:09.82	25
18(B4)	Craig Simmiss (NZ)	CS Engineering/Autotag	Reynard-Swindon VW 873	29:37.06	1:09.70	1:09.73	24
19(B5)	Stephen Hepworth (GB)	Driver/Specialised Coatings	Reynard-VW 883	24 laps	1:10.82	1:10.43	28
20(B6)	Guido Basile (I)	Terrapoli/Mycil	Ralt-VW RT32	24 laps	1:10.84	1:10.99	31
21(B7)	Gary Thomas (GB)	START/Cystic Fibrosis	Reynard-VW 893	24 laps	1:11.17	1:11.85	35
22	David Brabham (AUS)	Bowman/Jewson	Ralt-Spiess VW RT33	23 laps	1:07.72	1:07.81	3
R	Julian Westwood (GB)	Racefax/Datamatic	Ralt-Spiess VW RT33	20 laps - front wing	1:08.73	1:08.79	20
NC	Derek Higgins (GB)	West Surrey/Uniden	Ralt-Mugen Honda RT33	18 laps	1:08.62	1:08.31	15
R	Alain Menu (CH)	Racefax	Ralt-Spiess VW RT33	5 laps - stalled	1:08.63	1:08.27	13
R	Osvaldo Negri (BR)	Techspeed/Daccar	Ralt-Spiess VW RT33	1 lap - accident damage	-	1:08.22	11
R	Philippe Adams (B)	Bowman/Constantia	Ralt-Spiess VW RT33	0 laps - accident	-	1:08.11	8
R	Gary Ayles (GB)	Jacks Brabham/Rouse + ICS	Ralt-Spiess VW RT33	0 laps - accident	-	1:08.01	5
NS	Niclas Schonstrom (S)	Swallow/Rugby Finance	Reynard-Spiess VW 893	0 laps - withdrawn	-	1:08.75	19
NS	Richard Dean (GB)	Jim Lee/Panasonic Batteries	Reynard-Spiess VW 893	0 laps - engine	-	1:10.09	27

Winner's average speed: 103.05mph. Class B: Rooklyn, 100.07mph. Fastest lap: McNish, 1m07.60s, 104.21mph. Class B: Rooklyn, 1m09.19s, 101.82mph. Championship positions: 1, Brabham, 39pts; 2, McNish, 36; 3, Higgins & Rydell, 22; 5, Menu & Adams, 13; 7, Hakkinen, 11; 8, Schonstrom, 9; 9, Robertson, 7; 10, Ayles, Rensing & Salo, 6; etc. Class B: 1, Plata, 59pts; 2, Stringfellow, 32; 3, Bowes, 24; 4, Rooklyn & Simmiss, 21; 6, Kimbell, 18; etc. Next round: Silverstone, July 15.



The professionals

We've just seen historic car rallying move from the minor into the major league. The Second Pirelli Classic Marathon changed everything. It's no longer an amateur pastime, enjoyed by a few on the odd weekend. It's big names, big money. Professional. Serious stuff. And as tough as any major international rally. Maybe tougher.

Consider the facts: Pirelli tempted back 'The Famous Five', as they became known; Stirling Moss, Paddy Hopkirk, Roger Clark, Timo Makinen, Ove Anderson. That lot don't come cheap, but they drew the crowds.

Almost all had problems. The same can be said of every competitor. It's a real car-breaker. Some 22 crews didn't even get a finisher's award, and all you needed for that was to start each morning. Service back-up was banned.

Exhausting, too. The RAC Rally

lasts five days, and covers 1700 miles; the Classic Marathon lasted six days, of which the shortest was 7½ hours, the longest 14 – assuming you were the lead car and hit every control on time – and about 1800 miles. The slower cars were on the road for very much longer.

And dare one say dangerous? There were a couple of serious, and many not-so-serious, accidents, fortunately without injury. With everyone driving like a bat out of hell simply to keep up it was not surprising that there were a

few incidents. In addition, with only very few exceptions, the roads were open to the public, and you were as like as not liable to meet a coach, truck or car around the next hairpin. Back in the fifties and sixties the roads were perhaps much worse, but there was far less local traffic.

In spite of – or perhaps because of – all this, it was fiercely exhilarating. To sweep around Alpine curves in a classic car on song is incredibly exciting. When the adrenalin flows you can keep going for hours and hours, on a long, continuous high. And, it must be said, the socialising in the evening, when everyone relaxed, was one of the best things about the Marathon. That, and the quite astonishing sense of camaraderie. A stopped car at the side of the road was the signal for every competitor to slow down at least and offer assistance. Well, you never know – it could be you next...

Yrs Fthflly was given start No 6 behind last year's winner John Atkins, Paddy Hopkirk, Mike Barker and Roger Clark, but ahead of Stirling Moss and the amazing Jean Lindamood, his American co-driver, and other such worthies as Makinen, Andersson, John Chatham, Ron Gammons, Adrian Boyd, Tony Dron *et al.* Getting up at 5am for the 7am start was no problem: I couldn't get to sleep because of nerves.

Funnily enough the nerves disappeared as the Healey chugged away from the start and we threaded our way through the back-streets of south-east London. Within a few minutes Stirling and Lindamood overtook us, something that was to happen with great frequency thereafter. In something like this you tend to find yourself meeting the same group over and over again, since your clocking in and out

times are all together. We always knew when it was time for them to leave: the amazing L would give a piercing two-finger whistle and SM would jump into the car.

The nerves, though, reappeared on the outskirts of London as the exhaust took on a new, rattly, unpleasant note. By the time we arrived for the first Time Control at Ramsgate we knew without doubt that an exhaust gasket, between manifold and down-pipe, had blown. *Not a good start.*

Outside London the exhaust took on a rattly, unpleasant note

There was time at Ramsgate for us to lift the Healey up and, with the help of the service crew, co-driver Julian Mackie forced some Gun-Gum into the hole as a temporary repair. Julian turned out to be the find of the rally, as far as I was concerned: he's not only a damn good photographer, but drives quicker than I do and is a demon fixer. I, on the other hand, am the original ham-fisted panicker.

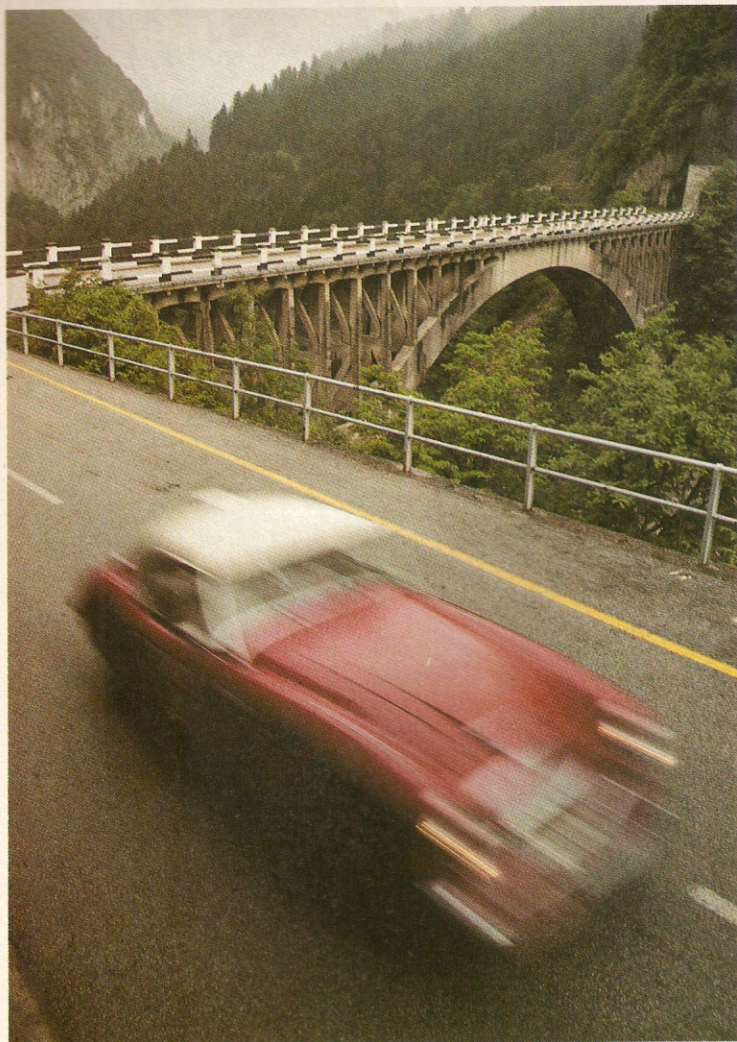
First test, first problem

The rest of the day was taken up with the ferry crossing and an easy lope across France and Belgium to the overnight halt at Eperheide. As expected, the Gun-Gum didn't last all that long, so it was exceedingly hot and fume in the Healey's cockpit. And so to *parc fermé* and dinner and sleep.

The next morning started with another special test around a single-track



The old stagers have lost none of their fire – Roger Clark and Tony Mason finished 20th overall in spite of fuel supply problems that dropped them well back at one point.



tarmac forest stage at Bokrijk. This was memorable for the fact that, in a 5 minute test, SM and the amazing L passed us – and put up FTD.

Immediately after the test we pulled up next to the service barge and Julian got out and got under. This time bandage was added to the Gun-Gum, and a rear brake cylinder was observed to be leaking. In spite of some rapid work by all concerned, we arrived at the next control a couple of minutes over time. Exit one Alpine Cup. We cruised on to the lunch-time halt at the Nurburgring.

Pounding around the 'Ring was not good for the Healey, and she promptly blew the gasket again. For the rest of the day, not only was she noisy but we were being suffocated again and, even worse, she started running very badly, popping and spitting and showing no inclination to pull uphill at all. Retirement loomed. There was no *parc fermé* that night, though, so Julian removed the whole exhaust system, borrowed a TR gasket from Jack Booth and Simon Rich in the Swallow Doretti, bodged it to fit, and put it all back together again, getting to bed at 3am. With a 6am start.

Since he had done so well, I let him drive the Healey through the Hockenheim test. We were really flying when – bugger me – SM and the amazing L passed us yet again. After that, and with a proper gasket repair, the old girl regained her manners, and barrelling through Germany became fun again. Until another funny noise appeared, from behind us: it sounded like a rear wheel bearing...

It looked like a rear wheel bearing, too, as when we jacked her up we could rock the wheel. Timo Makinen paused, shouted "Check the studs!" and roared off again, Mike Ridley and

Dave Preece, cruising around and acting as unpaid helpers, stopped to assist, as did one of the service barges. It turned out to be, as Timo had predicted, a broken wheel stud – and the others were loose. Taking everything apart and putting it back together properly took us over 40 minutes and put us well behind the schedule.

Day four was based at Merano. The start and finish were in the Alpine town, and the route looped south-west to take in the Stelvio, Gavio, Vivione and Croce Domine passes. This was where the serious stuff started, hairpins, snow and all.

The rally regrouped at Merano, and start times were in order of performance, not numerical. Because of this we were right at the back – among some pretty good company.

We arrived last at the Stelvio, just as the Chain-Gang Frazer-Nash mob, who were having their own little rally, were setting off up the hill. Zap! Martin Morris in his Le Mans Replica flashed past us, only for us to take him half-way up, running on five cylinders. More ominously, only three turns up there was a Mini parked at the side, bearing No 2. Paddy Hopkirk's... The Healey never missed a beat all the way up, and didn't even boil. Curing that exhaust gasket also cured the carburettor problems.

Coming down the other side we gingerly toured through a cobbled, damp tunnel only to find the Ealand's Jaguar, well and truly stuffed, at the exit. Suddenly, for me, the game was not much fun. The Gavia was narrow, unsurfaced, rough, nasty: with our limited ground clearance at the back – the Healey bottoms on *motorways*, dammit – we took it very quietly indeed.



Above: Eventual winners Pearman and Cruickshank in their E-type. Far left: Healey in the rain on the Sauris. Left: Moss and the amazing Lindamood.



very tough rally. For a start it rained, which added another dimension. There was a nasty wooden bridge, its surface like ice, which caught out one of the Cortinas in particular. There was what can only be called a thoroughly evil loop up and over the Sauris Dam. Going up wasn't too bad, but on the descent the local authorities had been out clearing the ditches and simply chucked the wet leaves into the middle of the road. Our way down was one I personally will never forget.

The blank, glazed look on the face of Gordon Cruickshank, Henry Pearman's co-driver, at Bolzano that night had to be seen to be believed. It was understandable: they'd had *three* punctures, one of which involved changing a tube by hand – and were still clean and leading.

And so to the finish...

Running with wipers, headlights and everything else electrical working on the Healey ran down our batteries, so towards the end of the day she wouldn't start. An overnight rest cured that, though, and she started perfectly the next, and final, day.

It was a short one, a loop around Cortina again to the final special stage. The sun shone, and the Healey romped up the Giau without a splutter or hesitation. Once more she was flying. On the Marmolada, a fearsome 15% slope, we passed the Smallhorn/Bishop Lancia Aprilia, a car possessed of quite astonishing capabilities – out with a broken crankshaft – and then, one of the highlights of the trip, we kept up with Roger Clark up the Gardena.

All that was left was the final special stage, the Tre Cime, a mere 10 miles or so away, when Julian went to change gear, and the clutch pedal fell to the floor.

That was the ultimate low point. Once more, get out and get under. One of the clutch links had sheared, a length of rod about 8ins long with a bend at each end.

Julian cut and hacked and swore and sweated to make up a new link. Eventually it fitted and, just as the service barge arrived, he climbed in the car, switched on, gingerly put it in gear – and moved off. By now we were last in the convoy by a long way, but determined to finish even if we had to push the car to the top.

And finish we did. The control was closing as we got there, but we clocked on. We'd done it. As we staggered into lunch, filthy, dirty, smelly, Stirling Moss and Jean Lindamood applauded. I felt like a million dollars.

And all for a lump of rock with a medallion on it.

Taking it easy

Day five, Merano to Cortina, started out ominously for us again, with a rear wheel squeak. It turned out to be just a loose hub-nut, and from then on she behaved impeccably. In fact, she proved that she had urge enough to give us clean sheets, and thus an Alpine cup, provided we didn't have any breakdowns.

The Marathon seems to suffer one traffic snarl-up per year. Last year it was in Monza, this year Bolzano. At one point we arrived at a level crossing, along with the Edwards/Nicholls Volvo and the Roche/Liggett Rover 2000. In the ensuing GP start when the barriers lifted the Volvo and Rover rocketed off: we took it more carefully, mindful of our ground clearance. Which was perhaps just as well. About a mile down the road we came across the Rover well and truly stuffed into a bridge abutment. In Marathon tradi-

Down the road we came across the Rover, well and truly stuffed

tion we stopped and, using the Healey's front towing eye, hauled the Rover clear. We never expected to see it again – but there it was, at the finish in Cortina. With about 30° of camber on one front wheel...

If the Merano loop had sobered everyone up, the Cortina loop, which took in the Moistrocca in Yugoslavia, emphasised the fact that this was one



Graphic equaliser

There is an old adage which, at times, proves particularly pertinent to rallying. It states that 'to finish first, you must first finish' and, on his long flight to New Zealand immediately after the Kayel Graphics Rally, Colin McRae will have had plenty of time to ponder on the error of his ways...

Second, to Graham Middleton and raising a few eyebrows with his performance was Dave Metcalfe in the factory-run Vauxhall Nova GTE. The 1600cc car is undergoing extensive development in the Cumbrian's hands and this result in Wales is ample proof that it is coming right. Paul Dyas scored the best result of his career by bringing the Syntron-X Cosworth into third place ahead of Dominic Frattaroli's Darrian and Hideaki Miyoshi, partnered by AUTOSPORT's Keith Oswin, in the Mitsubishi Galant VR-4. It was all very tight at the top with less than a minute separating the first seven cars at the finish.

Port Talbot MC's Kayel Graphics Rally, the fifth round of the AUTOSPORT National Rally Championship is famed for its long stages in the forests of the Vale of Neath. This year was no exception with just seven tests accounting for over 80 competitive miles. Dust has often been a problem in years gone by but, this time, there had been sufficient rain in the days leading up to the event to settle it. Last year's event bore witness to the first National victory by a Group N car – George Donaldson's Cosworth – and, once again, predicting a winner this time was not an easy test.

McRae immediately opened up a second lead over James Renwick, making what will probably be his last appearance in the championship this year, in his ageing Escort. Both the Toyotas of Middleton and Girvan spun giving Miyoshi the honour of being fastest four-wheel drive car in front of Dyas and Metcalfe, who had been

lucky to escape after the car had nose-dived out of a big hole in the stage. Fortunately it had landed back on its wheels and continued unruffled.

Others had not been so lucky – Ian Robertson's miserable season continued when his Cosworth's head-gasket failed and Bob Fowden, co-driven by Dilys Rogers, called it a day when changing a wheel cost a maximum. The tyre had rolled off the rim – a recurrence of a problem experienced earlier in the season. Atherstone's Diplomatic Ambassador Vince Wetton, headed back to the bar after

his Audi's head-gasket failed on the opening test and Andy Elliott's Manta took no further part in the proceedings when engine trouble intervened.

McRae set fastest time on the next two stages, extending his lead to over half a minute from Renwick who was clinging on to second place. The Escort was for sale after the event and keeping it in one piece was of prime importance! Both Toyotas struck trouble on Margam – Middleton was forced to drive three miles on a puncture and Girvan's car began overheating on the twisty bits, but cooled down again when the going was fast.

Pete Doughty had fitted a new Getrag gearbox into his Cosworth and was taking time to acclimatise to the different position of the gears. Nevertheless, he was pleased to still be in the running after his exit from the Manx National on the first stage. Steve Hill and Brian Goff saw any chance of a

good result disappear in Margam when they had to stop and change a puncture. It took 5 minutes to complete the manoeuvre and dropped them way down the order and in fact, out of the points at the end of the day.

Clinton Smith's rally got off to a

The service car was cannibalised for the offending item

shaky start with two rear punctures on the first stage, but he was then able to show what he was capable of by taking the Marmion Cosworth to third fastest on both the next two. Kenny McKins-

Top: Graham Middleton paced himself perfectly on Saturday but was handed victory and the championship lead by Colin McRae's last stage blunder. Right: Dave Metcalfe went to Wales to get extra test mileage with the factory Nova GT/E and ended up taking a fabulous second overall.



Turning Japanese

Hideaki Miyoshi's plan to contest next year's Autosport National Rally Championship should be sounding warnings to the establishment. For the 27-year old freelance journalist from Tokyo proved conclusively on Saturday that he should not be discounted from lifting the title from under their noses.

I had the opportunity to sit with Miyoshi-san on only his second British rally and, when we crossed the finish line of the first stage in third place, it was clear that a good result was on the cards. However, the Blaze Motorsport-run Mitsubishi Galant VR-4, with turbocharging, four-wheel steering and four-wheel drive had endured a 'lively' trip through the 14 miles of Cregan. The spectators in the second stage also saw our car from a different angle as we attacked their high vantage point, complete with *Banzai* yells from Miyoshi as we bounced off the banking. The difficulties of getting the car through tight corners was demonstrated as we caught David Mann's ailing Toyota Celica GT-Four. Co-driver, Ian Wray confessed that the first he knew of our proximity in the left hand hairpin was when he saw my



Hideaki Miyoshi surprised the establishment with fifth on his second British rally.

door out of his window!
Having passed the Toyota, we then encountered problems of our own with a puncture just a few miles from the end of the stage. We decided to run to the finish but right-handers were tricky as the left

rear cover deflated. Third place was still intact but a more cautious approach was deemed best and, as a result, we slipped to fifth on the next stage.

Gradually, Miyoshi gained confidence in the car's handling on the treacherous

surface where the combination of a powerful engine in a heavy car meant that late braking was not wise. We gained a place on stage 5 but it nearly went badly wrong five miles from the end of the penultimate test. A series of yumps got the car out of sequence and when the road turned left, inevitably, we did not! The offside front wishbone was twisted out of recognition and the wheel jammed back into the arch. But the car still handled reasonably well, stopped and turned when asked, so our hero stamped on the accelerator and headed for the finish. By the time we got there, the tyre was bald and we had dropped to eighth with only the third non-appearance in the top 10 times.

Miyoshi attacked the final stage, driving tidily and with great flair to stay out of trouble on a day when simple mistakes could cost dear. Second fastest (by 1 second to Graham Middleton) was enough to shoot us back up to fifth and a fine result for the likeable youngster. And most importantly for him, it caught the eye of enough people for Miyoshi to take home the Man of the Rally award, a trophy almost as big as he!

The first name on that trophy was that of Jimmy McRae, a name not lost on our visitor who felt honoured to be in such company. The addition of his name does the award no disgrace either...

KEITH OSWIN

try's Group N version suffered a small under-bonnet fire, but no serious damage was caused and it was able to continue.

Although only three stages had been completed by the time the rally arrived at Afan Argoed for service, they accounted for 35 competitive miles and, while the retirement rate was lower than usual, there were still plenty of problems - some curable, others not. Paul Dyas had cracked his Cosworth's sump on the first test. Oil was leaking from the resultant hole but when your sponsor is Castrol, this does not present any major catastrophe!

Both Sutherland brothers had opted for female co-drivers for the day - is it something they put in the meat paste?

McRae should have been cruising - but inexplicably failed to finish

Alistair was giving Mai Davies from HTV her first taste of rallying, but the Riverfame Astra GT/E lost third gear on the first stage and had to struggle round without it for the rest of the day. James, meanwhile, had enlisted the services of Ellen Morgan for the event and, armed with all five forward gears in their Astra they went on to a class win.

In the hotly contested 1300cc Group A class Ceiriog Hughes' Nova was in trouble, including losing reverse gear. Having spun on SS2 he was having trouble moving the car, when Robbie Head's similar car arrived on the scene and clipped the stricken vehicle. An international incident was averted when Hughes retired shortly afterwards with terminal engine bothers. The stage in Rhondda saw Renwick retire from second place when the Escort's gear linkage broke and left him with no gears.

Positions at a rather muddy service area in Hirwaun after five stages showed McRae to be over 1½ minutes in front of Middleton followed by

AUTOSPORT NATIONAL RALLY CHAMPIONSHIP

Dyas. Miyoshi, Frattaroli and Metcalfe who was having to work very hard with the little car on the fast stages. There was still everything to play for as precisely 40 seconds separated second and 10th places! Two stages remained - both in excess of 13 miles before the finish back in Swansea. The first of these was Cwm Hunt and, like all long stages, it was thoroughly enjoyed by those who had a good run - and abhorred by those who didn't! McRae took his sixth consecutive fastest time, increasing his lead to over 2 minutes. Girvan finished the stage with a puncture and Nigel Worswick, who had bought one new tyre for the rally, had it deflate on him! Miyoshi had hit a pile of rubble in the stage and knocked the Mitsubishi's off-side front wheel back into the arch, but some frantic work at the service halt at Resolven saw the car on its way again. Gavin Cox's Opel Monza arrived on only five cylinders after a rocker had broken. The service car was cannibalised for the offending item but it was all to no avail as the car retired on the final stage.

McRae should have been cruising to a dominant victory but, inexplicably, failed to finish. Just after 'Walter Rohrl's corner' - clearly cautioned - the Sierra disappeared off the edge and out of sight. He could almost have pushed the car to the finish and still won! Instead, Middleton set fastest time on his way to victory, 1 second in front of Metcalfe (rounding off an amazing performance) and Miyoshi, who also deserves commendation.

In the race for the National Championship title, Trevor Smith and Graham Middleton have now both won two rounds, with two still to go. Middleton leads at present, but Smith has already dropped a score. In the nine weeks until the next round, the Shell Oils Cumbria Rally, it is to be hoped that he is fully restored to fitness and that the pair of them will take the fight, as is now traditional with this series, to the final round in Yorkshire at the end of September. ■



Paul Dyas' Cosworth sprang an oil leak but stayed the course.

KAYEL GRAPHICS NATIONAL RALLY (GB)

July 1, AUTOSPORT/RAC MSA National Rally Championship, round 5

Pos	Drivers	Car	Class	Result
1	Graham Middleton/Paul Watkins	Toyota Celica GT-Four	N	89m58s
2	Dave Metcalfe/Nicky Grist	Vauxhall Nova GT/E	A	90m14s
3	Paul Dyas/Stuart Derry	Ford Sierra RS Cosworth	A	90m38s
4	Dominic Frattaroli/Robert Dyson	Darrian F9	O	90m45s
5	Hideaki Miyoshi/Keith Oswin	Mitsubishi Galant VR-4	N	90m50s
6	Pete Doughty/Lyn Jenkins	Ford Sierra RS Cosworth	A	90m53s
7	Jeremy Easson/Alun Cook	Ford Sierra RS Cosworth	N	90m57s
8	Glyn Jones/Dave Nicholson	Audi Coupé Quattro	A	91m13s
9	Jimmy Girvan/Campbell Roy	Toyota Celica GT-Four	N	91m26s
10	Ewan Brewis/Ken Rees	Mazda 323 4WD	N	92m15s

Championship points: 1, Middleton, 101; 2, Smith, 81; 3, Dyas, 75; 4, Hill, 72; 5, Girvan, 69. Group N: 1, Middleton, 114; 2, Girvan, 100; 3, Hill, 94.

GLOBE TROTTER

Putting on the ritz

"Welcome to New York everybody," said the Air Canada co-pilot over the tannoy as we rattled down the runway at La Guardia airport New York. "That was a great landing by the Captain."

"He's a fine pilot, but a lousy driver, so keep your seat belt fastened until he comes screeching to a stop at the terminal building."

"Have a super time in New York!"

He was about the only person on the recent travels who didn't say 'Have a Nice Day' - and it was much appreciated.

How could you not have a super time in New York? Every day is race day in Manhattan. There are thousands of Andrea de Cesarises (or should the plural be Andrea de Cesari?) and many Renes Arnoux on the streets of the Big Apple.

It really is a crazy town. Last week half the population was walking around in Batman tee-shirts to celebrate the opening of the new box office-busting movie.

It proved, once and for all, that if you package your product correctly, you can sell anything to anyone.

It is a lesson which Formula 1 has yet to learn in America.

The power of F1 has conquered much of the modern world. America remains the last great bastion - Grand Prix racing's Holy Grail.

Americans have all heard of AJ Foyt, Bobby Allison, Richard Petty, the Unsers and Mario Andretti.

But F1 stars? No way Jose! (As you say to most New York cabbies).

The truth is that F1 needs America more than America needs F1.

I tried a test in New York: name a current F1 driver, I asked.

Silence. A clue?

"How about a famous English admiral?"

Nelson?

Yeah.

Nelson who?

You haven't heard of Nelson Piquet?

No.

Ayrton Senna?

No.

Alain Prost?

No.

Nigel Mansell?

No.

Gerhard Berger?

No.

There seemed little point in asking about Eddie Cheever.

Such is the draw of F1 in America.

In part it is due to the market. America is a very insular world.

Isolationism has long been the American way. They are interested in what happens in their state, but few give a damn about anywhere else.

And yet, they say, motor sport is the biggest spectator sport in the USA.

The television has plenty of six-abreast Midget racing, tractor-pulling,

station wagons with 40ft diameter wheels and drag racing. There are numerous frantic last lap dashes with wheels wildly smoking and cars running out of gas as they cross the line. That's motor sport; that's show business.

Plenty of action and plenty of soap opera. F1 has plenty of soap opera, but the formula isn't right and, in American terms, if you don't get the ratings, you're dead.

The American audience is used to entertainment - it doesn't have to be believable. They want action - a circus.

It all dates back to Barney Oldfield and the original larger-than-life characters that created dirt track racing. Races today often take place at Such-and-such State Fairgrounds - and it is not by accident.

The wild partying of the F1 stars in Room 2415 at Montreal's Grand Hotel might be glamorous, but the action isn't shared by the spectators (well, not many of them, anyway).

I have the good fortune to know a young lady who is one of the stars of America's top-rated daytime soap opera.

When you've seen the show, you have to feel sorry for her. Her husband was blown up by an exploding birthday cake, her baby was taken away, she is forever being beaten up, blackmailed or held hostage. Such is life in soap land. It's compulsive viewing, even if it is pure pap.

Real people abuse her for being a bitchy character. To them it's the real world. To her it's show business - and extremely lucrative...

to make of F1.

"What d'you all want from Phoenix?" said the man from the Arizona newspaper, when we were in Mexico.

He had been sent down south of the border to get acquainted with the ways of F1 racing before the troops invaded downtown Phoenix.

We want it to be like Adelaide, was the reply.

"How d'you spell Adelaide?" he asked. And we thought that Grand Prix racing had put Adelaide on the international map. Well not in Arizona...

F1 in America is two slices of bread short of a sandwich

They tried hard to do a good job in Phoenix. Countless invitations were thrust at us: rodeos, cowboy nights, dinners, golf games, you name it.

They wanted to be like Adelaide, (wherever in hell that was...)

The Press Centre went to particular trouble. In the Media Guide they informed us that they had a 'Reproduction Department', consisting of four accommodating young ladies - waiting by the photocopiers.

Despite all this effort for the international visitors, only around 18,000 people turned up to watch and the place had the atmosphere of the English cricket team's dressing room.

was doing.

In doing so, I discovered that the lady sitting next to me had a strange perversion. It was a sandwich.

We had encountered 'The Stuffer' in Phoenix, billed by the hotel as "heaven on earth in the form of a sandwich".

In Mexico we had discovered sandwiches consisting of things we had no desire to know about. But the lady on the plane took the biscuit (to mangle a metaphor) with her sandwich. Clotted cream on a ham croissant with a slice of egg on top.

Admirably international, I thought, in fact, rather Canadian.

Montreal is very internationalised, a little bit of America, with a lot of European influence.

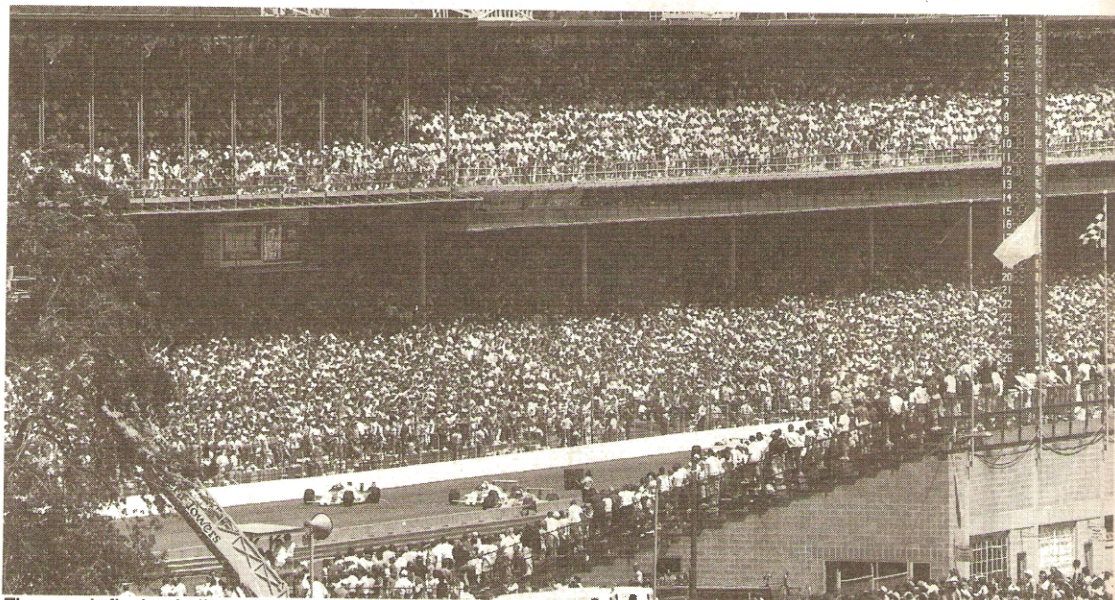
Here F1 is shaky but surviving. The same was true of the rather silly race we watched. Shaky, but surviving.

Thierry Boutsen lucked in - it was great to see - but a silly race nonetheless. But then we had been to Phoenix, so it didn't seem too bad.

Thierry must have felt at home in Canada for, as in Belgium, everyone speaks at least two languages - usually at the same time.

In Montreal, all the taxi drivers have to be told where to go in bilingual terms. I've always found you can judge a town by its taxi drivers. In Mexico they didn't know where they were going; in Phoenix they talked of 'crack' neighbourhoods and how to scare people off by pretending to have (or drawing) a gun.

In the evenings in Phoenix the cabbies raced around the track and made the newspapers by crashing. But nothing beats the New York cabbies -



The crowds flock to Indianapolis to see the greatest soap opera on earth.

American racing is the same. The make-believe is more commercially viable than the reality. NASCAR and IMSA have it figured out. If someone gets ahead they put out a yellow flag, if someone gets ahead too often they change the rules. CART is suffering because it doesn't do the same.

But F1 has this thing about the purity of racing. Gimmicks are totally unacceptable from the European point of view. Racing has to be real - with no additives and no artificial preservatives. That would be the end of civilization as we know it.

Hence Bernie Ecclestone's recent thoughts on handicapping schemes. Bernie understands that the only way to break into the US market is to put on a show.

Unless that is achieved it is hard to see the series making it big in America.

As a result of this rarified attitude, the Americans are not quite sure what

in the cities on the Eastern seaboard the newspapers didn't even mention the race.

Bernie would probably have had more success if he had televised the race to get the F1 cars from Mexico to Phoenix in time for qualifying.

This was spectacular stuff, with a large convoy of big Mack trucks, high-tailing it across Mexico with guys with sub-machine guns literally 'riding shotgun'. Convoy and Cannonball Run rolled into one.

But F1 does not have a monopoly on boredom. Take Le Mans for example, it wasn't so spectacular. Not at all like "The non-stop excitement of Le Mans", I read for the nth time in the inflight magazine on the way to Canada.

It had been a non-stop fight to stay awake after the Mercedes went ahead, I found my mind (and eyes) wandering to see what everyone else

no way Jose! They will tell you, if they can speak English, that Danny Sullivan used to be a New York cabbie and each one believes he could win the Indianapolis 500.

The streets of Manhattan are among the worst in the world. There are better roads on the Paris-Dakar. If they tried to hold a Grand Prix on Fifth Avenue the cars would go over the bumps and through second storey windows.

The sad truth is that if the money was good, Bernie and the boys might even do it - and it would still be dull. Technical excellence is all very well, but it isn't what the US market wants.

As a result F1 in America is two slices of bread short of a sandwich.

If FOCA's American dream is to come true, it is time to put on the Batman masks and lather up a bit more soap to put on a show.

JOE SAWARD

AUTOSPORT, JULY 6, 1989

BRITISH RALLY

Ne

DATES

1 BRANDS HATCH	FEBRUARY 12
2 NUTTS CORNER	APRIL 8
3 CROFT CIRCUIT	MAY 1
4 CADWELL PARK	JUNE 4
5 LYDDEN HILL	JULY 9
6 SWINDON	AUGUST 6
7 LYDDEN HILL	AUGUST 28

CLASS A

1 Michael Shield	Metro 6R4	95
2 John Welch	Vauxhall XTRAC	88
3 Steve Palmer	Metro 6R4	72
4 Trevor Hopkins	RS200E	58
5 Vic Moyce	Metro 6R4	33

CLASS B

1 Tony Bardy	Vauxhall Astra	75
2 Barry Squibb	Escort	64
3 Brian Betteridge	Escort	55
4 Tony Proctor	Sierra	53
5 Roger Newbold	R5	44

CLASS C

1 Peter Rucroft	Vauxhall Nova	94
2 John Milner	205	73
3 Mark Proctor	Nova	51
4 John Turner	Escort	46
5 Ian Sandwith	Mini	44

[ALL POINTS SUBJECT TO CONFIRMATION]



SPHERE DRAKE
INSURANCE

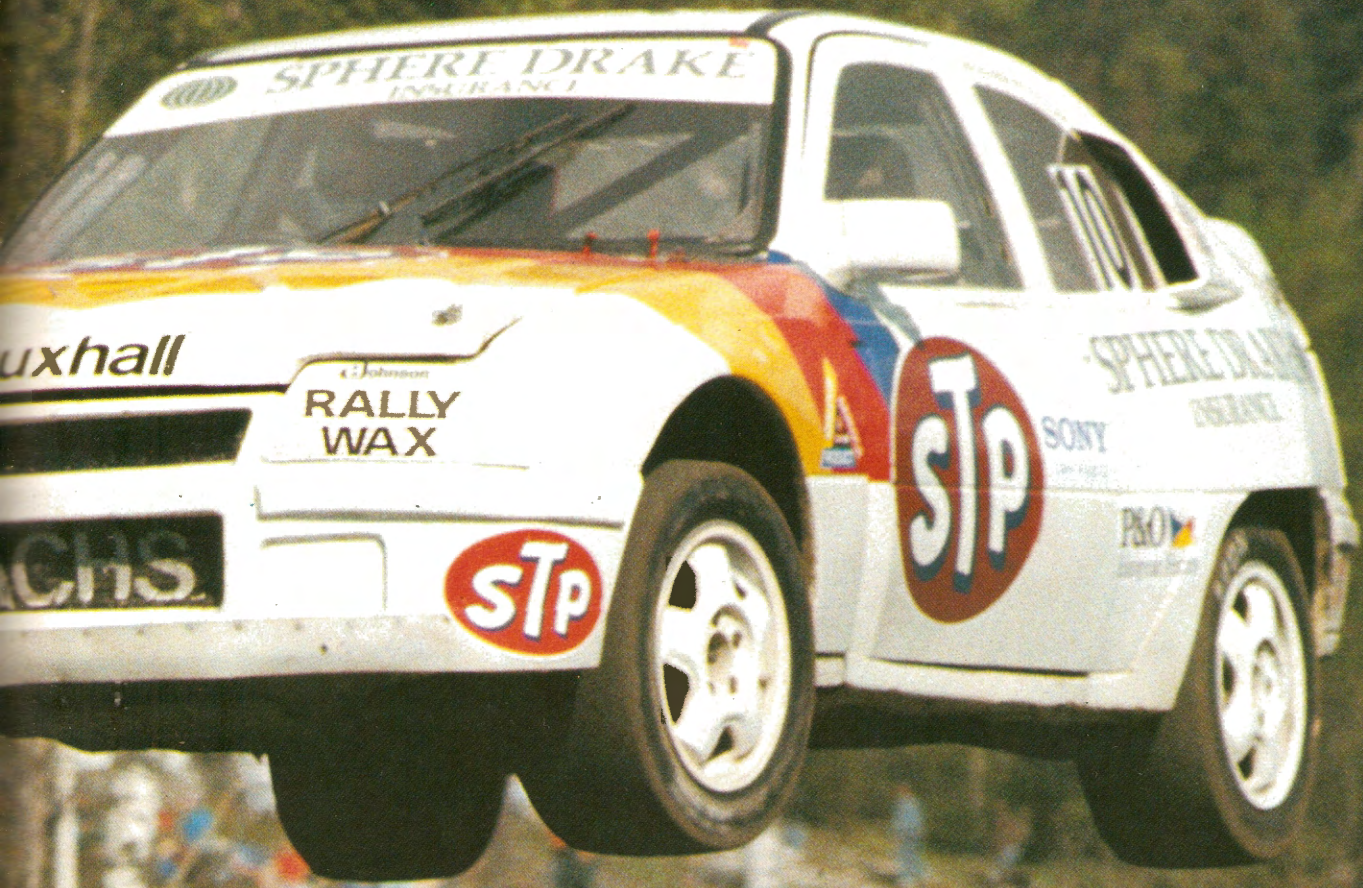


VAUXHALL. ONCE DRIV



CROSS CHAMPIONSHIP

Next round: LYDDEN HILL,
JULY 9



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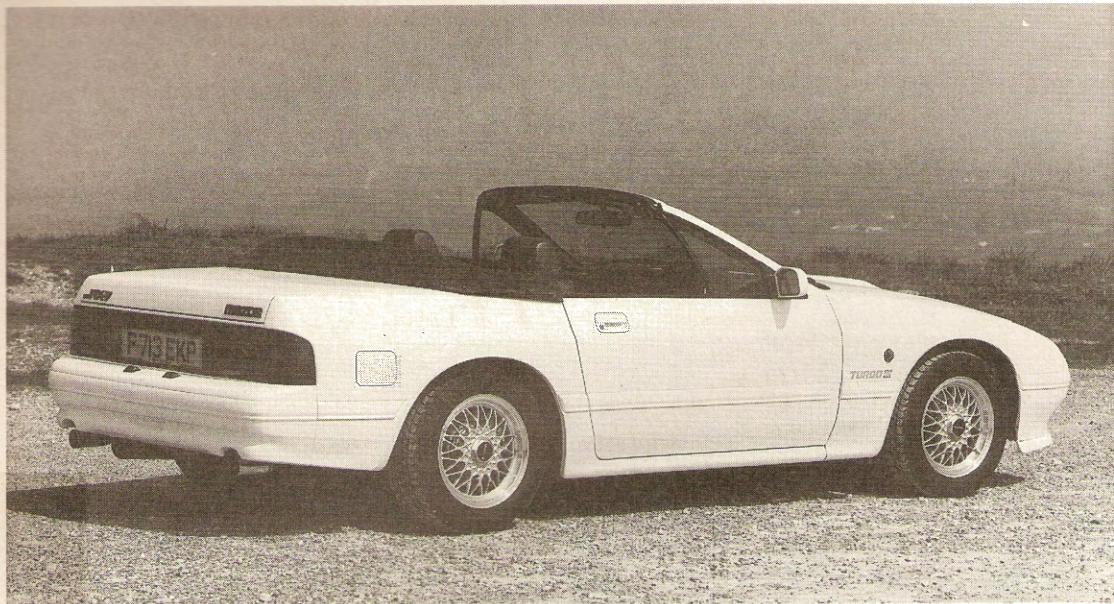
BMW PERFORMANCE SPECIALISTS

AUTOSPORT



CAVENDISH FINANCE
FORMULA FORWARD CHAMPIONSHIP

FAST FORWARD RACING – HEATHER BAILLIE · TONY HANCOCK



Smoother, sleeker and much more powerful than before, Mazda's new RX-7 Turbo range offers both a Cabriolet and Coupé, both capable of around 150mph, the new RX-7 helped in its development by Mazda's IMSA successes.

haps a more realistic rival is Toyota's Supra Turbo at £22,841. But that doesn't offer wind in the hair motor-ing.

Actually that term is outmoded when applied to the RX-7. The Japanese manufacturer has concentrated on style and sophistication. The Cabriolet boasts as standard, fully trimmed leather seats, the feeling of quality furthered by the use of similar leather on the steering wheel, gear knob and hand brake lever. This is supported by Mazda's 'wind blocker' which sits behind the front seats and acts as a deflector. It also prevents wind noise when the hood is down and assists efficient heating. It works, too.

The hood operation is simplicity itself and is done in seconds, electrically. The rear screen is actually glass and is heated, thus eliminating the 'rag top' creased, opaque polythene bag syndrome. The process cannot be done on the move, but a touch of a button is all that is required.

Ergonomically the interior is appealing and efficient, if unmistakably Japanese. There is deep pile carpet and it goes without saying that items such as electric windows, door mirrors, central locking and four-speaker stereo come as standard.

Initially Mazda plans to sell the car in the UK on the basis of a 60/40 Coupé/Cabriolet split. Methinks they may have got that the wrong way round...

RAD

Mazda gains muscle

With at least 10 highly desirable sports models due for launch in the coming months, July sees the introduction of the new generation Mazda Turbo sports cars, featuring a revised 2+2 Coupé and an all-new Cabriolet. Both cars, for a short period of time, will sell alongside the existing RX-7, with the new Coupé weighing in at £21,999 (inc car tax and VAT), and the Cabriolet

costing £23,999.

Power comes from Mazda's unique 13B rotary engine, with recent development from technical information gained in racing RX-7s in the IMSA series where the car won the GTU class for eight consecutive years. At the heart of the RX-7 lies a twin scroll turbo unit which produces a maximum output of 200bhp at

6500rpm, allowing the 0-60 increment to be covered in a fraction over 6 seconds and a top speed of around 150mph. True supercar performance.

At this kind of price, the Cabriolet in particular could well find itself a niche. Rivals offering similar performance do not come cheap. Porsche's 944 Turbo retails at £38,829, with the Lotus Esprit Turbo at £33,900. Per-



Above and below: Externally different and much faster, the Rallié Golf G60.

Supercharged Golf

It's been a long while since Volkswagen has announced an improvement to the top of its Golf range, however, the forthcoming Rallié Golf G60 - a Group A homologation special - puts all that to rights.

The Rallié G60 is powered by Volkswagen's 160bhp 1.8-litre supercharged engine, this fitted with a three-way catalyst system to make it 'green'.

The power is fed to the road via the Syncro permanent four-wheel drive system. And it propels the car to 60mph in 7.6 seconds, making it the fastest official Golf yet marketed.

To distinguish the Rallié G60 from its stablemates, it will be fitted with a new grille, wide wheel arches and 15in alloy wheels. The uprated suspension helps the G60 to sit 20mm lower than the GTi 16V.

Of the 5000 being built, only 80 are coming to Britain, so you'd better be quick with your cheque books: £16,940 is needed.

■ The correct starting price for the 16 valve Lancia Thema Turbo is £18,450, as opposed to the figure of £20,512 reported a fortnight ago, which is the price for the SE model.



American heavy metal

Do you like big, thumping American V8 powerplants, but have had trouble finding the one you are looking for? Well, we know just the company for you. Salisbury-based American Engine Services Limited has just taken delivery of over £750,000 worth of high performance American Ford engines, ideal for any conversion you might have in mind. Their stock ranges from 260 cubic inch units to 428 Super Cobra Jets, these backed up with a comprehensive stock of spares and performance parts. Tread boldly!

TALL STORIES

Chalk and cheese...

Imagine the scene: the sun is setting on a glorious day; your friends are present; you have a cold beer in your hand and the barbecue is almost ready. Heaven? Not quite, for you could transport this scenario to the Nurburgring for the ADAC 24 Hours and then life would be complete, for it would be accompanied by racing on a real circuit.

With the increasing trend towards street circuits and tracks of anaesthetic planning such as the new part of the Nurburgring (admittedly used in conjunction with the Nordschleife in the ADAC's 24 Hours), the true Nurburgring is more than a breath of fresh air. It's a lifeline to the past. Jackie Stewart may have referred to it as 'The Green Hell', but it must be noted that his elder son, Paul, drove in the supporting Porsche 944 Turbo race there, loving every minute of it.

No self-respecting driver should retire without first competing there. The same applies to Spa, too. Yet it is not just a circuit for the drivers, but one for the spectators, too, the scene of many a pilgrimage.

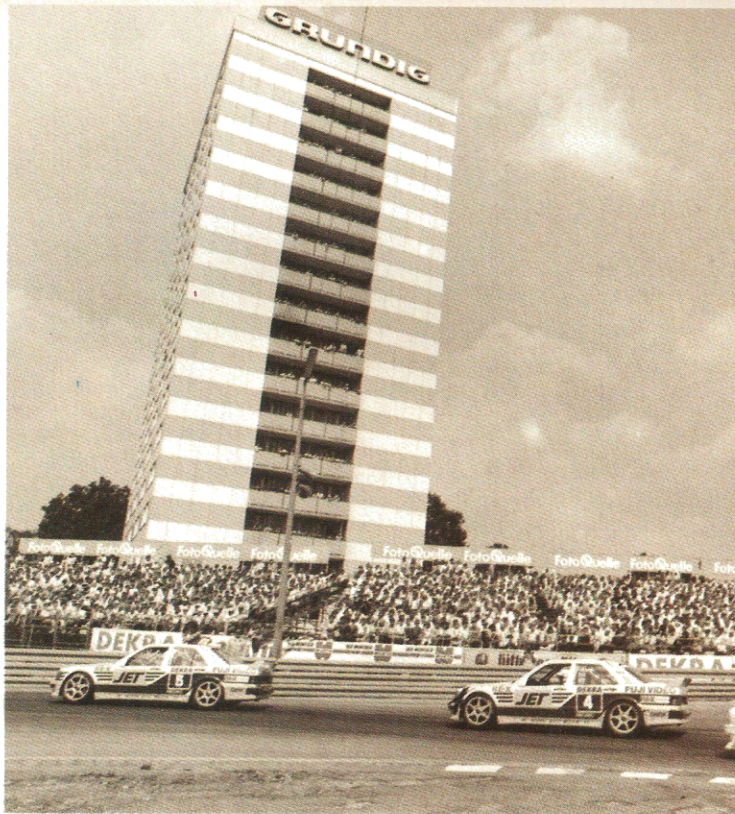
Taking part

What makes a successful entry to the Nurburgring 24 Hours, though? Well you may ask... It appears to change from year to year. Popularity with the race fans counts for nothing in voting circles, so the Lotus 7s and Ferrari 308GTB that raised the cheers in 1988 were no longer eligible. This, it had been decided, is to be a race for touring cars. Ford was reportedly very keen to have the Porsches – the ones that sprang to the fore in the '88 race – excluded too, but this didn't happen. They were allowed to run, as they were entered in Group N trim. The hordes camping in the woods were grateful for this act of clemency.

Rather than exclude people according to *what* they drive, maybe they should be excluded according to *how* they drive. Standards were varied this year, to put it mildly. With a little adept management, there could easily be separate races, leaving both the club driver and the professional to get on with the business of lapping the multiplicity of daunting, dipping, rising curves without upsetting the other.

The split could also be made along the simple parameter of sports cars or saloons. And by sports cars I mean the likes of the Porsche 911, the Morgan, the Ferrari 308 and the TVR Tuscan that race in their droves in Britain.

With the Willhire 24 (25!) hours changing its rules so that only saloons can compete, there is no longer a chance in Britain for a real sports car thrash. Sports cars are supposed to be driven by heroes, and where else could this better be proved than the curvaceous and enticing Nordschleife?



Furthermore, there can be few circuits more suited to entertaining the enthusiast than the Nurburgring. Walk in any of the surrounding woods, and you'll soon discover this. There are camps everywhere, motor club after motor club making a base at each corner, sending flares up for their chosen car and its drivers. Sure, beer consumption lists high on their list of priorities, but they care. They really do. Where else would you find messages daubed on the track saying "Hubab Honig Freunde" (This way down, Honey)?

The beauty of the Nurburgring 24 Hours is that the fans aren't partisan, as Will Hoy discovered when his British-entered (Prodrive), Belgian-financed (Fina), German car (BMW M3) ceased moving at the Pflanzgarten as night fell. "Nothing could make the car start. However, I managed to borrow a battery from a spectator's Granada, and, after blocking this up

The beauty of the Nurburgring 24 Hours is the fans aren't partisan"

with wood and stretching the wires, this let me get back to the pits. Once the car rejoined, I took a hire car to Pflanzgarten, returned the battery to its owner, along with T-shirts, hats, posters and had a beer with those involved." That's what the event is all about.

So, for all drivers with a sense of adventure, I advise you to check with the ADAC and elicit what regulations are going to be used in 1990. Then select a suitable car. And do it. A thrill of a life time seldom comes as cheap (see panel).

The other extreme

The move from the Nurburgring to the Norisring is more than one from one side of Germany to the other, but one between tracks that are poles apart in nature. Both tracks have a certain

mystique: the Nurburgring has a mighty history of racing; the Norisring more a history of outrageous, stirring oratory – yet both are exciting places at which to spectate. One has the natural lie of the land from which to watch the racing, while the other relies on Hitler's huge Steintribune as a vantage point. One is long and the other short. The Nurburgring is for the died-in-the-wool enthusiast and the teams, the Norisring for the once-a-year racegoer and the sponsors.

However, both circuits had one thing in common over the last two weekends in June: they hosted rounds of the German Touring Car Championship. And, this alone, is reason enough for a visit. A quick glance at the quality of the drivers is enough to make your journey worthwhile: at Norisring, there were four current and one former Grand Prix drivers, as well as *all* of the top names from touring car racing from around Europe.

The championship is run to a set of rules that look like Group A as we know it in Britain, but aren't. The engines are infinitely more powerful and there is a parity of performance between the Ford Sierra RS500s, BMW's M3s, Mercedes' 190Es, Opel's Kadetts and Toyota's Supra Turbo, which is a far cry from the domination of the British series by the RS500, and this is thanks to a weight formula. The Ford has a minimum weight of 1100kg, while the BMW, Mercedes and Toyota are set at 1040kg minimum and the Opel is a lightweight at 800kg.

This parity, while confusing to the casual spectator who knows that the Sierra is the fastest in road trim and thus ought to be fastest in race trim, leads to a great series, with plenty of variety at the front of the field. There is a catch, though, and this is the ballast regulation.

The regulation is simple. If a car finishes in the top four places then it gains ballast. A first place is worth 12.5kg, second 10kg, third 7.5kg and fourth 5kg. However, if a car has an engine of 3000cc or over or a turbo equivalent, then the ballast figures are 15, 12.5, 10 and 7.5. Any result outside the top four sees this reduced, though.

As a result, the series is confusing as

Two German circuits that are worlds apart. Above left: German touring cars play to the packed crowds at the Norisring. Above: Dawn at the Nurburgring, as two cars leap into the Tiergarten. Far right: The Germans are surely the world's best equipped campers. This is, believe it or not, a water closet...

the driver who set the early season pace starts to struggle, and it introduces a tactical side as drivers calculate at which circuits they can afford to carry ballast. Norisring is one at which no one would want it, with two hairpins to be slow out of.

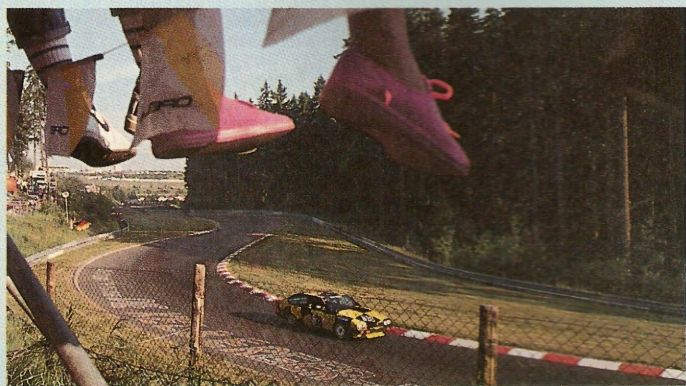
Series leader Steve Soper was spotted at the previous round, at the Nurburgring, making sure that he finished outside the top four so that he could shed some weight for the Norisring, his Zakspeed M3 tipping the scales at the same weight as an unballasted yet more powerful RS500. So, who says drivers don't need to use their heads? As for the racing, though, it was fantastic, quite unlike the British Touring Car Championship which is often enlivened only by crafty editing for television.

So, two meetings of great attractiveness to driver and spectator alike. The former is for the heart, the latter for the glamour, both vast festivals of sport. Why not take a visit next year? Make it a double header, and you'll enjoy the best of both worlds. Go on, treat yourself...

BRUCE JONES
AUTOSPORT, JULY 6, 1989



THE COST OF COMPETING



Racing at the 'Ring on a budget. The Weykeham/Bolton/Morgan GTV.

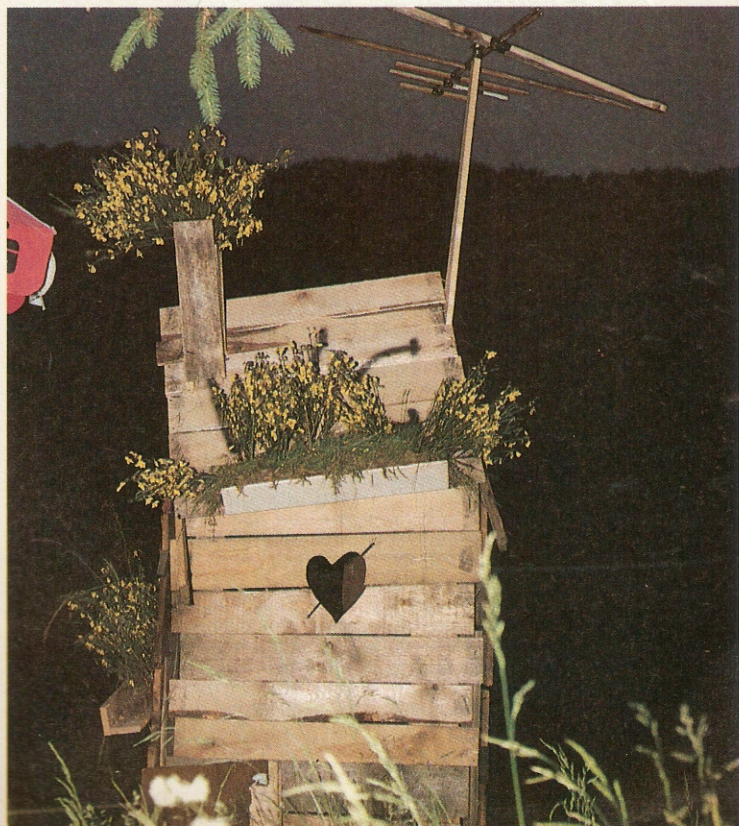
Cheap thrills?

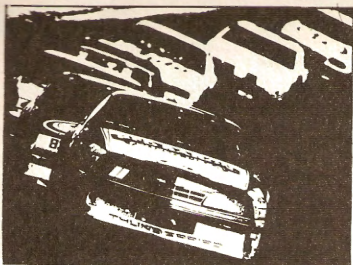
Taking part in the ADAC 24 Hours doesn't cost an arm and a leg. By contemporary costs of competition, it can be done at bargain basement level.

The three British drivers competing with the Ace Motorsport Peugeot 205 (Mike Rimmer/David Gregory/Michael Price) reckoned the event was costing them £2500 each. However, they were considered extravagant by the other British amateurs competing. The per capita cost of the Joel Wykeham/Mickey Bolton/

Nicholas Morgan Alfa GTV was around £2000, while Dave Philips and Ed McDonough were reckoning on £1000 each for competing in Dave's Escort. The last two cars were never going to be in with a shout of class honours, being long in the tooth, and low on preparation, but they were there.

Certainly, these figures made the thought of paying £5000 to compete in the Willhire 25 at Snetterton seem outrageous.





INTERNATIONAL RACES

Bill's back

MICHIGAN, Jun 25: Four and a half months after breaking his right forearm at Daytona, defending Winston Cup champion Bill Elliott was finally able to score his first win of 1989.

At Roger Penske's 2.0-mile Michigan International Speedway, Elliott was in the hunt all the way, and beat Rusty Wallace to the flag after Wallace lost a few seconds in the pits during the race's final fuel and tyre stops. Third went to Darrell Waltrip, who led on the final restart, gambling that he would run better on worn rather than fresh tyres.

Championship leader Dale Earnhardt had a bad race in Michigan. He finished two laps down in 17th place after twice losing laps by making a scheduled pitstop just before a yellow flag, and once running out of fuel. Having his best race of the year was Richard Petty, who ran as high as fourth, right with the leaders, until his engine blew with only 30 laps to go.

Bill Elliott: no arm done.



MICHIGAN (USA)

NASCAR Winston Cup Championship, round 14

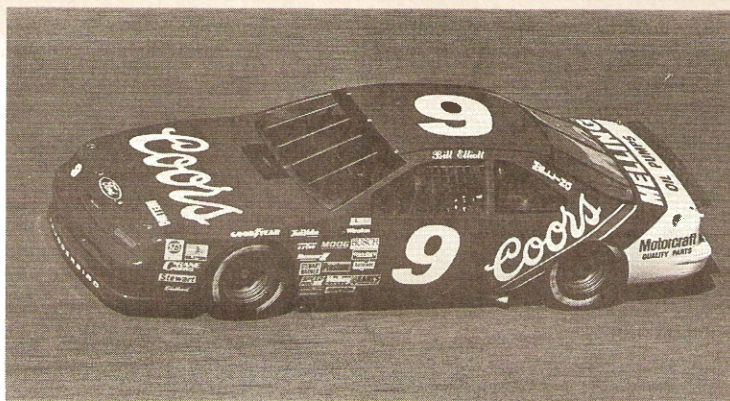
200 laps – 400.0 miles

1, Bill Elliott (Ford Thunderbird), 2h52m38s, 139.023 mph; 2, Rusty Wallace (Pontiac Grand Prix) 2h52m40s; 3, Darrell Waltrip (Chevrolet Lumina), 200 laps; 4, Ricky Rudd (Buick Regal), 200; 5, Brett Bodine (Ford Thunderbird), 200; 6, Rick Wilson (Oldsmobile Cutlass), 200; 7, Lake Speed (Oldsmobile Cutlass), 200; 8, Sterling Marlin (Oldsmobile Cutlass), 200; 9, Derrike Cope (Pontiac Grand Prix), 200; 10, Kyle Petty (Chevrolet Lumina), 199; etc.

Davey's Daytona day

DAYTONA, Jul 1: The Firecracker 400 starts at 10am on Saturday because it's just too darn hot in Florida on a July mid-afternoon! This year's Firecracker was a barnburner, with two-abreast racing for many miles and at least a dozen cars capable of winning. In the end Davey Allison drafted through to win his second race of the year and make amends for a miserable Daytona 500 in February.

Morgan Shepherd had his best race of the season, chasing young Allison hard across the finish line. Third went to Phil Parsons who slipped inside Bill



Davy Allison made up for his Daytona 500 performance by winning the Firecracker.

Elliott on the final run off the fourth turn. Elliott again ran strongly and led on the final restart. Meanwhile his main championship protagonists hit trouble. Dale Earnhardt lost two laps in the pits with tyre problems, Rusty Wallace also had tyre troubles and Darrell Waltrip damaged his car in an accident near the finish and was reduced to a crawl at the end. Earnhardt, Wallace and Waltrip finished 17th, 18th and 19th respectively!

Poleman Mark Martin raced at the front all day only to run out of fuel with four laps to go.

DAYTONA (USA)

NASCAR Winston Cup Championship, round 15

160 laps – 400.0 miles

1, Davey Allison (Ford Thunderbird), 160 laps; 2, Morgan Shepherd (Pontiac Grand Prix), 160; 3, Phil Parsons (Oldsmobile Cutlass), 160; 4, Bill Elliott (Ford Thunderbird), 160; 5, Alan Kulwicki (Ford Thunderbird), 160; 6, Terry Labonte (Ford Thunderbird), 160; 7, Sterling Marlin (Oldsmobile Cutlass), 160; 8, Dick Trickle (Buick Regal), 160; 9, Ricky Rudd (Buick Regal), 160; 10, Hut Stricklin (Pontiac Grand Prix), 160; etc.

Championship positions: 1, Dale Earnhardt, 2171pts; 2, Rusty Wallace, 2047; 3, Darrell Waltrip, 2014; 4, Mark Martin, 1978; 5, Elliott, 1973; 6, Marlin, 1940; etc.

Next round: Pocono, Jul 23.

Niedzwiedz blitz

HOCKENHEIM, Jul 2: Klaus Niedzwiedz is the man of the moment in the German Touring Car Championship. After a brilliant third place in the first heat, he won the second race at Hockenheim in convincing style.

Klaus Ludwig was back with his AMG Mercedes, and was only beaten by Roberto Ravaglia in qualifying by 0.03sec. The German Champion out-accelerated team mate Kurt Thiim (who was handicapped by a broken bone in his right hand), Roberto Ravaglia and Johnny Cecotto on the run to the first corner. Thiim was soon demoted to third by a charging Cecotto. On lap 6 the Venezuelan found a way by Ludwig and from then on was never in danger. Behind the AMG twins of Ludwig and Thiim there was a gap to Alain Cudini and Ravaglia, and another one to the Ford threesome of Frank Biela, Alain Ferté and Niedzwiedz.

The bad luck of this season befell Ludwig again on lap 12 when he pitted with a broken engine. In the meantime Niedzwiedz had overtaken Ferté, who pitted two laps later when his engine went. The next drivers to be overtaken by Niedzwiedz were Biela, Ravaglia and finally Cudini. Thus Cecotto won ahead of Thiim, Niedzwiedz, Cudini, Ravaglia and Joachim Winkelhock.

The second heat was red-flagged after the second lap when there was a

very nasty looking accident at the first chicane. Dieter Quester had spun his Zakspeed BMW and stalled the engine. Kris Nissen couldn't avoid his team mate's car and crashed head on into Quester; both drivers left their totally wrecked cars almost unhurt.

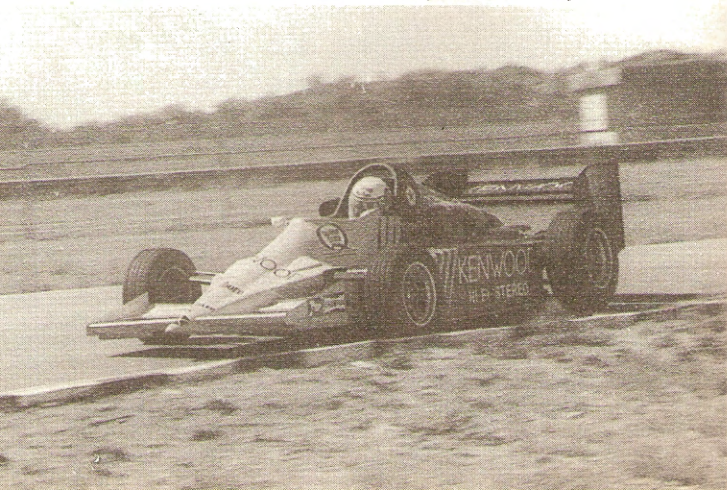
It was Alain Cudini who led the field on the restart. Behind him there was drama when Niedzwiedz, Cecotto and Thiim entered the first corner three abreast. Thiim was forced onto the grass at the outside and fell to 13th. Up front there was a big tussle between Niedzwiedz and Winkelhock who outbraked each other several times. On the third lap Winkelhock was second and tried to squeeze by Cudini at the first chicane, touched the Frenchman, flew over the kerbs and came out the leader! This wasn't to last for very long, as both Mercedes showed battle marks. Winkelhock had to pit and Cudini fell back to ninth.

Fabien Giroix inherited the lead, closely followed by Niedzwiedz, who went by the Frenchman on the following lap. By then there was a quartet at the head of the field, consisting of Niedzwiedz, Giroix, Cecotto and Biela. On the penultimate lap Biela overtook Cecotto and on the last lap he went by Giroix. Coming home fifth was Ravaglia ahead of Thiim.

Heinz-Harald Frentzen notched up his first Formula 3 win in the sixth round of the German Championship at Hockenheim. The ONS Schübel pilot outbraked pole man Karl Wendlinger, who had made the best getaway, at the righthander leading into the Moto-drome on the second lap. Frentzen and Wendlinger formed the first half of a quartet that was completed by Wolfgang Kaufmann and Michael Schumacher. Frentzen soon opened up a gap to the wheel banging duo of Wendlinger and Kaufmann, who swapped places several times until Kaufmann deranged his wing and was caught by Schumacher.

The championship leader overtook

Carlos Guerreo took his first Formula K win of Monterrey.



Kaufmann's Dallara three laps from the finish. On the penultimate lap Bartels, driving a lonely race until then, outbraked Kaufmann.

In the meantime Frentzen had built up a lead of 3secs over Wendlinger. The Austrian couldn't endanger Frentzen's lead although he drove the fastest lap of the race, followed by Schumacher, Bartels, Isler, the winner of Class B, and Frank Biela.

WOLFGANG SCHATTLING

HOCKENHEIM (D)

German Touring Car Championship, round 15

15 laps – 63.36 miles

1, Johnny Cecotto (BMW M3), 35m34.56s, 106.70mph; 2, Kurt Thiim (Mercedes 190E-2.5), 35m36.51s; 3, Klaus Niedzwiedz (Ford Sierra RS500), 35m41.94s; 4, Alain Cudini (Mercedes 190E-2.5), 35m42.90s; 5, Roberto Ravaglia (BMW M3), 35m46.43s; 6, Joachim Winkelhock (Mercedes 190E-2.5), 35m51.12s; 7, Frank Biela (Ford Sierra RS500), 35m52.22s; 8, Fabien Giroix (BMW M3), 35m57.14s; 9, Gianfranco Brancatelli (Ford Sierra RS500), 36m01.91s; 10, Dieter Quester (BMW M3), 36m10.52s; etc. **Fastest lap:** Not given.

German Touring Car Championship, round 16

12 laps – 50.55 miles

1, Niedzwiedz, 28m25.96s, 106.85mph; 2, Biela, 28m27.92s; 3, Giroix, 28m28.59s; 4, Cecotto, 28m28.92s; 5, Ravaglia, 28m29.74s; 6, Thiim, 28m30.86s; 7, Ruediger Schmidt (Ford Sierra RS500), 28m50.96s; 8, Jean-Michel Martin (BMW M3), 28m53.99s; 9, Cudini, 29m03.90s; 10, Dany Snoeck (Mercedes 190E-2.5), 29m04.46s; etc. **Fastest lap:** Cecotto, 2m20.77s, 173.59mph.

Championship positions: 1, Niedzwiedz, 222pts; 2, Giroix & Ravaglia, 211; 4, Thiim, 193; 5, Soper, 177; 6, Cecotto, 175; etc.

Next round: Diepholz, Aug 6.

German F3 Championship, round 6

14 laps – 95.16 miles

1, Heinz-Harald Frentzen (Reynard-VW 893), 31m07.66s, 113.82mph; 2, Karl Wendlinger (Ralt-Alfa RT33), 31m10.66s; 3, Michael Schumacher (Reynard-VW 893), 31m16.17s; 4, Michael Bartels (Reynard-VW 893), 31m17.49s; 5, Jacques Isler (Dallara-VW 389), 31m27.33s; 6, Frank Biela (Reynard-VW 893), 31m27.73s; 7, Wolfgang Kaufmann (Dallara-VW 389), 31m29.26s; 8, Michael Roppes (Martini-VW MK58), 31m29.66s; 9, Gerrit van Kouwen (Reynard-VW 893), 31m36.97s; 10, Ralf Kelleners (Tark Aleco-VW 89), 31m44.24s; etc. **Fastest lap:** Wendlinger, 2m11.98s, 124.85mph.

Championship positions: 1, Schumacher, 98pts; 2, Wendlinger & Frentzen, 83; 4, Bartels, 82; 5, W Kaufmann, 69; 6, Roppes, 59; etc.

Next round: Wunstorf, Jul 9.

Carlos gains

MONTERREY, Jul 02: Carlos Guerreo scored his first Formula K win of the year at the high speed Monterrey circuit, in a race run in incredible heat. It was 138°F in the shade, while a track temperature of 185°F was recorded!

Gerardo Martinez grabbed the lead at the start with his works Martiga, but he soon suffered a rare setback when he was forced into the pits with a suspension problem on lap 3, remaining there for eight laps. That left fourth-placed qualifier Guerrero in front, the Dacia driver maintaining his advantage to the flag. Series promoter Michel Jourdain took second, driving the Martiga vacated by the suspended Oscar Manautou.

The big battle of the race involved Marlboro/CDD Lider team mates Fernando Guerrero and Alex Brackmo, the latter just getting ahead with four laps to go. José Morales took fifth after an early fight with Tony Garza, while Claus Schinkel rose to sixth after dropping to 12th at the start.

PATRICIA BRAULT

MONTERREY (MEX)

Marlboro Cup Formula K, round 8

35 laps - 69.59 miles

1, Carlos Guerrero (Dacia 89), 38m07.56s; 2, Michel Jourdain (Martiga 89), 38m20.17s; 3, Alex Brackmo (Lider 89), 38m30.03s; 4, Fernando Guerrero (Lider 89), 38m30.03s; 5, José Morales (Lider 88), 35 laps; 6, Claus Schinkel (Tiga FK88), 35; 7, Rodolfo Morales (Dacia 89), 35; 8, Gianfranco Cane (Cane 88), 35; 9, Juan Lopez (Lider 88), 34; 10, Javier Campos (Lider 88), 34.

Championship points: 1, Gerardo Martinez, 594pts; 2, F Guerrero, 447; 3, Schinkel, 416; 4, C Guerrero 408; 5, Oscar Manautou, 308; 6, Morales, 258.

Next round: Aguascalientes, Jul 23.

Prowling Cougars

MOSPORT, Jun 25: Roush Racing scored another IMSA GTO 1-2 after a dramatic finish at Mosport Park.

Pete Halsmer took the flag after team mate and early leader Wally Dallenbach missed a gear with five laps to go. Dallenbach crashed on the last lap trying to re-pass, but was still classified second.

The works Audis struggled throughout the event, with Hans Stuck spinning early on before suffering a seized power steering pump. Hurley Haywood ran third, but his engine blew with 16 laps to go. Very few GTO cars were in the field, and Jeremy Dale took third overall while winning GTU from Bob Leitinger.

LAURA CULLEY

MOSPORT (CDN)

IMSA GTO/GTU Championship, round 6

126 laps - 309.83 miles

1, Pete Halsmer (Mercury Cougar XR7), 3h06m17.976s, 99.786mph; 2, Wally Dallenbach Jr (Mercury Cougar XR7), 125 laps; 3, Jeremy Dale (Dodge Daytona), 116; 4, Bob Leitinger (Nissan 240SX), 116; 5, Amos Johnson/Dan Robson (Mazda MX-6), 114; 6, Mark Porcaro/Clay Young (Chevrolet Beretta), 113; 7, Roger Mandeville/Kelly Marsh (Mazda RX7), 113; 8, Reed Kryder/Alistair Oag (Nissan 300ZX), 112; 9, Hurley Haywood/Scott Goodyear (Audi 90 Quattro), 109; 10, Daniel Osterholt (Chevrolet Beretta), 108; etc. **Fastest lap:** Dallenbach, 1m20.329s, 110.201mph.

Next round: Lime Rock, Jul 4.

Jocko scot free

WATKINS GLEN, Jul 1/2: JO 'Jocko' Cunningham claimed his third Toyota Atlantic Championship win of the season, fending off the efforts of early leader Colin Trueman for the pair's second 1-2 in as many weeks.

Although he qualified on pole, the AUTOSPORT, JULY 6, 1989

Dallas driver was slow off the mark, falling to third behind EJ Lenzi and Trueman. But, after quickly disposing of Lenzi, Trueman and Cunningham staged an exciting 10 lap battle for the lead running nose-to-tail around the 3.37-mile circuit. Jocko finally drafted his way into the lead at the end of the long straight on the 12th lap, passing to the outside after Trueman claimed the inside line in a virtual repeat of their Mosport performance seven days earlier. Once in command, Cunningham pulled out a 4secs margin over his friend Trueman, who was a runner-up for the third time this season, with Lenzi completing a solitary run to third.

Robbie Buhl scored a close victory over Justin Bell in the Barber/Saab event. The pair traded the lead three times, poleman Bell eventually settling for second, ahead of Rob Wilson. Jim Pace took fourth, ahead of Bernard Santal, who damaged his nose in a first lap skirmish.

DAN LAYTON

WATKINS GLEN (USA)

Toyota Atlantic Championship (Atlantic Division), round 6

20 laps - 67.540 miles

1, Jocko Cunningham (Swift DB4), 35m36.197s, 113.821mph; 2, Colin Trueman (Swift DB4), 35m41.048s; 3, EJ Lenzi (Swift DB4), 20 laps; 4, Robert Kaneda (Swift DB4), 20; 5, Freddy Rhemrev (Swift DB4), 20; 6, Jeff Andretti (Reynard 89H), 20; 7, Mark Singer (Swift DB4), 20; 8, Peter Harholdt (Ralt RT4), 19; 9, Steven Smith (Swift DB4), 19; 10, Tom Kleinman (Ralt RT4) 19. etc. **Fastest Lap:** Cunningham, 1m45.550s, 115.179mph (record).

Championship positions: 1, Cunningham, 102pts; 2, Trueman, 87; 3, Kaneda, 70; 4, Andretti, 55; 5, Claude Bourbonnais, 45; 6, Scott Goodyear, 43; etc.

Next round: Mid-Ohio, Jul 16.

WATKINS GLEN

Barber Saab Pro Series, round 6

18 laps - 60.79 miles

1, Robbie Buhl, 34m21.856s, 106.132mph; 2, Justin Bell, 34m22.219s; 3, Rob Wilson, 18 laps; 4, Jim Pace, 18; 5, Bernard Santal, 18; 6, Ian Ashley, 18; 7, Nick Kunewald, 18; 8, Stephen Hynes, 18; 9, Bob Dotson, 18; 10, Jeff Boyce, 18; etc. **Fastest lap:** Bell, 1m53.510s, 107.102mph.

Next round: Elkhart Lake, Jul 16.

Clearly Franklin

NORISRING, Jun 25: David Franklin scored a comfortable win in the Super-sports race at Norisring. Franklin started from pole, and by the end of the 15 lap race had extended his advantage to 11secs over Charles Agg, who suffered brake problems, as did many others.

John Brindley held second early on until falling to third, fading brakes later dropping him to fourth behind a charging Martin Bolsover. Jost Kalisch and Nick Amey had the dice of the race, behind Andrew Marler.

DEBORAH FRANKLIN

NORISRING (D)

Steigenberger Supersports Cup

14 laps - 19.88 miles

1, David Franklin (McLaren M6B), 12m22.18s, 97.04mph; 2, Charles Agg (McLaren M8F), 12m33.04s; 3, Martin Bolsover (McLaren M6B), 12m40.58s; 4, John Brindley (McLaren M8E), 12m45.77s; 5, Ulf Bomann (BRM P154), 12m55.83s; 6, Andrew Marler (Martin BM8), 13 laps; 7, Jost Kalisch (Chevron B16), 13; 8, Nick Amey (Lola T70), 13; 9, Richard Dodkins (Daren Mk3), 13; 10, Karl-Reiner Vogeler (Martin B7), 13; etc. **Fastest lap:** Franklin, 52.42s, 98.15mph.



Mayman's hat-trick

SILVERSTONE, Jun 24: The domination of Anthony Mayman in VSCC racing has been a feature of the past few seasons and the summer meeting was no exception. He not only walked away with the three main races but he also collected the Driver of the Day Award.

The first race, the Bill Phillips Trophy for large road going sports cars, was a Mayman benefit. He turned out in a new mount, a blown 3.7 Maserati, and led from start to finish. For three laps he was pursued by Bruce Spollon in a Monza Alfa but on lap 4 Mike Sayers, who had made a slow start, went past into second place and that order remained to the finish. Paul Grist had been keeping close company with Sayers and Spollon but was docked 10secs for a jumped start.

Mayman's next outing was in the 10 lap Pre-War All Comers Race where he managed to get a built-in handicap by stalling as the cars left the dummy

grid and so started from the back row. Bruce Spollon took the lead and stayed there for three laps but Mayman's progress through the field was relentless; sixth on the first lap, third on the second, closing up behind Spollon on the third and then into the lead, after that he ran away to the finish. Spollon's ERA had been overheating in practice and he dropped out after five laps leaving Duncan Ricketts (ERA RIB) in a secure second place.

Mayman completed his hat-trick in the 15 lap Hawthorn Memorial Trophy race for pre-'61 racers, driving Bruce Halford's Lotus 16. Although he was led away from the line by Chris Mann, after a lap he was in front with a useful margin over Mann and they stayed that way for the whole race. They were pursued all the way by the BRMs of Amshel Rothschild and John Harper. Rothschild held third place until lap 4 when Harper went past, the order remaining to the finish.

The Boulogne Trophy for the pre-1931 vintage racers proved again the old adage, there is no substitute for cubic litres. Tim Llewellyn was on pole in his 8-litre Bentley and led the field away closely followed by Sir John Venables-Llewellyn in his T35 Bugatti; an awkward combination for the commentators. Behind this pair for two laps was Hulbert's fast Silver Eagle Alvis but he then disappeared and the chase was taken up by Morley's Monstrous 24-litre Napier Bentley. This was smoking badly but did not deter the intrepid Morley and on the eighth lap he squeezed by Venables-Llewellyn going into the chicane and stayed in second place to the finish although unable to do anything about Llewellyn who finished some 13secs ahead. Venables-

Historics on the limit at the Silverstone VSCC meeting.



SILVERSTONE

VSCC

Bill Phillips Trophy (5 laps): 1, A Mayman (3.7s/c Maserati Mille Miglia), 6m19.4s, 77.10mph; 2, M Sayers (1.5s/c Riley Sprite Special), 6m24.6s; 3, B Spollon (2.8s/c Alfa Romeo Monza), 6m27.4s. **Fastest lap:** Mayman, 1m13.4s, 79.70mph. **Handicap winners:** C Drake (2.9s/c Maserati); E Dunn (1.5 Riley Special).

Boulogne Trophy (10 laps): 1, T Llewellyn (3.0 Bentley), 12m37.0s, 77.26mph; 2, P Morley (24.0 Bentley-Napier), 12m50.0s; 3, J Venables-Llewellyn (2.3s/c Bugatti 35B), 12m50.9s. **Fastest lap:** Llewellyn, 1m13.5s, 79.21mph. **Handicap winner:** H Hine (4.4 Bentley).

Handicap (5 laps): 1, B Gillies (2.0 Dixon Riley), 13m20.9s, 74.81mph; 2, M Gillies (1.5 Riley Treen), 13m21.5s; 3, E Dunn (1.5 Riley Special), 13m30.1s. **Fastest lap:** M Gillies, 1m17.5s, 75.48mph. **Handicap winners:** Dunn, R Wills (1.1 Riley Brooklands); J Gathercole (1.1 Riley Ulster Imp); R Wrapson (1.7 Riley Lynx).

Scratch (5 laps): 1, J Pattinson (4.0 Talbot Lago), 6m53.5s, 70.74mph; 2, P Fletcher-Jones (1.1 Lagonda Rapier), 6m54.2s; 3, Miss J Hogg (1.5 Aston Martin Ulster), 7m16.7s. **Fastest lap:** Fletcher-Jones, 1m21.0s, 72.22mph. **Handicap winner:** J Way (750 Austin).

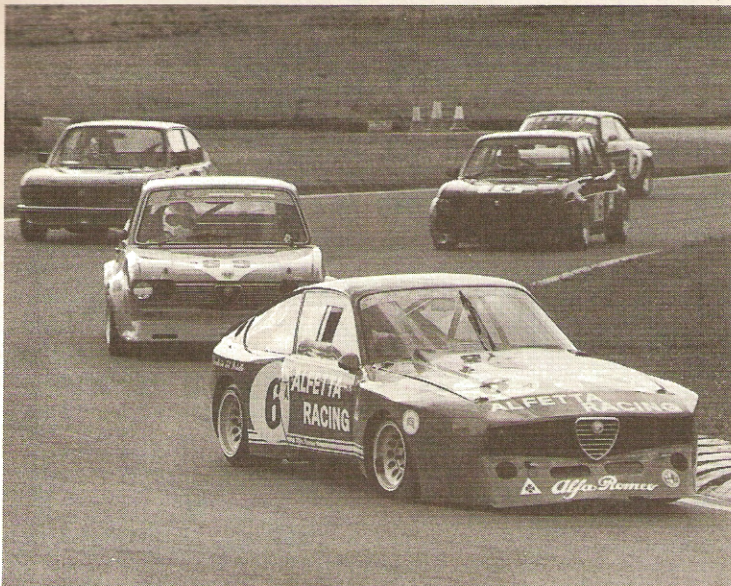
Pre-War Allcomers Spanish GP Hawthorn Trophy (10 laps): 1, A Mayman (2.0s/c ERA R4D), 11m32.3s, 84.50mph; 2, D Ricketts (1.5s/c ERA R1B), 11m46.4s; 3, P Jaye (2.0s/c Alta), 12m21.2s. **Fastest lap:** Mayman, 1m05.5s, 89.31mph. **Handicap winner:** P Grist (2.6s/c Alfa Romeo Monza).

Handicap (5 laps): 1, P Venables (1.1s/c MG Magnette Special), 6m56.4s, 71.10mph; 2, J Hulbert (2.6s/c Alvis Silver Eagle Special), 7m01.7s; 3, A Watney (2.0 Brooke Special Riley), 7m07.8s. **Fastest lap:** Hulbert, 1m14.8s, 78.21mph.

Hawthorn Memorial Trophy (15 laps): 1, A Mayman (2.5 Lotus 16), 16m26.1s, 88.99mph; 2, C Mann (2.5 Lotus 16), 16m32.2s; 3, J Harper (2.5 BRM P25), 17m01.4s. **Fastest lap:** Mayman, 1m03.5s, 92.13mph. **Handicap winner:** G Burrows (2.0 Cooper-Bristol).

Scratch (5 laps): 1, C Mayman (2.5 Maserati 250F), 5m57.0s, 81.93mph; 2, M Sayers (1.5s/c Riley Sprite Special), 6m28.6s; 3, A Watney (2.0 Brooke Special Riley), 6m50.5s. **Fastest lap:** Mayman, 1m10.0s, 83.57mph. **Handicap winner:** D Fletcher-Jones (1.1 Lagonda Rapier).

Handicap (5 laps): 1, J Bugler (4.5 Lagonda), 8m00.3s, 64.96mph; 2, K Payne (1.5 Riley Special), 8m00.6s; 3, P Whenman (4.5 Lagonda), 8m01.6s. **Fastest lap:** Payne, 1m25.7s, 68.26mph.



Piero Pisaro in the rare and desirable GTV Zagato at Lydden.

Llewellyn maintained his third place, followed by Bob Roberts's V12 Sunbeam which seemed a bit off form.

It is customary for the VSCC to have a feature race for an individual marque at the summer meeting, and this year Riley was the choice. This was run as a scratch race with a sealed handicap and 29 assorted Rileys faced the flag, some of them genuine factory models or cars with a pre-war racing history, while others were typical VSCC specials. The fastest car in the race was the ex-Dixon 2-litre driven by Barrie Gillies and he led for three laps from son Mark driving the family Treen Special Riley. On the fourth lap Mark went in front but the margin was very narrow and Barrie led again on lap 9, after Becketts and stayed there to win by 0.6sec.

It is the VSCC policy to devise a number of scratch races, where cars of approximately similar performance are put together with a sealed handicap as a consolation for the losers. There were two of these five lappers on the agenda, the first went to John Pattinson with his splendid 1936 Talbot Lago, just staving off Paul Fletcher-Jones who only failed to catch Pattinson by 0.7sec after a slow start. Judy Hogg was third. The second scratch race produced another win for the Mayman family, this time Chris ran away with the award in his 250F Maserati although the selection of entries seemed a little unbalanced. The Maserati was 31secs ahead of second place Mike Sayers in his Riley at the finish. The three remaining events were the usual VSCC handicaps, with a very mixed bag of entries, put together with the aim of getting everybody to arrive at Woodcote Corner together on the last lap. In the first of these, David Ellison brought his 1928 Invicta right through the field to win, but he was hotly pursued by Barry Parkinson's T37 Bugatti who was only 2.6secs behind at the finish. In the second handicap, Philip Venables was going strongly in his smart MG Magnette Special and took the lead on lap 3. Venables stayed in front to win by 5secs from Mac Hulbert's Alvis Special, while Watney took another third.

In the last race, Green (Riley Ulster Imp) led for two laps on the limit, before being gobbled up by the faster cars. In a tight finish, Bugler (4.5 Lagonda) won by 0.3sec from Payne's Riley Special and Whennan's big Lagonda, all having started from the same mark.

DAVID VENABLES

Not 'alf Alfa!

LYDDEN, Jul 2: Alfa Romeos accounted for almost half of the entire entry for this meeting, and so it was hardly surprising that the Italian marque provided the most exciting racing.

The meeting started literally with a bang, on the first lap of the first race, for Alfa Romeos up to 1600cc. Peter Trunwitt's Sud Ti ran wide on to the grass at Pits Bend, bounced off the tyres back on to the track and was hit by the Suds of Ian Brookfield and Glen Hurley. Colin Green spun to avoid the wreckage and blocked the track completely, so the race had to be stopped.

Paul Edwards resumed at the head of the field after the re-start, chased by Simon Fish. A little further back, Will Winterson was keeping Bill Gower and Robert Morton at bay. After four laps Fish drew alongside the leader at Pits Bend and they raced side by side all the way into Chesson's Drift, where Fish slipped ahead as they hit the apex. Edwards immediately fought back, no doubt mindful of the tyre marks down the offside of his car and after the next corner he managed to regain the lead, physically pushing the tail of Fish's car until it swerved off the track. While the unfortunate driver struggled to avoid an earth bank Edwards and Winterson went ahead. But Fish soon found a way

past Winterson and set about reeling in the leader again. With a lap to go they were running nose to tail, but at the finish Edwards was still just ahead. Winterson was third, ahead of Morton and Gower.

In contrast to the previous race, the 1-litre Historic Saloons grid was very sparse. Only seven cars started, and John Lockwood steadily extended his lead over Eric Swan and Tony Castle-Miller. Peter Price was an enthusiastic fourth in his Austin A40.

Unfortunately the situation was even worse for the Formula Libre event, when only six cars started because of a practice crash which eliminated Tony O'Neill and Terry Cockerell. Tim Barry was quickest in practice, and he duly established a healthy lead over Paul Sleeman before easing back slightly in deference to fluctuating oil pressure. Nevertheless, Barry held on to win his second race in successive weekends by a few lengths from Sleeman, who in turn was more than the length of the top straight ahead of Steve Holland.

With Derek Goodacre's Jaguar sidelined during practice and Tony Carlow-Bunton's Triumph 2000 retiring after only two laps, the Class B runners in the Historic Saloon event found themselves battling for overall victory. Richard Hill's 1.8 Anglia went into the lead, chased by Rod Birley and Barry Wood. Wood's Lotus Cortina was obviously quicker than Birley's Anglia, and he went through to second place at the Hairpin next time round. Glen Maskell led Class C with his Anglia, followed by Gordon Streeter and Peter Brown until the finish.

David Perry's 930 Turbo soon pulled away from the less powerful opposition in the PCGB Start-up event. At half-distance David Warnock decided to turn up the wick and managed to close dramatically so that he was only two lengths behind at the finish. Ian Lawton's enthusiastically driven Carrera was third throughout.

Like its counterpart for the smaller Alfas, the final race was fully subscribed. Piero Pisaro seemed to have it sewn up with his beautiful GTV Zagato, but Alan Marshall closed up to threaten for the lead at half-distance. The smaller car finally slipped ahead as they lapped a backmarker at Chesson's Drift. David Litchfield and Andrew Economides were third and fourth for the duration, and a superb battle for fifth place was resolved in favour of Paul Fasey.

KERRY DUNLOP

LYDDEN

Chris Knott Insurance Alfa Romeos (15 laps) – up to 1600cc: 1, Paul Edwards (1.5 Sud Ti), 13m12.6s, 68.13mph; 2, Simon Fish (1.5 Alfa Sud), 13m13.1s; 3, Will Winterson (1.5 Sud Ti), 13m16.1s; 4, Robert Morton (1.5 Sud), 13m20.6s; 5, Bill Gower (1.5 Sud Ti), 13m21.5s; 6, Chas de Lacey (1.5 Sud Ti), 13m23.0s. **Fastest lap:** Fish, 51.8s, 70.18mph.

BRSCC Historic Racing Saloons (12 laps) – up to 1000cc: 1, John Lockwood (1.0 Hillman Imp), 10m44.2s, 67.06mph; 2, Eric Swan (1.0 Hillman Imp), 10m47.4s; 3, Tony Castle-Miller (1.0 Fiat Abarth), 10m58.8s; 4, Peter Price (1.0 Austin A40), 11m11.8s; 5, Andrew Colley (1.0 Hillman Imp), 11m19.3s; 6, Alan Craggs (1.0 Standard 10), 11m39.6s. **Fastest lap:** Lockwood and Swan, 52.4s, 69.40mph.

RJB Plant Hire Formula Libre (10 laps): 1, Tim Barry (3.4 March-GA Cosworth 76A), 6m49.8s, 87.85mph; 2, Paul Sleeman (1.6 March-Connaught BDA 713S), 6m52.1s; 3, Steve Holland (2.0 GRD-Connaught BDG 272), 7m09.3s; 4, Derek Haines (2.0 Ralt-Toyota Novamotor RT3), 7m12.9s; 5, Peter Daniels (2.0 Ralt-Brabham VW RT30), 7m17.3s; 6, Nigel Fright (1.6 March-Renault Gordini 733), 7m27.0s. **Fastest lap:** Barry & Sleeman, 40.2s, 90.81mph.

BRSCC Historic Racing Saloons (10 laps) – overall and 1501-2500cc: 1, Richard Hill (1.8 Ford Anglia), 8m27.1s, 70.99mph; 2, Barry Wood (1.6 Lotus Cortina), 8m29.6s; 3, Rod Birley (1.7 Ford Anglia), 8m30.7s; 4, Glen Maskell (1.5 Ford Anglia), 8m42.7s. **Fastest lap:** Hill, 49.7s, 69.81mph. **1001-1500cc:** 1, Maskell; 2, Gordon Streeter (1.5 Ford Anglia); 3, Pete Brown (1.4 Austin A40). **Fastest lap:** Maskell, 51.4s, 72.30mph.

PCGB Motorsport Division Porsches (10 laps): 1, David Perry (3.3t 930), 8m32.7s, 70.22mph; 2, David Warnock (3.0 911SC), 8m33.7s; 3, Ian Lawton (2.7 Carrera), 8m40.5s; 4, Ashley Medicks (3.2 911 Carrera), 8m42.9s. **Over 208bhp:** Perry. **Fastest lap:** Perry 50.4s, 68.21mph. **181-207bhp:** Warnock. **Fastest lap:** Warnock, 50.3s, 67.05mph. **141-180bhp:** Charles Heeley (3.0 911SC). **Fastest lap:** Heeley, 51.0s, 66.30mph. **Up to 140bhp:** no starters.

Chris Knott Insurance Alfa Romeos (15 laps) – overall: 1, Alan Marshall (1.6 Sud Ti), 12m25.0s, 72.48mph; 2, Piero Pisaro (2.0 GTV Zagato), 12m28.5s; 3, David Litchfield (1.5 Sud Ti), 12m46.3s; 4, Andrew Economides (1.5 Sud Ti), 12m48.8s. **Modified over 1600cc:** Pesaro. **Fastest lap:** Pesaro 48.8s, 73.50mph. **Modified up to 1600cc:** Marshall. **Fastest lap:** Marshall 48.6s, 71.20mph. **Production Modified up to 2000cc:** Economides. **Fastest lap:** Paul Fasey, 49.6s, 73.09mph. **Standard Production over 2000cc:** Clive Hodgkin (2.0 Alfa Romeo 75TS). **Fastest lap:** Hodgkin, 52.1s, 71.40mph. **Standard Production 1601-2000cc:** Mike Clark (2.0 Alfa Romeo GTV). **Fastest lap:** Clark 53.0s, 70.80mph.

Production performers

CASTLE COMBE, Jul 1: Taking nothing away from the RAC FF1600 event, it was the Uniroyal Production Saloons that many people looked to as the feature race of the day.

The format was of two 10-lap races, the results being decided on an aggregate basis for the two. Kieth Odor came to the circuit full of expectation following his recent Donington win, and duly took pole position, 1.3secs clear of arch rival, Mark Hales. At the start of the race, however, Odor appeared to get bogged down, and was outraged by Hales into Quarry. It was Hales who stamped his authority over the remaining nine laps, and subsequent 'second' race, although after the race he was heard to lament the passing of Odor's head gasket, which if it had not failed would have made the race more interesting. Odor was out of the running as early as lap 7, the engine having been down on power prior to overheating.

Steve Monk put on a superb show in his Sapphire Cosworth in the first heat, finally taking fourth overall. Class B honours fell to Graham Coomes, in his BMW M3, with Guy Povey only 1sec adrift after the two heats. Nick Whale was a modest third, and was visibly trying hard in the second heat, car and driver on the absolute limit.

The supporting races began with the Slick 50 Road Saloons, running in two classes. The first race, for Class B, was dominated by Salvador Valiente and Mike Devine, both trading the lead furiously; unfortunately, Devine's race came to an end when he out-braked himself at Avon Rise on the last lap. Valiente continued unchallenged to the flag.

The Class A race was not quite as close as the first, but the sideways antics of most of the cars kept the crowd, and the commentators, entertained. Pete Robinson won with ease in the big Rover, with Simon Light and Terry Harris coming in second and third.

Having missed the last round of the RG Racewear FF1600 counter, Gavin Wills is once more into the swing of things, recording a hard fought victory over Bob Higgins; the veteran did however take fastest lap. Nigel Jenkins couldn't match his early season form and settled for third, while Steve Deeks did well to come home fourth.

The burgeoning Merlin Motorsports Special GT Championship continues to draw large grids, the sheer variety of machinery unrivalled in any other one-circuit championship. Brian Chatfield recorded his first Combe GT win of the year in his Ford motivated BMW, however, local engine builder Sam Nelson was only 0.7sec behind at the flag.

If the BF Goodrich Porsches do not match the GTs for sheer speed, then they certainly make up for it in closeness of racing. The Class A and C race was no exception. A restart was necessary after two laps, two over-exuberant competitors having gone off at Tower. At the start, Chris Millard used the 930 turbo power to good effect, initially outraging Barrie Williams off the line, but by the time they reached Quarry it was the lighter, more nimble RS which stole the corner, and led for seven of the remaining eight laps. The two were never far apart throughout, Millard however found some extra turbo power on the last lap and drove

▶▶ past Williams on the last piece of straight road. Williams, undeterred, tried an impossibly late dive down the inside of the turbo at Camp and very nearly made it. He came out of the corner marginally ahead, but lost momentum as he had full opposite lock applied in order to avoid the grass on the exit. The winning margin – 0.2secs in Millard's favour.

The Class B and D Porsche race was a lot less fraught, and the preserve of one man. Steve Kevlin started the race in 22nd position after completing just one lap in practice. Kevlin hit the front by lap 6, and ran unchallenged to the flag to record a well-earned victory.

Another two heat race was laid on for Uniroyal runners in Classes C and D. Willhire Class winner Nick Baughn made a superb start to beat poleman Roger Jones to the lead. This he

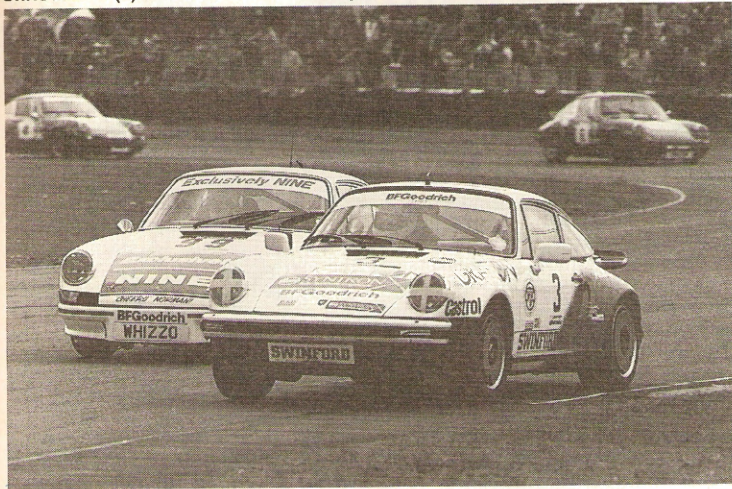
held until lap 4, when under pressure from Jones, Baughn ran into the undergrowth at the exit of Old Paddock leading to eventual retirement and victory for Jones. Brett Darrall had a hard time in the first heat amongst the Class D runners, but was able to draw clear of Alistair Davidson and Tim Busby in the second heat, to take a well earned class win.

Had it not been for the almost immediate retirement of John Greasley's Porsche 935 the last event of the day, the Gordon Russell Intermarque might well have been more entertaining.

As it was, we had to be satisfied with an excellent display of car control from one Gerald Marshall. Gerry guided the Marsh Plant Hire Aston Martin home 4secs clear of nearest rival Chester Wedgewood.

FERGUS CAMPBELL

Chris Millard (3) and Barrie Williams scrap for the Class A Porsche honours.



CASTLE COMBE

BRSCC

Slack 50 Road Saloons (10 laps) – Class B: 1, Salvador Valiente (VW Golf GTI), 13m20.7s, 82.72mph; 2, Martyn Skipper (VW Golf GTI), 14m00.00s; 3, Michael Edwards (VW Golf GTI), 14m03.64s; 4, Jeremy Rollason (VW Golf GTI), 14m04.37s; 5, Andy Cope (Ford Fiesta XR2), 14m04.87s; 6, Terry Flatt (VW Golf GTI), 14m16.78s. **Fastest lap:** Mike Devine (Vauxhall Astra GTE), 1m17.64s, 85.31mph.

Slack 50 Road Saloons (10 laps) – Class A: 1, Pete Robertson (3.5 Rover), 13m05.79s, 84.29mph; 2, Simon Light (3.0 Ford Capri), 13m09.18s; 3, Terry Harris (3.5 Rover Vitesse), 13m11.52s; 4, David Weir (3.0 Ford Capri), 13m27.68s; 5, Dave Mepham (3.5 Rover), 13m33.03s; 6, Jim Wheals (3.5 Rover Vitesse), 13m36.99s. **Fastest lap:** Robertson, 1m16.99s, 86.03mph.

RG Racewear FF1600 (10 laps): 1, Gavin Wills (Van Diemen-Auriga RF89), 11m17.11s, 97.82mph; 2, Bob Higgins (Van Diemen-Nelson RF88), 11m19.98s; 3, Nigel Jenkins (Van Diemen-Minister RF85), 11m21.58s; 4, Steve Deeks (Van Diemen-PES RF89), 11m26.26s; 5, David Davies (Van Diemen-Scholar RF88), 11m26.56s; 6, David Llewellyn (Van Diemen-Scholar RF89), 11m27.30s. **Fastest lap:** Higgins, 1m06.65s, 99.38mph.

BF Goodrich Porsches (8 laps) – overall and Class B: 1, Steve Kevlin (944 S2), 12m16.0s, 91.79mph; 2, Paul Edwards (911 SC), 12m19.58s; 3, Serge Davis (Carrera), 12m22.58s; 4, José Merca (Carrera 3), 12m30.88s. **Fastest lap:** Edwards, 1m12.05s, 91.93mph. **Class D:** 1, Brian Robinson (911 T), 12m59.24s, 84.98mph; 2, Graham Leask (911 T), 13m00.91s; 3, Paul Hogarth (911 T), 13m23.63s. **Fastest lap:** Leask, 1m16.25s, 86.87mph.

BF Goodrich Porsches (8 laps) – overall and Class A: 1, Chris Millard (930 Turbo), 9m26.64s, 93.51mph; 2, Barrie Williams (Carrera RS), 9m26.88s; 3, Chris Banks (944 Turbo SE), 9m39.37s; 4, Bill Taylor (Carrera RS), 9m41.38s. **Fastest lap:** Millard, 1m08.76s, 96.33mph. **Class C:** 1, Paul Edwards (911 SC), 9m56.77s, 88.79mph; 2, Bob Watson (911 E), 9m57.44s; 3, Colin Mowle (924 Turbo), 10m05.67s. **Fastest lap:** Edwards, 1m12.65s, 91.17mph.

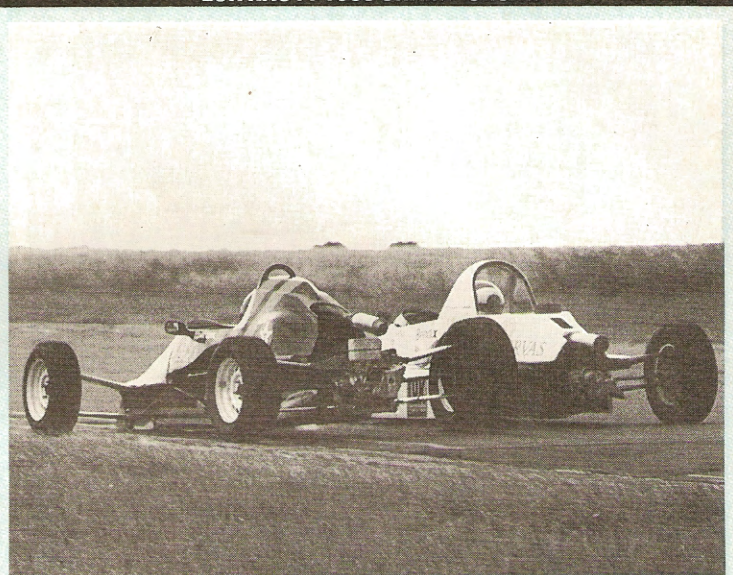
Uniroyal Production Saloons (20 laps) – overall and Class A: 1, Mark Hales (Ford Sierra Cosworth), 24m25.99s, 90.39mph; 2, Michael Woodcock (Ford Sierra Cosworth), 24m44.98s; 3, Ray McDowell (Ford Sierra Cosworth), 24m46.79s. **Fastest lap:** Hales, 1m11.73s, 92.34mph. **Class B:** 1, Graham Coomes (BMW M3), 24m54.06s, 88.67mph; 2, Guy Povey (BMW M3), 24m55.01s; 3, Nick Whale (BMW M3), 25m06.61s. **Fastest lap:** Coomes, 1m13.07s, 90.65mph.

Uniroyal Production Saloons (15 laps) – overall and Class C: 1, Roger Jones (VW Golf GTI 16V), 19m19.95s, 85.65mph; 2, Tony Lanfranchi (Astra GTE 16V), 19m30.90s; 3, T A Saunders (VW Golf GTI 16V), 19m31.57s; 4, Paul Michael (VW Golf GTI 16V), 19m39.40s. **Fastest lap:** Jones, 1m15.53s, 87.70mph. **Class D:** 1, Brett Darrall (Suzuki Swift GTi), 20m15.84s, 81.72mph; 2, Alistair Davidson (Suzuki Swift GTi), 20m21.64s; 3, Tim Busby (Suzuki Swift GTi), 20m29.78s. **Fastest lap:** Darrall, 1m17.75s, 85.19mph.

Merlin Motorsport Special GTs (10 laps) – overall and Class B: 1, Brian Chatfield (BMW 320), 10m51.23s, 101.71mph; 2, Sam Nelson (Metro 6R4), 10m51.96s; 3, Nigel Muskhill (2.0 Ford Escort), 11m04.53s; 4, Gideon Hudson (Porsche Carrera RSR), 11m19.14s. **Fastest lap:** Chatfield, 1m03.6s, 104.15mph. **Class A:** 1, Nelson; 2, Nick Wenham (Porsche 911 Turbo SE), 11m36.59s; 3, Dave Broadway (Honda CRX), 11m29.14s. **Fastest lap:** Nelson, 1m04.29s, 103.03mph. **Class C:** 1, George Douglas (Ginetta G12), 11m34.79s, 95.13mph; 2, Malcolm Bell (MG Metro Turbo), 11m42.25s; no other finishers. **Fastest lap:** Douglas, 1m08.44s, 96.78mph. **Class D:** 1, David Pearce (Mini), 12m06.12s, 82.10mph; 2, Roger Hurt (Ford Anglia), 11m03.13s; no other finishers. **Fastest lap:** Tony Sheppy (Davnian Mk 7), 1m09.67s, 95.07mph. **Class E:** 1, Phil Lomas (Stiletto-Imp), 11m37.34s, 94.98mph; 2, Andy Gill (Stiletto), 10m56.42s; 3, M A Fenwick (Stiletto-Imp), 10m58.36s. **Fastest lap:** Lomas, 1m08.50s, 96.70mph.

Gordon Russell Intermarque Challenge (10 laps) – overall and Class C: 1, Gerry Marshall (Aston Martin V8), 11m00.29s, 100.31mph; 2, Chester Wedgewood (Porsche RSR), 11m04.28s; 3, Mike Holland (Porsche RSR), 11m38.79s; 4, Nick Wenham (Porsche 911 Turbo SE), 11m42.09s. **Fastest lap:** Marshall, 1m04.82s, 102.19mph. **Class A:** 1, José Merca (Porsche Carrera 3), 11m09.63s, 89.02mph; 2, Paul Phillips (Porsche 911), 11m19.29s; 3, Garry Rouse (Porsche 911S), 12m05.5s. **Fastest lap:** Merca, 1m12.48s, 91.39mph. **Class B:** 1, Wenham; 2, Peter Lee (Porsche 911 RS), 12m02.68s; 3, Chris Shipton (Jaguar E-type), 12m02.98s. **Fastest lap:** Wenham, 1m09.04s, 95.94mph. **Class C:** 1, David Lloyd (Porsche 911E), 12m08.91s, 81.78mph; 2, Teilon Watkins (Porsche 911E), 12m19.56s; no other finishers. **Fastest lap:** Lloyd, 1m18.99s, 83.85mph.

LUK RAC FF1600 CHAMPIONSHIP



Dave Coyne (left) and Gil de Ferran in locked-wheel combat at Castle Combe.

Ferran-tastic!

Gil de Ferran set pole position for Saturday's RAC round at Castle Combe, with a time 0.5sec inside the record – no doubt aided by the ideal cool and overcast conditions. The consistently improving Michael Vergers lined up next, ahead of Adrian Fernandez and Jordi Gene. Niko Palhares was anxious to make the most of his fifth position on the grid in order to boost his flagging RAC Championship points position. Grid positions would be all important to this, a fast circuit, with no slow corners to bunch up the field.

Due to several incidents among the supporting cast, the race finally got underway nearly an hour late. Palhares' determination to get a good start paid off well, the Duckhams Van Diemen pulling up several lengths on the leaders on the first run through Folly and Avon Rise. Once at Quarry, however, Niko's race was ended, being punted into retirement from behind.

At the end of the first lap de Ferran had a handy lead, and appeared to be in control, ahead of Bernard Dolan. Dave Coyne was starting a brave charge through the field. From ninth on the grid the Texaco car was into third by the end of lap 4. The Reynard pair was soon split, however, when Coyne rushed past Dolan to take second, thereafter setting about de Ferran's lead, which at the beginning of lap 6 was down to four car lengths.

A small queue was now beginning to form behind Dolan, who now had Gene, Cunningham and Vergers in close attention.

At half distance, Coyne was only one

length adrift of the leader, and appeared to be quite happy to sit and wait for a passing opportunity. Perhaps it was this laid back approach that caught out de Ferran as Coyne simply drove down the inside of him at Camp to start the 10th lap. Coyne continued to lead for the next three laps, de Ferran dropping back a little, sizing up his new opponent.

Jordi Gene was eventually able to pass Dolan on lap 11 and promptly set a new lap record of 1m04.52s, 0.5sec inside Derek Higgins' year-old benchmark. Cunningham was also having a few threatening looks down the inside of the Irishman's Reynard, which seemed to be losing out under braking. Dolan, however, reasserted himself over Gene to regain third position a lap later.

Gil de Ferran, ever the opportunist, relieved Coyne of the lead going into Tower on lap 13. However, Coyne repassed at the next corner, and looked set to pull away once more. A brave manoeuvre saw the Brazilian turn into Quarry very late, but with the increased exit speed he drew alongside Coyne on the way out. It was at this stage that the two cars touched, with some force it would seem. Coyne, in the interests of avoiding a big accident, had to take to the grass while de Ferran took the flag. Dolan was able to hold on to his third position, and so remain at the head of the championship. Gene, on the other hand, lost several places after going off the road at Old Paddock.

Coyne was understandably upset after the race, but despite a protest, de Ferran's overtaking manoeuvre was adjudged as acceptable.

FERGUS CAMPBELL

CASTLE COMBE

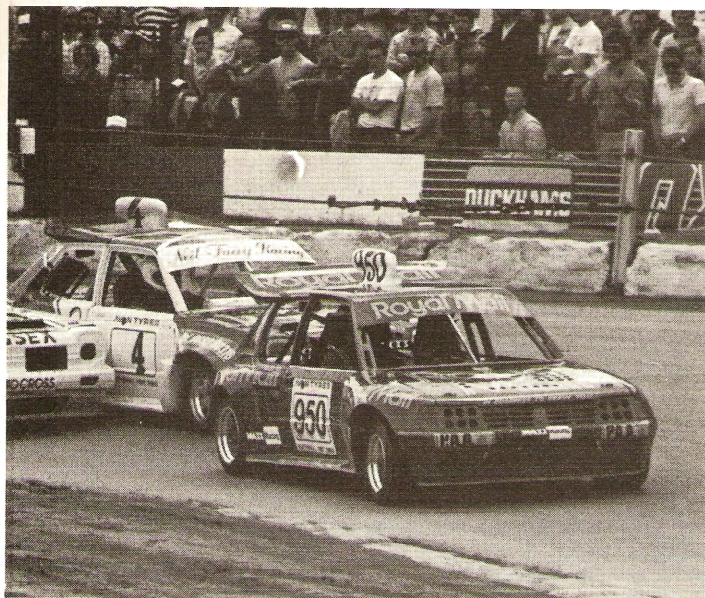
Jul 1, LUK RAC FF1600 Championship, round 6

15 laps – 27.60 miles

Pos	Driver (Nat)	Chassis-Engine	Result	Best lap	Qual	Pos
1	Gil de Ferran (BR)	Reynard-Auriga 89FF	16:34.35	1:05.23	1:05.04	1
2	Dave Coyne (GB)	Swift-Minister FB89	16:37.16	1:04.91	1:05.63	9
3	Bernard Dolan (IRL)	Reynard-Auriga 89FF	16:42.39	1:05.51	1:05.44	6
4	Michael Vergers (NL)	Van Diemen-Scholar RF89	16:42.55	1:05.15	1:05.16	2
5	Neil Cunningham (AUS)	Mondiale-Minister M89S	16:42.72	1:05.16	1:05.45	7
6	Karl Frahm (B)	Van Diemen-Scholar RF89	16:43.76	1:05.62	1:06.14	13
7	Giampiero Simoni (I)	Van Diemen-Scholar RF89	16:49.00	1:05.85	1:07.42	17
8	Victor Lopez (E)	Van Diemen-Scholar RF89	16:49.23	1:05.31	1:05.55	8
9	Jordi Gene (E)	Van Diemen-Minister RF89	16:49.53	1:04.52	1:05.41	4
10	Bob Higgins (GB)	Van Diemen-Nelson RF88	16:49.87	1:05.74	1:08.35	19
R	Adrian Fernandez (MEX)	Van Diemen-Scholar RF89	6 laps	1:04.80	1:05.17	3
R	Jonathan McCall (GB)	Mondiale-Loynings M89S	4 laps	1:07.11	1:05.72	10
R	Niko Palhares (BR)	Van Diemen-Scholar RF89	0 laps		1:05.42	5

Winner's average speed: 101.54mph. **Fastest lap:** Gene, 1m04.52s, 102.66mph. **Championship positions:** 1, Dolan, 86pts; 2, Coyne, 79; 3, de Ferran, 64; 4, Fernandez, 45; 5, Palhares, 35; 6, Vergers, 31; etc. **Next round:** Oulton Park, Jul 22.

WORLD HOT ROD CHAMPIONSHIPS



Above and below: Norman Woolsey took his second Hot Rod World Championship



Cardinal Woolsey

Northern Ireland's Norman Woolsey won his second World Hot Rod Championship title in dominant style, the veteran Portadown driver and his fabulous new Royal Mail Peugeot 205 GTI bringing to an end the Toyota Starlets' six year reign at the top with a pole-to-chequer victory in the Avon Tyres/Kent Cams-sponsored event.

Run before a capacity crowd in the Foxhall Stadium, the highlight of Spedeworth International's season was a veritable gripper. Despite the apparent superiority of the hybrid rear-wheel drive Peugeot traction, which catapulted it clear of the pack almost immediately, a tremendous battle raged throughout for the minor placings.

Steven Dance's Wessex VW-engined Toyota, and the more conventional Ford-powered Starlet of Mark Jones gave chase initially, but were reeled in by local man Neil Facey and defending World Champion Phil White as the race reached one third distance.

Behind this group, Nigel Smith, three-time champion Ormond Christie and Devon ace Colin White were at it hammer and tongs, with '76 and '87 champ George Polley homing in fast after a brave run round the outside of old adversary Mick Collard's extra wide Mazda 323.

But, having destroyed his much fancied Kent Cams/Duckhams/Bridges car in the previous day's heats, a second helping of disaster was dished out to Polley (now in Anthony Eyres' Starlet, see *Sports Extra*), when Phil White flicked Jones into the wall on the back straight. George, with John Steward and Collard snapping at his heels, had just negotiated a spinning car when his sights were filled by Jones'

stricken machine broadside on. He struck it at around 60mph, and was hit by Peter Grimer (Ford Fiesta), who in turn was collected by Phil Morgan. All alighted safely, but the race was stopped while the blockage was cleared.

On the restart, taken by 20 drivers, Woolsey rocketed away as before, but Dance was quickly demoted by Phil White and Facey. Colin White, meanwhile, had his hands full trying to circumnavigate Nigel Smith and Christie, eventually outfoxing them both round the outside after a frenetic tactical battle which lasted several laps.

Although nobody looked capable of overhauling the World's quickest postman up front, Phil White and Facey reeled Woolsey in while he was understandably circumspect in lapping Jock Burgoyne's Escort, Steward and Roger Peck, and Colin White - who carried clearly the greatest entry speed into the turns towards the climax - made good ground too, in a superbly-controlled display.

Woolsey stroked home to a popular victory (adding to his '86 crown), with Facey and Colin White promoted on the rostrum by a peculiarly arbitrary 'two place' penalty imposed upon Phil White for contact in the early stages which was deemed excessive. Christie completed a good day for Northern Ireland by grabbing fifth from Dance.

Former star grade man Alan Dent showed his class by winning the inaugural 1600 Hot Rod World Championship, for budget versions of the National machines, very comfortably in his smartly presented Flowtech Racing Toyota.

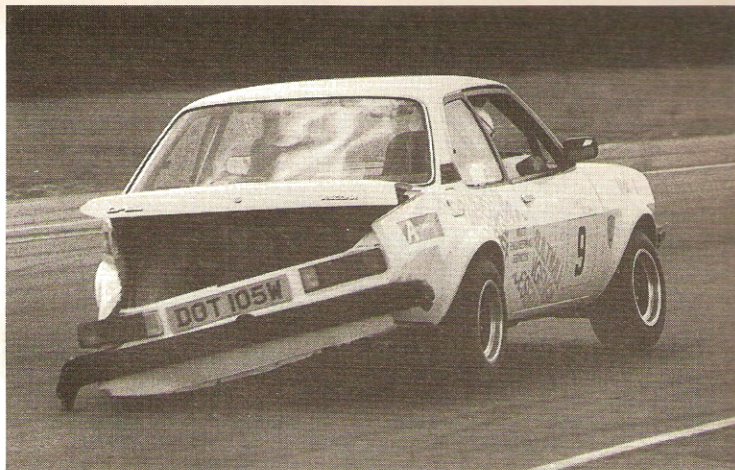
A special Anglia Television Super Cup challenge race for the National cars provided a grandstand finish, with Mick Collard just snatching victory from Roger Peck. This, like the World Championship feature, will make mighty TV viewing in the region on July 10.

MARCUS PYE

IPSWICH

Avon Tyres/Kent Cams 1989 National Hot Rod Championship of the World

1, Norman Woolsey (Peugeot-Ford/MASS 205 GTI), 75 laps; 2, Neil Facey (Toyota-VW/Wessex Starlet), 75; 3, Colin White (Toyota-Ford/Rowe Starlet), 75; 4, Phil White (Toyota-Ford/MASS Starlet), 75; 5, Ormond Christie (Toyota-Ford/MASS Starlet), 75; 6, Steven Dance (Toyota-VW/Wessex Starlet), 75; 7, Ricky Hunn (Toyota-Ford/Rowe Starlet), 75; 8, Nigel Smith (Toyota-Ford/MASS Starlet), 75; 9, Roy Peck (Toyota-Ford/Rowe Starlet), 75; 10, John Steward (Toyota-Ford/Rowe Starlet), 74; etc.



Ray West brings a new meaning to 'hanging the tail out'!

Special Kaye

SNETTERTON, Jul 2: Five races supported the British F3000 championship and while they were not as fast as the feature event, they provided close and spectacular racing.

Opening the programme was a round of the Ford Credit Fiesta championship. At the start, it was James Kaye and Ian Briggs who outpaced the rest. Kaye held the advantage throughout, but at half distance Briggs had clawed his way onto the leader's tail. Unfortunately for Briggs, the duo then encountered the first of the backmarkers and he lost a couple of seconds to Kaye. The Reading driver renewed his efforts to catch the leader but again fell foul of the traffic. Kaye thus won his fifth race this season, relatively comfortably as the unsponsored Briggs backed off on the final tour to save his car. The pair shared a new lap record while Robin Parsons emerged third ahead of Jim Smith.

The lead battle in the Modified Saloons was very popular. The V8-engined Rover Vitesse of Brian Chatfield, Derek Hales and Mike Wilson, contrived to make the Norfolk venue look very narrow, as they raced nose-to-tail or side-by-side.

At the end of lap 1, Chatfield led narrowly from Wilson and Hales. Hales was soon through to second spot and pressured the leader until he found a gap at Russell. It was a short-lived lead, for Wilson quickly leaptfrogged to the front. Wilson then pulled out a small margin as Hales and Chatfield held each other up and allowed him to escape. Wilson duly took a fine victory but Chatfield snatched the runner-up slot on the last lap.

The larger Super Road Saloons pro-

vided plenty of action. Andrew MacKenzie shot away from his second row grid position, weaving his Ford Sierra XR4i from side to side as he searched in vain for a gap in the front rank of cars. By Sear, MacKenzie was ahead and a lap later his position was secured, when second placed Mike Seaman almost spun his Talbot Sunbeam, hitting the closely following following Ray West as he recovered.

West continued, a large portion of the rear of his Opel Ascona dragging behind leading to an eventual black flag. Seaman continued in seventh place but the Norwich driver was determined to make amends and climbed back to third, inheriting the runner-up slot when Peter Kitchen stopped on the last lap.

The last time the Toyota F3 brigade visited, Snetterton, Rod Jackson secured pole, but in the race his March was soon in electrical bothers and out of contention. This time all went well for the Cambridgeshire driver who outran everyone to take a deserved lights-to-flag victory. Behind, series leader Mark Bailey gave vain chase but by the close Mark was being reeled in by Martin Walford who set fastest lap and completed a March 1-2-3.

In the smaller Super Road Saloon thrash, Vince Mitchell was an easy winner with his Talbot Sunbeam. Any pressure on him was relieved when Ron Field spun out of second place at the Esses early in the race. Much of the interest centred on Field's recovery from that moment. Ron resumed ninth and proceeded to lap his Avenger Tiger just outside his own lap record. On the penultimate tour he annexed third from Phillip Clarke but failed by just 0.32sec to oust Richard Monk-Smith from second.

ANDY LEEDER

SNETTERTON

Ford Credit Fiestas (15 laps): 1, James Kaye, 20m43.80s, 83.22mph; 2, Ian Briggs, 20m53.00s; 3, Robin Parsons, 20m59.70s; 4, Jim Smith, 21m02.60s; 5, Matthew Neal, 21m06.00s; 6, Paul Ingram, 21m08.80s. **Fastest lap**: Kaye/Briggs, 1m21.90s, 84.26mph.

BRSCC Modified Saloons (10 laps) - overall and Class A: 1, Mike Wilson (3.5 Rover Vitesse), 12m26.49s, 92.44mph; 2, Brian Chatfield (3.5 Rover Vitesse), 12m28.11s; 3, Derek Hales (3.5 Rover Vitesse), 12m28.62s; 4, Dave Streather (3.0 Ford Capri), 13m00.46s. **Fastest lap**: Hales, 1m13.16s, 94.33mph. **Class B**: 1, John Quartermaine (1.6 Ford Escort), 13m08.50s, 87.52mph; 2, Richard Williamson (2.0 Ford Escort), 13m19.84s; 3, Peter Ashton (2.0 Ford Escort), 13m23.44s. **Fastest lap**: Quartermaine, 1m17.26s, 89.32mph. **Class C**: 1, Marc Le Maitre (Morris Mini Cooper S), 12m48.20s, 80.85mph; 2, Kevin Evans (Austin Mini), 13m00.32s; 3, Chris Hudson (BL Mini) 13m04.77s. **Fastest lap**: Stewart Rich (MG Metro), 1m23.22s, 82.92mph.

BRSCC Super Road Saloons (10 laps) - overall and Class A: 1, Andrew MacKenzie (2.8 Ford Sierra XR4i), 13m59.20s, 82.23mph; 2, Mike Seaman (1.6 Talbot Sunbeam), 14m08.01s; 3, David Tetley (3.5 Rover SD1), 14m25.92s; 4, Martin West (3.0 Ford Capri), 14m27.49s. **Fastest lap**: Peter Kitchen (3.5 Rover SD1 Vitesse), 1m21.80s, 84.36mph. **Class B**: 1, Graham Millward (Talbot Sunbeam), 14m43.56s, 78.10mph; 2, Tony King (Vauxhall Chevette HS), 14m47.22s; 3, Danny Bellamy (1.8 VW Golf GTI), 15m03.07s. **Fastest lap**: King, 1m26.08s, 80.17mph.

BRSCC Toyota F3s (15 laps): 1, Rodney Jackson (March 803B), 16m44.57s, 103.04mph; 2, Mark Bailey (March 803), 16m49.14s; 3, Martin Walford (March 793), 16m51.55s; 4, Rob Moores (Chevron B3B), 16m53.54s; 5, Paul Tickner (Argo JM3), 16m53.75s; 6, Paul Quinn (Chevron B43), 16m57.65s. **Fastest lap**: Walford, 1m06.02s, 104.53mph.

BRSCC Super Road Saloons (10 laps) - overall and Class C: 1, Vince Mitchell (1.6 Talbot Sunbeam), 14m49.99s, 77.54mph; 2, Richard Monk-Smith (1.6 Ford Fiesta XR2), 14m54.45s; 3, Ron Field (1.6 Hillman Avenger Tiger), 14m54.77s; 4, Phillip Clarke (VW Golf GTI), 14m56.83s. **Fastest lap**: Field, 1m25.83s, 80.40mph. **Class D**: 1, Ruari McCallion (Heart Mini GT), 15m54.83s, 72.27mph; 2, Jim Dixon (Ford Escort Mk2), 9 laps; no other starters. **Fastest lap**: McCallion, 1m32.32s, 74.75mph.

BRSCC

Barfoot back

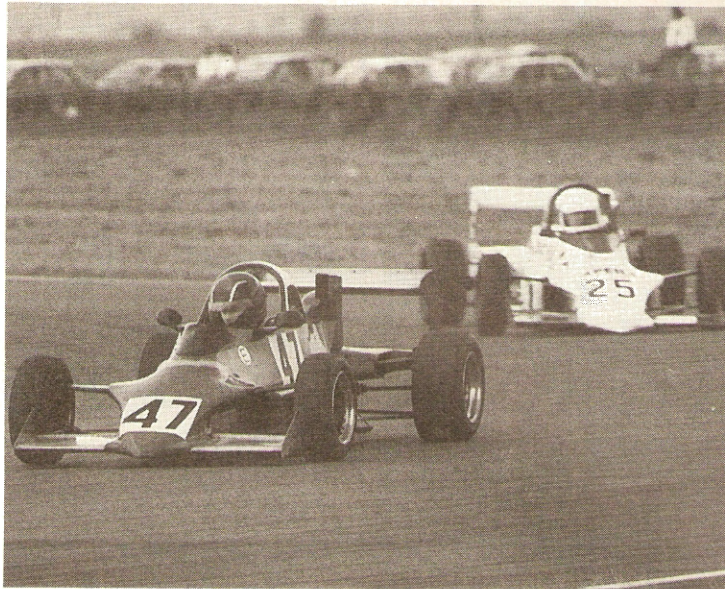
PEMBREY, Jul 2: The sun shone on the BARC meeting, at the scenic Welsh Motorsport Centre. The highlight of the day was a superb drive from Aintree Racing Drivers School mentor, Malcolm Barfoot in the Formula E race, after he was involved in a heavy practice shunt. It was a race against time for Barfoot's team to ready his damaged car, which they did to good effect, although Barfoot was well down the grid of course.

At the start, Paul Wighton tried to pass both Mick Gardner and Austin Kinsella and contact was made, forcing the retirement of poleman Gardner after only 100yds. This gave Kinsella the advantage over Wighton and Mal Davison. By lap 7, all eyes were on Barfoot, up to third from 10th which became second when Wighton made a mistake, and then into the lead at Forest. Kinsella was powerless to stop Wighton taking second, which he did at Spitfires, with Peter Welch coming in fourth.

Although only six cars were entered for the Special Saloon race, there was much dicing. No doubt about the winner though, as Alistair Fenwick's ex-Roy Baker Tiga, complete with Skoda body and 4.2-litre Rover engine, stroked home easily. Behind the Skoda, an almighty battle raged between the tiny Suzuki-Kawasaki of Ben Bowlby and Ginger Marshall's incredible Reliant Kitten, the position not being decided until the last corner, as Marshall claimed the class win.

In the Modified Midget race, Alvin Heaton missed a gear and was swamped as he struggled to get away. Another splendid comeback drive was on the cards and he duly hit the front at Hatchets, and almost hit Mike Chalk at Spitfires, as the early leader retaliated. Contact of a firmer kind at Woodlands saw Chalk raise the dust and stop, only to rejoin and spin at Hatchets and have a further excursion at Spitfires, the car obviously damaged. Heaton had no further challengers and took a good win from Graeme Adams and Stephen Pegram.

The P&O European Ferries Junior FF1600 race was always going to be a showdown between series leader, David Coulthard and Kelvin Burt. At the first bend, pole-winner Burt had the advantage when disaster struck Adrian Coles, Harry Nutall and Rod MacLeod, the latter cartwheeling well



José Cordova played the starring role in another FF2000 walkover.

into the air. The Scotsman then alighted his Van Diemen very quickly when it finally came to rest and was unhurt. The race was re-started, this time cleanly, with Burt leading again from Coulthard and the year-old Van Diemen of Jason Weller. On lap 4, Coulthard took the lead at Hatchets and pulled out a slight advantage to take victory with a good drive from Weller in third and a fine run by Jonathan Moore, who disengaged himself from a roaring battle which was in turn led by Gary Lingham in fifth.

Without doubt the most entertaining event was the Citroen 2CV race, which had a healthy grid of 25 of these rocking and rolling French cars. A race-long duel was fought between Michael Creasey and Royce Grey, the latter taking second place after driving the whole of the last lap side by side! Another member of the Creasey dynasty, Giles, won the race, while a third family member, Justin, finished fourth.

From the slowest vehicles present to the swiftest; the FF2000 race followed the 2CVs, and it was unusual in that José Cordova's Reynard was not on pole. That honour fell to Jeremy Payne, with Cordova next on the grid. All this was academic, when Cordova made a lightning start on the run down to Hatchets, which was to claim many

cars, as Geoff Kennedy's Swift barrelled down the inside, taking out team mate Payne and Class B leader Patrick Blakeney.

The whole field had been slowed by the incident, except Cordova. At Hatchets on lap 2 Mike Bryan collected the Swift of Trevor Welsh, and suddenly Cordova had the only Class A car in the field! Behind him, Paul Lynch chased third placed Nick Owen until he almost came to grief at the Hatchets burial ground, and soon retired out on Speedway Straight. Owen then caught the twitching car of Mike Hardwicke, and after a lunge at Brooklands, they collided at Hatchets. Amazingly, both continued, finishing third and fourth, with Cordova an easy winner. Second fell to Mike Newman who qualified second to last on the grid, a strange race...

The final event was for the TR drivers, the race spoiled on the grid. Tony Lindsey-Dean was unable to take up his place; this left Steve Clare to take an easy victory from Eddie Wilkins. Richard Thorp inherited third place when Kevin Ginger had a last lap problem, with Kevin Williams coming in fourth.

CHARLES BRADLEY

Romping Reilly

BRANDS HATCH, Jul 2: Mercifully the on track action proved to be of a rather higher quality than the organisation of this BARC-run meeting. Somewhere along the line a complete lack of liaison led to confusion and blunders all round. Best race was the Champion of Brands FF1600 round, in which Fran Reilly gained sweet revenge for the previous weekend.

The top eight cars were blanketed by just 1sec and it would have been nine had not Len Bull had his time taken away for a yellow flag infringement. At the green, Reilly was quick away and soon got across in front of pole man Gifford Lawrence while Alan Kelly tucked in behind and bided his time until Surtees, where a brave manoeuvre took him up to second. Behind them it was John Oxborrow, Chris Goodwin, Chris Hall and then another seething mass in which the action was frantic. Lawrence soon got past Kelly but taking Reilly was another matter, the Irishman making his Van Diemen wide as the need arose.

The changing point of the race came on lap 5, as Hall spun down the order and became involved in a squabble over the midfield places which just had to end in tears, such was the proximity of wheels, and sure enough it came when poor Chris Boocock slammed into the barrier at the foot of Hailwood Hill, the race being stopped to extract the hapless driver who amazingly escaped serious injury.

John Wardle added more points to his already impressive lead in the BARC '74-79 FF1600 series, the Mansfield driver opening a useful cushion which he allowed to shrink in the closing stages. Alan Fay generally held the upper hand in the three car dice for third.

Darryl Davis and Nigel Petch were the stars of the Agip/MGOC round, the latter in a challenging position race long but unable to pull a decisive manoeuvre. Martin Watson just came out best for third spot, some superb action in the midfield being a highlight of the race.

The MGs of Richard Horn and

PEMBREY

BARC

BARC Special Saloons (10 laps) - overall: 1, Alistair Fenwick (Skoda-Tiga Rover), 10m38.7s, 82.06mph; 2, Ginger Marshall (Reliant Kitten), 10m51.2s; 3, Ben Bowlby (Suzuki-Kawasaki), 10m51.9s; 4, Paul Soames (Mini), 9 laps. **Class A:** 1, Fenwick; no other starters. **Fastest lap:** Fenwick, 1m00.4s, 86.78mph. **Class B:** 1, Soames, 73.12mph; 2, Norman Lackford (Fiat 850), 9 laps; 3, David Pearce (Mini), 9. **Fastest lap:** Lackford, 1m09.7s, 75.2mph. **Class C:** 1, Marshall, 80.49mph; 2, Bowlby; no other starters. **Fastest lap:** Marshall, 1m03.7s, 82.28mph.

MGCC Modified Midgets (10 laps) - overall and class A: 1, Alvin Heaton, 11m11.8s, 78.02mph; 2, Graeme Adams, 11m25.1s; 3, Stephen Pegram, 11m33.4s; 4, David Brooker-Carey, 11m53.4s. **Fastest lap:** Heaton, 1m04.9s, 80.76mph. **Class B:** 1, Steve Westwood, 12m05.3s, 72.26mph; 2, Karl Barras, 12m39.4s; 3, David Croft, 9 laps. **Fastest lap:** Westwood, 1m10.7s, 74.13mph.

P&O European Ferries Junior FF1600s (10 laps): 1, David Coulthard (Van Diemen-Scholar RF89), 10m25.8s, 83.75mph; 2, Kelvin Burt (Van Diemen-Minister RF89), 10m27.2s; 3, Jason Weller (Van Diemen-Scholar RF88), 10m39.9s; 4, Jonathan Moore (Van Diemen-Minister RF89), 10m42.3s; 5, Gary Lingham (Swift-Nelson FB89), 10m42.3s; 6, Adrian Coles (Van Diemen-Scholar RF89), 10m43.7s. **Fastest lap:** Coulthard, 1m01.5s, 85.22mph.

2CVGB Racing Club (10 laps): 1, Gilles Creasey, 15m31.5s, 56.27mph; 2, Royce Grey, 15m36.9s; 3, Michael Creasey, 15m36.9s; 4, Justin Creasey, 15m42.9s; 5, Colin Whiteley, 16m22.6s; 6, Peter Sparrow, 16m23.4s. **Fastest lap:** Giles and Michael Creasey, 1m31.7s, 57.16mph.

BARC FF2000s (15 laps) - overall: 1, José Cordova (Reynard 89SF), 14m43.9s, 88.95mph; 2, Mark Newman (Reynard SF84), 15m20.6s; 3, Mike Hardwicke (Reynard 86SF), 15m31.7s; 4, Nicholas Owen (Reynard 86SF), 15m33.6s. **Class A:** 1, Cordova; no other finishers. **Fastest lap:** Cordova, 57.7s, 90.84mph. **Class B:** 1, Newman, 85.4mph; 2, Hardwicke; 3, Owen. **Fastest lap:** Owen, 59.1s, 88.69mph.

LMF Formula E FF1600 (10 laps): 1, Malcolm Barfoot (Crosslé 25F), 11m03.1s, 79.04mph; 2, Paul Wighton (Van Diemen RF80), 11m04.4s; 3, Austin Kinsella (Van Diemen RF79), 11m05.1s; 4, Peter Welch (Van Diemen RF79), 11m08.3s; 5, Steve Morrison (Van Diemen RF80), 11m12.4s; 6, Mick Gardner (PRS RH01), 11m17.7s. **Fastest lap:** Wighton, 1m04.7s, 81.01mph.

TSCC/TRS (10 laps) - overall: 1, Steve Clark (TR6), 12m37.3s, 69.21mph; 2, Eddie Wilkins (Spitfire), 12m49.1s; 3, Richard Thorp (Spitfire), 13m23.8s; 4, Kevin Williams (TR7), 13m35.2s. **Class A:** 1, Stefan Antolik (Spitfire), 13m52.4s, 62.96mph; 2, Paul Martin (Vitesse), 9 laps; 3, Hugh Shakeshaft (Spitfire), 9. **Fastest lap:** Antolik, 1m20.1s, 65.43mph. **Class B:** 1, Duncan Taylor (Spitfire), 14m01.1s, 62.31mph; no other finishers. **Fastest lap:** Guy St John (Spitfire), 1m18.7s, 66.60mph. **Class C:** 1, Wilkins, 68.15mph; 2, Thorp; 3, Kevin Ginger (GT6), 13m48.4s. **Fastest lap:** Wilkins, 1m14.9s, 69.98mph. **Class D:** 1, Clare; 2, Williams; 3, Philip Crutwell (TR6), 9 laps. **Fastest lap:** Clare, 1m14.8s, 70.07mph.

BRANDS HATCH

BARC

BARC '74-79 FF1600s (10 laps): 1, John Wardle (Van Diemen-Aldon RF78), 8m44.2s, 82.68mph; 2, Martin Wood (Royale-PHRE RP21), 8m45.6s; 3, Alan Fay (Crosslé-Aldon 32F), 8m47.2s; 4, Brian Cooke (Van Diemen-Aldon RF78), 8m48.7s; 5, Barry Pomfret (Royale-Scholar RP26), 8m49.4s; 6, David Naylor (Van Diemen-Aldon RF78), 9m00.9s. **Fastest lap:** Fay, 51.4s, 84.32mph.

Agip Motor Oils/MGOC Championship (10 laps): 1, Darryl Davis (MG Maestro), 10m17.3s, 70.21mph; 2, Nigel Petch (MGB), 10m17.4s; 3, Martin Watson (MG Maestro), 10m23.7s; 4, Richard Bennett (MG Midget), 10m23.8s; 5, Chris Hatcher (MGB), 10m30.9s; 6, Andrew Storer (MG Midget), 10m31.6s. **Fastest lap:** Petch, 1m00.4s, 71.76mph.

P&O European Ferries Champion of Brands FF1600s (10 laps - stopped at 6): 1, Fran Reilly (Van Diemen-Scholar RF89), 5m07.2s, 84.65mph; 2, Clifford Lawrence (Van Diemen-Auriga RF89), 5m07.3s; 3, Alan Kelly (Van Diemen-Scholar RF89), 5m08.3s; 4, Chris Goodwin (Van Diemen-Minister RF89), 5m08.6s; 5, John Oxborrow (OX-Ford 2), 5m09.7s; 6, Ted Whitbourn (Ray-Searle 89F), 5m15.0s. **Fastest lap:** Goodwin, 49.6s, 87.38mph.

Wilky Group MGOC (10 laps) - overall and class D: 1, Richard Horn (MGB V8), 8m47.2s, 82.21mph; 2, Malcolm Beer (MGB V8), 8m48.2s; 3, Keith Guerrier (MGB V8), 9m14.7s; 4, Chris O'Neill (MGB V8), 9m23.2s. **Fastest lap:** Horn, 51.4s, 84.32mph. **Class C:** 1, Tony Price (MGB), 9m27.7s, 76.35mph; 2, Neville Marriner (MGB), 9 laps; 3, Rod Longton (MGB), 9. **Fastest lap:** Price, 53.8s, 80.56mph (record). **Class B:** 1, Roy McCarthy (MGB), 9m34.2s, 75.48mph; 2, Phil Conn (MGB), 9m43.5s; 3, Barry Siderly-Smith (MGB), 9m44.9s. **Fastest lap:** McCarthy, 56.2s, 77.12mph (record).

BARC Sports 1600s (10 laps): 1, Glenn Eagling (Mallock-Scholar Mk20), 8m17.1s, 87.19mph; 2, Mike Evans (Mallock-Scholar Mk21), 8m32.1s; 3, Ian Megson (Mallock-MEG Mk18BW), 8m47.6s; 4, Clive Woodward (Centaur-Tickford Mk14X), 8m53.0s; 5, Geoff Sturivant (Phantom-Ford P80), 9m01.6s; 6, Royston Bing (Mallock-Scholar Mk20B), 9m05.8s. **Fastest lap:** Eagling, 48.6s, 89.18mph.

MGCC Sprite/Midget Challenge (10 laps): 1, Peter Coates, 10m22.4s, 69.64mph; 2, Bill Lancashire, 10m28.3s; 3, Graham Slatter, 10m33.6s; 4, Richard Widalman, 10m34.4s; 5, Ian Northey, 10m35.2s; 6, Nicholas Rose, 10m35.2s. **Fastest lap:** Peter Hiley, 1m00.5s, 71.64mph.

Universal Racing Services Pre-'83 FF2000s (10 laps): 1, Jeff Gresswell (Van Diemen-Ford RF82), 8m10.8s, 88.31mph; 2, Dave Nichols (Van Diemen-Neil Brown RF82), 8m13.7s; 3, Mike Gardiner (Van Diemen-Autron RF82), 8m20.2s; 4, John Dickinson (Van Diemen-Neil Brown RF81), 8m20.5s; 5, Steve Nichols (Van Diemen-Neil Brown RF82), 8m20.9s; 6, Steve Pontin-Warrior (Van Diemen-Neil Brown RF82), 8m21.1s. **Fastest lap:** Gresswell, 47.7s, 90.86mph (record).

Wilky Group MGOC (10 laps) - Class A: 1, Peter Hall (MGB), 10m13.3s, 70.67mph; 2, John Hutson (MGB), 10m16.1s; 3, Geoff Pyke (MGB), 10m29.7s; 4, Robert Hall (MGB), 10m29.9s; 5, Kim Morling (MGB), 10m35.9s; 6, Peter Garton (MGB), 10m39.7s. **Fastest lap:** Peter Hall, 1m00.3s, 71.88mph.

MGA Register (10 laps): 1, Neil Cawthorn, 9m32.3s, 75.73mph; 2, Roy McCarthy, 9m33.4s; 3, Colin Jones, 9m52.7s; 4, Bob Lines, 9m53.2s; 5, Robert Innes-Ker, 9m53.2s; 6, Geoff Mansell, 9m54.3s. **Fastest lap:** McCarthy, 55.6s, 77.95mph.

Malcolm Beer were in a different class to their rivals in the Wilky MGOC race. Beer led until lap 5 but once Horn was in front he never looked like losing it. Bill Beadnell and Tony Price held a mighty scrap for third, only to both spin at Clearways!

Glenn Eagling drew increasingly further ahead of this Sports 1600 rivals to extend his championship lead. The chasing Mike Evans even had time for a spin at Clearways without losing his place, but the situation could have been so very different if Paul Webb hadn't stuffed his Mallock in the Paddock tyre wall when third and closing on lap 2.

The Roadgoing Spridgets event was almost the race of the day. Tom Wood, Bill Lancashire and Peter Coates were the protagonists in a super lead tussle which saw Wood lead until Coates bettered him on the run to Druids, though it was touch and go as Lancashire tried to snatch the lead at Surtees. Wood never had a chance to reply as his car expired shortly after and Lancashire threw away any hopes as he got into a slide at Clearways allowing Coates to get away.

Mike Gardiner led the opening lap of the URS Pre-'83 FF2000 round, but the championship leader was in handling troubles and soon slipped behind Jeff Gresswell. Dave Nichols was quick to capitalise on Gardiner's problems and further demoted him though Gresswell was by now opening a winning lead. Gardiner became embroiled in a four car tussle for third which reached fever pitch on the last lap as the foursome came across backmarkers at Clearways, Gardiner picking his way carefully to keep third.

The next race had already been changed from the programme and anybody who'd expected it to be the last were in for a shock. These were the Class A Wilky MGOC runners and Peter Hall led from lights to flag, John Hutson unable to make any impression. Geoff Pyke had come through well but Robert Hall wasn't about to give up third without a fight, Pyke getting all four wheels on the grass on the run to the flag, the verdict his by 0.2sec.

The final race for MGAs contained a curious interloper in the form of an Aston Martin DB4 which made an MGB and an Elva Courier seem quite at home. Well, they do have MG engines! Neil Cawthorn led all the way, though Roy McCarthy's intruding MGB was closing with every lap. Spike Milligan should have taken third spot but was nudged into a spin at Druids on lap 8.

DUD CANDLER



Mike Gardiner leads away the Pre-'83 FF2000 runners at Brands.

Double de Ferran

DONINGTON PARK, Jul 2: Gil de Ferran completed a highly successful weekend by taking his second win in two days in the senior FF1600 ranks. Despite fierce opposition the works Reynard emerged victorious in a re-started Esso counter.

With Dave Coyne's Swift and de Ferran on the front row of the grid the run to Redgate was sure to be uncomplaining. However the Swift started to roll forward and Dave touched the brake just as the green light flickered.

From the second row Tim Sugden's Swift made a storming start to beat de Ferran into Redgate but it was to count for nothing as a multiple tangle in the second half of the field at Redgate brought the red flag out. Michael Vergers flipped at the Old Hairpin and by the time the grid reformed also missing were Karl Frahm, Neil Cunningham, John Lee, Roger Eccleston and Andrew Mather.

With the programme running late the re-run was over just seven laps. Coyne made a terrible start and so it was de Ferran and Sugden who headed the 10-car train around the first lap. Rick Morris's Reynard was right with them and the leading trio made a slight break. The pack was reduced when Coyne went off at the Old Hairpin.

De Ferran, Sugden, Morris, Niko Palhares in his works Van Diemen and Victor Lopez now comprised the lead pack with a noseconeless Jonathan McCall next up. Palhares dived inside Sugden at Park on lap 6 and when Sugden rechallenged into Redgate he was elbowed onto the grass and into a spin. That gave de Ferran a few yards advantage which he held for his second

win in two days with Palhares chasing. Morris beat Lopez and a closing McCall to the flag, to take third.

First race was the BRDC Clubmans Sports affair and after practice it was the Class A cars of Tony Pouyanne and Martin Mansell that led the field. Vernon Davies and Nick Bridge were soon challenging hard in their Vauxhall-powered Mallocks and they finally outfumbled Mansell at Macleans on lap 6.

Davies was just ahead but Bridge chased hard and made Vernon work every inch of the way to another victory.

The Minister Pre-'85 FF1600 race produced a most remarkable finish after a hard fought race. Steve Parker and Eddie Hannah contested the front until Parker went off at Redgate, handing Hannah a good lead. Unfortunately his engine began to struggle as the race progressed and on the final lap he was swamped by Rob Murrells and Tony Garside. They both passed Hannah on the straight for the last time and Garside then dived inside Murrells into Park. Garside went in too quick and spun over the kerbs, finishing up sideways across the track on the exit. Murrells drove through to victory as Hannah, dramatically slowing, almost stopped to avoid Garside.

Niki Phillips and James Kaye continued their fierce rivalry for the Renault 5 Elf Turbo UK Cup honours, Phillips leading until Kaye sneaked through into Macleans on lap 4. They had Mark Fish and Jim Edwards Jr right with them and at one point mid-race there were effectively eight cars in the lead train.

Phillips got the lead back at Park at the end of the fourth lap but the result was really settled on lap 8 when Phillips went autocrossing on the exit of Redgate. Kaye stretched out a useful lead while Phillips spent the next two

laps getting past Fish and Edwards and back into second. By that stage Kaye was clear away and Phillips had to settle for second, comfortably ahead of Fish, Edwards and Dave Cox.

Phillips took the lead back at Park at easiest Metro wins he is ever likely to have to extend his championship lead after Martin Perrett went off at Redgate first time round. Baldwin got the jump at the start and Perrett tried to hang on around the outside at Redgate. He slid wide across the gravel and fell to the back of the field, finishing his race in the pits at the end of the lap.

Baldwin, with a freshly rebuilt engine, stretched out an 8secs lead by the finish over Richard Hann who was equally secure in second.

A race for BMW 2002s ran in the early evening and provided Keith Morley with a convincing win in his turbo example. Bob Fleet was never too far back in a lonely second with Roger Coote and a class winning Paul Tilleard next across the line.

PAUL LAWRENCE

URS we go!

PEMBREY, Jul 1: Although most of the races were interesting, the final event of the day was a real cracker, despite only seven Pre-'65 single-seaters taking their stations on the grid.

As the field charged into the notorious Hatchets for the first time poleman Robert Hall found some oil and skated off the circuit rejoining, albeit last and well behind, to begin an entertaining comeback drive.

Meanwhile Urs Eberhardt in his pretty little Lotus 27 capitalised on Hall's adventures and built up a solid lead in the early stages. Hall scythed through the field in his Tecno, finally passing the second placed Ray Harper in his twitchy Merlyn, on lap 7, diving past on the approach to Brooklands.

Hall then set his sights on Eberhardt, at this stage 4.8secs clear. As they drifted through Dibeni for the ninth time there were barely 2secs in it, and on starting their final lap they were nose to tail.

Eberhardt blocked in Formula Ford fashion and, despite almost nosing alongside at Dibeni, Hall was unable to wrest the lead from the Swiss.

Earlier in the afternoon the meeting had kicked off with a round of the John Lelliott Improved Road Sports Championship, with polesitter Gerry Wainwright diving into the pits after the warm-up lap and fellow front row occupier Aiden Mills-Thomas spin-

DONINGTON PARK

BRDC

BRDC Clubmans Sports (10 laps) - overall: 1, Vernon Davies (Mallock Mk28), 12m02.46s, 97.51mph; 2, Nick Bridge (Mallock Mk27SG), 12m02.72s; 3, Martin Mansell (Diamond M1), 12m04.63s; 4, Tony Pouyanne (Silver Phantom), 12m07.42s. **Class A:** 1, Mansell, 97.22mph; 2, Pouyanne; no other finishers. **Fastest lap:** Mansell, 1m10.90s, 99.36mph. **Class B:** 1, Davies; 2, Bridge; 3, Keith Runnacles (Vision V89), 12m15.53s. **Fastest lap:** Davies, 1m10.49s, 99.94mph (record). **Class C:** 1, John Knight (Mallock Mk21), 9 laps, 86.36mph; 2, Arthur Dickens (Mallock Mk18), 9 laps; 3, Steve Morris (Mallock Mk23), 9 laps. **Fastest lap:** Morris, 1m20.07s, 87.98mph.

Minister Racing Engines Pre-'85 FF1600 (10 laps): 1, Rob Murrells (Lola-Scholar T642E), 13m33.18s, 86.63mph; 2, Andrew Colson (Ray-Scholar 84F), 13m37.19s; 3, Tony Garside (Reynard-Auriga 84FF), 13m37.30s; 4, Tom Scanlan (Van Diemen-Scholar RF84), 13m37.63s; 5, Eddie Hannah (Reynard-Auriga 84FF), 13m39.91s; 6, Mike Lord (Royale-Connaught RP36), 13m48.78s. **Fastest lap:** Colson, 1m19.02s, 89.15mph.

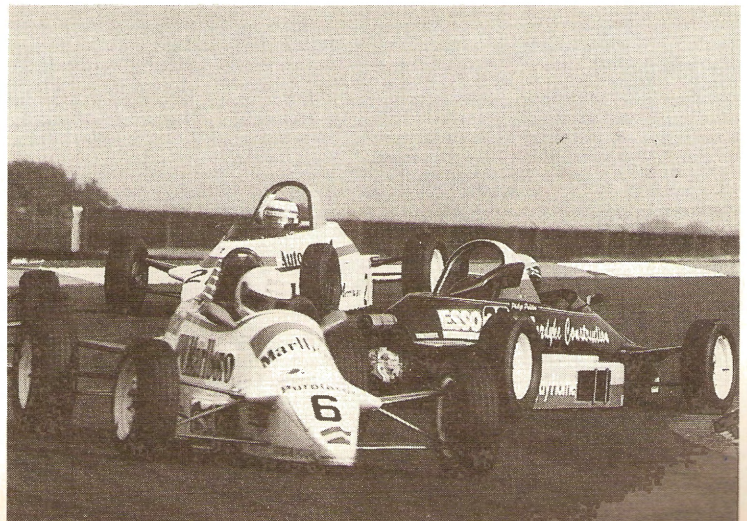
Renault 5 Elf Turbo UK Cup (15 laps): 1, James Kaye, 22m13.50s, 79.24mph; 2, Niki Phillips, 22m15.46s; 3, Mark Fish, 22m18.85s; 4, Jim Edwards Jr, 22m19.54s; 5, Dave Cox, 22m20.46s; 6, Steve Jones, 22m23.04s. **Fastest lap:** Kaye, 1m27.66s, 80.36mph.

Esso Metro Challenge (10 laps): 1, Peter Baldwin, 14m24.82s, 81.46mph; 2, Richard Hann, 14m33.32s; 3, Martin Short, 14m41.15s; 4, Stuart Senior, 14m41.65s; 5, Rowland Bratt, 14m46.02s; 6, Nigel Edwards, 14m46.33s. **Fastest lap:** Baldwin, 1m25.31s, 82.58mph (record).

Esso FF1600 (7 laps): 1, Gil de Ferran (Reynard-Auriga 89FF), 9m06.88s, 90.17mph; 2, Niko Palhares (Van Diemen-Scholar RF89), 9m07.17s; 3, Rick Morris (Reynard-Nelson 89FF), 9m08.57s; 4, Victor Lopez (Van Diemen-Scholar RF89), 9m09.56s; 5, Jonathan McCall (Mondiale-Loynings M89S), 9m10.5s; 6, Giampiero Simoni (Van Diemen-Scholar RF89), 9m14.01s. **Fastest lap:** Palhares, 1m16.49s, 92.10mph.

BMW 2002 Challenge (10 laps) - overall: 1, Keith Morley, 15m33.35s, 75.48mph; 2, Bob Fleet, 15m36.74s; 3, Roger Coote, 15m45.59s; 4, Paul Tilleard, 15m57.48s. **Class A:** 1, Tilleard, 73.58mph; 2, Mike McCartney, 16m12.77s; 3, Steve Challice, 16m14.64s. **Fastest lap:** Tilleard, 1m34.02s, 74.93mph. **Class B:** 1, Fleet, 75.20mph; 2, Coote; 3, Max Windheuser, 16m16.14s. **Fastest lap:** Coote, 1m31.28s, 77.18mph. **Class C:** 1, Morley; no other starters. **Fastest lap:** 1m31.39s, 77.08mph.

Jordi Gene and Gareth Rees avoid a spinning Philip Polites in the Esso FF1600 race.



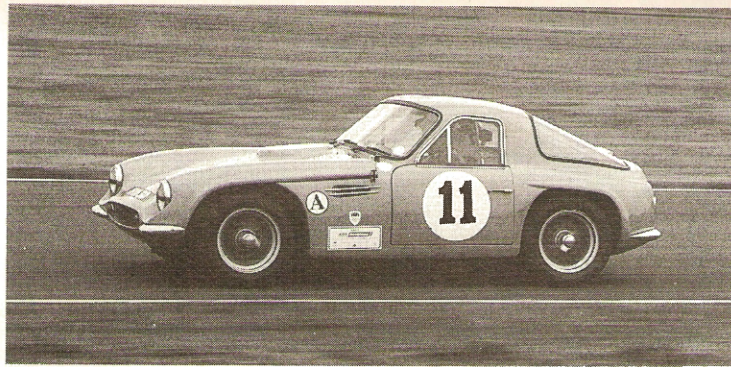
ning his AC Cobra at Hatchets on lap 2. Roger Connell's TVR Griffith was thus handed an easy victory.

The first single-seater race on the programme catered for Pre-'71 cars. As the pack approached Brooklands for the first time Simon Hadfield's Lotus 69 had a wild, high-speed spin which helped the similarly mounted Ian Giles to open up a small lead. All this was for nought, however, as Giles himself had a moment at Hatchets that relegated him to third, plunging him into a hectic dice with Brian Cocks in his Crosslé 15F and Nicholas Overall's Brabham BT35. These three swapped places until lap 6 when Giles regained his lead finishing 17secs up on Cocks.

Race sponsor Roly Nix won the Wessex Garage Doors Trophy race for 2-litre Sports Cars in his Chevron B8 after enjoying a fine scrap with Michel Schryver in his B6 which lasted until lap 6 whereupon Nix made his break.

Next on the bill were the historic Formula 1 cars. From his second row slot Ted Williams had an amazing start to lead the field into Hatchets for the first time, only to throw his lead away with a big sideways moment at the exit. Richard Peacock took advantage of the Arrows driver's moment to slip into a lead which he was to extend to 30secs at the flag in his Source Tyrrell 010.

While Peacock played Senna there was action behind to keep the crowd interested. Following Ted Williams' retirement on lap 3 all eyes were on the Homeric scrap for second involving Don Wood in his flame-belching Beatrice (Source) Lola and Robert Baxter's Arrows A4. Wood managed to keep the impatient Arrows at bay until lap 9 when Baxter usurped the



Historics came to Pembrey, here Ronnie Farmer heads for a road sports win.

Lola pilot with a superb move up the inside on the last part of Diben.

Wood regained his place on the blast down to Hatchets only for Baxter to get by once again on the exit and ultimately consolidate his position.

After quite a wild first lap with a number of cars side by side through Diben the Classic Championship race turned into a processional affair. The Marcos-motivated Roger Ealand winning easily from Tony Thompson's Elan.

Lotus Elans filled the first five places at the end of the Novices race, Philip Nelson and Gary Smelt having enjoyed an orderly fight for the lead which sadly ended on lap 8 when Nelson broke away.

Ronnie Farmer in his orange TVR Griffith won the ADT Auctions Standard Road Sports race as he pleased, capitalising on a second lap tangle between Nigel Edwards and Phillip Rothwell at Hatchets.

MIKE BRESLIN

PEMBREY

John Lelliot Improved Roadsports (10 laps) – overall: 1, Roger Connel (TVR Griffith), 12m09.9s, 71.51mph; 2, Phil Cooper (Lotus Elan S1), 12m13.7s; 3, Aidan Mills-Thomas (AC Cobra), 12m20.4s; 4, Tim Riley (Datsun 240Z), 12m27.6s. **Class A:** 1, Connel; 2, Mills-Thomas; no other finishers. **Fastest lap:** Connel, 1m11.5s, 73.30mph. **Class B:** 1, Riley, 70.11mph; 2, Vernon Taylor (Datsun 240Z), 12m27.6s; 3, David Jarman (Datsun 240Z), 12m46.9s. **Fastest lap:** Taylor, 1m13.2s, 71.60mph. **Class C:** 1, Cooper, 71.44mph; 2, Sam Thomasson (Renault Alpine A110), 13m01.9s; no other finishers. **Fastest lap:** Cooper, 1m11.4s, 73.41mph. **Class D:** 1, Richard Thorne (Lancia Fulvia Zagato), 15m24.3s, 65.16mph; no other finishers. **Fastest lap:** Thorne, 1m18.4s, 66.85mph. **Class E:** 1, Julian Dodd (Fairthorpe Electron), 13m02.2s, 67.01mph; 2, Chris Horner (Turner Mk1), 12m11.0s; 3, Malc Best (Honda S800), 12m35.1s. **Fastest lap:** Dodd, 1m16.2s, 68.78mph.

HSCC Pre-'71 Single-Seaters (10 laps) – overall and Class B: 1, Ian Giles (Lotus 69), 10m09.5s; 85.99mph; 2, Brian Cocks (Crosslé 15F), 10m26.8s; 3, Nicholas Overall (Brabham BT35), 10m27.3s; 4, Simon Hadfield (Lotus 69), 10m27.8s. **Fastest lap:** Giles, 58.5s, 89.60mph (record). **Class C:** 1, Cocks, 83.62mph; 2, John Reakes (Surtees TS5), 10m21.7s; 3, Nick Buttress (Lola T142), 9 laps. **Fastest lap:** Cocks, 1m00.9s (record).

HSCC 2-litres (10 laps) – overall: 1, Roly Nix (Chevron B8), 10m29.2s, 83.30mph; 2, Michael Shryver (Chevron B6), 10m30.9s; 3, Roy McCarthy (Chevron B8), 10m41.9s; 4, Richard Arnold (Chevron B8), 10m48.4s. **Class A:** 1, Nix; 2, McCarthy; 3, Arnold. **Fastest lap and overall:** Nix, 1m01.5s; 86.22mph (record). **Class B:** 1, Schryver, 83.08mph; 2, Peter Alderman (Lenham-P70 Spyder), 10m59.9s; 3, Paul Fox (Lenham-P69 Spyder), 9 laps. **Fastest lap:** Schryver, 1m02.0s (record). **Class C:** 1, Martin Edgerton (Royale RP4), 9 laps, 74.30mph; 2, Alan Phillips (Nerus Silhouette), 9; 3, Tim Foxon (Sturdess SW-3), 8. **Fastest lap:** Edgerton, 1m08.3s, 76.74mph (record). **Class D:** 1, Nick Wheatley (Merlyn MK6A), 9 laps; only starter. **Fastest lap:** 1m08.7s, 76.29mph (record).

HSCC Historic F1 (15 laps) – overall: 1, Richard Peacock (Tyrrell 010), 13m32.5s, 96.76mph; 2, Robert Baxter (Arrows A4), 14m04.1s; 3, Don Wood (Lola Beatrice), 14m23.9s; 4, Andrew Wareing (Williams FW08C), 14 laps; 5, Urs Eberhardt (Williams FW08C), 14 laps; 6, Kelvin Lambeth (Theodore N183), 12 laps. **Fastest lap:** Peacock, 53.3s, 98.34mph (record).

HSCC Classics (10 laps) – overall: 1, Roger Ealand (Marcos GT), 11m17.6s, 77.35mph; 2, Tony Thompson (Lotus Elan 26R), 11m26.3s; 3, Nick Overall (Marcos GT), 11m58.7s; 4, John Jarvis (Lotus Elan S3), 12m04.9s. **Class A:** 1, Allan Cameron (Austin Healey Sprite), 9 laps, 65.13mph; 2, Bob Tabor (Lotus Elite), 9; only finishers. **Fastest lap:** Cameron, 1m18.0s, 67.20mph (record). **Class A2:** 1, David Hardy (Austin Healey 100M), 9 laps, 67.55mph; only finisher. **Fastest lap:** Hardy, 1m16.2s, 68.78mph (record). **Class B1:** 1, Mike Harrison (Gineitta G4), 12m16.7s, 71.14mph; 2, Jem Marsh (Marcos GT), 12m35.3s; 3, Peter Everingham (MGB), 9 laps. **Fastest lap:** Harrison, 1m12.2s, 72.59mph (record). **Class B2:** 1, Ealand; 2, Overall; 3, David Brown (Lotus Elan S1), 12m24.8s. **Fastest lap and overall:** Ealand, 1m06.1s, 79.29mph (record). **Class C2:** 1, Thompson, 76.36mph; 2, Jarvis; 3, Brian Cocks (Pontiac Firebird), 9 laps. **Fastest lap:** Thompson, 1m06.3s, 79.05mph (record).

HSCC Classic & Sports Car Novices (10 laps) – overall and Class C: 1, Phillip Nelson (Lotus Elan S3), 13m08.1s, 66.50mph; 2, Gary Smelt (Lotus Elan S4 SE), 13m10.6s; 3, Gerald Clarke (Lotus Elan), 13m19.7s; 4, Rodney Cotty (Lotus Elan), 13m20.2s. **Fastest lap:** Nelson, 1m17.4s, 67.72mph (record). **Class A:** 1, Martin Cliffe (TVR Tuscan), 14m20.4s, 60.92mph; 2, Harvey Cooke (Jaguar E-type), 14m33.5s; 3, Trevor Rowney (Jaguar E-type), 9 laps. **Fastest lap:** Cliffe, 1m21.1s, 64.63mph (record). **Class B:** 1, Stephen Wild (Datsun 240Z), 13m37.7s, 64.10mph; only starter. **Fastest lap:** 1m19.4s, 66.01mph (record). **Class D:** 1, Nick Robinson (MGA), 9 laps, 56.16mph, only starter. **Fastest lap:** 1m30.0s, 58.24mph (record). **Class E:** 1, Michael Lake (Lancia Fulvia Coupé), 9 laps, 57.88mph; only starter. **Fastest lap:** 1m26.8s, 60.38mph (record).

HSCC Standard Road Sports (10 laps) – overall: 1, Ronnie Farmer (TVR Griffith), 13m00.6s, 67.14mph; 2, Colin Bates (TVR Vixen), 13m02.6s; 3, Bodo Lindhoff (Datsun 240Z), 13m03.7s; 4, Simon Park (Lancia Fulvia 1.6), 13m38.0s. **Fastest lap and Class A:** Farmer, 1m16.3s, 68.69mph (record). **Class B:** Lindhoff, 66.88mph. **Fastest lap:** 1m16.3s, 68.69mph (record). **Class C:** Bates, 66.97mph. **Fastest lap:** 1m16.1s, 68.87mph (record). **Class D:** Park, 64.07mph. **Fastest lap:** 1m20.0s, 65.52mph (record).

HSCC Pre-'65 Single-Seaters (10 laps) – overall: 1, Urs Eberhardt (Lotus 27), 11m17.5s, 77.36mph; 2, Robert Hall (Tecno F3), 11m17.6s; 3, Robert Baker-Carr (Brabham BT21B), 11m33.8s; 4, Ray Harper (Merlyn Mk9), 11m37.9s; 5, Martyn Smith (Brabham BT15), 11m38.1s; 6, Robert Campbell (Chevron B17), 11m52.1s. **Fastest lap and Class D:** Eberhardt, 1m06.4s, 78.93mph (record). **Class E:** Hall, 77.35mph. **Fastest lap:** Hall, 1m04.1s, 81.77mph (record).

Hackett away

Jul 25: Escorts filled the top 10 places at the combined Evesham and Cirencester Car Clubs single venue rally at Down Ampney airfield in Gloucestershire.

At the end of eight hard and very dry stages the Aylesbury CC crew Tim Hackett and Roger Duckworth won by 10secs in their Escort-Cosworth with Naylor and Lawrence hanging on well in second place. A gap of 28secs separated them from Steve Barnsley and Richard Knipe, who, in turn, were 10secs ahead of Steve Harkness and Nigel Jones.

LAST CHANCE STAGES

1, Tim Hackett/Roger Duckworth (Ford Escort Cosworth), 41m43s; 2, P Naylor/A Lawrence (Ford Escort), 41m53s; 3, Steve Barnsley/Richard Knipe (Ford Escort), 42m21s; 4, Steve Harkness/Nigel Jones (Ford Escort), 42m31s; 5, Alan Watkins/Tim Bloxham (Ford Escort), 42m48s; 6, D Moore/R Soper (Ford Escort), 42m48s.

It's a Gass

Jul 2: George Gass collected his second win in a fortnight at the Kames Motor Sport Centre, near Muirkirk, when he won the East Ayrshire CC single venue event by 5secs.

In his Opel Manta Gass opened up a lead of 2secs at the halfway stage in this sprint-type event with Duncan Ferguson hard on his heels. Unfortunately his challenge disappeared when a half-shaft broke. He eventually got going again and continued for fun. This allowed Sam Mullen through to challenge but he ran out of mileage.

KAMES STAGES

1, George Gass/John Moore (Opel Manta), 15m05s; 2, Sam Mullen/Sharyn Stewart (Opel Kadett), 15m10s; 3, Lawrence Sedittas/Alan Gibson (Talbot Sunbeam), 15m36s; 4, Bill Brown/Colin Findlay (Ford Escort), 16m08s; 5, Ron Russell/Alistair Chalmers (Ford Escort), 16m13s; 6, Fred Doig/Betty Campbell (Vauxhall Astra), 16m14s.

Evans, in the money

Jul 1: Welshman Gwyndaf Evans took his Shell-Brooklyn Ford Sierra RS Cosworth to a start to finish victory on this showpiece Burmah Rally through the tight Lurgan Park lanes.

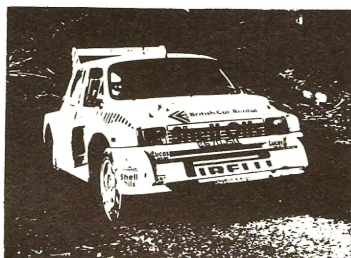
Gwyndaf and co-driver Howard Davies lifted £1000 in prize money for their win, part of the credit for which must go to their specially developed Dunlop tyres. On a day when traction was at a premium over the six short mixed asphalt and gravel tests, Andrew Wood squeezed into second after a day long dice with local vet Hugh O'Brien's Escort.

Wood also collected £1000 prize money – half of which was for the Burmah lead free award. Expected front runner Bertie Fisher just didn't find the grip with his BMW M3 and finished 10th, while Leo Shaw easily took the Group N category in his BSS Sierra.

Evans' final comment after Lurgan Park: "I hope this is just the first of many Irish wins," posts the Welshman's intentions for the forthcoming Ulster Rally.

BURMAH NATIONAL RALLY

1, Gwyndaf Evans/Howard Davies (Ford Sierra Cosworth), 14m17s; 2, Andrew Wood/Douglas Paterson (Audi 90 Quattro), 14m43s; 3, Hugh O'Brien/Stephen Kirkpatrick (Ford Escort), 14m45s; 4, Roy Alcorn/Noel Dickson (Ford Escort), 14m50s; 5, Andrew Nesbitt/Bryan Murphy (Ford Escort), 14m57s; 6, Raymond Knox/Trevor Knox (Sunbeam), 14m57s.



NATIONAL RALLIES

The Price is wrong

Jul 1: In a very close finish only 6secs separated the leaders after nine furious stages around the Aintree course where Knutsford DMC attracted a fully entry of 90 cars.

Victory went to Dave Brooks' unusual DB special which pipped Ian Kirkwood's large-engined Fiesta but the pair had been blown into the weeds early on by John Price's Renault 5T. However, after being warned about the noise from his car at the end of the fourth test, officials checked again after seven stages and the car and driver were excluded. A similar fate befell Mike Oates who had hired a Metro 6R4 from Price. Derek Speight's dismal run of misfortune continued when his Chevette let him down for the third event in a row after only two stages.

AINTREE BLAKES CHALLENGE STAGES

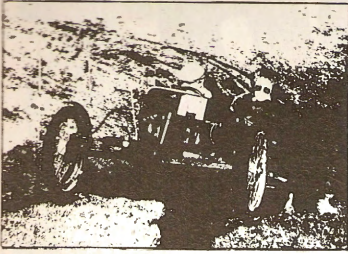
1, Dave Brooks/Paul Dyer (DB Special), 1733s; 2, Ian Kirkwood/Paul Boyd (Ford Fiesta), 1739s; 3, Mike Barber/Martin Pettit (Vauxhall Nova), 1748s; 4, Michael Donovan/Richard Morris (Ford Escort), 1766s; 5, Jonathan Hunt/Rick Kellett (Vauxhall Chevette), 1780s; 6, David Griffiths/Jim Brindle (Vauxhall Chevette), 1785s.

Take the Bird

Jul 2: After duelling in the sun for eight stages Robin Herd and Keith Bird were all set to provide an exciting climax to the Eastwood DMC event at Twyford Wood near Grantham. But it was not to be for Herd punctured shortly after the start and Bird took an easy victory after the pair of MG Metros had dominated the 79-strong entry. There were some fine battles down the order among the ordinary cars with an Escort, a Porsche 911, a Lotus Sunbeam and a Sierra Cosworth ending up only 8secs apart.

GLUB RALLY SCHOOL STAGES

1, Keith Bird/Tony Hart (MG Metro 6R4), 39m13s; 2, Robin Herd/Richard Wise (MG Metro 6R4), 40m32s; 3, Tony Rees/John Blennerhassett (Ford Sierra), 43m15s; 4, Paul Smith/Hugh Edwards (Vauxhall Astra), 43m45s; 5, Bob Tickner/Scott Pacey (Ford Escort), 43m46s; 6, Garry Nicholls/Stuart Mackay (Talbot Sunbeam Lotus), 43m52s.



OFF TRACK SPORT

Rowan roasts them

DOUNE, Jun 17/18: Ray Rowan's FTD in round 7 of the Guyson British Hillclimb Championship was one of the fastest times set at Doune in recent years, a mere 0.16sec slower than Martin Bolsover's long-standing course record. Rowan, in fact, was the only driver to beat 40secs in the scorching conditions.

Fastest qualifier, David Gould, could not match that kind of performance, but still managed runner-up spot ahead of reigning champion, Charles Wardle.

Roy Lane, Rowan's nearest challenger for Guyson honours, has never gone well at Doune since fitting the 4-litre DFL engine to his Pilbeam, and on this occasion he finished seventh.

Sports cars abounded in the Championship run-off, the fastest being David Grace's Pilbeam which ended up fifth between Sean Gould and Tim Thomson. Jim Robinson took the same car to eighth, while Peter Harper rounded off the 11 finishers in his Clubmans Vision.

Another Clubmans driver, Kenny Allen, qualified for the run-off in Bill Wood's Malkoock but did not start.

Battle of the day was in the large special saloons class, where, for the first time since acquiring his 2-litre Skoda, local hero Barry Simpson was really pushed to get a good result. John Meredith became the first person to beat Brian Walker's 1983 record in his Rover-engined version, but Simpson was ready for him and fairly threw his car up the hill to win the class by just over 0.1sec.

DAVID FINLAY

DOUNE

Guyson Beadblast RAC British Hillclimb Championship, round 7

FTD: Ray Rowan (2.8 Roman-Hart IV H), 39.55s.

Top 10 Run-Off: 1, Rowan; 2, David Gould (2.8 Gould/Hart 84D), 40.27s; 3, Charles Wardle (5.0 Pilbeam-Repco MP47RB), 40.42s; 4, Sean Gould (2.8 Gould-Hart 84D), 40.64s; 5, David Grace (2.5 Pilbeam-Hart MP438C), 40.95s; 6, Tim Thomson (2.8t Pilbeam-Hart MP53), 41.48s; 7, Roy Lane (4.0 Pilbeam-Repco MP58), 41.98s; 8, Jim Robinson (2.5 Pilbeam-Hart MP43SC), 42.00s; 9, Rob Welch (2.5 Pilbeam-Hart MP58H), 42.29s; 10, Rob Turnbull (2.8 Roman-Hart IV H), 42.33s; 11, Peter Harper (1.7 Vision), 43.21s.

Roy's record

FINTRAY, Jun 25: Martin Bolsover's outright Fintray record had stood for so long people had almost forgotten it was there. His magical 1982 run was the only single sub-26s climb in the history of the hill, and, at 25.99s, only a shade under it too.

Of the current Guyson British Hillclimb Championship crew, the fastest until this event had been Ray Rowan, who got down to 26.05s three years ago. So it was fitting that Rowan was the first person to beat Bolsover's time

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with a class run of 25.86s, sending ripples of astonishment down the hill as he did so.

At the end of the day, though, it was Roy Lane who made Fintray's heart his own as he rounded off the event with a sensational 25.72s run in the Steel King Pilbeam. Rowan, though still extraordinarily quick by the normal standards of the hill, could not find his earlier pace again and finished second in the Hurstminster Financial Services Roman on 25.90s.

Tim Thomson took third in the Guyson Pilbeam turbo and thereby collected a full set of Grampian Television Scottish points. However, the bamboozling nature of that championship's qualifying procedure means that he will not be able to claim any score at all at the end of the year.

Of those that will, George Ritchie was by a long way the fastest. Ritchie qualified for the Run-Off and finished tenth in it, not apparently troubled by his Chevron-Hart's dreadful over-run noises but happy to use them as an excuse for not going faster still.

DAVID FINLAY

FINTRAY

Guyson Beadblast RAC British Hillclimb Championship, round 8

FTD: Roy Lane (4.0 Pilbeam-DFL MP58-1) 25.72s (record).

Top 10 Run-Off: 1, Lane; 2, Ray Rowan (2.8 Roman-Hart IV H), 25.90s; 3, Tim Thomson (2.8 Pilbeam-Hart MP53 turbo), 26.52s; 4, Rob Turnbull (2.8 Roman-Hart IV H), 26.58s; 5, Sean Gould (2.8 Gould-Hart 84), 26.59s; 6, David Gould (2.8 Gould-Hart 84), 26.65s; 7, Adrian Hopkins (1.6 Sark-BDH III H), 27.88s; 8, Rob Welch (2.5 Pilbeam-Hart MP58H), 27.91s; 9, Jim Thomson (2.8 Pilbeam-Hart MP53 turbo), 27.88s; 10, George Ritchie (2.0 Chevron B34), 28.28s; 11, Martin Middleton (1.7 Pilbeam MP52), 29.11s.

Harris so close

SHELSEY WALSH, Jul 2: Dave Harris was once again denied maximum run-off points on the last run of the day. Roy Lane recovered from a first run spin at the esses to head Harris by only 0.05sec. Current leader Ray Rowan saw his advantage diminish following a wishbone rose-joint failure on co-driver Rob Turnbull's second run leaving him no chance of improving upon his first attempt.

Held in perfect conditions, a large spectator turnout saw a rather depleted special saloon class go to the Skoda-Lola of Bob Perkins. The first of many records fell to the potent Martek Skoda Coupé of John Meredith who shaved almost 0.45sec from Nick Mann's three-year-old benchmark.

The sub 1600cc Mod Sports category saw fierce competition between co-drivers of the 'White Brick' Caterham 7, Allan Warburton and Leon Bachelier. Warburton established a new record on his first run only to see it snatched, by 0.25sec by Bachelier. Warburton then lowered the mark still further with a fine 31.34secs run.

The over 1600cc Road Going Mod-Sports class saw the reverse of last week's result, with Michael Steele taking the class award from the Caterham Super Seven of Rob Stevens. Peter Garland twice broke the class record in the racing division, comfortably heading the Porsche Turbo of Tony Bancroft.

It was the Freedom Vision of Peter Harper that was once again in record-breaking form, paring 0.05sec from the record he established last year. Deryk Young seemed to have cured the misfire that afflicted his car at Prescott, managing to hold at bay the Claymore Lubricants Lola of Paul



McBeath: 2-litre win at Shelsey Walsh.

Turner to take the Small Sports Racing award. The unlimited division was once again the province of Pilbeam driver David Grace, though he was given a good run for his money by David Render who ended up 0.33sec in arrears.

The 500 Owners class was taken easily by Tim Cameron, who revealed that he was using a fuel mix of 90% nitro! The diminutive Trakstar of Phil Jefferies was way ahead of the rest of the Modern category.

At last Russ Ward's 1100 Racing Car record has fallen, and the way with which Phil Kidsley claimed it was memorable, his Turbo Brabham teetering on the limit over the entire length of the course. It was once again the Sark of Adrian Hopkins that posted an unbeatable time in the 1600cc Racing Car class, with the Argo of second placed Barry Goode 0.75sec adrift.

Andy McBeath found himself with a place in the run-off following his class winning run in the 2-litre division of 28.59secs, while in the unlimited racing car division it was Roy Lane who headed the table with a run of 26.38s that was not bettered even in the run-off and which was to stand as FTD, the Steel King Pilbeam recording speeds of over 130mph along the finishing straight. Ray Rowan managed to hold off a concerted challenge by Dave Harris for second in class.

With Andy McBeath not coming forward for the Birmingham Post run-off, it was David Render who held anchor spot just shy of the points. Ahead of Render was Rob Welch who lost part of his front wing at the esses in an effort to catch Jim Robinson in ninth spot. Martyn Griffiths, unable to repeat his success of one week earlier, was next up behind. Next came Turn-

bull, who despite putting everything into his run could not match the pace of David Grace.

With enormous flames shooting from the silencer of his Pilbeam Repco, Chris Dowson had to be content with fifth place, 0.16sec down on Ray Rowan. The Walsall wood engineer, driving his self constructed Roman, caused the crowds to gasp with disbelief as the machine, on the ragged edge, hurtled through Crossing and up towards the esses. He did not have a chance to improve on his first attempt, the car grinding to a halt in a cloud of white smoke, the rear offside wheel jammed firmly against the sidepod on his second run. Tim Thomson made full use of the turbopower available to him to take third, bettered in terminal speed only by the two DFL powered cars.

Once again, the crowd was on its feet, but this time it was because Roy Lane had spun at the top esses, luckily without damage, leaving Dave Harris at the head of the pile following the first runs. Harris saw no improvement on his second run, marred by a missed gear change out of the last corner and on the final run of the day Roy Lane grappled FTD with a superb run.

PAUL STOODLEY

SHELSEY WALSH

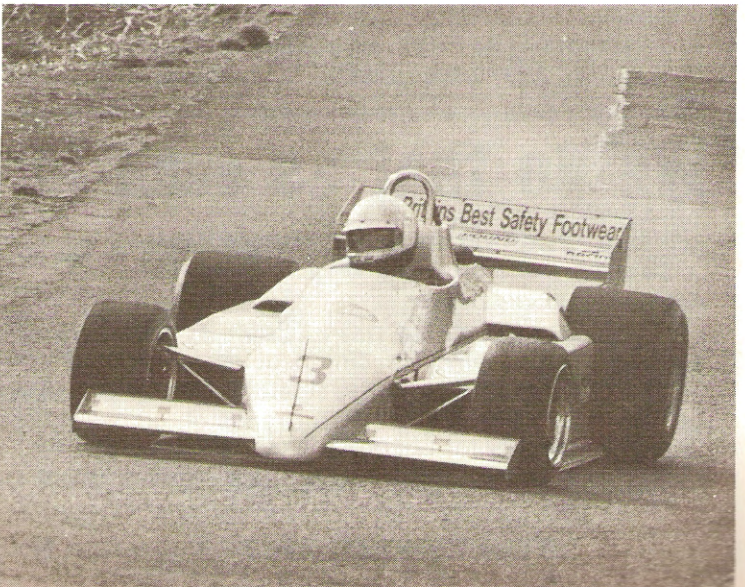
Pound Garden Buildings Midland Hillclimb Championship/Birmingham Post Top 10 Challenge, round 6

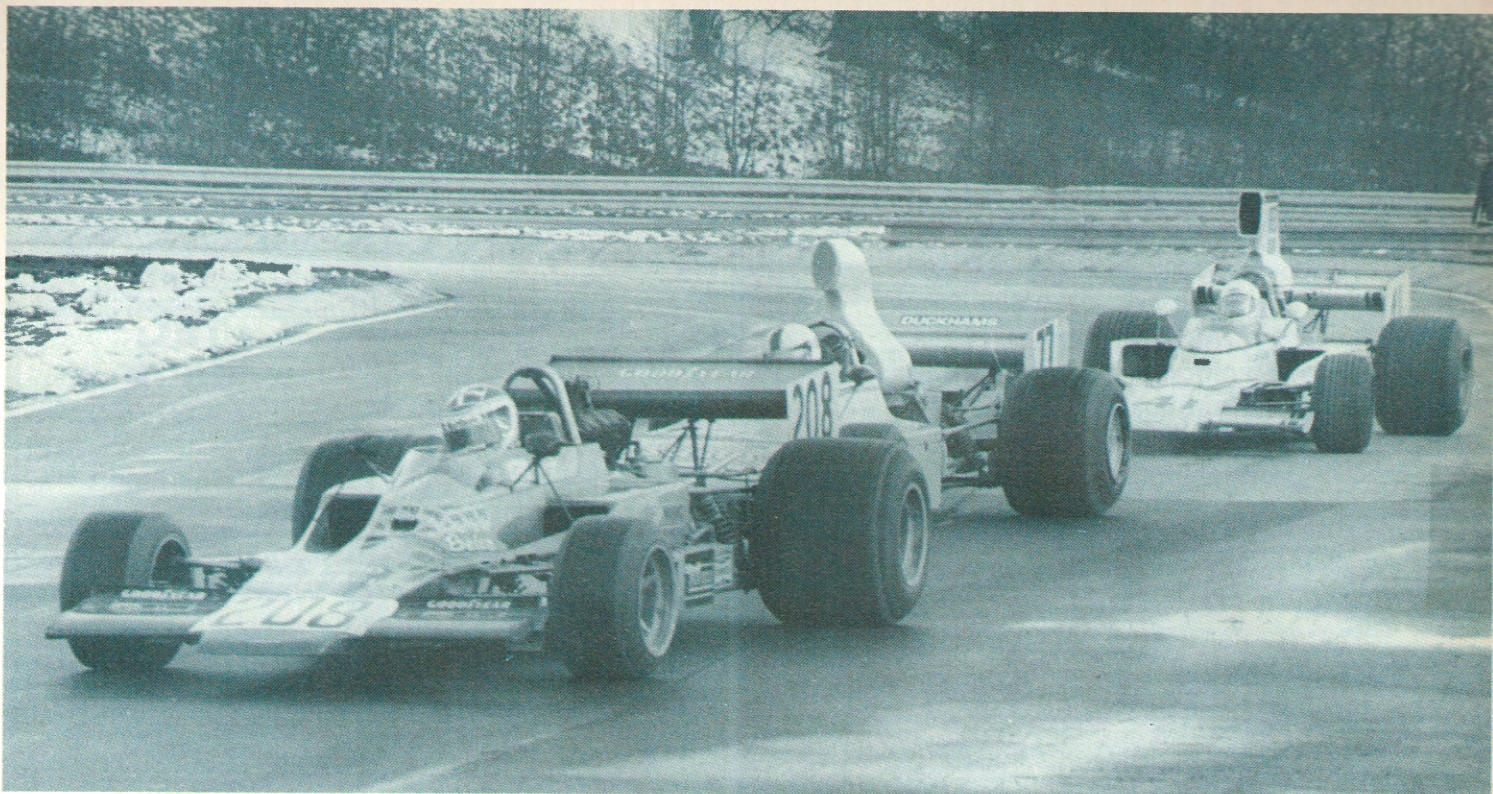
FTD: Roy Lane (4.0 Pilbeam-Cosworth DFL), 26.38s.

Birmingham Post Top 10 Run-Off: 1, Lane, 26.50s; 2, Dave Harris (3.9 Pilbeam-DFL MP58), 26.55s; 3, Tim Thomson (2.8t Pilbeam-Hart MP53/04), 27.13s; 4, Ray Rowan (2.8 Roman Hart IVH), 27.40s; 5, Chris Dowson (5.0 Pilbeam-Repco MP47HRB), 27.44s; 6, David Grace (2.5 Pilbeam-Hart MP43C), 27.58s; 7, Rob Turnbull (2.8 Roman-Hart IVH), 27.95s; 8, Martyn Griffiths (2.8 Pilbeam-Hart MP53), 28.16s; 9, Jim Robinson (2.5 Pilbeam-Hart MP43C), 28m22s; 10, Rob Welch (2.5 Pilbeam-Hart MP58H), 28.31s; 11, David Render (2.8 Pilbeam-Hart MP43), 28.95s; 12, Andy McBeath (2.0 Pilbeam-Hart MP54), DNS.

Class winners: Bob Perkins (1.3 Skoda-BDH Lola), 34.47s; John Meredith (4.5 Skoda-Rover NCK), 29.73s (record); Allan Warburton (1.6 Caterham Ford Super 7), 31.34s (record); Michael Steele (1.6 Lotus-Ford Super 7 S2), 34.62s; Peter Garland (3.9 Morgan-Rover + 8), 31.51s (record); Peter Harper (1.7 Vision V86 Beattie), 29.13s (record); Deryk Young (1.6 Vision V87HS), 29.81s; Grace, 28.06s; Tim Cameron (600cc Cooper Mk2), 34.01s (record); Phil Jefferies (250 Trakstar-Rotax ZK89), 31.78s; Phil Kidsley (Brabham BT28), 29.50s (record); Adrian Hopkins (1.6 Sark-Jennetts 111H), 28.69s; McBeath, 28.59s; Lane, 26.38s; Richard Mason (3.0 Austin Healey), 41.34s.

Roy Lane overcame a first run spin to take FTD at Shelsey Walsh.





GORDON SPICE
ShellSport European F5000
Championship
Oulton Park
March 28th, 1975
Lola-Chevrolet T332

Oulton Park in 1975 was a very memorable event, basically because of an ambition I'd had since 1970 to win an F5000 race. It was a psychological boost for me, because I knew in F5000 I was getting a bit out of my depth, and to actually have a win was a terrific thing.

I enjoyed the driving, but I was having to drive at 10/10ths to be competitive, and I was really against professional drivers who did nothing but race, like Brian Redman, Peter Gethin and Vern Schuppan. In '75 I was far from being professional, because I was running a business. The night before I had my big one at Mallory I'd been up at 3am re-setting the alarm at the factory. That's not the way to go racing.

I accepted that I was out of my depth. I could be competitive, but I really had to work hard at it, and inevitably in that situation you start having accidents. I didn't do enough testing, enough driving, and you needed to be in the cars every week, and I wasn't.

By today's standards the cars were unsophisticated, but they were relatively strong. I drove a selection of F5000 cars, and the easiest of them all to drive was the Kitchener. It had a very short wheelbase, and you could drive it like a Mini, and it was very good in the rain. The Lola I had in '75 was a well-proven motor car, which I'd bought from Brian Maguire. I was run by Bob Salisbury, and it was an excellent team.

I had a ghastly 'flu that weekend at Oulton, and I was literally in bed in the hotel, and just got up, came to do qualifying, and went back to bed. The first day of practice was cancelled

because of snow! I qualified fifth or sixth or something like that.

The track was covered in salt after the snow, and if you've got a lot of salt on a circuit, it's just like driving in wet conditions.

For the race it was case of 'It looks like slick weather, but don't believe it's slicks, because really it's like water'. But we didn't get our act together quick enough, and I didn't manage to get the tyres changed in time, so I went out in the warming up lap on slicks, and everyone else went out on wets.

However, the track looked beautiful, and people on wets thought 'God, we should have gone on slicks'. But I'd tried it on slicks, and found it

was like driving in the wet, so I switched back on to wets for the race. And I don't think many cars did that, and nearly everyone else decided to start on slicks.

So we started on wets, and the car was handling much better. And Bob Salisbury is an experienced bloke, and I dare say he cranked on plenty of wing and set it up for the wet. And that was the right decision. After a few laps I was out in front. In my memory it was a race which I just went out and led and won, but in fact Teddy Pilette caught me and led for a while until he had a problem.

Some people had pitted and changed onto wets, and started catch-

ing up, but I had built up a big cushion in the meantime. I do remember very well looking in my mirrors, seeing no one there, thinking that they must have stopped the race for some reason, and I hadn't seen the flag.

But I thought I'd press on regardless. And at one time I had one hell of a lead, and I seem to remember I was about 40 seconds ahead.

Then it was a matter of preserving the tyres. Like any race when you're leading, you're just praying that nothing goes wrong with the bloody car, being super careful. It was a lucky win, which made it all the more sweet. It wasn't a particularly memorable race, but for me it was an important one because I was beginning to think that I'd never win in F5000.

After the F5000 race there was a saloon car race; I didn't even have time to have a cigarette between the races, and that nearly caused a non-start!

It was so easy getting into a Capri and disappearing into the middle distance, because the speeds were that much slower, and one was so immediately in tune with the circuit.

I won the class, and the thing I remember most is that I took my wife round on a lap of honour, driving one-handed and rather casually, and suddenly a rear link went in the suspension, and the car lurched down and bottomed out. Mandy was sitting in the back, and she cracked her mouth on the roll bar. Several hours later she looked like a duck-billed platypus! It was bloody sad, but in fact we were quite euphoric about the win. That took away some of the pain.

Later on that season I had the big accident at Mallory, and that was someone's way of telling me to stop single seaters. I thought it was time to jack it in, and I haven't driven a single seater since then...

Gordon Spice was talking to Adam Cooper

NEXT WEEK
JACKIE STEWART

AUTOSPORT, JULY 6, 1989

"I didn't even have time to have a cigarette between the two races, and that nearly caused a non-start!"



Gordon Spice (49) worked in finance, cocoa and chocolate (!) before establishing his motor accessory business in the early 60s. He followed brother Derek into racing in 1963, and made his name in Minis, winning the 1968 British Saloon title. He moved to F5000 in 1970, although his only win came at Oulton in '75, before a massive accident at Mallory Park forced him to stop single-seaters. Throughout the seventies he was associated with Capris, winning his class in the British Championship six times and twice winning the Spa 24 Hours. He finished third at Le Mans for Rondeau in 1980-81, and made a permanent move into sportscars when Group C2 was established. He won the 1985 C2 World Championship with a Tiga, before establishing Spice Engineering. World titles followed in 86-7-8, until the team moved into C1 this year. Gordon's last race was Le Mans in June, for he has recently announced his retirement. Our picture shows third placed Gordon about to pass Tom Belso (208) and Dave Walker (77) for the lead.

COMPETITION SEATS

Sparco Pro 'Ro' Kevlar/Carbon	£360.00
America	£180.00
Pro 'Mo'	£233.95
Recaro Full competition	
Kevlar 2.5 Kilos	£1400.00
Full competition	
G.R.P. 7.5 Kilos	£395.00
Corbeau GTI Hi-back	£91.85
Monza sprint Kevlar	£142.75
Fittings — Sparco subframe	£20.80,
Corbeau	£16.95, Extra back supports
	£7.50, Leg support £14.50.



HELMETS

Bell Mag 4RS (Open face)	£140.00
XFM1 (Full face)	£270.00
FR2 (Full face)	£170.00
Race Star (Full face)	£130.00
Simpson Bandit 2	£180.00
Bandit 3	£220.00
SX 111 (Nomex lined)	£300.00
Top Tek Spectra (Open face)	£54.00*
Panther (Full face)	£274.95*
Nimrod (Full face)	£54.00*
Everoak RSK Kevlar (Full face)	£104.95*

* = VAT zero rated.



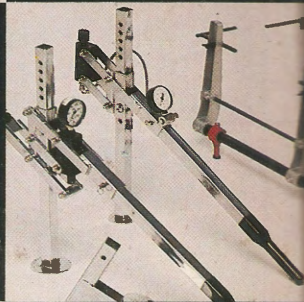
HELMET ACCESSORIES

XFM1 Visor (Clear or Tint)	£22.50
XFM Flip-off	£6.00
Spectra Visor	£6.25
Spectra Peak	£3.00
Panther/Nimrod Visors	£6.95
Everoak RSK Visor (Clear or Tint)	£11.50
G.P.A. Visor	£22.00
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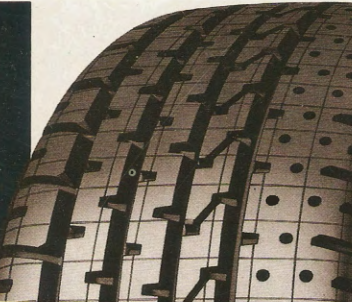


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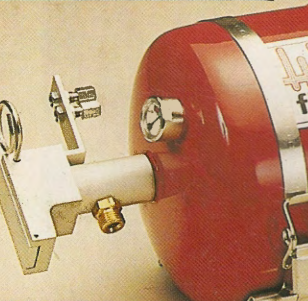
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Sabelt £24.00	Sabelt £26.50
Britax £29.95	Britax £36.95

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