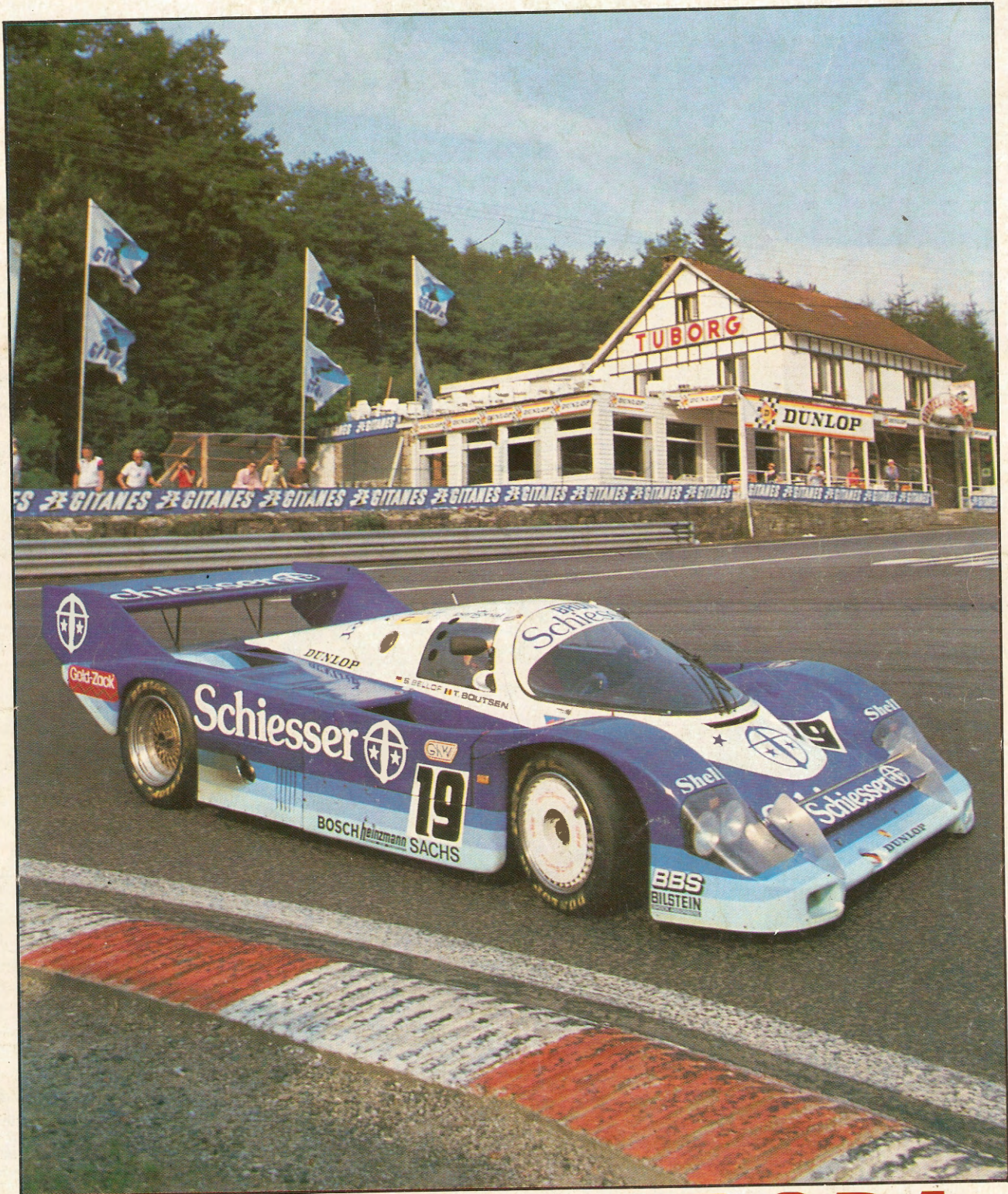


# AUTOSPORT



## TRAGEDY AT SPA

BELLOF TRIBUTE ♦ LANCIA'S SAD WIN ♦ TT PREVIEW  
BRANDS HATCH F1 TESTING ♦ OPEL'S RALLY PROTOTYPE



# AUTOSPORT

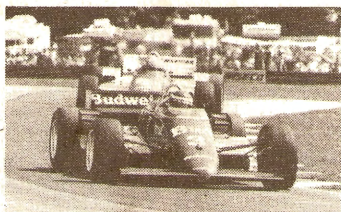
## PIT & PADDOCK 4

All the international motor racing news — Accidents at Spa — Lamborghini's Le Mans engine — One Tyrrell for Monza — Danner to get F1 chance with Zakspeed? — Full previews to Italian GP at Monza and Silverstone's ETC Tourist Trophy — Stefan Bellof: an appreciation.

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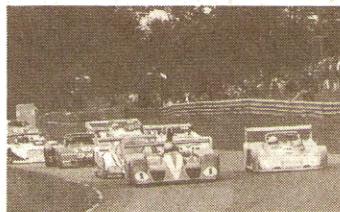
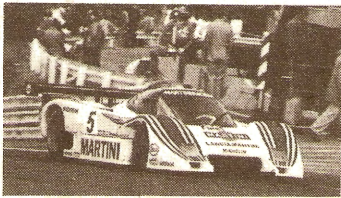
Bobby Rahal stole the victory at the Mid-Ohio road course, but as Gordon Kirby reports, it is Mario Andretti who still heads the championship as the title race intensifies.

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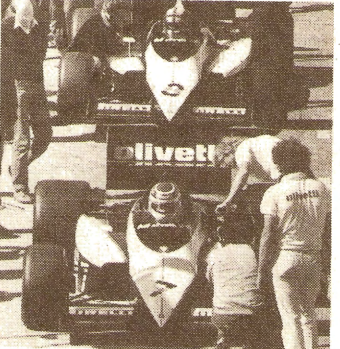
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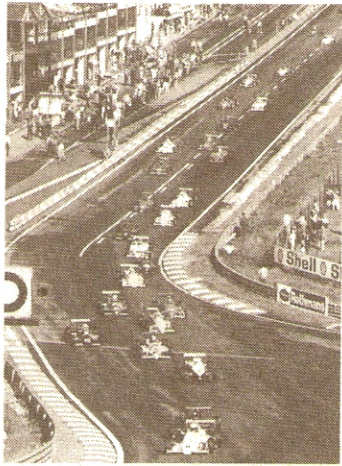
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## FRONT COVER

The late Stefan Bellof, reigning World Champion, and one of the true stars of sportscar racing over the past two seasons, at the wheel of his Porsche 956B during practice for the Spa 1000Kms. Photo: Jeff Bloxham.

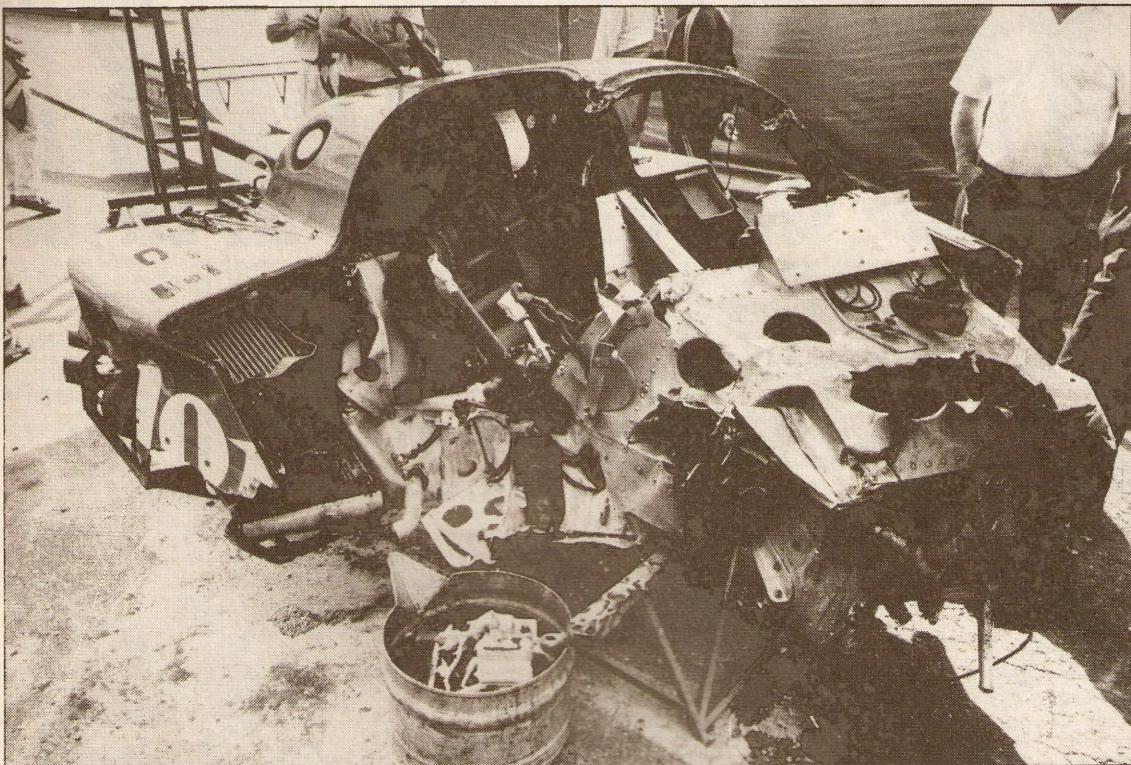
## NEXT WEEK

Grand Prix action from Monza as the F1 title fight heats up — Full report from the Silverstone Tourist Trophy — Rallying action from the Lindisfarne — Rick Mears interview — Manx Rally preview — Sanair CART latest — *Armchair Enthusiast* — Road test of the Jaguar XJ12 Cabriolet.

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Considering the state of Palmer's Canon Porsche after the accident, its pilot is lucky to have escaped so lightly.

## Two more serious sports car accidents at Spa

Last weekend's Spa-Francorchamps 1000 sportscar race meeting at Spa in Belgium was terribly marred by two serious accidents, one of which claimed the life of the reigning World Endurance Champion, Stefan Bellof (see report, page 20).

Bellof was the second West German Formula 1 driver to be killed while racing a sportscar in 22 days. His tragic death follows that of his compatriot Manfred Winkelhock, who died during the previous FIA championship race at Mosport Park, Canada. Both men were driving Porsches.

Bellof's accident occurred at the precise midpoint in last Sunday's race. He was attempting to take the lead of the race from Jacky Ickx, the 1983-84 World Endurance Champion who was leading narrowly in his factory Porsche. Bellof had been trying to pass Ickx for more than two laps and, as the two cars sped down the hill from the hairpin at La Source, he moved his Brun Motorsport entered car to the left side of the track so as to attempt to pass the leader on the very fast approach to the left-right complex of Eau Rouge/Raidillon.

Eye witnesses of the incident agree that this was a disastrous error of judgment by Bellof. This daunting sequence of corners, taking the cars uphill again towards the main straight, is taken by the fastest drivers without braking, either flat-out with a 'long' fourth gear or with a lift in fifth. Estimates of the speed in the first part of the corner put it at between 140 and 145mph, and it is certainly not recognised as an overtaking opportunity.

As the cars arrived at the first part of the corner at the foot of the hill, Bellof's front wheels were just ahead of Ickx's rears on his right. Ickx could do nothing but make his turn for the corner and collision was inevitable.

The contact sent both cars into wild spins. Bellof's spun through 360deg and it slammed into the barrier on the left of the road head-on. Ickx's spun through at least

540deg and hit the barrier backwards a few metres further up the hill towards Raidillon.

Both drivers had taken over the cars only a few laps before, and the Porsches had almost full fuel loads. Bellof's burst into flames, but quite a big fire was quickly extinguished by the marshals who were quick onto the scene. Ickx's, after a brief delay, also caught fire, but this was a relatively small blaze.

The front of Bellof's car was folded back by the huge impact with the barrier, four of whose mounting posts were dislodged. The barrier was moved back almost 2ft at the point of impact, hard against the concrete base of a grandstand.

It took marshals with cutting equipment just over 20mins to remove the driver.

Bellof was carefully removed to the circuit medical centre, where he was said to be alive but too weak to be taken on to hospital. According to a statement from the organisers, he died there just over an hour after the accident, it is believed due to multiple injuries.

Ickx escaped with very minor injuries. The force of his collision with the three-tier barrier tore away the entire right rear corner of his car and extensively damaged the right side. He also did not immediately extricate himself, but emerged after less than a minute. He suffered a lightly grazed face and a strained neck, but went straight away to Bellof's assistance.

Immediately afterwards, he returned home with his family and friends, deeply upset by the accident for which he cannot be held in the least responsible.

The meeting had already featured an accident involving Jonathan Palmer's Richard Lloyd Racing Porsche, which had many uncomfortable similarities with Manfred Winkelhock's in Canada three weeks before.

Midway through what should have been

his last lap of the Friday practice, Palmer was hurling the car through the first part of a downhill double left-hander, taken by the Group C1 cars at about 140mph, flat in fourth gear. As he exited the first part of the corner ('Dublin'), the right front tyre suffered what must have been a total and virtually instantaneous deflation, the cause of which has not yet been explained.

The car was immediately beyond the driver's control and, crossing about 20 metres of scrub, it hit the metal barrier at almost unabated speed.

Although it is not as steeply downhill nor as adversely cambered, the Dublin/Londres corner at Spa is very much the same as Turn 2 at Mosport. There is a wide run-off area but the barrier loops back to rejoin the trackside at the second part of the corner ('Londres'). Like Winkelhock's Porsche in Canada, it was at this point where Palmer's car hit. The angle of impact was the same, and the damage was also similar: the right front corner of the car folded upwards, trapping the driver by his feet.

Again it took the marshals more than 20mins to extract the driver from the wreck, and again the rescue operation was supervised, with commendable urgency and purpose, by Hans Heyer.

The major difference in this incident was that the barrier was shifted backwards more than 2ft by the impact, which dislodged four mounting uprights. Probably saved from serious injury by the resulting 'give', Jonathan was eventually removed to hospital in Verviers where his injuries were given as slight concussion, two small fractures in his right foot, and a chipped bone just below the knee. He had also suffered a particularly unfortunate blow to his right eye: as his head came forward on the point of impact and the right front of the monocoque folded upwards, the gearknob penetrated the narrow visor aperture of his helmet...

## Jonathan recovers

"I look like I have done 100 rounds with Muhammed Ali but otherwise I feel quite good and frankly just happy to be alive," were the words from Jonathan Palmer on Monday evening.

Palmer was flown back to England last Saturday morning and went directly under the care of Professor Syd Watkins, FISA's chief medical officer. "Within an hour of getting here everything was done properly and the way things are going I shall be itching to drive again by the end of the week," reported Jonathan who had managed to keep his clinic's switchboard jammed all day!

The news regarding his injuries is tremendously encouraging and he is quite optimistic that he will be back at the wheel of the Zakspeed in time for the European Grand Prix at Brands Hatch in a month's time. "I've got a couple of small bones broken in my foot, a crack across my right tibia and a black eye. My foot will fix itself and it appears that intensive physiotherapy will take care of the tibia. My consultant thinks that there is a good chance that I will be fit for Brands and obviously I am anxious to be back racing as soon as possible."

Palmer could not praise too highly the efforts of Jaguar driver Hans Heyer who stopped his car on passing the scene of the Palmer — on the mend.



accident, for the second time, when he realised little or nothing was being done. "He was an absolute Godsend and worked like a man possessed to get what equipment there was there into action. It was as if it was his own life that was at risk."

It was a great relief to hear JP sounding chirpy and cheerful and AUTOSPORT wishes him a continued speedy recovery.

## Laffite stays on

Equipe Ligier has confirmed that Jacques Laffite will be in its employ for a ninth season in 1986. Jacques's enthusiasm for Guy Ligier's products and team has been unstinting over the years, and the current competitiveness of the Renault-powered JS25 chassis owes much to this commitment.

Laffite has only had one other boss in his extensive F1 career (having driven for Frank Williams in 1974-5, and again in 1983-4) and his recent third places in the British and German Grands Prix have reminded everyone of his talent, oft hidden by circumstances over the years.



# Revised Ferrari quick in Italian GP testing

Five teams were at Monza last week, testing for this weekend's Italian Grand Prix, and paramount among these, of course, was Ferrari, who had a heavily revised 156 present for Michele Alboreto.

The latest Ferrari, with repositioned intercoolers and new suspension at front and rear, went extremely well, Alboreto recording a best time of 1m28.04s. This, the team claims, was set on Goodyear 'C' soft race tyres. On harder tyres, and running with 175 litres of fuel aboard,

Michele lapped in 1m31.07s.

Second fastest was Eddie Cheever, in a substantially changed Alfa Romeo 185, which resembled nothing so much, according to our Italian correspondent, as a green Lotus! The car retains the old monocoque, but suspension and bodywork are completely new. Evidently the latest Alfa works rather better than its predecessor, Eddie lapping in 1m29.13s.

Next up was Jacques Laffite's Ligier-Renault JS25 (1m29.82s), the Frenchman amusing himself by confusing the popu-

lace, wearing Philippe Streiff's helmet for part of the time. Streiff himself got down to 1m32.21s, despite running only 30 laps. Being several inches taller than Jack Lafferty, he was also obliged to drive without a seat, and the pedal layout he found less than easy. All told, a very good time in the circumstances!

The only other teams present were Osella, Rothengatter lapping in 1m34.13s, and Minardi, Martini setting a best of 1m35.98s.

# Danner subs at Zakspeed

Formula 3000 championship contender Christian Danner is set to deputise for the injured Jonathan Palmer in the Zakspeed F1 team although his debut will probably not be until the Belgian Grand Prix on Sep 15.

"I have been at Zakspeed today and they want to run me," said Danner on Monday evening, "but Mr Zakowski would prefer it if I could test the car before racing it, so I don't think we shall be going to Monza this week."

With the tragedies of the past three

weeks Danner suddenly finds himself as Germany's leading single seater driver, but nevertheless he has thoroughly earned an F1 chance with his performances in the BS Automotive March F3000 car. He had been in discussion with the West Zakspeed team for some time about driving a second car alongside Jonathan Palmer in the next year's European GPs and he told us on Monday that there was a chance of the team fielding a pair of cars in the Brands Hatch European GP. "There is no way Zakows-

ki will let Jonathan down and if he is fit for Brands Hatch (the team's last scheduled race of the year), then, if FOCA agree, there will be two cars entered for us."

From his hospital bed Palmer was particularly upset at the thought of missing the next two races: "We were due to have five brand new engines fitted with a crankshaft damper for Monza which is what we have been waiting for all year. In the last couple of races the car has started to show some form and I am sure it will be possible to finish on a high note."

# Nissen to try F1 RAM

Leading German F3 championship contender Kris Nissen is to be given a test day in one of the Skoal Bandit RAM F1 cars. "I am doing it as a favour for Jochen Mass who was responsible for seeing us in business in 1982," reported John Macdonald on Monday.

# Valour and the American dream '86

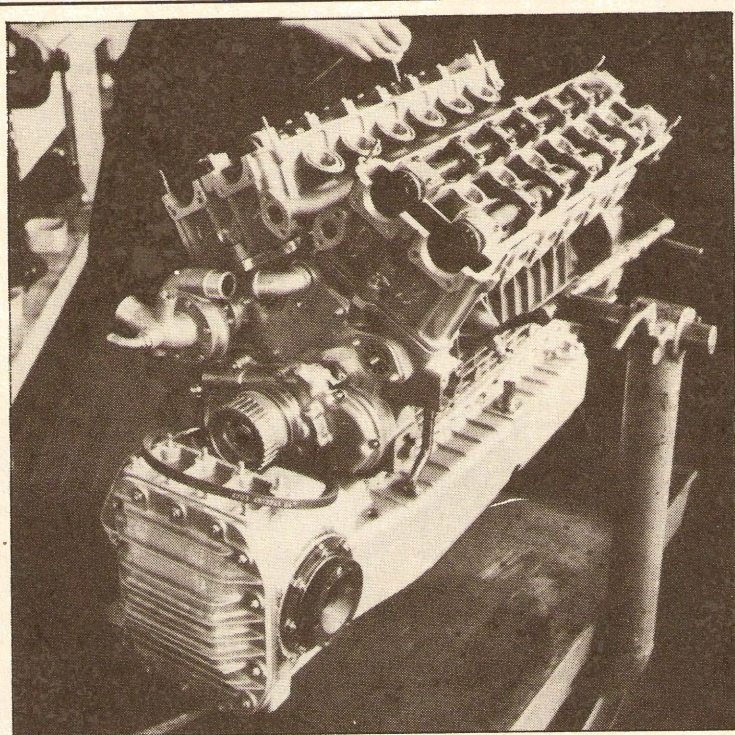
Racing for Britain's Stateside cousin, Racing for America, is currently campaigning to raise a budget to field a two-car team in the 1986 European F3000 Championship, under the guidance of Valour Racing's John Upton.

The American Youth Racing/RfA legend has been prominent on Ross Cheever's F3 Ralt in recent races, and it is intended that Eddie's younger brother — the super-impressive Spa victor — will lead the onslaught.

Among the drivers short-listed at present for the second seat (wholly dependent on the finance being available, of course) are Jeff Andretti, Cary Bren Whitney Ganz, Davy Jones and Terry McKenna.

Upton's existing equipe also plans to run a two-car British F3 team on behalf of Racing for America. The second Class A car (and perhaps a Pre-'85 chassis) will be available for suitably qualified Americans to hire in 1986.

The public subscription scheme now has over 300 members, and Systeme RfA's chief Steve Sydenham has been co-opted on to the management.



# Lamborghini's C-car

Lamborghini, the manufacturer of the Countach and Jalpa supercars, will enter Group C sportscar racing next year with a new, competition version of the four-cam V12 normal induction engine. The move is apparently part of plans by the Mimram group of companies, which purchased Lamborghini a few months ago, to create a new sporting image for the Bologna manufacturer. The Lamborghini management remains unconvinced about the value of turbocharging for road car production, and the Group C engine will be a 5.7-litre version of the current 60deg V12 *quattrovalvole* powerplant. The Italian company has recently concluded a still-secret deal with a British WEC team to run factory financed and developed engines in a full Sportscar World Championship season in 1986. More details soon.

revised Ferrari 156 round in 1m28.04s. Everything points to a close race. Stefan Johansson, too, should shine.

The weather has been very hot in the Milan region these last few days, and Nelson Piquet will be hoping for more of the same this weekend for it will allow his Pirellis to thrive. If so, the Brabham-BMW will probably shine — remember Ricard.

Impossible also to overlook last year's winner, Niki has been the Lauda of old since announcing his retirement. He has promised to help Prost to the championship — will he start at Monza?

The Williams-Hondas of Rosberg and Mansell will be front runners, of course, with Keke a likely pole contender. His last four races, however, have ended in Johansson — staying at Maranello?

# Johansson in demand?

Stefan Johansson, fastest in last week's F1 tyre testing at Brands Hatch, will learn after this weekend's Italian GP whether his considerable prowess will be required at Maranello next year.

The Swede, dogged by misfortune all season, still holds down fourth place for Ferrari in the World Championship, and has proved a major asset to the team. Several other teams have expressed interest in his services for 1986, but Stefan's loyalty to Enzo Ferrari's cause should be rewarded.

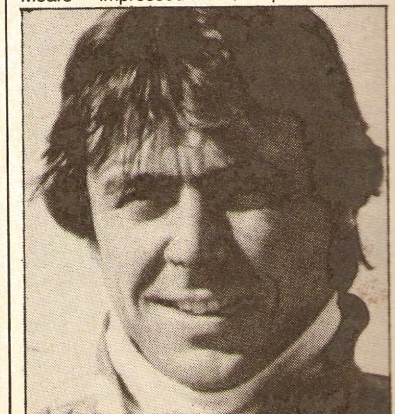
# Mears tests Ilmor Chevy

Rick Mears was in England last week to conduct the first test of the new Chevrolet Indycar engine, which the Penske team will use exclusively in 1986.

Designed and built by Ilmor Engineering, the V8 was tested in a Penske March chassis, and Mears used an airstrip near Poole for the purpose. Back in America at the weekend for the CART race at Mid-Ohio (where he drove the pace car), Rick told our American Editor that he was very impressed: "Looks very nice and tidy, and the power seemed very good. But I didn't do a back-to-back with a Cosworth, so it's difficult to compare them."

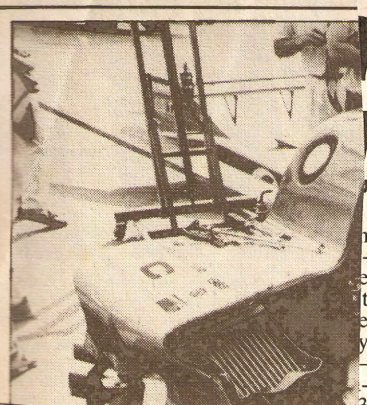
The word in CART circles is that the Ilmor Chevrolet is producing at least 50 horsepower more than a DFX. For 1986 the Penske team will revert to using its own chassis (now being penned by Alan Jenkins), and it is being designed only for the new engine. There are no plans whatever to use Cosworths.

Mears — impressed with Ilmor power.





# 3 teams call for scrutineering



tion of Sunday's Marlboro British 3 round. Particularly disenchanted with the situation during testing and qualifying were Glenn Waters (Intersport), Dick Bennetts (West Surrey Racing), Eddie Jordan (EJR) and Murray Taylor (MTR), four of the so called 'big five' being huddled in a posse after Friday's preliminaries were over, discussing their options.

Less worried was Andy Miller, manager of the Dave Price Racing effort (which had Paul Belmondo up to fourth place on the grid, well in touch with poleman van Kouwen). "If they've found something, as they appear to have done, then it's up to us to catch up," was his comment.

Tempers soared when Pegasus failed

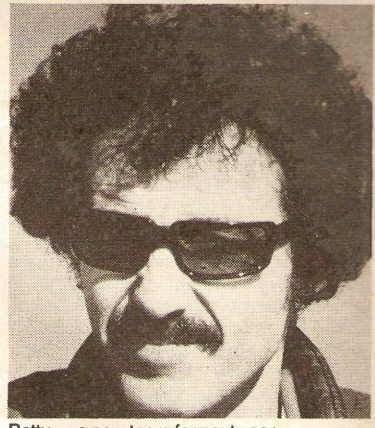
to present their quicker car for post-qualifying scrutineering, the Trevor Foster-run team having been one of several initially directed back to their base in the F1 garages before La Source hairpin. They claimed that their RT30 was already stripped when informed of the checks, thus subsequent appearance would be pointless. Gamesmanship, certainly, but others were unamused...

Eventually it was left to John Upton to put his money down, "to clear the air". Mentor of Ross Cheever, John and Waters (who fielded the winning car) protested van Kouwen's airbox/inlet manifold, and added Wallace's car to the checklist on the same count. Both were stripped on the spot, in the presence of the teams and protestors, by the Scrutineers under the eye of RAC/BRDC Technical Commissioner Mike Garton, and pronounced legal!

"There has been so much discontent in recent weeks that we felt something had to be done," commented Waters. "The overall policing of the regulations for this

series leaves something to be desired, and standards of scrutineering do slip, particularly at overseas meetings. At Silverstone last week, the Scrutineers did a very, very good job (aided by guidelines recommended by the 'top' teams themselves), but we need to tighten everything up so that there is no way anyone can circumvent the rules, or cheat. I'm not pointing any fingers privately, for there are official channels through which we can all air our grievances. Hopefully, for the good of a bloody good formula, any problems can be resolved this way."

The second protest, submitted by Tim Stakes of Swallow Racing, was over the fourth pre-race 'acclimatisation' laps put in by Ross Cheever and Russell Spence. In differing conditions (qualifying to race) drivers are entitled to do three tours before forming the grid. On Sunday, the Spa organisers omitted to signal an end to these laps, either with lights or flags. The drivers continued until told otherwise. The Clerk of the Course exited the meeting redfaced, Stakes's protest thrown out.



Petty — a new team for next year.

## Petty and Curb split

Richard Petty has announced that he will be leaving Mike Curb Racing Associates at the end of the 1985 NASCAR season, which has been one of disastrous unreliability for him.

Rumours suggest that Dale Inman, Petty's cousin and close friend, will leave Terry Labonte's team at the same time. Inman was formerly Richard's crew chief in the great days of Petty Enterprises, which closed down a year ago. It is thought that the two men have plans to re-open it for the 1986 season — which will be Petty's 27th as a Grand National driver...

## Euro deals for Sala

Although his deal to drive Tom Alpern's Reynard-Alfa Romeo at Spa fell through at the 11th hour, Maurizio Sandro Sala has been invited to drive Carlo Giorgio's similar 853 in the F3 race supporting this weekend's Italian GP at Monza. Sala, who is half-Italian, was offered the support of the Pedrazzani brothers' Novamotor concern, with Alfa engines, before signing for Scan+Sport and the Saab project. As this team is not going to Zandvoort on September 14, 'Morris' intends to race a Ralt-VW in the penultimate British series counter.

## Dashing Kempton

Formula 3 competitor Steve Kempton tested his sea legs last weekend, having arranged an extraordinary schedule over the Spa-Francorchamps Marlboro British Championship weekend. The Croydon driver qualified his Rex Hart-run Ralt RT3 in Belgium on Saturday and, no sooner had the session stopped, leapt into his road car and returned to Goodwood, to run a sponsor's day for Virgin Records on Saturday.

Having thus missed the second official practice, Steve was bumped down the order on the grid, but arrived, somewhat jaded, in time to start the Belgian event on Sunday. After claiming third place in Class B, Kempton was off again — back to Goodwood for another promotional venture. Good on him!

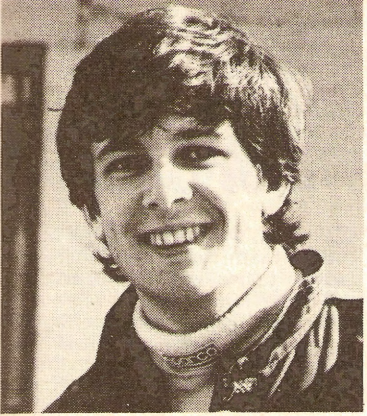
## Trimoco GpA tidied up

With all the recent confusion over exclusions and non-registered runners in the Trimoco RAC British Saloon Car series, the RACMSA have issued the definitive current points standings in an effort to clear up some of the confusion surrounding the championship:

**Drivers Championship:** 1, Andy Rouse, 73pts; 2, Chris Hodgetts, 70(74); 3, Graham Goode, 57; 4, Richard Belcher, 49; 5, Neil McGrath, 45; 6, David Brodie, 43; 7, Richard Longman, 41; 8, Rob Kirby & Alan Curnow, 40; 10, Jon Dooley, 34.

**Manufacturers Championship:** 1, Ford RS1600i, 81pts; 2, Ford Sierra XR4i, 69; 3, Alfa Romeo GTV6, 53; 4, Nissan Bluebird Turbo, 51; 5, Ford RS Turbo, 39; 6, Colt Starion Turbo, 38; 7, BMW 635CSI, 32; 8, Toyota Corolla, 28; 9, Toyota Supra, 17; 10, Ford Capri, 2.

These new figures include a few interesting points. Although Tom Walkinshaw was not registered for the recent Brands Hatch meeting Andy Rouse receives only six points for coming first of the registered runners. Graham Goode has lost a further six points to add to the 10 taken away from the Nissan driver after the British GP. These are for an underweight crankshaft and flywheel at the Jun 09 Silverstone meeting. Chris Hodgetts has actually amassed 74 points, but will have to drop scores from now on as he had scored in all 10 events and the championship counts only the best nine finishes, while in the Manufacturers Championship you will notice that the Rover Vitesse has not been registered in the series...



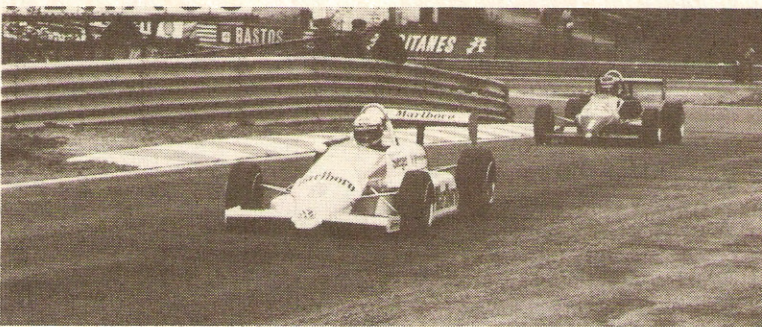
Butterfield — a chance at the title.

## Giles for top class?

Giles Butterfield's fourth Class B victory in the Marlboro British Formula 3 Championship at Spa last weekend, leaves the Londoner (and Mark Goddard, incidentally) with an outside mathematical chance of wresting the Pre-'84 title from the currently injured Carlton Tingling. Both men are now 19 points adrift of the Jamaican, with 20 available from the remaining two rounds.

Butterfield, son of former England rugby international Jeff, has looked most impressive over the past six races, rarely putting a wheel wrong in Alan Docking's Gerald Wright Group Ralt RT3. Giles, previously a 250 Superkarter of some repute, is now looking to raise the finance to compete in the A class of the series in 1986.

"I'm now pretty confident of being able to finish this season," said Giles on Saturday, "and that is my priority, but I would dearly like to graduate next year, with Docking-Spitzley."



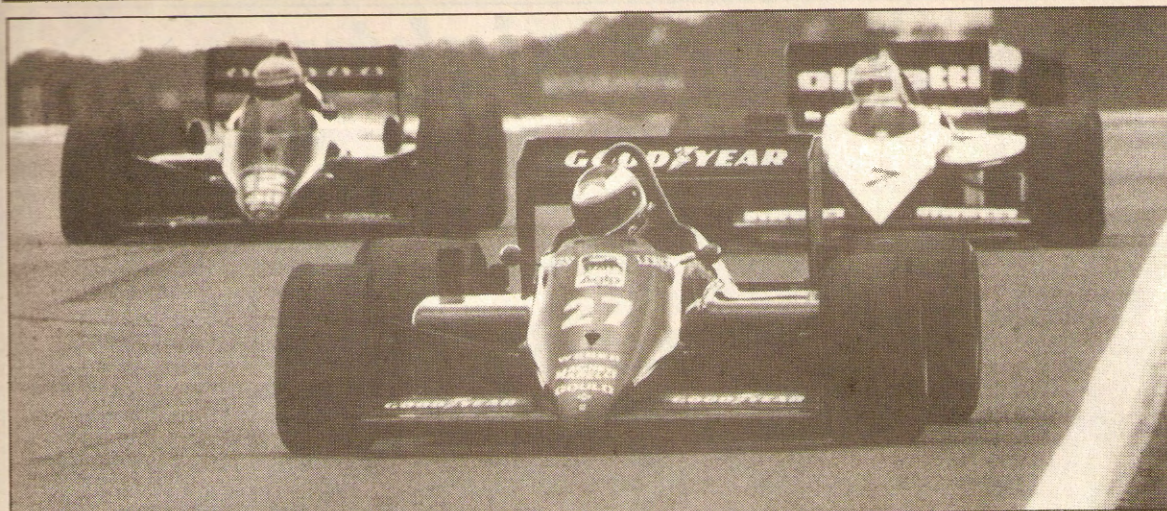
Gugelmin trails Huysman. The Brazilian claimed only one point — for fastest lap.

## Gugelmin under pressure

The fates that help to determine race results may have dealt a cruel blow to series leader Mauricio Gugelmin at Spa on Saturday (or was it sabotage, as was whispered in the paddock, after his suspension failure in qualifying?), but the Brazilian's one point — for best lap — on Sunday has left the Marlboro British F3 championship set fair for a grandstand finish.

With rivals Andy Wallace and Russell Spence finishing third and fourth respectively in Belgium, the Britons are now back within two points of Gugelmin. Just two rounds remain. As Gerrit van Kouwen will undoubtedly start odds-on favourite at Zandvoort in a fortnight's time, chances are that the leading trio will not have resolved their order until Silverstone, on the afternoon of Oct 13.





The pressure on Alboreto's shoulders will be enormous at Monza as the fanatical Italians will their man on to World Championship glory.

# Italy looks to Alboreto as Prost takes on Ferrari

For the second time in three weeks the Formula 1 clans will convene in sadness. The death of Stefan Bellof, so soon after Germany's other Grand Prix driver Manfred Winkelhock lost his life, will inevitably cast a shadow over the proceedings at Monza.

As we went to press, Ken Tyrrell had made no decision as to who would partner Martin Brundle in his team this weekend. It seemed almost certain, however, that only one car would be run at Monza, with two the following weekend at Spa.

Jonathan Palmer, we are very happy to report, is making good progress in hospital (after his practice accident at Spa), and hopes to be fit to drive the Zakspeed again at Brands Hatch on October 6. In Italy, however, it will be raced by F3000 star Christian Danner.

Monza will also see the Ligier debut of Philippe Streiff, who replaces Andrea de Cesaris for the rest of the season, and

showed well in testing at the Italian track last week.

Those changes apart, the entry for Monza is as at Zandvoort. Interest will of course centre on the two-man fight for the World Championship — and who would be Alain Prost this weekend? The Frenchman, for reasons no one fully understands, has always been the object of a hate campaign by the Monza 'public'.

To that, this year, you must add the fact that Alain alone stands between Michele Alboreto and the title. And Italy has been waiting for a World Champion since 1953. They will be very keen to see him beat Prost on Sunday.

The McLaren man was quickest in the pre-race tests three weeks ago, lapping in 1m 28.20s, but his time was beaten last week by Alboreto, who took a heavily-

## ITALIAN GP WINNERS

Year	Circuit	Driver	Nat	Car	Speed/mph
1975	Monza	Clay Regazzoni	CH	Ferrari 312T	135.48
1976	Monza	Ronnie Peterson	S	March-Ford 761	124.12
1977	Monza	Mario Andretti	USA	Lotus-Ford 78	128.01
1978	Monza	Niki Lauda	A	Brabham-Alfa BT46	128.95
1979	Monza	Jody Scheckter	ZA	Ferrari 312T4	131.84
1980	Imola	Nelson Piquet	BR	Brabham-Ford BT49	113.98
1981	Monza	Alain Prost	F	Renault RE30	129.89
1982	Monza	René Arnoux	F	Renault RE30B	136.39
1983	Monza	Nelson Piquet	BR	Brabham-BMW BT52B	135.18
1984	Monza	Niki Lauda	A	McLaren-TAG MP4/2	137.02

revised Ferrari 156 round in 1m 28.04s. Everything points to a close race. Stefan Johansson, too, should shine.

The weather has been very hot in the Milan region these last few days, and Nelson Piquet will be hoping for more of the same this weekend for it will allow his Pirellis to thrive. If so, the Brabham-BMW will probably shine — remember Ricard.

Impossible also to overlook last year's winner, Niki Lauda, who has been the Lauda of old since announcing his retirement. He has promised to help Prost to the championship — will he start at Monza?

The Williams-Hondas of Rosberg and Mansell will be front runners, of course, with Keke a likely pole contender. His last four races, however, have ended in engine failure.

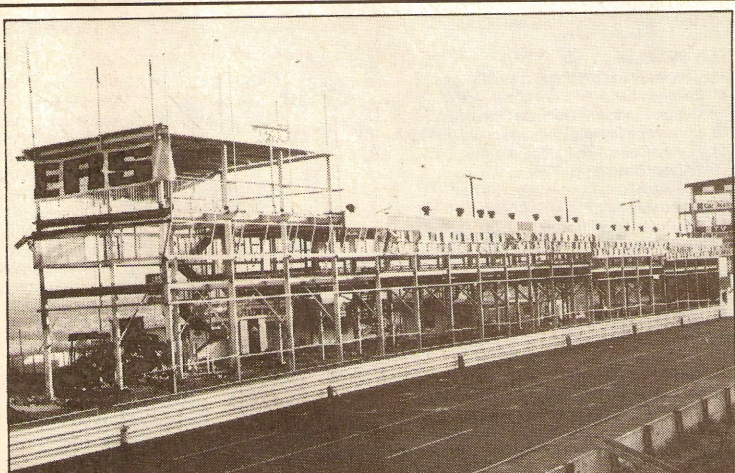
Ayrton Senna, by contrast, has finished in the points in the last couple of Grands Prix. The Lotus should be swift at Monza, but there remains a question mark against the reliability of the Renault engine. Elio de Angelis will probably finish, if not matching Senna's pace.

The Brazilian missed last year's race, being 'suspended' by Toleman for the event. On that occasion Johansson took one of the cars to a fine fourth place, and Teo Fabi could well improve on that — if, for once, he should finish.

Monza, too, will see the race debut of the Beatrice Lola-Hart, and the return to Formula 1 of Alan Jones. It would be asking an awful lot of the new combination to shine first time out, but the Australian has surprised us before. . .

## FIA FORMULA 1 WORLD CHAMPIONSHIP POSITIONS

DRIVERS	POINTS	CONSTRUCTORS	POINTS
1 Prost	56	1 Ferrari	75
2 Alboreto	53	2 McLaren-TAG	70
3 deAngelis	30	3 Lotus-Renault	48
4 Johansson	19	4 Williams-Honda	25
Senna	19	5 Renault	15
6 Rosberg	18	Brabham-BMW	15
7 Lauda	14	7 Ligier-Renault	11
8 Piquet	13	8 Arrows-BMW	9
9 Tambay	11	9 Tyrrell-Ford	4
10 Laffite	10		
11 Boutsen	9		
12 Mansell	7		
13 Bellof	4		
Warwick	4		
15 Arnoux	3		
de Cesaris	3		
17 Surer	2		



## Kyalami — the pits

The moving of the Kyalami date from November 16 to October 19 has come as bad news to the organisers of the South African Grand Prix. To comply with existing regulations, the pit lane had to be widened, which necessitated knocking down the old pits and building new ones 15 feet further back. The construction company has effectively lost a month, but say they will still be able to complete the work in time.

## Bachelart injured in F3 incident at Spa

Popular young Belgian driver Eric Bachelart's tremendous showing in Sunday's Marlboro British F3 Championship round at Spa was sadly terminated by a violent incident on the Les Combes section of the circuit, from which he was fortunate to escape with his life.

Dicing for eighth place, with old FF1600 adversary Harald Huysman, Eric found himself on the outside for the left-handed element of the esses, and ran over Huysman's front wheel in his endeavours to find an apex.

The Ralt RT3 immediately veered right, slammed into the armco and vaulted the rail, end-over-end, before crashing down on the debris fence. Initial reports on the hapless driver's condition were not encouraging but, later in the afternoon, the Hospital de Baviere in Liege sent happier news.

Eric's injuries are a broken jaw, fractured collar bone and concussion, while heavy bruising of his back, chest and neck were also diagnosed. The car is

history, although its tub stood up well. Bachelart's 'learning year' of F3 is thus over, but he apparently vows to be back next season.

Bachelart — fortunate escape.





# The TT: Now we are eighty

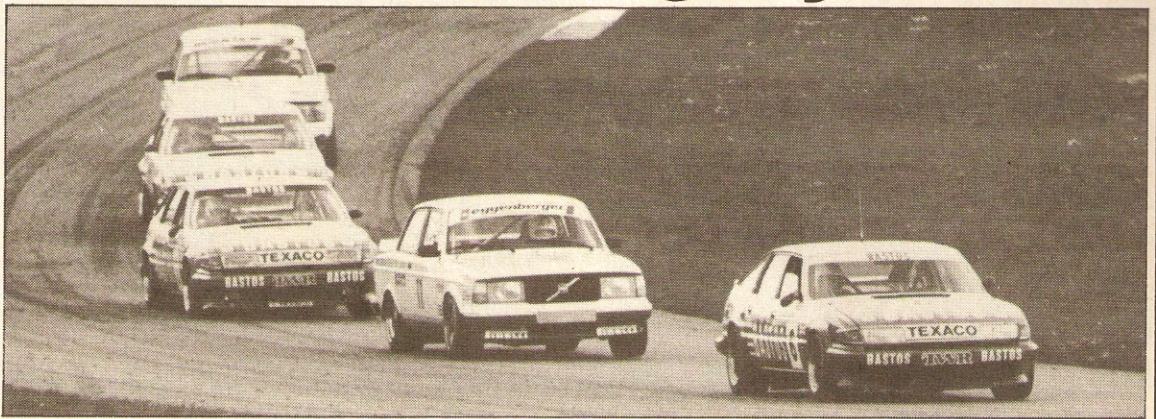
This weekend Britain's oldest motor race — the Tourist Trophy — celebrates its 80th anniversary at Silverstone and if the entry for the European Touring Car event is anything to go by the action should be fast and furious.

Once again the main interest will lie in the battle between the Rover Vitesse of Tom Walkinshaw Racing and the Eggenberger Volvo 240 turbos. Although FISA has ruled that the Swedish cars in their '85 spec are no longer eligible for the series, the Swiss team is expected to be close to the pace in '84 trim. Thomas Lindstrom/Gianfranco Brancatelli are very quick indeed and 'Branca' in particular is a pleasure to watch in action.

Tom Walkinshaw has had something of a frustrating season since his hat trick of wins (win Win Percy) in the opening rounds of the series, but with the Volvos hobbled by homologation, you can expect all three Rovers to be right on the pace. They definitely have the right driver line-up. Walkinshaw/Percy are perfectly matched as a team and Jeff Allam/Armin Hahne can be guaranteed to do a good back-up job, but look out too for the third car which will be piloted this weekend by Steve Soper (remember him?) and Jean-Louis Schlesser. Steve, of course, gave the Rover Vitesse its first ETC win in the TT of 1983, partnered by Rene Metge. Between them Soper and Schlesser have vast experience in the car, so watch out for fireworks...

The Spa 24 Hours excepted, this year has been a battle between the three Rovers and the three Volvos — Brancatelli/Lindstrom being supported in the Eggenberger team by Pierre Dieudonne/Sigi Muller Jr, with the Luna car entered for Swedes Anders Olofsson/Ulf Granberg.

Silverstone, however, could well be different. Lella Lombardi and Rinaldo Drovandi have more opposition than ever in Division 2.



Will Silverstone see a battle between the old rivals Volvo and Rover, or will the Ford Sierra or Colt Starion cause an upset?

rent. For the first time there is the Ford Sierra Turbo to cope with and there is a Colt Starion Turbo lurking in the entry list as well. Andy Rouse, fired up by being beaten by Walkinshaw at the recent Brands Trimoco meeting, will be out to show the Rover team what he can do with the Ford Sierra turbo which has dominated the Trimoco series this year, and with David Sears alongside it is a strong team.

David Brodie, too, will be keen to show off the Colt Starion — watch out for the car in qualifying — and with Vern Schuppan as co-driver, the Mitsubishi car could be in with a chance, if it can last the distance.

For the first time in many years there are only a handful of BMWs entered. At the Spa 24 Hours the Schnitzer team humiliated the opposition with a dominant run to a 1-2 finish, but they are not coming to Silverstone and

the only European Bee Ems present will be the CIBi Emme Sport team using '84 spec 635CSis. Frank Sytner, though, will be worth watching and could well see off the Continental opposition.

The action, however, doesn't end there. The other two classes should see some fraught action as well. In the middle class — for so long the domain of Alfa Romeo — there is now some strong opposition emerging in the form of the BMW323i and the Mercedes 190E. To add to the fun there is an MG Metro Turbo and a Ford RS Turbo in there too. All in all this class might even be better than the main event... Watch out, in particular for the No 41 Alfa Romeo with Rinaldo Drovandi/Lella Lombardi aboard — the overall championship might yet be their's. Also fast, if a little wild on occasion, is the Ton Sur Tun car with Portuguese drivers Pedro

Meireles/Christian Melville aboard — they are overdue for an untroubled run and perhaps a class victory.

At the back the action is always fierce as the baby class cars fight it out. In Europe this year the Toyota Corolla and the VW Golf have shared the honours, with the Ford

Escort RS1600i scarcely getting a look in. This weekend it will be a three-way fight.

There are plenty of new cars to watch in action and, more than any other ETC race this year, the TT has the potential to be a classic event, and perhaps a fair indication of the shape of ETC next year.

Silverstone, though, always manages to throw a few weather tricks, so keep an eye open and an umbrella ready just in case of a mid-race shower — remember what happened at Woodcote last year...

## ISTEL RAC TOURIST TROPHY

### Over 2500cc

1	Tom Walkinshaw (GB)/Win Percy (GB)	3.5 Rover Vitesse
2	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	2.0t Volvo 240 Turbo
4	Marco Micangeli (I)/Maurizio Micangeli (I)	3.5 BMW 635CSi
6	Jeff Allam (GB)/Armin Hahne (D)	3.5 Rover Vitesse
7	Steve Soper (GB)/Jean-Louis Schlesser (F)	3.5 Rover Vitesse
8	Ulf Granberg (S)/Anders Olofsson (S)	2.0t Volvo 240 Turbo
9	Frank Sytner (GB)/John Clark (GB)	3.5 BMW 635CSi
11	Pierre Dieudonné (B)/Sigi Muller Jr (D)	2.0t Volvo 240 Turbo
12	Mike Newman (GB)/TBN	3.5 BMW 635CSi
15	Georges Bosshard (CH)/Emilio Zapico (E)	3.5 BMW 635CSi
30	David Brodie (GB)/Vern Schuppan (AUS)	2.0t Colt Starion Turbo
32	Pete Hall (GB)/Phil Dowsett (GB)	3.5 Rover Vitesse
33	Andy Rouse (GB)/David Sears (GB)	2.3t Ford Sierra Turbo
34	Rex Greenslade (GB)/Tony Trimmer (GB)	2.3t Ford Sierra Turbo
35	Tony Viana (ZA)/Nicolo Bianco (ZA)	3.5 BMW 635CSi

### 1601-2500cc

40	Charles Brittz (ZA)/Peter Lanz (ZA)	2.5 Alfa Romeo GTV6
41	Lella Lombardi (I)/Rinaldo Drovandi (I)	2.5 Alfa Romeo GTV6
42	Giorgio Francia (I)/Georges Cremer (B)	2.5 Alfa Romeo GTV6
43	Bernard de Dryver (B)/François-Xavier Boucher (B)	2.5 Alfa Romeo GTV6
44	Romeo Camathias (I)/'Spiff' (I)	2.5 Alfa Romeo GTV6
45	Dagmar Suster (YU)/TBN	2.5 Alfa Romeo GTV6
46	Marcello Cipriani (I)/Massimo Siena (I)	2.5 Alfa Romeo GTV6
47	Pedro Meireles (P)/Christian Melville (P)	2.5 Alfa Romeo GTV6
48	Jon Dooley (GB)/Rob Kirby (GB)	2.5 Alfa Romeo GTV6
51	Gerard Sauer (NL)/Martin Carroll (GB)	2.3 Mercedes 190E
54	Alfons Hohenester (D)/Jurgen van Dalen (B)	1.8 VW Golf GTi
57	Johannes Wollstand (D)/Peter Hass (D)	2.3 BMW 323i
67	Alan Minshaw (GB)/Tony Hill (GB)/Art Markus (NZ)	1.8 VW Golf GTi
68	Vic Covey (GB)/James Shead (GB)/John Cleland (GB)	1.3t MG Metro Turbo
69	Richard Longman (GB)/Alan Curnow (GB)	1.6t Ford RS Turbo

### Up to 1600cc

71	John Nielsen (DK)/Eric Hoyer (UK)	1.6 Toyota Corolla GT
72	Milos Bychl (CS)/Massimo Micangeli (I)	1.6 Toyota Corolla GT
73	Robert Schumacher (CH)/Hermann Tilke (CH)	1.6 Toyota Corolla GT
75	Annette Meeuvisen (D)/Jorg van Ommen (D)/Hans Wester	1.6 Ford Escort RS1600i
78	Hans-Jurgen Ley (D)/Friedrich Stallmann (D)	1.6 VW Golf GTi
81	Jordi Ripolles (E)/Javier de Castro (E)	1.6 VW Golf GTi
83	Hans Frensch (D)/Gerhard Mansperger (D)/Rainier Moellman (L)	1.6 Peugeot 205GTi
84	Guy Katsers (B)/TBN	1.6 VW Golf GTi
87	Geoff Kimber-Smith (GB)/Peter Buxtorf (CH)	1.6 Toyota Corolla GT
88	Pierre Fermine (B)/Serge de Liedekerke (B)	1.6 Toyota Corolla GT
92	Richard Belcher (GB)/Dave Carvell (GB)	1.6 Ford Escort RS1600i
93	John Morris (GB)/Bob Meacham (GB)	1.6 Ford Escort RS1600i
94	Chris Hodgetts (GB)/Alex Moss (GB)	1.6 Ford Escort RS1600i
96	Baclav Franta (CS)/Adolf Fesarek (CS)	1.6 VW Golf GTi
97	Wolfgang Kudrass (D)/Heinz Putz (D)	1.6 VW Golf GTi



## TIMETABLE

### SATURDAY, September 7

0900-1015	Class 3 ETC cars — first practice
1030-1145	Classes ETC 1 & 2 — first practice
1200-1225	FF 1600 practice
1315-1410	MG Metro practice
1425-1450	Production saloons practice
1505-1620	Class 3 ETC cars — second practice
1635-1750	Classes 1 & 2 ETC cars — second practice

### SUNDAY, September 8

0900-1030	Pit walkabout
1145-1205	Untimed practice for ETC cars
1210	Silverstone Racing School Parade
1230	BRITISH CAR AUCTIONS MG METRO CHALLENGER RACE (10 laps)
1310	ESSO FORMULA FORD 1600 CHAMPIONSHIP RACE (10 laps)
1350	UNIROYAL TYRES PRODUCTION SALOON CAR CHAMPIONSHIP RACE (10 laps)
1450	ISTEL RAC TOURIST TROPHY RACE (107 laps)



# Bathurst: Aussie ETC ?

The entry for this year's James Hardie 1000 race at Bathurst is beginning to take shape and all indications are that it will be a highly competitive event when it takes place on Oct 6, despite a clash with the European Grand Prix at Brands Hatch.

Leading the entry will be the three TWR Jaguar XJS-HEs which will be driven by Tom Walkinshaw/Win Percy, Armin Hahne/John Goss and Jeff Allam/Ron Dickson. Competition will come from a horde of BMWs led by Australian Champion Jim Richards, partnered for the race by regular BMW 323i pilot Tony Longhurst, with team mate Neville Crichton joined by George Fury. Charlie

O'Brien will be partnered in another 635CSI by Andrew Miedecke, while Gould Motorsport (read Gregg Siddle) has leased one of Schnitzer's two Spa cars for Roberto Ravaglia and Johnny Cecotto. The team will be sponsored by Bob Jane T-Marts and rumour has it that Nelson Piquet was to have driven if GP dates had not dictated otherwise.

There should be a Volvo for Eggenberger driven Thomas Lindstrom and Gianfranco Brancatelli and a second local car for Robbie Francevic and Ulf Granberg.

There are Holden Commodores by the score with Peter Brock leading the assault in his Mobil-backed car which he

will share with Dave Oxton. This year, though, 'Brookie' might need some supernatural help to get the Commodore over its homologation difficulties.

Dick Johnson, though, seems well prepared, his Mustang having improved noticeably since the August homologation. 'Dicko' will be joined by the 'Cowangie Kid' himself, former Commodore pilot, Larry Perkins.

All in all, the Mount Panorama race is shaping up to be a real battle between some of the best of the European cars and leading locals. It should be worth waiting for.

## BRIEFLY

■ For the first time ever, the Indianapolis 500 next year will be televised live by ABC in the States — save in Indiana itself. Let's hope one of the British TV companies takes the broadcast ...

■ A little bird tells us that, at Bernie Ecclestone's behest, much of Gordon Murray's time has recently been given over to the design of a new motorcycle to tackle the World 500cc Championship ...

■ The Ralt-Bridgestone F3000 team spent a day on the new Donington circuit last week, the quickest laps being in the 1m24s — some 20secs slower than the old F2 record.



Darrell Waltrip — going solo in '86?

■ Darrell Waltrip is talking about running his own team in the 1986 NASCAR Grand National Championship. If he does, his place in the Junior Johnson team will probably be taken by Dale Earnhardt.

■ American Formula Fordster Troy Roland is to have a test in one of Valour Racing's Ralt F3 cars, with a view to competing in Class B at the Marlboro British Championship finale next month. The 'sampler' drive is being arranged by Racing for America.

■ Champion Thomas Danielsson, former title holder Leif Lindstrom and the up-and-coming Micke Johansson are among a deputation of Swedes travelling to Zandvoort for the British F3 championship round on September 14.

■ Steve Harrington was voted 'most popular driver' in a poll conducted among the Marlboro British F3 contenders at Spa last weekend. The amiable Aussie was presented with his prize by young Penny Upton, daughter of Valour boss John. Gallup and MORI have a new rival!

■ Paul Warwick, Derek's 16-year-old brother, is believed to have signed a contract to drive a works Reynard chassis in FF1600 next season, on the strength of his recent test run at Goodwood. Not 17 until January, Warwick minor appears to be a highly-rated property already! Time will tell ...

■ Belgian FF1600 ace Bertrand Gachot rushed over to Spa on Sunday, after his RAC FF1600 event at Oulton Park. The Pacific Racing man is looking forward to an F3 test run, and race, courtesy of sponsors Marlboro, before the season is through.

■ Former French Formula Super Renault/F3 driver Serge Saulnier took his American charge Jo Ris to Spa last weekend, fielding the only Martini MK45 to be seen in the Marlboro British F3 Championship this year. The inexperienced Ris finished well down the order, on his first visit to the daunting circuit, but put up some creditable lap times in the angular Alfa Romeo-engined chassis.

## WEEKEND SPORT

### INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Sep 07 Kyalami (ZA)	South African Formula 2 Championship <i>Trevor van Rooyen leads the championship and only Wayne Taylor can catch him in the title race.</i>
Sep 07/08 Silverstone (GB)	FIA European Touring Car Championships <i>See preview p8.</i>
Sep 08 Monza (I)	FIA Formula 1 World Championship <i>See preview p7.</i>
Sep 08 Sanair (CDN)	CART/PPG Indycar World Series, SCCA Robert Bosch/VW Super Vee. <i>Three points separate Mario Andretti. Al Unser Sr and Emerson Fittipaldi as the teams head for Canada this weekend. David Jones is always spectacular in the Super Vee.</i>
Sep 08 Siegerland (D)	German Formula 3 Championship, German Touring Car Championship. <i>Volker Weidler will be looking to wrap up the F3 title. Olaf Manthey leads the saloon series, but the Ford Sierra is showing well in Germany.</i>
Sep 08 Richmond (USA)	NASCAR Winston Cup Grand National championship. <i>Can anybody beat the \$1m richer Bill Elliott and his flying T-Bird, after their most recent success at Darlington, South Carolina. This week Richmond, Virginia.</i>
Sep 08 Mosport Park (CDN)	SCCA Bendix TransAm Championship. <i>Willy T versus Wally D — a battle of the Mercury Capris ... Or perhaps Pauls Newman (Nissan) or Miller (Porsche) will throw a spanner in the Ford works.</i>
Sep 08 Pocono (USA)	IMSA Camel GT-Championship. <i>Porsche continue to dominate in IMSA, but perhaps the Ford Probe can spring a surprise.</i>
Sep 08 Fuji (J)	All Japan Endurance Championship. <i>More endurance action, with the best of the Japanese taking on the European drivers in the series.</i>
Sep 08 Mondello Park (IRL)	EFDA Townsend Thoresen FF2000 Championship. <i>Bertrand Fabi holds the Euro points lead, but Martin Donnelly is the man on form. Expect a real tussle from this pair with the now improving Van Diemen duo of John Pratt and David Coyne in pursuit.</i>

### NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Sep 07/08 Silverstone nr Towcester, Northants	Esso FF1600, Uniroyal Prodsaloons, British Car Auctions MG Metros <i>The supports for the Tourist Trophy, see preview on p 8 should see Mark Blundell back to challenge Allan Seedhouse and Andrew King for Esso honours, while Colin Blower is back on form and starting to beat Andy McLennan again in the Uniroyal series. Paul Taft again won in the Metros last time out at Silverstone. Racing from 12.50.</i>
Sep 07 Oulton Park nr Tarporley, Cheshire	Sabre Fabrications Pre '80 FF2000, Formula E FF1600, Champion of Oulton FF1600, Monoposto, Monoposto Kent, Wendy Woods Special Saloons, Monroe Prodsaloons, BARC/MGOC MGs <i>Peter Boutwood took the Sabre honours at Thruxton in a combined race with the Monoposto runners, with Brian Turner winning the latter category, while Tony Halliwell on top at Snetterton. Watch out for John Davis and David Dudley respectively. Alister Lane is the man in form in Formula E circles, while 'Kent' races have been the property of Simon Davey, and Brian Chatfield's BMW 320i is cleaning up in Wendy Woods. Mike Lindley, Chris Latham and Simon Wayne are the Champion of Oulton frontrunners. And expect the Monroe series to provide plenty of class action. Racing from 2pm, practice from 9am.</i>
Sep 07/08 Donington nr Derby, Leicestershire	Truck GP.
Sep 08 Snetterton nr Attleborough, Norfolk	Pre '74 FF1600, BRSCC Prodsports, Duckhams Road Saloons, Ford Credit Fiestas, Alfa Romeos, Pre '65 Saloons <i>Nine wins from 11 rounds suggest that Bob Berridge will come away with the Pre '74 garland, while Ian Briggs and Barrie Williams are the winningest drivers in the Fiesta frolics. Ford Capris have won all but one round of the Road Saloon series to date, but expect the Vauxhall Droopsnoot brigade to be right in there, with John Newbold's Mk II Lotus Cortina scooping the smaller class. Racing from 2pm.</i>
Sep 08 Lydden Hill nr Canterbury, Kent	Flint Engineering FF2000, FF1600, Mini Miglia, Mini Se7ens, Formule Libre, Special Saloons, Road Saloons, Karts <i>Lydden's local single seater and tin top action plus the ever-exciting Minis and Karts, too. Practice from 12.30 and racing from 2pm.</i>

### OFF TRACK

DATE/VENUE	EVENT/DETAILS
Sep 08, Wiscombe Park, nr Honiton, Devon	RAC British Hillclimb Championship, round 15 <i>Roy Lane set BTD when the British series last visited the hill in April, with Tim Thomson winning the championship run-off. Expect Martyn Griffiths and Chris Cramer to fight mightily in the penultimate round of the RAC title race, with local man Max Harvey and Sprint Champion Ray Rowan well capable of upsetting the appalcart in South Devon. First climb at 1pm.</i>

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



# Stefan Bellof



lap later that night showed him overtaking at seemingly impossible places and, at the end of the first lap, he had an incredible lead at the end of the long, long straight. At the bottom of the hill leading to the final corner, his throttle cable broke. He coasted the final 500 yds to the pits (uphill), and set the 12th fastest lap of the race!

At Pau a few weeks later, he finished third on the road, some 20secs behind the leader, despite three pitstops to change all four wheels, while those in front of him had not stopped at all.

With relatively little racing experience, and no guidance into the complexities of getting the most out of a car other than keeping his right foot glued to the throttle pedal, Stefan's inclusion in the works Porsche sportscar team had to be of real benefit to his career. He was given his head in his early races with Porsche — hence the Silverstone pole time — but after he had walked away totally unscathed from flipping his 956 at the notorious Pflanzgarten at the 'Ring, the handbrake had to be applied.

When the call came for him to join the Tyrrell Grand Prix team at the start of 1984, there could have been no better place for his talents to be harnessed and properly channelled into making him a World Champion by the end of the decade. As it was, he was able to drive as he liked best, because that was the only way to get the Cosworth-powered cars into the races on occasions.

I remember him at Monaco, elated at having put the car onto the grid in 20th and last spot after a typically brave, last-minute qualifying effort, but looking like a guilty schoolboy after Jackie Stewart had suggested he might drive the car a little smoother.

That took the elation away, but his drive into third place (his best GP result) in that notorious race the following day was one with which the maestro himself would have been pleased.

With Tyrrell forced out of Grand Prix racing in the second half of 1984, Bellof was able to concentrate his efforts on winning the World Endurance Championship which he duly clinched at Fuji.

He loved driving for the works Porsche team: "It is like driving for Ferrari in Formula 1 — the best. But for me it is more than that, because to be German and drive for Porsche is very special."

Although he was a very non-political person, Stefan, when he (quickly) learned to speak in English, loved to sit down and hear all the racing gossip. If he himself was controversially in the news, more often than not it was probably due to his mentor Willy Maurer making an ill-judged remark, usually born out of frustration and good intent. Stefan showed great loyalty to the man who gave him his chance: "Mr Maurer has helped me a lot. We have a special contract whereby he pays for my racing, and I pay him back when I have the money. Without him I would not be a racing driver."

Fired at by the fickle German press, Maurer had an outburst early this year which caused Tyrrell to suspend Bellof for the opening race of the season. But he was back for the start of the European season, hurling the DFV powered car around, in concert with team mate Martin Brundle, in great style. They might have been at the back of the grid, but they were the cars to watch, Bellof particularly with his clutchless gear-changes keeping the Cosworth engine singing all the while.

At this year's British Grand Prix he became the last driver to compete in a Grand Prix with a Cosworth-powered car. In the pits on race day morning, at 7.30am, Stefan was prowling around like a hungry tiger waiting to pounce. The garages were still mostly locked up and no other driver was in sight. He was looking slightly more dishevelled than usual, unshaven and streaky blond hair un-brushed: "I like the atmosphere, and feeling the place wake up around me on a race day," said the man, who still appeared to be excited at being part of the scene. He had just tested the turbo powered Tyrrell in Germany, and talked excitedly of it, and still he wanted to know what was happening outside of Formula 1. We reminisced a little over his early deeds, and there was a mischievous glint in his eye in recalling his first racing appearance in Britain, when he was banned from the Formula Ford Festival in 1981 for dangerous driving. In retrospect, he thought, perhaps it was a justifiable decision.

I would love to have talked to him about the spin I witnessed in what was to have been his last Grand Prix, at Zandvoort. Keke Rosberg had spread oil around the fabulous Bos Uit curve onto the main straight. Most drivers had a moment on it. Stefan, head bowed forward and totally committed to the corner, spun through three 360 deg gyrations, missing the barriers by inches each time. He earned a standing ovation as he drove away, and another when he walked by a few laps later having retired. He waved back, and you could almost hear his dismissive laughter over the cars.

That incident, and the mistake which was to cost him his life a week later, will perhaps put him on the wrong side of the tightrope which divides brilliance from recklessness. Stefan trod that path throughout his career. Given the benefit of two more years to mature in Grand Prix racing, I would like to think — as surely would all those that knew him — that this most genuine of men would have been hailed as one of the sport's very best.

To his parents, the Brun Motorsport and Tyrrell teams, Willy Maurer and everyone who had the pleasure of knowing Stefan Bellof, AUTOSPORT offers its deepest sympathy for this terrible loss.

IAN PHILLIPS

The accident which claimed the life of Stefan Bellof at Spa last Sunday has robbed motor racing of one of its most exciting young drivers. In only his fifth full season of racing, Bellof had already established himself as a man with a rare talent. A real tragedy of his death is that he had not had the opportunity fully to express himself in Grand Prix terms. Stefan was a raw talent, a little undisciplined maybe, but an instinctive racer, and naturally very fast.

I was an unashamed, tunnel-visioned fan of Stefan, both as a man and a racing driver. For me, he had the sort of charisma behind the wheel of a car that made Jochen Rindt, Ronnie Peterson and Gilles Villeneuve so outstandingly popular. Had he lived to fulfil his potential, I am sure he would have ranked among the sport's great heroes.

Sadly, the statistics will only record that he was 1984 World Endurance Champion and the only man to have won his first two Formula 2 races. That, to an admittedly biased eye, will never do him justice.

Bellof burst onto the international motor racing scene at Silverstone in 1982, dramatically winning his first Formula 2 race. It was at the same venue just 15 months later when he made his World Championship mark, claiming pole position in his debut Endurance round by no less than 2.2secs. Like those who saw that lap, Stefan savoured it as one of the highlights of his career and was particularly hurt by any suggestions that he had the benefit of additional engine power or fresh tyres to do it. Similarly, any implication that his F2 Maurer was not entirely legal upset this uncomplicated man, who had a tremendous, naive enthusiasm for driving racing cars as they should be driven — flat out all the way.

Born in Giessen, near Frankfurt, on November 20, 1957, Stefan's interest in motorsport was sparked by his father's rallying exploits in a BMW. His own competition career began in karting at the age of 16. The switch to racing cars began in 1980, when he dovetailed his programme to claim both the national Formula Ford and Kart titles.

In 1981, he was a full-time racer and quickly moved himself into the reckoning as a potential star with wins in Formula Ford, Formula 3 and SuperVee. Germany's search for a single-seater driver to promote to the highest level was at last encouraged, for here was a man who had not spent his formative years in saloon cars, like so many of his predecessors. He was a thoroughbred single-seater driver, even if he did drive them all as if they were karts.

Bellof's results impressed the right people and, with slightly unofficial support from BMW, the German Maurer team picked him up and thrust him into Formula 2. After he had won at Silverstone and Hockenheim, Willy Maurer, with typical Germanic pride, resolved to see his man right through to the very top. The entire Maurer operation became dedicated to the Bellof cause, but somehow it never quite gelled in terms of race success, and there were no more wins after those first two. Bellof was always fast and spectacular, but in 1983 the story was the same, and he rarely finished a race. Through it all, Bellof never lost his schoolboyish sense of humour: he knew he was doing his bit and, as long as he was still driving racing cars, nothing else seemed to matter very much.

There were two races that year which I will always remember for Stefan Bellof. The first was at the Nurburgring. Stefan had a poor practice but made up for a lot of disappointment with probably one of the fastest standing-start laps ever on the old circuit. The TV replay of his opening



# Positive thinking

Two of the world's best motor racing drivers have been killed in World Endurance Championship races. Another has been injured.

This has shocked us all. We must be wary, therefore, of rushing headlong into hysterical over-reaction.

Let us not reach the hasty conclusion, for example, that sportscar racing is more dangerous than Formula 1. We must not kid ourselves that Formula 1 is safe because these terrible tragedies occurred in another class of racing.

All three of these accidents involved impacts with barriers at approximately 140mph, one — probably two — of them caused by mechanical failures, and one by an on-track incident. Formula 1 cars corner at 140mph and, from time to time suffer mechanical failures. So, for that matter, do Formula 3000 and touring cars. Pure racing accidents can occur during any type of event.

We cannot say that the consequences would not have been the same had the two drivers been racing any other type of car.

But we must grasp the nettle of reality and admit to ourselves

that this spate of appalling accidents, which has so damaged the image of motorsports and with which can be included incidents in rallying, have tested the safety disciplines of our sport, and found them wanting.

We must affirm that these accidents prove that improvements are needed in the standards of circuit construction, vehicle design, marshalling, medical facilities and driver discipline. And we must act with clear purpose to isolate the problems in these areas that have failed Manfred Winkelhock and Stefan Bellof, so as to make progress towards maximum safety in the motorsports environment.

Let us not close down circuits, emasculate the cars, restrict our top drivers or take precipitate steps that will remove the spectacle from motorsports. Neither let us hide cowardly behind our instinctive awareness that motor racing is dangerous.

Let us instead learn from these harrowing experiences, and ensure that they have not died for nothing.

## CORRESPONDENCE

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

### A question of priorities

Opinions are bound to be divided over the question of whether Niki Lauda should have given way to Alain Prost at Zandvoort, knowing how important it is for Prost to build up a good lead in the championship points race. However, as a fervent Prost supporter, I am sure that no matter how frustrating it was for him at the time, he would not wish to win the race except on his own merit.

It is evident from the way Prost spoke after the race that he appreciates how important it is for Lauda to retain his motivation until he retires, and in the unlikely event of Alain needing some help to win that elusive championship, he can feel confident that Niki will not fail him.

HELEN CALVERT  
EAST MOLESEY, SURREY

### Gerald's swansong?

I would like to take the opportunity to reply to Mr Keith Atkins's letter (*Correspondence*, Aug 29).

I, as co-owner of the Ralt RT1 which assaulted his car would like to extend my sympathy. I can assure him that both myself and the main financier and driver of the car, Keith Sayer, know exactly how he feels.

However, to put the record straight, if Mr Atkins had enquired he would have found out the Ralt was not a Monoposto car but a Formula 4. We are both therefore members of the excellent 750 Motor Club! Also, our car did not simply 'manage to spin'. As far as we can tell from the devastation, a top link snapped causing loss of control.

Reading the current issue of the 750 Bulletin I note Mr Atkins has managed to have a successful season to date, whereas

we have had the most disastrous year in 12 years of competition. This would have been our third race. I don't know if Mr Atkins, having been fortunate enough to have his car designed for him, will be able to race again this year, but I do know that when Keith saw the heavy damage to our car, he knew due to the debt he had had to get himself into to buy the car at the beginning of the year, that this was the finish of our season and at the moment a strong possibility of next year as well. Under the circumstances a shrug was possibly better than bursting into tears!

I can assure you, Mr Atkins, it was not lack of courtesy, but simply 'the straw that broke the camel's back' at the end of a very long, difficult season.

GERALD SWAN  
REDHILL, SURREY

### A courteous reply to a mistaken charge

I sympathise with Keith Atkins (*Correspondence*, Aug 29). It is very frustrating to suffer car damage through another driver's error and this is magnified if the other driver is dismissive of his own mistake. However, it is ironical that Mr Atkins should suggest that Monoposto drivers are less courteous than those of his own club as the culprit in this instance was an F4 competitor, a member of the 750MC, who had been given permission (courteously, of course!) to race with us for the day.

When I pointed this out to Mr Atkins, he was courteous enough to admit his mistake, so I have suggested that he should join one of the friendliest, most courteous clubs in the country — the Monoposto Racing Club.

PETER VENN  
MONOPOSTO RACING CLUB

### A corner cutting exercise?

Before Silverstone is ruined by the installation of chicanes, there is I believe a cheaper more satisfactory alternative.

Over the years there has been a gradual addition to the width of the track, with the addition of concrete 'run off' strips, especially on the outside of Stowe and Club. It has now become essential for a competitor to use these in order to keep up ahead. The effect is that corner speeds are increased and also the cars are now closer to spectator areas. The removal of these areas would reduce speeds and increase spectator safety, at no detriment to Silverstone's character. Is this a better alternative?

DAVID CHARLES  
MALDON, ESSEX

### Two wheel technicality

I was interested to note your report on the winding up of the Renault works cycle racing team (*Pit & Paddock* Aug 1), however I would like to correct one mistake: Laurent Fignon has indeed won the Tour de France twice for the team, however these victories were in 1983 and 1984, not in the 1970s as stated. It was in fact this year's winner Bernard Hinault who took the Renault team to victory on several occasions in the seventies (1978 and '79).

CHRIS PARRY  
COVENTRY, WEST MIDLANDS

### Closed doors

Bank Holiday Monday, not a bad day . . .

Something a bit different? Why not? Look in AUTOSPORT . . . Ah! Ware-

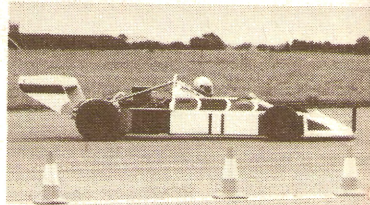
crete Sprint Championship at Colerne, Wiltshire, only about 35 miles away. Load up food, family into car and off we go. "Sorry, Sir, it's a non-spectator event." Great.

Do you not think this small detail may be worth mentioning when publishing events in *Weekend Sport*?

J S BARRETT  
WOOTON-UNDER-EDGE,  
GLOS

*Our apologies, the information supplied made no mention of this fact. Organisers please note — Ed.*

Colerne — closed doors.



### Racing for Belgium . . .

Having just received a copy of the July issue of *Racing for Britain* magazine, I was most impressed with its content and quality. There is no doubt that RfB is doing much the same to support British drivers by trying to make British companies aware of the values of sponsorship.

While glancing through the pages of the magazine I noted all the advertisers and, of course, the articles of interest. I glanced back to the first page to have a look at the list of contents and, having read down the list, I noted at the bottom — PRINTED IN BELGIUM!

Support the British drivers — what about British printers?

N KEY  
LONDON, SW18



## No new idea

Bernie Ecclestone's recent idea concerning a joint CART/F1 race is certainly not a new idea.

Do you remember the 'Monzanapolis' races of 1957 and 1958? The top American Indycar teams came to Monza to race against any European challengers. In 1957 only three D-type Jaguars turned up. The Indycars lapped in practice up to 177mph against 150mph + for the Jags, although Jack Fairman did manage one flyer of almost 161mph.

In the race itself the Jaguar of Fairman led on the first lap, his four-speed box out dragging the two-speed Indycars away from the rolling start. The Jags eventually finished fourth, fifth and sixth, Jimmy Bryan winning, with a 4.2-litre 4-cylinder Offy.

In 1958, if I remember correctly, there was a big European challenge, and the Americans were sufficiently impressed with Luigi Musso to offer him a drive in an Indycar. Stirling Moss drove a Maserati Special, but the steering wheel came off at 160mph, Moss desperately gripping the steering column with his knees in an (unsuccessful) attempt to steer the car. Maurice Trintignant finished sixth co-driving with a promising young Texan called A J Foyt.

So, Roger Penske's comment that current day CART and F1 cars are vastly different is rather laughable, when compared to a sports D-type Jaguar racing against a 600bhp 2.8-litre supercharged V8 Novi Indy car.

MARTIN CASSWELL  
GAINSBOROUGH, LINCOLNSHIRE

## Multo grazie

Please forward my appreciation to the marshals and medical staff at Brands Hatch on Aug 18, who were (as has become the norm at British circuits) marvellous, after my Alfa left the track at Druids, with apologies for dismantling Mr Webb's tyre wall.

I would also like to thank David North and Pietro Caccaviello for their help, and wish them and the other Alfa drivers the best of luck for the rest of the year.

Watch out next season!

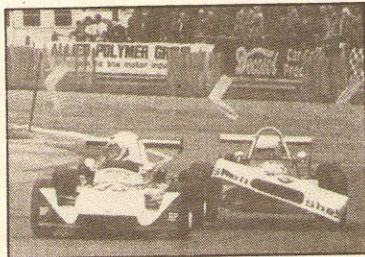
NICK SISMEY  
MANTHORPE, LINCOLNSHIRE

# 10

Ten years ago this week (AUTOSPORT, September 4, 1975), Silverstone had its first F2 race since the Rindt days of 1967. While Michel Leclere took the works March to victory ahead of Gerard Larrousse, the star of the race was undoubtedly Brian Henton. Superhen was having a one-off ride in a converted Wheatcroft Formula Atlantic car, and gave the French contingent something to think about by qualifying on the front row, leading the first lap and finishing an excellent third. With Jabouille retiring, Jacques Laffite clinched the European title despite failing to score.

The winner of the supporting Super Vee race was inevitably Keijo Rosberg. However, the Finn did not have an easy time of it, trading the lead for the whole 20 laps with a promising young Swede having his first race in this country. His name? Eje Elgh . . .

Eddie Cheever survived a punt up the back from Terry Perkins (below) to take his second successive F3 victory. Cheever really was a hot property that autumn. In *Private Ear* Nick Brittan described the star quality which the young hopeful displayed: "It's a presence, a feel, an air, an attitude that lies somewhere between confidence and arrogance". Ten years on . . .



Meanwhile John Watson was on the market again as John Surtees had quit F1 (for the first time). The story was that Watson would join Tony Brise in a second works Brabham team, run by Keith Greene and sponsored by Embassy. A decade later the latest rumour links cigarettes, a young British driver and a team from Chessington . . .

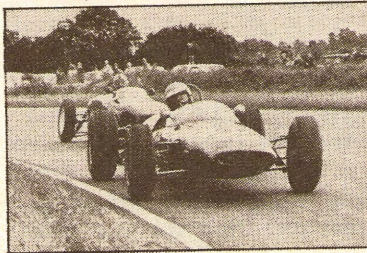
# 20

Twenty years ago this week (AUTOSPORT, September 3, 1965), a sprint race for sports cars was the feature event of the Bank Holiday meeting at Brands Hatch. Run in two heats on the long circuit, the Guards Trophy attracted a rather more interesting entry than this year's similar promotion. John Surtees was a dominant winner in his Lola T70, finishing over 1min ahead of Bruce McLaren on aggregate. Jackie Stewart was third in a second Team Surtees Lola, while other big names in the race included Clark, Hulme, Hill, Gurney, Parkes, Amon and Lanfranchi (!)

Jim Clark made amends for a poor showing in the main event by winning the F2 race from Denny Hulme.

Over at Zandvoort a chaotic F3 race was won by Kurt Ahrens, with the irrepressible Trevor Bloddy in second. Leader Piers Courage had been delayed when an Austrian backmarker cart-wheeled off the track in front of him, the Englishman eventually finishing 10th. In the saloon race a Belgian Lotus Cortina driver was making a nuisance of himself. The young Jacky Ickx was about to be reprimanded for his ragged driving until he broke a front wheel on the kerbs . . .

Meanwhile Jacky's future driving partner was racing at Castle Combe, Derek Bell (below) winning the F3 class of a minor *Formule Libre* event.



In the depths of Kent a selection of drivers were involved in a charity cricket match. Highest scorer was Mike Spence with 39, five more than Tony Lanfranchi. Graham Hill, Dickie Attwood and John Surtees also impressed, while Trevor Taylor pre-empted recent trends by wearing his crash helmet!

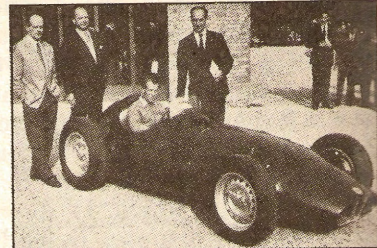
# 30

Thirty years ago this week (AUTOSPORT, September 2, 1955), another Aston Martin victory was celebrated with the traditional green cover for British success. Reg Parnell won the *Daily Herald* Trophy race at Oulton Park in his factory entered DB3S from the Ferrari of Mike Hawthorn. Peter Collins was third in a private Aston, while Stirling Moss drove magnificently in a 1.5-litre Connaught to finish seventh overall and ahead of many of the big cars. Cliff Allison had a lucky escape when he rolled his Lotus at Old Hall.

Jim Russell took the F3 event, his pursuers including Ken Tyrrell, before the timber merchant retired to become 'a rueful spectator'.

BRM revealed their new 2.5-litre Grand Prix challenger (below). The car featured a unique sleek low bonnet-line, and its power impressed Peter Collins in testing. The car was entered for the weekend's Aintree meeting, but the Owen Organisation stressed that the car would be run purely as a 'practical test-bed' in preparation for a full works onslaught the following year.

John Bolster took a look back at the previous week's Goodwood 9 Hours, a 'pocket Le Mans'. The Ferrari team had not impressed with their shoddy preparation and comic opera pit work, but by contrast the works Aston Martin crew were expertly led by John Wyer, who would set the highest standards for team

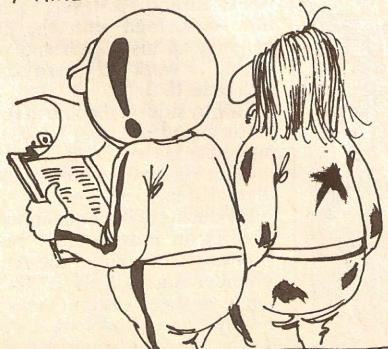


management for many years to come. JVB also warned of the dangers of TV cameras at race circuits. At Goodwood 'certain girlfriends were seen to leave the counters in a jolly great hurry' on the appearance of the cameras . . .

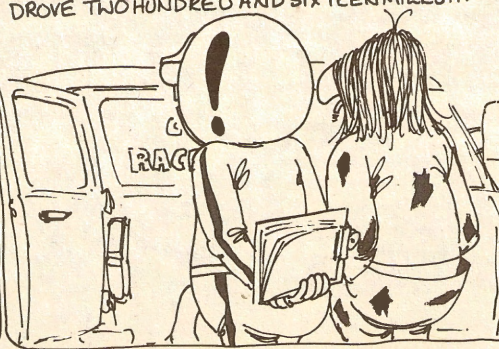
## CATCHPOLE

BARRY FOLEY

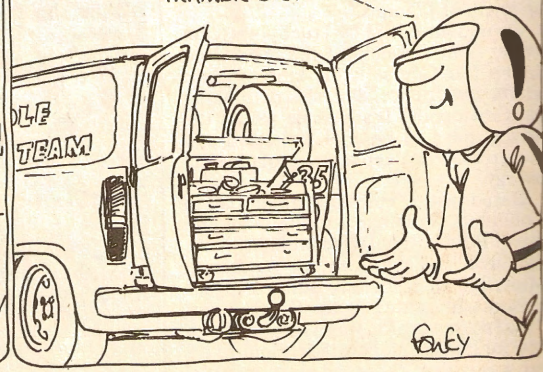
WE SPENT SEVEN NIGHTS AND A WEEK END CAREFULLY PREPARING AND LOADING THE RACE CAR. TICKING OFF FOUR HUNDRED AND TWENTY THREE SEPARATE ITEMS OF . . .



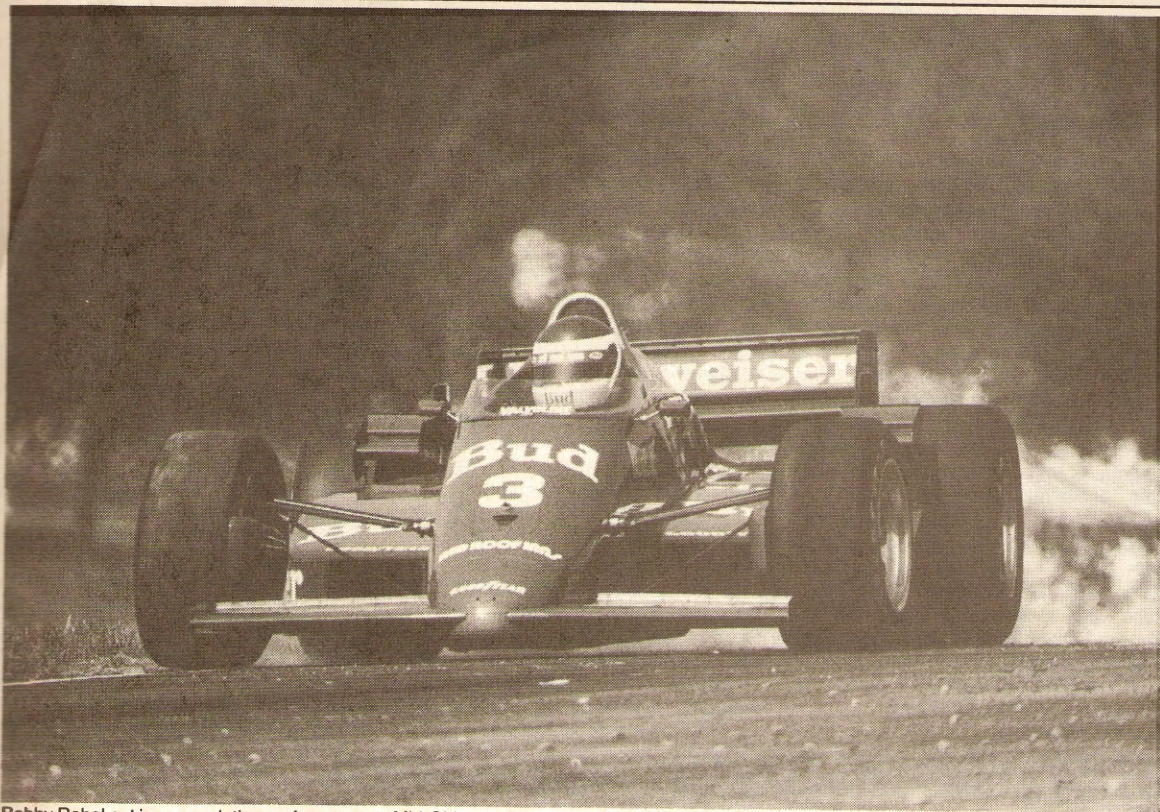
. . . TOOLS AND SPARE PARTS, LASH DOWN THE WELDING GEAR AND TROLLEY JACK IN THE VAN, PUT THE TICKETS, LICENCES AND MEDICAL CERT, THE SANDWICHES, FLASK AND MAP IN THE GLOVE BOX, DROVE TWO HUNDRED AND SIXTEEN MILES . . .



. . . THROUGH THE NIGHT TO BE IN TIME FOR EIGHT THIRTY SCRUTINEERING ONLY TO FIND YOU HAVE FORGOTTEN TO HITCH THE TRAILER ON.







Bobby Rahal put in a superlative performance at Mid-Ohio, the TrueSports man in a class of his own as he took his first victory of the year.

# Rahal runs away

Bobby Rahal had one of those rare, perfect weekends at Mid-Ohio last week. After qualifying on the pole by a clear second he drove off to win the 10th race of the Indycar season by nearly a minute from Danny Sullivan and Jacques Villeneuve. It was Rahal's first win of the year as he became the seventh man to win a race in this year's 15-round Indycar championship.

Rahal also pulled himself into contention for the year's Indycar title which is developing into a bone of some considerable dispute. Defending champion Mario Andretti retook the point lead even though he failed to finish last weekend's race when a rear tyre exploded only a lap and half from the finish. Al Unser Sr lost the point lead after a similar tyre problem earlier in the race while Emerson Fittipaldi kept himself in the chase with a frustrating drive to seventh place.

injection system — the first to appear in use at an Indycar race — and Rahal's car had slightly wider front track for this particular race.

Fresh from winning an IMSA race aboard a Porsche 962 at Elkhart Lake the previous weekend, Rahal set the pace throughout practice. Tidy, precise and forceful, Rahal took a different approach than most of the field to a couple of key corners on the challenging little track. He came out of the two days of practice and qualifying with a new track record more than 5 secs quicker than last year's and better than 2 secs quicker than his best recent times in testing. More important than that was the fact that Rahal was more than a second faster than the field as he took his third pole of the year.

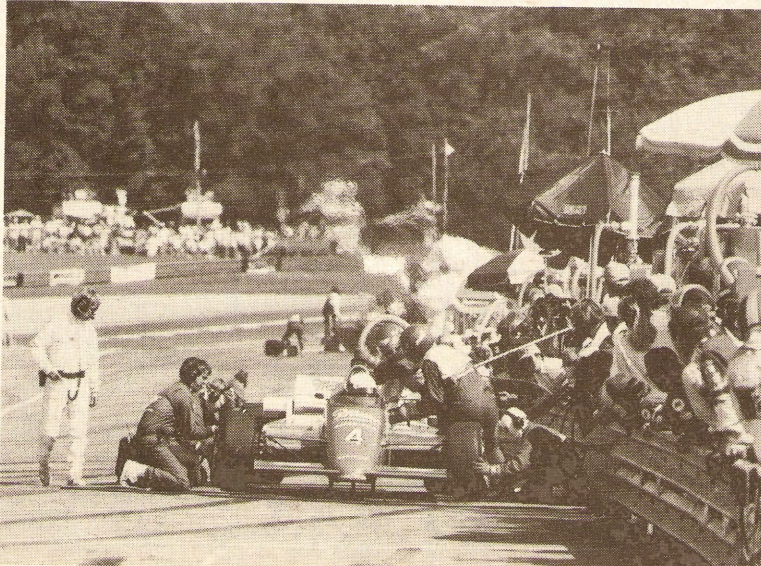
## QUALIFYING

Mid-Ohio is probably the most physically-demanding track encountered in a season of Indycar racing. The place is tight and busy with 15 corners comprising 2.4-mile length. There are a series of abrupt elevation changes and no place to relax save for a couple of seconds at most on the backstraight where Indycars get up to about 175mph.

Owning since 1981 by TrueSports team owner Jim Trueman, the Mid-Ohio Sports Car Course is the kind of place where experience and sharp thinking pays dividends. It's a place where the drivers have to be cool, collected and able to draw on deep reserves of physical energy.

Based just 60 miles down the road in Columbus, Trueman's racing team and driver Bobby Rahal were probably more prepared and confident of success at Mid-Ohio than for any other race this season. In addition to Rahal's car, TrueSports were fielding a second March SC for Ludwig Heimrath Jr. Heimrath's car was with a Zakspeed electronic fuel

A slick pit stop from the Penske crew for Sullivan. The Indy winner claimed second at Mid-Ohio.



"If everything goes well tomorrow, we should win," said a confident Rahal that evening. "The car is really good here. I've been able to dial it in exactly the way I want it and that's the mark of a good team and a good car. And a good driver as well!"

The rest of the field was almost boondoggled by Rahal's combination of speed and stability. However, Danny Sullivan was the fastest of the rest, thereby keeping unbroken at eight in number his string of front row starting positions. On Friday Sullivan's car was disqualified because the rear wing was one-quarter of an inch too far back on one side. The mistake meant Sullivan had to change to his spare car for Saturday.

"The car is good," he reported. "We've got a little bit of an understeer problem which can develop into a big problem here in the race. But Bobby is going to be hard to beat here, even if everything goes perfectly for me in the race."

Penske team mate Al Unser Sr was 2 secs and six places behind Sullivan. He was exasperated with not being able to run any quicker on the tight track which only underlined the man's burning desire to win this year's championship. Rick Mears occupied himself with driving the pace car and looking forward to his next race at Michigan Int'l Speedway in three weeks.

An impressive third fastest qualifier was Geoff Brabham in Galles Racing's number one March 85C. Brabham had tested faster than anyone at Mid-Ohio, lapping almost a full second quicker than Rahal. While Rahal was consistently quicker than his testing times throughout practice and qualifying, however, Brabham was hard-pressed to match his testing form. Nevertheless he was aggressively fast and again looked like a strong race day contender. Team mate Roberto Moreno was less happy with Galles's second car than at Elkhart Lake last month where he was so impressive. Still, he qualified a good fifth last weekend, barely half a second slower than Brabham.

Splitting the pair of Galles Marches was Mario Andretti. In testing, Andretti had been as much as 2secs off the pace and had also crashed when a brake 'hat' broke. None of the Lolas appeared to be a match for the fastest Marches at Mid-Ohio and Andretti was able to knock almost 2secs off his best from testing after much work by he and the Newman/Haas team. Despite his shoulder (a broken collarbone, not a shoulder blade as erroneously reported two weeks ago), hip and ribs, Andretti seemed well able to cope with the physical demands of Mid-Ohio and was ruggedly confident of a good finish.

Sixth fastest qualifier behind Andretti and Moreno was Jacques Villeneuve. After missing Pocono he and the Canadian Tire team were back at the same level of competitiveness which brought them a victory at Elkhart Lake four weeks earlier. However, Jacques was a little concerned with the changeable handling of his March and was visibly having to work very hard to qualify as well as he did.

Side by side on the fourth row were Al Unser Jr and Sr. Unser Jr insisted that his injured ankle was not much of a problem for him except for a bumpy section near the end of each lap.

Producing his best qualifying performance in an Indycar this year was Bill Whittington in one of the Arciero/Blue Thunder Racing Lola T900s. Whittington was 4secs faster than team mate Randy Lanier and looked ready for a much better race than any other so far this year after qualifying ninth. Com-



pleting the top 10 was Quique Mansilla who looked ultra-aggressive in his second appearance in Hemelgarn Racing's Lola T900. Mansilla was pretty wild in his Indycar debut at Elkhart Lake and was working hard to temper himself at Mid-Ohio.

Michael Andretti and Kevin Cogan shared the sixth row in Kraco Stereos' pair of Marches. Neither was satisfied although the overall atmosphere in the Kraco team continues to be much brighter than it was a few months ago.

Struggling again to be much more than midfield runners was the Patrick team. Championship-chaser Emerson Fittipaldi and road race team mate Bruno Giacomelli tried hard but neither could get within 3secs of Rahal's pace. They qualified a 0.1sec apart, in 13th and 15th places. Splitting the Patrick cars was Roberto Guerrero who managed very little track time over the two days of qualifying. Two engine failures and a broken gear linkage were the primary culprits.

Another team fighting to find the right combination was Dan Gurney's Eagle outfit. Ed Pimm again outqualified Tom Sneva, the latter losing time with a gearbox failure.

Missing the race was leading rookie contender Arie Luyendyk. The Dutchman looked like being the fastest Lola driver in the field only to crash on Saturday afternoon and destroy the front bulkhead of his car. Without a spare, the Provimi team were forced to miss the race. A new T900 monocoque was flown to Chicago on Sunday and the team were planning to work flat-out in an attempt to make this weekend's 11th round of the Indycar championship at Sanair, Quebec.

**RACE**

Raceday was sunny and hot and a large crowd arrived early. The Mid-Ohio track is crammed into a very small overall area and it cannot accommodate an audience much larger than 40,000. Well-groomed and organised as the place is, it was certainly jammed to overflowing last weekend.

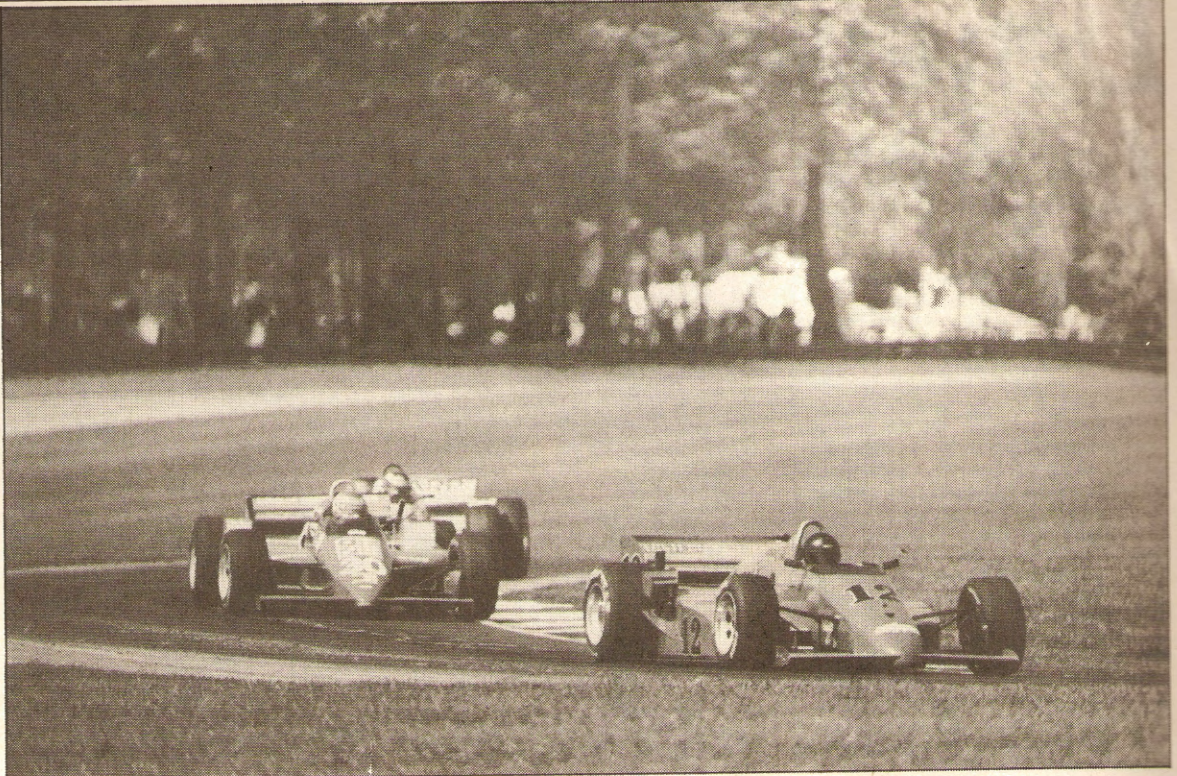
Two pitstops were required to complete the 84-lap, 200-mile race distance. Everyone was anticipating such a quick pace that there would be no time for relaxation and as the humidity of the mid-day began to build we cast our thoughts back to last year's race when the first three finishers — Andretti, Rahal and Sullivan — could barely stand on the podium.

Rahal made a good start and the field settled down much in the same order as qualifying. Rahal, Sullivan and Brabham soon began to pull away from the rest and by the fifth lap Rahal began to separate himself from Sullivan and Brabham. For a few laps Sullivan was able to keep Rahal in sight but by the 10th lap the gap was up to 6secs and growing.

As the leaders began to wind their paths through the slower cars, Rahal's cushion grew, and Sullivan found himself with both Brabham and Andretti Sr filling his mirrors. Not far behind in fifth place was Villeneuve before a gap to a four-car group, consisting of Unser Jr, Moreno, Unser Sr and Whittington.

First of the leaders to hit trouble was Unser Sr who failed to finish for the first time this year when a left rear tyre apparently blew at the end of the backstraight. Unser was able to wrestle the car around to the pits where he was forced to retire, his rear suspension askew.

A few more laps and Moreno clouted the guardrail after clipping Unser Jr in the tail. Moreno had been hard after Unser Jr since the start, fighting worsening understeer at the same time. Finally



Bill Whittington put in the best showing of his career with fifth, while championship contender Unser Jr and Colombian Roberto Guerrero follow.

the bad handling got the better of the rapid Brazilian and his third Indycar race was over.

The first round of fuelstops came between laps 25 and 30. Most cars took on tyres as well as fuel and when it was all done with Rahal enjoyed a 20sec cushion over Sullivan, Brabham, Andretti and Villeneuve. Further back Unser Jr hit trouble when he was deemed to have passed Johnny Rutherford under the yellow. Young Unser was given a black flag 'stop and go' penalty and was furious about it after the race, saying that Rutherford had waved him by and noting that the yellow flag was impossible to see until after the blind corner where the incident took place.

Before the second round of fuelstops Brabham ran into dead trouble with an electrical fault. He suddenly came limping into the pits with the engine popping and banging. After losing four laps Brabham rejoined only to have the problem recur and bring him into the pits two more times for repairs before the race was over.

Losing time during his second fuelstop was Sullivan who consequently lost second place to Andretti. Sullivan was stopped for some 44secs while one of his mechanics struggled to properly adjust a

front wing. Sullivan's understeer problem was getting steadily worse before the stop and he found things barely improved afterwards, despite the change to front wing angles. Twenty laps from the end Sullivan was to hit more trouble when he suddenly lost the use of second gear. Hampered in that way, his hopes of catching Andretti went out the window.

So it was that Rahal began at last to ease off just a little. After 66 laps he had a 45sec cushion over Andretti and in the final stages of the race Rahal allowed Andretti to pick-up half a second on each lap. Before Andretti could make the finish, however, he was spinning wildly to a stop after his left rear tyre had come apart in a manner similar to Unser Sr's earlier fright. The incident happened after 82 laps so that Andretti was far enough along to be classified seventh, ahead of Emerson Fittipaldi, who continues to hound the defending champion's tracks in the point standings.

As Rahal motored home to an extremely satisfying win for team and driver, the rest filed home in the deep shadow of the TrueSports operation. Sullivan was 56secs behind at the flag with Villeneuve a further dozen behind in third. Villeneuve was without a clutch

for the second half of the race and lost some 30secs by stalling as he tried to leave the pits after his final fuelstop.

A lap down in fourth place was Unser Jr who therefore moves into serious contention for the championship. Fifth place went to Bill Whittington who had his best-ever Indycar race, making the finish for the first time in 15 starts over three seasons.

Giacomelli put in a never-say-die performance, taking sixth place at the end after passing team mate Fittipaldi's crippled car in the closing stages. A dropped valve robbed Fittipaldi of one cylinder with about 20 laps to go so that he limped home with a very rattly-sounding engine. Nevertheless it was the ninth race the Brazilian has finished this year.

Meanwhile Rahal was collecting his first win of the year as he and the TrueSports team seem again to be finding a surge of late season momentum, just like last year. With five races to go and a total of 110 points available, it's possible for any one of the top six men in the points to take this year's Indy title. "All I know," said Rahal of the championship situation, "is that I was 60 points behind going into this race and now it's only 40."

**MID-OHIO (USA)**

**Sep 01, Escort Radar Warning 200, CART/PPG Indycar World Series, round 10, 84 laps — 200.50 miles**

Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying	Pos
1	Bobby Rahal (USA)	March-Cosworth 85C	1:52.23.20	1:15.26	1
2	Danny Sullivan (USA)	March-Cosworth 85C	1:53.19.33	1:16.36	2
3	Jacques Villeneuve (CDN)	March-Cosworth 85C	84 laps	1:17.38	6
4	Al Unser Jr (USA)	Lola-Cosworth T900	83 laps	1:17.57	7
5	Bill Whittington (USA)	Lola-Cosworth T900	83 laps	1:18.42	9
6	Bruno Giacomelli (I)	March-Cosworth 85C	83 laps	1:18.73	15
7	Mario Andretti (USA)	Lola-Cosworth T900	82 laps — puncture	1:16.92	4
8	Emerson Fittipaldi (BR)	March-Cosworth 85C	82 laps	1:18.60	13
9	Ed Pimm (USA)	Eagle-Cosworth 85GC	81 laps	1:19.58	18
10	Enrique Mansilla (RA)	Lola-Cosworth T900	80 laps	1:18.45	10
13	Geoff Brabham (AUS)	March-Cosworth 85C	78 laps	1:16.45	3
R	Michael Andretti (USA)	March-Cosworth 85C	73 laps — gearbox	1:18.54	11
R	Roberto Guerrero (COL)	March-Cosworth 85C	35 laps — exhaust system	1:18.66	14
R	Rupert Keegan (GB)	March-Cosworth 85C	33 laps — gearbox	1:21.23	22
R	Roberto Moreno (BR)	March-Cosworth 85C	18 laps — off course	1:17.00	5
R	Al Unser Sr (USA)	March-Cosworth 85C	12 laps — suspension	1:18.42	8

Winner's average speed: 107.041mph. Championship positions: 1, Mario Andretti, 100 pts; 2, Al Unser Sr, 99; 3, Fittipaldi, 97; 4, Al Unser Jr, 92; 5, Sullivan, 74; 6, Rahal, 60; 7, Villeneuve, 52; 8, Sneva, 50; 9, Michael Andretti, 39; 10, Rick Mears, 35. Next round: Sanair, Sep 08.



# Llewellyn joins ARG to drive 6R4 in '86

David Llewellyn, the current Shell Oils/AUTOSPORT RAC National Rally Champion will drive a Metro 6R4 next year, as part of the official Austin Rover Motorsport team. Although John Davenport was not available for comment and no-one else at Cowley would discuss the move, it seems that the 25-year old Welshman will head the Austin Rover challenge in next year's Open Championship, with a number of overseas appearances.

Llewellyn has this year proved something of a star for Audi Sport UK, teamed alongside Michele Mouton in the home series, and run by the British operation on a number of foreign rallies when he used a Quattro A2. He had been expected to continue with a similar programme in 1986, until this latest offer to join the factory ARG effort was made.

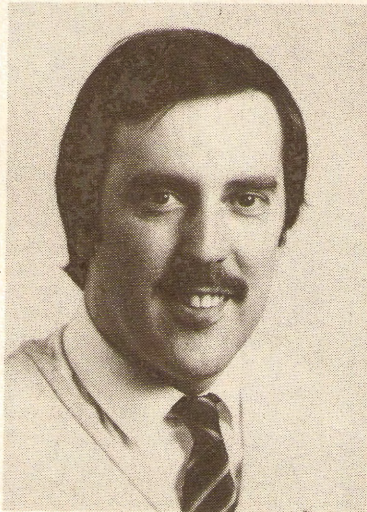
"Obviously it disappoints us that he is leaving," commented an Audi Sport UK spokesman on Monday, "because we had hoped that he would be with us again. We understand his reasons however, and wish him well for the future."

"Our task now is to seek another driver for next season. We are talking to several names, and hope to finalise arrangements soon." No details of the drivers



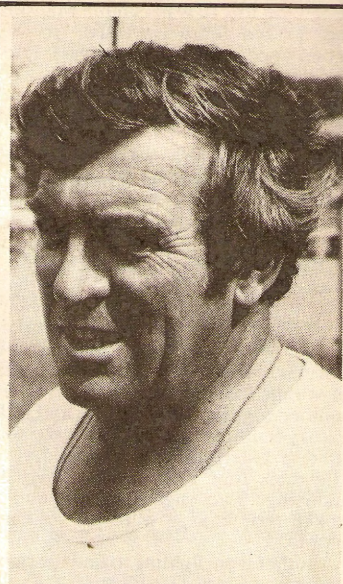
Llewellyn — 6R4 drive.

involved were given, but Hannu Mikkola has always had a close relationship with Audi Sport UK and could be the favourite for the car, which if all goes to plan will be the latest Audi Sport Quattro S1 model.



Short — co-ordinator.

Llewellyn himself was unavailable this week, but it seems that he will retain the services of Phil Short, who has accompanied him this season and could also bring to Cowley some up to date expertise for on-event organisation.



## Aussie success for Cowan

Andrew Cowan added another marathon rally win to his considerable collection, by taking a Mitsubishi Pajero to victory on the Wynns Safari in Australia. Cowan fared better than any of the 273 crews who started the event, taking the lead just before the event arrived at Alice Springs last week. Already the rally had lost many starters — 100 crews in the first 24 hours due to torrential rains — and Cowan had pushed his way to the front, along with Patrick Zanardi in a similar car. Zanardi was, however, not destined to finish the rally which ended in Darwin last Friday. Full details next week.

## Ford running out of RAC build time

Although Austin Rover confirmed on Monday that some 25 Metro 6R4s have rolled off the production line at Longbridge, and testing of the cars is about to begin, it seems that the first production Ford RS200 has yet to be completed, and supply problems are still hampering the build.

"The problem has been getting the parts together," explained Steve Woolmington of Ford, "and having them in the right place at the right time. Parts supply for a 200 run has been a difficulty for all the manufacturers, including

Lancia, and it would be silly not to say that we have had one or two problems."

Woolmington would not comment further on the difficulties, and when asked about details regarding the Lombard RAC Rally, he responded that, "everything depended on whether we are there at all." Officially, the policy is that the car will be there, but currently there are just six-prototype-models in existence and the inspection date creeps ever closer if a November 1 homologation is to be granted.

## McRae abandons Cyprus trip plans

Jimmy McRae's hopes of tying together a late deal to enter the Rothmans Cyprus Rally were finally laid to rest at the weekend. Although a Cypriot based sponsor had been found for the Scot — chasing a top five place in the Euro series — a car was not available.

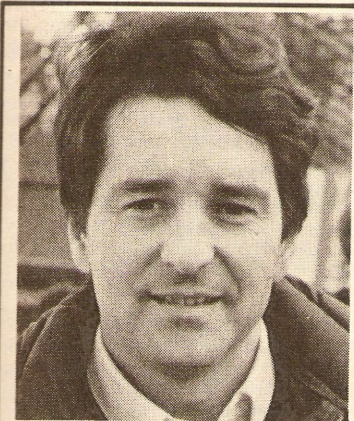
"It was frustrating," commented,

McRae on Monday, "but it was really too late to do it properly. I still have a budget from GM for one, or perhaps two, more rounds of the series but I shall probably wait and see what happens on the Manx. If I fail to score there, for example, there is no point going to a European round anyway..."

## Duez: what next?

Marc Duez had been expected to contest the Bianchi Rally for Austin Rover this weekend, but the decision to run Mike Stuart on the Manx Rally has apparently ended the Belgian's hopes of a run on

home soil. Suggestions that Duez had fallen from favour at Austin Rover, however, were denied by Eric Silberman at Cowley who expected to see the driver in a car again later in the year.



## Sanremo: Saby gets 205 T16

Bruno Saby is to drive the second works Peugeot 205 Turbo 16 on the next round of the World Championship, the Sanremo Rally in Italy. The Frenchman had been expected to drive this event earlier in the year, but during summer his position with the official squad came under threat. With Kalle Grundel proving slightly erratic in Finland however — and Saby having worked to orders in Corsica when he finished second overall in the absence of Salonen and Vatanen at the end — it seems that the ex-Renault man is getting another chance. Also on the Sanremo will be the Italian backed 205 Turbo of Italian del Zoppo, but there is still no news about the second works car for the RAC Rally.

## Porsche doubts for 959

Although Saeed Al Hajri is optimistic about driving a Porsche 959 in Rothmans colours next year, there is still some doubt as to whether the Group B project will actually become a force in rallying, with numerous problems besetting the German factory. Consequently, the private Rothmans backed effort has had to continue outside the prestigious World Championship arena, and must be disappointed at the lack of progress.

The Rothmans squad of 911 SC RS cars has been run from Silverstone for the last couple of seasons — since the sponsor split with Opel at the end of 1982 — but aside from the Rothmans requirements, the David Richards controlled equipe probably now has the resources — both in terms of personnel and technical back up — to cope with other work. Quizzed about future projects, Richards admitted that the team was getting, "itchy feet," but would not name any specifics.





Mike Stuart will be at the wheel of this Computervision Rover Vitesse for the Manx Rally next weekend.

# Stuart: works Rover

Mike Stuart, currently fourth in the Open Championship Group A contest, has received a superb boost to his prospects on the Tudor Webasto Manx Rally. Having campaigned one of the ex-Rallysprint Rovers throughout the season, John Davenport has opted to provide a works Vitesse for the Chester based driver.

"It was great news," explained Stuart on Monday. "I asked ARG to help with tarmac suspension as we are having trouble finding the right wheels and tyres

on the car that we have run all year. John called back to say that he could do better than that and lend me a car instead. It is absolutely fantastic.

"The car is actually the one that Tony Pond used in Scotland and Marc Duez drove in Ypres—rebuilt of course—and I drove it last week for the first time. It is so much better than mine! It has more power, better brakes and handles beautifully. I'm really very pleased."

While ARG are providing the Computervision backed car, it will be serviced

on the event by Paul Windsor. The car will run, following Stuart's test session, on 15ins wheels and Dunlop rubber, while Pond will stick to 16ins rims. "I am under no orders," continued Stuart, "although I am quite aware of the situation! I just want to do as well as possible and this car gives me the best chance. It is a one-off deal at present, although I am looking to finish the season with the Audi Sport and RAC rallies. I don't know whether this car will be available again. . ."

# Kaby and Brookes head Brits in Cyprus

Terry Kaby and Russell Brookes head the British challenge on the Rothmans Cyprus Rally which starts one week after the Manx. Kaby will drive his usual Nissan 240RS and Brookes will be at the wheel of a Marlboro backed Manta 400, part of a three car Opel team which includes Michel Saleh and Mohammed Bin Sulayem from the Middle East.

Kaby's programme is part of a hectic schedule that has kept him and team manager, Bob Freeborough, busy for the past few weeks. It had been hoped that Jimmy McRae might also have boosted the British hopes but that has fallen by the wayside (see separate story).

Lancia will be represented by Andrea Zanussi and Mauro Pregliasco (joined by the Fiat Ritmos of Harri Toivonen and Stefano Fabbri) while Porsche have the services of Rothmans driver, Saeed Al Hajri. Harald Demuth ventures to the Mediterranean island in search of better fortunes, reputedly in a Sport Quattro rather than his usual A2 example. Another Quattro driver, Dimi Mavropoulos, makes the trip from Britain to contest his home event.

# Rayneri is Group A champion

By winning the Group A category on the Halkidiki Rally, Michele Rayneri clinched the FISA Group A Challenge. The Italian, driving a Totip backed Fiat Ritmo Abarth, has proved consistently quick throughout the series and has taken the title with four rounds still to go.



# Exhausted Gooding slips in Greece

Russell Gooding's challenge for the FISA Group A competition effectively came to an end on the third stage of the Halkidiki Rally last week, when the Servis Rover slid off the road and bent a front strut. Only 3 stages had been completed but all the crews had been suffering with heat exhaustion and Harri Toivonen's rally had also ended in similar fashion on the previous bend. The high temperatures were blamed for both incidents.

On his return, Gooding considered abandoning his programme but, on Monday, informed us that he had decided to continue in order to reclaim second place in the European based series. "I reckoned that finishing second might be a useful thing on the record," he wisely considered.

The Welshman's programme now continues with the Manx (where Stuart Harrold will co-drive), Tour de France



Gooding — chasing for second. and Algarve rallies, while plans to contest the Lombard RAC Rally in November are continuing apace.



# 555 shakedown

Andy Dawson wheeled out his 555 Audi Quattro for a last minute shakedown prior to it being parcelled up and sent to China this week for the Hong Kong-Beijing Rally. He chose the Bovingdon Stages at the weekend for himself and Andy Marriott to run the ex-Hannu Mikkola car in and would have finished second to Roy Gillingham had they actually been competing. As it was, Dawson was fulfilling Course Car duties and only running on forest suspension, rather than more appropriate tarmac settings. "The car was perfect," he commented, adding that, "My lads have shown that they have learned very quickly how to build a good Quattro . . ."

# Rally show on Manx

The manufacturers who are contesting this year's Shell Oils RAC Open Championship are getting together to ensure that the first night Rally Show — such a popular part of previous Manx events — continues on this year's rally.

The Palace Lido at Douglas will again be the base for the event on Thursday September 12, and a star studded panel is expected to explain their fortunes on the

opening day of the rally. Computervision have promised to fit a camera into Tony Pond's Rover to reveal the action from the hot seat and Grandstand presenter, Steve Rider, will attempt to keep order among the drivers.

Tickets are available free of charge from the Rally HQ at the Villiers Hotel and the fun begins at 8.00pm.





James Doherty on his way to the Irish Stage crown.

# Doherty's Irish series clincher

Adare garage owner, James Doherty, clinched the Shellsport Irish Stage title last weekend by taking second place on the Galway Summer Rally. He had started the event in joint first place with Ken Lyons but a roll on the third stage kept the Escort driver out of the points and Doherty was able to cruise home to the title, opting not to challenge Frank Meagher for the rally win and possibly jeopardise his chances.

"I was more than competitive over the opening stages," he reflected, "and was fighting with Ken until he went off. Once that happened, I pulled out of the duel with Meagher and settled for the title."  
Doherty was reticent about his plans for the future but admitted, "The Chevette is now for sale and we'll see where we go from there. Certainly, I have a few bigger ideas for next year..."

# Price closes in

John Price is only a handful of points away from clinching his second successive Welsh Tarmac Championship (this year supported by Zenith Motorsport) in his Renault 5 Turbo. With just three rounds to go, it is merely a mathematical possibility that he can be beaten by 1300cc class leader, Dai Thomas, who is 26 points behind the Renault.

anything but and a hard fought season's end is expected. In the big class, Geoff Kitney is being chased by Philip Ward and Graham Hollis, while Price has held off Brian Jones and Tony Thomas for the 1600cc to 2000cc class. Martin Hyde, Nigel Scudamore and Wyn Jones are the three likely names to take the 1300cc to 1600cc title while Dai Thomas could just be pipped for the small capacity class by either Mike Williams or Peter Harris. It is not over yet...

While the overall title is virtually cut and dried, the class championships are John Price is almost certain of the Welsh Tarmac prize.



# Evans seeks Telford win

Gwynndaf Evans will be hoping for another excellent stage rally result when he tackles this weekend's Telford Stages, the latest round of the Nicolet Welsh Stage Championship. He will use his Escort, rather than the hybrid Manta, on the event which uses reverse seeding. The championship is currently led by John Roberts, but his lead is a mere 8 points and the hounds are snapping at his

heels. The rally is also a round of the Lada Challenge and around 15 crews will be on hand, trying to stop John Cotton's relentless progress towards this year's title, while contestants in the *RoadSport North* championship also head south with series leader, Ian Joel, taking up the number 13 slot. Two forests are on the agenda, Kerry seeing action at around 0920 and Waun-

marteg at 1230. Spectators should enter the latter at 136/008774.

**Telford Stages**  
**Leading entries**

1 Middleton/Perrott.....	Ford Escort RS
2 Thomas/Bowcott.....	Ford Escort RS
3 Knott/Hastings.....	Talbot Sunbeam
4 Jones/Follows.....	Ford Escort RS
5 Fear/Wheatley.....	Ford Escort RS

**BRIEFLY**  
Competitors on the Tudor Webasto Manx Rally might care to note that the Isle of Man's Andrews Industrial Equipment franchise holder, Glen Aire Engineering, will be offering a welding service. Details at scrutineering.  
Ilan Corkill and Tony Dodsworth will not be tackling this year's Manx, the two locals opting out of an event that they have graced for some years. Dodsworth's reasons are unknown, but pressure of work is reputed to be keeping Corkill's Manta in the garage.

# Discounts offered on Group A Skodas

Continuing their support for British club rallying, Skoda GB announced on Monday that they have a limited number of the latest 130L model available for competition use. The car has a 1298cc engine, 5-speed gearbox, radius arm rear suspension and twin pot calipers on the front brakes — far better than the current models. Already homologated into Group A, the cars are being offered at a considerable discount from the firm's London headquarters.

Bill Hunt, Skoda's competition co-ordinator, explained that the cars will come in road trim, complete with six months' road tax, and should offer greater competitiveness than current cars. To qualify for the discount, however, Skoda GB are insisting that at least four rounds of next season's Skoda Trophy '86 be contested. For further details, contact Hunt at 150 Goswell Road, London EC1 or telephone 01-253 7441.

# Lack of finance keeps Louise out of Kielder

Louise Aitken-Walker — currently third in the Shell Oils/AUTOSPORT RAC National Rally Championship — will not be contesting the Marlboro Lindisfarne Rally this weekend, she confirmed on Monday. When we spoke to R-E-D boss, Dave Campion, last week, he was not certain about the chances of the Escort RS making the trip to Newcastle as there was still a lot of work to do on the damaged engine and the finance was also not yet available. On Monday evening, he admitted that the

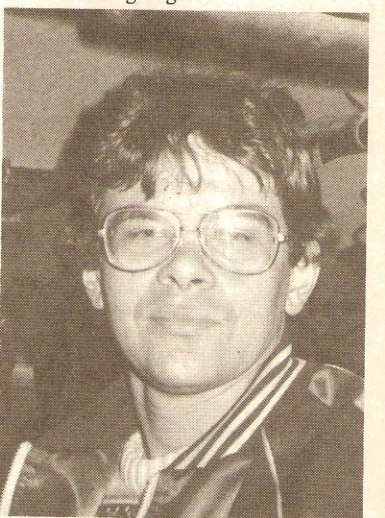
situation had not changed and that Louise's entry for this weekend's event had been withdrawn. "It is a shame that we could not find the money," explained Campion. "We tried damned hard to get her there, but it wasn't to be. She can drop this score anyway without losing her championship chances, but it means that the last two rounds will be difficult. And we still have to find the money to do those..."

**RAC AUTOSPORT**  
**Shell Oils**  
**NATIONAL RALLY CHAMPIONSHIP**  
**TV spot**

The appearance of Ford's RS200 has guaranteed that BBC's *Breakfast Time* will carry a report of this weekend's Marlboro Lindisfarne Rally, continuing their coverage of National Championship rallying which was first broadcast last season. Barrie Hinchliffe's cameras will be poised in Kielder Forest on Saturday, ready to bring the story to your screens, either on Monday morning at 0740 or — if time is not available at the first opportunity — at the same time on Tuesday.

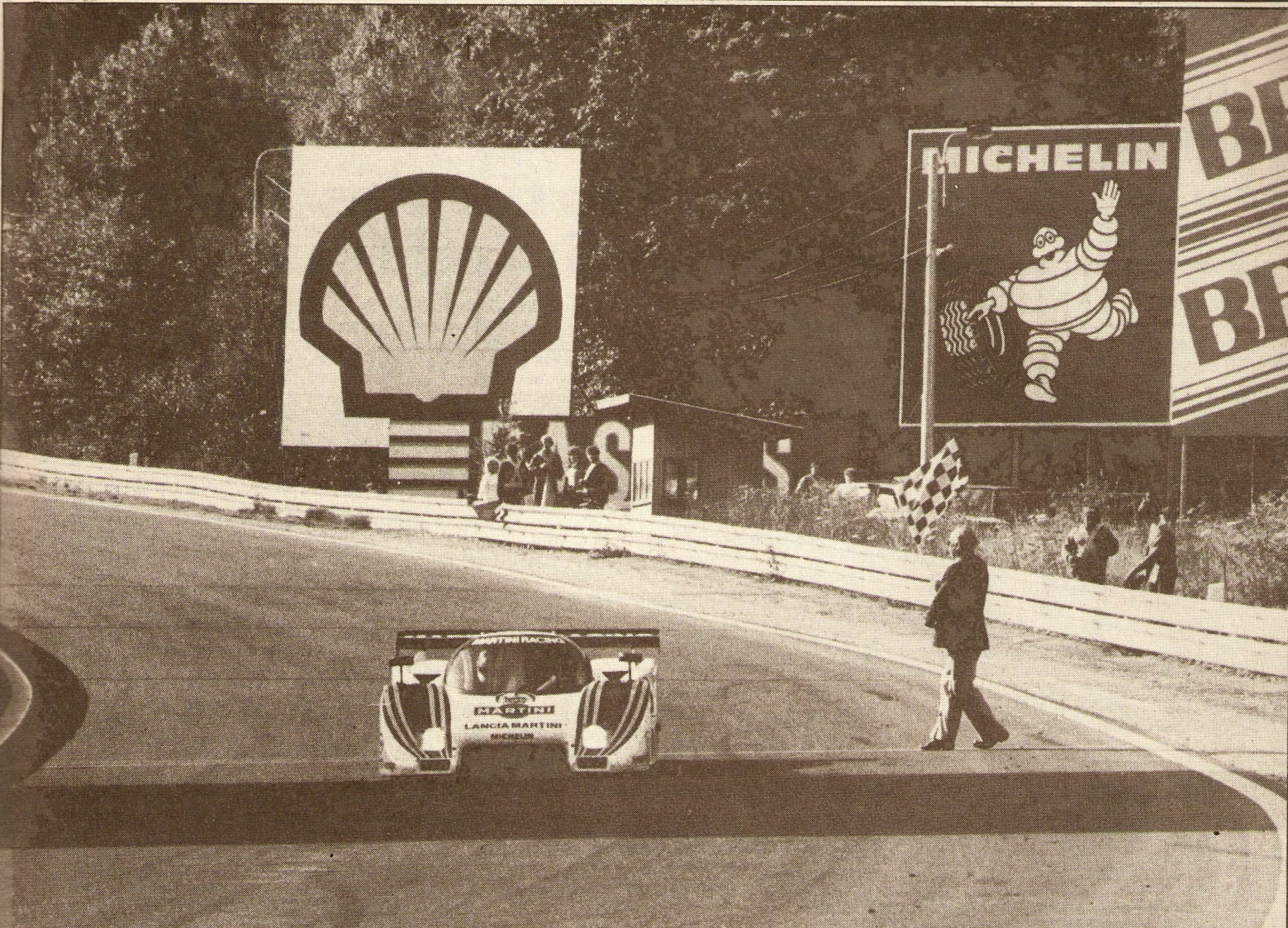
# Rally show

A rally show is to be held before the Andrews Cumbria Rally on Friday September 27 at the Sands Centre, Carlisle. Full details and tickets are available from SMT Carlisle and the proceeds will go to charity. Chris Lord has been invited to host the evening while Russell Brookes, Tony Pond and Malcolm Wilson are expected to be on the panel.



Andervang had a bang...  
Both Mark Lovell and Stig Andervang were testing an Escort RS Turbo in Ireland recently, in preparation for the Manx International. It seems that after a few runs the car was rather battered round the edges, and left extremely second hand, but driveable...  
Busy times for Malcolm Wilson. After completing his recce for the Manx, he then flew to Germany to test a Sport Quattro for the first time, and will tomorrow head for Newcastle where he gives the Ford RS200 its debut on the Lindisfarne.





Riccardo Patrese takes the chequered flag to give Lancia their first win of the year in Gp C. The victory, however, was overshadowed by the fatal accident that befell WEC champion Stefan Bellof.

# No joy for Lancia

Last Sunday's Spa Francorchamps 1000 featured four outstanding achievements. It brought a well deserved and eagerly awaited victory for the factory Martini Lancia team. It clinched for Rothmans Porsche the first World Endurance Championship of Teams. Yet another class triumph made Spice Engineering the undisputed winners of the FIA Group C2 Prototype Cup, and the team's British drivers, Gordon Spice and Raymond Bellm, became the first official World Champions in that category. But the race also brought a terrible tragedy: for all these things were overshadowed by a fatal accident to the reigning World Endurance Champion, Stefan Bellof, after a mid-race collision with his predecessor, Jacky Ickx. The race was halted early out of respect for the second West German star to lose his life in a sportscar in three weeks.

**QUALIFYING**

The FIA World Endurance Championship — rocked onto its heels by its first fatality — seemed to have the ideal set of circumstances under which to recover its composure and maintain its progress: this outstanding road course, fine weather, a truly representative field of 36 sportscars that embraced the first confrontation between the factory teams of Porsche, Lancia and Jaguar. The race

meeting had established a stimulating atmosphere, and towards an absorbing race day climax when an accident befell Jonathan Palmer which has many disturbing similarities with poor Manfred Winkelhock's at Mosport only three weeks before (see *P&P*).

Throughout the first two days of unofficial practice, the Canon-Porsche — as is now normally the case — had looked the best-balanced C-car in the place, and the team seemed to be

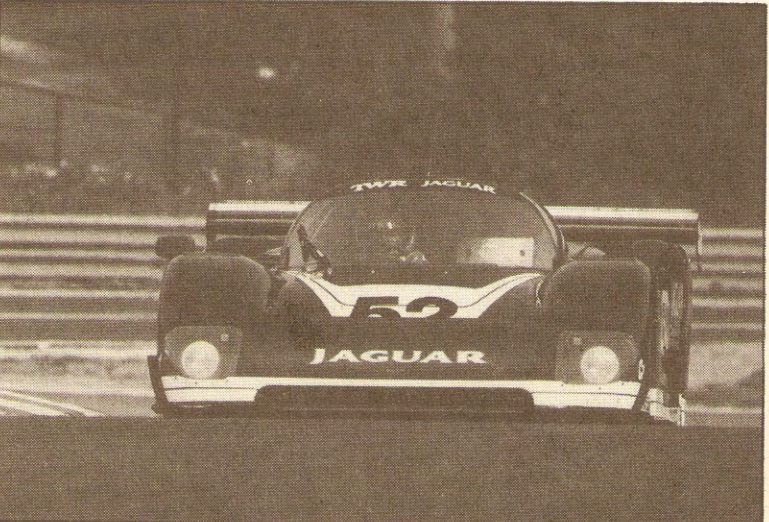
preparing itself for an exceptional performance here. When it became clear that Jonathan was not seriously injured, there was enormous relief in the WEC paddock. As the disconsolate Richard

Lloyd team packed up what was left of its car and headed for home, and Palmer himself arrived back in London the following day, this turned into a more commonplace disappointment that the 15th Spa 1000 Kms would be without one of its very best contenders for the first of the two qualifying sessions.

The star of this session — as in the first three races of the series — was Riccardo Patrese.

"For sure, it is another pole for us,"

The Jaguars had revised front ends for Spa. This is the Heyer/Schlesser car.





said Riccardo, "but look at the lap times. The Porsches are a lot closer to us than they were at the start of the season, so I think perhaps since then they have found something, and we have found very little." Certainly the Italian cars were in very much the same setup as at Hockenheim. The team had been tyre testing with Michelin at Mugello, and had identified a new compound that gave a substantial increase in performance but this rubber was not immediately available, and will not be on the Lancia until Brands Hatch. Patrese and Mauro Baldi, who qualified the sister car fourth fastest, therefore set their times on Michelin's regular softest and their team's usual, big-boost qualifying engines.

It was another impressive performance, though, the more so because the pole lap was far from perfect. Patrese: "Yes, I could have gone quite a lot faster. I had to pass several cars, and coming up the hill towards the chicane I was running short of fuel. The engine — how do you say? — the engine was hunting. But I could complete the lap, anyway. Without these things, I think maybe it would have been half a second better, minimum."

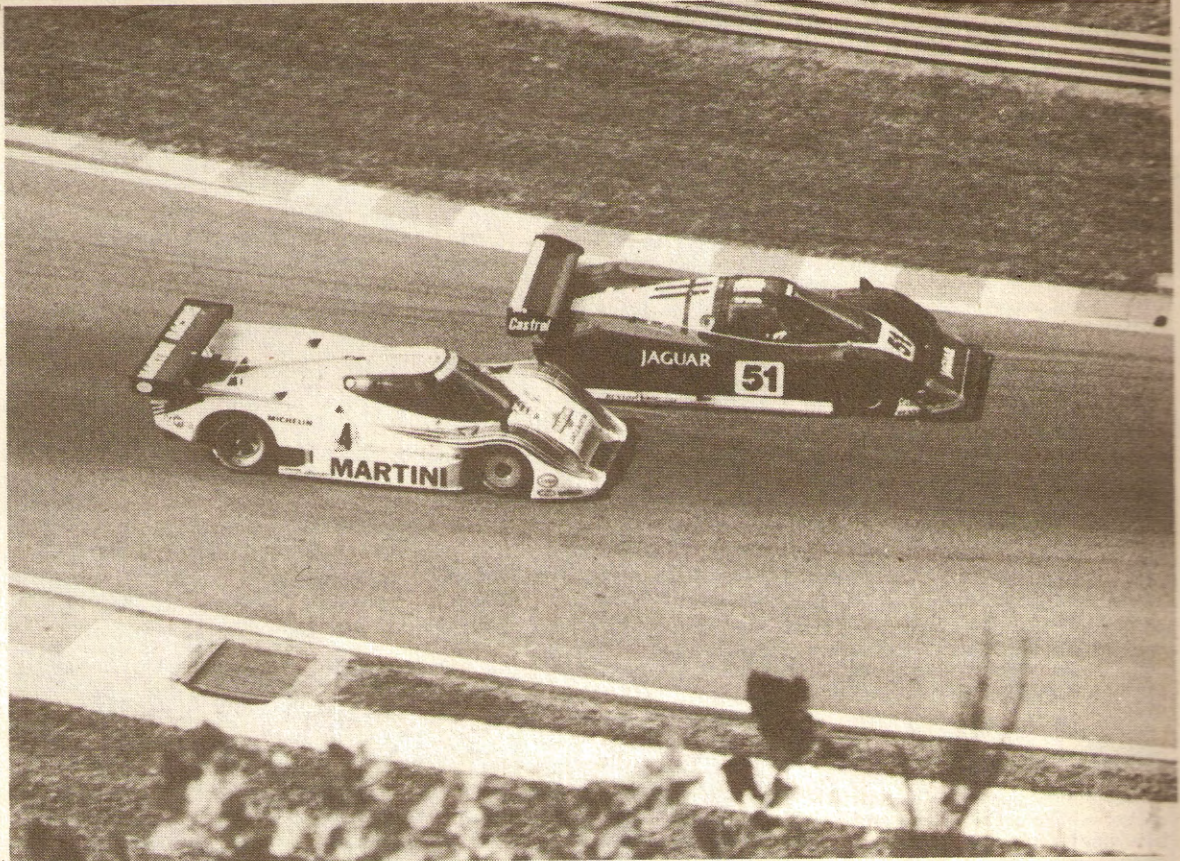
After he had completed the lap, Patrese ran out of fuel and had to park the Lancia out on the circuit, where it remained for the rest of the session.

Hans-Joachim Stuck — who is always alarmingly impressive at Spa — had also been confident about getting into the low 2:05s. But he was unlucky with his Q-tyres: "You know I set the time on a used set of qualifiers? Afterwards I had two sets of new tyres, but on the first I had to lift off because someone had spun up at the top of the hill, and on the second the engine was starved of fuel and I had to switch across to the reserve tank. Maybe that cost me over a second. But that's life, eh? They won't beat us in the race!"

Jacky Ickx — also unlucky while on Q-tyres — lined up the sister Rothmans Porsche sixth fastest, separated from his team mate by the second Lancia and the two fastest privateers, namely the Porsche 956Bs of the Brun and Joest teams. In the Brun/Schiesser entry, Thierry Boutsen set a time almost 3secs under his memorable 1984 pole for the Fitzpatrick team, but this year it was good enough only for third fastest of seven cars split by a mere 1.86secs. The improvement derived not so much from the all-round increase in car performance as from the new track surface, which — to everyone's relief — showed no sign of excessive wear. The new surface has eliminated all the bumps (notably at the still-spectacular Eau Rouge/Raidillon complex) and it also gives exceptional grip — so much so that qualifying tyres were good for only a second and a bit relative to regular race rubber.

In the Joest/New Man car, indeed, Klaus Ludwig went 2:07.22 on race tyres in the first session — before the gearbox main shaft failed and the yellow car was parked. In these circumstances, the team decided to leave the car in its qualifying setup, so as to go for the pole in the afternoon while the other leading contenders were doing their race-testing. Klaus, though, never did get a clear lap in the afternoon: amid accusations of deliberate blocking tactics by the Lancia drivers, the Joest team had to settle for a marginal improvement, which moved the car up from sixth to fourth on the grid.

The bereaved Kremer team bravely climbed straight back onto the hire wire by fielding its Porsche 956, switching Marc Surer in with its owner/driver, Kees Kroesemeijer, and running it in the combined livery of Barclay and Pametex. Although updated, this was a two-year-old chassis. Like the Brun/Schiesser and Joest/New Man cars, the solo Kremer



Porsche have found themselves this year with two strong challengers — Lancia and Jaguar. The two marques met for the first time at Spa . . .

entry was equipped for qualifying with a special 3-litre engine, but Marc, clear lap or not, could not put it higher than seventh on the grid, his time half a second and more away from that of the MIX factory Porsche.

It was interesting that Stuck was able to go faster than all the 3-litre engine private entries, because both he and Ickx qualified with 2.6s.

The other Porsches were all 1983-built 956s. Marc Duez and Volker Weidler joined 'John Winter' in the second Joest entry, which was sponsored here by an Ardennais meat company, R.Billen. Both 'Poppy' Larrauri and Massimo

Sigala were unhappy with the balance of their second-string Brun car, which is the ex-Canon 1984 Brands Hatch winner. Evenly matched under these conditions, these cars qualified ninth and tenth, the Obermaier/Ducados car, which looked even less stable during practice than the Brun/Guffanti 956, in 12th position.

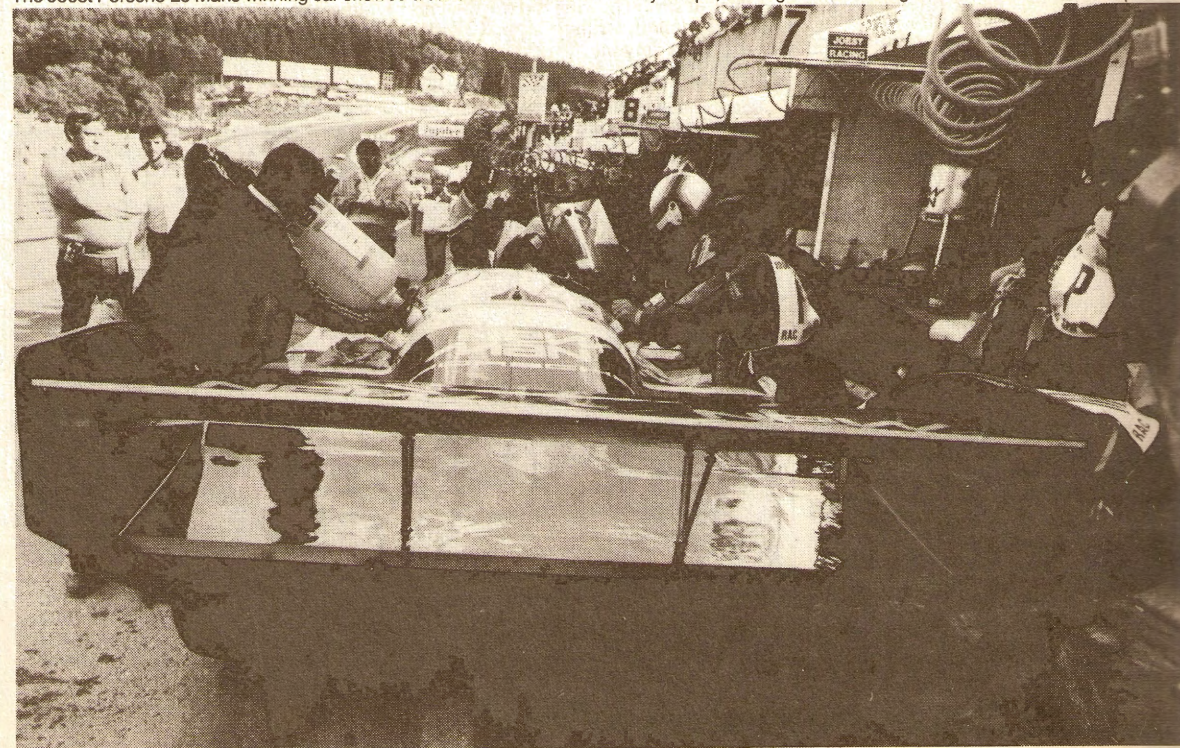
Although lacking the benefit of a boost-control knob, the TWR Jaguar drivers were able comfortably to match the times of these slower turbocars. Martin Brundle, in fact, achieved an exceptional time which placed him eighth on the grid.

Since that keen debut at Mosport, a lot

of attention had been given to the front end of the XJR-6 design. Gone were the experimental appendages of the extra nosewing and the adjustable trailing edge of the standard wing. In their place were a new moulded nosepiece with a raised lip at the rear, and a bigger splitter. These changes, aligned with front tyres 20mm wider and of 25mm bigger diameter than those for which the Jaguar was originally designed, finally eliminated the understeer that has concerned the new team during testing and its first race.

So as to take the load off the new front

The Joest Porsche Le Mans winning car showed a curious lack of fuel efficiency at Spa, although Klaus Ludwig and Paolo Barilla came third.





rubber, the location of the wheelbearings which gave trouble in Canada had also been strengthened.

When the team first ran its revised cars at Spa, on Thursday, the biggest problem was oversteer in the slow corners, but this was progressively dialled out during two purposeful days of practice to the point where the Jaguars looked to have exceptionally good balance. With more downforce than the Porsches and Lancias, the green cars are set up very hard and were visibly more nervous in fast corners. The bigger fronts also make the XJR-6 heavy to drive, but on the other hand there is also a useful improvement in stopping power — leading, in turn, to some concern over pad life.

Brundle's time was driven on Q-tyres, but he found that his race rubber was only a second or so slower here, and qualifying certainly suggested that the car would be able to maintain a fully competitive pace on race day. The sister car would have been higher up the grid but worked its drivers even harder, Mike Thackwell in particular twirling the wheel to keep it on the island. Afterwards the problem was found to be caused by a disconnected rear anti-roll bar: because the car was going quicker than it had in untimed practice, the team was slow to lock onto the problem.

Even so, Tom Walkinshaw elected not to risk his charges in the second session. Satisfied with the lap times and fuel consumption, apparently, he raised the eyebrows of Peter Falk and Cesare Fiorio by having his crew take the cars to bits, to clean them.

In contrast, the Cosmik March-Porsche was languishing among the C2s in the first session, and Christian Danner had to go hard in the afternoon after the morning had been wasted with a troublesome gearbox.

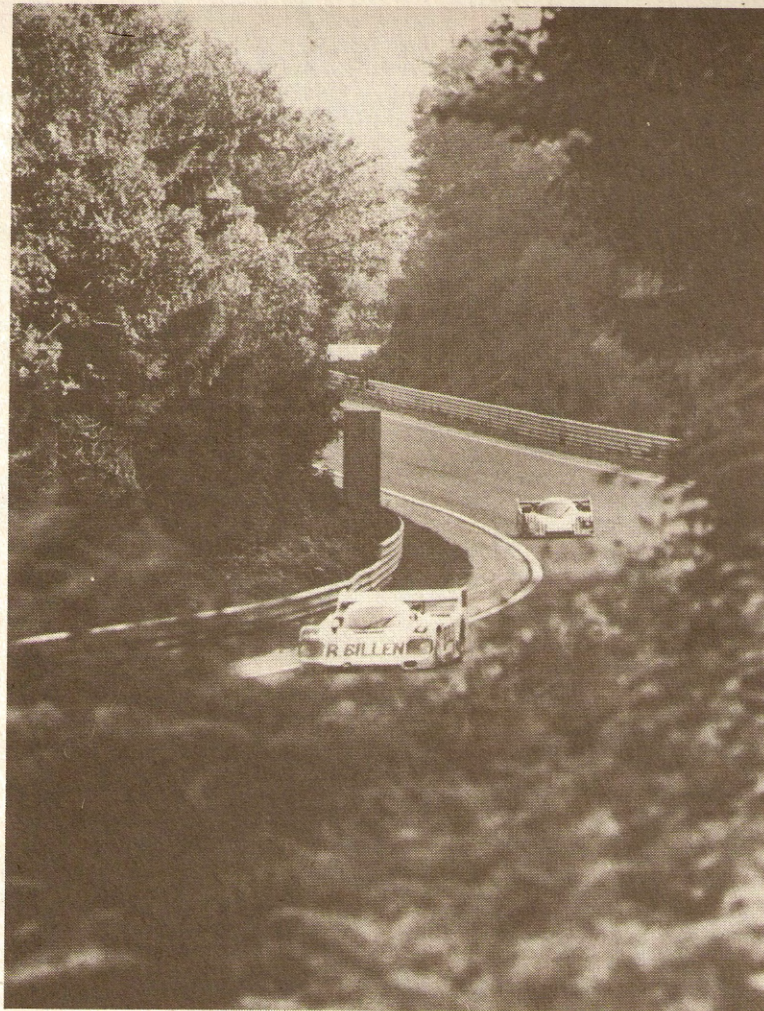
One of the outstanding pre-race performances was that of the Gatoil Cheetah, which astounded everyone by running so strongly. During the 12 months since its debut here, the car has been woefully unreliable but last week it completed no fewer than 100 laps during the days before the race, virtually without missing a beat. Bernard de Dryver, slipping on some Q-tyres, was even able to outqualify the similarly powered Emka, although admittedly the British entry was never fitted with soft rubber.

It was fine to see both the Aston Martin powered C-cars here, although a little frustrating that there has not been a more positive response to Jaguar by Tickford. It now seems that the V8 gives substantially less than the 585bhp originally claimed. About 540bhp would seem to be nearer the mark.

Chuck Graeminger's team has made a myriad of detail changes to the Cheetah since Hockenheim, the most significant of which were alterations to the rear end aerodynamics with a modified underbody and a higher, flatter rear wing. After no fewer than 17 starter motor failures (!), Chuck is now finally able to make his own units.

The Dow Corning Emka, racing for the first time since starring at Le Mans, was mysteriously difficult to balance here, and not even an all-out effort by Tiff Needell could match the Cheetah's time.

Finally of the 16 Group C1 cars, we had the welcome sight of Yves Courage's stylish Primagaz Cougar, co-driven by Henri Pescarolo for the first time. Its qualifying performance was spoiled by overheating which confused the Motronic sensors, causing the Porsche 956 engine to deliver nothing in the mid-range, then to come all at once. The evergreen 'Pesca' was caught out twice and spun because of this phenomenon,



Through the scenic swoops of the Ardennes forest local driver Marc Duez steers the Joest 956

which was not entirely removed before the end of qualifying, so that he expected to have to keep the revs down on race day.

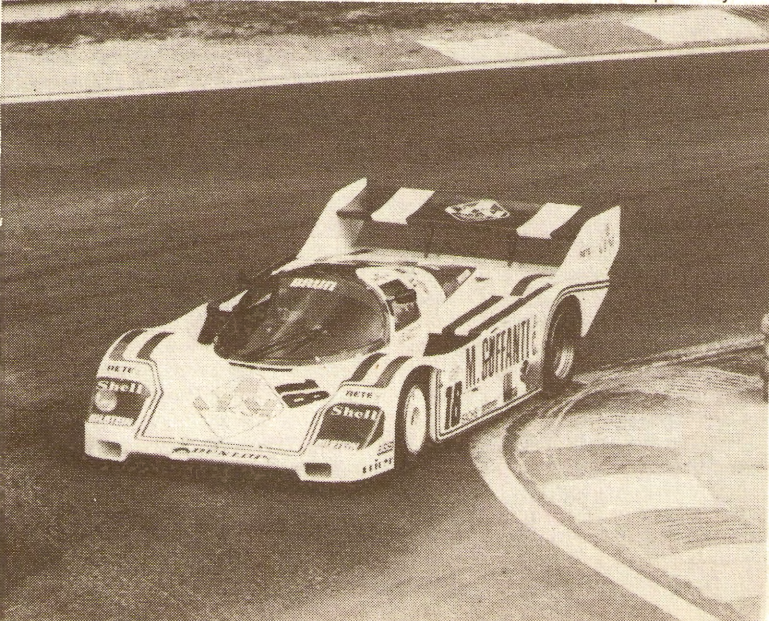
The contrast between cars like the flat-bottom Cougar and the Jaguar XJR-6 was striking on race morning, when damp conditions for the warm-up gave us an intriguing indication of what might result from a wet race. Great plumes of spray showing the worth of his car's air tunnels, Brundle lapped 2½secs faster than anyone. But intermittent sunshine soon dried out the circuit.

## RACE

Patrese, taking his pole on the right-hand side of the track, held onto his line for Eau Rouge, and his Lancia was solidly out in front as the raucous, colourful tangle of sportscars funnelled through Eau Rouge and emerged from Raidillon in file. Riccardo's first flying lap, on full tanks of course, was driven in 2:11.4, and he left Bell far behind him.

Mass came past his team mate on the second lap, followed by Boutsen in the

Oscar Larrauri and Massimo Sigala were off the pace in the second Brun Motorsport entry.



Schiesser car next time around. These two took the fight to Patrese and, the leading trio running in the 2:12s, eased away from the opposition.

Ludwig in the New Man 956B emerged in fourth place on lap 4, passing Bell who was clearly in the factory team's tortoise. For a long while, Derek shadowed Klaus just ahead of Brundle in the musical 'Tomcat' and Baldi in the equivalent runner of the Lancia works team. Surer was up with these cars at first, but damaged his nosecone against the Baldi Lancia early on, dropping back to conduct a long duel with Larrauri in the Brun/Guffanti Porsche, losing ground steadily to the leaders but going away from 'Winter' in the Joest/Billen Porsche, Danner in the purposeful Cosmik March, Needell in the Emka and a spectacular de Dryver in the Cheetah. By lap 10, all the others were a lap behind.

Schlesser in the second Jaguar had dropped out of 12th place as early as lap 6, alarmed by wild oversteer in the right hand corners. In a series of pitstops, during which Heyer also had a chance to be mystified by the fault, both left side tyres were changed, and both the spring/damper units. The problem persisted, however: the car had to be retired, the cause still unknown.

Mass now began properly to monster Patrese, and moved into the lead on lap 13, immediately going away as he set the fastest lap of the race in 2:10.7. Patrese came under attack from Boutsen as Mass got his head down to build a lead.

Bell dropped out of his fifth position on lap 17, a rear tyre apparently moving on the rim. As the wheel was changed, he quickly handed over to Stuck.

Boutsen contrived to get past Patrese on lap 19, the Lancia's engine beginning to misfire sporadically. By this time, Mass was 10secs ahead, and it looked as though the storyline was becoming familiar.

The Lancia role in the play went according to the regular script when Patrese came past with his engine sounding horribly rough, quite on its last legs. Ludwig came right up with him and it seemed that the Lancia would fall to fourth place at any moment, but Riccardo managed to keep him behind for four laps, until the engine abruptly cured the misfire itself, and Patrese left Ludwig in his wake as he set off after Boutsen once more.

Among the leaders, the first to stop was Brundle in the Jaguar on lap 22 — two laps ahead of the ideal mark. After making some progress back towards Mass, Boutsen came in out of second place on lap 23, and Mass, Ludwig, Patrese and Larrauri on lap 24, smack on the schedule.

This handed the lead to Baldi not for one lap, but for two, the more circumspectly driven Lancia going until lap 26 before stopping for fuel. Into the lead went Stuck in the second Rothmans Porsche, by virtue of Bell's early stop.

With the race back up to speed, the order on lap 30 showed Stuck leading by 21secs from Bellof, the Schiesser car having taken on less fuel than the MIX Porsche. He led Ickx by 23secs, and then there was a 35secs gap to a heady duel between Barilla (New Man Porsche) and Wollek in the fuel-efficient Lancia.

So as to live with the WEC fuel allowance, the cars must achieve a maximum consumption of 51 litres/minute. After these opening refuelling halts, the figures for the leading cars were 49.3 (Baldi/Wollek), 53.9 (Brundle/Thackwell), 54.0 (Boutsen/Bellof), 54.6 (Mass/Ickx and Patrese/Nannini), 55.2 ('Winter'/Duez/Weidler), 55.6 (Surer/Kroesemeijer), 57.2 (Bell/Stuck) and 57.9 (Ludwig/Barilla). Curiously, the



# Tiga keeps them at bay. . .

most fuel-efficient car at Le Mans was the worst performer here: the New Man Porsche and all the others would have to slow up while, alone among the top runners, the Baldi/Wollek Lancia was able to step up its pace considerably . . .

The other Lancia, though, was in trouble. Only one lap into his first shift, Nannini rolled to a halt on the hill just after Raidillon, his engine dead. He feared the worst, but half a minute later the engine mysteriously fired up once more. In the pits, the transistor box was changed in a quick stop, but even so well over a lap had been lost. Team manager Florio switched his fastest driver, Patrese, in with Wollek, and realigned Baldi with Nannini in the delayed entry.

Although overtaken by Wollek, therefore, Thackwell found himself racing in sixth position, the Jaguar still on the same lap as the leaders, the last car unlapped. Mike maintained this situation until finally he fell one lap behind the race leader, at the 40-lap mark.

At this stage, the Schiesser Porsche was in good shape, because Bellof had succeeded in cutting Stuck's artificial lead to only 15secs and, charging hard, he had also opened out 29secs to the following Ickx. When Stuck had to stop for fuel, on lap 41, Stefan moved into a handy-looking lead of the race. Soon after Bell rejoined the race, Bellof put him a lap behind, and he was still impressively securing his advantage when he had to stop himself, on lap 47.

Ickx led for a lap before handing the better-placed factory car back to Mass, and then the lead briefly passed to Barilla. Throughout these second shifts, the Italian had been involved in a fine tussle with Wollek, the two swapping fourth place as they eased gradually away from Thackwell in the Jaguar. The New Man Porsche, though, was still thirsty, while the Lancia remained the most fuel-efficient of the six cars remaining in strong contention.

With these leaders back up to speed for the third shifts, at 50 laps Boutsen had the Schiesser Porsche back in the lead, having just taken it from Bell in the out-of-sequence BEST works car. Derek, however, was into a long sting of 28 laps so as to get his car back onto the fuel schedule, and would soon be overtaken by his team mate, Mass, who was currently 31secs behind the race leader. Another 27secs down, Patrese was hurrying in fourth place as he drove the Wollek Lancia for the first time and he was hauling the Italian car away from the attention of Ludwig in the New Man 956B. Brundle, back in the Jaguar after a longer (24-lap) shift by Thackwell, was still a lap down in fifth place, and his situation could not be much improved because, like Bell, he was into an even longer shift to repair the dent in the fuel allowance made by the opening period.

Behind the Joest/Billen and Brun/Guffanti Porsches, Baldi was now at the wheel of the Nannini Lancia and was clearly set to improve on his ninth placing with the delayed car.

At the front Boutsen, although pulling away from the shackled Bell, had dropped his pace to run a 25-lap shift, lapping in the 2:15s. Mass, running hard at 2:13-2:14, was closing on them both, and he caught Bell for second place on lap 68, now only 17secs behind the leader.

Next time around Bell, having served his term, handed the BEST car to Stuck with most of the fuel damage repaired. Boutsen, his lead whittled away to 15secs by Mass, came in only three laps later on lap 72. Mass took it up for one lap before he stopped, and Ludwig—going to lap 76—led for three laps.

While the New Man Porsche was leading the race for the second time, the

Gordon Spice and Ray Bellm clinched both the Group C2 Drivers and Teams titles with their fifth victory of the season in the Spice Tiga, winning by a comfortable four laps after early leaders Gebhardt and Ecurie Ecosse had both lost time repairing damage caused in incidents with C1 cars. In the circumstances the team was unable to celebrate the successful conclusion to a hard season's work in the hoped-for manner.

Spa attracted a healthy entry of 15C2s, the pair of Roy Baker Tigas representing the only repeated engine/chassis combination. Practice followed the familiar pattern of recent races with the Cannon/Listerine/Jaeger backed Spice entry on the class pole after a flying lap from Gordon Spice knocked 4secs from his time of last year. Ray Bellm was less than half a second slower, the pair split by the Labatts Gebhardt of Frank Jelinski. Fritz Gebhardt faced a hefty bill after a comprehensive engine blow up on Friday, while Stanley Dickens joined the regulars in the German car, experiencing his third C2 chassis in as many races.

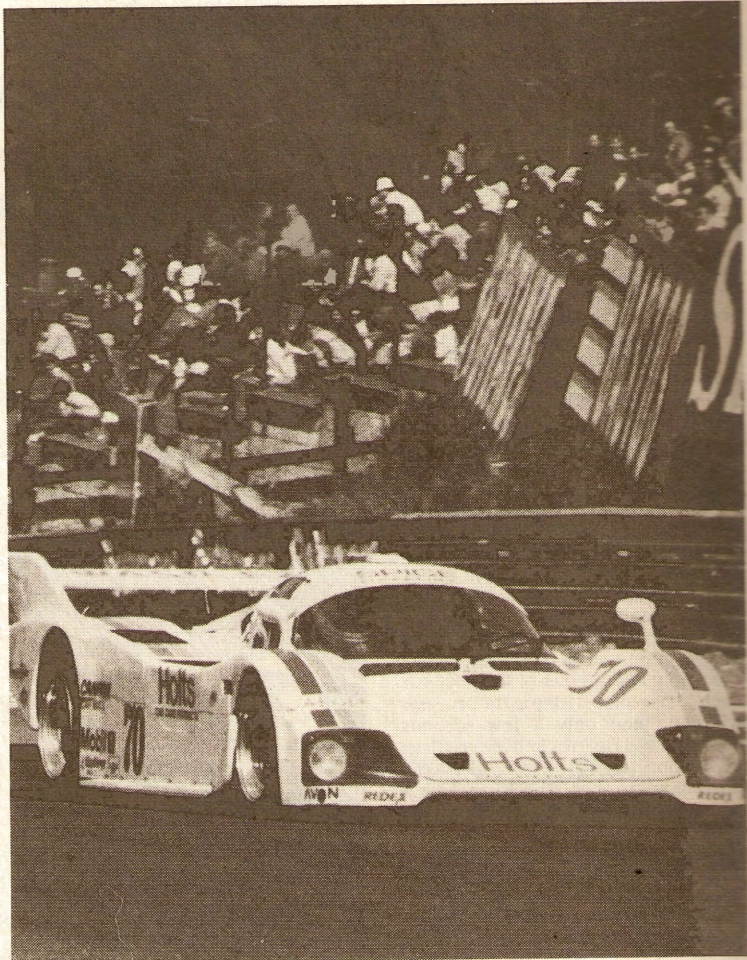
Ecurie Ecosse opted out of the battle for pole to concentrate on readying the car for the race, while Spa newcomer David Leslie took advantage of the MG Metro event to learn the circuit. Alba were out of contention for the championship and Giorgio Strano chose to run a single entry for Facetti/Finotto/Coppelli, Carlo putting it ahead of Grifo Racing's DFV version.

In qualifying trim the newer Tiga-BDT of Paul Smith was one of the most spectacular cars through Eau Rouge, while the second car managed very few laps. Looking smart in a new white livery the Danish GP winning machine(!) suffered two broken engines in practice, and with new parts being flown from England on Saturday night Rossiter/Thyring qualified in the other car. It was all change at Strandell, for after a series of disasters Martin Schanche had split with the Swedish team, leaving Tylgve Crönwall and no less than Anders Olofsson to drive the Porsche 934 engine device. John Bartlett's Chevron looked a lot smarter in the blue colours of Croxley Script until the team's only painted tail section parted company with the car at the top of the hill, giving Richard Jones a nasty fright.

Making its first appearance was the Isolia, based on a Chevron B36 and powered by a 2-litre BMW. After it was finished in the paddock on Friday constructor Jean-Claude Ferrarini managed very few laps but was still quicker than the other French-built entry of Louis Descartes. The ALD had a new yellow colour scheme which looked quite good until its owner crashed it exiting Eau Rouge, while another off at the Bruxelles hairpin left the car in the sand for much of practice.

At the start Jelinski made his customary demon getaway, making contact with Tiff Needell in the EMKA on the way up through Eau Rouge. The German was still able to pull out a big advantage over David Leslie in the Ecosse by the end of the first lap. Behind Facetti's Alba, Bellm was dicing with the Grifo car of Pasquale Barberio, with Smith hanging on in the Tiga until an early pitstop to investigate broken gear linkage. Its sister car was also in trouble with the boost pressure stuck too high, while the Isolia had succumbed to ignition failure after just a lap.

Jelinski had been pulling away from Leslie at a second a lap until the Labatts car pitted on the tenth time round. The right rear hub had been damaged in the brush with the EMKA, and the frustrating stop to replace the rocker cost five laps to the leading Bovis car. The Alba-Carma had been in twice with brake problems, and on the second occasion Carlo Facetti felt unwell and decided not to drive again.



The Spice Tiga team clinched the C2 title with another class victory.

Leslie was left with a handy lead over the dicing Barberio and Bellm, the Spice Tiga drive having dropped back to comply with the strict fuel schedule. Olofsson was running a strong fourth in his first sports car drive, despite having to use the Strandell's team spare engine following a practice blow up. Sadly, his fine showing ended after the gearbox broke after an early fuel stop dropped him back. This promoted David Mercer, going well in the Castrol URD, with the tatty Bassaler Sauber next up, the French-entered car looking rather fetching in the same combination of airbrush artwork and body filler with which it finished Le Mans.

Among the leaders the Grifo car refuelled first, followed shortly by the Spice Tiga. Leslie stayed out for three laps longer. The Alba-DFV was soon back in the pits, losing several laps with broken gear linkage. As the race settled down again Wilds was able to pull away from Spice, the problems of the Alba leaving the URD in a distant third place with Jens Winther now at the wheel.

However, on lap 55 Wilds was late, the Ecosse eventually appearing with a smashed tail and damaged nose. Mike had been almost a minute clear of Spice when a forceful lapping manoeuvre by Brundle sent him spinning into the barrier at Blanchimont as he avoided contact with the Jaguar. The front suspension was deranged, but the most serious problem was a broken gearbox suspension mounting point which necessitated a major rear end rebuild. With over half an hour lost Ray Mallock opted out of his stint to let his team mates continue to the finish without him.

While others were hitting trouble the Spice Tiga was running perfectly to its required fuel schedule, with the Coppelli/Finotto Alba now

two laps behind and no real threat. But the disaster at Eau Rouge made schedules irrelevant. Most of the C2 teams were based at the bottom end of the pitlane and had seen the accident at close quarters, and afterwards many found it hard to sustain interest in the race.

The pace car period meant that all the cars could now run flat out, on the remaining allowance, which was a blow to teams like URD and Ceekar who can do so anyway. The Ceekar had been running a splendid fourth having survived a nose damaging collision with Patrese's Lancia in practice, but the Arthur Hough Pressings backed car lost seven laps when a rear wheel bearing was replaced. The Cheever was also out after the fuel pressure dropped when Swede Kenneth Leim was at the wheel. It had earlier been stuck out on the circuit for a couple of hours until advice over the barrier from Robin Smith enabled Max Olivar to start it.

Dickens was really flying in the Gebhardt, eventually catching Winther for second on what turned out to be the last lap. The Alba-Carma had dropped back with more brake problems until the gearbox broke at the very end, while Wilds/Leslie salvaged fourth place ahead of the Barberio/Gellini Alba. The Ceekar had dropped back to sixth, beating the French Sauber which survived injection maladies to finish ahead of the little Danish Nykjaer (Newker to you) which had a gearbox oil leak. The much delayed Smith/Kimpton Tiga battled to the finish, Kimpton having a lucky escape when the surviving Jaguar spun behind him when it tried to overtake "from 200 yards back". The ALD lost fourth gear and broke its front suspension, but was still running at the end.

ADAM COOPER



MIX Porsche was having a better fuel stop than the Schiesser car, which had to have a pad change. When these two cars rejoined, Ickx was now ahead of Bellof, although only by a couple of seconds. In no time, Stefan had closed the gap, and he was instantly trying to find a way back past the works car. When Ludwig pulled into the pits, and this duel came down from La Source and across the finish line to start lap 78, it was once more a battle for the lead.

And as they did so, it was clear that Bellof was making an exceptional effort this time at Eau Rouge, where he had feinted to pass on each of the two previous laps. The Schiesser Porsche was hard against the left-side barrier as they swept past the pits. As Ickx turned for the corner, the two Porsches collided and, in full view of the grandstands and the pitlane, the accident happened. Suddenly it was a mayhem of wildly spinning cars slamming against the barrier, of two fires erupting, of urgent yellow flags waved by the frantic orange-suited marshals, of a throng of people rushing to the aid of the drivers, of fire tenders and ambulances and, bringing a sense of order, finally the pace cars (see P&P).

While the wreckage of this disaster was cleared away, the field was held under the yellow behind two pace cars for a total of 40mins. Caught in the pits at the time of the incident, the New Man Porsche was stuck there until Barilla was permitted to rejoin behind one of the pace car queues, losing almost a lap in the process. Stuck had been only a few seconds behind Ickx and Bellof when the accident occurred but, just before the yellow, he had to make a quick stop to replace a front tyre which had come open at the crosswall.

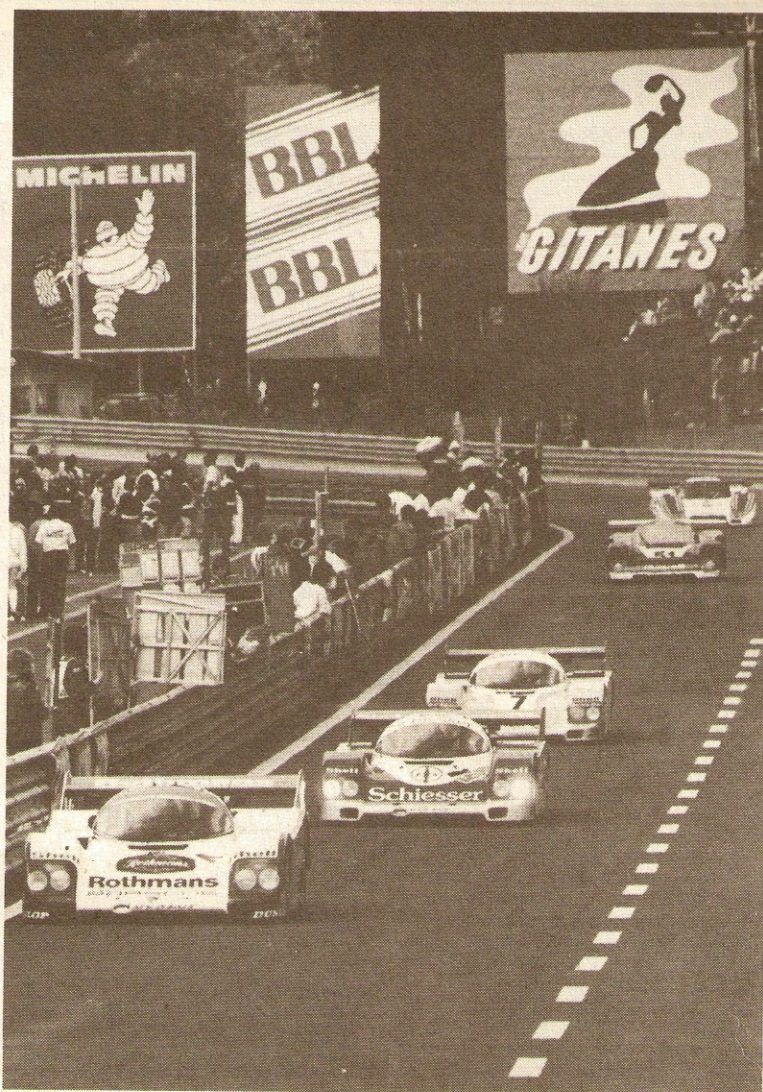
So it was that, after a fine shift by Patrese that had brought the car fully into touch with the New Man and BEST Porsches, Wollek found himself leading.

Although everyone was shattered by what had happened, there was time during the yellow to take stock, as the drivers of the leading cars began the fourth shifts. Behind Wollek, Stuck was in second place ahead of the unlucky Barilla. Still one lap down, and with an engine beginning to go off-song because of some unidentified breakage in the valvegear, Thackwell was now fourth with the other Lancia fifth and on the same lap. The steady run of the Joest/Billen Porsche had brought it into sixth place, also one lap behind the race leader. But the Brun/Guffanti Porsche — even though it was now of no consequence to the wretched team — had recently departed the race: after an uncharacteristic run spent never in contention, Larrauri had parked the car up the valley at Londres, the engine deprived of ignition by a busted distributor.

This promoted the Cosmik March to seventh place, four laps behind the Billen 956 but running very strongly. Behind the C2 leading Spice Tiga, the Obermaier Porsche had climbed into ninth position after losing 8mins when a rear suspension triangle had to be replaced due to an incident befalling Laessig on only the sixth lap.

The Cheetah, going like a train even now, ran in 10th place, but the Kremer team's Porsche was a lowly 14th overall. Having fitted a new nose to replace the damaged one, the team lost a further 22mins in the pits in replacing the right rear driveshaft assembly.

The team was more fortunate, however, than Michael Cane's Emka organisation, whose car had been retired. The engine declined to pick up its fuel above 4500rpm; ultimately, the team concluded that the lack of fuel pressure was caused by a fuel pump failure.



Stefan Bellof (headlights blazing) charged through the field until the awful accident.

The Cougar was still going, but well down, its practice problems persisting and aggravated by two punctures.

The field was released on lap 87, and only three laps into the restart, Stuck was back in the pits when another front tyre developed the same fault. As Barilla took over his second place, the stop put Wollek a lap and more in front.

With a worsening misfire (as at Mosport), Thackwell was unable to resist Nannini when he was caught and his fourth place taken on lap 93.

Stuck was quickly back onto Barilla's tail end, after some stubborn resistance by the Joest team driver, he resumed in second place on lap 98. But then it happened again: the same front tyre failure! In the pits, Hans gave the car to Derek, as Barilla sped past into that second position again... And Nannini was now close enough to demote the BEST Porsche to fourth.

Wollek made his fuel stop on lap 105, handing over to Patrese who was able to rejoin still leading Barilla and Nannini (each of whom had a pitstop due) and a still distant Bell. When the New Man Porsche and the second Lancia called at the pits, both on lap 109, Bell — recently topped up — was able to take second.

At this point, a victory coming within sight, Patrese was lapping in the 2:15s, Bell in the 2:13 range, whereas Ludwig and Baldi, when they rejoined, were compelled by fuel consumption to drop into the 2:17s and even beyond.

Derek kept up the pace, and had just unlapped himself when the race was brought to a premature halt, 23 laps early. The news that Stefan Bellof had died in the circuit medical centre was confirmed and, with the entire agreement of all the leading team managers, the stewards decided to bring silence to Spa as a mark of the respect of sportscar racing for its World Champion.

It was the first proper Group C victory by Martini Lancia, and the first ever in sportscar racing for Michelin. The result clinched for Rothmans Porsche the first FIA Teams title. But no one felt any reason to celebrate.

SPA-FRANCORCHAMPS (B)

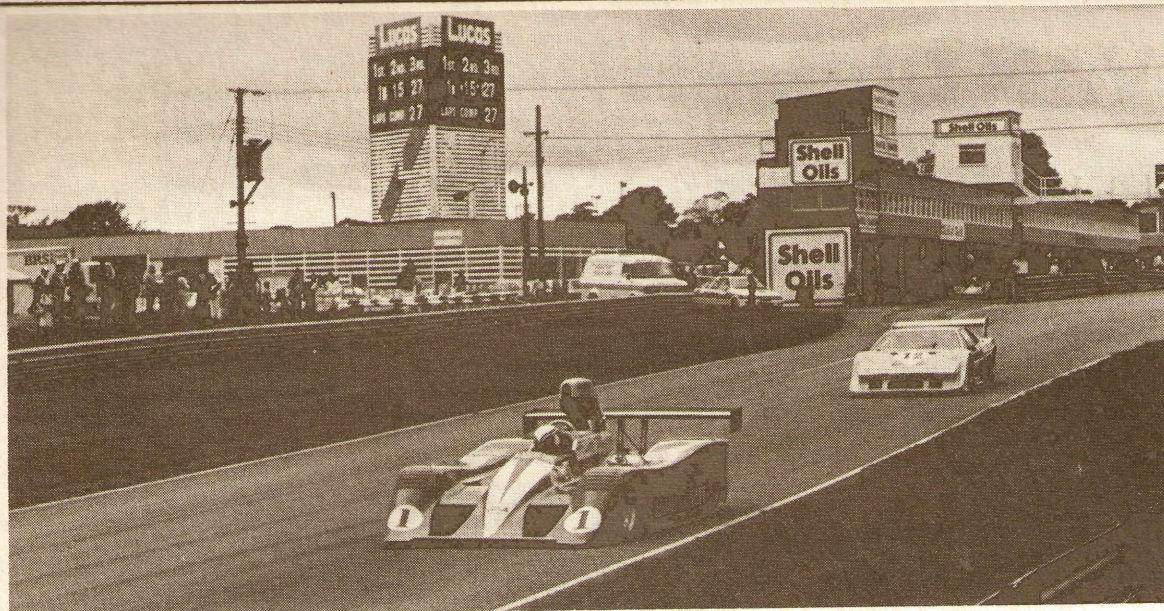
Sep 01, FIA World Endurance Championships, round 5 (Teams), round 6 (Drivers)

122 laps — 526.13 miles (846.68 kms)

Pos	Driver (Nat)	Class	Chassis-Engine	Tyres	Result	Qualifying	Pos
1	Bob Wollek (F) Mauro Baldi (I) Riccardo Patrese (I)	C1	3.0t Lancia LC2-84	M	5-00:23.42	2:07.02	5
2	Hans-Joachim Stuck (D) Derek Bell (GB)	C1	2.6t Porsche 962C	D	5-02:37.86	2:06.38	2
3	Klaus Ludwig (D) Paulo Barilla (I)	C1	2.6t Porsche 956B	D	121 laps	2:07.00	4
4	Sandro Nannini (I) Riccardo Patrese (I) Mauro Baldi (I)	C1	3.0t Lancia LC2-84	M	121 laps	2:05.91	1
5	Martin Brundle (GB) Mike Thackwell (NZ)	C1	6.0 Jaguar XJR-6	D	120 laps	2:10.09	8
6	John Winter (D) Marc Duez (B) Volker Weidler (D)	C1	2.6t Porsche 956	D	120 laps	2:11.31	9
7	Christian Danner (D) Costas Los (GR) Pascal Witmeur (B)	C1	2.6t March-Porsche 84G	Y	114 laps	2:18.50	13
8	Jurgen Laessig (D) Herve Regout (B) Jesus Pareja (E)	C1	2.6t Porsche 956	G	113 laps	2:16.17	12
9	Gordon Spice (GB) Ray Bellm (GB)	C2	3.3 Tiga-Ford GC85	A	112 laps	2:19.60	14
10	Bernard de Dryver (B) Pierre Dieudonné (B) Claude Bourgoignie (B)	C1	5.4 Cheetah Aston Martin	D	110 laps	2:20.33	16
11	Marc Surer (CH) Kees Kroesemeijer (NL)	C1	2.6t Porsche 956	G	108 laps	2:07.77	7
12	Frank Jelinski (D) John Graham (CAN) Stanley Dickens (S)	C2	3.3 Gebhardt-Ford 853	A	108 laps	2:20.01	15
13	Jens Winter (DK) David Mercer (GB)	C2	3.5 URD-BMW C-83	A	108 laps	2:30.76	24
14	Ray Mallock (GB) Mike Wilds (GB) David Leslie (GB)	C2	3.3 Ecosse-Ford	A	99 laps	2:24.61	19
15	Pasquale Barberio (I) Mauricio Gellini (I)	C2	3.3 Alba-Ford AR3	D	98 laps	2:26.98	21
16	Max Payne (GB) Chris Ashmore (GB) David Andrews (GB)	C2	1.8 Ceekar-Ford	A	94 laps	2:38.24	29
17	Dominique Lacaud (F) Gerald Brucelle (F) Denis Tremblay (CAN)	C2	3.5 Sauber-BMW C-6	A	94 laps	2:31.49	26
18	Jens Mykjaer (DK) Holger Knudsen (DK)	C2	2.0 Nykjaer-BMW	A	91 laps	2:41.30	33
19	Paul Smith (GB) Mike Kimpton (GB)	C2	1.7t Tiga-Ford GC284	A	88 laps	2:27.43	22
20	'Victor' (I) Toni Palma (I) Dick Taverna (I)	GTx	2.8t Porsche 935	D	87 laps	2:36.51	28
21	Henri Pescarolo (F) Yves Courage (F)	C1	2.6t Cougar-Porsche C-12	M	87 laps	2:23.01	18
R	Carlo Facetti (I) Martino Finotto (I) Almo Coppelli (I)	C1	1.8t Alba-Carrea AR6	A	95 laps—Gearbox	2:25.17	20
R	Jacky Ickx (B) Jochen Mass (D)	C2	2.6t Porsche 962C	D	77 laps—Accident	2:07.20	6
R	Thierry Boutsen (B) Stefan Bellof (D)	C1	2.6t Porsche 956B	D	77 laps—Accident	2:06.77	3
R	Jurgan Hamelmann (D) Jean-Paul Libert (B) Marco Micangeli (I)	B	3.5 BMW M1	D	71 laps—Gearbox	2:38.39	30
R	Oscar Larrauri (RA) Massimo Sigala (I)	C1	2.6t Porsche 956	D	70 laps—Electrics	2:11.40	10
R	Louis Descartes (F) Jacques Heuclin (F)	C2	3.5 ALD-BMW	A	63 laps—Gearbox	2:39.30	32
R	Jeremy Rossiter (GB) Thorikild Thyrring (DK)	C2	1.7t Tiga-Ford GC285	A	53 laps—Turbocharger	2:38.51	31
R	Anders Olofsson (S) Tryggve Gronvall (N)	C2	3.3 Strandell-Porsche	A	38 laps—Gearbox	2:28.00	23
R	Richard Jones (GB) Max Cohen-Olivar (MOR) Kenneth Leim (S)	C2	3.3 Chevron-Ford B62	A	33 laps—Fuel pump	2:31.16	25
R	Tiff Needell (GB) James Weaver (GB) Steve O'Rourke (GB)	C1	5.4 Emka-Aston Martin	D	19 laps—Fuel pressure	2:20.99	17
R	Jean-Louis Schlesser (F) Hans Heyer (D)	C1	2.6t Jaguar XJR-6	D	14 laps—Handling	2:14.46	11
R	Jean-Claude Ferrarin (F) Paul Rossiaud (F)	C2	6.0 Isolia-BMW	A	1 lap—Ignition	2:36.05	27

Winner's average speed: 105.09mph. Fastest lap: Mass, on lap 14, 2:10.73 (118.76mph). Race shortened by 23 laps (full WEC points). Teams Championship positions: 1, Rothmans Porsche, 107; 2, Martini Lancia, 58; 3, New Man Joest Racing, 50; 4, Kremer Porsche Racing, 43; 5, Richard Lloyd Racing, 38; 6, Brun Motorsport, 28; 7, Obermaier Racing & TWR Jaguar, 20; etc. Drivers: 1, Bell & Stuck, 97; 3, Mass & Ickx, 66; 5, Ludwig, 58; 6, Barilla, 52; 7, Wollek, 48; 8, Surer, 45; 9, Nannini, 40; 10, Jonathan Palmer (GB), 39; etc. C2 Teams: 1, Spice Engineering, 110; 2, Ecurie Ecosse, 50; 3, Ark Racing, 46; 4, Team Labatts Gebhardt, 40; etc. C2 Driver: 1, Spice & Bellm, 130; 3, Mallock, 65; 4, Payne, 52; 5, Winther, 47; 6, Wilds, 45; etc. Next round: Brands Hatch (GB), Sep 22. Tyres: A = Avon; D = DUNLOP; G = Goodyear; M = Michelin; Y = Yokohama.





Something of a lonely race for the Lola T530. John Brindley heads to the flag with a huge cushion having just lapped the Sugden Esprit.

# Two Johns cannot fail!

With a mighty 5.7 litre Chevrolet engine to power their ex-Tambay CanAm Lola 530 John Foulston and John Brindley seem to have it all their own way in Thundersports. The Failsafe-sponsored car won the Failsafe-sponsored race without looking overly troubled by the smaller engined cars snapping at its heels, unwilling to be bullied into submission by sheer power. In the end, though, the Lola, like some great ocean liner surrounded by tugs, sailed to victory by 21secs . . .

## QUALIFYING

Things got underway with a 'bang' in the first untimed session on Saturday morning when the Sonneborn & Rieck Tiga-Hart Turbo, with Creighton Brown at the wheel, swapped ends rather smartly coming into Deer Leap and was pitched into the barriers. The front bodywork climbed higher than the pedestrian bridge before gravity once again pulled it to earth. "The power came in rather suddenly," offered the driver, "...on the wet and oily track." Although the damage was only cosmetic, the team were forced to miss the first timed session while repairs were effected.

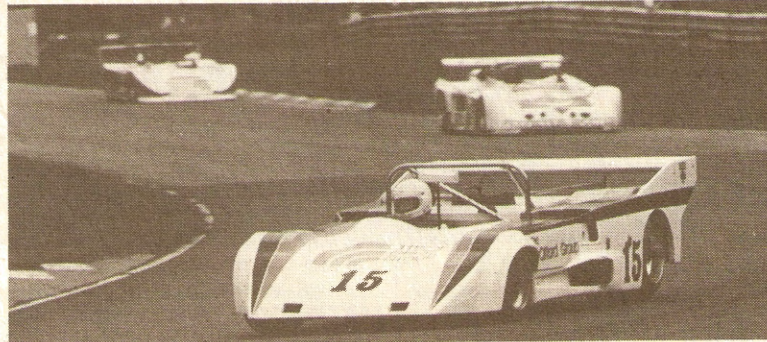
The lists were headed, as usual, by the fearsome Lola-Chevrolet T530 of Johns Foulston and Brindley with a 1m15.4s lap — a full second ahead of their nearest challenger, on this occasion the PLR Tiga of Peter Lovett/Mike Taylor. Tim Lee-Davey and Neil Crang hustled their Group C2 Tiga up to third quickest.

The second session on Sunday morning brought improvements and the most spectacular of all from the Tiga-Hart which equalled the Foulston/Brindley lap time — 3secs under the existing lap record. Lee-Davey and Crang improved to a 1m15.3s although it did not alter their position on the grid, while Richard Piper and his team mate (this week) Tony Trimmer in the Texas Chevron posted fifth time despite a broken front wishbone. James Wallis and Allen Rollinson took the Otford Lola to sixth hampered by minor brake problems, while Mike Catlow and Duncan Bain in the Lep Chevron were down in 10th — the victims of another wishbone failure.

In the 2000 class Blanchet and Juggins were second, albeit a long way down on

the class leading Lovett and Taylor. The Sports 2000 class saw drama in the untimed warm-up when Alistair Lyall went off backwards at Cascades, vaulting the barriers and knocking down a marshal — who, it seems, was on his first ever working visit to a race meeting... He, thankfully was not badly hurt, but required attention for shock. The GRAB Lola, however, was not so well off and its demise meant that David Sears and Nick

The Wallis/Rollinson combination brought the Otford Group Lola-Cosworth T286 home fourth.



## OULTON PARK (GB)

Aug 31/Sep 01, Thundersports Eight, 44 laps — 103.66 miles

Pos	Driver	Chassis/Engine	Result	Qualifying	Pos
1	John Foulston/John Brindley	5.7 Lola-Chevrolet T530	56m57.3s	1m14.5s	1
2	Will Hoy/Creighton Brown	1.8 Tiga-Hart TS84	57m18.0s	1m14.5s	2
3	Peter Lovett/Ian Taylor	2.0 Tiga-BMW TS85	43 laps	1m16.4s	4
4	James Wallis/Alan Rollinson	3.3 Lola-DFV T286	42 laps	1m17.1s	6
5	Duncan Bain/Mike Catlow	2.0 Chevron-Hart B26/36	41 laps	1m20.6s	10
6	Tony Charnell/Lawrence Jacobsen	2.0 Chevrolet-BDG B61	41 laps	1m20.7s	11
7	Divina Galica/Gary Brabham	2.0 Shrike-Nelson P15	40 laps	1m22.9s	16
8	David Sears/Nick Ward	2.0 Royale-Chamberlain RP37	36 laps	1m25.4s	22
9	Tim Wright/Steven Roberts	2.0 Royale-Neil Brown RP37	36 laps	1m27.4s	25
10	Robert Speak/John Webb	2.0 Tiga-Nelson 82B	35 laps	1m27.2s	24

Winner's speed: 109.20mph. Class winners — over 2000cc: Foulston/Brindley. Fastest lap: Foulston, 1m12.7s, 116.66mph (outright record). Up to 2000cc: Lovett/Taylor, 105.91mph. Fastest lap: Taylor, 1m17.2s, 109.86mph (record). S2000: Sears/Ward, 88.76mph. Fastest lap: Speak, 1m26.3s, 98.28mph. Next race: Brands Hatch, Oct 5/6.

with Tony Trimmer aboard. For six laps these two cars ran together until suspension failure sent the Texas car into the pits and retirement.

Also out by this stage in an incident-packed early race were Eric Paterson, who retired his Mallock at Cascades on the first lap; Chester Wedgewood, who got only as far as Clay Hill. Robin Donovan's Shrike was an early pit caller before it retired with engine failure. The Bennett/Bell Lola T492 pulled out at Island Bend and elsewhere John Lowe smote the barriers at Old Hall, rejoining with no damage visible to his March 84S.

The Toj made a quick stop at the pits to investigate a fuel pressure problem which was later to lead to retirement. The team, nevertheless, considered that the exercise had been worthwhile and hope to have the car on the pace at the next meeting at Brands Hatch in October.

Foulston continued his untroubled way at the front, with Neil Crang following at a distance. The Tiga Group C car, however, suffered a gear selector failure on lap 10 and retired to the pits leaving Creighton Brown in second ahead of the Rollinson/Wallis Lola T286, with the Blanchet/Juggins T598C locked in combat with the Lovett/Taylor TS85.

Lap 17 saw Lovett head for the pits for an early change of driver and three laps later Foulston was invited into the pits to hand over to Brindley, working on the assumption that most teams would wait for a couple more laps. When Brindley rejoined he had only Taylor ahead of him, and four laps later he had retaken the lead, and was extending it at a rate of knots . . .

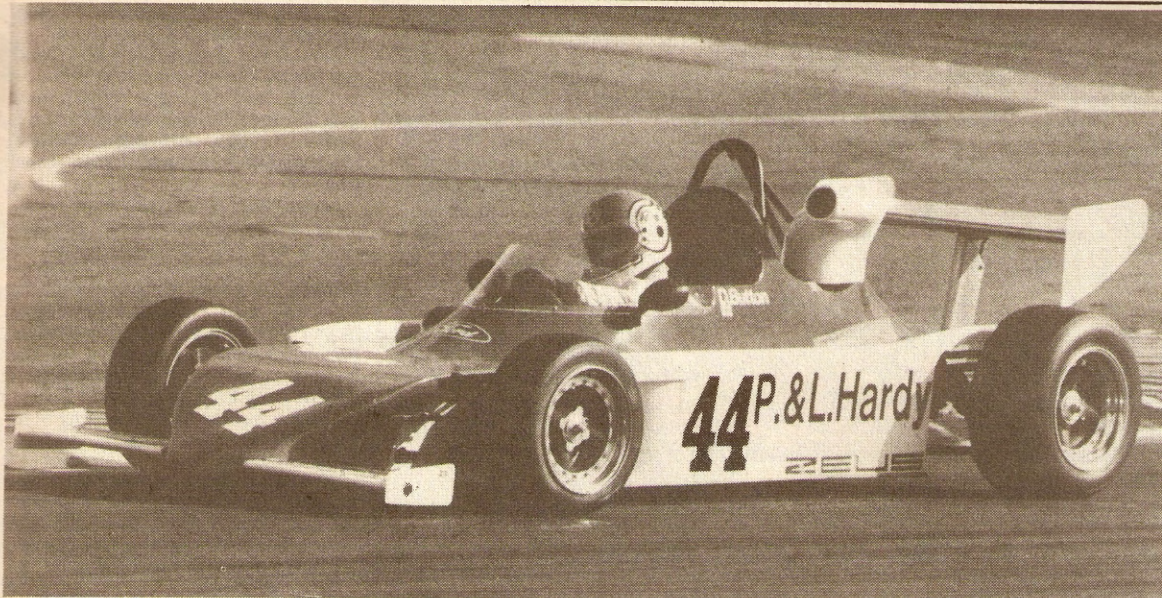
Behind the two early pit-callers there were a flurry of pit stops and then, into action came Will Hoy, really flying at the wheel of the Sonneborn & Rieck Tiga. Taylor led the remaining cars with Wallis in the Otford car in fourth, while Nick Ward led the Sports 2000 entries ahead of Steven Roberts . . .

As the race moved into the closing stages Hoy had closed from 32secs to 21secs behind the leader, but it was not enough to undermine the lead Foulston had been able to build up in the early stages. Taylor held onto third place and a relatively easy class B win, when the Otford car began to run short of gears in the closing stages — Wallis crossing the line with just third remaining . . .

Mike Catlow and Duncan Bain brought their Lep Chevron home fifth overall, the victim of brake problems which resulted in a late spin at Knickerbrook, while behind them Tony Charnell and Lawrence Jacobsen were fishing for gears as well, taking the flag with just the top ratio to play with. The Galica/Brabham Shrike romped home seventh lacking any noticeable problem save for a lack of power.

David Sears and Nick Ward duly took the S2000 class with the Roberts/Wright Royale RP37 nearly a minute behind, with the only other classified finisher being the Speak/Webb Tiga on 35 laps . . .





David Button has been out at Silverstone in the new Zeus ZR201 on consecutive weekends, another car will be available for hire soon.

## Zeus enters FF2000 market

Zeus Racing's long-awaited ZR201 FF2000 car has had its first couple of races at Silverstone recently, in the hands of the capable David Button. Peter Sneller's Silverstone-based concern has based the design on its underrated FF1600 car, although many components, and the suspension geometry, have been uprated and evolved specifically.

The spaceframe, produced by Zeus Fabrications, is TIG welded, and carries its engine on rubber bushes at the front. All the tubing is T45 aircraft quality steel.

Early races are basically being used for development purposes, although the team intends to take in the remainder of the Racing Displays and Donington championship rounds. Button has some

backing from P&L Hardy, the Aylesbury metal plating firm of which he is a director, although more is being sought.

Further cars will be available on a 'rentadriver' basis through Zeus Hire, while customer versions will be produced for 1986. New bodywork is underway, the prototype running revised FF1600 panels at present.

## So near . . .

Making his single seater debut at Silverstone last weekend was Chris Chiles, Director of Istel UK Ltd (sponsors of this weekend's Tourist Trophy). Chris recently completed an SRS course in Maestros, winning one of their races, but his 20 or so laps, midweek, in Tim Harvey's (Istel backed) Ray 85F were his first in a single seater. Practice yielded a lap of 1m06.0s and with his nerves conquered he set off on his warm-up lap. He was not to return . . . the bendix on the starter motor jamming the flywheel. The back end locked up and he spun. No race for him.

Chris will make a second attempt at his race debut at a later date, either in the Ray or in Tim's other Istel backed car, the Metro.

## JAY POLLOCK

We were saddened to learn of the death, last week, of Jay Pollock, one of the stalwarts of Northern Irish motorsport for the past 15 years. Pollock was apparently sailing in Belfast Lough, on Tuesday, when his boat sank, after colliding with the anchor chain of a larger vessel.

Jay (38), started racing at the end of the 1960s with a Lotus 61 FF1600 car but was primarily associated with the Ulster-built Crossle and Mondiale marques in subsequent years. He raced FF1600, FF2000 and Formula Atlantic cars with vigour, always excelling at Dublin's Phoenix Park circuit.

In recent years, Jay had concentrated on his business in the leisure industry, his last race being at Kirkistown in September 1984. Pollock will be sadly missed by his many friends in racing. To his wife Iris, and two children, AUTOSPORT extends its condolences.

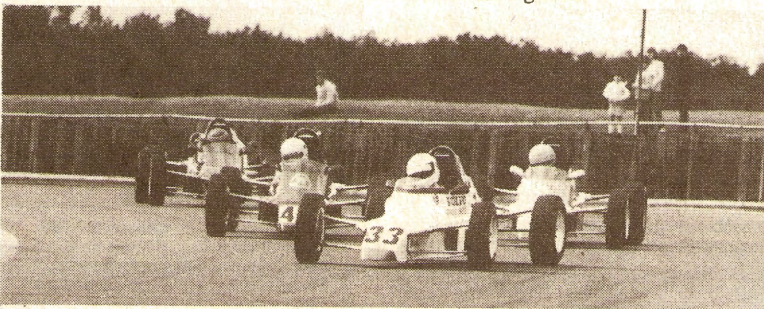
## Swift set for Britain

Swift Racing Cars, a dominant force in the FF1600 and FF2000 categories State-side, look set to be represented in Britain for the first time, before the season is out! David Bruns's marque, whose sensational debut victory in the American National FF1600 run-offs in 1983 (through veteran driver RK Smith) rightly brought great acclaim, is currently enjoying a superb season with its 2-litre car, while a Sports 2000 machine is also showing promise.

It is strongly rumoured that a pair of FF2000s will be shipped over for the end-of-season MCD/BBC Grandstand

Winter series, and it is known that a leading British driver has been approached to pilot one, should the proposed deal reach fruition. If the 2-litre cars are indeed coming over, it would seem sensible to send a DB1 FF1600 too, at the time when competitors traditionally begin to select next year's mounts. A Swift at the Formula Ford Festival would cause a stir . . .

Now that Sterling currency is stronger against the US Dollar than of late, the acquisition of a Swift has become more viable. What price a full works assault in Britain during 1986?



Willmott, Wright, Dewhurst and Ingram battle for second, with the title already decided.

## TT Junior title goes west

It's reached the time of year when racing championships start to be tied up, and 22-year-old West Countryman Adrian Willmott took the BARC Townsend Thoresen Junior FF1600 title back to Batcomb after his third placed finish at Silverstone last Sunday.

Following engine problems in practice, Adrian found himself back in ninth place on the grid, but soon made progress through the field. His two challengers for

the crown, Jason Elliott and Gary Ayles, both needed to take maximum scores to overtake Adrian, and they duly pulled away, battling frantically for the lead. And by half distance they were to be found against the barriers at Cope . . . So, it mattered little that Adrian was forced to cede second place to Danny Wright when going through Woodcote for the last time. The title was already his . . .

## Guyson for '86 UK title

The hillclimb world was excited by the announcement at Prescott by Jim Thomson that the American division of his Guyson company will be sponsoring the British Hillclimb Championship in 1986. Guyson have of course been an integral part of British hillclimbing for many years, Jim having in the past won the BARC and Award of Merit Hillclimb championships in their colours, while son James took the RAC title in 1981.

Guyson, whose British operation is based at Otley in Yorkshire, are of course one of the largest suppliers of bead blasting machines, and the RAC National Hillclimb Championship and is the first link between the hillclimb championship and a non-British based company.

## BRIEFLY

■ BMW Thundersaloon driver Martin Lainchbury is backing Anglo European Racing's Danny Wright for the rest of the season. Martin's Cotswold Cars concern certainly had something to cheer about on Sunday at Silverstone when Danny responded to take a fine, fighting second place in the Townsend Thoresen Junior FF1600 race.

■ Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 championship leader Jason Elliott's engine was stripped after Oulton Park two weeks ago. Not surprisingly, it was pronounced 100 per cent legal.



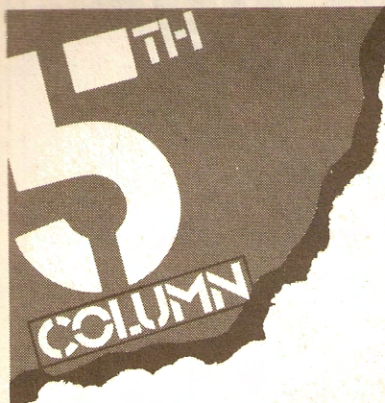
Mike O'Brien — turning to trucks.

■ Sports 2000 driver Mike O'Brien takes his second bite at truck racing this weekend at Donington. Running in a Bedford TM4400 Detroit Diesel with backing from Cowley & Wilson, Milton Keynes' main Bedford dealer, O'Brien hopes to improve on his third (later second when overall winner Gaudenzio Mantova was excluded), in class at Silverstone's British Truck GP.

■ A new face in the racing scene in Britain is Kuwaiti Nabil Marouf. Claiming to be the first full-time Arab single-seater driver, Nabil has completed a course at Brands Hatch Racing school and under the guidance of Bob Geeson is working his way round the country's circuits in a new Van Diemen-Scholar RF75, gaining experience: his second outing resulted in a sixth place in the Champion of Snetterton round on Aug 25 followed by fifth there last weekend and he is entered for this weekend's Champion of Oulton round.

■ Another Silverstone debutant was Southampton's Mark Rowsell. Running in the ex-Ringo Hine Van Diemen RF82, Mark is using this as a learning year and is financing it all himself, actually holding down three jobs in order so to do. If determination means anything . . .





## Niki's Indian summer

You are Niki Lauda, and at season's end you will quit, this time perhaps for good.

When you called a press conference together, on the Saturday morning of the Austrian Grand Prix weekend, we wondered what you had to tell us. Retirement? That seemed at once too plausible — there had been rumours of such a thing throughout the year — and too unlikely. Formal announcements have never been your way, especially in Austria, where local journalists already bombard you as a matter of course.

No, no, couldn't be that. You would quit like last time, step from the car, take off your helmet, brusquely mutter that was it, finish, just as you did that morning in Montreal —

— except that you've changed in those six years. Not in any fundamental sense, but in character shades. Mellowed, perhaps. For one thing you have been through something close to failure. The plan in 1979 was to concentrate on building up the airline, but for several reasons Lauda Air faltered and nearly died. Now it thrives again, and you have plans to expand it.

For another, you live in Ibiza these days, and perhaps this has had a soothing influence: "Try to get a 'phone installed there, and it takes weeks. Then it arrives, and after one day it stops working. After another few weeks they come and fix it. That's the way it is, a fact of life there..." But the seventies Lauda could never have accepted it.

So perhaps we should have allowed for the change in you, assumed that the press conference had to be about retirement. In Germany, after all, you had admitted to thinking about it. And when it came to it, you were straight to the point: "I think it's about time to do something else." No dewy-eyed build-up for Niki Lauda. You hadn't changed that much!

Nor, typically, did you commit yourself irrevocably to retirement from racing. "I once made the mistake of

saying I didn't want to drive any more round in circles — and two years later I did! So I will say only that nothing is definite. Today I feel like this, but I don't know what will happen in my head in three or four years..."

"This season I feel I've been repeating myself. My motivation last year was Alain Prost, really, and beating him to the World Championship. This year I haven't been able to find the new motivation to do it all over again.

"It's been a hard year for me — nobody's fault, just bad luck. It happens. I've tried hard to find something to give me fresh motivation for racing in 1986, and I can't. My inclination is not to race next year, and so the decision is taken. Even if I'd been running well for the championship this year, I don't think it would have made any difference."

You have enjoyed your time as team mate to Prost. "I want to make sure that Alain wins the World Championship. If I can do something for him in the last races I certainly will, but that's some time off. If I can, I will go for the win tomorrow. I hope you agree..."

Retirement this time around is rather different from last. In 1979 the decision was emotional, an instinctive thing. But you thought it the right conclusion at the time, and never regretted it. Before you were stale, frankly bored with the business of motor racing, and felt a compulsion just to get away. You stalked out of the Montreal paddock without a backward glance, leaving helmet and driving suit in the Brabham pit.

This time it has been more considered, the result of a lot of thought. "I haven't stopped enjoying motor racing. If I had, I wouldn't be continuing to the end of the year. I would stop now."

A year or so ago you spoke about egos: "People might think," you said, "that racing drivers have big egos. Well, let me tell you, compared with team managers we're non-starters..." We remembered that at your press conference in Austria.

You met Cassius Clay once, at a time when his career was in its lingering terminal stages. He had become Elvis-like, a despairing parody of original greatness.

The man he had been interested you, however, which was why the meeting was such a disappointment. Here you were, two great sportsmen, alone and with no need for affection, yet you received the full 'ham' act. You, a man quite without pretension, had the feeling you had been used for a publicity stunt, granted an audience, and were not impressed. Clay, you considered, was something of a pathetic figure, all ego, no pride. Anathema to you.

We have thought through most of this season that your driving had lost its bite. As you said yourself, winning the 1984 World Championship was like climbing a mountain without apparent summit. Difficult to start from base camp all over again.

The last three races, though, have been vintage Lauda. In Germany you pounded through after a pit stop, and you consider that one of your best drives ever. At Zeltweg you even qualified well, and were in the lead when that turbo failed. And as for Zandvoort... well, you never faltered in the closing laps, despite the heaviest pressure from Prost.

Perhaps now, your mind clear, future settled, you want to leave with a flourish, simply concentrate on driving, enjoy your last few races. And perhaps, as many racing people believe, the absence of a word of thanks from Ron Dennis at your press conference still stings. A belated sorry-we-forgot-your-birthday press release from Marlboro was not quite the same thing, was it?



**LAUDA: "I haven't stopped enjoying motor racing. If I had, I wouldn't be continuing to the end of the year. I would stop now."**

### Out with a whimper

As Lauda leaves Formula 1, so also do Renault. Amazing to recall now that a year ago the two were on the point of joining forces. Niki himself considered the deal done, and he relished the thought of a new challenge. He had dragged Ferrari from the depths in 1974: could he do the same for Renault?

A spiteful leak to the French press killed all that. There were suddenly horror stories of multi-million dollar retainers for the Austrian — precisely the kind of publicity the Régie, its fortunes plummeting, didn't need.

So the deal fell through. Niki had to put his number 1 on a McLaren, after all, and Renault took the step of replacing Competitions Director Gérard Larrousse with an in-house high flyer. Gérard Toth came highly recommended. A man with a somewhat exclusive fan club (President: G Toth), but a reputation for Getting Things Done.

There are not, as I said earlier, many team bosses in Formula 1 with room-temperature egos. Even in those terms, however, Monsieur Toth soon came over as something out of the ordinary. Early in the year we went to Paris for the launch of the RE60, and there the man introduced himself to his new world with a speech which, for content and length, wistfully reminded me of school sermons. In an hour he stayed longer than most people do in a week.

One thing, however, to like the sound of your own voice. More to the point was the future of Renault Sport: was Toth the man who could turn it around?

Not only has he signally failed to do that, but also he has presided over the

most catastrophic of Renault's nine seasons in Formula 1, a year in which the cars have been neither reliable nor competitive, when morale within the team has sunk to new depths. And in terms of getting himself disliked by a lot of people in a short time M Toth has established some kind of record. Self-importance is never attractive, but can survive only on the shoulders of achievement.

This is not to suggest, however, that all the blame can be laid to one door. When racing a Grand Prix car, for example, it is nice to have on the staff the man who actually designed the thing. Michel Tatu, though, left with Larrousse to join Ligier, and there the two of them have made quiet and steady progress this summer.

And, in fairness, Toth has come in only at the tail end of the Renault saga. As soon as Georges Besse was installed as Chairman of the Régie, the Formula 1 team's future was always open to doubt. Unlike Bernard Hanon, his predecessor, Besse had no sentimental attachment to motor racing. He was brought in to save a company in crisis, to cut costs, and might have axed the F1 team even if it had been successful this season. Lacking that element, its fate was probably doomed.

Over the years Renault has been the most pleasant and helpful of teams to deal with, and I'll miss that. Jean Sage, team manager throughout, has never shown any sign of losing his sense of humour or courtesy, whether the cars have been winning or not. And I regret, too, the fact that so many talented people have worked so long and hard, one hand tied behind their back.

In some sections of the press, criticising Renault has been almost a cottage industry from the beginning. They were to blame for everything wrong in motor racing, in particular the arrival of the turbocharged engine, which killed off the beloved Cosworth DFV. Personally, I will always thank them for that, for they caused the end of a Formula 1 which had become dreary. One of the most attractive features of Grand Prix racing today is the multiplicity of engines.

Renault, though, never as a company learned the secret of Formula 1, never — at the levels where decisions are taken, anyway — cottoned on to the fact that it is a mercurial business, where speed of response is all.

Prost railed against this constantly. After the Austrian Grand Prix of 1983 he had a 14-point lead in the World Championship, with four races to go.

"I won at Zeltweg, and they were very happy. But I told them we would lose the championship unless we found some more power — as BMW had done for Piquet. But they did nothing, preferred to play the reliability card — and, of course, we lost..."

"I never understood why they refused to change, trim down the organisation, make it sharp and tight. It was impossible to get anything done quickly, because there were too many people to persuade and convince. It was always a fight. And if you can't react quickly — with a race every two weeks — you will never beat teams like Brabham and Ferrari."

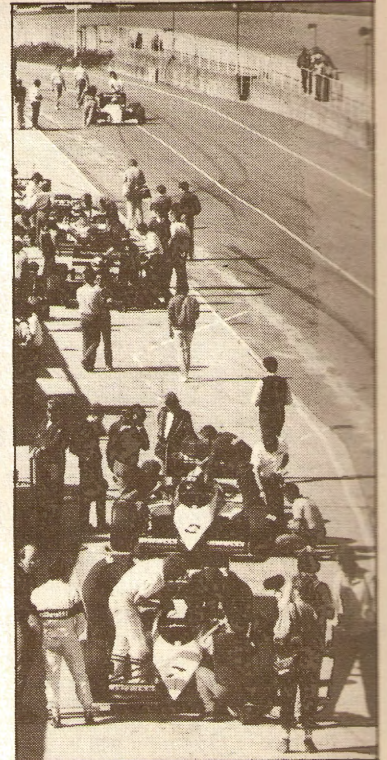
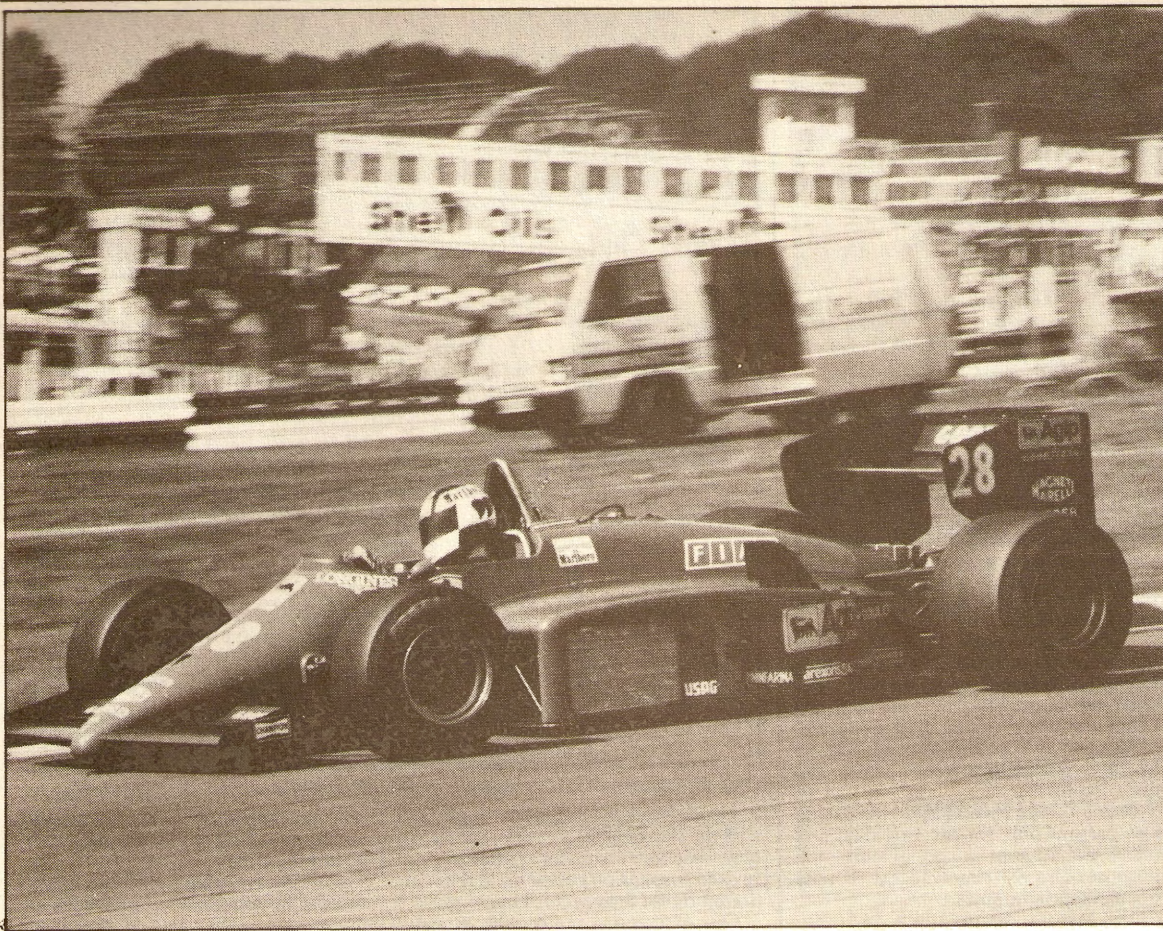
That victory at the Osterreicherung was Renault's last. Warwick and Tambay have faced exactly the same problems in their couple of seasons with the team. M Toth was supposed to be the Great Yellow Hope, the man with the authority to cut corners, get things done in a hurry.

Fascinating to daydream about what might have happened if Niki had gone there. He, of all the drivers, might just have had the clout and reputation to get changes made. If not, I fancy, Lauda Air would have been receiving his undivided attention for some months now... ■

### FACING PAGE

Top: Niki Lauda exits Zandvoort's Tarzan hairpin with Senna's Lotus following. The World Champion may be retiring at the end of the year, but the Rat's performance in Austria, and his victory in Holland, showed that he has lost none of the old flair. Bottom: Alboreto — pictured at Zeltweg — has kept his championship chances alive with some consistent points finishes. Photos: Jeff Bloxham.





Left: Stefan Johansson notched up the fastest time of the two day test, although few used qualifying tyres. Above: F1 back at Brands. Below left: Lest Ayrton forget which team he is contracted to, there were plenty of reminders for Senna at Brands. Below right: Not going for times, the McLaren men were well down the order . . .

# Stefan heads the time sheets

Summer finally made its belated way to England last week, and for two days of testing for the forthcoming Shell Oils Grand Prix of Europe, Brands Hatch enjoyed sun and warmth. Quite a number of spectators came on from Uncle Fred's funeral each day, and most will have expected record speeds at the Kent circuit. Surprisingly, they didn't get them.

Ten teams were on hand for the test, the absentees being Alfa Romeo and Ligier (busy at Monza), Zakspeed, RAM, Minardi and Osella. Those present were aiming at a time of 1m 09.540s, set by Keke Rosberg's Williams-Cosworth

FW08 during qualifying for the British Grand Prix in 1982. This was, of course, the final year of ground effect.

It was never truly approached. At the end of the two days Stefan Johansson's Ferrari topped the lists, with 1m 10.29s,

an average of 133.86mph.

"The times aren't really representative," Stefan said. "I don't think anyone's had a serious shot at a 'qualifying' time. I had qualifiers on the car when I did that lap, but we weren't running much more than race boost. This engine has done the equivalent of nearly three Grands Prix, and it's tired.

"I'll say this, though. The car's much better over the bumps here than I expected it to be after all our problems in Austria and Holland. All in all, I'm quite encouraged — I did an eleven dead on half tanks and race tyres, which means

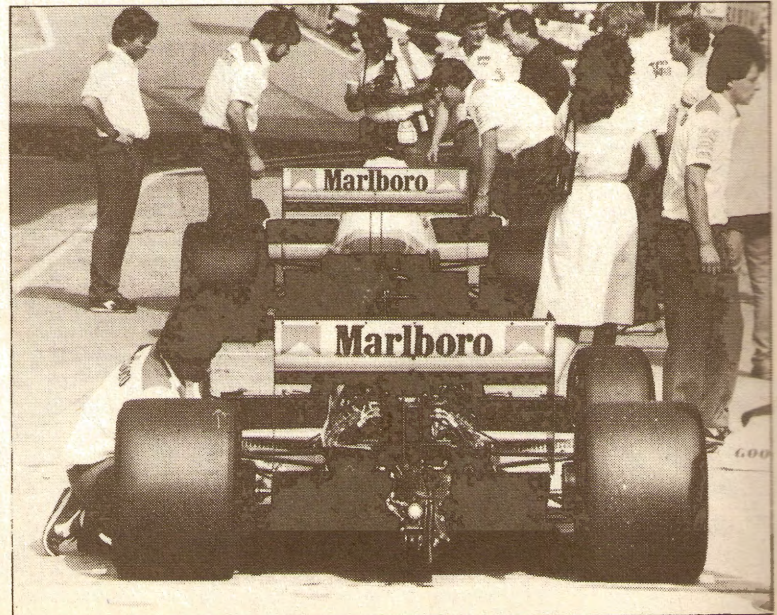
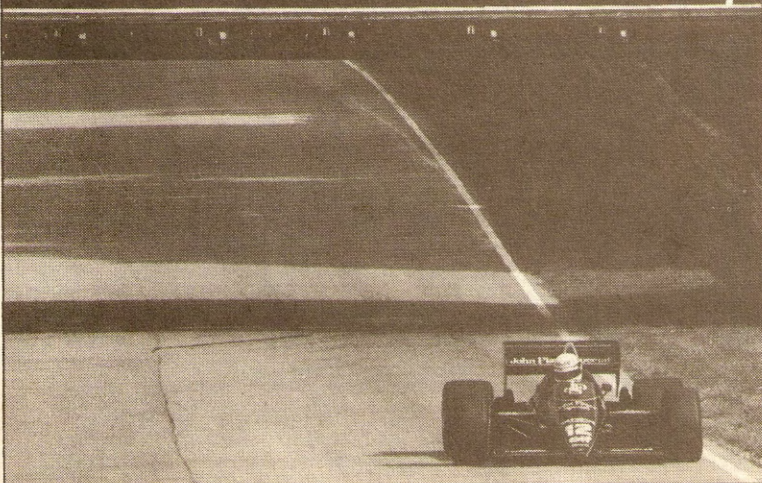
more than the time on qualifiers."

Johansson was the only Ferrari driver present, Michele Alboreto being busy with new suspension testing at Monza.

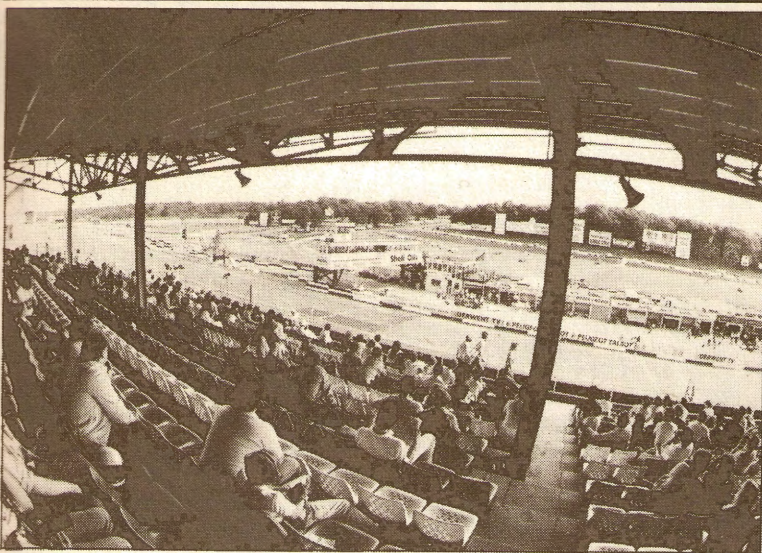
Williams did not run on Thursday afternoon, having got through their work list by lunch time on the second day. Again, Rosberg and Mansell preferred to devote most of their time to engine and tyre tests rather than go for quick laps. "Quite happy," Keke said, before jetting back to Ibiza, "and it's such a pleasure to drive round here. A great circuit."

Brabham and Toleman worked hard ▶

## Team Lotus







A good midweek crowd was at Brands to watch the two days of action, and the weather was fine.

►► for Pirelli, Piquet, Fabi and Surer ending up with times very similar to that of Senna's Lotus (Ayrton the only JPS driver present at Brands). "The tyres are quite good here," Nelson said. "The only trouble is that when we come back here for the race in October it will be a lot colder — like two years ago. In a way, it's a pity we've had warm weather for these two days."

Fabi, whose Toleman needed an engine changed for the second day, was much happier on the Thursday, changes to the car's set up improving his times by a couple of seconds. As in Holland the Toleman turned in better than anything else in the place.

You might have expected to find Prost higher up the list, but the World Championship leader never went out on qualifiers. "If we had finished all our work in good time, we might have tried

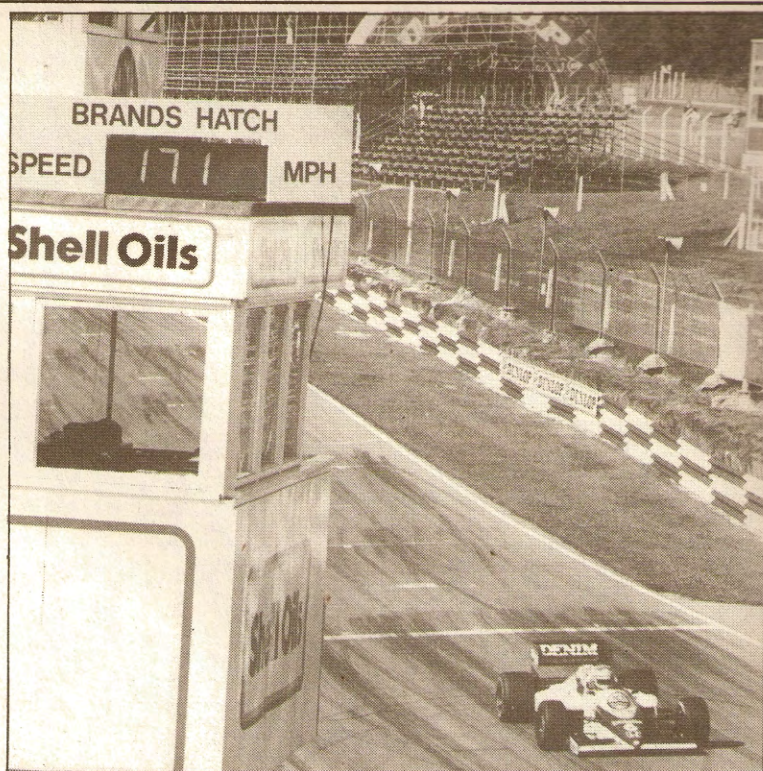
them," he said, "but it's not very important, is it?"

"What matters is that I did my fastest lap on race tyres (three Cs and a B) which had done 28 laps already, on half tanks and race boost. By the end of today (Thursday) the engine had done 500 miles, and was getting a little sick, so qualifiers would have been a waste. I'm quite happy."

Dutch Grand Prix winner Niki Lauda was present only for the first day, and made no attempt to go quickly, the purpose of his visit simply to test a couple of engine programmes.

The Arrows drivers ran a day each, Gerhard Berger first, and the Austrian — remarkably, visiting Brands Hatch for the first time in his life — finished up a hair's quicker than Thierry Boutsen.

Martin Brundle drove the Tyrrell-Renault on the first afternoon, then flying off to drive the Jaguar at Spa. The



Rosberg rockets past the Brands tower — 171 mph on the speedtrap . . .

014 in service was his Zandvoort car (still with the race engine), but at Brands it had new sidepods, smaller radiators and revised suspension geometry at the rear. Stefan Bellof drove it on Thursday.

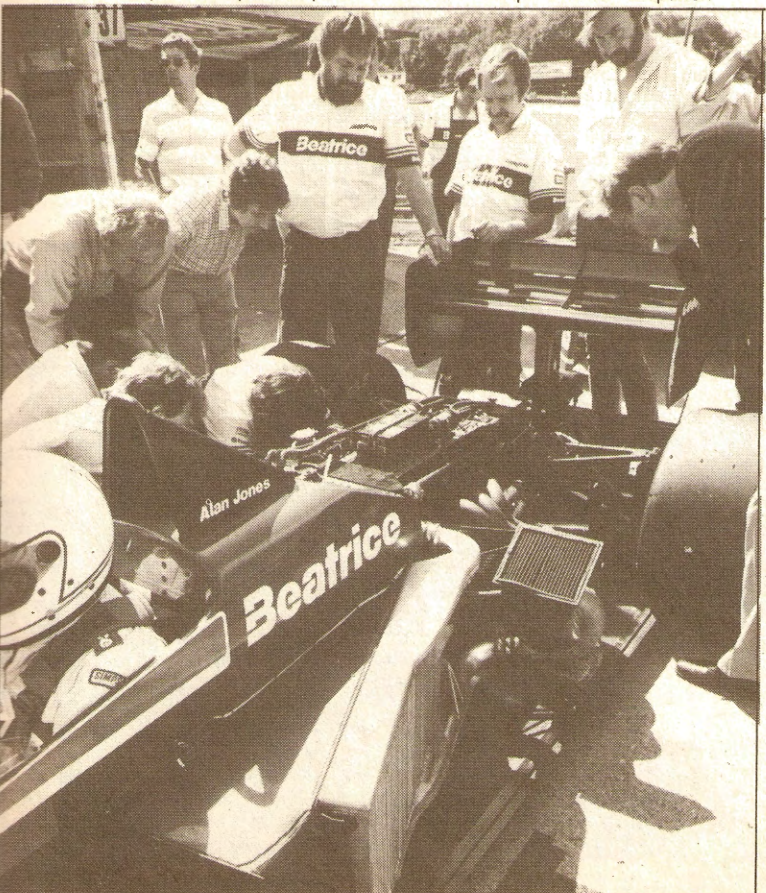
One wondered really why Renault bothered to make the trip for testing. The team's fate now sealed, no one seemed to have much heart for the exercise, and most of the first day was lost while the one and only welder present got to work on the wishbones of Patrick Tambay's car.

This was the RE60B whose front suspension had failed on Patrick until a considerable amount of strengthening work had been done. Eventually he went

out, but the engine never ran properly, and his mood was anything but light when he left the circuit.

And the Beatrice Lola-Hart made its first public appearance, just a week after its press launch, getting down to a respectable 1m 13.91s. Alan Jones lost a lot of valuable track time with overheating problems, the car needing an engine change on Thursday, which took rather a long time. Out on the circuit the car looked a little skittish, rather lacking in downforce, but the car is still very much in the shakedown stage — even though its Grand Prix debut comes this weekend at Monza. ■

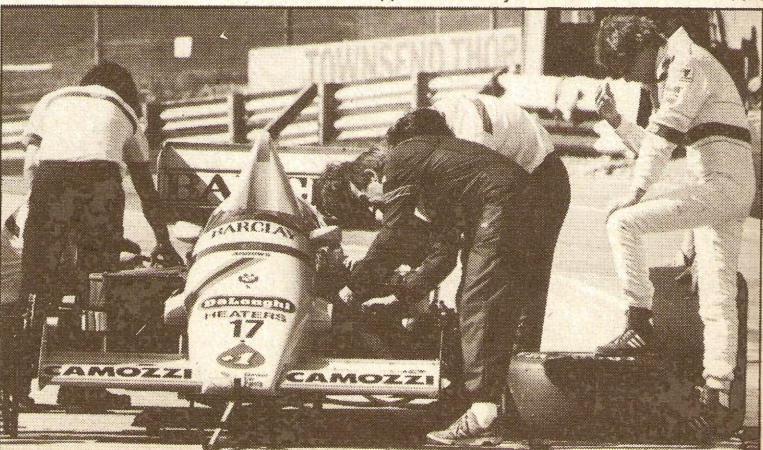
The Beatrice Lola put in a respectable performance. Duckworth ponders the Hart power.



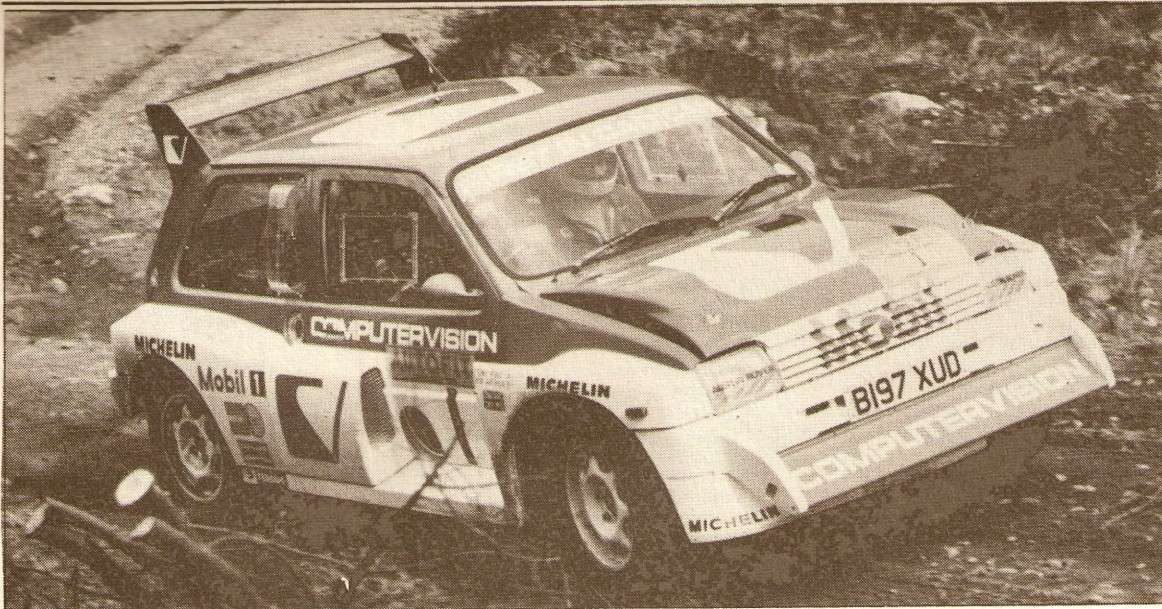
## BRANDS HATCH TYRE TESTING, Aug 28/29

Stefan Johansson	Ferrari 156/85	1m 10.29s
Keke Rosberg	Williams-Honda FW10	1m 10.50s
Nelson Piquet	Brabham-BMW BT54	1m 10.97s
Ayrton Senna	Lotus-Renault 97T	1m 11.16s
Teo Fabi	Toleman-Hart TG185	1m 11.18s
Marc Surer	Brabham-BMW BT54	1m 11.44s
Nigel Mansell	Williams-Honda FW10	1m 11.46s
Alain Prost	McLaren-TAG MP4/2B	1m 11.79s
Gerhard Berger	Arrows-BMW A8	1m 12.36s
Thierry Boutsen	Arrows-BMW A8	1m 12.47s
Stefan Bellof	Tyrrell-Renault 014	1m 13.40s
Patrick Tambay	Renault RE60B	1m 13.88s
Alan Jones	Lola-Hart THL1	1m 13.91s
Niki Lauda	McLaren-TAG MP4/2B	1m 15.67s
Martin Brundle	Tyrrell-Renault 014	1m 19.45s

Gerhard Berger had never been to Brands but lapped fractionally faster than team mate Boutsen.







Tony Pond will be out once again in the MG Metro 6R4 but this time will be facing Ford's new Group B car, the RS200.

# Head to head

While Mark Lovell, Willie Rutherford and Louise Aitken-Walker continue their chase for the Shell Oils/AUTOSPORT National Championship title, this weekend's Marlboro Lindisfarne Rally will see them take a back seat in terms of spectator interest as the works teams gather to do battle. And the most significant entry of all, of course, comes from Ford Motorsport in the shape of the new RS200. The car, which has been the subject of much secrecy and the inevitable speculation, makes its World debut on the Kielder based event and its performance against the Metro 6R4 will be closely scrutinised.

Recent testing of the Metro proved better than the team had hoped and gave the ARG concern the boost that was needed to push for the RAC Rally World Championship debut. The battle between these two British built supercars must guarantee excitement and intrigue.

Joining the Ford and ARG teams this weekend are two works Mazdas, both Group B RX-7s. With only a limited programme on World events this season, the Brussels based team are keen to get in some extra miles in this country prior to the RAC Rally and so Ingvar Carlsson and Rod Millen get their chance in Kielder. The Swede is no stranger to the car but Millen — a USA based New Zealander — is more used to his four-wheel-drive version on the American championship.

The four works cars will therefore provide the action at the head of the field but the championship crews will be out to split them if they can. Following his fine drive on the recent Mewla Stages, Mark Lovell has extended his championship lead over Willie Rutherford and Louise Aitken-Walker. Currently, Lovell has firmly staked his claim to the title and, while the other two can still catch the Nissan driver, he has the sort of lead that will give him confidence. All three drivers, however, have to drop a score before the end of the season and that may yet be the deciding factor when the results are computed in October.

The event this weekend should produce its usual demanding test for the crews, the notoriously demanding surface of the vast forest complex a tough proposition for tyres and half shafts. The

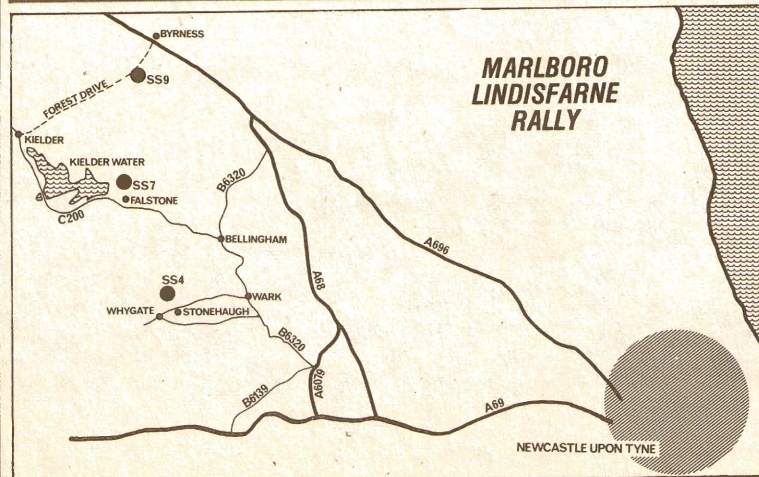
soil is soft and sandy, easily broken up, and mechanical reliability is essential. Lovell's Nissan should be strong enough for the task, while Rutherford will have the advantage of four-wheel-drive (now fully rebuilt after its Mewla dramas) in the Sierra. Following head-gasket failure at the end of the Mewla, Louise's R-E-D Escort RS is doubtful to make the trip to the event (see *Special Stage*).

The Group A battle is also shaping up to be a three way contest with Stuart Nicholls just three points clear of Simon

Davison and Graham Parkinson in joint second. In this case, however, Davison still has one score to drop while the other two have scored well on all rounds so far. This leaves two scores to drop and the contest is almost certain to go the distance.

Class positions also remain wide open, although Parkinson seems set to clinch the small Group A class with the Corsa Sprint without too much difficulty. He has to ensure good scores between now and the season's end, however, as it

There will be two works Mazdas, for Ingvar Carlsson and New Zealander Rod Millen



remains unknown what penalty — if any — FISA will apply to the Nova SR that lost its homologation earlier this year.

A host of Skodas, probably more than on any round of the series so far, is destined for Tyneside this weekend, although Neil Burton and Arthur Priestner are the only two in with a realistic chance of taking the large cash prize in October.

It seems that the world is beating a path northwards this weekend and, if the entry is any guide, one expects they will not be disappointed...

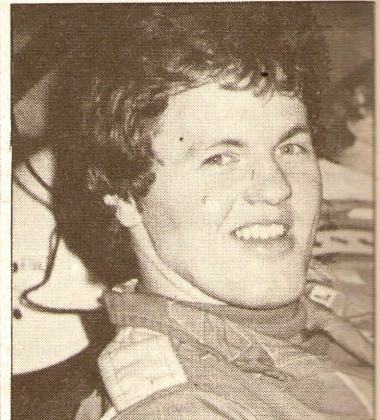


Shell Oils

NATIONAL RALLY CHAMPIONSHIP

## LEADING ENTRIES

1. Pond/Arthur	P	Metro 6R4
2. Carlsson/Melander	B	Mazda RX-7
3. Wilson/Harris	P	Ford RS200
4. Millen/Rainbow	B	Mazda RX-7
5. Lovell/Davis	B	Nissan 240RS
6. Rutherford/Harris	P	R-E-D 4x4T
7. Aitken-Walker/Morgan	B	Ford Escort RS
8. Mellors/White	B	Ford Escort RS
9. Wood/Brown	P	Rover Vitesse
10. Lyburn/Hutchinson	B	Ford Escort RS
11. Marshall/Jenkins	B	Nissan 240RS
12. Edwards/Morgan	P	Ford Escort 4x4
13. Slights/Naylor	B	Ford Escort RS
14. Dobie/Watkins	B	Opel Manta 400
15. Jones/Thomas	B	Opel Manta 400
16. Cathcart/Montgomery	B	Audi Quattro A1
17. Watson-Clark/Orrick	P	Ford Sierra
18. O'Kane/Alexander	P	Talbot Sunbeam BPR
19. Nicholls/Soanes	A	Vauxhall Astra GT E
20. Davison/Nicholson	A	Vauxhall Astra GT E



Wilson — debuting the RS200 for Ford.

## SPECTATOR INFORMATION

**Start:** Newcastle Moat House, Coast Road, Wallsend. First car leaves at 0830. SS4, Blackburn: Park at 877/83765 for access to sweeping bends at stage finish. First car at 1040.

**SS7, Hawkhope:** Park at 80/724876 and walk to mid-stage junctions at 725886. First car at 1246.

**SS9, Hindhope:** Enter via Forest Drive at Byness (80/781010) and park at 757997. Access to mid-stage junctions. First car at 1309.

**Finish:** As start. First car due at 1630.

## CHAMPIONSHIP POINTS

<b>Overall</b>	
1 Lovell (Nissan 240RS)	114
2 Rutherford (R-E-D 4x4T)	102
3 Aitken-Walker (Ford Escort RS)	100
<b>Group A</b>	
1 Nicholls (Vauxhall Astra GT/E)	114
2 Davison (Vauxhall Astra GT/E)	111
Parkinson (Opel Corsa Sprint)	111

## MEDIA COVERAGE

Ceefax is back in action throughout the event this weekend, bringing informed updates as the rally progresses. There is also the opportunity to win two signed copies of *Rallycourse* in the double competition. Watch out on page 139! *Eventsline* will operate on 061-246 8066. Get dialling...



# BACK STAGE

## The winds of change

After a few years of general stability in World Championship rallying, the winds of change are beginning to blow, fanned by discussions regarding Group S — due to replace Gp B within three years — and the series of worrying accidents which have been a feature of this season. This month, meetings in Paris are being called to finalise the Gp S formula, and inevitably most of the probable contenders have some pretty firm views on how the fine print is presented.

It is FISA's intention to permit Gp S cars on international events from 1987 onwards (but denying them any World Championship points to comply with the stability rules), with the new cars effectively taking over in 1988. For those factories already committed to major Gp B projects however such a transition period may not prove particularly attractive if indeed the next generation of cars shows a significant increase in performance. A World title will be little reward in 1987, if someone else has spent 12 months advertising success on the Monte Carlo Rally in a Gp S machine.

For Giorgio Pianta — Lancia's famed test and development expert — the solution, perhaps, is to allow the cars on European events for a while, but this immediately contradicts FISA's aim of restricting such new cars to the World series, with only superlicence holders behind the wheel. On the other hand it would boost the Euro series, and that would be no bad thing.

Pianta has naturally been keeping a close eye on the Gp S developments, and the proposed — still flexible — technical regulations. There will be a new capacity limit introduced, probably either 2.5 litre or 3.0 litre; with a higher minimum weight, perhaps 950kg; and 9 ins maximum width rims. Simply keeping cubic capacities under control will not really restrict power — a modern Formula 1 car is 1.5 litres and produces 880bhp — but changes to the equivalence formula may make the difference. On this point, Pianta admitted that Austin Rover may have made a sensible move in sticking to a conventionally aspirated unit.

Currently, turbo or supercharged engines are 'handicapped' by a factor of 1.4, whereas if that is raised to either 1.7 or 1.8, the advantages could be minimised. Everyone recognises that turbos and compressors hold the key to silly horsepower figures, the BPICA (manufacturers association) members already embarrassed by their latest power developments.

No-one currently has more horsepower than Audi, team boss Roland Gumpert another to back the Gp S principle and a transitional year. For him, the silhouette formula would offer great advantages, as he explained in Jyvaskyla. "Our only disadvantage with the Sport Quattro we have here is weight. It is much too high, but this has always been a

problem with using a normal series production car to start with.

"If we have Gp S, I can immediately lose 150-200 kg, and still have a car which looks the same. Speaking about safety, I feel that so long as there is a proper crash test for these cars, then the manufacturer has acted responsibly."

Gumpert is also convinced that the organisers of events must shoulder responsibility for ensuring that spectators are kept under proper control, but sees the top end of the sport continuing in much the same way. Pianta has slightly more radical views, considering that perhaps two forms of rallying will evolve, a "Rallysprint" version with perhaps a couple of dozen factory cars, and the more traditional rallies catering for the privateers, and offering a degree of adventure.

Both men are firmly behind the campaign to retain the use of helicopters on events, a view shared by Jean Todt of Peugeot. "Without a helicopter, Ari Vatanen would not be alive today," explained Todt at his post-event press conference, going on to address FISA urging them to review their stated aims to ban all air support from the start of next year. Gumpert considers a helicopter an essential part of his on-event back up, and would even be prepared to run one for purely safety grounds, having given the rally organisers the various radio frequencies to ensure that the chopper was not playing an active role in the team's servicing arrangements.

In Finland, helicopters have always been banned for servicing, so everyone spent their time wandering through central Finland going from traffic jam to traffic jam. It is always slightly amusing watching the fastest rally cars in the World trickling along main roads, the drivers sticking rigidly to their place in the train, travelling at 80kph, precisely. The term, "Fastest Rally Car in the World" probably now has to be shared equally between the second evolution 205 Turbo 16, and the Sport Quattro S1, because Finland proved that the S1 is quite capable of getting Audi back into the winner's enclosure. Not the most attractive of beasts, it is efficient and probably the first of the Quattros to react in a relatively conventional manner. Blomqvist, oversteering his way through a fifth gear corner, quickly eradicated the age old picture of Quattros under-

Good aerodynamics are crucial in Finland. This is Lars-Erik Torph showing how to do it in his Golf.

steering endlessly, the driver left foot braking his way onto the next straight.

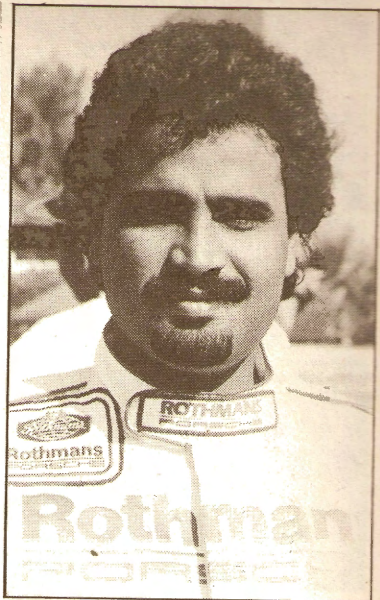
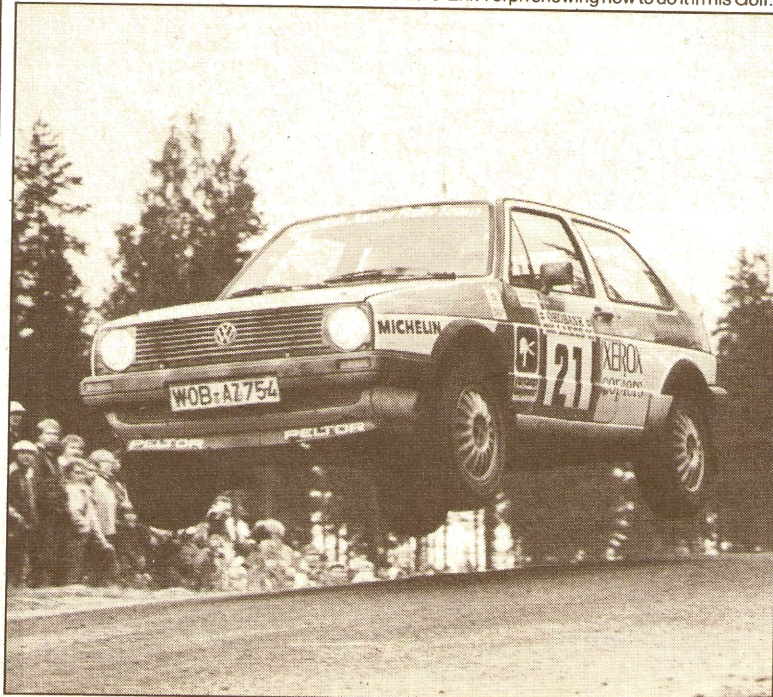
So the S1 looks the part, the blurred picture including steam pouring from the front brakes. Early in proceedings, onlookers reckoned that the tell-tale steam was an indication of problems, but in fact it was caused by the latest innovation from the Ingolstadt engineers. Blomqvist tried without left foot braking in Argentina, and is now convinced that it is not so necessary with this car, but under 1000 Lakes conditions, the technique still featured.

To keep the brake disc temperatures down to a sensible level a 30 litre tank was mounted at the back, feeding nozzles in the front wheel arches, these sprays activated by brake pressure. Difficulties apparently multiplied on long stages when the water ran out. The idea was not entirely new, as back in 1975 Lancia used a similar system on their Stratos cars on Sanremo. Not long after, FISA banned their use for Gps 2 and 4.

This increasing speed from Audi has undoubtedly put Peugeot under some pressure. The Peugeot squad celebrated a well deserved success in Finland, Salonen winning his first ever 1000 Lakes, and Jean Todt's team achieving their ambition and taking the World titles. But the bespectacled Finn had to work for it, managing 20 fastest times against Blomqvist's 16 for Audi. Yes, he controlled the game and reacted every time the Swede made a move, but the Peugeot drivers do not have the same cushion that existed 12 months ago.

Now they have to race with the rest, and more recently the car's weaker points have started to show through. Finland, 1984, marked the first outright win for the 205 Turbo 16, but it also underlined — there and then — that the mid-engined, transverse mounted 4WD machine did not fly. For the rest of the season, the drivers had to cope with it, but when the engineers started work on the second evolution model, much effort was concentrated on the aerodynamics, and on trying to achieve some stability while in the air.

Ari Vatanen's accident in Argentina was naturally on most people's minds in the days before Jyvaskyla, and with more people having sneaked a visit to the patient *en route* to the start and Ari reported to be in good spirits, thoughts turned to how it had happened. Whether



Al Hajri — learning what to expect.

this instability in the air had contributed to the accident, which started when a little dip flipped the car up into the air. Pictures from an Argentinian magazine certainly show that the car had suddenly adopted its nose down poise, landing badly and rolling violently down the road. The next days had been crucial, and with injuries to his vertebrae, ribs, and left leg, Vatanen was flown home to Finland where another two weeks were spent before the doctors started talking with any degree of optimism. It was not surprising therefore, when the press office took on a carnival-like atmosphere when Ari phoned through to congratulate Timo Salonen, Seppo Hafjanne, and the whole team on their success.

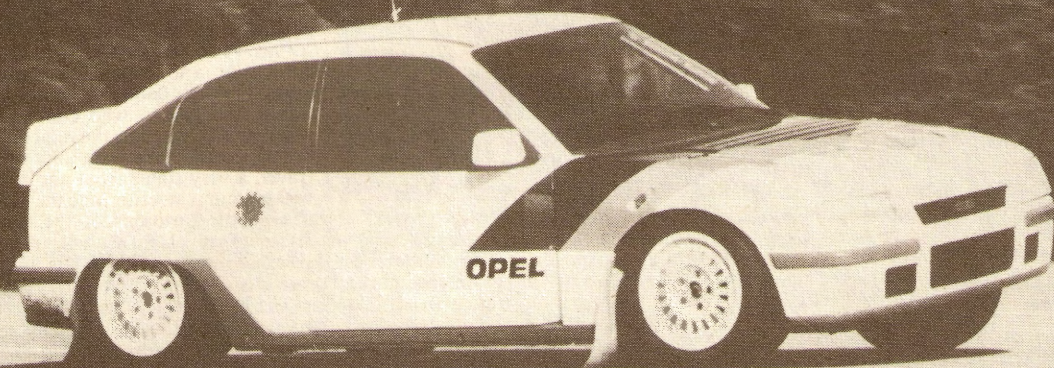
### Missing tourists

Saeed Al Hajri was an interested observer on the stages, fitting in a quick look at this ultra-quick round of the World series with a non-stop programme which has him on Middle East events and European counters, and continuing to establish himself as a young man working hard to succeed in the sport.

He hopes to do the rally next year in a Porsche 959, so the visit was a calm introduction, so that he knows what to expect when he next arrives in central Finland. At that moment he will probably be in a far better position than the two works efforts from Austin Rover and Ford, the two British teams which have made great efforts to establish themselves. Because with the debut of the Metro and the RS200 some 12 weeks distant, neither team seems yet to possess an effective man who will perform the crucial on-event managerial role.

Peter Ashcroft of Ford admitted that he was aware of the problem but that Boreham still did not have someone for that central task. John Davenport's Cowley based operation must have learned some lessons during its programme of development on events, and yet is in a similar position. I cannot help but feel that if both teams had experienced rally co-ordinators in place and functioning, somewhere on the list of priorities would be air tickets for some key people to get out and about. To steal ideas from the current pace setters, see the mistakes that are being made. Instead attention has — understandably — focused on producing the cars and next year's problems apparently put to one side. When everyone gets off the 'plane' in Jyvaskyla next August some of the professionals may already be at a disadvantage.





Compared to its intended rivals, the absence of aerodynamic extension is refreshing. The power source, however, is expected to produce 500bhp.

## Gps — Opel's prototype

Due to appear in competition for the first time at the Paris-Dakar Rally Raid in January 1986 will be Opel's four-wheel drive, front-engined Kadett — the prototype of their World Championship Group S car. Opel approval to produce and homologate the car will not be sought until FISA has clarified the basic rules for the new formula as even now the required production numbers are not settled. Karl-Heinz Goldstein, Development Manager for Sports Relations, described the project as it stands at the moment, on the eve of the car's introduction at the Frankfurt Motor Show — and before he left Germany to go to the Hong Kong-Beijing Rally.

Paris-Dakar will be our first outing and much depends on how well it goes. It is quite possible we will even consider going for Group B instead. Group S cars will only be permitted to run on World Championship events and driven by superlicensed drivers. Group B cars will be available for national championship rallies as well, like our current Manta 400. Of course a Group B project will cost a lot more money. At the moment we have built two prototypes which have been designed from scratch. Our test cars have been fitted with an experimental engine and a five-speed gearbox, but the real rally cars should be fitted with six-speed units. The second car has been built by Matter — who had the benefit of our earlier efforts — and they have tidied things up a lot. They found, for example, another 30mm wheel travel by moving the front and rear shock absorber turrets. *What lessons did you learn from building the old-bodied, rear-drive Kadett 400 car?*

The original idea with the Kadett 400 was to build it as a four-wheel drive car but for budget reasons this did not go ahead. South Africa pushed us to finish it properly, though at the time we had thought to do it just for experience. We learned various things, like the Kadett is much bigger than it looks. The wheelbase for a Kadett (2520mm) is halfway

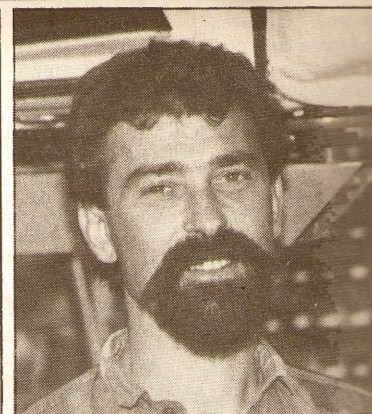
between that of the Peugeot and the Lancia — which is very long at 6mm more than the Manta 400. The illusion is because the Kadett body has so little

The experimental four-wheel drive Opel Manta 400 in action in February, 1983.



overhang. We found no problem to rearrange the various things like the spare wheels and the oil tank which normally go behind the rear axle line. The fuel tank has been put behind the driver's seat. The inside of the Kadett rally car is much cleaner than the Manta and I would say there is a lot more room. The Kadett 400 also showed we could achieve a better balanced car as well. *What happened next?*

The design work for the present car started in November 1983 when we got the go ahead for our Group B Kadett. We'd had discussions already with the designer, Kurt Chabek, Rauno Aaltonen and others and most things were settled in our minds — engine locations, and so on — so we started



Goldstein — two prototypes built.

building the first prototype in January 1984 as soon as our management gave approval. We worked very closely with the aerodynamic and styling people but we had to make a few compromises. In order to install some holes to extract air from under the rear we had to fit some panels behind the rear wheels which I am sure will be destroyed during a gravel event. In fact you can see the outside of the Kadett Rallye 4x4 is very little different from an ordinary Kadett, apart from the holes in the bonnet and the scoops coming out of the rear side windows.

*Why did you decide on four-wheel drive when Opel has had so many recent successes with rear-drive?*

Originally we reckoned we would build a Group B car, not a particularly exotic design, but a car which would be useful for private people too — a car in the Manta tradition. Rear-drive is still useful for private drivers who cannot afford the expensive cars. But we were also thinking about the World Championship. Our team manager, Tony Fall, is always saying we must have a correct pyramid system in our activities and to have a good top-level car. This means going to World Championship rallies where four-wheel drive is essential.

*Did you have directives to base your rally design on a series car, or could you have chosen a purpose-built design like Ford? And why the Kadett?*

No. It has been for us to come up with the ideas! We thought at the outset that Ford's idea had been good for the motorsport department. A special car is not affected by changes in production models, for example. But in the end we decided on an existing Opel body. We reckoned a special car would not be so good for the company and they would be less likely to approve it. The Kadett was the obvious choice. It is planned to be in production until 1990 or 1991, and we reckoned that the Kadett was the smallest car into which we could fit the parts that our projected power outputs would demand. The Kadett is the right shape. The Corsa was just too small and the wheelbase too short.

*What decided you to put the engine in the front?*

Unlike Audi where the engine is ahead of the front axle line, our engine is behind the front axle — a sort of front-mid-engined layout. This was decided against a Peugeot/Lancia type rear-mid-engined layout in theory rather than by experiment. We felt that you need the polar moment of inertia towards the front to make the car more stable than a rear-mid-engined car. You have long stages on World Championship rallies where a driver must concentrate all the time. This demands a car which is easily drivable and we feel that a car with the engine behind the driver is too nervous. A driver will get much more tired in one



of those cars. Remember we are designing cars to use 500bhp, maybe even more. An engine behind the driver is very good in predictable locations, like a racetrack, but not on rallies where unexpected things happen just round the corner. And then on jumps a front-engined car is better. A car with a rear engine like a Porsche, or even a Peugeot or a Lancia can be very dangerous. Sometimes the rear shoots up without warning, as it did in the Vatanen accident in Argentina. *What is the ideal front-to-rear weight ratio? Was this another reason to use an engine in front of the driver?*

We think the static level is 52 in front to 48 at the rear; under acceleration the weight moves to the rear so you then have 50/50. We are getting 51/49 at the moment.

*What is the present proposal for the power unit?*

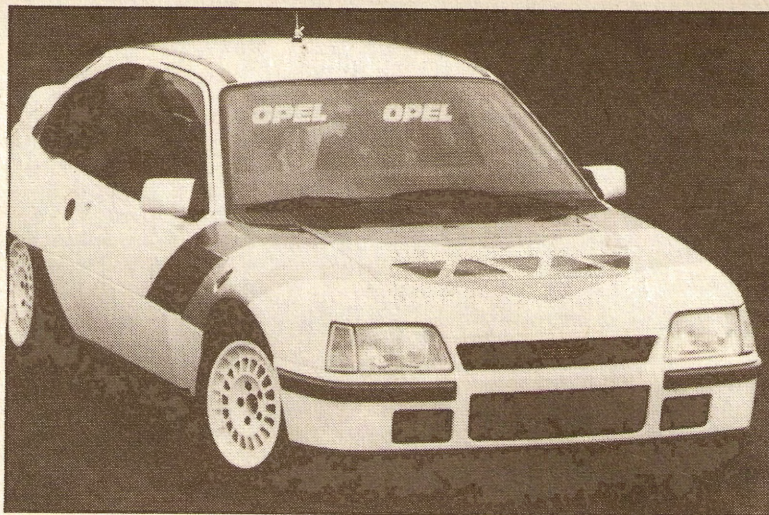
Originally we had been thinking of using a Pontiac V6 engine. It was obvious we had to have a different engine — an engine like the Manta unit was too old-fashioned. Then we realised we would be able to use the future four-cylinder, in-line, Family 2 engine as a basis and run it turbocharged in multivalve form, aiming for a minimum of 500bhp. We want to run in the 3 litre class which at the moment means an engine of 2.1 litres; the Family 2 engine could be used in 1.6 or 1.8 litre form, depending on which turbocharger coefficients will finally be chosen. 3 litres means a 960kg minimum limit, and our prototype is down to that weight already. It would be good not to have to use exotic lightweight materials, spaceframe chassis and so on. We are not planning to use a Formula 1 type engine and are committed to turbocharging. We have been talking to many engine builders as the recent developments with electronic management, turbocharger systems and so on mean the engines are getting better and better. Most people reckon that a supercharged or combined system will not be necessary in the future. Rally drivers will not have to do all this left-foot braking business to keep up the boost pressure like in the original turbocharger days.

*Is a turbocharged engine more easy to install in the front of the car?*

Not particularly. Radiators are no problem with rear engined cars. In fact the problem with the engine in front of the driver is to keep the heat away from him. We did a lot of heat-shielding work with the Manta using aerospace material — on the Safari cars we got the interior temperature down from 56°C to 38°C. With an engine behind the cockpit it is easier to get the heat away. It is 50/50.

*The next main decision was, presumably, to select the best transmission system?*

We had been talking to many people, like Getrag, Ferguson and Mike Endine of Xtrac and we chose the latter for the central differential. We are using at the moment a 28/72 torque split, and the Xtrac system gives us noticeably better handling than the others. The difference between this and the Ferguson viscous coupling is how the torque split is locked and unlocked. The Ferguson simply locks up when the front and rear axles spin against each other at an excessive rate. The Xtrac allows other factors to be taken into account to determine when the epicyclic locks and unlocks, but the trouble is that you have so many other factors to consider. You must decide what factors you want — whether it is turbo boost, steering angle, side force, wheelspin and so on. With viscous coupling it is automatic. Not everyone realises this torque split business only concerns the moment you steer into a corner and has nothing to do with



The GpS prototype's clean lines — Opel's intended rally winner without extra frills.

traction generally. Most of the time a central differential stays locked up and normally it is easier to drive the car with the differential locked than unlocked. It is easier not to think about when it is locking up — rather when it is unlocking itself and running free. Most drivers think that the back of the Peugeot hangs too far out. Grundle runs with his car on German events with a 50/50 torque split. The Audi always runs locked-up, the only time the locked differential works against it is coming into the corner.

*Why is the Peugeot going so well these days when it does not have a very sophisticated central differential system?*

Because after the original Audi quattro it is the next-generation car. It is the first car that was really designed for the purpose and it is this that provides better handling, not the fact the engine is behind the drivers. We are looking at the generation beyond the Peugeot. We do not think the engine position of the Peugeot is the best.

*What are your proposals for the front axle differential?*

We have been testing the car with a viscous coupling at the front, but the initial size of the differential was too small and it was breaking. We went back to a limited slip type and we are working on this at the moment.

*Why do you want a six-speed gearbox?*

This is to make the selection of the gear ratios easier. It is easier to change the gearbox ratios than the front and rear diff ratios. On an event like the Safari you

want all six speeds anyway, sometimes you want five driving gears and maybe one very low gear for strange corners. At this time, however, we do not know how the engine will work and what we will actually need. We have been thinking about automatic gearboxes but they are not too easy to operate. There is a problem at this time because drivers have one hand always on the gear lever. The ideal would be an engine with good enough torque so we can always use a five-speed gearbox, but I do not think it is possible yet.

*Presumably you start suspension design by considering the size and profile of the wheels? What dictates these?*

We had expected to work on the 390 TRX sizes, though of course Michelin are now using racing sizes in 16ins and 415mm for gravel. You have to think about the brakes and you have to make sure your wheel widths are similar to the other cars so you do not keep hopping out of the ruts. When you chose the tyre circumferences it must tie in with your gear ratio requirements. FISA are thinking not only to limit wheel widths further but also wheel diameters. I think we will end up with 9ins wide and 16ins high wheels. This means we can have Formula 1 size brakes (314mm) although at the moment we have 295mm diameter discs. *Are you thinking about water cooling for the brakes?*

No. I think the excessive heating of brakes comes from cars like the Audi where the drivers tend to use left-foot

braking more. I think drivers will be able to steer this car into corners without using the brakes because the weight is better balanced and because of the Xtrac system.

*What special challenges does four-wheel drive give to suspension design?*

The wheel travel on the front axle is limited, although I think the situation is not as bad as some other designs suggest. We wanted much more travel than on the Manta, and already from tests at our Dudenhofen track the Kadett seems to be much better. We use wishbones all round to keep the wheels flatter on the ground. Rauno has given a lot of thought to this. Also we need to build in to the suspension a lot more fine adjustment capability than before. You need a test driver like Rauno who can work out whether you are going the right direction in your testing! We want a lot of wheel travel, a very stable front and rear axle with no bump-steering, and the facility to change the positions of the arms for alternate gravel and asphalt stages.

*What aerodynamic work has been done on the car?*

The basic car has been conceived for good drag coefficient. We had a lot of help from our aerodynamic people about which way the air should pass through the car. In Group S, aerodynamic additions seem to be forbidden unless your basic Group A or Group B car has them. We are currently working from a basic Group A car and we have not done the aerodynamic work like teams preparing the new Group B cars. Even when we have added things like additional lights (for which we are designing a special panel) we think the downforce on the front will still be good, and that for the future the only thing we will want is a slightly bigger rear spoiler. The holes in the bonnet are to let out the air from the front radiators, air from the engine will escape from louvres under the windscreen. We have holes in other places, including the front of the side doors, to let air out of the engine compartment. The scoops on the rear window are to cool the brakes, oil radiators and transmission. We are planning transmission radiators in the front and back.

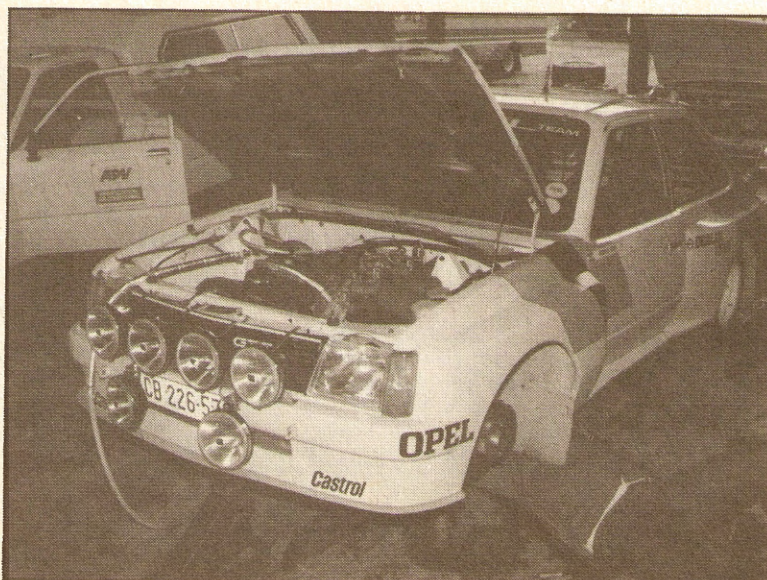
*And electronic work?*

We are working with Bosch on engine management systems. It seems as if our systems will be quite similar to what they are using in Formula 1. We are also thinking to use water injection in the engine; this will help to create greater reliability. It also gives more power as well because the mixture expands much quicker in the combustion chamber.

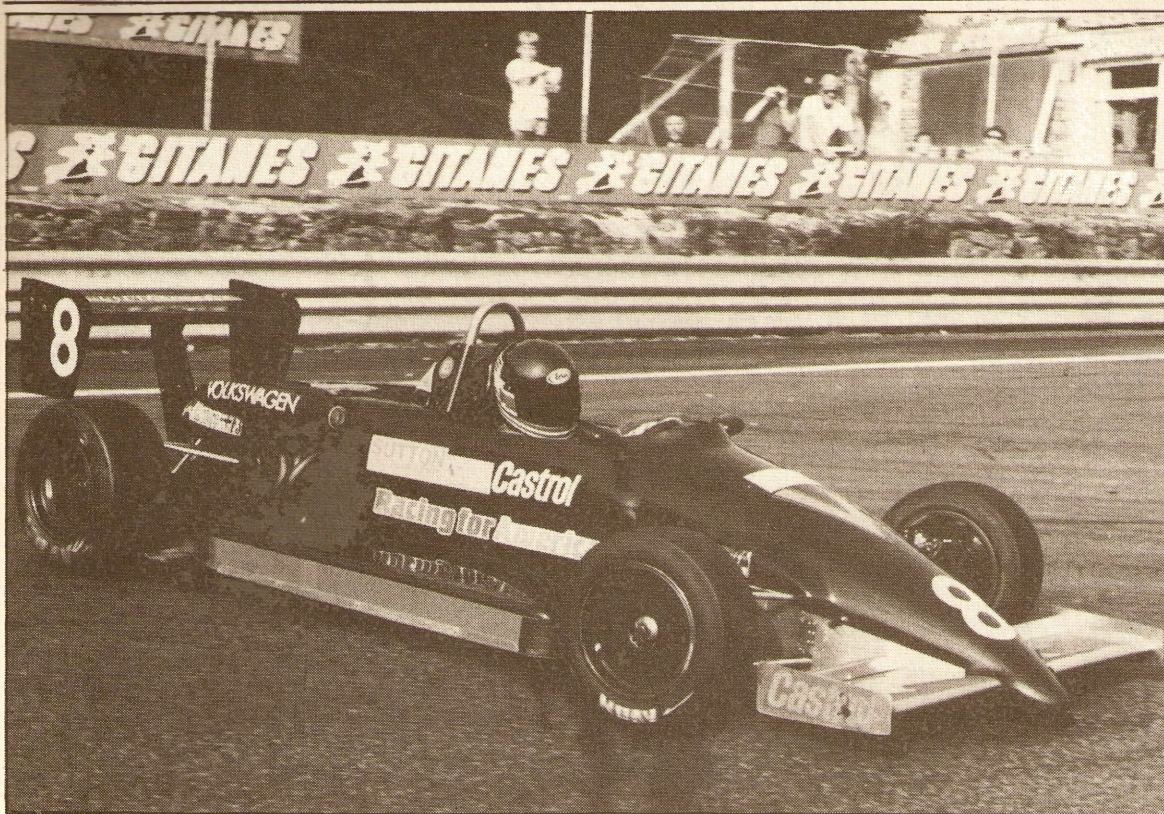
Paris-Dakar is the first time we can expect to see these cars in action. It is an event where the publicity can be an end in itself, though last year the problems of rear-drive on the Manta 400s caused the cars to give up. Both engines finally expired in the very sandy sections in Mauritania, and this was directly caused by the strain of only driving the rear wheels. It seems likely that next year's route is going to Mauritania again. The Kadett will have the Manta 400 engines to limit the unknown quantities and because they have always proved satisfactory.

Aaltonen and Weber are the only drivers so far to have driven the rally prototypes, but already a lot of work with outside suppliers has been involved. Dieter Baatz, chief engineer of Matter, has put considerable efforts into the chassis work, and of course Mike Endine with the transmission systems. Endine has already created one revolution in motor sport, with Martin Schanche's rallycross Escort. We will not wait long to see whether Xtrac will be the missing factor which establishes the next step forward in rally car design. ■

The rear-wheel drive Opel Kadett 400 being prepared in South Africa before the Nissan Rally.







Ross Cheever continued where he left off at Spa last year, driving in spectacular fashion to see off the challenges of Gerrit van Kouwen.

# King Alfred of Spa

Alfred Ross Cheever (for it is he) is still King of the Ardennes in Formula 3, having successfully repelled an attempted coup by Gerrit van Kouwen and the Pegasus army at Spa-Francorchamps on Sunday. The American came, saw, and conquered the daunting Belgian circuit last September and, though not quite so dominant this year, was more than prepared to take on allcomers at the scene of his great triumph.

Cheever mustered his courage in the damp of the early morning, capitalised on an unusual error by van Kouwen at the 'bus stop' chicane, and charged his way round a marked straightline speed deficiency to claim a second memorable victory. By dint of strong third and fourth place drives, Andy Wallace and Russell Spence closed to within two points of the luckless Mauricio Gugelmin in the fraught title race.

## QUALIFYING

No sooner had the flag fallen at Silverstone, on Bank Holiday Monday, than the F3 teams turned their attentions towards their second Continental foray of the season, and Spa. Nestling in the Ardennes, the scenic circuit packs steep gradients, breathtaking swoops and a remarkable selection of 18 corners into its 4.3 miles, and presents a sensational challenge, particularly for those weaned on Britain's shorter, flatter tracks. The place exudes atmosphere and (now) boasts a super surface, and there was not a competitor present who did not relish the thought of taking it on.

"Everyone starts equal at Spa," was the general consensus of opinion in the paddock before 'free training' began on Thursday, and most did not waste a second in getting out there. Ross Cheever, Russell Spence, Dave Scott and Gary Evans, of course, raced ground effect cars here last year, while Intersport, West Surrey Racing and Eddie Jordan's

equipe were not totally in the dark either.

They were all to be surprised, however, by Gerrit van Kouwen in Pegasus Motorsport's Marlboro Ralt RT30, pacesetter throughout testing and qualifying, as has been the trend of late. The Dutchman, over half a second clear on Friday's 'official' watches, proceeded to trade pole position with Cheever in the cool of Saturday morning. He sealed it on his last flier — "a last lap wonder", grinned mechanic Nick Burrows. "The chassis balance is ace," added Gerrit, having worked his way through several sets of Avons, "and we're in good shape."

Cheever's consistency was perhaps more telling, though, for he put in two successive laps just 0.01sec apart, and a further four in the mid-2:23s when the track was at its best. Like many, his Ralt suffered from fuel vaporisation in the heat of Friday afternoon, in addition to a small electrical misfire, but Glenn Waters's men and Mike Langley made the VW engine run cleanly again.

The Reynards of Andy Wallace and

Paul Belmondo shared the second row, the former very impressive on his first visit to Spa with Swallow Racing's 853. "It's a magic place," enthused the top newcomer. "The surface lacked grip early on Saturday, after the organisers had swept the circuit, and I fell off at the 'bus stop' chicane. But when the rubber went down again, I found over a second." Running five lap stints on light fuel loads, Andy was confident for Sunday, "although we have not realised our full potential yet . . ."

Belmondo, used to saloon cars at Spa, amazed everyone by tagging onto Andy in the second session — and not losing ground! The Frenchman thus was able to learn a lot, and hauled the DPR/

NewMan car up from an overnight eighth place on the lists. Cathy Muller, similarly, was untroubled, reducing her Elf car's downforce to good effect on Saturday, winding up eighth.

Real progress, at last, for Russell Spence and the Warmastyle Ralt, brought fifth position on the 29-car grid. "although there's no way that I could do a 23.2 as we stand." Rear tyre stagger threw the RT30's set-up out on the first day, but Richard Divila and Bent Hosbond had it in far better trim for the second session. Russell's mood lightened noticeably as the meeting wore on.

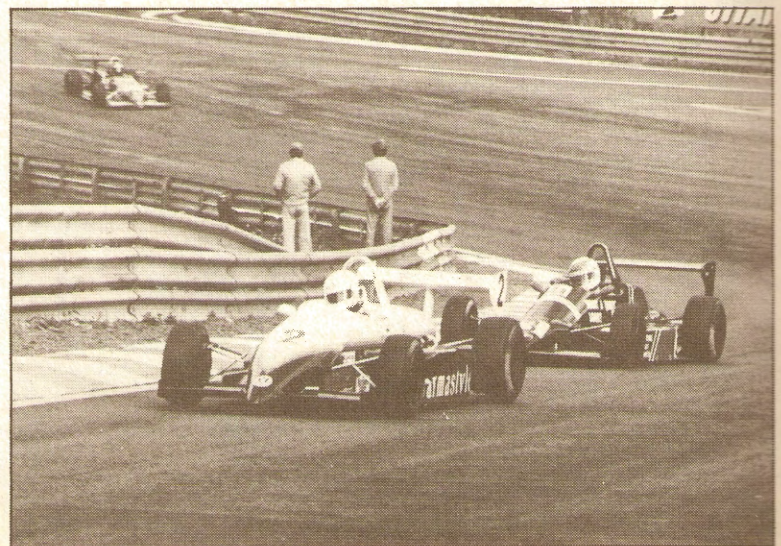
Silverstone winner Dave Scott was next, having pipped Andrew Gilbert-Scott in the final minutes of qualifying. The Swift Caravans team missed testing altogether, through a customs hitch, and lacked miles. Dave fell two places on Saturday, despite finding time, while Andrew, really flying, did a fine job in Chuck McCarty's Systime Racing for Britain Ralt, his best time emerging after a trip to the La Source run-off area had brought enhanced approach speed to start the clocks! Mike Rowe's team, running the car for the first time, were suitably chuffed with their charge's initiative.

Championship leader Mauricio Gugelmin adapted to the circuit well, lapping his Perdigao Ralt second quickest on the first day, but he managed only two further tours on Saturday (and came within 0.34s of his previous best!) before the bottom bolt parted company with the right front brake caliper. "The wheel locked badly at 'bus stop', then again at the hairpin, so I knew I must pit," explained Mauricio. "As I drove slowly in, the caliper jammed, breaking the suspension. I was lucky not to hit the barrier. But I know I can do 23s, no problem."

Harald Huysman joined him, with a smooth display everywhere, "except at the 'bus stop' where I'm a bit wild". The Marlboro Ralt felt well balanced, and Harald set his mind on a good showing for his home supporters. Paul Jackson had a hairy, if non-damaging, "off" at Pouhon in the second Intersport/Valour Ralt, and set his best time while avoiding Gary Evans's damaged car at La Source. Paul splintered his car's floor on the debris, after Gary had been rammed by Belgian F3 debutant Rudolphe Koentges's RT3. "I was going slowly, intent on making a perfect exit for a flier, saw him some way back, turned in — and bang!" shrugged the blameless Briton, troubled already by a misfire.

Local man Eric Bachelart did a grand

Russell Spence and Andy Wallace were back in the points. They lie equal second in the series.





job in qualifying his Prosper Mollekens-run RT3 12th, the ex-Duez chassis engineered by former RAMF1 man Eric Vuillemin. "Wet weather at Zolder prevented us from testing Avon tyres in the dry," said the French Championship contender, "but we are learning fast." Alongside the plucky Belgian sat Mark Galvin thrilled to be racing at Spa with Alan Docking's Ralt. The Irishman was hindered by a damaged nose fin adjuster on the better day, thus did not find as much time as he thought possible.

Graham de Zille found that new tyres continually wrecked the balance of his Pegasus RT30, and was far from happy, while Steve Harrington reckoned his Friday engine to be 300rpm down and asked the EJR crew to change it. Rob Wilson, debuting Peter Tarry's new Ralt-Toyota RT30, overcame electrical gremlins on Friday and spent most of his time settling the car in after a very brief mid-week shakedown session at Snetterton.

RACE

Heavy overnight rain — the first of the meeting — could have created problems for many competitors, but the WEC warm-up session and a chill wind had created a dry 'line' by the time the Marlboro series contenders assembled for their early (9.45am) start. Cheever signified his intentions by beating van Kouwen away on the green flag lap but Gerrit, on the dry side of the track, did just enough to lead the black car into Eau Rouge from the lights.

Behind, Wallace made a dreadful start ("I came round to find the red lights already on, and on they stayed. I couldn't hold the engine on 6000rpm for ever, and they caught me out. I tried to blip the revs up — twice — and virtually stopped each time. Finally, by slipping the clutch, we were away...") Spence needed little invitation to promote himself, blasting through between Wallace and the slug-gish Belmondo and forcing Scott out onto the dirt as he ducked through to third.

Van Kouwen made good headway for a couple of laps, pulling out five or six lengths on Cheever on the long haul up to Les Combes, only to be reeled in on the twisty bits to restore the status quo. Ross made a mistake at the right-left flick on lap 2 but was close enough to the Dutchman when the leader erred at the chicane a lap later. Gerrit locked a wheel, lost forward momentum for a fraction of a second, and took the centre line up to La Source. "I could see his eyes in his mirrors, I was that close again," beamed Ross later, "and dove for the inside the moment I saw Gerrit look up. It was a diabolical manoeuvre really — nine times out of 10 it would have failed — but it worked, I was through."

Gerrit stayed wide to leave room, then switched back inside Ross, only to find Cheever quite sideways and pinning him towards the pit barriers. The cars brushed front wheels and pods a couple of times, but Ross was away in this two-horse race. He took the car by the scruff of its neck thereafter, yet lapped with extraordinary consistency to break van Kouwen's challenge.

Despite his poor start, Wallace screamed down the Kemmel straight taking Gilbert-Scott, Scott and Belmondo before setting his aim on fellow title aspirant Spence. Such was the Reynard's speed advantage up the hill that catching the bravely-driven Ralt was inevitable. "Andy must have been 10mph faster," offered Russell, and Wallace agreed: "I know we're running with as little wing as we dare, but I couldn't believe the

Slightly assaulted Butterfield

A mere 0.15secs (over a 2m28s lap!) split American Ray Stover, Dutchman Hendrik ten Cate and British 'coming man' Giles Butterfield at the sharp end of the Pre-'84 class at Spa, this trio some way clear of a grand effort by Godfrey Hall, and the rest of the 11-car division.

The determined (but desperately under-financed) ten Cate started his ex-Santal Ralt RT3-83 superbly, outragging his rivals, while Butterfield had to stop and start again at the lights because Rob Wilson, directly ahead of him, was very slow away. With Hendrik clear and Giles and Ray dicing in the wake of Wilson's A-class car, there was drama at La Source...

As Rob took centre stage, Butterfield looked to the outside and Stover lunged inside them both, finding the red RT30 turned-in as he arrived. Ray hit Wilson amidships, flipping the car over, a wheel swiping Giles's sidepod mid-roll. The Kiwi stepped out unharmed, only for the marshals to inflict more damage to the car by dropping it clumsily back onto its wheels. Stover apologised for his manoeuvre later, to his credit.

While Ray was destined to pit with a detached nosebox (after struggling with an ill-handling car for several laps) Butterfield set about whittling back ten Cate's incident-extended advantage. This he did, more

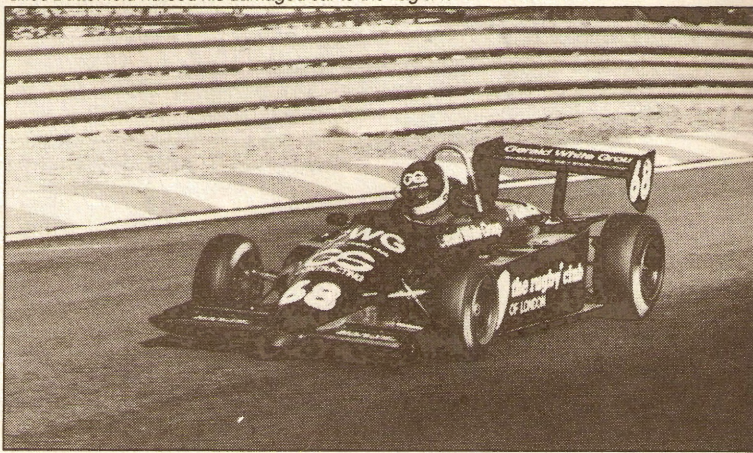
rapidly than expected, and he swept by at half-distance, crowning his European race debut with another very classy victory.

Steve Kempton (back from a day at Goodwood (see P&P) deposed Hall and Goddard (later to be sidelined by stripped first and second gears, as in qualifying) to claim a satisfying third, while Godfrey was trailed in by the Belgian, Koentges (Mol-

lekens-run ex-di Gioia RT3-84) and Australian Wayne Earnshaw, who hired Dick Parsons's RT3 from Solar Racing, and handled it competently.

Out of luck were both Jupiter drivers, Terry Pudwell with gear selection bothers and Mike Wright, eliminated in a startline shunt with Koentges, "The last three rows were still lining up when they put the green light on, I had nowhere to go..." Barrie Pusey had a whale of a time in his Silverspeed RT3, the politely mirror-conscious - British veteran bringing up the rear.

Giles Butterfield nursed his damaged car to the flag after an assault from the air...



difference." 'Red' made things difficult for a while, but Wallace eventually forged through at Les Combes, to make brief inroads into the advantage of the leaders.

While the pair in front battled, Scott made up ground, never far clear of AG-S, whom he repossessed on the opening 'turn. By half-distance Dave had a large presence in Russell's mirrors. The decider was Les Combes on the last lap. Scott hauled the Warmastyle man in on the ascent, then looked to the outside of the right-hander. Spence made more room for himself by covering the middle of the road just before the turn-in point, forcing the red car wider still. "It wasn't really necessary," grimaced Scott, after a grassy moment, "then I didn't expect to be pushed so wide at the start. I did have one go at the 'bus stop' and should have

pushed him off at the hairpin, he was braking so early!"

Adrift of Gilbert-Scott, delighted with his point, Muller, Huysman, Gugelmin and Harrington enjoyed a battle royal once they all found each other, aided by the weaving and blocking tactics of Belmondo, whose excellent practice efforts were wasted with an eventual 13th place. Up amid this group until lap 10 was Bachelart, storming along in his year-old Ralt. Alas his enthusiasm got the better of him at the exit of Les Combes, Eric's race ending in an horrifying accident.

Huysman, who had lost out to Gugelmin after a long chase, saw Mauricio balked by a backmarker at Raidillon, and easily whooshed past, the Marlboro car unimpeded. Harald caught Bachelart, too, forcing a way round the outside. Side-by-side into the second element,

Eric eased Harald onto the grass, but Huysman held his ground and, as Bachelart tried to turn left, his car rode over the innocent Harald's front wheel, careered into the armo and cart-wheeled. Eric was carefully extricated and whisked to hospital by helicopter. His injuries, mercifully, are far less serious than were initially feared (see P&P).

Last minute excitement was provided by Gugelmin who, having failed to pierce Muller's total commitment, bonked her off at the hairpin on the final lap. La Source of it! "She's hard, Cathy, but no way she's finishing ahead of me." As his nose flew away, Gugelmin — and the amused Huysman — nipped through, with the underpowered Harrington, Jackson and Evans following the chastened French girl home.

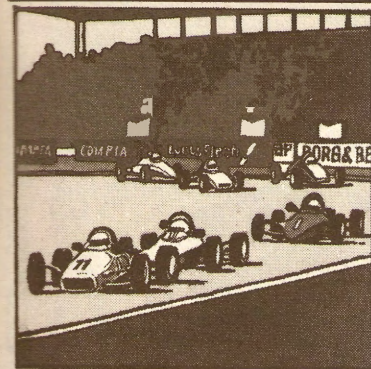
SPA-FRANCORCHAMPS (B)

Sep 1, Marlboro British Formula 3 Championship, round 16, 15 laps — 64.65 miles

Pos	Driver	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Ross Cheever (USA)	A	Ralt-VW RT30	36:21.94	2:24.65	2:23.36	2
2	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	36:26.27	2:24.73	2:23.23	1
3	Andy Wallace (GB)	A	Reynard-VW 853	36:34.35	2:24.91	2:23.88	3
4	Russell Spence (GB)	A	Ralt-VW RT30	36:40.81	2:25.53	2:24.37	5
5	Dave Scott (GB)	A	Ralt-VW RT30	36:45.69	2:25.20	2:24.48	6
6	Andrew Gilbert-Scott (GB)	A	Ralt-VW RT30	36:48.51	2:25.92	2:24.56	7
7	Mauricio Gugelmin (BR)	A	Ralt-VW RT30	36:52.82	2:24.50	2:25.11	9
8	Harold Huysman (N)	A	Ralt-VW RT30	36:56.29	2:25.35	2:25.28	10
9	Cathy Muller (F)	A	Reynard-VW 853	36:58.72	2:25.93	2:24.89	8
10	Steve Harrington (AUS)	A	Ralt-VW RT30	37:02.84	2:25.90	2:26.59	16
11	Paul Jackson (GB)	A	Ralt-VW RT30	37:04.74	2:25.79	2:25.51	11
12	Gary Evans (GB)	A	Ralt-VW RT30	37:05.09	2:25.49	2:26.49	14
13	Paul Belmondo (F)	A	Reynard-VW 853	37:11.04	2:26.62	2:24.17	4
14	Giles Butterfield (GB)	B	Ralt-Toyota RT3-84	37:45.89	2:28.58	2:28.21	19
15	Hendrik ten Cate (NL)	B	Ralt-Toyota RT3-83	38:01.34	2:29.98	2:28.23	20
16	Jo Ris (USA)	A	Martini-Alfa Romeo MK45	38:05.64	2:30.80	2:29.77	21
17	Mark Galvin (IRL)	A	Ralt-VW RT30	38:06.16	2:26.91	2:26.21	13
18	Steve Kempton (GB)	B	Ralt-Toyota RT3-84	38:18.93	2:30.55	2:30.08	23
19	Godfrey Hall (GB)	B	Ralt-Toyota RT3-83	38:35.05	2:30.58	2:30.00	22
20	Rodolphe Koentges (B)	B	Ralt-VW RT3-84	38:35.50	2:30.85	2:30.56	24
21	Wayne Earnshaw (AUS)	B	Ralt-VW RT30	14 laps	2:34.32	2:31.82	28
22	Graham de Zille (GB)	A	Ralt-VW RT30	14 laps	2:28.40	2:26.55	15
23	Terry Pudwell (GB)	B	Ralt-Toyota RT3-83	13 laps	2:34.55	2:31.77	27
24	Barry Pusey (GB)	B	Ralt-Toyota RT3-84	12 laps	2:45.54	2:44.48	29
25	Eric Bachelart (B)	A	Ralt-VW RT3-84	9 laps - accident	2:26.24	2:26.05	12
26	Mark Goddard (GB)	B	Ralt-Toyota RT3-84	9 laps - gearbox	2:30.79	2:30.69	25
27	Ray Stover (USA)	B	Ralt-VW RT3-84	8 laps - nosebox	2:33.88	2:28.08	18
28	Rob Wilson (NZ)	A	Ralt-Toyota RT30	2 laps - accident	2:32.15	2:27.82	17
29	Mike Wright (GB)	B	Ralt-Toyota RT3-84	0 laps - startline shunt	2:31.03		26

Winner's average speed: 106.72mph. Fastest lap: Gugelmin, 2m24.50s, 107.43mph. Class B (Pre-March '84 cars): Butterfield, 102.76mph. Next round: Zandvoort (NL), September 14. Championship positions: 1, Gugelmin, 66; 2, Spence and Wallace, 64; 4, Scott, 47; 5, van Kouwen, 43; 6, Davies, 39; 7, Cheever, 28; 8, Evans, 22; 9, Muller and Huysman, 10; 11, Phil Kempe, 7; 12, Maurizio Sandro Sala and Anthony Reid, 5; 14, Gilbert-Scott, 3; 15, Wilson, 2; 16, Dave Coyne, 1. Class B: 1, Carlton Tingling, 71; 2, Goddard and Butterfield, 52; 4, Stover, 41; 5, Wright, 37; 6, Kempton, 35; 7, Ross Hockenhuil, 23; 8, Hall, 17; 9, Sean Walker, 15; 10, Bill Coombs, 14; 16, Paul Stott, 10; 17, ten Cate, 6; 18, Kevin Jones and Pudwell, 5; 19, Ronnie Grant and Anton Sobriquet, 4; 21, Richard Morgan, 3; 22, James Tolerton and Koentges, 2; 24, Earnshaw, 1.





## NATIONAL RACES

## A thin entry

**KIRKISTOWN, Aug 24:** A hectic Formula VW 12-lapper opened at the 500 Club's showery meeting. But it was a race run without poleman John Hughes, whose Scarab retired to the paddock after the warm-up lap with a bent pushrod, leaving, on the face of it at least, Liam O'Sullivan without much in the way of opposition.

While the rapid Dubliner has clinched the Isaac Agnew championship with his Sheane, the locally based opposition has been getting stronger all year, and this time Liam had his mirrors full, although nobody actually got past him. Instead the rest of the pack fought among themselves, and several did pretty good *Come Dacing* impressions before it all came to an end. Second place went to Roy Darragh's "Imnot" sponsored Sheane from the Merlin of first lap spinner Alistair McKerr. Robert McFarland and Nigel Mehaffey revolved and took the next two places.

Martin Boyle and the Pallet Centre Mondiale arrived with a healthy lead in the STP FF1600 Championship, and underlined his recent form by putting the car squarely on pole for the 20-lapper. Beside him, however, was arch rival Alan Murray with his Crossle 60F, while two more of John Crossle's sleek new cars occupied row 2, in the hands of Alan McGarrity and the other Murray brother Fionn. Kirkistown specialist Tom Graham was next with his very rapid 40F Crossle, and the sensation of practice, young Jonathan McGall, son of Modiale director Denis, having his first ever motor race at the wheel of his father's M85S.

It would be nice to be able to report that the field surged away as one, but in fact nothing could be further from the truth. Boyle jumped the gun slightly... so did McGarrity, and even as they realised their mistakes and lifted, the rest of the pack crawled away. It was a tatty start, but somehow, by the time they had reached the Colonial section, they were facing: Boyle led McGarrity with the Murray brothers and Graham chasing. By the time the leaders had arrived at the end of the lap, the stewards had decided that the miscreants had penalised themselves enough in the shambolic start, so there were no penalties involved... just a straight race.

A first lap spin at the Hairpin dropped McGall, while up at the front it developed into a straight fight between McGarrity, Alan Murray, Graham and Boyle, with Fionn Murray holding a watching brief a few cars lengths behind. A sudden rain shower made things slippery for a while, and caused some of the midfield men a bit of grief, but up front the leading four continued to pull away, with McGarrity and Murray slowly building up a 2 sec cushion. For quite a while it looked as though Murray,

showing his best form yet, was going to score but at the flag McGarrity made it by just 0.2 sec, while, 2 secs later, Boyle crossed the line just a nose ahead of Graham. Fionn Murray was a lonely fifth, while Bernard Dolan displaced newcomer Michael Woodside for sixth. Boyle still heads the STP points table, it is going right down to the final round.

Just five GT cars made it to the line for their 12-lapper after two of the more fancied runners, Morgan Dempsey's MDGT and David Hall's Imp succumbed to practice disasters. George Crozier's Ford-powered Maguire Mini took an immediate lead from TMC Costin of class supremo John Keaney, with Eddie Regan's beautiful ex-Humberstone Stiletto-Ford a twitchy third. More rain convinced Regan that it might be a better idea to learn a new car under more comfortable circumstances, so he withdrew. The sudden departure of the passenger door left Crozier with a speed problem, and Keaney sneaked past on the final lap. Dan Rooney took third in his 'normal' Imp, a lap down, but a lap ahead of the only other finisher, Richard Baird, who coped manfully with clutch clip.

With Yokohama/Pacemaker points at stake, the FF2000 15-lapper was being taken very seriously and the Mondiale of Joey Greenan was on pole, just 0.1 sec faster than Leslie Wright's much modified Van Diemen RF83, with the factory Mondiales of Colin Lees and Denis McGall lurking on row 2. Just before the race it was declared to be officially wet, whereupon, Ulster weather being traditionally perverse, the track began to dry out. Tyres, as a result took something of a bashing.

Off the line, Wright led, as usual, but

was pressured by all three Mondiales. At two thirds distance, Lees, who had taken up position at the head of the stalking party, bounced Wright at the Hairpin to lead, but on the final tour, as the pair came up to lap Ivan Thompson's Crossle, Wright closed right up again, and crossed the line abreast of the black Mondiale. The timekeepers were unable to separate the two, but Lees had the race by a nose.

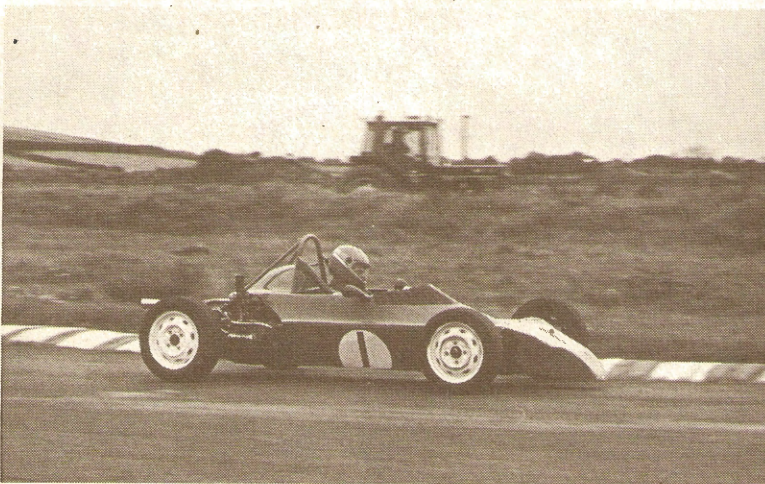
Another tiny race, for Prodsaloons this time, saw just four cars do battle after Norman Aston's Capri suffered practice bothers, but the Dealer Opel team cars of Bob Montgomery (Corsa) and Frank O'Rourke (Kadett) circulated in close company. Montgomery eventually won with John Burns third in his Alfasud.

The Knockdene Garages Historic race saw Pat Speer streak away from the rest of the bunch in his BDA powered ex-Watson Lola T100, pursued by Simon Brien's Crossle 16F and the big Sunbeam Tiger of Jackie Cochrane. Two laps from the finish, however, the Lola lost all its lubricant and departed, fortunately without damage, while Brien also spun, allowing the Tiger to rumble home ahead of Alex Furphy's Lotus 7. Brien recovered to take third.

Final race on the programme was a Formula E affair, which saw Tom Graham take his accustomed place at the head of the procession after an early spurt by Derek M Daly. Michael Woodside, who shows his kart experience to good effect when the going is slippery, was soon with Graham, however, and the pair set off into the final lap side by side. Daly came round in front after a formation waltz by the leaders, to win by a nose from wet weather specialist Lawrence Knox.

RICHARD YOUNG

Liam O'Sullivan beat all-comers in the Formula VW race, the tractor included!



## KIRKISTOWN

## 500 CLUB

**Isaac Agnew Formula VW race (12 laps):** 1, Liam O'Sullivan (Sheane) 15m00.0s 71.81mph; 2, Roy Darragh (Sheane) 15m02.4s; 3, Alistair McKerr (Merlin) 15m04.1s; 4, Robert McFarland (Sheane) 15m17.0s; 5, Nigel Mehaffey (Sheane) 15m24.2s; 6, Brian Mehaffey (Mehaffey) 15m24.7s. **Fastest lap:** O'Sullivan and McKerr, 1m12.8s 73.98mph.

**STP FF1600 race (20 laps):** 1, Alan McGarrity (Crossle-GRD 60F) 23m43.4s, 75.67mph; 2, Alan Murray (Crossle-Minister 60F) 23m43.6s; 3, Martin Boyle (Mondiale-Aldon M84S) 23m45.1s; 4, Tom Graham (Crossle-Minister 40F) 23m45.2s; 5, Fionn Murray (Crossle-Minister 60F) 23m49.0s; 6, Bernard Dolan (Crossle-GRD 60F) 23m55.6s. **Fastest lap:** Alan Murray 1m04.7s, 83.24mph.

**GT race (12 laps):** 1, John Keaney (1.6 TMC Costin) 14m00.3s 76.91mph; 2, George Crozier (1.6 Maguire Mini-Ford) 14m00.8s; 3, Dan Rooney (1.0 Imp) 14m21.1s (11 laps completed); 4, Richard Baird (1.0 Stiletto) 14m15.4s (10 laps completed) No other finishers. **Fastest lap:** Crozier 1m07.4s 79.91mph.

**Yokohama/Pacemaker FF2000 race (15 laps):** 1, Colin Lees (Mondiale-Nelson M85T) 16m15.5s 82.81mph; 2, Leslie Wright (Van Diemen-Nelson RF83) 16m15.5s; 3, Denis McGall (Mondiale-Loynings M85T) 16m19.0s; 4, Joe Greenan (Mondiale-M85T) 16m24.1s; 5, Alan Kelly (Van Diemen-Nelson RF83) 16m28.0s; 6, Ivor Greenwood (Reynard-GRD SF84) 16m51.7s. **Fastest lap:** Lees and Wright, 1m03.7s 84.55mph.

**Prod saloons race (12 laps):** 1, Bob Montgomery (1.3 Opel Corsa) 13m19.4s, 67.37mph; 2, Frank O'Rourke (1.3 Opel Kadett) 13m19.8s; 3, John Burns (1.3 Alfasud) 13m29.7s; 4, Andrew Orr (1.6 Ford Escort) 14m06.8s No other starters. **Fastest lap:** O'Rourke, 1m18.4s 68.69mph.

**Knockdene Garages Historic race (11 laps):** 1, Jackie Cochrane (4.2 Sunbeam Tiger) 15m06.7s 65.34mph; 2, Alex Furphy (1.5 Lotus 7) 15m07.1s; 3, Simon Brien (1.6 Crossle 16F) 15m10.7s; 4, Edmund Cassidy (2.6 Austin Healey 100M) 15m51.9s; 5, Maurice Cassidy (1.8 MGB) 15m52.4s; 6, Chris Irving (2.5 Triumph TR6) 10 laps. **Fastest lap:** Brien and Pat Speer (1.6 Lola T100) 1m11.6s 75.22mph.

**Formula Ford 'E' race (10 laps):** 1, Derek M Daly (Crossle-Aldon 30F) 12m38.5s 71.00mph; 2, Laurence Knox (Crossle-Aldon 45F) 12m38.6s; 3, Bill Griffin (Crossle-Griffin 32F) 12m50.5s; 4, Tommy Reid (Crossle-Reid 45F) 12m52.3s; 5, Brian McMonagal (Crossle-Ford 32F) 12m53.7s; 6, Bill McGaffin (Crossle-Ford 30F) 13m01.6s. **Fastest lap:** Knox 1m11.8s 75.01mph.

Carvell . . .  
at the flag

**CASTLE COMBE, Aug 26:** The BRSCC(SW) attracted a large crowd for their Bank Holiday offering, many no doubt attracted by the press coverage of National Hunt champion jockey John Francome appearing in the Ford Fiesta race. It stayed dry, generally the racing was entertaining and, as ever, the organisation was superb.

First time racegoers might have been impressed with the Roadgoing Midgets that were curtain raisers. Peter Hiley stamped his authority on proceedings, winning comfortably, but the multi coloured car of Peter Felix had to be on its toes, for John Brookes, Roger Tidmarsh, Clive Cherry and latterly Nick Adams were never far away.

The afternoon came to life with a cracking Mini 1000 event, though, in which Mike Fry and David Carvell traded the lead throughout. It became clear that the last corner would be where the race was to be settled, and sweeping down Dean Straight side by side into Camp it was Carvell who took the verdict by just 0.1 sec. Third place was equally frantic, although in the later stages Gerald Dale managed to put a gap to his pursuers Bev Comber and Graham Chivers. Some way back Peter Calver just got the better of a four car scrap for sixth place.

The faster cars in the Modified Midget event seemed to be plagued with problems, only Steve Everitt surviving from the first two rows of the grid. Stephen Watkins led from pole position but his car cried enough on lap 3 allowing Everitt through. Best of the chasers was Nigel Bance who enjoyed a cushion of 8 secs to Bunny Lees-Smith.

The combined MGA/MG T type race brought out a sizeable field and was excellent entertainment. Pole man Eric Houlth had his moment of glory before slipping down the field to ultimately retire. Nick Parrott then hit the front, but was displaced by Neil Cawthorn who worked hard as he led home Richard Hutton, Parrott, Vic Ellis and Geoff Mansell in a finish that saw all five MGAs covered by 2.1 secs. The T types were started after the MGAs and straight away Ron Gammon's beautiful TF1500 was among the newer cars, eventually finishing eighth overall and easily winning the category. Dave Clewley's 1939 vintage TB wasn't far adrift, but a chronic misfire on lap 8 signalled the end for him.

The Special GT encounter brought out some of the cars from the later ATAC event, but the big beasts didn't worry Rob Cox who took his Black Bullet Elan to an easy win. Brian Cutting's Elan was unable to match the pace and indeed had Anthony Woolfe's Camaro in his mirrors for much of the distance. Northener Andy Wareing's hopes evaporated as his Elan broke its water pump when second, while Malcolm Hamilton found his E-type a hot proposition although a liberal dousing of extinguisher fluid soon restored status quo, but his afternoon was finished. Richard Ward went well to hold off first-time visitor Dick Whittington, while some way back Robin Harvey's class win lifts him to the points lead.

Bob Davis's self-built creation led the Formula 4 race for a lap but a suspected broken valve spring spelt the end on lap 2. Thereafter it was Mike Whatley's Delta which took an easy victory. Iain Rowley in the little-produced Cirrus and another low volume chassis, the Jamun, in David Sheppard's hands took the second and third spots. Things might

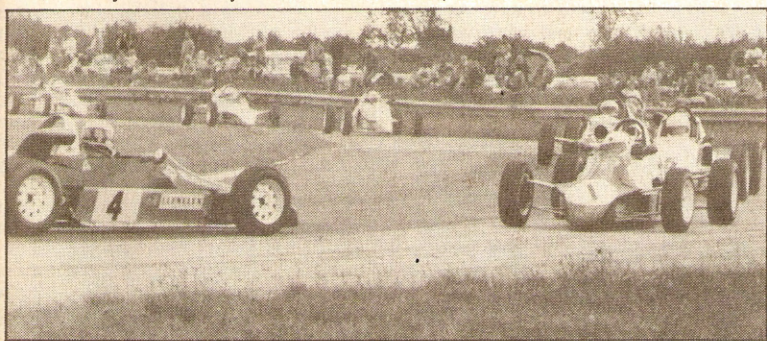


►► have been different, however, but for an early indiscretion by Wally Liles who then fairly flew to annex fourth place.

Barrie Williams and Ian Briggs were rather faster in practice than their rivals in the Fiesta round, but we were treated to 20 laps of top class action. Williams fell back into the pack at the start (we later learned that third gear was inoperative and he drove the whole race in top!) and it was Briggs who led by the smallest of margins from Nick Bates and Brian Farmer. Fate intervened for the latter, his engine suffering a bent valve and a blown headgasket at around half distance. The leader had to work hard to keep the 18-year-old first-time visitor at bay, they were never more than a few feet apart, and while Briggs won, Bates deservedly was awarded the man of the meeting award. Graham Hathaway and Stuart Cole circulated in dispute over third place while Williams drove a stormer to finish in fifth spot. Star guest Francombe drove sensibly, found nothing to jump and picked up 10th place by the finish.

The FF1600 race had a lot to live up to after the preceding race, but it couldn't. The Royale RP36 of David Llewellyn hasn't had too much luck of late, and sure enough, having led for two laps round it went as he negotiated Camp. Somehow

David Llewellyn throws away his lead in front of Lester, Davies and Hine.



CASTLE COMBE

BRSCC (SW)

**MGCC Roadgoing Midget race (10 laps):** 1, Peter Hiley, 13m 48.1s, 79.99mph; 2, Peter Felix, 13m 55.0s; 3, John Brookes, 13m 55.5s; 4, Roger Tidmarsh, 13m 56.6s; 5, Clive Cherry, 13m 58.4s; Nick Adams, 14m 00.6s; **Fastest lap:** Hiley, 1m 20.6s, 82.18mph (record).

**Mini 1000 race (10 laps):** 1, David Carvell, 12m 44.2s, 86.67mph; 2, Mike Fry, 12m 44.3s; 3, Gerald Dale, 13m 00.5s; 4, Bev Comber, 13m 03.2s; 5, Graham Chivers, 13m 03.9s; 6, Peter Calver, 13m 26.0s; **Fastest lap:** Carvell, 1m 15.2s, 88.08mph.

**MGCC Modified Midget race (10 laps):** Steve Everitt, 12m 13.4s, 90.31mph; 2, Nigel Bance, 12m 36.0s; 3, Bunny Lees-Smith, 12m 44.0s; 4, Stephen Pegrum, 12m 48.4s; **Fastest lap:** Everitt, 1m 10.8s, 93.55mph; **Semi-Modified class:** Graham Robson, 13m 17.7s, 83.03mph; 2, Peter May, 9laps; 3, T. Dowler, 9laps; **Fastest lap:** Robson, 1m 17.9s, 85.03mph.

**MGCC MGA/MG T type race (10 laps) — Overall/Modified MGA:** 1, Neil Cawthorn, 13m 18.6s, 82.94 mph; 2, Richard Hutton, 13m 19.2s; 3, Nick Parrott, 13m 19.6s; 4, Vic Ellis, 13m 20.1s. **Fastest lap:** Hutton, 1m 16.9s, 86.13mph (record). **Standard MGA:** Mark Dollimore, 14m 41.9s, 75.11 mph; 2, RP Sharpe, 9 laps; 3, Ann Mansell, 8 laps. **Fastest lap:** Dollimore, 1m 25.7s, 77.29 mph (record). **Modified T type:** 1, Ron Gammons (1.5 TF), 13m 34.0s, 81.37mph; 2, Julian White (1.5 TC), 9 laps; 3, Brian Sayers (1.3 TC), 9 laps. **Fastest lap:** Gammons, 1m 19.0s, 83.84mph (record). **Standard T type:** Malcolm Gammons (1.3 TF), 9laps, 70.67mph; 2, John Eaves (1.3 TA), 8laps; 3, J. Percival (1.3 TF), 8laps. **Fastest lap:** Gammons, 1m 31.0s, 72.79mph (record).

**Castle Combe Special GT race (10 laps):** 1, Rob Cox (1.8 Lotus Elan), 10m 55.1s, 101.1 mph; 2, Brian Cutting (1.9 Lotus Elan), 11m 17.0s; 3, Anthony Woolfe (5.7 Chevrolet Camaro), 11m 19.7s; 4, Richard Ward (1.7 Lotus Elan), 11m 32.0s. **Over 2500cc:** 1, Woolfe, 97.45mph; 2, Dick Whittington (3.8 Jaguar E), 11m 32.6s; 3, Gary Willis (5.7 Chevrolet Camaro), 9laps. **Fastest lap:** Woolfe, 1m 06.4s, 99.75mph. **1501 to 2500cc:** 1, Cox; 2, Cutting; 3, Ward. **Fastest lap:** Cox, 1m 04.3s, 103.01mph. **1001 to 1500cc:** Ian Hall (1.4 Davrian Mk 7A), 12m 05.6s, 91.28mph; 2, Bryn Morgan (1.2 Raylon Imp), 9laps; 3, Neil Roscoe (1.4 Mini Marcos), 9laps. **Fastest lap:** Hall, 1m 10.7s, 93.69mph. **Up to 1000cc:** Robin Harvey (1.0 Davrian Mk 8), 11m 55.0s, 92.64mph; 2, John Gallagher (1.0 Elan Crusader), 9laps; 3, Robert Plate (1.0 Imp), 8laps. **Fastest lap:** Harvey, 1m 10.4s, 94.09mph.

**Formula 4 race (10 laps):** Mike Whatley (1.3 Delta-Ford T81/4), 10m 59.5s, 100.43mph; 2, Iain Rowley (1.3 Cirrus-Ford 004), 11m 14.6s; 3, David Sheppard (1.3 Jamun-Ford), 11m 24.9s; 4, Wally Liles (1.3 Van Diemen-Ford RF824), 11m 36.8s; 5, David Eccles (1.0 Delta-Imp T82), 11m 39.0s; 6, Graham Greig (1.3 Delta-Ford T78/4), 11m 54.1s. **Fastest lap:** Whatley, 1m 04.7s, 102.38mph.

**Ford Credit Fiesta race (20 laps):** 1, Ian Briggs, 25m 55.8s, 85.15mph; 2, Nick Bates, 25m 56.4s; 3, Graham Hathaway, 26m 17.2s; 4, Stuart Cole, 26m 17.6s; 5, Barrie Williams, 26m 22.0s, Steve Harris, 26m 33.8s. **Fastest lap:** Bates & Brian Farmer, 1m 16.6s, 86.47mph (record).

**Steve Llewellyn Motor Sports Spares FF1600 race (10 laps):** 1, Howard Lester (Reynard-CES 83FF) 11m 24.6s, 96.76mph; 2, Robert Davies (Van Diemen-Nelson RF84), 11m 28.0s; 3, Ringo Hine (Van Diemen-Scholar RF84), 11m 35.0s; 4, Gordon Allen (Reynard-Minister83/84FF), 11m 35.4s; 5, David Llewellyn (Royale-Peter Harris RP36), 11m 42.1s; 6, Alan Cooper (Reynard-Minister FF85), 11m 47.4s. **Fastest lap:** Lester, 1m 07.0s, 98.86mph.

**Mini 850 race (10 laps):** 1, Chris Tyrell, 13m 47.3s, 80.07mph; 2, Michael Jackson, 13m 50.2s; 3, James Hulme, 13m 53.5s; 4, Ben Dutton, 14m 29.7s; 5, Alan Seekings, 14m 29.8s; 6, Colin Rodger, 14m 34.6s. **Fastest lap:** Jackson, 1m 21.3s, 81.47mph.

**Anglo-Trans Am(ATAC) Challenge race (10 laps):** 1, David Ellis (5.3 Aston Martin V8), 11m 18.5s, 97.63mph; 2, Anthony Woolfe (5.7 Chevrolet Camaro), 11m 34.8s; 3, Dick Whittington (3.8 Jaguar E), 11m 45.8s; 4, Gary Willis (5.7 Chevrolet Camaro), 12m 13.0s. **Super Cars:** Ellis; 2, Whittington; only starters. **Fastest lap:** Ellis, 1m 02.8s, 105.47mph. **Modified Cars:** Wolfe, 95.33mph; 2, Willis; 3, Fred Henderson (5.3 Chevrolet Camaro), 9laps. **Fastest lap:** Wolfe, 1m 08.2s, 97.12mph. **Road Cars:** Lee Wallace (5.7 Chevrolet TransAm), 8laps, 76.25mph; 2, Michael Hodges (5.7 Ford Mustang), 8laps. **Fastest lap:** Wallace, 1m 23.9s, 78.95mph. All fastest laps establish records, previously ASCAR.

the others managed to miss the Bargoed man who set off on a fantastic recovery which netted fifth by the end. Championship leader Howard Lester then set about clinching maximum points which all but assure him of the title with three rounds to go. Rob Davies put in another solid performance to take second spot, while the similar car of Ringo Hine just kept local man Gordon Allen at bay for third.

The 850 Minis looked like emanating their larger brethren as Chris Tryrell, Russell Grady and Michael Jackson scrapped furiously in the opening laps. The leader broke clear on lap 4, and then a lap later Grady had a valve let go, his race run. James Hulme and Ben Dutton circulated closely for much of the distance, but near the end the latter lost a lot of ground somewhere and came home only 0.1 secs ahead of Alan Seekings.

A seven car ATAC race brought the day to a dull close, with David Ellis's mammoth Aston Martin winning at a canter. Woolfe in the Camaro and Whittington's E-type led the chasers some way back and the only real entertainment was the antics of Fred Henderson who got his ex-Brian Muir Camaro to some incredibly sideways angles, notably at Old Paddock where he finally spun.

DUD CANDLER

## Something very different

**SILVERSTONE, Aug 31:** The annual 8 Clubs meeting harks back to pre-commercialised times and brings together shopping cars and full race versions in handicaps and scratch races. It is very much a day for the competitor rather than spectator, but for the serious racegoer it takes a lot of beating, where else will you see F750 cars doing battle with a howling Lancia Stratos?

The Reliant Dellorto F750 encounter opened the morning, and Ernie Frost wasn't to be denied maximum points as he led from flag to flag. Bob Simpson led the chasers having dropped Richard Stephens as the race progressed, the latter having a cushion over Garry Dobbin. Jeremy Bailey looked well set for first place until a spin at half distance dropped him well down the field.

Three 20 minute high speed trials made up the action before the lunch break, and while the majority of competitors reached their allotted targets in the first two, the third was run in gusty rain which caused many 'moments'.

Squally drizzle greeted competitors in the first Scratch race after lunch, but it soon blew over and Caroline Tarry's Morgan +8 scrapped merrily with Richard Holmes' Lotus Elan. The latter took the lead at Becketts on lap 4, just managing to keep the lady at bay for the remainder of the race.

The first of the handicap races saw Bill Stephens take a convincing victory, his ex-Ernie Farncombe Tiga SC77 coming through the field in fine style. David Scheldt in his glorious Lancia Stratos just managed to keep Ed Mercer at bay for second, with David Fuller's new Mini just behind and leading a proverbial cavalry charge!

Martin Walford made the early running in the Formula 1300 round, but sadly slipped into retirement at half distance. Thereafter Martyn Lane took over the lead, winning easily from Richard Gilmour and Colin Marshall, the latter closely shadowing Gilmour at the end.

Chris Hood's Escort was stationary on the grid as the field departed for the next scratch race, but thankfully everybody missed him. Peter Bolton's Elan had Dee Knight right with him at the end of lap 1,

## SILVERSTONE

## 8 CLUBS

**Dellorto Reliant 750 Formula race (10 laps):** 1, Ernie Frost (Hague 78), 11m 31.0s, 83.77 mph; 2, Bob Simpson (SS Reliant), 11m, 36.9s; 3, Richard Stephens (Gallard J11), 11m 43.7s; 4, Garry Dobbin (Darvi Mk 5), 11m 47.8s; 5, Dick Harvey (Darvi Mk 8), 11m 57.0s; 6, Dave Robson (SDAR 83), 11m 58.4s. **Fastest lap:** Frost, 1m 08.1s, 85.00 mph.

**Scratch race (7 laps):** Richard Holmes (1.6 Lotus Elan), 9m 00.2s, 75.01 mph; 2, Caroline Tarry (3.5 Morgan +8), 9m 00.9s; 3, Arthur Haslehurst (1.8 Ford Escort Mexico), 9m 02.3s; 4, Keith Jarman (2.0 Ford Escort RS2000), 9m 14.5s; 5, Alan Mills (2.0 MGB), 9m 18.3s; 6, John da Silva Lucas (1.6 Porsche 356A), 9m 19.8s. **Fastest lap:** Tarry, 1m 13.3s, 78.97 mph.

**Handicap race (5 laps):** 1, Bill Stephens (2.0 Tiga-Ford BDG SC77), 6m 07.5s, 78.76 mph; 2, David Scheldt (2.4 Lancia Stratos), 6m 15.3s; 3, Ed Mercer (1.7 Mallock Mk 11/18), 6m 15.9s; 4, David Fuller (1.3 BMC Mini), 6m 16.7s; 5, Chris Kingwell (1.3 Gryphon C4), 6m 18.0s; 6, Peter Keel (1.3 Mini Cooper S), 6m 19.1s. **Fastest lap:** Stephens, 1m 00.8s, 95.21 mph.

**Formula 1300 race (10 laps):** 1, Martyn Lane (Lola T492M), 10m 38.6s, 90.65 mph; 2, Richard Gilmour (Mallock Mk 18/27), 10m 44.4s; 3, Colin Marshall (Mallock Mk 16BW), 10m 44.8s; 4, Nigel Payne (Mallock Mk 11/14), 10m 50.2s; 5, Derek Langley (Haggisped Mk 6A), 10m 59.8s; 6, Chris Green (Mallock Mk 14/16), 11m 01.8s. **Fastest lap:** Martin Walford (WEV 2B), 1m 02.5s, 92.62 mph.

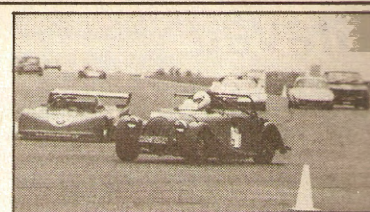
**Scratch race (7 laps):** 1, Peter Turner (1.6 Lotus Elan), 8m 22.4s, 80.66 mph; 2, N Bolton (Allard K2) 8m 28.3s; 3, Keel, 8m 35.9s; 4, John Milbank (1.6 Morgan 4/4), 8m 41.0s, 5, Barry Waterhouse (2.0 Fiat Abarth 130/T/C), 8m 51.0s; Chris Hood (2.0 Ford Escort RS2000), 8m 53.3s. **Fastest lap:** Bolton, 1m 10.1s, 82.57 mph.

**Handicap race (5 laps):** 1, Nick Lacey-Hulbert (750 Austin 7 Speedex), 6m 48.0s, 70.94 mph; 2, Caroline Lucas (1.6 Porsche 356A), 7m 25.0s; 3, Derek Skinner (3.8 Jaguar 340), 7m 26.4s; 4, Michael Treganown (750 Austin 7), 7m 28.4s; 5, Chris Watson (Kougar Sports 4/2), 7m 29.8s; 6, Peter Gerrish (1.6 Lancia Fulvia Zagato), 7m 32.7s. **Fastest lap:** Watson, 1m 10.9s, 81.64 mph.

**Scratch race (7 laps):** 1, Chris Hill (1.7 Mallock Mk 24B), 6m 52.1s, 98.33 mph; 2, Stephens, 6m 54.8s; 3, John Allan (1.7 Mallock Mk 20) 7m 02.5s; 4, Reg Powell (1.7 Gryphon C73), 7m 05.2s; 5, Tony Morgan-Tipp (1.7 Mallock Mk 11/18), 7m 17.3s; 6, David Beckett (1.6 Nerus), 7m 18.1s. **Fastest lap:** Stephens, 57.8s, 100.15 mph.

**Handicap race (5 laps):** 1, Jerry Turner (1.6 Elva Courier), 6m 46.7s, 71.17 mph; 2, Ron Welsh (1.5 Lotus 6), 6m 54.5s; 3, Chris Goodwin (1.2 Turner), 6m 56.0s; 4, Joe Clegg (3.8 Allard K2), 6m 58.8s, Andy Garlick (2.2 Morgan +4), 6m 59.3s; 6, Mel Clarke (1.6 Porsche 356B), 6m 59.3s. **Fastest lap:** Trace & Dee Knight (1.3 Maguire Mini), 1m 10.8s, 81.76 mph.

**Inter-Club Team Handicap race (10 laps):** 1, Hill, 10m 38.9s, 90.61 mph; 2, Watson, 10m 55.0s; 3, Trace, 10m 58.8s; 4, Jim Panker (3.0 Ford Capri), 10m 59.3s; 5, Muller, 11m 03.08; 6, Gerrish, 11m 17.5s. **Fastest lap:** Hill, 57.5s, 100.67 mph. **International Police Association Trophy winner:** Hill. **Team result:** provisional pending enquiry by Harrow-Herts clubs.



Assorted 8 Clubs machinery at Woodcote.

but as they came out of Woodcote the Maguire Mini suddenly slowed with a lack of gears. Turner went off to an easy win, while Bob Bolton overcame Peter Keel for second spot. John Milbank's Morgan ran a consistent fourth well clear of the enthusiastically driven Fiat Abarth 130 of Barry Waterhouse, who held off the recovered Hood.

Nick Lacey-Hulbert completely fooled the handicapper in the next race, his Speedex modified Austin Seven enjoying the biggest winning margin of the day. Some 37secs behind the winner came a whole gaggle of cars with Caroline Lucas's Porsche 356A at the head of the group.

The next scratch event brought together the Clubmans and Sports Racing cars on equal terms and was destined to be the fastest race of the day. Chris Hill led from pole, and had to pull out all the stops to keep Stephens' Tiga at bay. Such was their pace that they left former F1300 man John Allan some way adrift, but clear of Reg Powell in the Pink Panther Gryphon. Further back, Tony Morgan-Tipp (in the Mallock driven earlier by Ed Mercer) just held off welcome returnee David Beckett.

Chris Goodwin's Turner and Ron Welsh's Lotus Six enjoyed a fine tussle in the last of the five-lap handicaps, but the man who was really flying was Jerry Trace in his Elva Courier which consistently took Woodcote in full-blooded slides. It came as no surprise when Trace stormed into the lead, while Welsh mastered Goodwin.

The International Police Association Trophy Inter-Club Handicap brought the day to a close. During an epic drive through the field, Chris Hill set the fastest lap of the day, and by the chequered flag he had a 16sec gap to his nearest pursuer. Chris Watson and Jerry Trace led home Jim Parker who put in a super drive. The midfield enjoyed another bout of good handicapping with cars streaming through thick and fast.

DUD CANDLER



## Gravett and run

**SILVERSTONE, Sep 01:** The BARC ran six support races to the Racing Displays FF2000 round (see report p29) in a most efficient manner, with dices of interest to be found in each event.

The standard BARC/MGOC competitors set the ball rolling with poleman Robb Gravett blasting into the lead followed by Jeremy Cooper's similar Midget. Darryl Davis had started alongside Gravett but his MGB was swamped and came through a distant third at the end of lap 1. This was to be a race of many spins and the first to gyrate was Jim Baynam at Becketts (his first of three!), the pack following somehow missing the slewing Otis car. With the leading pair off into a race of their own, it was left to Ashley Jacques to dice with Davis, the former clearly quicker through the corners. This came to a head on the last lap when Jacques left his braking very late and took the outside line at Woodcote, then cut inside and put the power down better than Davis to steal third place by a fraction, the leading pair having past by long before, Gravett taking the honours, and as it transpired — after the results of the BARC/MGOC Modified race were known — the title . . .

The TT Junior FF1600 event was an important one for Adrian Willmott, as he had the chance to tie up the series. So, after practice he was not happy to find himself back in ninth position, 0.7secs from pole: his engine down on power. As is now the norm, Jason Elliott and Gary Ayles were on the front row, but neither was on pole, this belonging to Stephen Robertson, taking his third pole in eight days in the Inter-car/Fleetry Racing RF85. While Willmott needed but a few points, Ayles and Elliott needed maximums and at the green they set off thus. Elliott made a super start, making sure he held the best line into Copse, Ayles was right on his gearbox with Gary Thomas and Phil Andrews also getting by Robertson. Ayles made it plain that he wanted the lead, looking both inside and outside Elliott at Woodcote on consecutive laps. But Elliott is not one to give in and the matter was sorted at Copse on lap 5 when Ayles went for the inside, found no room, hit the rumble strips and then Elliott, taking the two of them off into retirement.

By this time, Thomas and Andrews had made contact, with the former retiring and the latter dropping right back with bent suspension, leaving Robertson to take over the lead, and a clear one at that. The race was his, winning by some 5.4secs, but the real dicing was behind, between a seven-car group comprising of Willmott, Danny Wright, Tony Bottoms, Rowan Dewhurst, Krystyan Ingram, Kevan Spencer and Adrian Cottrell. There really didn't seem enough space for the first four of these, but they managed not to make contact, with Wright really pushing Willmott. On the last lap this pair went round Woodcote absolutely side by side, but Wright showed his mettle and took the runner's up position, with Bottoms taking particular pleasure from a similar last corner battle with Dewhurst, making all his labours to repair the Reynard following its Snetterton shunt worthwhile. Willmott had done enough, though, with a little help from the two in the Copse barriers, to take the crown.

The front row of the Wendy Woolls Special Saloon grid certainly provided variety, with Rod Birley's fearsome-looking Sierra on pole, David Enderby's sleek Karmann Ghia alongside and the squat, orange Mini of Peter Baldwin on the outside. Yet, at the off, the large cars were bogged down and Baldwin was away . . . It couldn't last, though, and the inevitable

happened down the Club Straight, Birley utilising his 3.4-litres of power to sail by. Enderby progressed into third by diving past Terry Nicholls' Capri at Woodcote on lap 1 and two laps later did the same to Baldwin, with Brian Chatfield trying to do the same to Nicholls. While Birley pulled away, the best tussle of the race was undoubtedly between John Pugsley and Brian Prebble, disputing the right to be second in the 'baby' class to Ginger Marshall. They went at it hammer and tongs with the order being settled at Woodcote last time round, when Pugsley took the inside line and managed to put the power down well enough to pip Prebble. With Nicholls and then Baldwin retiring, this pair took fifth and sixth overall behind Birley (running sans brakes from lap 3 onwards), Enderby, Chatfield and the class winning Marshall.

The Modified MG men were next and this race was a benefit for poleman Grahame Davis, but he was led at the end of lap 1 by FF1600 regular Bob Berridge, who dived at Woodcote, rather catching Davis by surprise. This was soon rectified, though, leaving Berridge to bash door handles with Richard Horn. This was not to last, for Horn failed to return into sight of the grandstands on lap 4. Still, Berridge had others to play with and David McCune moved up to keep him occupied. Then, on lap 8, McCune came by in second, with Jon Simpson third, David Ross fourth and then Berridge, whoops! Davis thus made it two wins for the Motobuild men (Gravett being of that ilk, too) and celebrated in a most peculiar (Brambillaesque?) style on his winding-down lap . . . He waved to some marshals, started spinning, jumped

over the kerbs, onto the grass backwards, back over the kerbs and then on his way again, still waving!

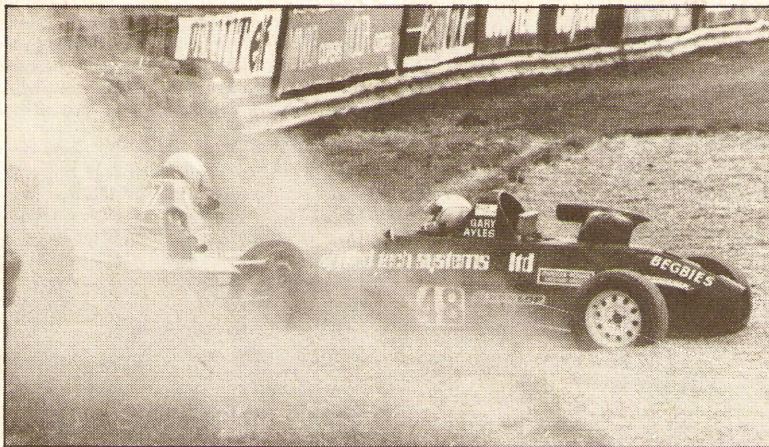
At the end of the first lap of the BARC 1974-78 FF1600 round, it looked as though it was going to be the story of one man . . . Wil Arif, as he had a five-length lead. But this was not to be, as Jeff Gresswell moved closer on lap 2 and even crossed the line in front on lap 5. However, Arif was ahead next time round and held the advantage to the line, with Douglas Lague (having his first race since the Formula Ford Festival last year) narrowly beating Rod Townsend for third.

The outcome of the last race of the day, that for Monroe Prodsaloons never really seemed to be in doubt. It was always going to be Colin Blower's (on pole by almost 2secs). And so it was.

Fellow Colt runner Andy McLennan gave chase with Roger Eccles' Class B leading Mercedes next, but he then started to drop back, leaving it to an inspired Ronnie Chong to give chase. Graham Scarborough, who had probably made the best start, was in fifth and pressuring McLennan. Back in 12th place at the end of lap 1 was the Escort Turbo of David Grimshaw (he had qualified fourth), and he really motored through the field, diving past both Scarborough and McLennan, briefly, on lap 8. Yet, at the flag, he was back to sixth place again. Blower, thus, duly cantered home ahead of an equally impressive Eccles and Chong. As ever, Class C was fraught, and on this occasion the garland went to Balcombe's Charles Scammell from Vic Lee. John Hopwood none too surprisingly won Class D — he was the only starter . . .

BRUCE JONES

With such deeds are titles lost. Elliott and Ayles with time to reflect, as the dust settles . . .



## SILVERSTONE

## BARC

**BARC/MGOC Standard Class race (10 laps):** 1, Robb Gravett (Midget), 12m42.1s, 75.95 mph; 2, Jeremy Cooper (Midget), 12m53.3s; 3, Ashley Jacques (Midget), 13m00.8s; 4, Darryl Davis (MGB), 13m01.0s; 5, Jeremy Lindley (Midget), 13m14.3s; 6, Tony Price (Midget), 13m17.4s. **Fastest lap:** Gravett, 1m15.3s, 76.87mph.

**Townsend Thoresen Junior FF1600 race (10 laps):** 1, Stephen Robertson (Van Diemen-Auriga RF85), 10m36.8s, 90.99mph; 2, Danny Wright (Van Diemen-Scholar RF85), 10m42.2s; 3, Adrian Willmott (Van Diemen-Scholar RF85), 10m42.5s; 4, Tony Bottoms (Reynard-Scholar 85FF), 10m43.1s; 5, Rowan Dewhurst (Van Diemen-Minister RF85), 10m43.2s; 6, Krystyan Ingram (Van Diemen-Auriga RF85), 10m43.4s. **Fastest lap:** Dewhurst, 1m02.3s, 92.91mph.

**Wendy Woolls Special Saloon race (10 laps) — Overall:** 1, Rod Birley (3.4 Ford Sierra), 10m05.7s, 95.57mph; 2, David Enderby (1.3 VW Karmann Ghia), 10m07.7s; 3, Brian Chatfield (1.9 BMW 320), 10m12.6s; 4, Ginger Marshall (1.0 Reliant Kitten), 10m41.7s. **1301cc and over:** 1, Birley; 2, Chatfield; 3, Neil Walker (3.0 Ford Escort), 8 laps. **Fastest lap:** Birley, 58.9s, 98.28 mph. **1001-1300cc:** 1, Enderby, 95.25mph; 2, Bill Richards (1.3 Cosworth Metro), 10m55.7s; 3, John Fogwill (1.3 Maguire Mini), 9 laps. **Fastest lap:** Enderby, 59.0s, 98.11 mph (record). **Up to 1000cc:** 1, Marshall, 90.21mph; 2, John Pugsley (1.0 Sunbeam Siletto), 10m53.6s; 3, Brian Prebble (1.0 Hartwell Imp), 10m53.8s. **Fastest lap:** Marshall, 1m03.0s, 91.88mph.

**BARC/MGOC Modified Class race (10 laps):** 1, Grahame Davis (MGB GT V8), 11m55.1s, 80.95mph; 2, David McCune (MGB), 12m04.6s; 3, Jon Simpson (Midget), 12m05.0s; 4, David Ross (MGB), 12m07.6s; 5, Bob Berridge (MGB), 12m09.2s; 6, Derek Baker (MGA), 12m30.6s. **Fastest lap:** Davis, 1m09.9s, 82.81mph.

**BARC 1974-78 FF1600 race (10 laps):** 1, Wil Arif (Crossle-Howe 25F), 10m53.1s, 88.63mph; 2, Jeff Gresswell (Merlyn-Auriga Mk29), 10m54.3s; 3, Douglas Lague (Hawke-Auriga DL19), 10m58.0s; 4, Rod Townsend (Van Diemen-Thorpe RF78), 10m58.3s; 5, Andrew Woods (Spartan-Auriga/Messer FF78), 11m06.5s; 6, Chris Whibley (Royale-Rowland RP21), 11m06.8s. **Fastest lap:** Arif, 1m04.0s, 90.45mph (establishes record).

**Monroe Shock Absorbers Prodsaloon race (10 laps) — Overall:** 1, Colin Blower (Mitsubishi Colt Starion Turbo), 11m50.3s, 81.49mph; 2, Roger Eccles (Mercedes 190 2.3-16), 11m57.9s; 3, Ronnie Chong (Ford Capri), 12m03.3s; 4, Andy McLennan (Mitsubishi Colt Starion Turbo), 12m08.6s. **3001cc and over:** 1, Blower; 2, McLennan; 3, David Thompson (Mitsubishi Colt Starion Turbo), 12m13.6s. **Fastest lap:** Blower, 1m09.0s, 83.89mph (record). **2001-3000cc:** 1, Eccles, 80.63mph; 2, Chong; 3, Graham Scarborough (Ford Capri), 12m09.9s. **Fastest lap:** Eccles, 1m10.6s, 81.99mph (record). **1301-2000cc:** 1, Charles Scammell (Toyota Corolla), 12m24.1s, 77.79mph; 2, Vic Lee (VW Golf GTI), 12m28.7s; 3, Ray Calcutt (Toyota Corolla GT), 12m33.2s. **Fastest lap:** Scammell, 1m13.2s, 79.08mph. **Up to 1300cc:** 1, John Hopwood (Vauxhall Nova), 9 laps, 71.93mph; Only starter. **Fastest lap:** 1m18.9s, 73.36mph.

## The cost of a jump start

**OULTON PARK, Aug 31/Sep 01:** Brian Chatfield headed the practice times for the Metro Breakers Modsaloon race, his late-entered Capri easily quicker than Bill Griffin's BMW 323i. On the warm-up lap Peter Briars' Capri was stranded with a dead engine and at the start, therefore, it was Griffin who led the pack away, moving on to an easy win, almost 10 secs in front of Chatfield at the flag. But the chase of Griffin was led initially by Jim Mensley's Vitesse which retired after five laps, but not before he had set fastest lap of the race. Third overall and first in the 2-litre division was Rod Birley, the Escort driver notching up his first-ever class win at Oulton — but only just, as John Edwards' similar car gave him a hard time, leading Birley for the first half of the race. David Lawrence led the 1300cc contenders for most of the race but misread the finish, dropping behind Nick Cresswell and Gordon Thomson.

First race on Sunday took place after practice, the day starting off at 12 o'clock to allow for local church services — and after a few hold-ups the Wishbone Formula E FF1600s took to the track. Richard Peacock thought up the idea of Formula E and since his belated return to racing this year has been the man to beat in his venerable Crossle 25F, and so it proved once more, Peacock taking off from pole to lead Bryan Mullarkey and Peter Bellhouse (Merlyn Mk29B) into the first corner. Wally Warwick had been second fastest in practice but could only manage to slot into fourth at the lights. PRS fell foul of a backmarker — with not a blue flag in sight at Old Hall — and spun across the kerbs. Warwick finally rejoined but was out of serious contention with a damaged rose joint. David Mellor thus stormed up the order to take second ahead of Peter Childe at the flag.

The *Formule Libre* field was once again very small, just 11 cars. Tony Trimmer trounced the circuit record in his Lola T330 with a scorching 1m11.9s lap, with Alo Lawler just three tenths slower. Third fastest was John Brindley with a 1m12.2s — after his March 821 had turned up late. James Stevenson posted a 1m13.4s to take fourth quickest and was the last serious contender — the RAM 01 of John Travis still suffering a lack of radial tyres.

At the start Lawler was a little too enthusiastic and this cost him a whole 1 min penalty — hence although he led all 20 laps he didn't win! In front of his sponsors, too. However, Trimmer chased very hard in the opening six laps and set a new lap record before the Lola briefly flamed up at Cascades, then retiring at Island Bend. With Trimmer out, Brindley filled second to the flag although the March was stranded out on the circuit on the slowing-down lap in true F1 style. Stevenson was third on the road — second in the results — while Travis wheeled the immaculate RAM round to claim fourth behind the displaced Lawler. John Foulston brought his ex-Regazzoni Ferrari 312 to Oulton for a demonstration but ended up racing it in the *Libre* event as well . . . Sadly retiring after eight laps.

A surprise entry in the BRSCC/108 CC Rally car race was the twin-engined four-wheel drive VW Scirocco driven by Kim Mather. However, the VW was not quickest in practice, that honour going to Phil Prince's Elan which non-started after the differential seized late on in practice. At the start Mather rocketed away from the line to put the 4WD device firmly into the lead. Mark Smithson



slotted into second and Mike Vann took an early third spot. After three laps Ian Stansfield was up to third and took second with three laps left, closing up on Mather but not quite having enough laps left to displace the VW from the lead.

Sixteen assorted Formula Junior and Historic F3 cars made the journey for Lenham Storage points and were rewarded with two practice sessions in which to sort out their grid positions. Tony Trevor put his Alexis F3 car onto pole ahead of Roy Drew's FJ Cooper with Mike Harrison FJ Brabham third. Trevor did not make the best start but soon pulled away to win by a very comfortable margin over Harrison and Drew who fought furiously throughout. Simon Brockman joined them in the middle lane but fell away to fourth ahead of Lew Wright, Peter Farrer and Mike Littlewood.

The last race was a round of the Champion of Oulton FF1600 and Tim

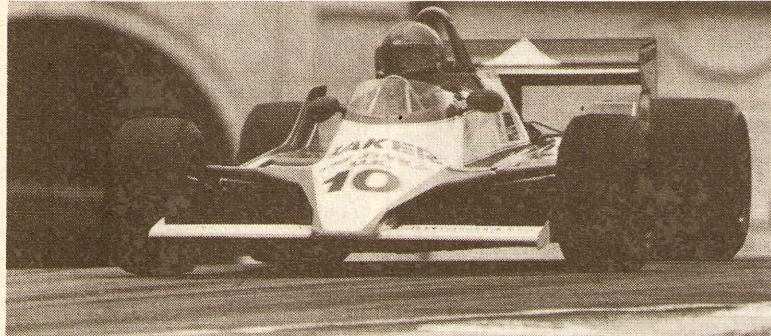
Jones had stayed on after the previous day's RAC/TT round to set pole position ahead of Roger Eccleston with Peacock third on the grid with an equal time.

Peacock judged his start to perfection to lead Jones, Eccleston, Latham and Simon Wayne on lap 1, but Jones moved past next time round. Once at the front the Lep Van Diemen pulled away as Peacock and Eccleston started to fight over second, a battle which went on right to the flag when Peacock just managed to get and keep ahead. A few seconds behind the Peacock-Eccleston fight Latham and Wayne duelled for fourth and fifth with Latham taking the flag ahead by mere tenths. A few more seconds behind a three-way dice resolved itself in favour of Peter Eccleston with Bryan Mullarkey seventh, while Peter Childe was taken on the last lap by a recovering (after a spin) Malcolm Barfoot (Crossle35F).

PAUL BOOTHROYD



Above: Rod Birley pushes fellow Escort runner John Edwards on their respective ways to third and fourth. Below: James Stevenson — awarded second in the Lep race.



OULTON PARK

BRSCC (NW)

**Metro Breakers Modsaloons race (10 laps) overall:** 1, Bill Griffin (2.3 BMW 323i), 15m 29.5s, 91.24mph; 2, Brian Chatfield (3.0 Ford Capri), 15m38.7s; 3, Rod Birley (2.0 Ford Escort), 15m46.8s; 4, John Edwards (2.0 Ford Escort), 15m47.5s. **2001-4000cc:** 1, Griffin; 2, Chatfield; 3, Dave Streater (3.0 Ford Capri), 16m36.4s. **Fastest lap:** Jim Mensley (3.5 Rover Vitesse), 1m31.4s, 92.79mph. **1301-2000cc:** 1, Birley, 89.59mph; 2, Edwards. No other starters. **Fastest lap:** Birley, 1m33.4s, 90.80mph (record). **1001-1300cc:** 1, Nick Cresswell (1.3 VW Golf GTi), 16m49.2s, 84.04mph; 2, Gordon Thomson (1.3 Mini Cooper S), 16m57.4s; 3, David Lawrence (1.3 Hillman Imp), 17m 09.2s. **Fastest lap:** Lawrence, 1m37.8s, 86.72mph. **Up to 1000cc:** 1, Nick Humphrey (1.0 Sunbeam Imp Sport), 16m55.7s, 83.50mph. No other finishers. **Fastest lap:** Humphrey, 1m38.7s, 85.93mph.

**Wishbone Series Formula E FF1600 race (10 laps):** 1, Richard Peacock (Crossle-Scholar 25F), 15m25.3s, 91.66mph; 2, David Mellor (Crossle-Scholar 45F), 15m40.6s; 3, Peter Childe (PRS-Ford RH02), 15m46.5s, 4, Bryan Mullarkey (Van Diemen-Minister RF80), 15m50.9s; 5, Ian Slater (PRS-Peak 81F), 15m51.1s; 6, Rolf Gilliard (Van Diemen-Auriga RF79), 16m12.0s. **Fastest lap:** Peacock, 1m31.0s, 93.20mph (record).

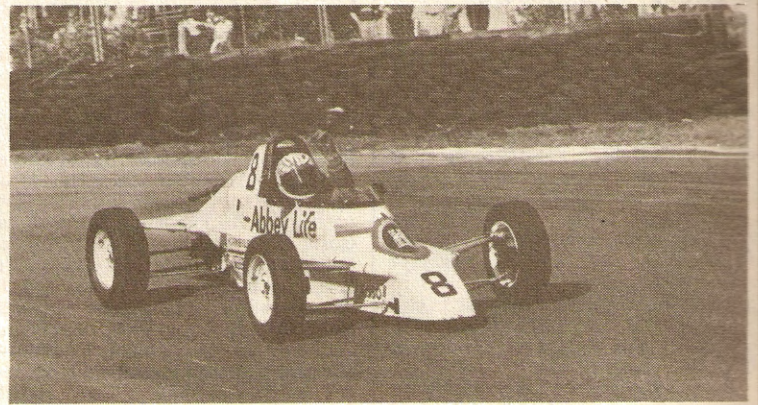
**Lep Group Formula Libre race (20 laps):** 1, John Brindley (3.0 March-DFV 821), 25m12.2s, 112.17mph; 2, James Stevenson (3.0 McLaren-DFV M29C), 25m21.5s; 3, Alo Lawler (3.0 McLaren-DFV M30), 25m41.2s (inc 1 min penalty for jumped start); 4, John Travis (3.0 RAM-DFV 001), 19 laps; 5, Roger Orgee (2.0 Lyncar-BDX 79A), 18 laps; 6, Robin Palmer (2.0 Magnum-Toyota F3), 17 laps. **Fastest lap:** Tony Trimmer (5.0 Lola-Chevrolet T330), 1m12.9s, 116.34mph (outright circuit record).

**BRSCC/108 CC Rally Challenge race (10 laps) — Overall:** 1, Kim Mather (3.6 VW Scirocco 4WD), 17m47.3s, 79.46mph; 2, Ian Stansfield (1.6 Ford Escort), 17m49.7s; 3, Mark Smithson (1.8 Colt Lancer Turbo), 17m55.9s; 4, Kingsley Ingram (1.3 Vauxhall Astra), 18m00.7s. **Over 2000cc:** 1, Mather; 2, Smithson; 3, David Auden (2.2 Sunbeam Lotus), 18m18.1s. **Fastest lap:** Mather, 1m44.6s, 81.08mph (record). **1601-2000cc:** 1, Mike Pattison (2.0 Ford Escort RS), 18m20.4s, 77.07mph; 2, Steve King (2.0 Ford Escort RS), 18m50.9s; 3, Patrick Smyth (2.0 Ford Escort), 19.00.3s. **Fastest lap:** Mike Vann (2.0 Ford Escort RS), 1m45.3s, 80.54mph. **1301-1600cc:** 1, Stansfield, 79.28mph; 2, Simon McGrory (1.6 Talbot Sunbeam), 18m00.8s; 3, Peter Burgess (1.6 Talbot Avenger), 18m22.7s. **Fastest lap:** Stansfield, 1m45.1s, 80.70mph. **Up to 1300cc:** 1, Ingram, 78.48mph; 2, Chris Atkinson (1.3 Vauxhall Astra), 18m55.9s; 3, Mick Friday (1.3 BL Mini), 19m29.8s. **Fastest lap:** Ingram, 1m46.1s, 79.93mph (record).

**Lenham Storage Formula Junior and Historic F3 race (10 laps) — Overall:** 1, Tony Trevor (1.0 Alexis-Ford Mk12), 15m27.1s, 91.48mph; 2, Mike Harrison (1.1 Brabham-Ford BT2), 15m41.2s; 3, Roy Brew (1.0 Cooper-Ford 59), 15m41.7s; 4, Simon Brookman (1.0 Lotus-MAE 59), 15m48.5s. **Formula Junior:** 1, Harrison, 90.11mph; 2, Drew; 3, Mike Littlewood (1.0 Mallock-Ford U2), 16m02.3s. **Fastest lap:** Harrison, 1m32.2s, 91.99mph (record). **F3:** 1, Trevor; 2, Brookman; 3, Lew Wright (1.0 Brabham-Cosworth BT28), 15m57.5s. **Fastest lap:** Trevor, 1m31.2s, 93.00mph.

**Champion of Oulton FF1600 race (10 laps):** 1, Tim Jones (Van Diemen-Minister FR85), 15m07.6s, 93.45mph; 2, Peacock, 15m19.3s; 3, Roger Eccleston (Reynard-Minister 84FF); 4, Chris Latham (Reynard-Aldon 84FF), 15m26.9s; 5, Simon Wayne (Van Diemen-Scholar RF85), 15m27.5s; 6, Peter Eccleston (Van Diemen-Aldon RF84), 15m40.0s. **Fastest lap:** Jones, 1m29.4s, 94.87mph.

## OULTON PARK: RAC/TT FF1600



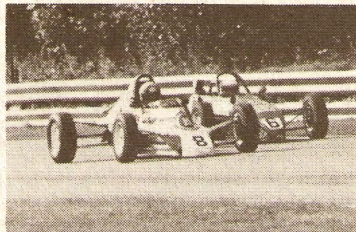
Mark Blundell took the lead on lap 2 and was not headed thereafter.

## Starting to be a habit . . .

Practice for the RAC/TT FF1600 round saw the usual names at the top of the time sheets and the depression of others due to the swings of fortune.

Mark Blundell (Abbey Life Van Diemen RF85) easily headed the times with a 1m42.5s on a wet track, some 0.6secs quicker than Jonathan Bancroft; Bancroft's Racefax Van Diemen RF85 in the groove and the redoubtable Bertrand Gachot was only 0.1secs adrift of the Quest in his Pacific Racing/Marlboro Van Diemen RF85. Damon Hill, however, was troubled with a misfire throughout the morning qualifying but went to the grid hoping that the elusive problem had been sorted, having done well to qualify in fifth, a scant 0.1sec faster than Paulo Carasci (Van Diemen Racing Van Diemen RF85).

Tim Jones was seventh quickest in his new Millident/Lep Van Diemen RF85, and much happier with the car, hoping for a good result to make up for a rotten season so far, and in front of his sponsors too. Ruairi O'Coileain had the Duckhams Van Diemen RF85 eighth on the grid with a troubled Perry McCarthy (Systime RfB/Millident Van Diemen RF85) quicker than Jeremy Packer (Racefax/Weldspares Van Diemen RF85) with Alexander Arbis (Rushen Green Van Diemen), Lindoro da Silva (Pacific Racing Van Diemen RF85) and Philippe Favre (Blundell and Herbert — one and two.



OULTON PARK

Aug 31

## RAC/Townsend Thoresen FF1600 Championship, round 11

### 12 laps — 28.27 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Mark Blundell	Van Diemen-Minister RF85	17m45.7s	1:27.7	1:42.5	1
2	Johnny Herbert	Quest-Auriga 85FF	17m51.8s	1:28.3	1:43.6	3
3	Jonathan Bancroft	Van Diemen-Auriga RF85	17m52.0s	1:28.1	1:43.1	2
4	Bertrand Gachot	Van Diemen-Gatmo RF85	17m57.4s	1:28.7	1:43.7	4
5	Tim A Jones	Van Diemen-Minister RF85	18m07.0s	1:29.6	1:44.7	7
6	Ruairi O'Coileain	Van Diemen-Minister RF85	18m12.0s	1:29.4	1:45.5	8
7	Alexander Arbis	Van Diemen-Minister RF85	18m15.2s	1:29.7	1:46.0	11
8	Perry McCarthy	Van Diemen-Minister RF85	18m16.8s	1:29.8	1:45.7	9
9	Lindoro da Silva	Van Diemen-Gatmo RF85	18m17.3s	1:29.9	1:46.1	12
10	Jeremy Packer	Van Diemen-Auriga RF85	18m42.4s	1:29.4	1:45.9	10
R	Paulo Carasci	Van Diemen-Minister RF85	1 lap — accident	2:19.4	1:44.2	6
R	Philippe Favre	Van Diemen-Minister RF85	0 laps — accident	—	1:46.1	13
R	Damon Hill	Van Diemen-Nelson RF85	0 laps — electrics	—	1:44.1	5

**Winner's average speed:** 95.50mph. **Fastest race lap:** Blundell, 1m27.7s, 96.71mph. **Points positions:** 1, Blundell, 150pts; 2, Gachot, 109; 3, Carasci, 85; 4, Bancroft, 76; 5, Herbert, 67; 6, O'Coileain, 65; etc. **Next round:** Castle Combe, Sep 14.



# Minis excel

**SNETTERTON, Sep 01:** The BARC were back at the Norfolk venue, the scene of the recent controversy during their F3 meeting. This time it was much easier for them, only six races — each padded to a minimum of 12 laps — were run at a leisurely pace and the afternoon was free of incident so that the organisation did not come under any pressures.

Six cars were the class of the Mini Seven field. Poleman Chris Tyrrell and Russell Grady dived enthusiastically for the lead, remaining narrowly clear of Michael Jackson, James Hulme, Gary Hall and Ralph Budd who were embroiled in an equally intense dispute over third place.

Frequently Tyrrell and Grady crossed the line side by side and the lead swapped constantly back and forth as each rehearsed for the last lap. What a cracker that final tour was! Grady led onto Revett Straight but Tyrrell moved alongside him as they sat out the lengthy run to the Esses. At the complex Russell still held the advantage but Chris was again abreast of him, on the outside, as they approached Coram. Throughout the long right-hander they continued door handle to door handle, with a quick nudge as they entered Russell which they negotiated together. In the dash to the line more contact, and Tyrrell eased half a length clear to take the honours. Behind them Jackson was demoted on the last lap by Hall and Hulme in the scrap for third.

No other category matched the Seven's eager level of competition, but the Sabre Fabrications Pre '80 FF 2000 runners certainly attempted to. Entering the final three rounds Peter Boutwood held a narrow points lead in the series from Peter Ware with Tony Halliwell also in contention for the championship.

Tony, however, was in need of a good result and he achieved it. From pole his Lola was never headed despite the constant attention of Boutwood. Indeed, late in the race Halliwell was delayed by a backmarker at Russell and Peter all but snatched the lead as the pair dived into Riches together. Both drivers were well under the existing lap record with Halliwell marginally the faster to add one further point to his championship quest. Ware on this occasion was off the pace and was almost toppled by John Davis, whose last lap effort failed by just a car's length.

Although he qualified only third fastest for the Powerscreens (GB) Sports 1600 qualifier Guy Woodward dominated the race. The Bath solicitor made a fine start to quickly move his Mallock across his fellow front row men to lead comfortably at Riches and from then on pulled ahead at 1sec a lap. Mike Sanders was a lonely second after Dave Orchard dropped from contention with a spin at the Esses. In one of the few dices in the race Chris Karn narrowly defeated Graham Kay for third place.

Mike Fry is well ahead of his rivals in this year's Mini Miglia challenge, but in this particular round he was made to work very hard by Gerald Dale. The pair quickly outpaced the rest who were led Tony Halliwell — everything went his way.

throughout by Bev Comber. Dale proved to be particularly adept at exiting Russell faster than his rival and leading into Riches, but mostly Fry was able to counter before the end of the lap. The battle was resolved prematurely when Dale ran wide at Sear on lap 8 which allowed Fry to make good his escape.

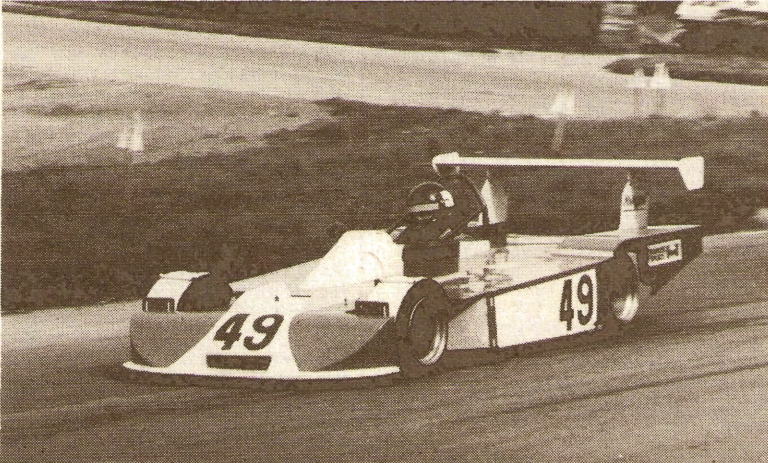
Two races in one were offered next: Roadgoing saloons and TRs. The former provided the front runners in David Cox and local man Trevor Griffiths from nearby Old Buckenham. Their duel was close, a bit too close in fact, for they touched and spun in unison entering the Esses on lap 4. Griffiths was first to recover and his Vauxhall then romped to a comfortable victory — its run punctuated only by a very audible backfire — ahead of Richard Macer's similar car.

The TRs were headed home equally easily by Steve Clare who finished fourth overall, a result which moves the Walton-Thames driver into the lead of the TRDC's challenge.

The Champion of Snetterton FF1600 series attracted its poorest grid of the season with only seven cars. Regular front runners Simon Davey and Gary Knesevitch were both absent and another ever present, Chris Tolchard, who had looked certain to relieve Knesevitch of second place in the championship went home early when his engine blew in practice. From pole Andy Mathew appeared to be able to control the gap back to his pursuers, Kent's Andrew Stapley and Tommy Doherty, and duly scored his second C of S victory with the Ray. Early spinners Nick Vidovic (twice) and Nabil Marouf provided the only battle of the race after they had recovered with the Kuwaiti driver, Marouf, coming out on top to finish fifth behind Mike McKay.

ANDY LEEDER

Tony Broom was fastest off the line, scooping victory in the Libre race.



## SNETTERTON

**National Mini Seven Challenge race (12 laps):** 1, Chris Tyrrell, 17m54.6s, 77.06mph; 2, Russell Grady, 17m54.7s; 3, Gary Hall, 18m07.5s; 4, James Hulme, 18m07.5s; 5, Michael Jackson, 18m08.3s; 6, Ralph Budd, 18m09.5s. **Fastest lap:** Tyrrell, 1m28.2s, 78.24mph.

**Sabre Fabrications Pre '80 FF2000 race (12 laps):** 1, Tony Halliwell (Lola-Neil Brown T580), 13m45.4s, 100.32mph; 2, Peter Boutwood (Lola-Neil Brown T580), 13m48.5s; 3, Peter Ware (Reynard-Minister SF79), 14m05.6s; 4, John Davis (Spartan), 14m05.7s; 5, Robert Mears (Reynard SF79), 15m31.5s; 6, Gary Killpack (Reynard-Ford MJK SF79), 14m44.4s. **Fastest lap:** Halliwell, 1m07.6s, 102.08mph (record).

**Powerscreen (GB) Sports 1600 race (15 laps):** 1, Guy Woodward (Mallock-Scholar Mk24), 18m16.5s, 94.40mph; 2, Mike Sanders (Mallock-Neil Brown U2 Mk24), 18m25.0s; 3, Chris Karn (Mallock-Ford 18BW), 18m37.1s; 4, Graham Kay (Phantom-Minister U2 Mk23), 18m37.3s; 5, John Watson (Mallock-Minister U2 Mk23), 18m41.1s; 6, Paul Jefferies (Mallock-Neil Brown Mk24), 18m46.1s. **Fastest lap:** Dave Orchard (Centaur 14X Harris), 1m11.6s, 96.38mph.

**National Mini Miglia challenge race (12 laps):** 1, Mike Fry, 16m36.0s, 83.14mph; 2, Gerald Dale, 16m42.4s; 3, Bev Comber, 17m12.7s; 4, Peter Calver, 17m48.0s; 5, Mark Jones, 17m51.1s; 6, David Brookes, 11 laps. **Fastest lap:** Dale, 1m21.2s, 84.99mph.

**Road Saloon/TRDC TR cup race (12 laps) — Road Saloons:** 1, Trevor Griffiths (Vauxhall Droopsnoot), 17m27.1s, 79.08mph; 2, Richard Macer (Vauxhall Magnum), 17m48.7s; 3, Richard Waller (Opel Commodore), 17m57.6s; 4, John Chambers (VW Golf GTI), 18m13.5s. **Over 1800cc:** 1, Griffiths; 2, Macer; 3, Waller. **Fastest lap:** Griffiths, 1m23.7s, 82.45mph. **Up to 1800cc:** 1, Chambers, 75.73mph; 2, Ian Trodd (Ford Escort). **Fastest lap:** Chambers, 1m29.6s, 77.02mph (record). **TRs:** 1, Steve Clare (Triumph TR6), 18m01.4s, 76.58mph; 2, Nick Anderson, 18m25.6s; 3, Dave Robertson, 18m31.7s. **Fastest lap:** Clare, 1m28.6s, 77.89mph.

**Champion of Snetterton FF1600 race (12 laps):** 1, Andy Mathew (Ray-Auriga B3F), 14m54.8s, 92.55mph; 2, Andrew Stapley (Van Diemen-Minister RF82), 14m58.2s; 3, Tommy Doherty (Crossle-Ford 60F), 14m59.5s; 4, Mike McKay (Van Diemen-Thorp RF82), 15m18.9s; 5, Nabil Marouf (Van Diemen-Scholar RF85), 15m36.6s; 6, Nick Vidovic (Royale-Ford RP31M), 15m36.8s. **Fastest lap:** Mathew, 1m13.4s, 94.02mph.

## LYDDEN

**Lydden FF1600 Festival race (12 laps):** 1, Steve Brown (PRS-Brown 81F), 9m 15.4s, 77.78mph; 2, Len Bull (Van Diemen-Nolan RF84); 3, Roy Lewington (Lola-Minister T642E); 4, David Germain (Elden-Minister Mk10C); 5, Chris Pullman (Van Diemen-Auriga RF80); 6, John Bearman (Van Diemen-Nolan RF80).

**Lydden Special Saloons race (12 laps) — Overall:** 1, John Dewing (1.0 Hillman Imp), 9m 37.0s, 74.87mph; 2, Gary Charlwood (2.0 Sunbeam Stiletto-Ford); 3, Paul Soames; (1.3 Austin Mini); 4, Chris Welfare (1.0 Austin Mini). **2001-4000cc:** 1, Mark Arnold (2.6 Vauxhall Firenza); no other starters. **1301-2000cc:** 1, Charlwood; no other starters. **1001-1300cc:** 1, Soames, no other finishers. **851-1000cc:** 1, Dewing; 2, Welfare; no other finishers. **Up to 850cc:** 1, Keith Scandrett (850 Hillman Imp); no other starters.

**Lydden Libre race (12 laps):** 1, Tony Broom (1.7 Beagle-Chamberlain Mk 4), 8m 49.0s, 81.66mph; 2, Peter Daniels (2.0 Ralt-Lynx Toyota Novamotor RT3); 3, Derek Haimes (2.0 Royale-Minister RP27); 4, Paul Sleeman (1.6 Jamun-Minister T12B); 5, Jeff Williams (1.6 Van Diemen-Auriga RF80); 6, John Eimes (2.0 March 773).

The winners' times only were recorded.

## ASTRA MC

# Bravo Brown

**LYDDEN, Sep 01:** With one round still to go, Steve Brown clinched the Lydden FF1600 Festival Championship when he put in a faultless performance to win the seventh round of the series. John Dewing pulled away from the opposition to win the Special Saloon event, and Tony Broom's Beagle Clubmans car led the *Formule Libre* event throughout.

The FF1600 race boasted a full grid for the first time this year, and the entry was enhanced by several new car/driver combinations. Championship leader Steve Brown was in pole position, with his Morley Motors PRS81F ranged alongside Paul Sleeman's Jamun T12B. Len Bull performed well first time out at Lydden: his Van Diemen RF84 on row 2, having qualified marginally quicker than Roy Lewington's Lola T642E.

Lewington made the best start, but Brown was almost alongside him as they accelerated out of Chesson's Drift with Sleeman and Bull right behind them. The leading four cars slithered around the Elbow for the first time wheel to wheel, and in the ensuing mêlée Jim Gowens' Crossle 32F tripped over Bull's rear wheel and spun into retirement. After only one lap Brown swept into the lead, and soon

Sleeman was beginning to threaten Lewington. A little further back Jeff Williams' RF80 began to gain ground until he spun and let Chris Pullman into fifth. Soon Sleeman was literally nudging the rear of Lewington's car in his efforts to find a way past, and on lap 4 he outraked the Shoreham driver and slipped past with a neat manoeuvre at the Devil's Elbow.

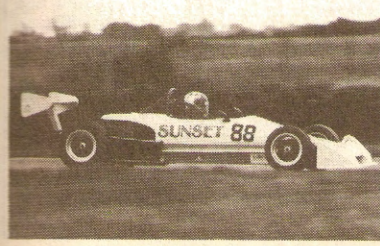
He then began to pull away, but was getting the Jamun well out of shape in order to do so; eventually the car spun right round as he entered Paddock Bend for the seventh time. The former AUTOSPORT Golden Helmet award winner controlled this in an orderly fashion and drove off onto the verge so as to leave the track clear. Unfortunately the undertray of the Jamun grounded on the raised verge and the car was stuck like a beached whale as the rest of the field streamed past. By this time David Germain had found a way past Pullman, who was driving (holidaying) brother Derek's RF80. On the penultimate lap Bull managed to outrake Lewington at the Elbow to claim a fine second place behind Brown. Germain finished a promising fourth, with Pullman fifth and John Bearman sixth.

John Dewing's 998cc Imp rather surprisingly qualified quicker for the Special Saloon event than Gary Charlwood's Ackrill Automotive example, which is powered by a twin-cam Ford engine; but the local driver used the extra power to pull away at the start. Dewing held second place, falling back slightly, although he was already well clear of Paul Soames' Radflex Mini and the neat modspots (in a special saloon race!) Clan Crusader of John Gallagher. Unfortunately Gallagher lasted only as far as Hairy Hill on lap 2 before gearbox problems forced him to retire. Next time round Charlwood, also experiencing gear selection problems, endured a slow spin at the Elbow, but he and Dewing were already so far ahead of the rest that only the Maidstone driver passed before Charlwood resumed. Chris Welfare's 1.0 Mini was leading the 2.6 Firenza of Mark Arnold in an exciting battle for fourth place behind Soames. Then Charlwood spun again at the Elbow, and this contributed to Dewing's massive margin of 23 secs. Soames finished a lonely third, and Arnold just failed to wrest fourth spot from Welfare.

Although Peter Daniels' Ralt RT3 was on pole position for the *Formule Libre* event it was the Beagle Mk 4 Clubmans car of Tony Broom which was quickest off the line. Daniels was not far behind as they braked for the Elbow first time round, but he suddenly lost all his gears and the Ralt slowed to a crawl before resuming its normal pace. Derek Haimes powered past, but after only four laps the F3 driver regained second place when he drove around the outside of Haimes at the Hairpin. Meanwhile Sleeman and Williams were locked in hectic battle for fourth place as they led the FF1600 brigade from Germain and Bearman. Daniels began to reduce Broom's lead in the closing stages, but the Beagle was never in danger of being caught, and Broom proved a clear winner. Haimes finished third after an uneventful race, and Sleeman eventually pulled clear of Williams to finish fourth.

KERRY DUNLOP

AUTOSPORT, SEPTEMBER 5, 1985





## Danger revealed

CADWELL PARK, Aug 25: Just for a change it rained when the VSCC paid their annual visit to the undulating Lincolnshire circuit, several early incidents and the later rain putting a dampener on proceedings.

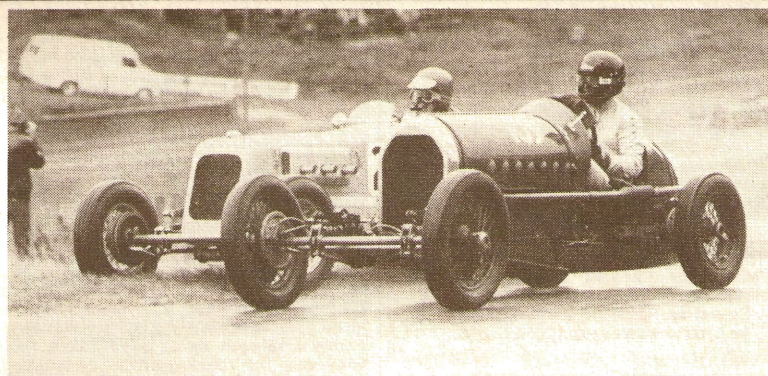
During morning practice Peter Maguire had a serious accident, being thrown out of his Austin 7 Ulster Replica when the car got out of shape at the bottom of the Mountain. The luckless driver was taken to hospital with suspected fractures to both arms and possible abdominal injuries. And the eight-lap scratch event for Vintage cars was stopped when Freddie Giles rolled the family AC/GN Beetle while turning-in for the Mountain, Giles also being thrown out.

Setting things rolling for the afternoon was a five-lap handicap during which Graham Withington brought his Riley Raven to the flag just ahead of JN Brownridge with CJ Mann's interesting Triumph Southern Cross third. Fourth at the line was N Walder, only 0.1sec ahead of DA Hill.

The second handicap event was for Frazer Nash and GN chain-driven cars. MW Gibbs spent the five laps working his way through from 12th on lap 1, and took his FN Racer into the lead on the last lap and opened out a fair margin over P Selwyn-Smith who had led briefly, taking over at the front from early leader T Tarring (FN Supersport), who ended the race in a lowly 11th. The leader was well ahead, but the finishing order behind was rather close between M Walker and F Giles.

On lap 2 of the Vintage Scratch eight-lapper the race had to be stopped due to the inversion of Giles at the Mountain. When all was clear once again the race was restarted over the full distance, although a number of competitors elected to non-start for various reasons.

Halfway round the opening lap, Ron Footitt led in his Cognac Special but second placed TA Roberts's Sunbeam Tiger lost second spot by going straight on into the bank at the Mountain bottom, without personal injury. The Tiger's demise left RM de C Stewart chasing Footitt but he dropped down the order on



PRE Wigglesworth (goggles and all) sees an opponent off with his unusually cambered bolide. lap 2 as S Harper and MG Stretton came past — this setting the finishing order to the flag. J Bruce snatched fifth on the last lap by a fraction from C Chilcott.

Second of the five-lap handicaps saw Brownridge beat the handicappers with a start-to-flag win some 12 secs up on EK Poynter who had chased him hard all race. JD Crabtree (Alvis 12/70) ran third in the opening laps but P Gardner took the place on lap 3 dropping to fourth at the finish himself as J Brydon's Alvis Speed 20 came past on the last lap.

A surprisingly professional 10 laps were run for the Williams Monaco Trophy with Sir John Venables-Llewelyn leading all the way in Lord Raglan's Bugatti Type 51 with the similar cars of Martin Morris and D Heimann taking second and third. Fourth spot was in the hands of P Grist's Alfa for the first lap but then RA Pilkington put his Talbot through and held off a firm challenge from the Alfa in the first half of the race.

Another five-lap handicap followed, with the circuit rapidly dampening, but this did not stop J Harris from easing through to win in his Lagonda. Second place became a three-way battle on the last lap with A Bailey running out runner-up by half a second from ML Quartermaine, which was only a tenth in front of M Scott.

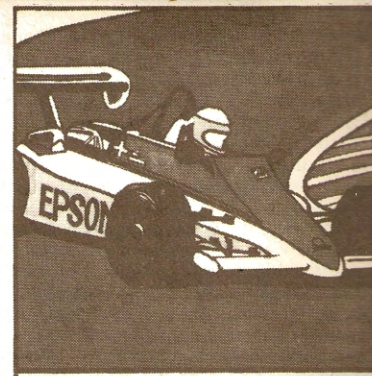
Pre-War Racing cars had 10 laps from scratch and Martin Morris went straight into the lead in ERA R11B ahead of B Spollon's ERA R8C. Morris had no problems keeping the lead but behind him things changed a little as the race progressed. Spollon was slowly reeled in as R Sweet was deposed from third by Heimann's Bugatti after three laps. Heimann moved too, and held second

until R Thwaites came through in C Brierley's ERA R6B. Heimann responded by retaking second after a lap down in third but Thwaites harried him for two more laps before slipping past to take the runner-up spot on the last lap. Spollon dropped away but still held fourth, well safe from Sweet with G Smith making up the top six.

Allotted eight laps from scratch, the Spero and Voiturette Trophy contenders fought well throughout, though AN Farquhar had an easy overall win in the end. He took his Riley Brooklands into the lead at the start with PC Hornby's Austin 7 in second and looking dangerous. Sure enough Hornby went to the front and fended off Farquhar for two laps before dropping back to sixth on lap 4. With Hornby out of the immediate running Farquhar moved back into the lead with D Fletcher Jones (Lagonda Rapier) in a safe second from RF de L Wils (Riley Brooklands). Hornby moved back up the order as the race progressed and took third as Wils dropped out, while Fletcher Jones lost a secure second by spinning it away at the Mountain, allowing Hornby through to second once more. Hornby failed to take the runner-up spot, however, and did not complete lap 8, so L Bull came home in that place, albeit a long way behind the winner.

Last race of the day with the rain falling steadily was yet another five-lap handicap which gave KJ Morgan the lead for four laps in his Morgan 4/4 before the handicapping unravelled itself and G Burrows splashed past, followed home by JF Harris, C Hudson and NP Upston leaving the Morgan to take fifth at the flag.

PAUL BOOTHROYD



## INTERNATIONAL RACES

### Taft makes amends for '84

SPA-FRANÇORCHAMPS, Aug 31: Paul Taft scored an impressive flag-to-flag victory in Saturday's European MG Metro Challenge race, making amends for last year's disqualification and putting himself six points clear of Roger Jones with one round to go.

Taft put the Klaxon Dunnett car on pole by a useful margin from 1983 winner Dave Carvell, with guest driver Armin Hahne improving as he got used to the celebrity car to take third spot.

Taft made no mistake to lead from the start, Roger Jones coming through to second ahead of Carvell and Chris Lewis. Hahne was bogged down at the start (presumably distracted by the antics of TWR team mates Schlessler and Heyer as they cajoled him from the pit wall!) and had dropped to fifth ahead of the Ecurie Ecosse car of David Leslie, while Roberto Castagna had dropped down the field after tangling with Vic Covey. Carvell took Jones on lap 2, and thereafter the Taft/Carvell/Jones train pulled away from the rest.

The most exciting dice was for fourth. Lewis dropped behind Hahne and Leslie, and the German and the Scot were embroiled in a battle until the end of the race, Leslie getting in front until a cross-country trip dropped him behind again. Peter Baldwin had a nasty shock, too, when a hub broke and the right front wheel parted company with the car, Baldwin losing seventh place as a result.

## COMING NEXT WEEK



## DONINGTON PARK

Due to a technical difficulty with the Post Office we are unable to bring you a full report of the smoothly run Jaguar Drivers' Club meeting. Victory in the 4hr relay went to the consistent Porsche Club GB Players Team and the very rapid Aston Martin of David Ellis won the Intermarque Challenge, clocking up the fastest lap of the day, while John Lock took the hectic Giroflex Porsche race. Many Jaguars felt the pressure of flying the

Coventry marque's flag in this the 50th anniversary and were out in up to three races each. Full report next weekend.

## KNOCKHILL

The circuit's motor racing season rounded off last weekend with victories going to Geordie Taylor and Cameron Binnie (FF1600), Ron Cumming (GTs), John Fyda (Libre), Ian Bruce and Ray McDowell (Road Saloons), and Ian Gardner (Road Sports). Full report next week.

## CADWELL PARK

**Five lap handicap race:** 1, Graham Withington (1.5 Riley Raven), 12m47.9s, 52.74mph; 2, JN Brownridge (1.3 Wolseley Hornet Special), 12m51.3s; 3, CJ Mann (1.8 Triumph Southern Cross), 13m01.3s; 4, N Walder (1.65 Alvis 12/50), 13m03.0s; 5, DA Hill (2.0 AC Ace), 13m03.1s; 6, Grant Withington (750 Austin 7), 13m04.4s. **Fastest lap:** J Brydon (4.3 Alvis Speed 20), 2m11.1s, 61.78mph.

**Frazer Nash and GN Chain Driven Car handicap (5 laps):** 1, MW Gibbs (1.55 FN Racing), 12m14.9s, 55.11mph; 2, P Selwyn-Smith (1.5 FN Interceptor), 12m29.8s; 3, M Walker (3.3 GN Special Dragonfly), 12m31.1s; 4, F Giles (981 Morgan GN Salome), 12m32.7s; 5, P Champion (1.5 FN Super Sports), 12m39.2s; 6, D Johnson (1.5 FN Colmore), 12m47.2s. **Fastest lap:** F Giles & J Giles (2.0 AC/GN Beetle), 2m03.0s, 65.85mph.

**Vintage Scratch race (8 laps):** 1, Ron Footitt (2.0 AC/GN Cognac Special), 16m00.0s, 67.50mph; 2, S Harper (1.1 Morgan EB Ware), 16m25.0s; 3, MG Stretton (1.5 FN Super Sports), 17m00.2s; 4, RM de C Stewart (4.4 Bentley 3/4 1/2), 17m22.2s; 5, J Bruce (1.1 Riley Brooklands), 18m06.6s; 6, C Chilcott (1.5 FN Super Sports), 18m06.8s. **Fastest lap:** Footitt, 1m56.8s, 69.35mph.

**Five lap handicap race:** 1, Brownridge, 12m08.2s, 55.62mph; 2, EK Poynter (1.5 Lea Francis Ulster), 12m20.3s; 3, J Brydon, 12m23.7s; 4, P Gardner (1.0 MG J4 Replica), 12m28.4s; 5, S Gordon (1.1 'The Trice'), 12m28.5s; 6, CJ Mann, 12m31.1s. **Fastest lap:** Brydon, 2m08.9s, 62.84mph.

**Williams Monaco Trophy race (10 laps):** 1, Sir John Venables-Llewelyn (2.3s Bugatti Type 51), 19m27.7s, 69.37mph; 2, MH Morris (2.3s Bugatti Type 51), 19m31.5s; 3, D Heimann (2.3s Bugatti Type 51), 19m45.2s; 4, RA Pilkington (4.5 Talbot Lago T26 SS), 19m58.6s; 5, P Grist (2.6s Alfa Romeo Monza), 20m02.2s; 6, JR Horton (2.3 Bugatti Type 35B), 21m22.3s. **Fastest lap:** Venables-Llewelyn, 1m55.3s, 70.25mph. **Bruton Trophy:** Pilkington, 67.58mph. **Fastest lap:** Pilkington, 1m57.8s, 68.76mph.

**Five lap handicap race:** 1, J Harris (4.5 Lagonda Rapide Special), 12m56.1s, 54.28mph; 2, A Bailey (2.0 AC Ace), 13m01.1s; 3, ML Quartermaine (4.3 Vauxhall 30/98), 13m01.6s; 4, M Scott (4.5 Vauxhall 30/98), 13m01.7s; 5, ET Dunn (1.5 Riley Falcon Special), 13m10.2s; 6, G Burrows (3.5 Alvis Speed 25), 13m14.7s. **Fastest lap:** Dunn, 2m21.8s, 57.12mph.

**Scratch race for Pre-War Racing cars (10 laps):** 1, M Morris (2.0s ERA R11B), 22m09.6s, 60.92mph; 2, R Thwaites (1.5s ERA R6B), 22m11.2s; 3, D Heimann, 22m11.9s; 4, B Spollon (2.0s ERA R8C), 22m16.0s; 5, R Sweet (1.74s MG K/N/K3), 22m59.0s; 6, G Smith (3.5 Fraser Nash), 23m35.5s. **Fastest lap:** Morris, 2m08.1s, 63.23mph.

**Spero and Voiturette Trophies race (8 laps):** 1, AN Farquhar (1.1 Riley Brooklands), 19m38.8s, 54.92mph; 2, L Bull (847 MG J2), 20m37.9s; 3, D Rawson (748 Austin Sports), 20m45.0s; 4, DH Cooksey (745 MG Montlhéry), 20m51.5s; 5, KC Rawling (1.0 Morgan SS Aero), 21m11.6s; 6, B Foster (747 MG Montlhéry), 21m12.7s.

**Five lap handicap race:** 1, Burrows, 13m02.9s, 55.64mph; 2, Harris, 13m08.1s; 3, C Hudson (Aston Martin Ulster), 13m08.8s; 4, NP Upston (1.5 Riley Special), 13m13.2s; 5, J Morton (1.1 Morgan 4/4), 13m15.5s; 6, B Summerfield (4.6s Avon Bentley Special), 13m16.8s. **Fastest lap:** Summerfield, 2m19.7s, 57.98mph.





Lewis had been behind the Leslie/Hahne battle until a trip across the Bus Stop chicane smashed the sump. With the engine lacking lubricant the unlucky Lewis ground to a halt in an expensive cloud of smoke on lap 8, giving the marshals something to do as he dropped off on the racing line on the approach to Eau Rouge.

Taft eventually came home 6.45secs clear of Carvell after some remarkably consistent lappery, Jones taking third in the OBM car. Hahne opened out a gap to Leslie after his off, while French team mates Gerard Spenceley and Bruno Giordano seemed to prefer their own company to that of the Brits. Behind Laurence Bristow, Phil Manson held off Roy Dunnnett in a side-by-side dash to the line.

**ADAM COOPER**

David Leslie — took to the dirt ...



### SPA FRANCORCHAMPS (B)

**Dunlop Tyres MG Metro European Challenge, round 3**

**10 laps — 43.12 Miles**

1, Paul Taft, 30m14.77s, 85.83mph; 2, Dave Carvell, 30m21.22s; 3, Roger Jones, 30m23.48s; 4, Armin Hahne, 30m26.17s; 5, David Leslie, 30m30.90s; 6, Gerard Spenceley, 31m11.12s; 7, Bruno Giordano, 31m13.68s; 8, Laurence Bristow, 31m17.56s; 9, Phil Manson, 31m28.91s; 10, Roy Dunnnett, 31m29.21s.

**Fastest lap:** Taft, 3m00.03s, 86.22mph

**Championship Positions:** 1, Taft 29; 2, Jones 23; 3, Carvell 19; 4, Leslie 15; 5, Spenceley 9; 6, Gunnella 8

**Final round:** Croix en Ternoix, Oct 20.

## Capri club

**TROIS RIVIERES, Sep 01:** The town of Trois Rivieres, midway between Quebec and Montreal, boasts the oldest street race on the American continent, and this year celebrated the 19th running of the fairground circuit event, which, the locals will tell you, launched the career of Gilles Villeneuve in 1976. The main event at this grand-daddy of street venues this year was a TransAm race, and a Willy T Ribbs benefit at that.

Willy T led from pole position in his Mercury Capri and was never headed. Interestingly, Paul Newman, who has captured the pole at the last three TransAm events, chose not to make the trip to Canada (some say this might have something to do with the Canadians not wanting to pay out \$50,000 in attendance money). Without the Nissan 300ZX for opposition the Mercury Capris ran away with the event and series leader Wally Dallenbach Jr followed Ribbs home.

The first corner saw an accident as holidaying F1 driver Philippe Alliot, driving a Mercury Capri, collided with John Jones (Rough-Protobaf Mercury Capri) and Jim Miller (Mercury Capri) — a Ford junk heap ensued, although Alliot was able to disentangle himself and continue to 16th place, four laps down.

In the accompanying Eastern Formula Atlantic race visiting westerner Dan Marvin took victory by 43 secs in a 30 lap race, beating Michael Angus away from the line and surviving when Angus spun down the order. Cor Euser kept his hand in, winning the FF2000 event in a Reynard 84SF.

**JOHN ZIMMERMANN**

### TROIS RIVIERES (CDN)

**SCCA Bendix TransAm Championship, round 11**

**40 laps — 84.00 miles**

1, Willy T Ribbs (Mercury Capri), 1h12m35.11s, 69.34mph; 2, Wally Dallenbach Jr (Mercury Capri), 40 laps; 3, Elliott Forbes-Robinson (Buick Somerset Regal), 40; 4, Tom Gloy (Mercury Capri), 40; 5, Eppie Wietzes (Pontiac TransAm), 40; 6, Les Lindley (Chevrolet Camaro), 40; 7, Paul Miller (Porsche 924 Turbo), 40; 8, Bruce Jenner (Pontiac Firebird), 39; 9, Peter DeMan (Chevrolet Corvette), 39; 10, John Schneider (Porsche 924 Turbo), 38 laps.

**Fastest lap:** Ribbs, 1m33.503s, 80.61mph.

**Next round:** Mosport Park (CDN), Sep 08.

**East Coast Formula Atlantic Championship, round 4**

**30 laps — 63 miles**

1, Dan Marvin (Ralt RT4), 45m11.81s, 83.45mph; 2, Chip Meade (Ralt RT4), 45m55.42s; 3, Michael Angus (Ralt RT4), 30 laps; 4, Jimmy Santos (Ralt RT4), 30 laps; 5, Michael Greenfield (Ralt RT4), 30 laps; 6, John Christian (Ralt RT4), 30 laps.

## On the line

**KARLSKOOGA, Sep 01:** Young Swedish Formula 3 hope Jo Lindström took his first victory in the final race of the Swedish championship. He beat new champion Thomas Danielsson by a mere 0.9 sec after starting from pole in his Ralt-VW RT30. Danielsson started alongside him but made a mess of the start and had to pass '84 champion Leif Lindström on his way through to second in his Reynard Saab-883.

### KARLSKOOGA (S)

**Swedish F3 Championship, round 5**

1, Jo Lindström (Ralt-VW RT30), 15m32.2s; 2, Thomas Danielsson (Reynard-Saab 883), 15m33.1s; 3, Steven Andskär (Ralt VW-RT30), 15m37.7s; 4, Leif Lindström (Ralt-VW RT30), 15m39.0s; 5, Hasse Thaug (Ralt-Alfa RT30), 15m42.4s; 6, Micke Johansson (Ralt-Toyota RT30), 15m43.8s.

**Fastest lap:** Danielsson, 1m16.75s, 92.56mph.

## Two-bladed Schafer

**SALZBURGRING, Sep 01:** Kris Nissen led home his Volkswagen Motorsport team mate, Adrian Campos, to give the Bertram Schafer-managed team a spectacular 1-2 result at the scenic Salzburg-ring.

For Nissen it was all too easy, leading from pole and never being threatened, while Campos, third on the grid, accelerated past Manuel Reuter (in Bertram Schafer's 'B' team) away from the lights. Reuter spun in mid first corner and was T-boned by Wolfgang Wendlinger. All this excitement saw 'der fliegende baron' Thomas von Lowis of Menar up to third place, battling with veteran Peter Wisskirchen and Mexican Alfonso Toledano.

As the race went on von Lowis experienced increasing understeer as his rubber faded and he had to let Wisskirchen, Toledano and later Alfonso de Vinuesa (Martini MK45) through. Vinuesa, however, retired shortly afterwards with electrical failure, while Toledano ran out of petrol within sight of the finish — no points for the Alfonsos! Franz Konrad drove a storming race to take third place having started only 11th on the grid with Rudi Seher fourth.

Uwe Schafer and Volker Weidler were both absent from the meeting, Schafer in protest of his exclusion from his recent Zeltwig win and Weidler, who was racing

for the Joest team at the 1000kms at Spa. Weidler can still lose the championship, if Nissen's form continues and he fails to score in the last two rounds of the series.

**WOLFGANG MONSEHR**

### SALZBURGRING (A)

**German Formula 3 Championship, round 12**

**18 laps — 46.63 miles**

1, Kris Nissen (Ralt-Volkswagen RT30), 24m20.64s, 117.73mph; 2, Adrian Campos (Ralt-Volkswagen RT30), 24m24.63s; 3, Franz Konrad (Martini-Volkswagen MK45), 24m40.75s; 4, Rudi Seher (Martini-Volkswagen MK45), 24m41.33s; 5, Peter Wisskirchen (Ralt-Volkswagen RT30), 24m41.68s; 6, Alfrid Heger (Ralt-Volkswagen RT30), 24m42.31s; 7, Thomas von Lowis of Menar (Ralt-Volkswagen RT30), 24m45.32s; 8, Jari Nurminen (Martini-Alfa Romeo MK45), 24m47.10s; 10, Wolfgang Kaufman (Ralt-Alfa Romeo RT3), 24m55.9s.

**Fastest lap:** Nissen, 1m20.41s, 118.81mph.

**Championship positions:** 1, Weidler, 160pts; 2, Nissen, 127; 3, Campos, 114; 4, Reuter, 102; 5, Nurminen, 65; 6, Konrad, 53.

**Next round:** Siegerland, Sep 08.

## How to steal a million ...

**DARLINGTON, Sep 01:** Bill Elliott kept up his 50% NASCAR record this year when he scooped victory in the Southern 500 at Darlington, South Carolina at the weekend, thus walking off with the Winston \$1m bonus prize for winning three of the four big speedway races of the year. Elliott also extended his points lead in the series and looks on course for the title, providing he does not suffer too many mechanical failures. Given the complicated scoring system in Grand National racing an early retirement can be very costly indeed.

Elliott had to work for his bucks, though, as fellow T-bird racer Cale Yarborough chased him all the way, while Harry Gant was able to hang on in there until sidelined mid-race. Geoff Bodine was always in touch and came home third on the same lap as the Ford Thunderbird drivers.

Bill Elliott — one race meant \$1m.



### DARLINGTON (USA)

**Southern 500**

**NASCAR Winston Cup Grand National Championship, round 20**  
**367 laps — 500 miles**

1, Bill Elliott (Ford Thunderbird), 367 laps; 2, Cale Yarborough (Ford Thunderbird), 367; 3, Geoff Bodine (Chevrolet Monte Carlo), 367; 4, Neil Bonnett (Chevrolet Monte Carlo), 366; 5, Ron Bouchard (Buick Regal), 366; 6, Ricky Rudd (Ford Thunderbird), 366; 7, Terry Labonte (Chevrolet Monte Carlo), 365; 8, Benny Parsons (Chevrolet Monte Carlo), 365; 9, Joe Rutman (Chevrolet Monte Carlo), 364; 10, Kyle Petty (Ford Thunderbird), 364.

**Next round:** Richmond, Sep 08.

## Groff's off

**MID OHIO, Sep 01:** Mike Groff took his first Super Vee victory at the CART support race. Steve Bren had taken pole position and led in the early laps, although Davy Jones challenged only to fall foul of other runners towards the end, finally retiring after an incident with Jeff Andretti which saw Jones's car trying to circulate with a broken steering arm. Jeff MacPherson was second ahead of Didier Theys in the unique Martini MK47 which again gave a good account of itself against the Ralt armies. Series leader Ken Johnson kept the pressure on his championship rivals with another points finish down in fifth place.

### MID OHIO (USA)

**Robert Bosch/VW SuperVee Championship, round 9**

**25 laps — 59.50 miles**

1, Mike Groff (Ralt RT5), 25 laps; 2, Jeff MacPherson (Ralt RT5), 25; 3, Didier Theys (Martini MK47), 25; 4, Jeff Andretti (Ralt RT5), 25; 5, Ken Johnson (Ralt RT5), 25; 6, Ted Prappas (Ralt RT5), 25; 7, Cary Bren (Ralt RT5), 25; 8, Matt McBride (Ralt RT5), 25; 9, Mike Hooper (Ralt RT5), 25; 10, Dave Kudrave (Ralt RT5), 25.

**Next round:** Sanair, Sep 08.

## Local hero

**MONZA, Sep 01:** Fabrizio Barbazza gave his championship hopes a boost at the Autodromo Nazionale when he won round 12 of the Marlboro Italian F3 series, with neither of his rivals for the championship collecting any points. Barbazza, who was born just 5kms from the track, thus moves to within six points of championship leader Forini with two races to go.

Pole position was taken, in extraordinary fashion, by Luciano Pavesi's second string Spaniard Luis Villamil in his Campsa Ralt-Alfa Romeo RT30, although there was much dispute as to the accuracy of the timing (!). When the race actually got under way, sanity was somewhat restored with Barbazza and Forini, as usual, fighting it out at the front in their respective Dallaras. Just behind these two, Giorgio Montaldo, Luis Sala and Nicolo Larini had a battle of their own for third, gradually closing on the leaders. Alex Caffi, in the meantime, was making great progress after a disastrous practice had seen him starting from the 12th row of the grid.

With 16 laps gone, and Barbazza leading, Forini collided with Luis Sala, who by now was right with the leaders, and although Franco was able to keep the car going he retired shortly afterwards. Montaldo thus took second place with third going to Fabio Mancini in an Alfa-engined Martini MK45, with Nicola Larini demoted to fourth.

### MONZA (I)

**Marlboro Italian F3 Championship, round 12**

**21 laps — 75.68 miles**

1, Fabrizio Barbazza (Dallara-Alfa Romeo 385), 39m11.46s, 116.54mph; 2, Giorgio Montaldo (Ralt-Alfa Romeo RT30), 39m13.67s; 3, Fabio Mancini (Martini-Alfa Romeo MK45), 39m23.13s; 4, Nicola Larini (Martini-Alfa Romeo MK45), 39m24.00s; 5, Nicola Tesini (Dallara-Alfa Romeo), 39m25.22s; 6, Enrico Bertaggia (Ralt-Alfa Romeo RT30), 39m28.30s.

**Fastest lap:** Bertaggia, 1m50.42s, 118.38mph.

**Championship positions:** 1, Franco Forini (Dallara-Volkswagen 385), 57pts; 2, Barbazza, 51; 3, Alex Caffi (Martini-Alfa Romeo MK45), 44; 4, Marco Apicella (Reynard-Alfa Romeo 853), 23; 5, Montaldo & Larini, 22.

**Next round:** Imola, Sep 22.





INTERNATIONAL RALLIES

## Sarel's jinx

**MOUNTAIN TRIAL, Aug 31:** The jinx that has so far prevented Sarel van der Merwe winning any rally supported by the Stannic Group continued at the weekend on the Fleetlease Mountain Trial, based on Algoa. The reigning South African Champion not only lost a convincing 90secs lead in the final two stages (where first the engine's fuel system caused the Quattro's power to drop to around 25% and then a final stage puncture completed his misery), but he also saw fellow Audi driver Geoff Mortimer move two points clear in the championship.

Mortimer's Southern Sun backed Quattro finished 58secs clear of the Ford RST, driven by Serge Damseaux, with the hapless van der Merwe a further 22secs behind the two.

Stuart Pegg accompanied Mortimer on this occasion, regular partner Spotti Woodhead taking over the driving seat of a Volkswagen Golf GTI as VW set their sights on the Manufacturers title. As a result, the company are now 12 points clear of Nissan, although there is no suggestion that the contest is over yet. . . .

COLIN WINDELL

## FLEETLEASE MOUNTAIN TRIAL (ZA)

### South African Rally Championship, round 6

1, Geoff Mortimer/Stuart Pegg (Audi Quattro), 2h16m22s; 2, Serge Damseaux/Vito Bonafede (Ford Escort RST), 2h17m20s; 3, Sarel van der Merwe/Franz Boshoff (Audi Quattro), 2h17m42s; 4, Hannes Grobber/Piet Swanepoel (Nissan Exa), 2h18m43s; 5, Kasse Koetzee/Wily Harrington (Nissan Skyline), 2h20m09s; 6, Lappes Labuschagne/Menno Havelaar (Nissan Langley), 2h23m25s.

## Master Stig

**MASTERS RALLY, Aug 31:** While the top Scandinavian drivers were still winding down after the 1000 Lakes extravaganza, the Swedish Army sponsored the Masters Rally, organised by Claes Billstram. The event comprised just five stages and 25kms, but the presence of King Gustav at the prizegiving revealed the regard in which the invitation event is held.

Stig Blomqvist took his factory Sport Quattro S1 to a 14secs victory over fellow Swede, Per Eklund (accompanied once more by Dave Whittock) in his privately run, Clarion-backed A2 example with its recently acquired 470bhp engine. The two Swedes were never very far apart all day, only the superior development of the works car giving Blomqvist the edge on the gravel stages.

The works Toyotas of Juha Kankunen and Bjorn Waldegaard took third and fourth places respectively — well behind the Quattros — while Michael Ericsson and Gunnar Pettersen battled for fifth, Ericsson's 80 Quattro taking the place and the Group A prize.

AUTOSPORT, SEPTEMBER 5, 1985



NATIONAL RALLIES

## Crowning the champions

**Aug 31:** James Doherty and co-driver Michael Curley became the new Shell-sport Irish Stage champions when their Vauxhall Chevette HSR finished second to Frank Meagher's Escort on the Galway Summer Rally. Limerick's Ken Lyons, the only driver who could have denied Doherty the title, flipped his Escort on stage 3, losing 8mins. He finally finished 16th and out of the points to take second in the series.

For young Tipperary man Frank Meagher (this was his second consecutive national win, further emphasising the 22-year-old's talent), the result meant third in the series after a limited programme. In third place after the 110 miles of stages around the Headford area, in the Anglers Rest sponsored event, was Vincent Meade, who had diced long and hard with the similar Escort of Langley Humphries, the Belfast driver retiring with a broken tappet.

BRIAN PATTERSON

## GALWAY SUMMER RALLY

1, Frank Meagher/Jim Crowe (Ford Escort RS), 1h19m16s; 2, James Doherty/Michael Curley (Vauxhall Chevette HSR), 1h20m35s; 3, Vincent Meade/D Cashman (Ford Escort RS2000), 1h21m43s; 4, Stephen Emerson/David Bole (Ford Escort RS2000), 1h23m05s; 5, Stanley Pinkerton/Rodney Mairs (Talbot Sunbeam), 1h25m59s; 6, Franco Bovey/Brian Cosker (Vauxhall Chevette HSR), 1h26m10s.

## Captain Kirk

**MOURNE RALLY, Aug 25:** The pace-note rally over the tarmac drives of Camlough and Slieve Gullion forests went to Pat Kirk and co-driver Godfrey Crawford in a Nissan 240 RS, with a winning margin of 6secs over Lawrence Gibson's TR7 V8, after 20 miles of slippery stages.

Last year Kirk built up a reputation for having mishaps, but this season under the steadying influence of Crawford, results are coming the Banbridge garage owner's way. In third place on the Mourne event, and winning his class, was George Robinson in the ex-Jimmy Fleming Toyota, while fourth went to a Ford Escort. The 1600cc Group A Sunbeam of Will Gibson was a clear class winner.

## Taking the Miki

Miki Biason won the Halkidiki Rally last week, heading home his Lancia team mate, Andrea Zanussi after a hard fought rally in extreme conditions as the temperatures soared. Harald Demuth led the early stages but, as is becoming an embarrassing regularity, the German threw the Quattro off the road.

Leading retirement was John Kennedy in his newly rebuilt Chevette HSR, the Ballymena driver making a welcome return to the scene after his huge accident early in the season. And the class winners included Damien Campbell in the Robin Lyon's Samba, Norman Armstrong, Peter Dougherty and Amanda Wylie.

There were 46 finishers from the 58 starters on the superbly organised Newry & DMC event.

BRIAN PATTERSON

## Title push

**AUTUMN STAGES, Aug 31:** David Gillanders's moment of triumph was denied him, for the penultimate round of the Esso Scottish Rally Championship ended on a sour note with most of the results subject to the outcome of an RAC appeal. The first two places were unaffected, however, so Gillanders's first ever outright rally win on Saturday's Tweedies Daihatsu Autumn Stages Rally was confirmed and he also clinched the Scottish Group A title with his Volvo 240 Turbo.

Just 1sec behind, after 36 stage miles, was Gordon Smith in the Murray's of Afford Ford Escort with many folk remarking that it was good to see some new faces at the head of the field.

Behind them confusion reigned, for some co-drivers failed to take proper note of a route change and incurred road penalties. At first, it looked as though early rally leader, Murray Grierson, in his Escort would finish third but, when penalties were applied, he dropped off the leader board. The organisers, the South of Scotland CC, then took the decision to cancel road penalties, thus promoting Grierson back to third. At this point, George Marshall intervened for as in a remarkably similar set of circumstances to an earlier event in the year, George was about to lose out again.

There was no acrimony in the protest, George merely seeking clarification for his lost victory on the John Wilsons Stages when penalties stood and here they were scrapped. It was no wonder that the Borderer felt more than a trifle confused.

The provisional results show Grierson in third place after ignition troubles cost him the lead and Marshall in 13th after a front wheel puncture and steering arm breakage cost him 2m30s in Ae. Sadly, the lack of prizegiving marred an otherwise close-fought event with Robin Christie and Wilson Girvan bouncing back into the limelight. Christie's Doaries Farming Chevette took fourth ahead of Girvan's Weldex Celica, Gievan being particularly pleased for he had demoted 'wee brother' Jimmy to sixth by 1sec.

Alistair Brierley in the Sprintex/Halleys Manta scored not just a finish but a *result* as well, with ninth overall in the unique new car and plans are in hand to turn up the boost for the next event. Mike Riddick was the top 1600cc scorer in 10th place and Stewart Robertson won the 1300cc class with an excellent 15th overall.

JOHN FIFE

## AUTUMN STAGES

### Provisional results

1, David Gillanders/Graham Neish (Volvo 240 Turbo), 37m49s; 2, Gordon Smith/Peter Carstairs (Ford Escort RS), 37m50s; 3, Murray Grierson/Roger Anderson (Ford Escort RS), 37m55s; 4, Robin Christie/Roy Campbell (Vauxhall Chevette HSR), 38m11s; 5, Wilson Girvan/Dugald MacGillvray (Toyota Celica GT), 38.29s; 6, Jimmy Girvan/Iain Urquhart (Ford Escort RS), 38m30s; 7, Stephen Whiteford/Drew Gallagher (Ford Escort RS), 38m57s; 8, Alistair Fletcher/Neil Chisholm (Ford Escort RS), 39m12s; 9, Alistair Brearley/Bob Wilson (Opel Manta S/C), 39m18s; 10, Mike Riddick/Bob Green (Talbot Sunbeam ti), 40m13s.

## According to form

**BELL WATSON STAGES, Aug 25:** After almost a two month break the Lada Challenge resumed, but the lay-off made little difference to form as championship leader, John Cotton, took up where he left off by claiming his fifth victory in the series. This time, however, the margin was a mere 3 secs from the Janspeed car of Keith Odor, who led for part of the event but lost out on the final two stages.

John Payne-Benstead finished third ahead of Geoff Goodwin who was making his first appearance in this year's Challenge. Martin Pearce took fifth while Alan Waterman, who holds second place in the championship, finished sixth after failing to get to grips with the stages.

Dexter Dimblebee had a similar day, almost putting his car into a dyke during the morning and then repeating the feat on the afternoon re-run — before settling for seventh. Terry Douce had a day of mixed fortune, finally finishing eighth, while David Unsworth took ninth and David Molyneux completed the top 10.

PHIL COLLINS

## No. 1 for Roy

**Aug 31:** Although Andy Dawson's Quattro caused a stir it was the TR7 of Roy Gillingham which took the spoils on the Bovingdon Stages which SODC ran at the former airfield near Hemel Hempstead. Dawson, testing prior to a departure to the Far East, did not contest the event which had a full entry of 70 crews and Gillingham scored his first win on the weekend without much bother.



Roy Gillingham — Bovingdon Stages victor.

## BOVINGDON STAGES

1, Roy Gillingham/Peter Joy (Triumph TR7 V8) 1634s; 2, Pat Waterman/Lee Robinson (Ford Escort RS) 1659s; 3, Tony Belton/Ian Ward (Ford Escort RS) 1698s; 4, Nigel Hutton/Mick Webb (Ford Escort RS) 1724s; 5, Peter Jackson/Dave Bloor (Ford Escort 1600) 1759s; 6, Steve & Kathy Worf (Vauxhall Chevette 2.3) 1769s.

## Bob's tale

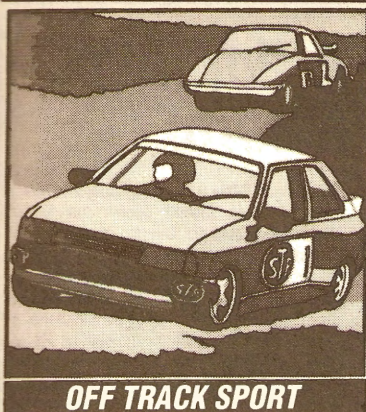
**Aug 26:** The Harry Flatters Rally — the third event on Epynt in the past month — was won by Bob Fowden in his Rover after a hectic few hours repairing his car after he had cracked the sump on the Rally Radio Link Mewla the day before.

With journalist David Williams as co-driver they beat the Renault 5 Maxi of John Price and Mike Bowen by 47 secs on the 14 stage event which was supported by Stephens and George Printers and organised by the Brecon MC for 70 entries.

## HARRY FLATTERS RALLY

1, Bob Fowden/David Williams (Rover SD1), 52m10s; 2, John Price/Mike Bowen (Renault 5 Maxi turbo), 52m57s; 3, Richard Atkinson/Brian Clarkson (Dawson), 53m52s; 4, Eian Pritchard/Chris Jones (Ford Escort RS2000), 57m48s; 5, Tyssul Jenkins/Martin James (Ford Escort RS2000), 57m55s; 6, Roger Moran/Mike Jones (Toyota Corolla), 58m28s.





OFF TRACK SPORT

## Much ADO about 50s

LOTON PARK, Aug 25: Dave Whitehead came to Loton at the head of the Rydale BMW Midland Hillclimb Championship and left the venue in the same position following two very determined climbs with his Chrysler Stiletto which even Marc Cramer was unable to match. The Reliant Kitten driver, despite a spirited sub 60s climb, still trailed the championship leader by nearly 0.5secs. A fine battle in the rather poorly supported over 1300cc special saloon car class eventually fell to the Volkswagen Scirocco GTi of Roger Jones, but he was forced to work hard to hold the super-charged Alfaud of Steve Everitt at bay.

Lying in second place the 1600cc modsports class at the end of the first runs, the challenge from Paul Turner evaporated when the differential failed on the second. This cost the Clan driver a placing as Tony Croft produced another exciting climb with his Lotus 7 to just annex Turner, but he was unable to challenge Bob Dayson's Cougar Developments Caterham which produced two consistent climbs to take the spoils by 0.43secs. Another magnificent effort from the roadgoing Morgan Plus 8 of Peter Garland assured that he left the rest of his class wallowing in his wake and kept alive his chances of taking overall victory in the Rydale BMW series.

Nick Carr proved to be in scintillating form, storming the slopes of Loton in tremendous style in his BRS Caterham 7 to take a new class record—a drive which earned him the HSA Man of the Meeting award. Ken Snailham fought hard with his Lotus 7, but could not match the pace of the new record holder.

With rains falling during the second climbs the Clubmans class became a first run affair and this produced a splendid win for Nick Whale. The young Midlander hit his best form of the season with a superbly controlled climb to dispose of David Grace's attentions, who trailed by 0.13secs.

Among the 1600 sports racing cars the BDA powered Mallock of Roger Gregory emerged ahead following a spirited climb to beat Barry Groombridge's twin cam version. Charles Wardle fired his Mallock Hart up the hill in typically exuberant style to lead Peter Blankstone's Worfield garage version by just under a second to take the unlimited sports racing car class.

When the historic 500cc single seaters took to the hill Barry Brant produced an exciting ascent, but the class record holder was troubled by a slight misfire and just failed to match the Cooper MkVI of Ron Warr.

Among the modern 500cc single seaters John Corbyn again proved the boss, his incredibly rapid Jedi nearly 6secs clear of Jonathan Perkins as he

began to nibble away at a sub 60s climb during the opening and dry run.

Despite the appearance of the screaming Brabham Lysholm of Paul Squires and Phil Kidsley the 1100cc single seater class proved another triumph for Russ Ward who took the Saracen to victory and kept alive his championship aspirations. Ward was admirably backed up by co-driver Jerry Sturman who made it a 1-2 for the car as he headed home Adrian Desoutter's Reynard.

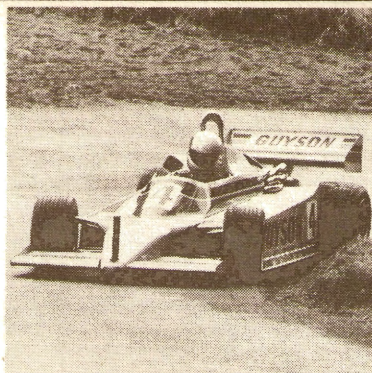
The 1600cc single seater class saw a welcome return by Adrian Hopkins. The Sark driver's enforced lay-off seemed not to have affected him as he took the class in spirited style from the Gym and Tonic Chevron of Chris Knapman.

When the large capacity single seaters took to the hill, a beautifully controlled opening climb by Alister Douglas-Osborn in the Glissade Pilbeam brought the crowd to its feet, the Midlander through the infamous Loton 50s barrier for the first time. Roy Lane so nearly made it too, but the Steel King Pilbeam was just 0.06secs over the mark in second place, just 0.12secs down on ADO.

Despite feeling under the weather and calling it a day at the end of the first runs, Tim Thomson produced a gutsy climb with the Guyson Pilbeam to take third spot, just a further 0.28secs in arrears, while Dave Harris (also feeling unwell) fought an ill-handling Unican Pilbeam to the top for fourth. A storming climb from Divina Galica at the wheel of Terry Grainger's Lotus 23B not only claimed the classic car record but also proved good enough to take the handicap class on corrected times.

The final class of the day featured a superb selection of Aston Martin cars with Stephen Bamford again the fastest on the road with his DB2, although he was unable to fox the handicappers, that honour falling to the DB2/4 of Jack Moss who took the section on corrected times.

Just nine cars came to the line for the penultimate round of the Birmingham Post Top 10 Challenge, Tim Thomson and Dave Harris understandably opting out, while Russ Ward with the Leaders and the Midland Championships at stake in the next few weeks wisely decided to



Thomson recovered from a practice accident.

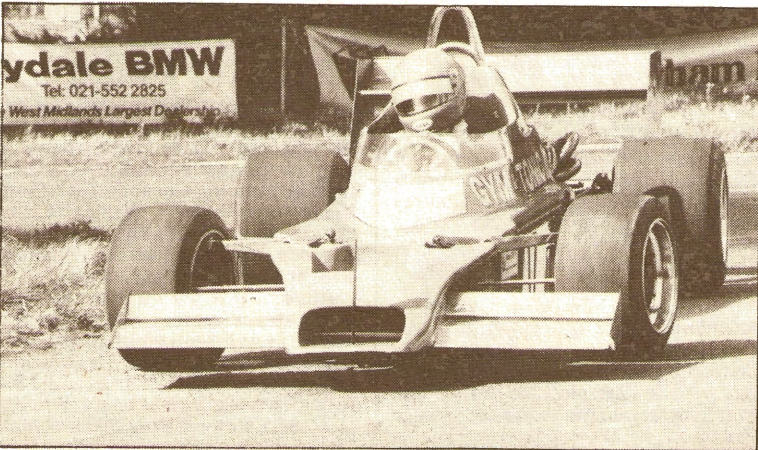
save the 1100cc Saracen. The conditions were improving by the minute but still caught out Nick Whale who ran out of road at Fallow on his second climb and was forced to settle for ninth place as Peter Blankstone hurtled his Hart powered Mallock to the top on the second climb.

Having opened with a run which fended off Blankstone's final effort by just 0.02secs, David Grace also fell foul of a slippery Fallow and slid from sixth to seventh, Tony Southall putting his March ahead of Grace by over 0.5secs. Two very smooth climbs from Chris Knapman assured that the Chevron driver again led Southall home, taking fifth place, but he could not match Charles Wardle who hit his very best Loton form to beat the 54s barrier and take fourth.

Adrian Hopkins carried on where he had left off in the class runs, securing a superb third place from Wardle by 0.31secs. Alister Douglas-Osborn and Roy Lane were separated by just 0.01secs on the opening climbs. Lane, who needed victory to clinch the Birmingham Post Top 10 Challenge title, improved to 50.56s on his second climb, but ADO responded with a tremendous effort, the Pilbeam using every inch of the road to take victory, and to beat the 50s barrier again—49.70s—BTD on the last run of the day . . .

ROBIN BOUCHER

Chris Knapman took fifth in the Top 10 Challenge with a smooth climb in the Gym & Tonic Chevron.



LOTON PARK

HAGLEY &amp; DISTRICT LCC

### Aug 25, Birmingham Post Top 10 Challenge, round 8

**BTD:** Alister Douglas-Osborn (2.7 Pilbeam-Hart MP54), 49.70s.

**Top 12 run-off:** 1, Douglas-Osborn, 49.70s; 2, Roy Lane (2.7 Pilbeam-BMW MP53), 50.56s; 3, Adrian Hopkins (1.6 Sark-BDA IH), 53.63s; 4, Charles Wardle (2.2 Mallock U2-Hart Mk21), 53.94s; 5, Chris Knapman (1.6 Chevron-BDA B49), 54.69s; 6, Tony Southall (1.6 March-BDA MS), 54.71s; 7, David Grace (1.7 Mallock U2-Ford Mk14/25), 55.34s; 8, Peter Blankstone (2.0 Mallock U2-Hart Mk20/25), 55.36s; 9, Nick Whale (1.7 Mallock U2-Ford Mk21/25), 56.23s; Tim Thomson (2.8 Pilbeam-Hart MP50/OTJ), Dave Harris (2.8 Pilbeam-Hart MP50), Russ Ward (1.1 Saracen-BDJ M85), DNS.

**Class winners:** Dave Whitehead (1.3 Chrysler Stiletto-BDH), 58.39s; Roger Jones (1.8 Volkswagen Scirocco GTi), 63.99s; Bob Dayson (1.6 Caterham Super 7 Ford TC), 59.06s; Peter Garland (3.5 Morgan Plus 8), 62.54s; Nick Carr (2.0 Caterham Super 7 BDA), 55.92s (record); Whale, 54.30s; Roger Gregory (1.6 Mallock U2-BDA Mk15), 55.90s; Wardle, 53.80s; Ron Warr (0.5 Cooper JAP MkVI), 63.39s; John Corbyn (0.5 Jedi Suzuki Mkt), 60.64s; Ward, 54.60s; Hopkins, 53.60s; Douglas-Osborn, 49.94s; Divina Galica (1.6 Lotus-Ford TC 23B), 61.98s (record); Guy Moss (3.0 Aston Martin DB2/4), 77.64s.

## Star Ward

PRESCOTT, Sep 01: The cards were on the table at Prescott when the Rydale BMW Midland Hillclimb Championship reached its final, Russ Ward producing two record breaking runs with his Saracen to snatch the title from season-long leader Dave Whitehead. And while Roy Lane tied up the Birmingham Post Top 10 Challenge series, the battle for the British Hillclimb Championship mantle continued apace . . .

As always the Classic Cars commenced the busy programme, on this occasion split into two divisions, the first of the handicap divisions falling to the Austin 7 of Jim Warren from Jack Perkins' twin rear-wheeled Bugatti. One of the many surprises of the day was meted out by Peter Thurston who shattered his target time with the unique single seater Triumph TR4 to win the second classic section. A spirited second climb from former saloon car racer Ivan Dutton saw Ian Preston's long-standing Bugatti record finally toppled, a great effort with David Heimann's Type 51 also securing the class on handicap from the Type 35B of an exuberant Julian Majzub.

Dave Whitehead came to Prescott at the head of the Rydale BMW Midland Hillclimb Championship and certainly applied the pressure, closing to within 0.3secs of the up to 1300cc special saloon class record. However, to secure the championship, Whitehead needed the bonus point which a record breaking run brings. Although he gave his all on the final ascent he was unable to improve and missed the championship by one point. The pack chased well, but could make little inroads into Whitehead's lead, Mervyn Brake powering his Maguire Imp into second place ahead of Marc Cramer's Reliant Kitten by 0.07secs, albeit 1½secs down on the winner. The over 1300cc special saloon car class also produced a very convincing winner, in the form of Chris Johnson, over 2secs clear of Steve Everitt.

The second class record of the day fell when the up the 1600cc modsports appeared, the Revd Tony Croft fairly flying up the hill with his Lotus 7 to trim the previous best mark by ½sec, and even the Cougar Developments Cougar of the redoubtable Bob Dayson had to play second fiddle. A massive class of over 1600cc modsports was dominated by the BRS Caterham Super 7 of Sam Hill and Nick Carr who amused themselves by decimating the previous class record and snopping the lead. At close of play the honours rested with Carr with 0.44secs in hand. Former class record holder Ken Snailham refused to admit defeat and chased well with his 1650cc Lotus 7, producing a personal best climb which trailed Hill by just 0.21secs. Peter Garland's quest for the Rydale BMW Midland Hillclimb Championship ended when he left the road at Semi-Circle. An earlier effort, however, assured him of third place overall in the series, just one point astern of the victor.

The Clubmans cars were, as ever, totally entertaining, although on this occasion there was no real challenge to David Grace who took the class by well over 1sec from Nick Whale and John Istead. The Mallock BDA of Roger Gregory again proved top dog in the 1600cc sports racing car class, the first fiery climb proving good enough to fend off Barry Groombridge's Yokohama shod version. Determined to once again make the championship run-off Charles Wardle opened the unlimited capacity racing car class with a ferocious effort and



this proved good enough to clinch the silverware yet again. Co-driver Jim Robinson finished runner-up. The family Blankstone Mallock once more made a strong impression on the class, Peter closing to within 0.23secs of Robinson, while wife Maggie produced a cracking run to set a new outright ladies record, a performance which not surprisingly took the HSA Driver of the Meeting award.

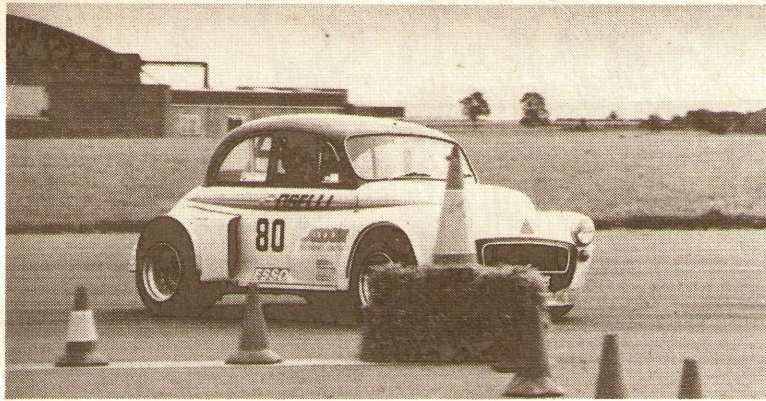
Although only four modern 500cc single seaters appeared, the class was a cracker, John Corby decimating Peter Voigt's long standing class record to take the spoils by over 1sec from Jonathan Perkins, also securing the prestigious Prescott Gold Cup by a whisker from Sam Hill.

To win the Rydale BMW Midland Hillclimb Championship Russ Ward needed to set new record figures in the 1100cc single seater class and opened with a frenetic run, definitely not one of his tidiest, but it worked, by 0.03secs! With the championship secure, Russ cut loose on the second climb, a near copybook run resulting in the first sub 43s climb of the hill by an 1100cc single seater. Ward's co-driver Jerry Sturman improved dramatically in the afternoon to complete a memorable day for the partnership by taking second place ahead of Simon McBeath, the latter heading home brother Andy by 0.02secs. A storming first climb, within half a second of Ray Rowan's record, proved good enough to secure the 1600cc single seater class for Tony Southall, although his opening and best run came under considerable fire from an on-form Adrian Hopkins.

The action was furious in the unlimited class with no less than five sub 40s climbs. Having set the pace in practice, Alister Douglas-Osborn showed sparkling form with the Glissade Pilbeam, his second run marking him as the man to beat as he headed a determined Martyn Griffiths by no less than 0.6secs. The GKN Technology/MTS Automotive Testing Toleman of Ray Rowan looked most comfortable in third place, just 0.09secs down on the Chase Web Offset car. In turn, Rowan was under immense pressure from British championship leader Chris Cramer, the Unidraw Gould pilot closing to within 0.02secs. Always a man to watch at Prescott, Roy Lane was in fine form, only a further 0.05secs in arrears.

A fine improvement on the second run saw Sally Mason-Styrton taking the delightful 206SP to victory in the Ferrari handicap class, while husband Dudley produced the fastest on the road climb in the same car, within 0.16secs of his own record. An on-the-limit climb from the Cooper-JAP of Barry Brant took the historic 500cc single seater record and class win from the Cooper MkVI of Ron Warr by 0.03secs.

Yet again the great British summer had the last word, the rains descending between the two British and Birmingham Post Top 10 Challenge run-offs. Thus, as before, it was all on the one run. Having



Nic Mann's first run in the Morris Minor Rover Turbo ensured class victory at Colerne.

done extremely well to qualify the March-Buick Roger Willoughby made a slight mistake at the Esses and thus came 12th, and Charles Wardle just failed to claim the final championship point. That fell to the Unidraw Gould of David Gould. For Tim Thomson the meeting was one he would rather forget for a nasty practice accident severely damaged his pristine Guyson Pilbeam. So, the brave youngster appeared at the wheel of father Jim's version, showing his resilience by qualifying ninth and powering through to claim that position in the run-off. Max Harvey had obviously cast an eye at the weather and decided to go for it on the first run, a wise decision indeed, for his excellent effort in the Chase Web Pilbeam elevated him to sixth place, 0.6secs clear of Dave Harris, who was none too happy with the handling of his Pilbeam, but still scraped home ahead of John Hunt. A mid 40s climb for Roy Lane ensured that he finished fifth — enough to clinch the Birmingham Post Top 10 Challenge, and elevate him to fourth place in the British series ahead of the luckless Thomson.

The first sub 40s climb in the run-off came from Chris Cramer, in tremendous style. In contrast, Ray Rowan looked tidier with the Toleman, but could not match the championship leader, taking fourth place 0.2sec down. Knowing that Cramer led, Martyn Griffiths, lying second in the British Championship, had no option but to go all out for victory. A great effort saw the Chase Web driver take the lead by just over 1/2sec, but the BTM man from the earlier class runs, Alister Douglas-Osborn, was still to come. Again it was a beautifully controlled climb from the Glissade driver, but although he annexed Cramer it was second place only, 0.18secs down on Griffiths. The second climbs should have been nail biting, but the weather put paid to that. Douglas-Osborn had other ideas and on the damp track produced a remarkable run in an effort to annex Griffiths. It wasn't on, but his effort in closing to within 0.3secs of his opening climb must have been one of the runs of the season.

ROBIN BOUCHER

BUGATTI OC

## Ray away

**COLERNE: Aug 26:** Four classes of road/rally saloons and sports cars opened the well supported meeting: the up to 1300cc class saw Arthur Hinds' Davrian too quick for the Ginetta G15 of Tim Murray; a tremendous battle between the Lotus 7 of Neil Haughton and Brian Gurney's Davrian in the 1600cc division went to the former; the Lotus 7 of David Cutcliffe flew to victory in the next class; and the over 2-litre class belonged to Jonathan Williamson's Porsche.

Marc Cramer put in two searing runs which saw the Reliant Kitten driver taking the 1300cc special saloon car class over the ever enthusiastic Mervyn Brake, while the over 1300cc special saloon car class was the province of Nic Mann, his opening run with the Morris Minor taking victory. Ian Hall's holiday Monday was busy, the Davrian driver competing at Colerne and Castle Combe with the same car! Despite the frantic commuting, Ian was unruffled, and took the 1600cc modsports car class from Ian Cameron's Lotus 7. As entertaining as ever, Jeremy Goodman threw his Ginetta G4 around the course, taking the larger capacity modsports car class by nearly 3secs from Les Trafford's supercharged Rover V8 powered Scimitar. Goodman's win ensured the Pub's 'n' Clubs Sprint Leaders Championship for the second consecutive year.

Nick Whale posted a splendid sub 61s second run in the Clubmans class, but Northern Peter Harper, on his first visit to the venue, attacked in tremendous style to beat Whale by 0.19secs.

The 1600cc sports racing car class also saw a good battle, a fine sub 63s run from the Maryk of Deryk Young fending off Tony Brown. Having departed from the straight and narrow at the final bend on his first run, David Render fought his slightly ill handling Pilbeam well on the second run to take the large sports racing car class by over 5 secs from Colin Cordy's Martin BM24, while a typically smooth high speed run from Rod Fisher saw the Vixen VB1 in charge of the

1100cc single seater class.

Stuart Ridge was visibly on the limit with his Chevron when the 1600cc single seaters took to the course and he produced the second sub 60s run of the day to take the division from the Pilbeam of Terry Clifford. Ray Rowan needed just one class run with the GKN Technology/MTS Automotive Testing Toleman to take over 1sec off the outright course record! Former track record holder Dave Harris was sidelined with motor and handling problems and so the rather distant chase was led by Ken Ayers whose Cosworth motivated Lyn-car pipped the March 741 of Paul Edwards by a mere 0.03secs.

With his March 772 written off in practice at Blackpool Rodney Eyles appeared at the wheel of David Keer's Ralt-Rover RT1 and quickly adapted to the machine, although he was unable to repeat his 58s practice run as he closed to within 0.08secs of Edwards.

Having qualified in 12th place for the run-off, Jonathan Toulmin's first effort with the Elfin produced his best run of the day, netting a welcome 10th place, 0.14secs ahead of the March-Rover of Roy Woodhouse. For Martin Chittenden the run-off was a tremendous success, the GRD driver improving in leaps and bounds to take a well deserved ninth place. Paul Edwards had qualified in seventh place and was destined to stay there, the March 741 all but equalling the earlier class run time and although this proved good enough to head Richard Ames by 0.27secs he came under real fire from the Clubmans brigade. Peter Harper's first attempt proved disappointing after his superb efforts in the class runs, but the second sortie was tremendous, not only did he beat Edwards, but was not so far removed from a sub 60s time, a tremendous effort which duly earned him the HSA Man of the Meeting award.

It took a personal best time for Ayers to ensure that the Lyncar fended off the attentions of the cheeky Clubmans car to take fifth place. As in the class runs Stuart Ridge was flying with his 1600cc Chevron and starting to embarrass the rest of the larger engine cars, challenging for third place. Rodney Eyles fought back well in his borrowed Ralt claiming third with only 0.12secs to spare. Despite frantic efforts to repair the fuel pump of his Pilbeam Terry Clifford was unable to start and was robbed of a fine points scoring opportunity. The second run from David Render saw him missing gears, but the sports racing car driver had done enough on his opening sortie to just snatch second place with a time which was just 0.02secs away from his class effort. The day, however, belonged to Ray Rowan who, as in the class runs, needed just one attempt, as he trimmed his new course record to win the meeting and take the championship maximum score. Rowan's winning margin at Colerne was 5.89secs. No further comment seems necessary!

ROBIN BOUCHER

BRISTOL MG

## PRESCOTT

### Sep 01, British Hillclimb Championship, round 14

**BTD:** Alister Douglas-Osborn (2.7 Pilbeam-Hart MP54), 39.04s.

**Top 12 run-off:** 1, Martyn Griffiths (2.8 Pilbeam-Hart MP53/04), 39.17s; 2, Douglas-Osborn, 39.35s; 3, Chris Cramer (2.5 Gould-Hart 84/2), 39.69s; 4, Ray Rowan (2.5 Toleman-Hart TG280H), 39.89s; 5, Roy Lane (2.7 Pilbeam-BMW MP53), 40.54s; 6, Max Harvey (2.8 Pilbeam-Hart MP53/04), 40.69s; 7, Dave Harris (2.8 Pilbeam-Hart MP50), 41.29s; 8, John Hunt (2.7 Pilbeam-Hart MP54), 41.32s; 9, Tim Thomson (2.8 Pilbeam-Hart MP40RXH), 41.37s; 10, David Gould (2.5 Gould-Hart 84/2), 41.45s; 11, Charles Wardle (2.2 Mallock U2-Hart Mk21), 41.99s; 12, Roger Willoughby (3.5 March-Buick DG84), 45.06s.

**Class winners:** Jim Warren (0.7 Austin 7), 68.94s; Peter Thurston (2.1 Triumph TR4 Special), 54.22s; Ivan Dutton (2.3s Bugatti T51), 53.20s (record); Dave Whitehead (1.3 Chrysler Stiletto-BDH), 45.99s; Chris Johnson (2.3 Vauxhall Chevette), 49.13s; Tony Croft (1.6 Lotus 7 Ford TC), 45.33s (record); Nick Carr (2.0 Caterham Super 7-BDA), 44.03s (record); David Grace (1.7 Mallock U2-Ford Mk14/25), 42.75s; Roger Gregory (1.6 Mallock U2-BDA Mk15), 43.78s; Wardle, 41.93s; John Corby (0.5 Jedi Suzuki Mk1), 49.07s (record); Russ Ward (1.1 Saracen-BDJ M85), 42.90s (record); Tony Southall (1.6 March-BDA MS), 41.98s; Douglas-Osborn, 39.04s; Sally Mason-Styrton (2.0 Ferrari 206SP), 52.83s; Barry Brant (0.5 Cooper JAP Mk1X), 50.35s (record). **HSA Driver of the Day:** Maggie Blankstone (2.2 Mallock U2-Hart Mk20/25), 43.23s (**Ladies outright hill record**).

**British Hillclimb Championship positions:** 1, Cramer, 92pts; 2, Griffiths, 91; 3, Douglas-Osborn, 83; 4, Lane, 70; 5, Thomson, 69; 6, Rowan, 61; 7, Harris, 56; 8, Harvey, 43; 9, Hunt, 39; 10, Gould, 30.

## COLERNE

### Aug 26, Warecrete British Sprint Championship, round 10

**BTD:** Ray Rowan (2.5 Toleman-Hart TG280H), 53.16s (record).

**Top 12 run-off:** 1, Rowan, 53.16s; 2, David Render (2.5 Pilbeam-Hart MP43), 59.05s; 3, Rodney Eyles (3.9 Ralt-Rover RT1), 59.25s; 4, Stuart Ridge (1.6 Chevron-BDA B45/48), 59.37s; 5, Ken Ayers (3.9 Lyncar-Cosworth DFL MS84), 60.03s; 6, Peter Harper (1.7 Mallock U2-Ford Mk21/24B), 60.20s; 7, Paul Edwards (3.0 March-Cosworth DFV 741), 60.70s; 8, Richard Ames (2.0 Chevron-Hart B40), 60.97s; 9, Martin Chittenden (1.6 GRD-BDA HS85/1), 62.22s; 10, Jonathan Toulmin (1.6 Elfin-Ford TC 600B), 63.85s; 11, Roy Woodhouse (3.5 March-Rover Turbo 772), 63.99s; Terry Clifford (1.6 Pilbeam-BDA MP45), DNS.

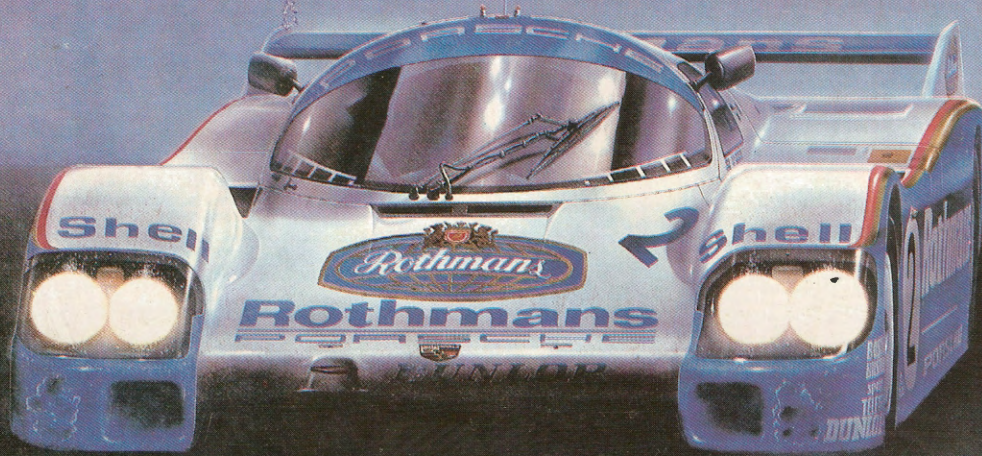
**Class Winners:** Arthur Hinds (0.9 Davrian Mk1), 79.65s; Neil Haughton (1.6 Lotus 7), 75.45s; David Cutcliffe (1.7 Lotus 7), 72.90s; Jonathan Williamson (2.7 Porsche 911 Carrera), 74.05s; Marc Cramer (1.3 Reliant Kitten-Ford), 68.23s; Nic Mann (3.5 Morris Minor-Rover Turbo), 66.13s; Ian Hall (1.4 Davrian Mk 7A), 68.24s; Jeremy Goodman (2.0 Ginetta G4-Ford Pinto), 66.55s; Harper, 60.57s; Deryk Young (1.6 Maryk-Ford M16), 62.98s; Render, 59.03s; Rod Fisher (1.0 Vixen Imp VB1), 66.71s; Ridge, 59.40s; Rowan, 53.55s.

**Warecrete British Sprint Championship:** 1, Ray Rowan, 80pts; 2, David Render, 62; 3, Rodney Eyles, 52; 4, Roy Lane, 36; 5, Paul Edwards, 35; 6, Stuart Ridge & Ken Ayers, 34; 8, Roy Woodhouse, 28; 9, Peter Harper, 16; 10, Jonathan Toulmin & Basil Pitt, 14.

**Pubs 'n' Clubs Sprint Leaders Championship:** 1, Jeremy Goodman, 69pts; 2, Mervyn Brake, 43; 3, Nick Whale, 34; 4, Rod Fisher, Dave Hocknell & Tony Brown, 29.



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