

Autosport

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May 9, 1985 80p

SEALING
LE MANS
COMPETITION



San Marino Grand Prix

Full F1 report from Imola

Tragedy on Tour de Corse

Thruxton F3 & Thundersports

Opel & Audi duel in Wales

Silverstone 1000 WEC guide

Donington Gp A double-header



Autosport
GRAND PRIX GUIDE 85

ALFA ROMEO PROFILE

WEEK
8

FRONT COVER

Michele Alboreto started as one of the favourites (in both senses of the word) in last Sunday's San Marino GP at Imola, in the heart of Ferrari country, but came away only with the fastest lap as compatriot Elio de Angelis inherited victory for JPS Lotus. Photo: Jeff Bloxham. Report: page 10. Below: The TWR Rover Group A team achieved another one-two-three result as the European Touring Car Championship came to Donington last Sunday. Photo: Jeff Bloxham. Report: page 49.

NEXT WEEK

Silverstone 1000: will Lancia win at last? Read our full report — F3000 action from Vallelunga — Indy 500 qualifying news — *Fifth Column* from Imola — *Backstage* from Corsica — Shell Oils/AUTOSPORT rally latest from the Isle of Man — Plus all our usual news and features.*

*These items correct at time of going to press.

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Autosport

PIT & PADDOCK 4

All the international motor racing news — Pre-qualifying runs at Indianapolis — Tyrrell-Renault for Ricard debut — Fuji Speedway to close down.

COMMENT 8

Our editorial views on one of the major news items of the week — A platform for your own opinions — *Catchpole* raises a laugh — Motor sport 10 and 25 years ago in *Then As Now?*

SAN MARINO GP 10



What a drive by Johansson! Imola's annual F1 fixture produced an incident-packed race which was never led by the eventual winner. A superb Grand Prix was spoiled at the end by high fuel consumption and by the disqualification of Prost's McLaren after it had been first past the flag. Nigel Roebuck mingled with the wildly enthusiastic tifosi.

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DEREK ONGARO 18

Maurice Hamilton reveals the secrets of Formula 1's 'Mr Safety', Derek Ongaro — the man with his finger on the button...

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The Peugeot 205 Turbo 16 has dominated World Championship rallying since it arrived on the scene. Here Martin Holmes questions its designer, André de Cortanze, about the latest 'evolution' Group B car which made its debut in Corsica.

ROAD CAR 23

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PREVIEW:

MANX RALLY 26

Keith Oswin takes a look at the likely winners of the next round of the Shell Oils/AUTOSPORT National Rally Championship, the Nexus Manx Stages — the all-tarmac, pace-noted contest starting this Saturday on the Isle of Man.

PREVIEW:

SILVERSTONE 1000 28

Yes — Quentin Spurring still thinks that the Lancia team will soon defeat all the Porsches to win a WEC event, even after its Italian disappointments. Although strongly opposed by the Canon Porsche, the Lancias are favourites to win Sunday's big sportscar international at Silverstone.

TOUR DE CORSE 30



Renault have had a difficult time until now with the Maxi 5 Turbo, but in Corsica last weekend — their first outing at World Championship level with the new car — Jean Ragnotti achieved a victory in an event marred by the death of Attilio Bettega. Harry Milne brings the news from the French mediterranean island.

SPECIAL STAGE 34

Latest news from the world of rallying — Tribute to Attilio Bettega — Wilson leads Open series — Ford to suspend RS Turbo programme? — French name their 'juniors' — Collins to miss Manx Stages — Group B under discussion after Corsican tragedy...

WELSH RALLY 37

Malcolm Wilson's privately run Audi Quattro saw off the challenges of a host of factory entered cars on last week's Shell International Welsh Rally. Nigel Fryatt watched the Cumbrian driver take the lead of the RAC Open series.

THRUXTON F3 42



Ralt-VW driver Gary Evans drove immaculately to win his maiden victory in the Marlboro British series, and the first in the UK for Ron Tauranac's latest RT30 design. Marcus Pye witnessed the Bank Holiday action in Hampshire.

THRUXTON

THUNDERSPORTS 43

Driving a Lola T530 CanAm monster, John Brindley and John Foulston won last Monday's mixed-bag sportscar race more or less as they liked. Jeremy Shaw reports.

ROFT & SON LTD



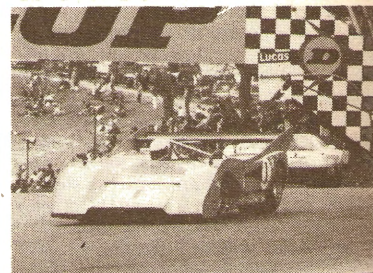
DONINGTON ETC 49

On a European Touring Car Championship pedestal before they came to England, the TWR Rover team made sure they stayed there with another one-two-three finish on home soil, Tom Walkinshaw/Win Percy leading the formation as it overcame a challenge from Volvo. Joe Seward was our man on the spot.

DONINGTON TRIMOCO 54

Jeremy Shaw reports on the latest round of the British national Group A track racing series, in which Andy Rouse's Ford Sierra Turbo defeated Dave Brodie's Colt Starion Turbo.

SPORTSCARD 56



Motor sporting shorts from the British holiday weekend and all over the world — Holbert's effort results in IMSA GTP victory at Laguna Seca for Lowenbrau Porsche — Schuppan/Suzuki Trust Porsche triumphant in Fuji 1000 — Bertrand Fabi breaks his FF200 duck — Tim Thomson's last-gasp win at big Prescott hillclimb.

JONATHAN BANCROFT 67

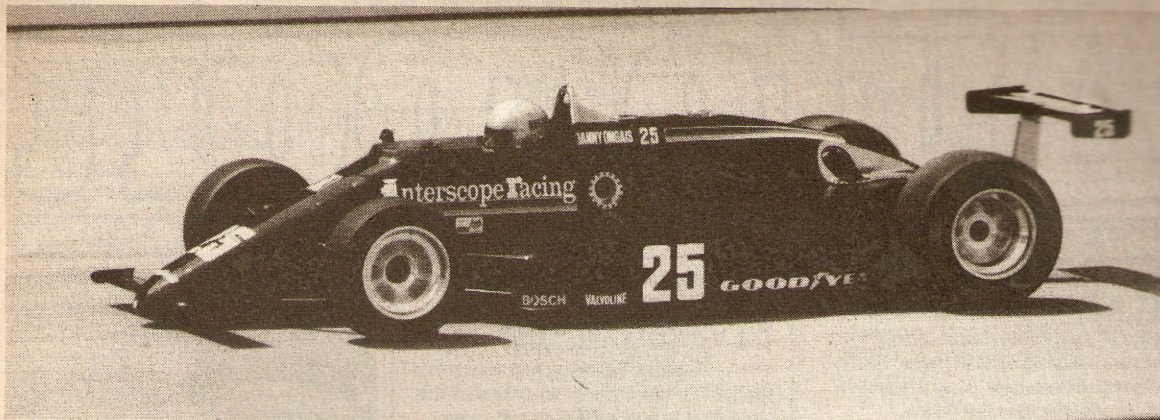
Tony Dodgins in conversation with the winner of the Dunlop/AUTOSPORT and BP Superfind novice Formula Ford titles in 1984, who now heads the points table in the prestigious RAC/Townsend Thoresen championship.

SPORTS EXTRA 69

The national motor competition news — June road race confirmed for Ballyjamesduff in Eire — Swiss FF1600 man Favre looks promising — Edwards hillclimbs in F1 March.

AUTOSPORT GRAND PRIX TEAM GUIDE

The last in our series of full-colour guides to the 1985 Formula 1 teams tells the stories of Tyrrell, Alfa Romeo, Spirit and Osella.



Among the fast men in early Indy testing has been Danny Ongais in the InterScope March 85C.

Rahal sets pace as Indy practice begins

Practice for the Indianapolis 500 began last Saturday, the drivers getting seven days' testing before the first of the two qualifying weekends. And as of Monday night Bobby Rahal was fastest man, lapping the Truesports March 85C at 210.970mph late on Sunday afternoon. Our American Editor points out, however, that Rahal was running with quite a fuel load, and adds that no one has really gone for a time yet . . .

Next up was Herm Johnson's March 85C, with a best lap of 209.937mph, and then came Mario Andretti's Beatrice Lola T900 and Roberto Guerrero's March 85C, both of which lapped at 209.643mph. Dick Simon, remarkably, put in a lap at 209.302mph on Saturday, but our man suggests that uppermost in the veteran's mind was probably being fastest on the opening day, and that his engine's boost may have been adjusted accordingly.

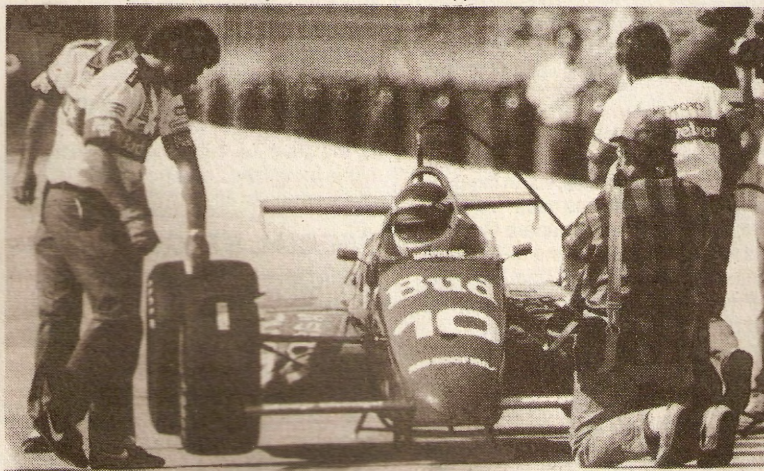
Danny Ongais, who has Ralph Belamy working with him throughout the month of May, recorded 209.253mph with his 85C, and then came the similar cars of Josele Garza (207.804), Pancho Carter's Buick-powered car (207.421), Danny Sullivan's Penske entry (207.277), Bill Whittington (207.086), Emerson Fittipaldi (206.706), Johnny

Rutherford (206.253) and Geoff Brabham (206.091).

The Eagles of Ed Pimm and Tom Sneva went round, respectively, at 205.902 and 205.895, followed by Al Unser Jr's Shierson Lola T900 (205.011). More 85Cs follow: Gordon Johnson

(204.871), Al Unser Sr (203.850), Scott Brayton (202.300), Rick Mears, still playing himself in (201.700) and Crawford's Lola T900 (201.688). As we went to press, all the leading runners had been out — apart from A. J. Foyt, who spent the weekend at the Kentucky Derby!

Late on Sunday afternoon Bobby Rahal's March 85C lapped at over 210, the fastest so far.



Herd's Design Award

At a luncheon last week at the National Motor Museum at Beaulieu, March Engineering's Robin Herd received the Duke of Edinburgh's Designer's Prize — the top award for design in British industry — for his highly successful 84C Indycar design.

The winner of the Duke's prize is selected from the Design Council Award winners each year, the decision being made by the Duke himself, with advice from the chairmen of the various award panels. This year is, of course, being celebrated as the 100th birthday of the motor car and the Duke thought it fitting that it should be a car that won the prestigious award.

"Such results," he explained, "could only have been achieved with exceptional design talents, experience and leadership, but Robin Herd would also be the first to acknowledge the debt he owes to the dedication, enthusiasm and technical abilities of the team which has brought his company such remarkable success."

The 84C, it will be remembered, swept the board at Indianapolis. Of the 33 qualifiers, 29 were using March 84Cs and all the 14 finishers were in March cars.



Herd — prestigious award.

March's big plans

After receiving his Duke of Edinburgh's Designer Prize at Beaulieu last week (see separate story), March boss Robin Herd announced that the company was about to embark on a major expansion plan.

The 130 strong March workforce has long since outgrown the original factory site in Bicester and negotiations are in hand for an additional 60,000 sq feet in the town. Included in the plans for the next 18 months are the building of their own one third scale wind tunnel, a composite shop, an expanded machine shop facility and a separate gearbox manufacturing entity.

Before leaving for America to oversee the company's bid for their Indianapolis hat-trick Herd said: "Each year we strive for more performance and a higher degree of engineering excellence but there is always tremendous scope for improvement."

The next few years are going to present an invigorating challenge in technology and manufacturing techniques in motor racing and allied industries. Within the next few weeks March will be announcing some exciting plans and special projects which will take us into what I believe will be a fascinating and innovative new era."

Fuji Speedway to close in 1986

Mount Fuji Speedway in Japan will host only two more FIA World Championship motor races. The track will close at the end of the 1986 season.

The news was confirmed last weekend, when Vern Schuppan and Keiichi Suzuki drove their Team Trust Porsche 956 to victory there in a national Group C sportscar championship event (see *Sportscard*). The reasons for the closure are mostly of a financial nature, although there has long been local resident objection to the circuit.

A large part of the circuit is in need of repair to bring it back to the latest International standards, and the owners, Mitsubishi Real Estate, are facing an estimate of 10 billion yen (about £4 million). Since its arrival on the international motor racing scene in 1966, the track has never made big money except when it staged the Japanese Grand Prix in 1976 and 1977, despite the big crowd that turns out each year to watch the 1000

Kms World Endurance Championship fixture.

The owners have considered spending the money but, at the same time the local Shizuoka Prefecture administration has been pressing for a massive youth recreation centre to be built on the site. The latest situation is that Mitsubishi Real Estate have agreed with the Prefecture's proposal, and have decided on closure.

In and around the Speedway, there are more than 20 racetracks, employing over 150 people, and it is possible that a rescue plan will be mounted. The loss of the Fuji track would mean that Suzuka would become the only International standard facility in Japan, and would have to host the large number of national championship Formula 2 and sportscar racing fixtures. We assume also that OSCAR, acting on behalf of the WEC teams, will be seeking to move the annual sportscar international to Suzuka from 1987.



Maureen Lucas, of Blisworth, Northants, has won a magnum of champagne for predicting that Elio de Angelis would win at Imola at 118.05mph, the closest estimate we received to his true speed of 119.17. Our congratulations . . .

Next, Monaco, wet last year, damp in 1983, won in 1982 by Patrese's Brabham at 82.207mph. Your entries (postcards only please) by Friday, May 17, to AUTOSPORT Moët et Chandon GP Competition, 38-42 Hampton Road, Teddington, Middx TW11 0JE.

Elgh OK after Dome test crash

Eje Elgh, the co-winner with Geoff Lees of the first round of the All Japan Endurance series, was injured on May 1 when he was testing the Dome Company's Wacoal sponsored Dome-Toyota 85C sportscar at Mount Fuji Speedway.

The Swedish driver has strained his neck muscles and broken two front teeth, and he missed the second round of the championship last weekend. Reportedly, the Dome's brakes failed coming into the very quick first right-hander, sending the Japanese constructed car into the catchfences.

Elgh was treated at Keio University Hospital, and is expected to be fit enough to race again in time for Le Mans, where he and Lees will share one of the two new Toyota turbo powered Group C1 cars.

On the same day as Elgh's shunt, veteran Mazdaspeed factory driver Yojiro Terada escaped injury when his Group C2 Mazda 737C caught fire and was burned out during tyre tests for Dunlop Japan. Only one of the latest rotary engined C2 machines was pre-

sent for last Sunday's race, and it is possible that the Mazdaspeed team will again have only one at next weekend's big Silverstone international. Another car, however, will definitely be built in time for Le Mans, where the team also has two entries.

Elgh — Dome testing crash.



Swallow at Monaco

Among the small British contingent at this year's Monaco Formula 3 race will be Swallow Racing. Tim Stakes's accomplished Markyate-based team will take their regular pair of Reynard-VWs for Andy Wallace and Tim Davies. Anxious to raise some sponsorship for this most prestigious of F3 races, Stakes has taken out a large advertisement in an edition of this week's *Leicester Mercury*, offering the opportunity to be involved with the "Racing for Leicestershire" team at the Principality. Further information can be gained from Stakes on 0530-245208.

Italia's 85Bs

The Italia Formula 3000 International team, run by former Autodelta engineer Pierluigi Corbari, have ordered two new March 85Bs to replace their Lola T950s which, to date, have not proved very competitive in the series.

The first of the team's new cars should be ready in time for Pau and it is hoped to have the second one ready for Spa the following week although according to the March factory this will be a tight schedule. It is not yet known whether Mario Hytten or Juan Manuel Fangio Jr will get the first car for the demanding event through the streets of Pau.

Autosport

GRAND PRIX GUIDE 85

This week's free, full-colour supplement completes the Team Guide element of the Autosport Grand Prix Guide 85, which has now built up to 40 pages. After some delay in production, for which we apologise, the binders are now available which will enable you to keep all this extra information between specially designed hard covers. See the coupon on page 70 and look out for the regular TV Guides (published each Thursday before a Grand Prix) which will complete a glossy 72-page record of the 1985 Formula 1 World Championship.

BRIEFLY

■ At a very crowded Donington Park last Wednesday Mike Thackwell and Christian Danner set equally quick laps in their respective Bridgestone shod Ralt and March chassis. Both lapped in 63.4s on race rubber, well under Corrado Fabi's F2 lap record, while Danner went a second quicker later in the day when he bolted on a set of qualifiers on his Bob Sparshott run 85B.

■ The Spa-Francorchamps circuit is building a further 12 new pits this year taking its total to a remarkable 63. In addition, the track surface is being relaid with a new rubber-asphalt surface which, is hoped, will help to accelerate water absorption. The work is expected to be finished in time for the Belgian Grand Prix on June 2.

■ Manfred Winkelhock is to join the Belgian Juma BMW team at this year's Spa 24 Hours alongside former Grand Prix man Jo Gartner and Herve Regout, while a second car has been entered by the team for the Martin brothers and Gordon Spice.

■ Michel Trolle in his Elf-sponsored Ralt won the third round of the French Formula 3 championship at the Ledenon circuit on Sunday. Report next week.

■ Dave Scott's Mint Engineering team has taken delivery of its new Ralt RT30 chassis and is currently preparing the VW-powered car for the forthcoming Thruxton Marlboro round on May 27.

■ Lester Ray's team has entered its new Cosworth-engined Harrier LR4 C2 car for the Le Mans 24 hours in June, but is still looking for a couple of drivers with suitable funds available. Ray can be contacted on Epsom 41624.

■ Seen in the Press Box at Thruxton after Monday's F3 race were Reynard drivers Russell Spence and Maurizio Sandro Sala, in deep conversation with Ralt man Mauricio Gugelmin. "After today's victory for Ralt, we're ordering us RT30s," said the Yorkshireman, "and Mauricio has just set himself up as main agent for Ron Tauranac's cars!"

■ It was interesting to note at Thruxton that each of the first five Ralt RT30s home sported distinctly different chassis/suspension configurations (see report p42). Now that intensive development is paying dividends and the *marque* — which won 71 successive British F3 rounds prior to 1985 — has opened its British account this year, the Marlboro series should become even more competitive.

■ Gary Evans' debut F3 win is the first time a car using Mobil Rally One Formula Oil has won a race in the series. At present, only Evans and the two Scan + Sport cars use the lubricant.

WEEKEND SPORT

INTERNATIONAL RACING

Date/Venue	Event/Details
May 11, Nashville, (USA)	NASCAR Winston Cup Grand National Championship, round 10 <i>Bodine, Labonte and Bennett head the points table as the Boys from the South head to Nashville</i>
May 12, Vallelunga, (I)	FIA European Formula 3000 Championship, round 5 <i>After a white-out at Nurburgring, the teams visit Italy for the first time, with Emanuele Pirro no doubt keen to impress on home soil.</i>
May 12, Anderstorp, (S)	FIA European Touring Car Championship, round 4 <i>With Rover dominating the early rounds, the Swedes will be looking to a stronger challenge from the Volvos.</i>
May 12, Silverstone, (GB)	FIA World Endurance Championship, round 3 <i>An act of God, in the form of a fallen tree, brought to an end the Rothmans Porsche domination at Monza in the best Group C race since its inception. Silverstone is eagerly awaited. Race starts 12.30pm.</i>
May 12, Mugello, (I)	Marlboro Italian F3 Championship, round 4 <i>Barbaza, Apicella and Caffi should provide the yardstick in the Mugello counter.</i>
May 12, Monthery, (F)	French Touring Car Championship, round 4 <i>The Mercedes 190E burst onto the scene, taking a 1-2 for the German marque. Can they repeat the success?</i>
May 12, Avus, (D)	German Formula 3 Championship, round 5; German Touring Car Championship, round 5; German Sportscar Championship, round 5 <i>Volker Weidler will be looking for another win to follow his first of the season at Wundsdorp</i>
May 19, Monte Carlo, (MC)	FIA Formula 1 World Championship, round 4
May 19, Zandvoort, (NL)	FIA Historic Championship, round 4
May 19, Dover Downs (USA)	NASCAR Winston Cup Grand National Championship, round 11
May 19, Charlotte, (USA)	Camel IMSA GT Championship, round 7
May 19, Zolder, (B)	EFDA Townsend Thoresen Euroseries FF2000

NATIONAL RACING

Date/Venue	Event/Details
May 11, Silverstone, Northants	Donington Racing Club FF2000, Esso FF1600, B&Q British Sports 2000. <i>Ably supporting the WEC practice, the Ford Formulae should provide plenty of entertainment. Expect to see Hockenhull and Bradley to the fore in the FF2000 counter with Blundell and Hill providing the Esso 1600 fireworks. Practice from 9.15am, racing from 2.00pm.</i>
May 11, Oulton Park, Cheshire	HSCC Failsafe Historic GT Championship; HSCC Bellini Models Historic Sports Car Championship; Lenham Storage Historic Formula Junior Championship; Atlantic Computers Pre '65 Historic GP cars; HSCC Classic Sportcar/John Lelliott Post Historic Road Sports Championship. <i>All fanatics of older single seater and sportscars should make a bee line for the splendid Cheshire venue this weekend. Racing starts 1.30pm.</i>
May 12, Ingliston, nr Edinburgh	FF2000, FF1600, Libre, Road Sports, Road Saloons <i>With Steve Robertson and David Duffield both elsewhere, Tom Brown and Chic Stenhouse should fight out the FF2000 action.</i>
May 12, Lydden, nr Canterbury, Kent	FF2000, FF1600, Special Saloons, Modsports, Road-going Saloons, Mini Miglia and Mini Sevens. <i>Plenty of action to keep the Kentish enthusiasts amused, with racing from 2.00pm.</i>

OFF TRACK

May 11 Barbon Manor, nr Kirby Lonsdale, Cumbria	RAC British Hillclimb Championship, round 4 <i>Tim Thomson's Pilbeam seems to be setting the pace and will be keen to add to his recent successes at the westmorland MC's promotion. Action starts at 2.00pm.</i>
May 12 Colerne, nr Chippenham Wiltshire	Warecrete British Sprint Championship, round 2 <i>Ray Rowan will be looking to add to his dominant first round win at Curborough.</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.

Cause for investigation

Attilio Bettega's terrible accident on the Tour de Corse last week was a tragedy which claimed the life of one of the most popular characters in rallying. He was the first top line driver to die in the 15 years of the World Rally Championship, so it would not have been surprising to hear emotional, damaging statements about the rights and wrongs of the sport.

We are therefore relieved to find that comments have been reasoned and responsible.

Gabriele Cadrinher of the FISA Technical Commission made the crucial point that the fatality was not a consequence of the supercar

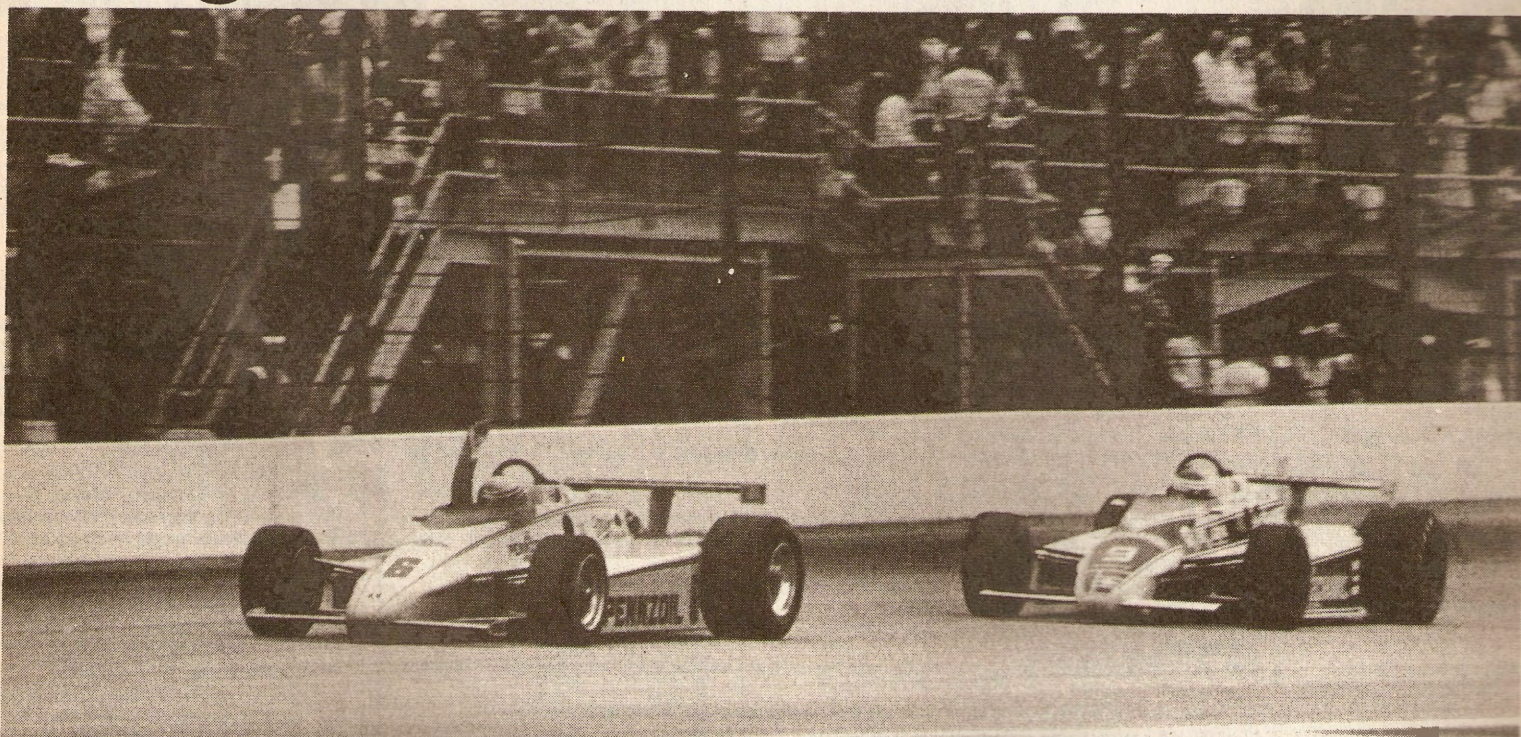
era. The accident could have befallen a less powerful car and the tragic consequences would undoubtedly have been similar, for cars complying with either Group A or N would not have afforded the crew any greater protection.

It would be wrong, however, to allow the incident to pass without looking more carefully at safety standards throughout rallying. Such standards are under constant review in track racing — especially Formula 1 — and yet the minimum requirements for rally cars have not been radically improved for several years. Since the Lancia Rally 037 was introduced, there has

been no significant legislation, and few recommendations.

In a sport based around production cars, vehicle safety measures are infinitely more complicated and sometimes more costly. Nevertheless, the arrival of the latest Group B machinery should prompt more concerted investigations into raising standards. Consideration should certainly be given to making type approval a requirement before homologation is granted. Currently, we applaud the moves to pay increasing attention to safety on events, but these should not be carried out at the expense of investigations into raising vehicle standards.

Congratulations March



March 84Cs to the fore: Rick Mears punches the air as he wins last year's Indianapolis 500, while similarly mounted Rookie of the Year, Roberto Guerrero follows.

Last week a delighted Robin Herd of March Engineering won the coveted Duke of Edinburgh's Designer's Prize for his super-successful March 84C Indycar design. The award is the very pinnacle of design achievement in this country and rightful recognition of the success that March Engineering has enjoyed since its inception in 1969.

Nowadays motor racing is highly competitive, a high technology industry and Herd's success

— most notably at last year's Indianapolis 500 — is to be applauded.

More importantly, perhaps, the award is a wonderful advertisement for the British motor racing industry as a whole, and AUTOSPORT hopes that Herd's success will be followed not only by March, but by other manufacturers as well.

Design, of course, is not always the result of just one man's work and it seems the right time

to applaud the efforts of the entire design team at March which, each year, turns out winning cars in a variety of series all over the world. In three weeks' time the March 85C will try to emulate the success of its forerunner and already there are signs that it will. Of the 79 strong Indianapolis entry there are 51 Marches, 41 of them new cars.

Congratulations March and good luck this year . . .

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Winning isn't everything?

Having read your *Comment* (AUTOSPORT, May 2) about the TWR Jaguar Le Mans effort, may I point out that racing is about people who *race*, not necessarily about people who win. Good luck to the Group 44 team who may or may not be able to beat the Porsche or Lancia teams, but at least they will be there racing . . .

JERSEY, CHANNEL ISLANDS

BRUCE CAVEY

A question of time

With reference to your editorial concerning the termination of a Grand Prix in very bad conditions, you suggest a permanent Clerk of the Course to make such a

decision. Surely a stop-watch could assist in such a decision?

If you examine the lap speeds at Estoril and compare them to the times on a dry track, you will see that the rain reduced speeds by about 20%. This could be used as a guide: if lap speeds were reduced by 20% for example in worsening conditions, then that could be used as a basis for a decision.

GAINSBOROUGH, Lincs.

MARTIN CASSWELL

Looking back . . .

It's brain picking time once more! Can any readers give me any clues to the whereabouts of any of the following

who raced during the 1950s and 1960s: Rodney Nuckey, John Barber, John Campbell-Jones or Peter Ashdown?

If anyone can supply me with genuine autographs of Richard Seaman, Onofre Marimon, Willy Mairesse, Wolfgang von Trips, Archille Varzi, Count Trossi or Bernd Rosemeyer, I would gladly send a small donation for each one obtained to Racing for Britain.

STEVE HIRST
162 Renacres Lane,
Shirdley Hill,
Nr Ormskirk,
Lancashire L39 8SQ.

Support your ambulances

I am writing on behalf of the officers and members of Farningham Division of the St John Ambulance Brigade who provide the first-aid and ambulance facilities at Brands Hatch. The division undertakes a great many duties throughout the year, and in 1984 our 39 members completed a total of 11,942 public duty hours and treated some 88 casualties of which 47 were transported to hospital in the Division's five ambulances for further treatment.

Because of the extent of the duties undertaken by the Division we are proud to maintain a fleet of modern ambulances of which two are garaged in Farningham. Unfortunately, this garage is now structurally delapidated and it is our intention to demolish it and build a modern three-bay garage on the same site.

The budgeted cost of this project is £15,000 and we are inviting public donations to help us meet this cost. Any donation received as a result of this letter will be held for the sole purpose of the Ambulance Garage Reconstruction Project (please address these to: Mrs Susan Crane, Divisional Officer i/c, Farningham Division, St John Ambulance Brigade, Kent).

I do hope that you will consider us a worthy cause and help us to maintain our ambulances in a proper condition in order that we may continue to do our voluntary work within the local community.

SEVENOAKS, KENT

GRAHAM PALMER

Racing to the line

Good grief. We have finally been treated to a World Endurance race that almost provided an exciting straight finish between more than two cars! As it was, the finish was wholly dramatic, if only for an exceptional reason — a fallen tree.

Is the end of the tunnel in sight for Group C racing at last? The formula finally seems to have sorted itself out, and one can only look forward to the rest of the season in the hope that the privateer teams can peg back the progress of the works Porsche team (and I don't just mean the Porsche privateer teams).

The form of the C2 class is certainly encouraging, too, if featuring a somewhat large performance differential between its leaders and its tuggers.

So, the best of luck to Jaguar with their forthcoming XJR-6. May it win before the year is out, as a win in a formula where real racing takes place holds much more credence than one which resembled the dreaded Group C of old. Keep it up chaps.

SPALDING, LINCOLNSHIRE

HARRY POTTER

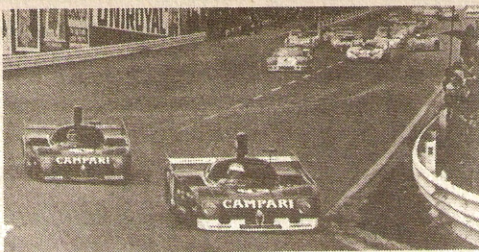
Watertight rule book

I know about the 200 mile/two hour rule for a Grand Prix, but, please, can somebody explain the anomaly that allows a race — like Estoril — to continue for the full two hours in such appalling conditions, when in normal conditions the race would have been over after 90 minutes or so?

It seems, from a safety aspect, a little bit ludicrous that — due to the weather — the drivers are risking their lives for longer than normal, when there is a much greater chance of an accident resulting in serious injury. Am I alone in thinking this?

BLYTH, NORTHUMBERLAND

DIANE HURLEY



10 The main racing action 10 years ago this week was the Magny-Cours F2 race (AUTOSPORT, May 8 1975) which was won by Jean-Pierre Jabouille's Elf 2J. The works Marches of Michel Leclerc and Patrick Tambay were the early pace-setters before Tambay was involved in a contretemps while lapping Brambilla, and Leclerc's engine let go at half distance.

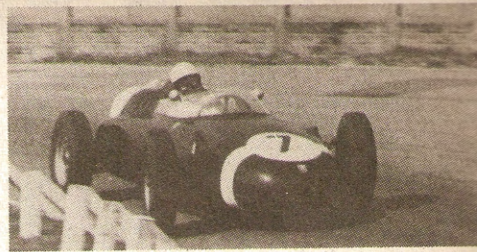
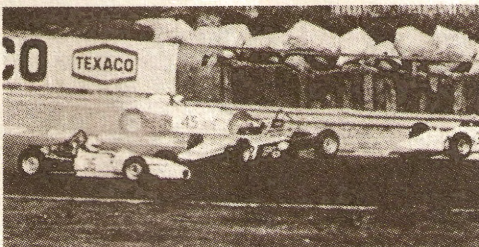
Rene Arnoux was in the news for altogether happier reasons, the little Frenchman's Martini winning the supporting Formule Renault encounter to lead the championship standings.

At Spa, the 1000kms was reduced to 750kms by the traditionally fickle weather that effects the Ardennes. The non-appearance of the Mirage and Alpine teams made the race something of a non-event with Alfa Romeo (above) completely dominant. Derek Bell/Henri Pescarolo gave the team its third consecutive World Championship of Makes win, one lap ahead of the sister car of Ickx/Merzario, after a noticeably tardy stint from the latter.

Over at Brands Hatch, the National Organs Formula Ford Championship seemed quite aptly named judging by the driving tactics adopted. Our correspondent reckoned a huge incident at Paddock Bend could have been avoided if some drivers had exercised proper care. One of those pictured just joining the carnage (below) is none other than one Eddie Cheever (No 45).

Toyota team manager, Ove Andersson followed up his Safari Rally win with a victory in the Nordland Rally, at the wheel of a Toyota Corolla. His winning margin was a remarkably small 5secs ahead of fellow Swede, Anders Kullang (Opel Ascona).

On a light-hearted note, *Pit & Paddock* reported that Jackie Stewart's IROC commentary had upset a few people. The wee Scot apparently blamed an incident which saw Indy 500 winner Rutherford in the wall, on "Johnny's inexperience at drafting". Watching on TV, Rutherford was none too amused and AJ Foyt left before the show was over!



25 The magazine, and seemingly the majority of the British motor sport world, was saddened 25 years ago this week (AUTOSPORT, May 6, 1960) by the decision of the CSI to go ahead, for 1961, with the 1.5-litre formula for Grands Prix. With the then 'half-ton' weight restriction still existing, it was feared that contemporary F2 cars would be faster than the new F1 machines.

So, with the formulae in a jumble, Formula Course raised its head as a candidate for international acceptance, pending official recognition. Whatever happened to that idea?

With almost all the 'name' drivers in F2 machinery for the International '200' at Aintree, there was close racing for sure, but alas rather sparse crowds. The race resulted in 1-2-3 for Porsche, with Stirling Moss beating the works cars of Jo Bonnier and Graham Hill in his Rob Walker entered version (above). The lead battle had been between the Cooper-Climaxes of Jack Brabham and Roy Salvadori, but they both retired by mid-distance, leaving Moss clear. First non-Porsche home was John Surtees in Ken Tyrrell's Cooper-Climax, setting the first 90mph lap of Aintree in an F2 car, and clipping 4.4secs off the old record in so doing.

The first round of the AUTOSPORT Championship races took place at Silverstone with races for Class A and Classes B & C. The Class A race was dominated by Turners and Bob Gerard opened the championship scoring after early leader Ken McKenzie dropped out. In the second race Peter Lumsden won Class B, but was beaten to the flag by a non-eligible Graham Warner (Lotus Elite), after Chris Meek's Elva Courier had given up the ghost. Class C had only three eligible entrants and two removed each other in a third lap contretemps, leaving Roy Bloxham to tour home in his Frazer-Nash.

Leading the claim for larger engines in motorsport was Sam Clutton, who won the VCC Prescott hillclimb in his 12-litre Itala (below), beating the 21-litre Metallurgique back into third!



BY BARRY FOLEY

CATCHPOLE

AH, HELLO BERNIE - I'M SORRY, WE BLEW IT. AS YOU KNOW WE HAD THIS NEW CHAP WRITING THE SCREEN PLAY - WE FIRED THE LAST GUY -

BECAUSE HE KEPT USING THAT OLD MCLAREN SCRIPT OVER AND OVER AGAIN - SO WE TRIED OUT THIS NEW CHAP IN ESTORIL AND EVERY ONE SEEMED TO LIKE HIS SENNA IN THE...

...RAIN' SCRIPT, SO WE GAVE HIM HIS HEAD IN ITALY, BUT I'D NO IDEA HE WAS GOING TO PULL ALL OF THIS RUNNING OUT OF PETROL RUBBISH AND HE'D HAVE BEEN BACK IN THE PROST RUT IF WE HADN'T STEPPED IN AND...



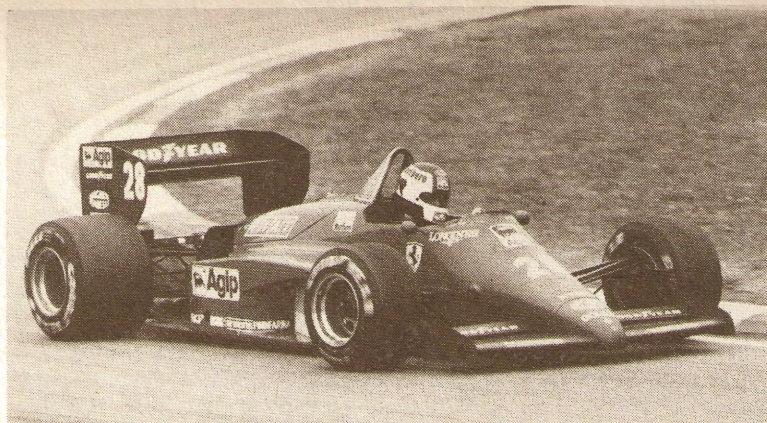
only one such to each race (Tambay and Warwick taking it in turns), and the fact that Lotus are now in the same position indicates that the Regie is either very charitable or well aware that in the black cars lies their best hope of success at present. It will be interesting to see how soon M. Guy Ligier gets one for his Pirelli-shod creations...

Elio's comments on the EF15 mirror those of Patrick and Derek: "I am impressed. It has better response, and much better torque." He ran a few laps with it on Friday morning, but the intention was always that he should use the spare 95T (with standard EF4 motor in it) for timed qualifying, leaving the new engine for the race. On Friday afternoon, however, the plan had to be set aside. Turbo failure on the T-car obliged him to run the race chassis.

It was not set up for qualifying, and took de Angelis only to 12th place, but the following day he improved by three seconds, unlike his team mate using qualifiers for both runs. "After the problems on the first day I wanted to get out early and improve my position," he said, "and after that I waited a bit to use my second set — and then the rain got a bit harder, so... no good. But I feel very good about the race. On full tanks the car feels really nice." If Elio was feeling somewhat in the shadow of his new partner, he put a very brave face on it. And third, after all, was not too bad a place to be starting.

Peter Warr's dream starting grid was denied reality only by Rosberg, who worked the Williams-Honda round only a couple of hundredths slower than Senna's pole time with a typically dramatic exhibition in the last session.

Keke's performance was remarkable, for it was not even certain that he would be able to drive, bearing in mind the injuries to his left hand sustained in the Estoril accident. The idea was that he would run on Friday morning, then make a decision. But Rosberg always makes light of such things. He had the gash taped up, admitted that it was "uncomfortable," and then proceeded to drive as



Stefan was in scintillating form, sending the tifosi into raptures as he rose from 15th to first...

normal.

The theory behind using a set of race tyres in the qualifying session stemmed not only from the increased chance of a clear lap. Most people at Imola had trouble in getting their front qualifying tyres up to temperature, consequently doing two slow laps to warm them up — which of course made the problem of traffic even worse than usual.

For all that, Keke preferred to go for two sets of qualifiers each day, take his chances. Despite a misfire he was third quickest on Friday, and in the final sessions licked away a full second, almost pipping Senna for the pole. "I got held up by Patrese on my second run, nothing new there," he said, "but otherwise everything's fine — which is amazing after this morning..."

Overnight the mechanics had changed all the ancillaries on Rosberg's engine, but the Friday misfire remained, "so I got in the spare car, but the pipe from the turbo compressor to the intercooler kept blowing off for some reason so we didn't get anywhere with that." For the final session he had a fresh engine in his car, and this one he found excellent.

"I was out at the same time as Mansell, with him ahead. I thought I'd worked it

perfectly to get a tow from him, but I closed on him more than I expected, and lost concentration. This can happen, believe me. You find yourself watching the other bloke, and of course you lose time."

His team mate finished up seventh on the grid, and reckoned he should have been higher. On his second run in the last session Nigel was appallingly baulked by Hesnault, who weaved the Brabham slowly across the road in front of the Williams, apparently unaware of its impending presence. Mansell, hooked up to his pit by radio, let forth a string of abuse whose precise content I cannot reveal in this, a magazine for all the family.

On Friday Nigel had provided the most heart-stopping moment of qualifying, leaving his braking too late for the final chicane, locking up and slithering into the escape road — which doubles up as the entry to pit lane! He sorted everything out very swiftly, motored through the pits and was soon round again, only to run out of fuel, stopping out on the circuit.

After the first day Italian hearts were high, for there seemed every chance of a Ferrari on pole position. In the first

unofficial session Stefan Johansson was fastest of all, afterwards mobbed by the locals, who pushed — metaphorically and physically — a watching Rene Arnoux aside in their efforts to get to him. In the afternoon, though, Stefan had all manner of problems, and they looked instead to Michele Alboreto, who responded with second fastest time. He was only a couple of tenths away from Senna, and that brought in a huge crowd for Saturday. Alas, it was not their day. Michele's first qualifying run was lost with a broken turbo collector chamber, and by the time he got out again there had been enough of a sprinkling of rain to rule out any hope of improvement. He was only 15th in the session, but the Friday time remained good for fourth on the grid.

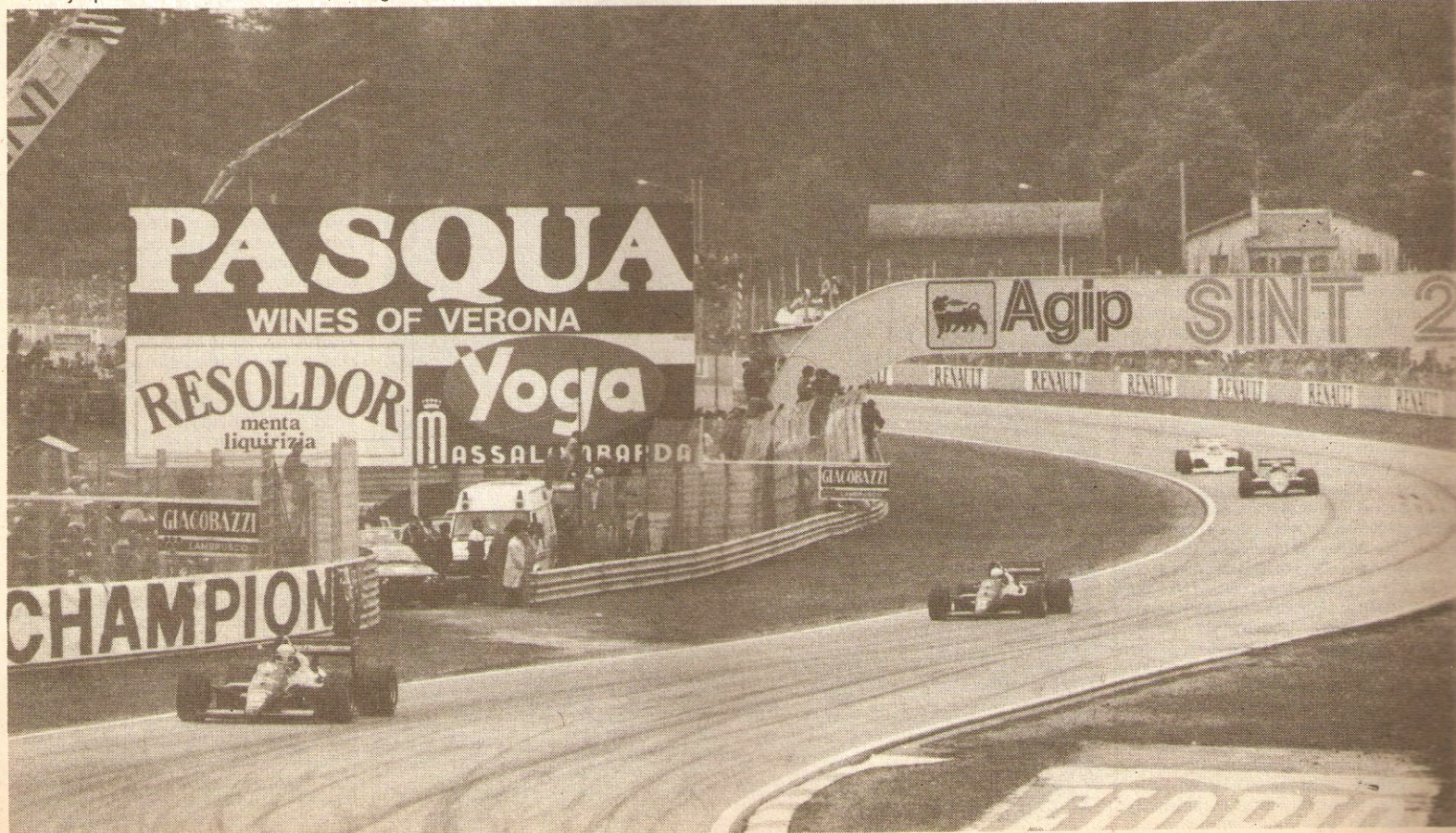
Johansson, as we said, began brilliantly on the first morning, but astonishingly that time — 1m 29.639s — was to stand as his quickest of the two days. Both his qualifying sessions were disastrous, and he wound up 15th on the grid.

Friday afternoon, first run: the rear undertray brackets broke, leaving it trailing on the ground; second run: "I chose a set of Bs, but Piquet spun in front of me on my quick lap, and then Boutsen did the same. In the end, my best lap was my 15th — on knackered race tyres..."

JOHANSSON: "In the end my best lap was my 15th — on knackered race tyres..."

Saturday afternoon, first run: "I had qualifiers on — and Winkelhock spun in front of me." Second run: "More traffic — and the engine was misfiring..." After the promising start to his weekend, Stefan was understandably down, well aware of the pitiless Italian press, who praised him to the skies on Friday, mumbled about Arnoux a day later. Johansson's time will come, he knows that. He just wished it could have come in Italy.

The early squabble for first between Senna, de Angelis, Alboreto and Prost. It was a superb dice that came to nought for the want of a few more litres of fuel...





Several teams tested at Imola a few weeks ago, and on that occasion Thierry Boutsen rather shook everyone by setting fastest time with the new Arrows A8. True, he had a factory BMW motor behind him, and was stunningly fast in a straight line, but qualifying last week showed that the time had been no fluke. Imola is above all a horsepower circuit, and in that department BMW is unrivalled. Both Boutsen and team mate Gerhard Berger were near centre stage throughout practice, causing one inevitably to wonder at the sort of time Nelson Piquet's Brabham might have set — had it been, like the Arrows, on Goodyears. It is conceivable that the same thought passed through Paul Rosche's mind.

On Friday Berger was fifth fastest, fractionally quicker than Boutsen, but the following day the Belgian — right on the edge — improved by a second, moving himself up to fifth, this despite severe throttle lag which obliged him to slip the clutch in the slow corners.

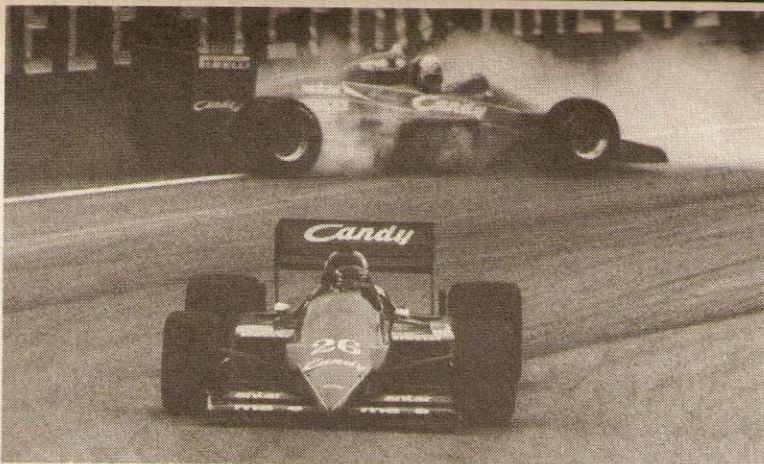
Berger, too, expected to improve in the last hour, but a fuel pipe split towards the end of his quickest lap, and Friday's time had to stand. It dropped him now to 10th. The Austrian showed immense flair in qualifying, but one idiotic manoeuvre in the opening untimed session did not impress. At one point Winkelhock spun at the chicane before the pits, coming to a halt in the middle of the track, engine dead. Yellow flags were waved, and most drivers observed them. Berger, though, went past the stranded RAM absolutely flat out, while a slowing de Angelis overtook it on the other side. Manfred will have grown a lot older in that split second.

Alain Prost dominated last year's race at Imola, leading all the way, but the Frenchman is a realist and well knew that a repeat was most unlikely. "Same problem as usual," he grinned. "We cannot run as much qualifying boost as we need. I made a mistake in the first session, missing a gear on my quick lap, but we are slow by 10kph in the speed trap — and in this place power is what you need. We will have good race power, but qualifying is difficult just now."

Running bigger turbos on Saturday, Alain's speed over the start/finish line went up from 155 to 159 — but Piquet's increased from 162 to 164. The Frenchman qualified an eventual sixth, confident of a good race but a little concerned: "We have to do something, hein? The others have caught up. They are getting too close..."

Two places further back was Niki Lauda, who had most of the McLaren problems in practice. Seventh fastest on Friday, he set the best time on Saturday morning — but only after taking the spare, his own car stopping out on the circuit with a severe vibration from the engine. This the mechanics changed, but Lauda was not able to get out in the last session before the track became greasy. In the circumstances he did very well to improve by more than a second.

Less than a tenth away from Niki, ninth, was last year's pole man. And if you had watched Nelson Piquet and the Brabham BT54 during qualifying, you would appreciate that his were perhaps the greatest laps of the two days. To put a man of this ability on Pirellis (as they are at the moment) is to ask Sebastian Coe to run in clogs. All round the circuit Nelson countered lurid slides like one taming an unbroken stallion. At present the talents of Brabham are being squandered. As for Hesnault in the second car... there seems little point in taking it out of the transporter. The Frenchman looks completely out of his depth, nearly four seconds from Piquet, making news at the weekend only by running some laps with an on-board camera — which was apparently rolling on Saturday morning when Francois spun almost immediately



De Cesaris spins on cold tyres having just pitted. Team mate Laffite, meanwhile, motors on after leaving the pits!

It was Derek Warwick's turn to have Renault's EF15 engine in his RE60 this weekend, but otherwise the expatriate Englishman was not of very good cheer. "On Friday we changed the set-up after the morning session, and in the afternoon it was undriveable — I mean, completely undriveable. On the straights it was veering about, and under braking... diabolical. As well as that, if I'm honest about it, I'm just not driving well at present, I don't know why. It's not flowing."

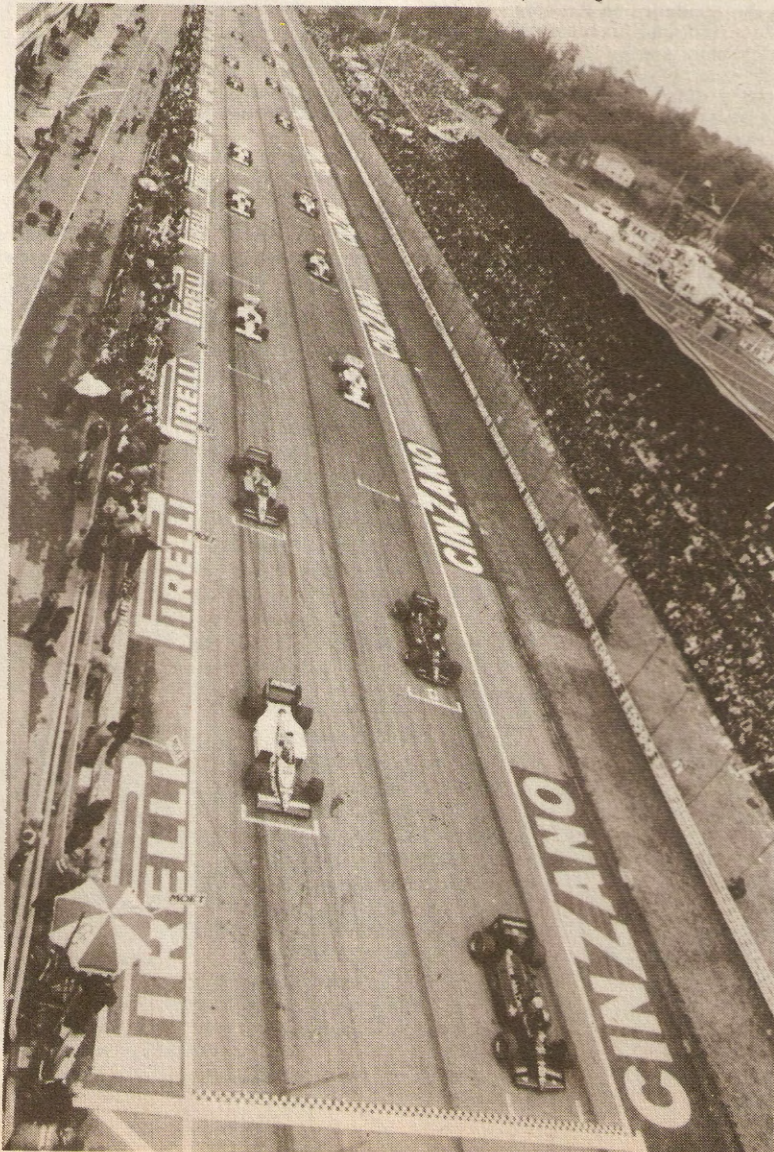
The following day he was quite a lot happier: "At least we found out why we were unstable under braking. The brake balance — front to rear — was four complete turns out... The car feels much

better today, but I still believe we're very short of downforce."

Warwick set his best time — 14th fastest — with the older EF4 engine, saving the new one for the race. He was concerned, though, by the way the EF15 lost boost in practice. "I'll try it in the warm-up, and if the problem's still there we'll play safe with the older one."

Patrick Tambay was three places higher than Warwick, his practice days comparatively trouble-free. On Friday he had only a single qualifying run, braking too late at Tosa on his second and sliding into the sand. The car was undamaged, but bogged down, and Patrick wisely decided to keep guard over it until the mechanics could come out afterwards. This is Italy, and aban-

Peter Warr's dream of a black and gold front row was spoiled by Rosberg's Williams-Honda.



doned race cars tend to become defoliated...

On Saturday afternoon Tambay was again marooned on the circuit, this time out of fuel. Still in high spirits after the recent birth of his son, however, Patrick believed that his RE60 would work well in the race.

Alfa Romeo brought four cars to Imola, two of them fitted with the long-promised Bosch Motronic system. "I know it's not new," Eddie Cheever said, "but it's new to us, and it's going to take us some time to get it right. We fiddled around with it through Friday and Saturday morning, and we think now we've finally got its telephone number. The throttle response is excellent — much better than it was with mechanical injection — and the fuel consumption is much improved. From now on we're going to run it everywhere."

LAFFITE: "The qualifiers last only half a lap, and then finished. Impossible to work like this..."

Well, not quite everywhere. Neither Cheever nor Riccardo Patrese could use it for qualifying on Friday, for both their cars had 'Bosch' problems, and one of the T-cars broke its distributor. Four cars in the paddock — and the drivers finish by sharing one for a timed session...

Eddie's Motronic-equipped car was fine on Saturday afternoon, however, and he qualified it 12th, six places up on Patrese, who spun away one of his qualifying runs. "I've got a cold," concluded Cheever, "but still I'm hoping for another wet race. Actually I feel quite optimistic, whatever the weather does."

Behind him on the grid was Andrea de Cesaris's Ligier-Renault with Jacques Laffite's sister car another two rows back. And they, of course, were on Pirellis. "Bah!" grimaced Jacques. "I ran one set of qualifiers and one set of race in each session." Was it, I said, in the hope of more clear laps? Laffite said no, it wasn't that, it was in the hope of getting a single clear lap. "The qualifiers last only half a lap, and then it's finished. Impossible to work like this..." Andrea was in broad agreement, adding only that he would have been higher than 13th had not Alliot blocked him during his best Saturday lap.

Jonathan Palmer's depressing Estoril fortunes looked to be continuing at Imola, for the Zakspeed failed to run a single qualifying lap on Friday, the car stranded out on the circuit with a broken throttle cable. The following day, though, Palmer impressed everyone with an excellent lap in 1m 31.028s, only a mite slower than Laffite in the Ligier, and faster than such as Patrese's Alfa and Hesnault's Brabham. "I should have been quicker than that," Jonathan said. "On my first run we ran fairly conservative boost, and on the second I got badly held up by Martini. All in all, though, I'm delighted with the progress we're making."

Now we come to — deep breath — Martini's Minardi-Motori Moderni, which qualified a remarkable 19th. Everyone was astounded by Carlo Chiti's new V6, replacing the Cosworth used for the first couple of races: a week before they brought it to Imola, 35 laps, no problem. Then they took it to Misano: same story. They brought it to Imola for the race, and throughout practice it ran like a train, apart from breaking a fuel pump belt on Saturday. Bearing in mind that this is a very heavy car — well over 600kgs — and that Martini is hardly experienced or proven, the time was remarkable.

Brian Hart never lost his grin during practice, but admitted that he had known better weekends. The RAMs qualified 21st and 23rd, Philippe Alliot ahead of Manfred Winkelhock. The Frenchman's best time was set on Friday, for at the start of the last session he lost a turbo, which had almost certainly ingested some dirt. Manfred had a fresh engine for Saturday afternoon, but found that it would not sustain boost pressure.

There was a new Osella, the FA1G, for Piercarlo Ghinzani, but the Italian drove it only in the untimed sessions. "It's too new," he said. "We have done no testing with it yet. I can feel already that it's better than the old car, and I was going to try and qualify with it, but we had a fuel pump problem on Saturday."

This team has its idiosyncracies. The chassis plate of the new car, for example, is FA1G/02. Where, I enquired, was 01? Ah, they said, we didn't build an 01... Osella — or O'Sella?

As ever Stefan Bellof and Martin Brundle pounded round in the Tyrrell-Cosworths, a particularly unrewarding task at this, a power track. And on Saturday morning Brundle had a most fortunate escape.

"I came through the right-hander before Tosa," Martin explained, "and at that point it's ten-eight in sixth — about 175mph, I suppose. I put the brakes on, and right away knew there was trouble."

Front wheels locked, the Tyrrell slid straight on into the tyre barrier, pushing it forward into the next. Brundle's head seemed almost to strike the steering wheel, and for a few moments he was motionless in the cockpit. But all was well. The marshals helped him out. He was taken to the medical centre for a once-over, but there was no concussion.

"My back hurts a bit," he said. "I was running on absolutely full tanks, and when we hit the tyres I suppose it all sloshed forward into the back of the cockpit."

It had looked like a classic jammed-throttle shunt, straight on with wheels locked, but Martin said no, it was brakes: "I know carbon brakes have a reputation for being a bit unpredictable, but they'd been absolutely perfect at the corner before. At first there was nothing there, but I pumped and that locked them. There was absolutely no chance to spin it — which I wanted to do. All I could do was pull my legs back as far as possible..." When the car was brought back the mechanics found that one of the rear pads was missing.

Remarkably the monocoque survived, and damage was comparatively light. By the afternoon, indeed, Brundle was able to use it for final qualifying. Tyre barriers have much to commend them.

Rounding off the 26-car field was the Spirit-Hart of Mauro Baldi. Following the heavy Estoril shunt the team had a new tub for the Italian, and the car wore a new red and blue paint job. But the misfire problems which have afflicted the car all season remain.

RACE

We awoke to the rhythm of rain on the windows, and through the morning it seemed that the forecasters had been right. Whenever, we wondered, had there been consecutive wet Grands Prix? And there was much talk of the drivers' petition, organised by Niki Lauda, calling for races to be stopped if, as in Portugal, conditions worsened dramatically. Unanimous approval of the idea was expected, but when Lauda reached the RAM pit with his piece of paper he came up against Winkelhock, who refused to sign it. He wasn't totally opposed to the idea, Manfred said, but he thought there should be more discussion first.

No one quite knew what would happen in the event of another Estoril, therefore, but there was some cautious hope of a dry race as midday approached. The warm-up had been run in merely damp



Niki caused some amazement when he spun in pursuit of Prost and the leaders, thereafter out of contention. Mansell and Piquet follow.

conditions, with Prost predictably quickest. Pirelli men smiled for the first time in a long time, however, for Piquet's Brabham was next up, followed by de Cesaris's Ligier. Then came Johansson, Mansell, Lauda, Alboreto and Tambay.

In dire trouble with a misfire on the EF15 Renault engine was the unhappy Warwick, who managed not a single flying lap. The mechanics set to changing all the engine's ancillaries, and Derek thought he might have to drive the spare RE60. Palmer, too, had a severe misfire problem.

As race time approached the skies remained grey and troubled, but the track surface was quite dry — and cleaned by the rain. The temperature was cool, and conditions were ideal for a very fast race, which would amplify the fuel consumption worries which every team — including McLaren — felt. It would be a day for keeping a very close eye on the cockpit instruments, perhaps one in which the real racers would fare badly.

It was not a problem, however, which Palmer had to face. In the warm-up laps Jonathan found that the morning misfire had not been cured. A couple of times he pitted, but nothing could be done. "With the engine in that state, I didn't think it very wise to start in the middle of a packed grid," he said. "In fact, there wasn't any point in starting at all. We knew we wouldn't get very far..." Sadly, Zakspeed's second race was even shorter than its first — which lasted one lap.

Sixty laps of Imola, then, a total of 187.90 miles, one of the longer races in the World Championship of today. And

there were worries about everything: about tyres (all the leading Goodyear runners went for three Bs and an extra-hard AA on the right rear, which takes the brunt on this anti-clockwise track), about brakes (Tosa and Rivazza make heavy demands), but most of all about fuel. Everyone went into the race knowing that *sotto voce* with the boost — at least some of the time — would be the only way to make the finish.

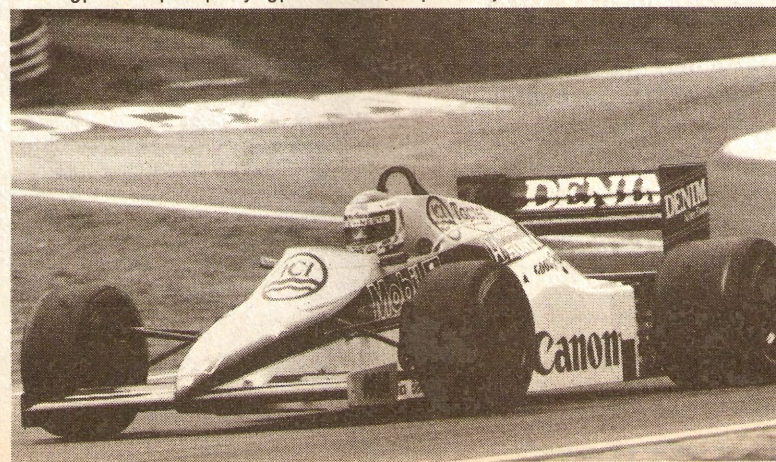
As we might have expected, Senna made no mistake about the start, powering away confidently into Tamburello, and as he glanced into his mirrors he saw that it was team mate de Angelis, rather than Rosberg, who was behind him. Keke, in fact, was also beaten to the draw by Alboreto.

In the early stages the Lotus demonstration was mighty impressive, the two black cars sweeping the quick chicanes with a stability which was unmatched. De Angelis was clearly anxious to stay with Senna, and for a time he managed it. You could not but notice, though, that he needed very much more effort and road to do it.

After a couple of laps it seemed briefly that the 95Ts might run away with it, for Alboreto was already more than three seconds adrift. But the Ferrari was closer next time, as also was Prost's fourth-placed McLaren. Quickly this quartet detached itself from the rest, who were led by Rosberg, running clear of Mansell.

In the opening laps, however, the man really coming through was Piquet, 10th after one lap, sixth after seven. But Nelson's charge was halted as early as lap 12, when he came in for tyres, dropping

Rosberg pitted in a superb qualifying performance, despite his injured wrist from his Estoril shunt.



away to 13th in the process.

One of those who had fallen victim to the Brabham-BMW was Lauda, but the World Champion quickly reasserted himself, then settling into one of those clinical pursuits which are his trademark. Niki quickly dealt with the Williams pair, then making perfect use of a clear track to reel in the front foursome.

Out for the day already were Patrese's Alfa and, more significantly, Berger's Arrows, which misfired from the beginning and never gave the young Austrian any opportunity to repeat his qualifying form.

Lauda apart, another man was really going for it. Johansson was very keen to remind the *tifosi* there were two Ferraris in this race, and they quickly cottoned on. Without knowing the full facts of qualifying, they may have doubted the Commendatore's wisdom in replacing Arnoux, but now they warmed to Stefan's attacking style. For a few laps he was badly held up by de Cesaris's Ligier — the Italian believes he should be in number 28 — but eventually he forced a way by, then dealing swiftly with Boutsen, Cheever and Mansell.

"I drove the race as I was told to," Johansson later said. "At 30 laps — half-distance — I turned down the boost. Whatever power I had, though, I drove absolutely flat out all the way — I had to, starting from 15th..."

His team mate, too, was making progress. For a while Alboreto was under the severest pressure from Prost, on one occasion quite blatantly moving the McLaren onto the grass out of Tosa. But the Ferrari and McLaren were together pulling in the Lotuses, little by little. De Angelis, already in brake problems, had fallen away from Senna, and by lap 10 was well within Alboreto's grasp. On the 11th Michele was by now into second place at Tosa, and next time round Prost put Elio down to fourth.

We were now going into an entrancing hour of Grand Prix racing as we would always wish it. For a while we had Senna (Lotus), Alboreto (Ferrari) and Prost (McLaren) running together at the front, and all were being slowly caught by Lauda, who passed de Angelis for fourth on lap 17. And behind Elio we had the growing spectre of Johansson, now up to sixth. Both Ferraris were in with a shout, and great waves of support came down repeatedly from the shanty hillsides. Was this really the same sport we watch at Paul Ricard, the 'Nurburgring' and Yaws-ville?

Although the three front runners were close, there seemed little likelihood of Senna's losing the lead, for he looked as serene and confident as he had in the rains of Estoril, lapping backmarkers with scalpel efficiency. Alboreto's major hope had to be that one of the rabbits would hold Ayrton up, but any such chance had been seriously diminished when de Cesaris departed the race.

The Italian had brought his Ligier in for fresh tyres, leaving the pits with some zest. Unhappily he and the new Pirellis got no further than Tosa, a few hundred yards down the road. There a combination of cold tyres and hot brakes put the JS25 into the barrier.

Lap 23 brought murmurs of discontent from the stands: Prost was past Alboreto and into second place. Lap 24 brought more than that, for Michele's Ferrari was stammering towards the pit lane. Only a couple of minutes earlier they had been expecting to see the red 27 making a move on Senna. Now they began to doubt they would see it again. Whatever else, Ferrari was out of contention for the day.

Wasn't it?

In the pits the Ferrari mechanics went to work on the car's electrical problem, eventually sending Alboreto out again. With less fuel and fresh tyres (Bs all round), the Italian really got to it for a few minutes, setting the fastest lap of the race on lap 29. But a lap later the problem was back, and this time the car stayed in the pits. Alternator, they said afterwards. But the word was that the battery was at fault. The locals didn't really care.

Before Michele set his slightly artificial (new tyres) fastest lap, it had stood to Lauda, flying along after Senna and Prost, and catching them. By lap 25 Niki had been within four seconds of Alain, but then — to our amazement — we perceived the World Champion's car revolving at the last chicane. Lauda being Lauda, he kept the engine alive, quickly continuing without losing a place, but the gap to Prost was now 12 seconds, and the Austrian was never again a threat.

"After my spin," he related, "the computer went crazy, so that the power

was all or nothing. Then I lost fifth gear, and then fourth started jumping out so that I had to hold the lever in..." He was not pleased.

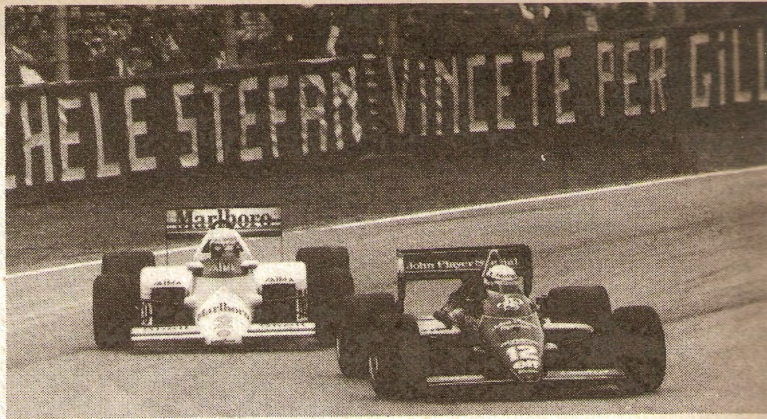
For a few laps Prost now fought Senna for the lead with an intensity rarely seen. Several times the McLaren drafted the Lotus perfectly through Tamburello and on down to Tosa, and it seemed that Alain had to get through. But Ayrton made not the tiniest error. Occasionally he made sure the Lotus was where Prost wanted to be, but it was all quite legitimate. And once — for a couple of seconds — the McLaren did nose ahead through Villeneuve (the right-hand swerve immediately before Tosa), only for Senna to claim back the lead at the hairpin.

The battle looked settled when they came up to lap Tambay's dreadfully slow Renault. Out of Tosa Ayrton passed Patrick on acceleration up the hill, then easing back fractionally, forcing Tambay to do the same. That, in turn, prevented Prost from disposing quickly of Tambay. All through Acque Minerali and Piratella the McLaren was trapped — and Senna had the hammer down.

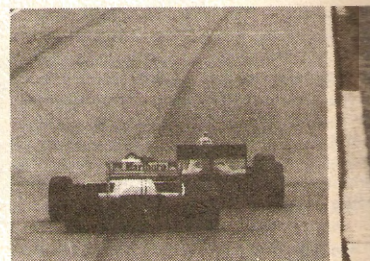
"I went away from Prost not because I pushed the engine," the Brazilian explained, "but because I pushed the tyres and brakes. I hadn't been pushing before that, because the car was too heavy with fuel. I had saved everything until that point. And after I had made my break, I turned down the boost and cut my revs by a thousand, thinking only of saving fuel. I thought I had no problem then to win..."

The battle could not, in any case, have gone on. Prost — Porsche and Bosch efficiency notwithstanding — well knew that a lot of laps at that speed were a sure guarantee that he would not make the finish. Senna was away up the road by the time he passed Tambay, and Alain decided that discretion was the better part of running dry. He, too, adjusted the boost switch.

By now Mansell was the only Williams runner, leading a Mobil Economy trio whose other members were Boutsen's Arrows and Cheever's Alfa Romeo. "It wasn't really racing, was it?" Nigel said. "But my digital read-out told me I had 15 litres less than I needed to make the end



Senna and Prost battled mightily for first, Prost often drafting the young Brazilian and attempting to pass (right), but Senna was not to be moved. He made no errors, and eventually got the better of the McLaren driver when lapping Tambay's Renault.



of the race! I had the boost down, and cut my revs from twelve to ten thousand. When I crossed the line eventually, the display said I had point one of a litre left..."

Rosberg, whose race had been rather isolated — behind the leaders, but clear of Mansell/Boutsen/Cheever — had stopped earlier with a throttle problem. "The throttle return spring guide jammed," said Patrick Head. "His problem wasn't that the throttle was jamming open, but that he couldn't press the pedal down very far. We fixed it, but by then he'd lost six laps, and he was also having trouble with the brakes — the pedal length was unpredictable from corner to corner, which often happens at this place."

Warwick, too, had been in the pits. The form of the Renaults at Imola was frankly pathetic, and it was galling for both drivers to watch the Lotus, to see what the Renault V6 could do in a proper chassis. Early in the race Derek locked his front brakes and spun. Later he got a puncture, which brought him in. And after that he had to stop again, engine almost dead. "A wire had come off in the ignition," he said, declining a colleague's request for a radio interview: "You wouldn't want me to swear on the air, would you?" An unhappy man, whose career is being wasted just now.

Johansson's, by contrast, is finally being given the chance to prosper. At no stage on Sunday afternoon did Stefan settle back for a breather, accept that his charge could take him no further. By half-distance he had caught de Angelis, but getting by the Lotus proved difficult: "I was better under braking than pretty well anyone in the race," he said, "but in a straight line the Lotus was fantastic — much stronger than I'd expected. And I simply couldn't stay close enough to try anything at Tosa. Out of the chicanes, too, Elio's car had better traction, so all I could do was keep the pressure on, and hope that he'd make a mistake..."

On lap 50, with ten to go, Stefan got his chance. It was a slim one, and a risky one, but he never hesitated. Down through Tamburello and Villeneuve the Lotus and Ferrari were closing in to lap Piquet and Boutsen, themselves fighting for sixth place. In one untidy sprawl they all arrived at Tosa together, Brabham, Arrows, Lotus, Ferrari. Johansson saw no way through on the inside, so he went for de Angelis's right, passing the Italian on the outside!

Out of the corner they were virtually

side by side, and now Stefan looked to be blocked by Boutsen. Not a bit of it. The Ferrari moved left of the Arrows, and de Angelis had no option but to give way. The public was suitably appreciative.

Nor was Johansson done yet. Prost, keeping an eye on his fuel read-out, was keeping to a disciplined pace, and it was no match for the Ferrari's. On lap 54 Johansson was up to second, and now the crowds dared to think once more in terms of a win for Maranello. Lap 55: Senna's lead was nine seconds. Lap 56: it was down to seven. Now the spectators were screaming Stefan on, and he was lapping faster than ever.

Lap 57: the Lotus was slowing, the Ferrari right behind! And as they approached the last chicane Johansson took the lead. Three laps remained, and a Ferrari — a Ferrari which had started 15th — was going to win! All around me the scenes of elation were extraordinary, people waving their arms, laughing and cheering. Arnoux? Who was Arnoux? Italians are creatures of the moment.

Except that Father Christmas changed his mind. He wasn't paying a call, after all. After less than a minute of hysterical joy they were stunned by a few jabbering words from the commentator. Johansson was slowing. Johansson was stopping. Johansson was out.

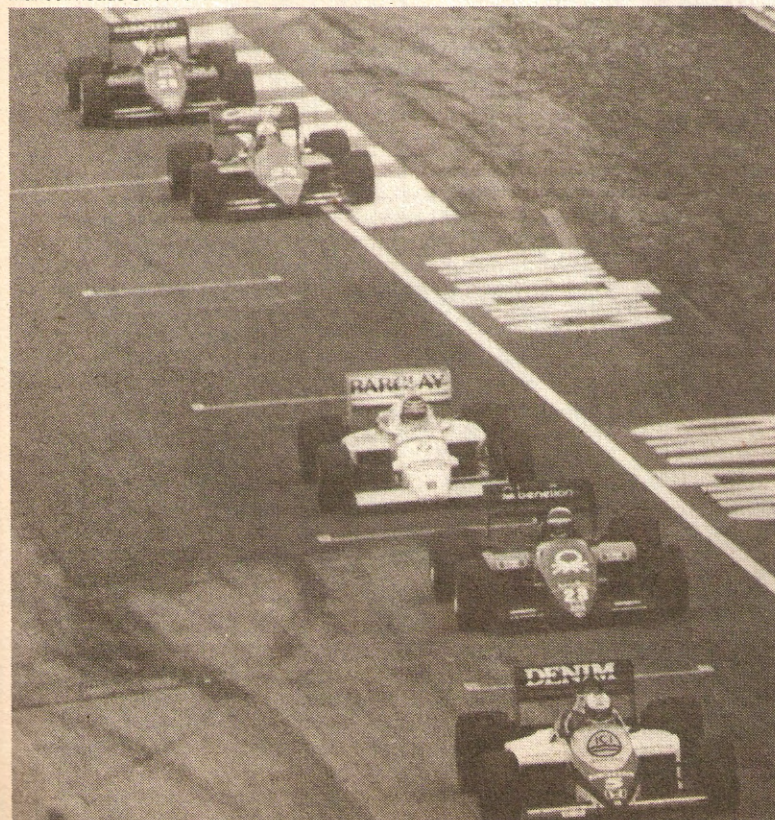
LAUDA: "After my spin the computer went crazy, so that the power was all or nothing."

In disbelief they looked at each other. They swore, and they threw things. When Prost came by in the lead, they jeered and whistled. And then they packed up and began to move out.

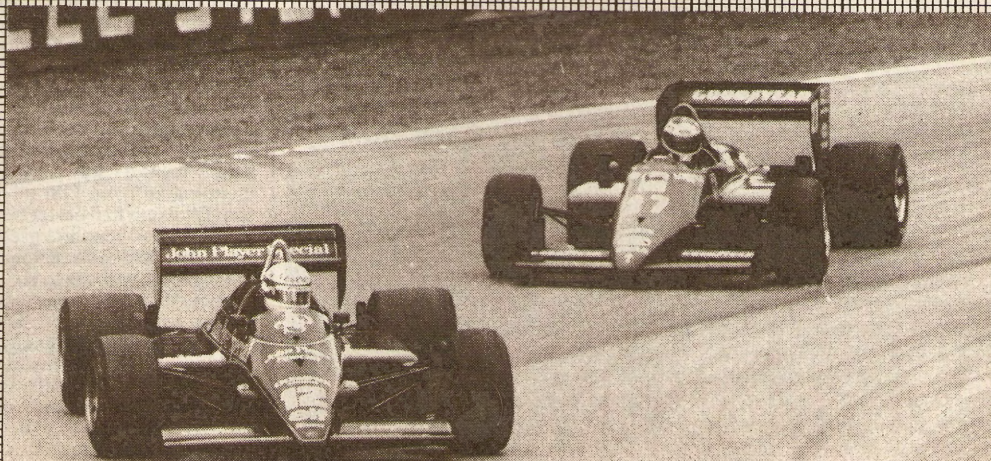
What stopped them was the sight of a slim figure in red overalls. Stefan was walking back to the pits. His face still unfamiliar to many Italians, he went largely unrecognised for a few seconds. Then a cheer started, a call of his name, and en masse they caught on. "Stefan-Stefan..." A wall of sound built up, and Johansson wisely broke into a trot, a little overawed by his reception.

With four laps left, it had looked certain that Senna and Johansson — the 1984 Toleman team — would take the first two places. In different ways, each had driven a perfect race, now worthless for the want of a few litres of fuel. It made a joke of the words "Grand Prix racing."

Mansell heads Cheever and Boutsen. De Cesaris and Johansson in tow.



▶▶

[illegible]

SAN MARINO GRAND PRIX

May 5, 1985

FIA Formula 1 World Championship, Round 3

Circuit: Imola (I)

Race data:

60 laps of 3.132-mile circuit

Distance:

187.92 miles

Round 3

Winner:

de Angelis/Lotus 97T

Average speed: 119.18mph

Previous result:

Prost McLaren MP4/2

Average speed: 116.35mph

Fastest lap:

Alboreto

Ferrari 156-85

1:30.961, 123.95mph

Existing record:

Piquet

Brabham BT53

1:33.275, 120.87mph

ENTRIES

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-4*	TAG V6 turbo
1T	Niki Lauda (A)	McLaren MP4/2B-3	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-5	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 012-6	Ford Cosworth DFY
4	Stefan Bellof (D)	Tyrrell 012-7	Ford Cosworth DFY
5	Nigel Mansell (GB)	Williams FW10-02	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10-03†	Honda V6 turbo
6T	Keke Rosberg (SF)	Williams FW10-01	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-4*	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-3	BMW S4 turbo
8	François Hesnault (F)	Brabham BT54-1	BMW S4 turbo
9	Manfred Winkelhock (D)	RAM 03-03†	Hart S4 turbo
10	Philippe Alliot (F)	RAM 03-01	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-3*	Renault V6 turbo
11T	Elio de Angelis (I)	Lotus 97T-1	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-2	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60-04	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60-03*	Renault V6 turbo
16T	Derek Warwick (GB)	Renault RE60-02	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8/3	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8/4	BMW S4 turbo
21	Mauro Baldi (I)	Spirit 101D-3†	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 185T/2*	Alfa Romeo V8 turbo
22T	Riccardo Patrese (I)	Alfa Romeo 185T/1	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 185T/3*	Alfa Romeo V8 turbo
23T	Eddie Cheever (USA)	Alfa Romeo 185T/1	Alfa Romeo V8 turbo
24	Piercarlo Ghinzani (I)	Osella FA1F/02*	Alfa Romeo V8 turbo
24T	Piercarlo Ghinzani (I)	Osella FA1G/02	Alfa Romeo V8 turbo
25	Andrea de Cesaris (I)	Ligier JS25/1	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25/2	Renault V6 turbo
27	Michelle Alboreto (I)	Ferrari 156/85-081†	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-079*	Ferrari V6 turbo
28T	Stefan Johansson (S)	Ferrari 156/85-078	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185/03†	Motori Moderni V6 turbo
30	Jonathan Palmer (GB)	Zakspeed 841/01	Zakspeed S4 turbo

*Race car. †New car

LAP TIMES

FRIDAY

Weather: Dry, cool

SATURDAY

Weather: Overcast, spots of rain

WARM UP

Weather: Overcast, damp

RACE

Weather: Overcast, dull

Driver

Senna	1:27.589
Alboreto	1:27.871
Rosberg	1:28.347
Prost	1:28.604
Berger	1:28.697
Boutsen	1:28.829
Lauda	1:29.413
Piquet	1:29.427
Mansell	1:29.756
Tambay	1:30.201
Johansson	1:30.240
de Angelis	1:30.325
de Cesaris	1:30.339
Warwick	1:30.440
Cheever	1:30.605
Patrese	1:31.388
Laffite	1:31.625
Martini	1:32.770
Hesnault	1:33.142
Alliot	1:34.201
Winkelhock	1:34.936
Ghinzani	1:34.974
Bellof	1:35.774
Brundle	1:36.397
Baldi	1:36.922
Palmer	2:30.990

Driver

Senna	1:27.327
Rosberg	1:27.354
de Angelis	1:27.852
Boutsen	1:27.918
Prost	1:28.099
Mansell	1:28.202
Lauda	1:28.399
Piquet	1:28.489
Tambay	1:29.102
Ghinzani	1:29.259
Rosberg	1:29.406
de Cesaris	1:29.466
Warwick	1:29.654
Berger	1:29.654
Johansson	1:29.806
Alboreto	1:30.637
Laffite	1:30.982
Palmer	1:31.028
Patrese	1:31.108
Hesnault	1:33.160
Ghinzani	1:34.209
Winkelhock	1:34.579
Bellof	1:35.653
Brundle	1:36.661
Baldi	1:38.235
Martini	1:48.391
Alliot	2:05.141

Driver

Prost	1:50.018
Piquet	1:50.590
de Cesaris	1:50.865
Johansson	1:51.499
Mansell	1:51.956
Lauda	1:52.393
Alboreto	1:52.528
Boutsen	1:52.891
Tambay	1:52.891
Ghinzani	1:53.224
Rosberg	1:53.288
Senna	1:53.317
Cheever	1:53.706
Patrese	1:53.846
Boutsen	1:54.168
de Angelis	1:54.801
Bellof	1:56.029
Alliot	1:56.207
Winkelhock	1:57.109
Brundle	1:57.431
Laffite	1:58.803
Hesnault	2:00.209
Baldi	2:04.304
Berger	2:26.253
Warwick	2:39.376
Martini	No time

Driver

Alboreto	1:30.961
Johansson	1:31.017
de Angelis	1:31.411
Piquet	1:31.424
Senna	1:31.549
Prost	1:31.925
Lauda	1:32.198
Boutsen	1:33.448
Tambay	1:33.514
Warwick	1:33.702
Mansell	1:33.891
Rosberg	1:34.084
Cheever	1:34.128
Alliot	1:35.013
Laffite	1:35.245
de Cesaris	1:35.856
Berger	1:36.239
Patrese	1:36.422
Winkelhock	1:36.708
Ghinzani	1:36.858
Brundle	1:37.887
Martini	1:38.203
Bellof	1:38.437
Hesnault	1:38.906
Baldi	1:39.686

STARTING GRID

12	Senna	1:27.327
11	6 Rosberg	1:27.354
11	de Angelis	1:27.852
18	27 Alboreto	1:27.871
18	Boutsen	1:27.918
5	2 Prost	1:28.099
5	Mansell	1:28.202
15	1 Lauda	1:28.399
7	Piquet	1:28.489
15	17 Berger	1:28.697
25	Tambay	1:29.102
25	de Cesaris	1:29.406
28	16 Warwick	1:29.446
28	Johansson	1:29.806
30	26 Laffite	1:30.982
30	Palmer*	1:31.028
29	22 Patrese	1:31.108
29	Martini	1:32.770
10	8 Hesnault	1:33.142
10	Alliot	1:34.201
9	24 Ghinzani	1:34.209
9	Winkelhock	1:34.579
3	4 Bellof	1:35.653
3	Brundle	1:36.397
3	21 Baldi	1:36.922

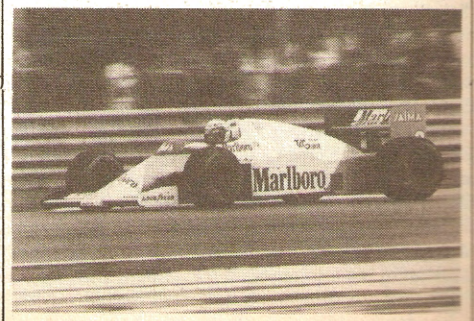
*Non-starter.

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
DQ	2	Prost	McLaren-TAG	60	1-33:57.118/Underweight
1	11	de Angelis	Lotus-Renault	60	1-34:35.955 (119.18mph)
2	18	Boutsen	Arrows-BMW	59	
3	15	Tambay	Renault	59	
4	1	Lauda	McLaren-TAG	59	
5	5	Mansell	Williams-Honda	58	
6	28	Johansson	Ferrari	57	Out of fuel
7	12	Senna	Lotus-Renault	57	Out of fuel
8	7	Piquet	Brabham-BMW	57	Out of fuel
9	3	Brundle	Tyrrell-Ford	56	
10	16	Warwick	Renault	56	
R	23	Cheever	Alfa Romeo	50	Broken exhaust
NC	24	Ghinzani	Osella-Alfa Romeo	46	Running
R	27	Alboreto	Ferrari	29	Electrics
R	9	Winkelhock	RAM-Hart	27	Turbo
R	10	Alliot	Ram-Hart	24	Turbo
R	6	Rosberg	Williams-Honda	23	Throttle cable
R	26	Laffite	Ligier-Renault	22	Turbo
R	29	Martini	Minardi-MM	14	Turbo wastegate
R	25	de Cesaris	Ligier-Renault	11	Accident
R	21	Baldi	Spirit-Hart	9	Electrics
R	8	Hesnault	Brabham-BMW	5	Electrics
R	4	Bellof	Tyrrell-Ford	5	Engine (valvespring)
R	17	Berger	Arrows-BMW	4	Engine
R	22	Patrese	Alfa Romeo	4	Turbo

WORLD CHAMPIONSHIP POSITIONS

DRIVERS	CONSTRUCTORS
1 de Angelis	1 Lotus-Renault ... 25
2 Alboreto	2 Ferrari ... 16
3 Tambay	3 McLaren-TAG ... 12
4 Prost	4 Renault ... 10
5 Senna	5 Arrows-BMW ... 6
6 Boutsen	6 Williams-Honda ... 4
7 Mansell	7 Ligier-Renault ... 1
8 Arnoux	8 Tyrrell-Ford ... 1
9 Lauda	
10 Bellof	
Johansson	
Laffite	



TECHNICAL DATA

Entrant	Car	Tyres	Fuel/Oil	Plugs	Shocks	Clutch
Marlboro McLaren	McLaren	Goodyear	Shell	Champion	Bilstein	AP
Tyrrell Racing Organisation	Tyrrell	Goodyear	—	Champion	Koni	AP
Canon Williams	Williams	Goodyear	Mobil	NGK	Koni	AP
Motor Racing Developments	Brabham	Pirelli	Castrol	Champion	Koni	AP
Skoal Bandit Formula 1 Team	RAM	Lotus	Elf	Champion	Koni	AP
John Player Special Team Lotus	Lotus	Goodyear	Elf	Champion	Koni	AP
Renault Elf	Renault	Goodyear	Elf	Champion	Koni	AP
Barclays Arrows BMW	Arrows	Goodyear	—	Champion	Koni	AP
Spirit Enterprises	Spirit	Pirelli	—	Champion	Koni	AP
Benetton Team Alfa Romeo	Alfa Romeo	Goodyear	Agip	Champion	Koni	AP
Osella Squadra Corse	Osella	Goodyear	Antar	Champion	Koni	AP
Equipe Ligier	Ligier	Goodyear	Agip	Champion	Koni	AP
Ferrari SpA	Ferrari	Goodyear	—	Champion	Koni	AP
Minardi Team	Minardi	Pirelli	—	Champion	Koni	AP
Zakspeed Formula Racing	Zakspeed	Goodyear	Shell	—	Koni	—

Finger on the button

Derek Ongaro has been involved in motor sport for many years, rising to one of the ultimate positions of importance as both official starter and FISA Safety Inspector. MAURICE HAMILTON interrupted his busy schedule for a few words

Derek Ongaro consulted his diary: "You want a typical cross-section of my schedule? Let me see—let's take October last year. I was at Estoril for almost a week then back to London for a Trimoco saloon car meeting. Then, a visit to the Motor Show; a meeting of the Noise Inspectors in London; then a nine-day trip when we did three circuits and a kart circuit in Japan before going on to Australia for two more circuits. Then back to London for a FISA Working Group; then a BSI helmets meeting and then over to Paris for two safety meetings. And," he adds as an aside, "in the middle of all that, I moved house."

Experts say that moving house can be one of life's most traumatic experiences. But then, experts don't often come across a man who is the FISA Safety Inspector and the official starter at the Grands Prix. There are few individuals ideally equipped to deal with the pressures of working at the sharp end of Formula 1. Derek Ongaro is one of them.

For the man with the quizzical look and the placid manner, moving house is an operation which creates about as much worry as walking the dog would to you and I. When you have failed to be intimidated by 26 hyped-up Grand Prix drivers with twitching ankles, then you have passed a test which elevates you onto a different plain entirely.

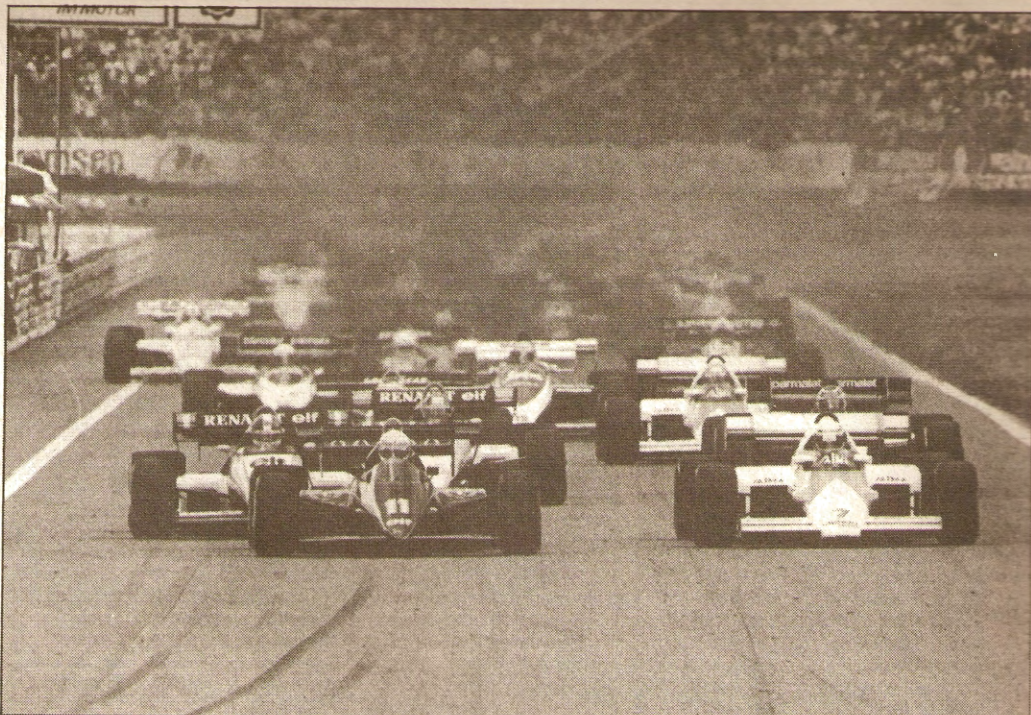
It could be said that Ongaro was destined to carry out his present job ever since he found he was capable of working happily with John Surtees. The former World Champion has won few prizes for empathy and diplomacy, but he enjoyed a successful business relationship with Ongaro when Derek joined to manage his organisation, shortly after Surtees left Ferrari.

"I enjoyed working with John," recalls Derek. "Until you accepted the fact that he was absolutely dedicated to motor sport—and thought that everyone else ought to be as well—then you didn't really understand what the man was about."

Ongaro acted as General Manager, his engineering and accountancy background proving ideal for the day-to-day running of the Honda Formula 1 project. In addition there were two F2 teams (one with BMW and the other with Cosworth engines), the short but fraught association with the Lola-Aston Martin project, and a two-car CanAm operation. Ongaro, having previously worked on the periphery of motor racing, was now in at the deep end.

When Surtees moved his operation from Slough to Edenbridge in Kent, Ongaro opted to stay close to his native North London by joining Lola when they opened their factory in Huntingdon. During his nine years as General Manager Derek established world-wide contacts in motor racing, contacts which would be valuable later on in his administrative role with the RAC and FISA.

By setting up as a motor sport consultant, Ongaro



The grid for the German GP at Hockenheim last August roar away to another clean start, courtesy of Derek Ongaro's expertise.



Racing fans both—Derek Ongaro and Prince Michael of Kent.

was in a position to accept work with the RAC in 1976. He began by reorganising the RAC Technical Year Book and what had been part-time work was to become more complex and time-consuming as his talent for organising became more apparent. Jobs came as he says, "out of the blue."

"One day there was a meeting taking place about saloon car racing and they asked me to attend. I discovered that I had just been nominated as co-ordinator for the Tricentrol series!"

From sorting out problems with the saloon car regulations, Ongaro took Formula Ford under his wing and he continues to be closely involved with the technical framework for this busy formula—among many others.

Along the way, a reshuffle at the RAC, which saw the birth of the Motor Sports Association in Belgrave Square, brought Ongaro into close contact with Basil Tye, the British representative at FISA. Tye recommended Ongaro for circuit inspection, an aspect of international motor racing which had been particularly slack, certainly by today's stringent standards.

Unfortunately for Derek, his appointment coincided with the arrival of ground effect, a technical phenomenon which would change the complexion of Formula 1 and cause a drastic reappraisal of safety requirements. Previously, circuits had been licensed every three years and rarely would any improvements be made in that period. An FIA official would then visit the track and make a cursory inspection prior to renewing the permit. Now the circuit owners were haunted by the quiet Englishman with the clipboard and impassive stance. Ongaro was not always welcome.

"It was hard work at first," he admits. "The problem was that you couldn't satisfy everybody. The drivers didn't want this; the circuit owners couldn't do that and

we were going through this period when the cars were changing drastically. Instead of lap records going by, say, 0.5sec, a year, in some cases it was four or five secs. Terms of reference, such as run-off areas, were altered overnight. The circuit owners got upset because they were being asked to make changes every year."

By 1981, the fuss had died down, Ongaro strengthening his relationship with the drivers when they became involved with circuit inspections. Circuit owners had come to accept the necessity of the nod of approval and, with the rise in popularity of motor racing, Ongaro was invited to visit tracks in far-flung places such as Chile and Colombia. Now, Ongaro finds circuit inspections pleasurable. "They give me the most satisfaction," he says. "All this fuss about being the starter at the races, that's really no more than a spin-off."

Official Starter; another job which came, "out of the blue".

"During a Formula 1 Commission meeting, the talk moved on to consistency in race officials. It was suggested that we should have a permanent Clerk of the Course but that was deemed to be impracticable. Then

"Generally speaking, the drivers are very good. That period of five to 10 secs as they sit on the grid must be very tough."

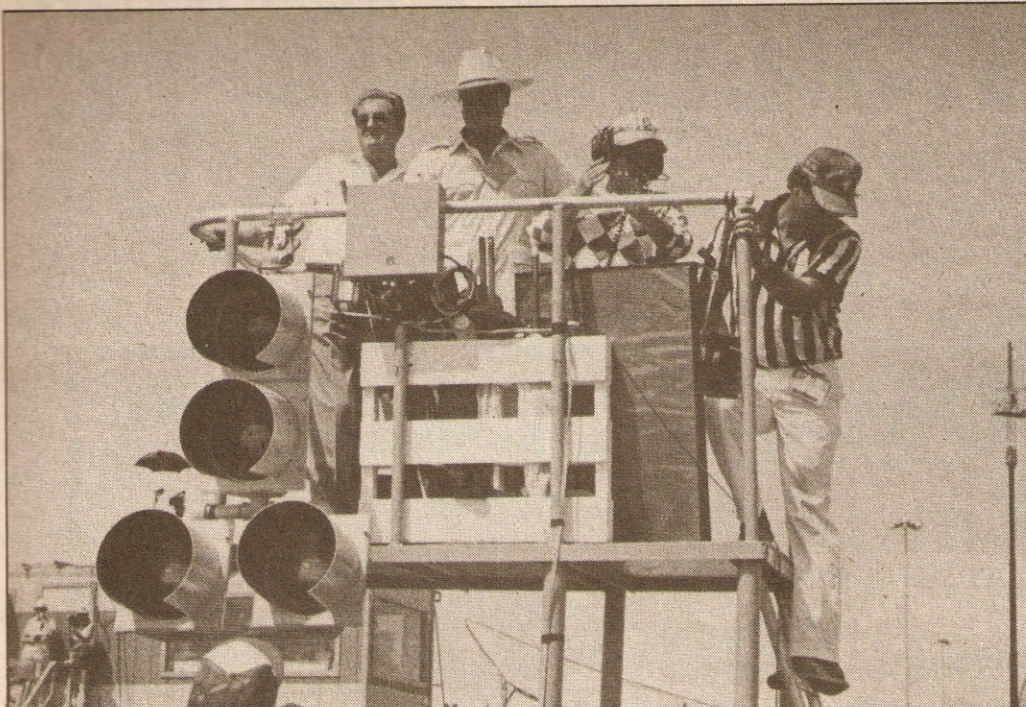
Bernie said 'We could have a starter—Derek will do.' Everyone agreed—and that was that. But it's only a very small part of my job."

Maybe so, but there is a very small proportion of the racing fraternity who would be willing to mount the rostrum every second week in the heat of summer and take command of a steaming, revving mob. Ongaro, of course, does not see his task in such a dramatic light.

"Generally speaking, the drivers are very good. That period of five to 10 secs as they sit on the grid must be very tough, it really must. To be quite honest, from the moment I see that the entire grid is in position, I shut my mind to everything else and just watch them. Unless somebody is waving their arms wildly, I don't do anything but watch them."

"It's important to remember that the drivers more or less know what I am going to do. That's the point of it all. They know they are not going to have a new bloke at each race and the lights could change in eight secs or maybe two secs."

Ongaro's concentration on the job is total. He refuses to be swayed by anyone. "Once or twice I've been asked to hold the start for a few minutes because of television. It's out of the question. As far as I'm concerned, once



Ongaro was joined by Larry 'JR' Hagman on the starting gantry at Dallas — a track that proved controversial in '84.

the cars have left for their final parade lap, that's it. When the drivers come back to the grid, they don't expect to sit there any longer than they have to. Sometimes, with backmarkers being slow, they stay there long enough anyway."

Matters are not helped when a driver stalls at the last minute. The frantic arm-waving means potential danger and, in most cases, the starting procedure must begin again. Of course, there is the odd occasion when a driver has been known to delay the start for reasons other than a stalled engine — like the day when one so-called professional suddenly discovered he had forgotten to insert his ear-plugs.

Whether the reason for the delay is genuine or otherwise, it places a harsh penalty on the rest of the grid at the most tense moment of the weekend. Ongaro has strong views on the subject.

"I think anyone who holds up the start, for whatever reason, should be made to take the re-start from the back of the grid. I wouldn't advocate the pit lane because, quite often, they come out at the wrong time.

"It's rather like a false start in athletics. The offender gets a couple of warnings and then he's thrown out! I wouldn't want a driver excluded but, while it may not be his fault entirely, if he's at the back of the grid next time round then there is less chance of the same thing happening. I don't think the drivers would object to such a rule. In fact, it has been put forward for consideration."

Start-line dramas have been an unfortunate part of Grand Prix racing — despite the fact that Ongaro's idea of a staggered grid has lessened the danger considerably. None the less, the problem will always be present at certain circuits simply because of the confined nature of the starting grid — particularly on street circuits.

"There's not much we can do about that," says Ongaro. "Most of the permanent tracks were never meant to deal with the Grand Prix racing of today and, on the temporary circuits, there is not a great deal of room. Detroit, for example; if you make the track wider, you lose a great chunk from the pits and I think pit access is more important."

"Incidentally, while on this subject, Dallas came in for a lot of criticism but not many people realise that it exceeds the minimum width requirements at every conceivable place. As soon as you introduce concrete walls with wire on top, it gives a false impression. Dallas, in fact, is very wide."

Ongaro makes the point that builders of new permanent circuits are not permitted to work to the minimum requirements; there must be a considerable margin incorporated in the design. Street circuits, however, do not have the same flexibility and the subject of temporary tracks provokes a strong reaction from Derek.

"On a personal basis, I am completely opposed to temporary circuits. I can understand why we have to put up with them in certain places but, when you get down to it, they are nothing but a load of compromises; you can never make a perfect job."

"I don't see why someone should set themselves up to run a road race, reap the commercial benefit and yet have a very limited period of responsibility of perhaps two or three months and then blame the town council for everything which goes wrong with the road. I would stress that these are my personal observations, but my feeling is that if these people worked on a sensible investment programme at a permanent circuit, they could do an excellent job."

"However, I do voice my opinion very strongly if there is a permanent circuit in the vicinity. Okay, some people argue that street races are good for television. I don't think they are. At a permanent circuit, the facilities are already there and it makes for a more professional development of camera angles, general programming orientation and so on. It's much better

"I don't see why someone should set themselves up to run a road race, reap the commercial benefit and yet have a very limited period of responsibility."

than fighting to place cameras in awkward places and, in any case, I don't think the end result is that exciting."

Ironically, one of the most exciting races of 1984 was the Dallas Grand Prix. The paradox was that the appalling track conditions helped produce close racing; the general feeling was that the race should never have been held without the organisers first gaining experience with some other form of racing. Holding a CanAm race the day before was hardly the answer. Besides, what happened to the rule which required a new circuit to run a major event before staging a Grand Prix?

"That has never been a requirement — just a recommendation," explains Ongaro. "But I don't think it's right. I feel very strongly about holding races beforehand. I don't think it matters what kind of racing you have, so long as it provides a test for the organisers."

"Dallas, in fact, provided a good example of what can go wrong. On the morning of first practice, the fire department suddenly arrived and announced that the gaps in the walls were not big enough to accommodate their fire engines. Now, they had been given the plans months before but here they were, refusing to allow us to run unless something was done. If there had been a trial event some weeks previously then the organisers would have discovered the problem and it could have been sorted out."

The main difficulty at Dallas, however, was the track surface. Ongaro agrees that a minor event might not have highlighted its unsuitability for Formula 1.

"Yes, that's a tricky one. It's a problem which is not confined to temporary tracks — look at Sandown in Australia when the Group C cars ran there last December. Formula 1 and endurance racers, with their wide sticky tyres, attack the surface like no other form of racing and you have to rely on the experience of the people involved when it comes to laying the surface."

"You can't stipulate a suitable material because conditions vary worldwide. Take Detroit. In the winter they have temperatures below — 15° and then shoot to 100° in the summer. It's up to the experts there to know what suits best."

In Germany, those responsible for the new Nürburgring relied heavily on computers to decide what was best when it came to designing the track. Frank Gardner, when told that a computer had been responsible for the narrow-tyred Porsche 917 prototype and it therefore should be perfect, replied "Yeah? Well the bloody computer wasn't strapped to the driving seat."

Some would say the computer should have sat in the stands for a day at the Nürburgring and experienced the monotony of the constant radius corners. Ongaro is quick to defend the circuit.

"From my point of view, it is excellent. We arrived there for the European Grand Prix and they hardly had to change a thing. It was almost perfect."

"There has been some criticism about the rule book calling for constant radius corners. That's not quite true. You shouldn't have less than a constant radius corner. There's no problem, for instance, with an opening radius corner because the driver can accelerate out. But the corner shouldn't tighten. If, when people produce plans, they show a tightening radius, then they need to have a very good reason for doing so, otherwise the plans will not be accepted."

When discussing plans, Ongaro strongly recommends the use of gravel beds. The fact that catch fences are no longer in favour is an indication of the continual search for improvement in safety standards.

"We learn as we go along," says Derek. "The problem is that catch fencing does a good job the first time but once a car has ploughed through, that's it. There's no protection. At Zandvoort, for example, we have cut down the amount of catch fencing dramatically. Brands Hatch have started to experiment with gravel pits and they have paid off immediately."

There is one step, however, which Ongaro feels would make a dramatic improvement in safety — and it has nothing to do with the circuits.

"Engine power in Formula 1 could be curbed. Why? at the moment, we are forced to build circuits for Formula 1 cars which have developed out of all proportion over the past four or five years. I do believe that there is nothing wrong with slowing Formula 1 cars down. It would make a lot more circuits available simply because it would stop us having to take precautions purely for Formula 1 and, increasingly, endurance cars."

"People say F1 is the pinnacle so therefore it must be the fastest. I don't agree. It should be the best entertainment using the best possible materials with the best drivers. Spectators are obviously aware of the difference between 100 and 200 mph. But I don't think they are aware of the difference between 150 and 180 mph."

"Remember, provided there is ample warning given, Formula 1 is the easiest formula to change because we are talking about 30 cars in total. And don't let them say it wastes money. Yes, it will be expensive but it would be simply a matter of channelling existing funds in a different direction. If you went out today and told the Formula 1 teams that they could gain a tenth of a second by using some exotic material from the aerospace industry, they'll go and get it. They won't ask how much it costs!"

"At the moment," he continues "the people who lose money are the people who have to change the circuits. I'm not defending the circuit owners but once a circuit has been designed, they do not expect to change it dramatically — and at short intervals. The teams, however, expect to change their cars every year. There has got some give and take . . ."



Peugeot's all-powerful triumvirate of Ari Vatanen, Andre de Cortanze and Jean Todt in discussion.

Peugeot's arrival in World Championship rallying has followed a carefully planned schedule, the successes achieved so far in part due to the absolute backing which the Competition department can rely on from the rest of the company's resources. European rallying has proved a happy hunting ground for the team, so it will come as no surprise that back at the company's headquarters, the engineers have been quietly working on the 205 Turbo's successor.

The evolution car naturally follows the successful format, but looks set to be just that bit more efficient, that bit quicker, and give the opposition something else to worry about. Harry Milne caught designer Andre de Cortanze after he arrived in Corsica last week to present an insight into this latest Peugeot projectile . . .

What was the most important objective in the design of the second-evolution Peugeot 205 Turbo 16?

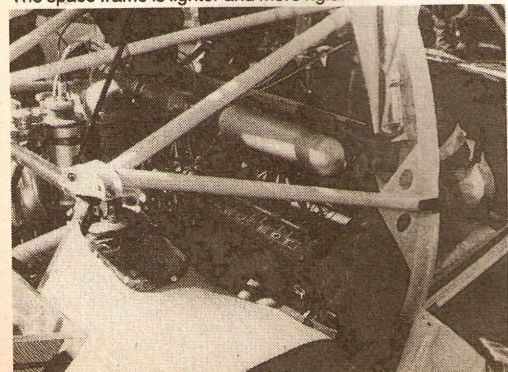
To reduce weight and improve the engine's torque and power, and to that effect, we have lost between 60 and 70kg and found more than 80bhp. We have also improved the brakes, as the extra power in turn meant that we had to make other changes.

How have you lost the weight?

We changed both the front and rear of the chassis. In the rear we have removed the cross members and fitted a complete space frame which alone saved 20kg, while improving the rigidity by 20%. We now use the engine as a stressed part of the chassis; we tried this twice in 1984 and it was no problem.

The chassis used to weigh 160kg but now it is 135kg and everything has been redesigned. Aluminium has been replaced by magnesium, steel has been replaced by aluminium. We saved weight by making the gearbox and front and rear differential housings of magnesium, so while we strengthened the transmission to take another 30% power, we managed to keep the weight the same. The bodywork is lighter through work on over 200 parts. Each door catch is 200 grammes less, even things like the safety belt fittings . . . Weight is always the enemy for a racing car.

The space frame is lighter and more rigid.



Winning by design

Andre de Cortanze, designer of the 205 Turbo, talks about the latest evolution car to Harry Milne, which made its debut on Corsica last weekend.

How did you get more power from the engine?

Firstly we changed the cylinder head and the induction system, then we have a water-cooled intercooler rather than air. This meant a two-part water front radiator, which unfortunately was heavier than before. The intercooler itself, however, weighs the same. Now the same water cools the engine and the intercooler.

The cylinder head itself is modified on the exhaust side, so that the double exhausts join in the manifold. It is better for the temperatures of the valves and we can put more pressure in the head, although the chamber itself is exactly the same, as are the valves and the camshafts. We now use water injection which operates between the intercooler and the cylinder head. This gives us 440bhp for the Tour de Corse against 360bhp for the first-evolution car. One other new thing is a Garrett turbocharger.

What is the advantage of the Garrett?

The Garrett works better with this cylinder head than the KKK but this may be because the KKK is not available in the dimensions that we need. We still operate at the same boost pressure, 2.5 atmospheres.

What is the effect of the new intercooler — to reduce the temperature of the mixture?

Yes.

By how much is it cooler?

I prefer not to answer!

What other changes have you made in the cooling systems?

In the rear we now have a cooling duct for the rear brakes on one side, while on the left side we have the oil radiator for the engine. In front of the left rear wheel we now have the water for the gearbox and the transaxle, which has been taken from the rear and placed where the old air intercooler was positioned. We have made very special attention to the brake cooling, especially after the trouble on Corsica last year. There have also been studies on the aerodynamics, to help cool the brakes. At the rear the new system is better than having the old scoops from the roof, as the shorter ducts mean the aerodynamics work better for cooling.

Did you have to get permission from FISA before designing the external aerodynamics?

Yes. We had three meetings with FISA to find out

what was possible to do to improve the safety of the car at high speed.

To make it more stable?

To make it safer, and more stable. 440bhp is very difficult to transmit by the narrow wheels we must use. *What are the limits to aerodynamic modifications under Group B?*

No limits under Group B. The limits are imposed by the Technical Commission, but aerodynamic modifications are not clearly defined. We do not know what is allowed and what is forbidden, as they decide what they feel would be too aggressive. We started off by asking them to approve a much bigger wing than we now have, but this was a pretext to start negotiations. It was important to know very early if we could do aerodynamic work or not. We discussed the systems being studied by Austin Rover for the Metro and by Lancia with them.

Who makes the decisions on behalf of FISA, as to what is aggressive and what is not?

It is the opinion of FISA as expressed by Gabriele Cadrigher. He has responsibility for such matters and he is known to be honest and clever. I know that Lancia engineers have also asked him what they can and cannot do. It is a very good system for the manufacturers and he has told us to keep to the overall dimensions of the car. He has also said that we should only submit things which we could see, that is things which comply with international road regulations.

What changes have you made in the front of the car?

The water radiator is split; the first-stage is above, the second-stage below. There is ducting to take fresh air to the crew and there are also scoops on the door windows like on the Safari cars as the drivers complained in Corsica about the heat.

The front bodywork has also been made deformable in case of an accident, and it is stronger. The spare wheel is still in the front and although we use the same width wheels front and back for gravel, on asphalt we use wider rims at the rear. The spare wheel is then the size of the front wheel, which can in emergency be used at the back.

How do the front spoilers on the front of each wing work?

Those are anti-splash guards! Although they extend further than the front wings they are within the width of the rear wings — by 1cm. These "splash-guards" are also of flexible construction. The shape of the wings are the same, but we have different holes, the long hole under the bumper feeding air to a secondary radiator.

How does the water injection work? Is it operating all the time?

Only at full torque and if the temperature is too high. It is controlled electronically, sensing pressure and temperature.

Is anything changed inside the car?

Not at all.

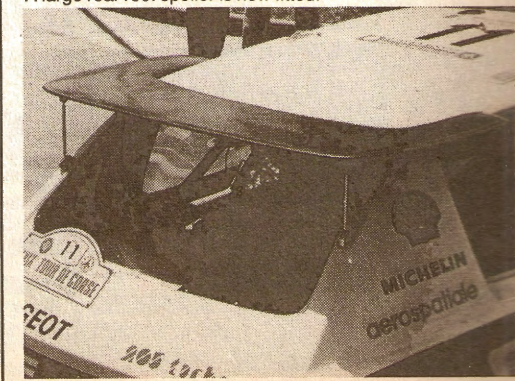
And the brakes?

They are the biggest we can fit into a 15in wheel, with 302mm (instead of 298mm). There are new calipers which do not conduct so much heat to the fluid, and we have bigger pads. The wheels are the same as we had in Monte Carlo.

The transmission?

We now use a magnesium housing but there are also changes in the viscosity system. We are using 25/75 torque split for this rally, but we are happy for other surfaces with 33/67. The system is just the same — we do not have enough time to change this, but we are thinking about other systems for the future.

A large rear roof spoiler is now fitted.





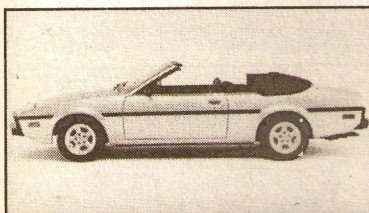
Derek Bell with the new Porsche 944 Turbo fitted with P700s as standard.

The top tyres

When Pirelli introduced the first ultra-low profile radial road tyres back in 1974, with the V speed rated P7 (first used on the Lancia Stratos), they brought new levels of roadholding and handling to the motoring world, both in wet and dry conditions. So, when they decided to maintain their lead in the growing high performance tyre sector by introducing a second generation of ULPs, what were their aims?

Well, simply to offer even higher levels of wet and dry roadholding and handling, longer tyre life, and an improved resistance to aquaplaning. And so they have, with the introduction of two new tyres — the P600 and the P700.

■ Bitter, the exclusive West German sports car company, have received British type approval, and their SC 2-door Coupe is now available in the UK. The 3.9-litre 140mph starts at £38,970, while the 4-door sports saloon and the Cabriolet (below) are likely to follow.



The P700 (which has just been chosen as standard equipment by Porsche for their new 944 Turbo) is a straight replacement for the ultra-high performance P7 and is again aimed at Porsches and the like. Development has been concentrated in three main areas: the carcass; the undertread belts; and the tread area.

A two ply carcass of slightly crossed cord, is now used, with a cushion of rubber compound sandwiched inbetween, to 'produce an equilibrium between vertical and lateral forces plus torsional rigidity during a fast power drift', or in other words to stabilise the tyre during extreme cornering.

MARCH TOP 10

1 (2) Ford Escort	15,504
2 (4) Ford Fiesta	14,627
3 (3) Vauxhall Cavalier	11,736
4 (1) Austin/MG Metro	10,056
5 (6) Ford Sierra	8,870
6 (9) Austin/MG Montego	8,425
7 (5) Vauxhall Nova	7,487
8 (7) Ford Orion	7,151
9 (8) Vauxhall Astra	5,992
10 (10) Austin/MG Maestro	5,078

Figures courtesy of SMMT

■ Ford bounced back to the top of the sales charts in March, with the Escort taking number one position, also replacing the Vauxhall Cavalier as the best selling car of 1985. Overall figures sales were up on '84, by 6.8% for March.

For high rigidity in shear, dimensional stability that is, two belts of rubberised steel are used with a couple of further belts of rubberised high modulus nylon (that elongates very little at high temperatures) mounted on top. The tyre's dimensional growth at speeds of up to 200mph is now only 1.5%, significantly less than before.

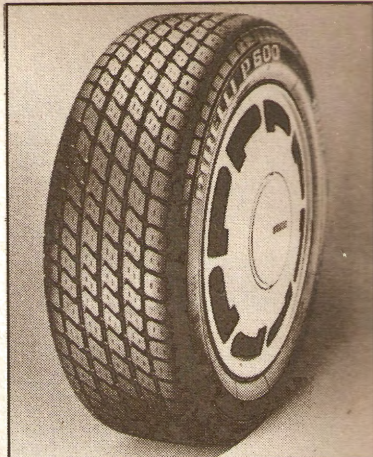
The new tread pattern incorporates a directional design, with the external blocks being orientated forward — the most likely direction of a power drift — with obvious improvements in conditions where aquaplaning is likely. Tyre noise is reduced too.

The relevant performance improvement figures for the P700 in relation to the P7 are: 20% for dry handling and road holding; 10% for the same categories in the wet; 20% in aquaplane resistance; and a whopping 50% in life expectancy under high severity driving. And, at what price? A 2% reduction in 'plastic comfort'...

The P600, on the other hand, is not a replacement, but an addition, slotting into the range between the H-rated P6 and the P700 — aimed at the increasing number of marques that are offering turbocharged versions of their cars, and therefore require a tyre that is capable of putting more power onto the road in the corners, especially as the turbo cuts in.

Using the same new tyre compounds and development processes as the P700, the P600 adopts a monople carcass with a single layer of rubberised cord, and two rubberised steel belts overlaid with two wraps of high modulus nylon. The tread pattern, now computer designed, offers a diagonal orientation across its full width with a 37% void area, which is responsible for a 10% improvement in wet surface handling and a 15% gain in aquaplaning resistance, plus a 10% drop in perceivable tyre noise. Impressive indeed!

These tyres are to be introduced gradually, starting as manufacturer supplied original equipment this summer,



Above: P600. Below: P700.



and entering the growing replacement tyre market at the start of 1986. Pirelli look more than likely to increase their 44% share of the British ULP market, and deservedly so.



The first three Naylor TF1700s off the line with the proud owners.

Thirty years on . . .

Thirty years after the much sought-after MG TF 1500 was withdrawn from production, Naylor Cars of Bradford have wheeled their first replicas off the line. When I say replicas, I mean cars built to a higher standard than the original, using the advantage of 30 years extra knowledge — these are certainly not automotive parts bin bolt-together kit cars. The Naylor TF 1700 exudes quality, which is not surprising since it has undergone all the official tests required for National Type Approval.

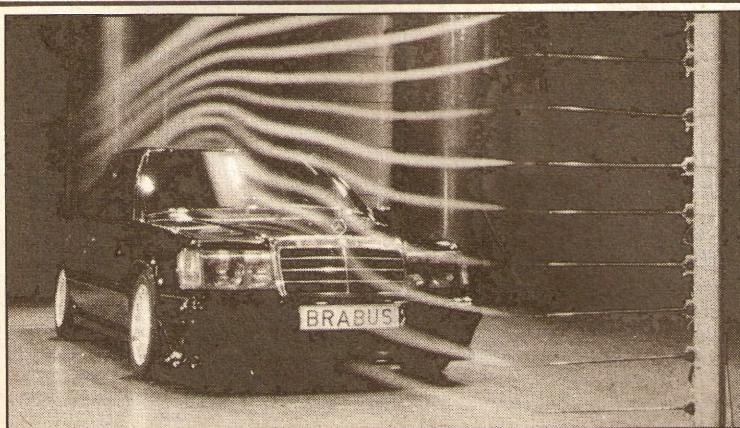
While remaining faithful to the original, with an Ash framed, metal panelled body, the engine has been mounted a few inches further back for better weight distribution and the suspension has been modified to provide the sort of ride and roadholding expected of a car of the '80s. The track is wider and the car is lower, as 14in wheels had to be used due to the non-availability of the original 15in

versions, providing better balance.

The chassis is an exact replica with the addition of a new cross-member to minimise roll centre movement and eliminate dive angle. At the rear, leaf springs have been replaced by a live axle arrangement.

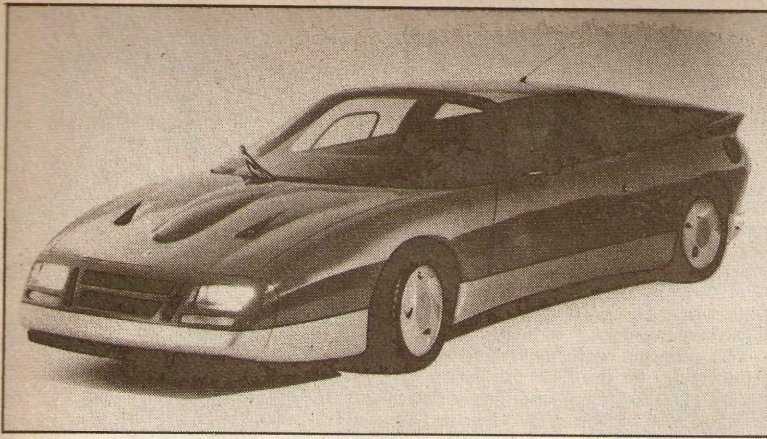
One change enforced by the 'safety people' was that the traditional octagonal MG instruments had to be replaced by a wood veneered dash, which is a shame, but in line with other concessions to modernism such as full carpeting, a radio/cassette and a heater. Yet, including all these 'extras' the Naylor comes out a full hundredweight lighter than the original.

Naylor plan to produce 200 TF1700s per annum and ought to be in great demand. For further information (or to place your order) Naylor Cars are at: Pawson Street, Bradford, West Yorkshire BD4 8DF.



That wind-swept look

A Mercedes W124 fitted with a full Brabus styling kit has achieved remarkable aerodynamic figures during testing in the Untertürkheim wind tunnel . . . such as a drag coefficient of only 0.2625! Brabus kits are available for other Mercedes models from Thomson & Taylor at 42 Portsmouth Road, Cobham, Surrey KT11 1JB.



Saab's EV-1 prototype really is dramatic looking, and capable of 168mph.

Sleek Saab

At Los Angeles' Auto Expo in May of next year Saab are set to put their experimental EV-1 2+2 sports car on show — their first non-saloon since the Sonett in the late '60s.

The dramatic-looking design incorporates a top section (windscreen, roof and rear screen) that is made completely of glass. However, the radical part of this is the removable targa top that has 66 solar panels in the roof.



cells, linked in series, built into the glass. These cells are activated by the sun and power an electric fan mounted in the ventilation air exhaust duct in the boot. As the sun grows stronger, the fan turns faster, supplementing the car's air conditioning and combating the car's obvious greenhouse effect, even when the car is stationary.

The EV-1 is built of sheet steel, based on the floor pan and running gear of the 900 Turbo 16S. Body styling has been aimed more at reducing lift, and thus improving roadholding, than aiming predominantly at aerodynamics (its drag co-efficient is 0.32), and the design of the tail end is particularly smooth and clean, with access to the boot solely via an opening rear window.

The windscreen incorporates 'invisible' wires for a demister, a feature that all

cars should have adopted years ago. And the EV-1 is the first car to use Hella's new generation of headlamps, that have an opening of just 70mm, and provide light of greater intensity than standard lamps.

There are no conventional bumpers to be seen, with aramide fibre re-inforced shields front and rear. These absorb impact elastically, and then resume their original shape, *without* cracking. Another advantage of this material is its lightness. The doors are strengthened with glass fibre members behind a layer of carbon fibre, weighing less than half the weight of a similar steel member, and yet offering equal protection.

The interior, too, has been designed to save weight, with all four seats (the chassis and frame thereof) being made of injection-moulded plastic, and thus offering an appreciable weight saving.

Using Saab's current 2.0-litre, 16-valve turbocharged hardware, albeit with a greater level of development, the EV-1 has 285bhp on tap (at 6500rpm) and a maximum of 246lb ft (at 3500rpm). This increase in power has been achieved through the boring out of the intake and exhaust systems, allowing a greater rate of gas flow. The turbocharger is larger too, with boost raised to 1.1 bar, thanks to a lower compression ratio. The outcome of all this is that the EV-1 is capable of an impressive 168 mph.

The worst thing about the EV-1 is that it is *not* intended for future production. Shame!

Smooth aramide fibre rear-end.



New Turbo Galant

Another model range has been topped with a turbocharged version, this time Colt's Galant range. The Galant 2000 Turbo is stretched and bespoilered, on a longer wheel-base, with a much more aerodynamic body shape.

Power comes from a 2-litre ECI turbo block, fitted with Mitsubishi's 'Silent Shafts', 147bhp to be precise. And top speed for this new model is 124mph. Prices start at £11,499 and at £12,649 for the Diamond Option pack that includes automatic cruise control, anti skid braking and tinted glass.



Four headlamps, alloy wheels an spoilers.

Faster Visa

Citroen have come clean and launched a new car into the ever more competitive GTI class. From June this year their five-door Visa GTi will be available on the British market.

The 1580cc engine gains fuel injection giving 105bhp and a top speed of 117mph, covering 0-62mph in 9.1 secs and returning consumption figures of 47.9/37.2/32.5mpg respectively at 56/75mph/urban cycle.

BRIEFLY

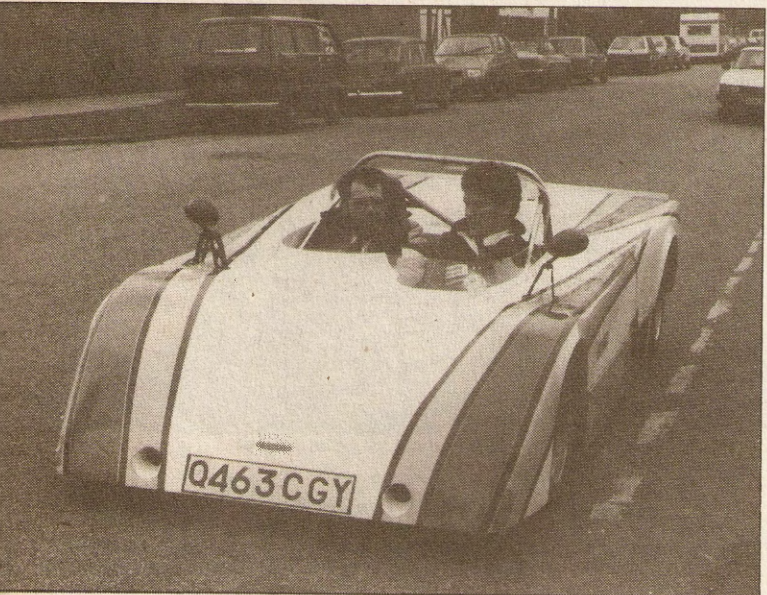
Not noted for producing estate cars, Fiat have decided to add one to their Regata range, to counter the similar move by fellow Italian manufacturer Alfa Romeo with their 33 range. The styling is, however, old-fashioned and awkward, with a split tailgate. The new model will be known as the Regata Weekend and will be available in the UK with a choice of twin cam or economy 1600cc engines. The Weekend (below) is capable of returning 48.7 and 52.3mpg respectively at 56mpg. Prices start at £6350 and £7400.



■ Congratulations to Garrett AiResearch on the award of their third Queen's Award for Export Achievement. Following their successes in '75 and '81, the manufacturers of exhaust powered turbochargers have maintained a minimum of 70% of their volume for export, with a turnover of £35.6m in '84.

■ And to Jaguar, too, for their second consecutive Queen's Award for Export Achievement, following another record-breaking year, especially in the USA.

■ There is no need anymore to spray yourself through your sunshine roof every time you want to remove those dead insects from your windscreen, as a Swedish company have designed a combined wash-wiper which funnels the water through the rubber blades and sprays it just in front of each stroke. The 'Super Washwipers' vary in price according to blade size, starting at £11.50 inclusive of VAT and postage, available from Nimrod Marketing Ltd, 124 Mount Street, London W1Y 5HA.



'Yes, Officer, it really is street legal... honestly.'

Lola street shocker

There is a surprise awaiting you in Beckenham. It will materialise in an instant and disappear in a flash, leaving you unsure of whether you actually saw what you thought you did.

The 'surprise' is David Gareth Jones's road-going Lola T492, the model that dominated Sports 2000 racing in the late 1970s.

Long time racing enthusiast, Gareth, hatched the idea of converting the Lola at the Hatch, so to speak, with ex-Formula 5000 racer Clive Santos. When Brands Hatch Racing decided that they no longer needed the Lola for ferrying

important clients around, having replaced it with Ford's fastest Sierra (more seats, you see), Gareth and Clive decided that it would make an 'interesting' road car, and made an offer.

Converting the car to road-legal condition was performed with remarkably few alterations, however. The fitment of a horn and a speedo (digital) was easy. A windscreen — Lola still had some in stock, having produced them for the US where racing regulations made them a necessity — was also found. A silencer, of course, proved no problem and can easily be unbolted should the two owners

decide to return the car to the track. And the final step was to fit a hand-brake. The solution was provided by a couple of karting buffs at a local pub to which Gareth now often drives the Lola — go-kart calipers were fitted, with neat piping running forward to the cockpit with the brake lever being mounted to the driver's right. And so to the licensing of the rapid bolide...

With the slicks being suitably replaced with treaded tyres Gareth attained an MOT. So, armed with this document, plus a cover note from his insurance company, Gareth took Lola T492-58 to Sidcup for its licence. The trip was successful and the car was ready for road-use.

One thing was immediately apparent: attention — from both the general public and the men in blue. In order to save time when being pulled-up by every PC Plod on the Beckenham beat, Gareth took the Lola to the Metropolitan Police and received a cover note pronouncing its legality and a reiteration of the fact that the car may *not* be used after official lighting up hours — as it has no lights, except a solitary brake light at the rear.

The car is undoubtedly pleasing to the eye, as it has had all its garish Brands Hatch Racing logos removed and been repainted in a colour-scheme not dissimilar to the Martini racing hues. And its performance on the road is spectacular, causing a blush from the owners of local Porsches and the like-as they mistake it for a kit car and attempt to teach Gareth a lesson.

The Lola is all a racing car should be: quick through the gears; turns on a sixpence; stops at request; and, most importantly, is great fun to drive.

The whole conversion cost just £1000 and the result is undoubtedly value-for-money. Has anyone got a Sports 2000 chassis for sale?



Phil Collins, winner in '83 and '84, will start the Nexus Manx Stages as favourite in the Shell Oils Opel Manta 400.

The triple crown?

Phil Collins goes to the Isle of Man this weekend to chase his third win on the Nexus Manx Stages. KEITH OSWIN predicts a successful trip for the Herefordshire man

Spectator information

The rally starts from opposite the Villiers Hotel on Douglas Promenade at 0900 on Saturday May 11. Full details of the route and times will be available in the rally programme, contained in the Isle of Man Courier. It may be obtained, free of charge, from the rally press office at the Villiers.

Ceefax

The excellent BBC service will stay in touch during the event to give the mainland enthusiasts a chance to follow the action. Call up page 139 for details.

Eventsline

A Telecom Eventsline service will be provided on 061-246 8066 during the rally.

Championship points

Overall: 1, York, 48pts; 2, Mellors, 43; 3, Rutherford/Marshall, 41. **Group A:** 1, Nicholls, 64pts; 2, Parkinson, 55; 3, Davison, 50. **Manufacturers:** 1, Toyota, 29pts; 2, Talbot, 25; 3, Vauxhall, 19. **Skoda Trophy '85:** 1, Burton/Priestner, 13pts; 3, Clark, 5.

Although he will have no bearing on the Shell Oils/AUTOSPORT Championship positions this weekend, Phil Collins will be the focus of attention as he chases a hat-trick of wins on the Manx Stages Rally. The Herefordshire ace will try to add the Nexus Manx title to the two Rothmans crowns that he already holds, driving his familiar Opel Manta 400.

But Collins may have a fight on his hands this year as Manxman, Ian Corkill, has also entered in a Manta 400, a car that has its roots at Sydney Meeke's Dunganon workshops. 'Hippy', as he is known on the island, has shown on many occasions that he is a force to be reckoned with, pushing his old Escort RS to a fine fourth place on last year's event.

And splitting the Mantas on the entry list is the Nissan 240RS of Mark Lovell, another who should mix it with the favourites if the car can be made to run reliably — something that has caused Lovell to falter on the first rounds of this year's series.

Tony Higgins and Gary Leece will need all of their local knowledge this Saturday to stay in touch with the visitors, while the championship should see a new leader as Richard York has opted not to make the trip this time. Chris Mellors and Willie Rutherford have both won events this season and while Mellors' Escort is a known quantity on the Manx tarmac — it being a former Bertie Fisher tarmac screamer — the prospects for the four-wheel-drive R-E-D 4x4T are more difficult to predict.

Traditionally, four-wheel-drive cars have floundered on the island. Darryl Weidner tried to beat the bogey with his Quattro but left it planted in a solid wall, while even the works cars (including Hannu Mikkola's Sport Quattro last year) have never finished a Manx event.

Therefore the task facing Rutherford and the Escort of Allan Edwards is quite daunting. Both have the speed to win the rally but just getting to the finish may be a task too great. Should the Sierra based car fail on Saturday, however, the path may be made easier for the other R-E-D run car, the Escort RS of Louise Aitken-Walker. The Scots lass was tipped for the title this year, but so far has failed to live up to her former promise. Now, a good result is essential if any further progress is to be made.

Group A interest will of course be fired by the closeness of the contest so far. Stuart Nicholls leads the way with his Astra GT/E while the Nova Sport of Graham Parkinson has produced some

very quick runs so far and not only lies second in Group A but also ninth in the overall category! Simon Davison has won two rounds of the Group A contest so far this year, but a non-finish in Yorkshire has kept him down the order. Nevertheless, the black Astra will be in there fighting again.

Toyota's army of Corollas is led by the popular John Saint but their star of the moment, Sanjiv Shah, could make his mark through a combination of determination and driving skill. Nigel Worswick's 3-litre Capri has been extensively rebuilt since its Gwynedd blow up and, if the work is done in time, could be among the flyers, particularly as the car began life on the race tracks, while event sponsor, Don Bailey, should net another good result with his Manta GT/E.

Inevitably, with the smooth tarmac on offer, Group N cars tend to venture to the island in search of points although they will have to press on dramatically this Saturday if they are to challenge Theo Bengry's 205 GTI, seeded at a ridiculously high 16 and sandwiched between Ken Wood's Rover Vitesse and James Prochowski's Nissan 240RS.

So, on balance, Collins to win again this weekend, but Ian Corkill may have a say in the matter for a while. Roger Chilman usually goes well on the island and Mark Lovell will be chasing that elusive first rally win of his career. But for an outside bet, keep an eye on Dennis Moody in the Kingsmead of Bath Mk3 Escort...

An outside bet for victory is Dennis Moody in his Mk3 Ford Escort.



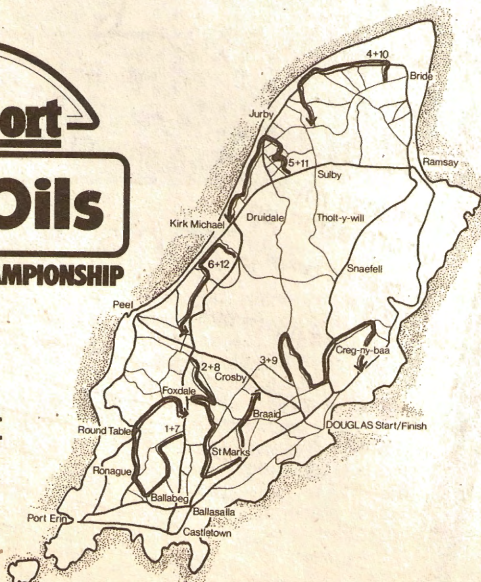
Ian Corkill — a Manx Manx victor?

Leading entries

1, Collins/Freeman	B	Opel Manta 400
2, Lovell/Davies	B	Nissan 240RS
2, Corkill/Byron	B	Opel Manta 400
4, Lyburn/Hutchinson	B	Ford Escort RS
5, Dobie/Spokes	B	Opel Manta 400
6, Higgins/Higgins	B	Ford Escort RS
7, Chilman/Thomas	B	Ford Escort RS
8, Leece/Walmsley	B	Ford Escort RS
9, Mellors/White	B	Ford Escort RS
10, Sutherland/Watts	B	Opel Ascona 400
11, Rutherford/Harris	B	R-E-D 4x4T
12, Aitken-Walker/Morgan	B	Ford Escort RS
13, Smith/Dytham	B	Opel Manta 400
14, Edwards/Watkins	B	Ford Escort 4x4
15, Wood/Brown	B	Rover Vitesse
16, Bengry/Perrott	N	Peugeot 205 GTI
17, Prochowski/Wasley	B	Nissan 240RS
18, Marshall/Jenkins	B	Nissan 240RS
19, Lyons/MacNamee	B	Ford Escort RS
20, Fowden/Thomas	B	Rover SD1

RAC Autosport
Shell Oils
NATIONAL RALLY CHAMPIONSHIP

NEXUS MANX STAGES



Silverstone lottery

Any one of seven or eight sportscars could run out the winner of this Sunday's Silverstone 1000. QUENTIN SPURRING sets the scene for Britain's major World Endurance Championship fixture



MALCOLM BRYAN



MALCOLM BRYAN

Above left: At Monza, the Canon Porsche mounted a stiff challenge to the super-quick factory Lancias—but none of these won the race. Above right: Derek Bell and Hans Stuck—an effective new partnership. Below: Spice Engineering's C2 winning Jaeger Tiga follows Brun's Deborah Porsche as they thread their way past the fallen tree which caused a premature halt to the Monza 1000.



Photo Cockpit

1985 FIA WORLD ENDURANCE CHAMPIONSHIPS

Teams

1 Rothmans Porsche (D)	20
2 Kremer Porsche Racing (D)	15
3 Team Brun Motorsport (CH)	12
4 Martini Lancia (I)	10
5 Obermaier Racing Team (D)	6
6 Spice Engineering (GB)	4
7 Carma FF (I)	3
8 Castrol Denmark (DK)	2
9 'Victor' (I)	1

Drivers

1 Marc Surer (CH)	35
Manfred Winkelhock (D)	35
3 Jochen Mass (D)	30
Jacky Ickx (B)	30
5 Derek Bell (GB)	15
Hans-Joachim Stuck (D)	15
7 Riccardo Patrese (I)	12
Sandro Nannini (I)	12
Stefan Bellof (D)	12
Thierry Boutsen (B)	12
Gordon Spice (GB)	12
Ray Bellm (GB)	12
13 George Fouché (ZA)	11
14 Bob Wollek (F)	10
Mauro Baldi (I)	10
etc...	

"Deuced windy place, Silverstone — always has been." Brockbank, when he captioned one of his best known cartoons, has probably never been to Monza...

Thankfully there are no trees within falling range of the Silverstone circuit itself, so we can safely assume that this Sunday's sportscar race will proceed to its proper conclusion.

Marc Surer's Monza "Christmas tree" has placed him and co-driver Manfred Winkelhock in the lead of the Drivers championship with two races run, for it blocked the track when the Kremer/Barclay Porsche was leading the race, and victory followed their second place at Mugello. The Monza result was fortun-

ENTRY LIST

Group C1

Rothmans Porsche	Porsche 962C	Jochen Mass (D) Jacky Ickx (B)
Rothmans Porsche	Porsche 962C	Derek Bell (GB) Hans Stuck (D)
New Man Joest Racing	Porsche 956B	Klaus Ludwig (D) Paulo Barilla (I) Paul Belmondo (F)
Kremer Porsche Racing	Porsche 962C	Manfred Winkelhock (D) Marc Surer (CH)
Kremer Porsche Racing	Porsche 956B	George Fouché (ZA) TBN
Richard Lloyd Racing	Porsche 956 GT1	Jonathan Palmer (GB) Jan Lammers (NL)
Richard Lloyd Racing	Porsche 956	Vern Schuppan (AUS) TBN
Team Brun Motorsport	Porsche 962C	Stefan Bellof (D) Thierry Boutsen (B)
Team Brun Motorsport	Porsche 956	TBN/TBN
Fitzpatrick Team Porsche	Porsche 956B	David Hobbs (GB) TBN
Fitzpatrick Team Porsche	Porsche 956	Manuel Lopez (PE) Dudley Wood (GB)
Obermaier Racing Team	Porsche 956	Jürgen Laessig (D) TBN
Team Brun Motorsport	Porsche 956B	Oscar Larrauri (RA) Massimo Sigala (I)
Martini Lancia	Lancia LC2-85	Riccardo Patrese (I) Sandro Nannini (I)
Martini Lancia	Lancia LC2-85	Bob Wollek (F) Mauro Baldi (I) Lucio Cesario (AUS)
Primagaz/Sovico	Rondeau-Ford M382	Jean Rondeau (F) Pierre Yver (F)
Cheetah Automobiles	Cheetah-Aston Martin G604	Bernard de Dryver (B) TBN
EMKA Productions	Emka-Aston Martin	Tiff Needell (GB) Steve O'Rourke (IRL)

Group C2

Carma FF	Alba-Carma AR6	Martino Finotto (I) Carlo Facetti (I)
Carma FF	Alba-Carma AR6	TBN/TBN
Grifo Autoracing	Alba-Ford AR3	Pasquale Barberio (I) Maurizio Gellini (I) Paolo Giangrossi (I)
Spice Engineering	Tiga-Ford GC85	Gordon Spice (GB) Ray Bellm (GB)
Spice Engineering	Tiga-Ford GC84	Neil Crang (AUS) Tim Lee-Davey (GB)
Ecurie Ecosse	Ecosse-Ford C2/85	Mike Wilds (GB) Ray Mallock (GB) David Leslie (GB)
RB Promotions	Tiga-Ford 85C2	Will Hoy (GB) Paul Smith (GB) Thorkild Thyrring (DK)
RB Promotions	Tiga-Ford GC284	Roy Baker (GB) David Ovey (GB) Mike Kimpton (GB)
Lanx Engineering	Argo-Ford JM16	David Sears (GB) Glenn Loxton (ZA)
Bartlett Chevron Racing	Chevron-Ford B62	TBN/TBN
Arthur Hough Pressings	Chevron-Ford B83J1	Max Payne (GB) Chris Ashmore (GB) David Andrews (GB)
Lyncar Motorsport	Lyncar-Ford MS83	Costas Los (GR) Michael Nabrink (S)
ADA Engineering	Gebhardt-Ford JC843	Ian Harrower (GB) Richard Jones (GB)
Gebhardt Engineering	Gebhardt-Ford JC853	Frank Jelinski (D) TBN
Gebhardt Engineering	Gebhardt-Ford JC853	TBN/TBN
Gebhardt Engineering	Gebhardt-BMW JC843	TBN/TBN
Castrol Denmark	URD-BMW C83	Jens Winther (DK) David Mercer (GB)
Jens Nykjaer	Nykjaer-BMW	Jens Nykjaer (DK) TBN
Mazdaspeed	Mazda 737C	David Kennedy (IRL) Yoshimi Katayama (J)
Mazdaspeed	Mazda 737C	Yojiro Terada (J) Takashi Yorino (J)
Strandell Motors	Strandell-Porsche	Martin Schanche (N) Stanley Dickens (S)

Group B

Helmut Gall	BMW M1	Helmut Gall (D) Axel Felder (D)
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IMSA GTX

Vittorio Coggiola	Porsche 935	'Victor' (I) TBN
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ate for Kremer team but the series lead is not unmerited. It is a reflection of the increased competitiveness of the best Porsche privateers — in particular Kremer, Brun and Canon — and of the fact that

the rival factory teams fielded by Lancia and Porsche have yet to reach their full potential.

The car to beat in this season's WEC is the latest Martini Lancia, as Riccardo Patrese's two spectacular pole positions, and two unlucky race performances, can testify. The 3-litre V8 turbo is fitted to take more boost than the 2.6-litre Porsche flat-six, and only another Act of God will prevent Riccardo or one of his team mates from zapping another pole this Saturday. Prepare yourself for a shock when the Silverstone commentary team announces the lap time: if Monza is anything to go by, the Italian projectiles, superboosted to develop something like 850bhp, could be capable of storming the GP circuit in little more than 70secs.

As the race leaders table shows, the lead Lancia has led many more laps during the first two WEC events than any other car, and by my reckoning it was on target to win at Monza. The new Porsche 962Cs of the Kremer and Brun teams have also led for much longer than the other five leaders increasingly dramatic Group C series.

As to the Silverstone entry itself, the

C1 class is six down on last year, the C2 category — containing many new cars and the prospect of a repeat battle between the Alba-Carma, Spice Tiga and Ecosse teams — increased by 11. Slightly fewer cars overall will contest this year's big Silverstone fixture, but the quality will be incomparably higher, the outcome far less predictable. The chances are that, as at Monza, the early action will be fought by the Lancia and Canon teams, at least five other cars will be in the hunt for the overall victory, and the latest fuel consumption rules will ensure that the contest should still be closely disputed on lap 212.

Look at the BRDC's programme, study the entry list which includes 18 past and present Grand Prix drivers, cast your minds back to Monza, and then see the admission prices: Saturday, including three hours of WEC qualifying and three supporting races, £2.50 plus £1.50 if you want a Centre transfer. Covered grandstand seating and accompanied children under 16 come free of charge on both days.

You can't turn it down. It's a snip!

Fancied by many for outright victory, Palmer and Lammers confer Keith Greene.

1985 WEC SO FAR RACE LEADERS

Patrese/Nannini	Martini Lancia	116 laps	404.75 miles
Surer/Winkelhock	Kremer Porsche	90 laps	307.97 miles
Bellof/Boutsen	Brun Porsche	82 laps	268.88 miles
Mass/Ickx	Rothmans Porsche	24 laps	78.30 miles
Larrauri/Sigala	Brun Porsche	8 laps	28.83 miles
Bell/Stuck	Rothmans Porsche	6 laps	21.62 miles
Gartner/Acheson	Fitzpatrick Porsche	1 lap	3.60 miles
Wollek/Baldi	Martini Lancia	1 lap	3.26 miles

Note: The table shows which cars have led the 328 laps of Mugello and Monza combined.

FORMER WINNERS

1976 John Fitzpatrick (GB)	Tom Walkinshaw (GB)	BMW CSL	106.14mph
1977 Jacky Ickx (B)	Jochen Mass (D)	Porsche 935	112.40mph
1978 Jacky Ickx (B)	Jochen Mass (D)	Porsche 935-78	114.91mph
1979 John Fitzpatrick (GB)	Bob Wollek (F) Hans Heyer (D)	Porsche 935	111.74mph
1980 Desiré Wilson (ZA)	Alain de Cadenet (GB)	De Cadenet LM	114.60mph
1981 Harald Grohs (D)	Walter Rohrl (D) Dieter Schornstein (D)	Porsche	100.35mph
1982 Riccardo Patrese (I)	Michele Alboreto (I)	Lancia Martini	117.20mph
1983 Stefan Bellof (D)	Derek Bell (GB)	Porsche 956-83	123.20mph
1984 Jacky Ickx (B)	Jochen Mass (D)	Porsche 956-83	122.13mph

TIMETABLE

Saturday May 11

0915-1045	Qualifying: WEC 1000
1100-1125	Qualifying: Formula Ford 1600
1140-1205	Qualifying: Sports 2000
1220-1245	Qualifying: Formula Ford 2000
1245-1400	Lunch Break
1400	ESSO FF1600 CHAMPIONSHIP RACE — 10 LAPS
1440	B&Q BRITISH SPORTS 2000 CHAMPIONSHIP RACE — 10 LAPS
1515	DRC FF2000 CHAMPIONSHIP RACE — 10 LAPS
1550-1720	Qualifying: WEC 1000

Sunday May 12

0900-1030	Pit Road Walkabout
1030-1130	Fuelling of Pits
1030	Driver Briefing
1110-1130	Porsche Parade
1140-1150	Warm-up: WEC 1000
1155-1205	SRS Parade
1210	Parade Lap: WEC 1000
1230	WEC SILVERSTONE 1000 — 212 LAPS





Ragnotti cocks a wheel as he rounds one of Corsica's tight bends, the Frenchman taking the Maxi 5 Turbo to a World Championship debut win.

Jean's sad affair

Ragnotti takes Maxi 5 Turbo to victory — Bettega killed in first day accident —
Report: HARRY MILNE — Photography: COLIN TAYLOR PRODUCTIONS

Jean Ragnotti won the Tour de Corse for the second time in four years, to score an impressive World Championship debut for the Renault Maxi 5 Turbo. Having led from start to finish he easily beat Bruno Saby with the 440bhp second-evolution Peugeot 205 Turbo 16.

The rally was marked by the early retirement of most leading drivers especially the Lancia team which was withdrawn after the death of Attilio Bettega who crashed on the fourth stage.

The event helped consolidate Peugeot's command on the World Championship and because their two main drivers Salonen and Vatanen both retired, Salonen still heads the drivers' series.

As the longest special stage rally in the world this is the only event in the World Championship to be decided by performances on clear asphalt stages. The event was very tough and strongly favoured French teams. Only two crews who were not French-based finished, the highest placed being the Irish driver Billy Coleman who was fourth in a Porsche 911SC RS.

This year's event was a virtual re-run of the route used in 1984 with the addition of a stage just outside Bastia at the start of the second day's run. The three day format was retained even though such a long event often leads to processions later on. The level of competition was as high as ever, with no fewer than three types of car were making their World Championship debut; the Renault Maxi 5 Turbo, the second-evolution Peugeot 205 Turbo 16 and the Skoda 130LR. The accident to Henri Toivonen on Costa Smeralda reduced Lancia's entry by one car but still they were favourites to win, if the rally was dry.

Few expected a car so radical as the new Peugeot to finish and when spectators began reporting they saw the car spinning all four wheels on tarmac, it hardly seemed capable of lasting very long. The four-wheel drive Peugeot, by general consensus, was the car for the wet as last year had proved.

Audi personnel claimed that everything was well with the Sport Quattro,

though doubts arose during last minute testing when brake discs were cracking.

And Renault? They proved to be so disappointing in the three earlier rounds of the French national series that this event seemed to be a far harder test than the new Maxi 5 Turbo could tackle at this stage of development. Generally speaking, turbocharging seemed to be the way to go. The entry list showed 39 turbo (or compressor) cars in the first 52. Five privately entered Peugeot 205 Turbo 16s backed up the three team cars and an ex-works car for Darniche. A late decision by Ari Vatanen meant that the new evolution 205 would be driven by Saby, leaving the two regular drivers to run with cars they knew well.

The rally had a different air about it from the start, despite the familiarity of the route. The overall responsibility had this year passed to the French Federation, a change which brought more money, but also a whole new sense of uncertainty. With the leaders of the Federation known to be willing to

support the Tour de France in place of the Tour de Corse as France's World Championship qualifier, the Corsicans (rather like the Monagasques earlier in the year), were openly friendly. It seemed they sensed they would never know when they might need some friends.

First Etape

Cloudless skies and a happy relaxed organisation gave a false impression as the rally started off with so much promise, but was shortly to become the blackest day the sport can remember. Ragnotti, after working with the team for half the night trying to make the blue and red Renault work properly, went up to Rohrl and asked if they should both do the usual Finnish trick: driving flat-out from the start to be in a good position

The Alfa Romeo GTV6 of Yves Loubet won the Group A category, finishing fifth overall.



when they retired. Walter dryly said he would start off slower, knowing the tyres would go off badly if he went too fast.

The first stage run on a hill the other side of the Gulf of Ajaccio, struck a series of blows which left four top drivers out of the event altogether, the first to go being Frequelin's Opel. The car which had won the last three French events lasted only 3kms from the start when the engine stopped due to a sheared oil pump pulley. Then Darniche's dark blue Peugeot disappeared with a fuel pump problem and 2kms before the end of the 30km section Timo Salonen's efforts came to nought. An electrical failure took 30 mins to trace and 30 secs to correct. The Tour de Corse only allows 20 mins lateness.

Then Walter Rohrl's Sport Quattro emerged from the end of the stage with an ominous clanking sound in front of Audi Sport research chief Ferdinand Piech. The mechanics found that the discs had completely broken and Piech decided that it would be wiser to withdraw than continue. It was expected that a Lancia would lead in the early stages, Bettega's proven speed on this event pushing him ahead of the other Italian cars.

The surprise was that Ragnotti was leading overall; the quickest Peugeot was Saby just 1 sec in front of Vatanen. Other Renault Maxi drivers were delayed, Chatriot with gearbox and Auriol with engine trouble, while the second Rothmans Porsche of Coleman was slowed by gearbox troubles as well. Ragnotti gradually pulled out a lead over Vatanen, Saby and Bettega but then the rally came to stage 4.

Bettega's crash after a fast right hand bend put a terrible cloud over the event. The car had suffered such an unusual impact that it seemed so unfair that it should lead to such awful consequences. Co-driver Perissinot said later that he didn't know why they had left the road, he only realised something was wrong when he felt the car tip on its side and saw the trees come flashing towards them. Maybe the tyres had not been sufficiently warmed, but after having had that problem in Costa Brava and driven hard for 6 kms on the preceding road section, this was unlikely. FISA's Technical Commission President Gabriele Cadringer said there had been a bump in the road, and maybe that had thrown the car off-line and into the trees.

The stage was interrupted and cars not tackling the section were given the worst normal time of those who did, while stage 5 was abandoned so as to bring the event a little nearer back to schedule. Alen withdrew straightaway, Biasion in the Jolly Club/Totip car shortly afterwards.

One hour later the rally was underway once again. Chatriot this time had throttle trouble but Ragnotti's Maxi was still working perfectly. Any real risk of opposition to the Frenchman was re-

Notes on the cars

Audi

Only one car was entered for this event, the new Sport Quattro chassis RS22 for Walter Rohrl, on the first anniversary of the appearance of the "short" car. After two test sessions on Corsica before the event, the rally car ran in a specification similar to that used on Monte Carlo (with revised Boge shock absorbers to prevent softening in mid-stage), but this time with the new rear shock absorbers and springs. The car was lowered by 10-15mm from Monte Carlo, and most important were changes to the steering rack to make it more stiff and precise, by improving the joints and mounting of the rack.

The most worrying problems in testing was a continued tendency for the front tyres to "go off" after 15km or so and the hardest compounds (TRX S4) were to be used on the rally. The suspension work is now the responsibility of former BMW racing driver Dieter Basche.

Despite the Safari Rally problems, the new six-speed gearbox was again used; the trouble in Africa was due to insufficiently precise tolerances in the gearboxes prepared for the actual rally.

Lancia

After the accident of Henri Toivonen at Costa Smeralda, Lancia Martini decided only to enter two cars (despite requests from five drivers to replace the Finn in the intended third entry!) in Martini colours — 1983 and 1984 Corsica winner Alen in a new chassis 172, and Attilio Bettega in Toivonen's Monte Carlo chassis 216. Also running in Totip colours was Massimo Biasion in another new chassis, 202.

Apart from the wider rear wheels and improved engines the cars were in the same specification as run on Corsica last year, although Pirelli had a slightly harder compound in their D5 slick tyre. It is expected that the 037 cars will continue to be run by some team drivers even after the 038 has been homologated, in Finland and Sanremo. New ratios were tested for use in the stronger gearbox which was designed for the Safari.

Because the 038 tested by Alen in Costa Smeralda was already badly damaged, work has now begun on a third prototype 038 which Giorgio Pianta will use for final competition sorting-out; already it has been decided that the four-wheel drive car will use viscous coupling differentials in the front and centre, with mechanical ZF differentials in the rear. Production began in March and so far it is on course for homologation before the 1000 Lakes.

Opel

Opel Euro Team entered Guy Frequelin's successful Opel Manta 400 (chassis RM36), which has already won the first three French championship rallies outright. The chassis is still an interim model in Sanremo specification weighing 920kg, but the factory is waiting for the Touquet Rally (immediately after the Acropolis), before running their thin-metal lightweight car.

Since last year the car has been modified in many aspects, notably at the front suspension to stop bump-steer and create more stability, while the rear axle benefits from Safari development with stronger crown-wheel and pinion (5.17:1 ratio), a larger housing and longer carbonfibre side tubes with different welding techniques. 9.5in TRX front wheels and 10in rear wheels are now standard in asphalt rallies and Michelin tyres are used, the wider rear wheels preventing the old problems with tyres losing their strength on longer stages.

Porsche

The private Rothmans Rally Team entered two torsion bar 911SC RS cars for their first World Championship rally in 1985. Former



The second evolution 205 Turbo 16 has sprouted front 'splash guards' and a high rear wing, Saby took the new Peugeot to second.

ECR leader Bernard Beguin drove the car previously used in Garrigues and Criterium Alpin-Behra, and Billy Coleman (on his first rally outside Ireland since 1979) the car which was new for the Circuit of Ireland. Both 911s had lightweight bodies weighing 970kg and 290bhp engines, and this was the first time the team had been to Corsica. There were 8in front and 11.25in rear wheels used with imperial size Michelin tyres (TRX tyres are only used for gravel). The only other world event planned this year will be one car for Saeed Al Hajri on the Acropolis.

Skoda

For the Czech's World Championship Group B debut, the team of French importer Poch (run by former rally star Jean Vinatier, who also masterminds the Poch Lada Niva competition cars) entered two identical first-evolution 130LRs for Ladislav Krecek and the French rally-raid specialist Pierre Lartigue. The cars were running for the first time with lightweight bodies using thinner metal panels and weighing about 30kg less than the 810kg rally versions used previously.

Considerable ideas were gained from Haugland's Circuit of Ireland and Kalnay's ARBO cars, particularly the preference for

an intermediate (320/300) cam which gives 125bhp instead of the 320/320 race cam which currently gives 128bhp. With only one engine failure so far (on the Russian Soyuz '85), there is anxiety to improve the cylinder head to give the projected 140bhp output. As in Ireland, rear disc brakes were again used with Michelin tyres, low profile SB10 and SB20s for normal use.

The cars run in the 1300cc category, which traditionally have been the preserve of French Citroen Visa Trophee or Talbot Samba Rallye cars, though on the recent Safari the new Daihatsu Charade 926 Turbo was the only finisher in this category. The Skoda 120LS Group A or 130LR Group B are now the only small cars used in rallying with a rear engine — or even rear-wheel drive.

Volkswagen

The only works team contesting Group A on this event, this was VW Motorsport's first all-asphalt rally with their long chassis car. As in Portugal two Golf GTis were entered, Jochi Kleint's sponsored by Triumph-Adler and Franz Wittmann's by Funkberater. For the first time VW had a chance to make pre-rally tests in Corsica to develop new suspension settings and choose tyres from Pirelli capable of lasting the longest stages.

Overlooked by the steep Corsican hills, the cars sit in *Parc fermé*.



Last year Kalle Grundel's works VW suffered endless tyre and suspension troubles, and even had to buy extra tyres from other teams during the event! Also new was a different five-speed gearbox with closer ratios and lower final drive ratio, the Portugal gearbox problems traced to faulty machining.

Peugeot

Peugeot-Talbot Sport entered two first-evolution cars for Vatanen (chassis C16, 26FGV75) and Salonen (C10, 35FGV75) and a second-evolution car for Saby (chassis C201, 24FGV75). All three cars were fitted with 15in wheels in place of the metric TRX sizes used previously and new brakes designed for the second-evolution car.

The specification of the second-evolution car is described in the interview with engineer Andre de Cortanze on page 21. The older cars had the air scoops to the rear brakes, and the decision to go down to 15in was made because the metric sizes are no longer available and there is insufficient choice of Michelin tyres in 16in. All cars used 25/75 torque split and the old ones retained the KKK turbochargers.

While Vatanen and Salonen drove previously unused cars, an old chassis C12 was driven by Bernard Darniche. This had old spec brakes and wheels, and had been prepared by Fred Stadler, painted dark blue and sponsored by Gauloises Blondes cigarettes. Other private 205T16s included the Pirelli-tyred car of Paul Gardere which won the Promotion category at the 1985 Monte Carlo Rally.

Renault

For their only World Championship event this year, Renault entered one official Maxi 5 Turbo (chassis 767) for Ragnotti, sponsored by Philips Autoradio; and two semi-official cars (chassis 765) for Chatriot, sponsored by Diac, and (chassis 760) for Aurioi sponsored by Renault Chartres. These evolution cars (based on a special 200-example model called Renault 5 Turbo 1480), have 1527cc engines using 950bhp and 95mkp torque at 2.6-2.8 atmospheres (absolute) boost.

For this event 16in rear wheels were tried instead of 15 and new size brakes fitted. The Maxi has many different features from previous rally Renaults, notably the bigger engine and Garrett turbo. Aerodynamics have been improved, there is a redesigned steering rack, extra reinforcements in the front suspension and better suspension geometry.

TOUR DE CORSE

had punctures on stage 8. Vatanen, who had two punctures, had hoped to take a spare tyre from the team's helicopter but that had just been given to Saby, leaving the Finn to finish 50kms on a flat tyre. This cost over 20mins' stage time, and another 3mins at the next time control, dropping him to 25th place. Chatriot retired with a broken valve and Auriol had steering problems, so front man Ragnotti reached the night halt at Bastia in the north of the island with over a lead of 6mins. Saby was next, while Beguin's Porsche was now third and Yves Loubet with the leading Group A car (an Alfa GTV6) fourth. Coleman had a puncture which put him down to fifth, but Vatanen had already climbed back to sixth place.

Positions at the Bastia night halt: 1, Ragnotti 4h12m09s; 2, Saby 4h18m45s; 3, Beguin 4h20m38s; 4, Loubet 4h33m58s; 5, Coleman 4h35m47s; 6, Vatanen 4h37m26s.

Second Etape

The opening day of the rally had been one



Coleman's first rally outside Ireland for some time still netted the Porsche driver fourth.

to forget. The second day dawned and again the sun was rising high with hardly a cloud in the sky. Apart from the emotional shock of the day before, there was also disappointment that so few of the top rally drivers were still in the event. Audi, Opel and Lancia were all missing; Peugeot were down to two cars; and Renault had only a solo Maxi 5, after a late retirement the night before when Auriol had an engine fire which caused an electrical problem. Renault were actually challenging on all fronts because Oreille's 11 Turbo was second in Group A, and Deriu's new 5 GT Turbo was third in Group N behind two BMW 323is. After his punctures the evening before Vatanen was driving in his old dashing style and from SS9 through to SS15, he made every fastest time. In two stages the evening before he had recovered from 25th to ninth while after another four tests he was now up to fourth.

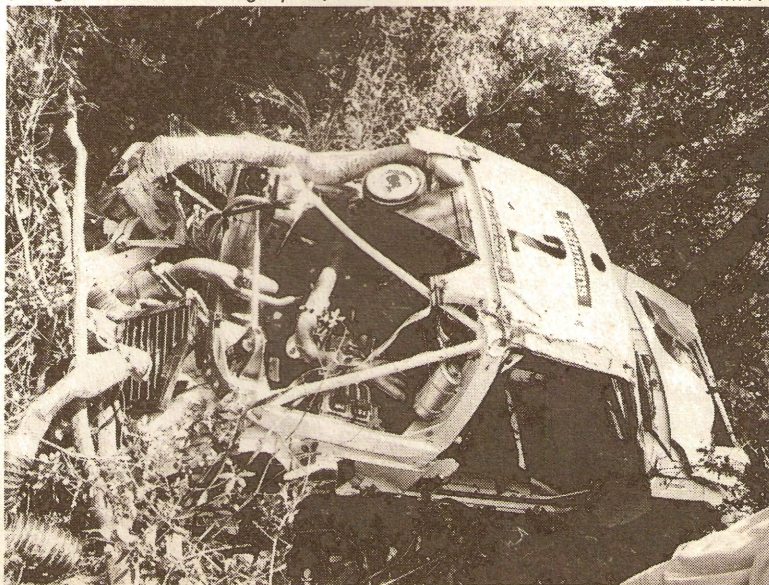
Ragnotti was not impressed. In the Finn's seven stage dash he had only taken 3mins off the Frenchman and was still

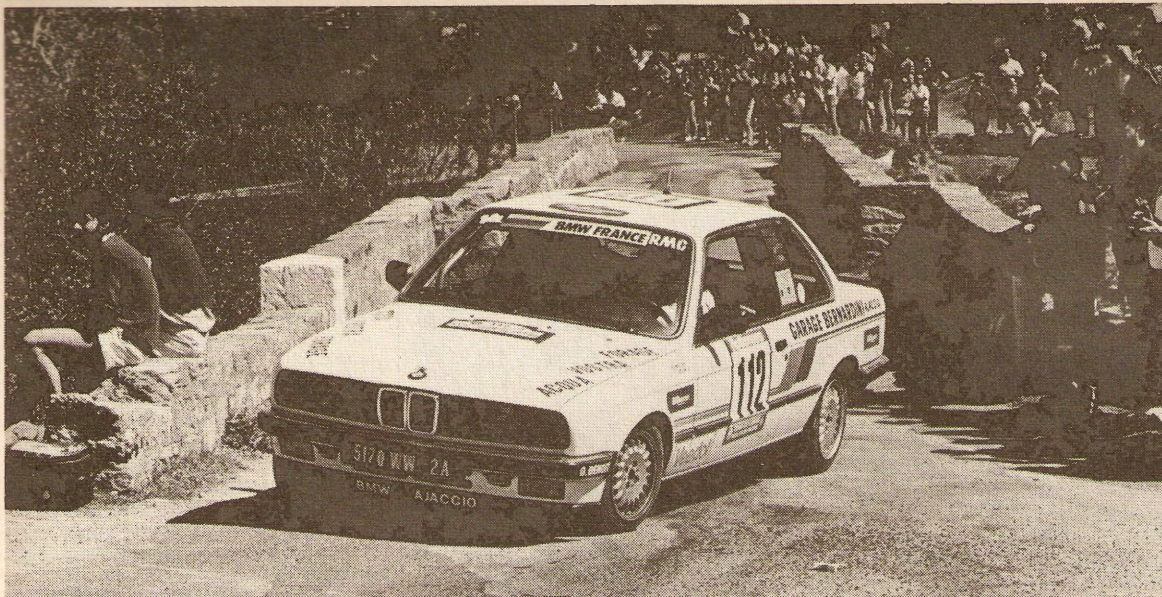
Special stage times

		Verghia-Pont de la Masina 38.09kms	Sainte Marie Sicche-Mocca 23.96kms	Petreto-Aullene 20.03kms	Zerubia-Santa Giulia 30.60kms	Sartene-Zonza 44.23kms	Aullene-Zicavo 25.59kms	Cossano-Col de la Serra 50.84kms	Muracciole-Abbazia 50.00kms	Campo al Quercu-Pont de Noceta 33.77kms	Pont d'Altiani-Pont-Saint Laurent 56.01kms	Ponte Rosso-Borgo 42.29kms	Figarella-Cardo 15.75kms	Col San Stefano 26.81kms	Prunelli-San Pancrazio 55.67kms	Folleli-Sainte Lucie de Moriani 18.49kms	Moriani Plage-Orsoni 20.10kms	Camp Militaire Corte 58.14kms	Corte-Taverna 26.55kms	Moltifao-Speloncato 38.16kms	Corbara-Calenzana 23.87kms	Noire Dame de la Serra-Pont du Fango 28.77kms	Fango-Ota 48.59kms	Saint Roch-Suarcichio 78.19kms	Tavera-Pont de Mezzana 30.57kms
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Ragnotti	Maxi 5 Turbo.....	25.12	16.37	13.11	18.17	CANCELLED	16.52	36.14	34.40	20.31	39.20	31.15	10.44	20.56	41.54	15.09	15.00	44.44	16.36	23.38	14.15	18.31	34.58	1.01.07	23.16
Saby	205 Turbo 16.....	25.34	16.38	13.34	18.43		17.24	36.07	38.41	20.29	39.58	31.38	11.09	20.59	42.20	15.13	15.17	42.49	16.28	23.50	14.30	19.23	35.51	1.02.00	23.36
Beguin	911 SCRS.....	25.59	16.59	13.57	19.27		17.43	37.12	35.49	21.05	40.34	31.53	11.04	21.29	42.27	15.16	15.23	43.15	16.35	24.25	14.36	19.48	37.22	1.06.01	23.20
Coleman	911 SCRS.....	26.47	17.39	14.26	20.14		18.44	39.15	36.58	22.00	41.38	38.06	11.45	22.40	44.42	15.57	16.08	45.15	17.23	24.35	15.06	20.45	38.27	1.05.59	23.58
Loubet	GTV6.....	27.12	17.57	14.38	19.55		18.40	39.48	37.13	22.14	42.29	33.52	11.45	22.04	45.22	16.10	16.16	45.51	17.57	26.20	15.42	20.28	38.33	1.08.40	25.12
Balas	GTV6.....	28.15	18.31	15.07	20.58		18.59	40.44	38.55	23.11	44.38	35.24	11.54	22.43	46.13	16.41	16.53	47.05	18.34	26.57	16.02	20.40	38.47	1.08.08	25.31
Bouquet	Samba Rallye.....	28.27	18.29	14.54	21.16		19.15	40.41	38.44	23.24	44.24	34.50	12.03	23.05	47.15	16.50	17.00	47.49	18.38	27.33	16.11	20.29	39.20	1.07.58	26.01
Bartoli	5 Turbo.....	27.22	17.53	14.34	21.25		18.50	40.42	39.33	25.38	43.53	33.44	11.38	22.01	45.37	16.02	16.20	46.33	17.56	26.11	16.13	20.12	38.57	1.09.13	25.32
Paoletti	5 Turbo.....	29.06	18.38	15.09	21.25		19.37	41.20	38.50	23.34	45.51	37.11	12.43	22.48	47.47	16.39	16.49	52.50	19.18	22.00	16.21	22.04	42.20	1.10.28	25.47
Bernardini	323i.....	29.00	18.52	15.14	21.25		19.16	40.54	39.05	23.29	44.23	37.11	12.10	12.46	52.45	19.19	19.51	56.22	18.48	27.34	16.25	20.09	38.49	1.08.44	25.30
Alen	Rally 037.....	25.44	16.43	13.27	18.25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kleint	Golf GTI.....	29.00	18.20	14.52	20.41	19.14	41.00	39.03	23.22	43.58	34.24	11.56	22.23	45.20	16.05	16.11	45.23	18.12	26.28	15.53	20.53	38.00	—	—	
Vatanen	205 Turbo 16.....	25.35	16.29	13.17	18.28	16.47	35.48	58.59	20.04	38.41	30.20	10.36	20.20	41.06	14.38	—	—	—	—	—	—	—	—	—	
Bettega	Rally 037.....	25.22	16.48	13.41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Rohr	Sport Quattro.....	27.58	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Salonen	205 Turbo 16.....	26.50	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Biasion	Rally 037.....	25.45	16.50	13.30	18.50	18.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

		Sainte Marie-Sicche-Mocca 23.96kms	Petreto-Aullene 20.03kms	Sorbollano-Santa Giulia 35.59kms	Calvase-Agosta Plage 38.69kms	Plaine de Peri-Capigliolo 35.73kms	Liamone-Suarcichio 83.16kms
		25	26	27	28	29	30
Ragnotti	Maxi 5 Turbo	18.30	14.59	24.41	26.42	28.04	1.08.22
Saby	205 Turbo 16	18.42	15.33	25.38	26.49	28.12	1.09.42
Beguin	911 SCRS	19.22	15.47	25.27	27.06	28.36	1.11.49
Coleman	911 SCRS	19.54	16.10	25.49	27.46	29.39	1.12.37
Loubet	GTV6	20.37	16.40	27.28	29.27	30.57	1.13.26
Balas	GTV6	20.37	16.44	27.12	29.14	29.51	1.12.25
Bouquet	Samba Rallye	20.49	16.26	27.41	29.01	31.16	1.14.49
Bartoli	5 Turbo	20.09	16.13	28.25	29.39	32.01	1.19.34
Paoletti	5 Turbo	22.04	16.59	27.54	30.07	32.23	1.18.35
Bernardini	323i	20.19	17.20	28.30	29.17	30.52	1.16.27
Alen	Rally 037	—	—	—	—	—	—
Kleint	Golf GTI	—	—	—	—	—	—
Vatanen	205 Turbo 16	—	—	—	—	—	—
Bettega	Rally 037	—	—	—	—	—	—
Rohr	Sport Quattro	—	—	—	—	—	—
Salonen	205 Turbo 16	—	—	—	—	—	—
Biasion	Rally 037	—	—	—	—	—	—

Having flown off the road at high speed, Vatanen's 205 lies wrecked some 15 metres down...





Patrick Bernardini took his BMW 323i to Group N honours, and 10th overall — the first GpN car to do so in a WCR qualifier.

24mins behind. Then came another moment in Vatanen's reckless rallying career with the car ending up 15 metres off the road, a wreck after hitting the trees. Luckily his injuries were slight but unlike last year's accident this one seemed unnecessary.

At the post-rally Peugeot press conference, Ari was most aggressive about the incident. He said that he did not feel guilty, as it was caused by Terry Harryman reading the notes too late, but even so they would be together again at the Acropolis and "as happy as ever". Terry had suggested privately, however, that Ari had been driving much too fast.

Renault's winning ways continued. Ragnotti was easing off, happy to allow Saby to make the running from time to time, while Deriu survived a stage with seized shock absorber problems. One of his Gp N rivals, Bernard Dongues, went off the road and then Deriu's other BMW adversary broke a halfshaft and lost 4mins. Renault were leading both Gps B and N.

But the moment he eased off Ragnotti had his first problem, a puncture. This cost him a couple of minutes but he still made third best time on the stage. Meanwhile Yves Loubet was comfortably ahead in Group A, Jochi Kleint saying he had no chance to compete against "such a racing car". His VW team mate Wittmann had retired his Golf GTI the day before after losing a wheel, and Kleint himself was recovering after

considerable steering problems, only getting ahead of Oreille's Renault when the latter could not remove a wheel at a service point.

Deriu was not now so comfortably ahead of his group, but in the classes, Renault and Peugeot-Talbot were still dominant; Sambas leading the small class in all three groups after the two Skodas retired in the second leg with engine troubles.

A Group B Talbot Samba was even in the top 10 placing so this was a battle between the old and the new. Leading was a car conceived seven years before and the Porsches laying third and fifth were many times older still. But the brand new Peugeot of Saby was still there and still capable of emerging as the winner.

Positions at the Calvi night halt: 1, Ragnotti 7h35m05s; 2, Saby 7h41m21s; 3, Beguin 7h45m26s; 4, Coleman 8h10m18s; 5, Loubet 8h11m25s; 6, Kleint 8h21m45s.

Third Etape

The third and final leg was to be just as hard as the two previous ones, but the lack of competition made it psychologically more gruelling, and this time the weather was dull and overcast as the cars left Calvi at dawn. The two stages down the west coast of the island were tackled in the dry, but as the route approached Ajaccio the rain began to fall.

Ragnotti's progress was inexorable but then Renault had a surprise, for their Gp N driver Jean-Pierre Deriu was now

in 10th place; no Gp N car had ever finished a World Championship rally in the points before. Deriu had earlier benefited when Kleint retired. The German had just passed Loubet on a stage when he found his brakes were not working so the Volkswagen went upside-down, and off the road.

The two Rothmans-Porsches continued; Beguin with a misfiring engine

and Coleman worried by eternal puddles of water, which created plenty of excitement. He was happy to be doing better on this event than he did on his home Circuit of Ireland.

The only other foreign driver still running was South African Giovanni Piazzi-Musso, driving a British prepared Toyota Corolla 8-valve. He lost time on the second day with brake problems, but was still running second in class and driving one of only two non-European built cars still in the event. Talbot lost their cherished reputation of Samba invincibility, after once again leading the small class in each group. Mariana retired and the small Gp A category went to a fuel injected evolution version of an Opel Corsa.

The longest stage was the final one of 83kms but nobody (even the hard trying BMW driver Bernardini who had now lost all chance of catching Deriu), was trying hard. He did not catch him on the stages but the BMW did eventually win the award, the Renault excluded for an incorrect final drive ratio at the finish. Ragnotti said he was "changing gear carefully, braking early, keeping the revs down to 6000rpm". For Renault victory in any World Championship event is a rare occasion, and it had been a hard year for the Renault rally team. The Maxi 5 Turbo had been plagued with problems since its introduction, but this was the big one; the one that it was important to win. And in the age of the high-performance high-technology supercars, it was curious that a car conceived so long ago was still capable of winning.

TOUR DE CORSE (F)

May 2/4

World Rally Championship for Drivers and Manufacturers, round 5

1	Jean Ragnotti/Pierre Thimonier	Renault Maxi5 Turbo	12h45m15s
2	Bruno Saby/Jean-Francois Fauchille	Peugeot 205 Turbo 16	13h06m47s
3	Bernard Beguin/Jean-Jacques Lenne	Porsche 911SC RS	13h20m04s
4	Billy Coleman/Ronan Morgan	Porsche 911SC RS	13h51m22s
5	Yves Loubet/Jean-Bernard Vieu	Alfa Romeo GTV6 (A)	14h03m53s
6	Bertrand Balas/Eric Laine	Alfa Romeo GTV6 (A)	14h16m53s
7	Jean-Claude Bouquet/Christian Morel	Talbot Samba	14h24m37s
8	Camille Bartoli/Bernard Falempin	Renault 5 Turbo	14h26m30s
9	Jean-Jacque Paoletti/Claude Santucci	Renault 5 Turbo	14h25m35s
10	Patrick Bernardini/Jose Bernardini	BMW 323i (N)	14h56m22s

Group B: Results as overall classification. **Up to 1300cc:** 1, Bouquet/Morel; 2, Francis Leandri/Alain Labydoire (Talbot Samba) 15h02m12s; 3, Marc Janiaud/Jean Bourgoing (Talbot Samba) 15h47m56s. **1300cc-2000cc:** 1, Bartoli/Falempin; 2, Paoletti/Santucci; 3, Michele Murrasi/Marythe Murrini (Renault 5 Turbo) 15h00m20s. **Over 2000cc:** Results as overall.

Group A overall: 1, Loubet/Vieu; 2, Balas/Laine; 3, Jean-Claude Leca/Xavier Pierlouis (Opel Ascona) 15h08m24s. **Up to 1150cc:** No starters. **1150cc-1300cc:** 1, Jose Murati/Gerard Villanova (Opel Corsa) 15h14m37s; 2, Patrick Duclos/Madeleine Moretti (Toyota Starlet) 17h49m03s; no other finishers. **1300cc-1600cc:** 1, Roger Devillecourt/Michel Caille (Peugeot 205GT) 15h28m06s; 2, Giovanni Piazzi-Musso/Stephen Harding (Toyota Corolla), 15h47m31s; 3, Bruno Bastide/Catherin Bastide (VW Golf GTI) 16h28m15s. **1600cc-2000cc:** 1, Leca/Pierlouis; 2, Guy Fiori/Francois Ceccaldi (Opel Ascona) 15h18m06s; no other finishers. **Over 2000cc:** 1, Loubet/Vieu; 2, Balas/Laine; no other finishers.

Group N overall: 1, Bernardini/Bernardini; 2, Jean-Francois Carpinelli/Pierre-Manuel Jenot (Renault 5 GT Turbo) 15h13m37s; 3, Bernard Hauser/Martin Biju-Duval (Peugeot 205GT) 15h27m39s; **Up to 1150cc:** No starters. **1150cc-1300cc:** 1, Jean Marchini/Armand Diquirico (Talbot Samba) 16h23m45s; 2, Mathieu Nocetto/Christophe Pele (Talbot Samba) 16h28m02s; 3, Jean-Noel Pierazzi/Claude Cassidu (Talbot Samba) 16h49m38s. **1300cc-1600cc:** 1, Hauser/Biju-Duval; 2, Jean-Marie Santoni/Noel Guidicelli (Peugeot 205GT) 15h35m10s; 3, Michel Fabre/Francoise Rozier (Peugeot 205GT) 15h47m17s. **1600cc-2000cc:** 1, Carpinelli/Jenot; Pascale Neyre/Isabelle Marche (Renault 5 GT Turbo) 16h00m27s; 3, Alain Garcon/Nicole Garcon (Renault 5 GT Turbo), 16h14m42s. **Over 2000cc:** 1, Bernardini/Bernardini; no other finishers.

Analysis of fastest times	1st	2nd	3rd	4th	5th	6th
Ragnotti	17	9	3	—	—	—
Vatanen	10	1	1	1	—	—
Saby	2	13	10	2	1	—
Beguin	—	4	11	8	2	1
Alen	—	1	1	1	—	1
Bettega	—	1	—	—	1	—
Coleman	—	—	1	11	6	1
Bartoli	—	—	1	—	8	1
Auriol	—	—	—	2	2	1

Rally leaders: SS1-30 Ragnotti

Starters/finishers: 139/46

Leading retirements: Markku Alen (Lancia Rally), withdrawn, 4 stages completed; Ari Vatanen (Peugeot 205 Turbo 16), accident, 15; Attilio Bettega (Lancia Rally), accident, 3; Walter Rohrl (Audi Sport Quattro), brakes, 1; Timo Salonen (Peugeot 205 Turbo 16) electrical failure, 0; Massimo Biasion (Lancia Rally), withdrawn, 5; Guy Frequelien (Opel Manta 400), oil pump pulley, 0; Francois Chatriot (Renault Maxi 5 Turbo), engine valve, 6; Berard Darniche (Peugeot 205 Turbo 16), fuel pump failure, 0; Jochi Kleint (VW Golf GTI), accident, 22; Franz Wittmann (VW Golf GTI), lost wheel, 1; Didier Auriol (Renault 5 Maxi Turbo), engine fire, 9.

Rally timetable: Start from Ajaccio at 0800 on Thursday, May 2, for the first leg of 10 stages (371.18km), regrouping at Quezna and Migliacciaro before arriving at Bastia at 2030 on Thursday. Second leg started on Friday with 9 stages (283.54km) regrouping at Corte and arriving at Calvi at 1800 on Friday. Final leg started at 0600 on Saturday with 10 special stages (423.28km) regrouping at Ajaccio before finishing in Ajaccio at 1800 on Saturday. Total route was 1603.28km with 29 special stages (stage 5 abandoned) of 1078.00km.

World Rally Championship for Drivers, after 5 rounds: Salonen, 48pts; Vatanen, 40; Blomqvist, 35; Rohrl, 27; Saby, 23; Kankkunen & Ragnotti, 20; Biasion, 17; Waldegaard, 15; Kirkland & Beguin, 12; etc.

World Rally Championship for Manufacturers, after 5 rounds: Peugeot, 76pts; Audi, 46; Toyota, 28; Lancia & Renault, 24; Nissan, 18; Opel, 16; Porsche & Alfa Romeo, 14; Subaru & BMW, 9; Ford, 8; Talbot, 7; Mazda, 6; Citroen, 4.

Jean-Claude Bouquet's Talbot Samba splashes through the rain to a seventh place finish.

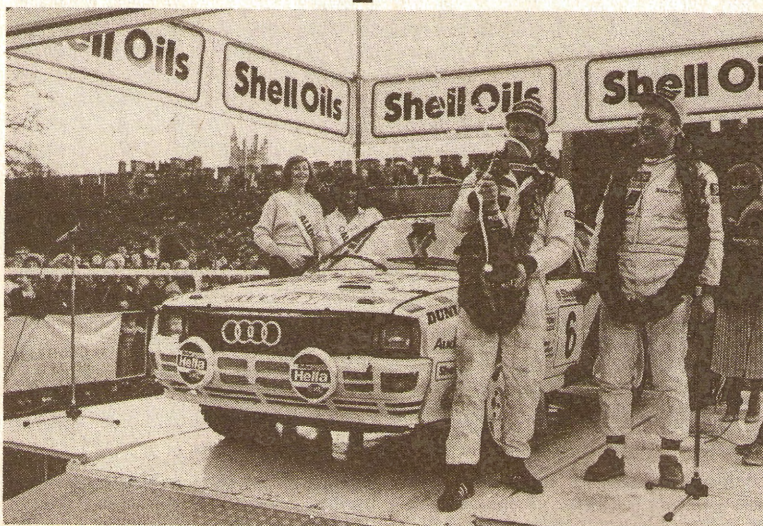


Wilson's Quattro heads works cars in Open

Malcolm Wilson is the new leader of the Shell Oils Open Rally Championship following his beautifully controlled drive on last weekend's Shell International Welsh Rally. And it means that the might of the works teams are currently having to bow down to a private driver — something that must be causing a few 'deep and meaningful' meetings at various manufacturers' headquarters.

Russell Brookes's off road excursion ended any hopes that the Midlander had of capitalising on his Circuit of Ireland points and actually promotes team mate Jimmy McRae ahead of him in the championship race, Brookes being the GM Dealer Sport choice for Open Champion. At a recent Dunlop press conference, several people suggested that GM make sure their team are going to win the title before they decide which driver actually takes the crown...

The Audi team actually had a better time in Wales than they have had for a long time, Michele Mouton and David Llewellyn also finishing in the top places and Chris Lord not so far behind in another private Quattro. But the David Sutton run equipe must be a little



Wilson celebrates another Open round win. Could he take the title as well?

disturbed by the fact that a driver who has only really been on the fringe of the full works team on occasions, rarely getting

the very latest technical assistance, is actually getting the results while they fight for the remaining places.

Ford miss Wales as parts supply is insufficient

Ford Motorsport failed to turn up in Wales at the weekend and rumours began to spread that they had suspended their rally programme with Mark Lovell's ill-fated RS Turbo until various supply problems have been sorted out.

We spoke to Peter Ashcroft on Monday and he admitted that there was some truth in the rumours but that they would be contesting their European programme with the car as anticipated, the necessary transmission parts being available (he hoped) within the next few days. "We could have gone to Wales with the car," he admitted, "but we would have been short of spares. We felt that, with the car not fully sorted, this would be of little benefit."

Ashcroft also admitted that the root cause of their problems was the size of the task that Ford had set themselves, running both the Group A and Group B projects concurrently.

We also spoke to Mark Deans on Monday and he revealed that the delayed homologation into Group A was due to a frustrating quality control problem with the rear spoilers of the RS Turbo. It seems that the company cannot manage to de-grease the XR3 rear spoilers easily enough to apply the white paint that is required for the RS Turbo models. This has reduced the daily production drastically and therefore the car has yet to notch up the required 5000 units...



Renault miss out in Gp N

In the middle of the celebrations on Corsica, there was one Renault driver who was rather less than pleased. Jean Pierre Deriu finished the event in ninth place overall — driving this new Group N5 GT Turbo — but was excluded at the post event scrutineering when it was found that he had the wrong final drive ratio fitted. The part, it seems, came from the factory...

Kaby begins mammoth programme

After their sixth place in Wales at the weekend, Terry Kaby and Kevin Gormley embarked on a hectic programme which takes them to Bulgaria, Tenerife and the Canary Islands before getting back to this country in time for the Scottish. The pair left on Monday for the Zlatni Piassatzi Rally where Bob Freeborough's mechanics have prepared a Nissan 240RS, while the team are also getting ready for the two island events; Santa Cruz, and the Euro round Corte Ingles. Kaby won there last year and is expected to be joined by Mark Lovell on this occasion.

The latter follows hard on the heels of the next Open round in Scotland, and is part of Team Nissan Europe's considerable foreign programme for this season. Later on, Kaby should be seen on the Halkidiki Rally, Maderia and Cyprus towards the end of the summer. Support for the programme has come from a number of sources, and Marlboro in particular are backing the Canary outings.

Worswick's Ferrari for Belgium

Tony Worswick has completed the latest batch of development work on his Ferrari 308 and plans to put the car to the test on the Haspengouw Rally next weekend. The Italian racer has been fitted with Kevlar panels at the rear to further reduce weight and the new engine has also been fitted.

"I'm really pleased with the engine," commented Tony when he called us last week. "I was promised one that produced 300bhp and that is exactly what the unit does."

Group B discussions

The accident which claimed the life of Attilio Bettega on the Tour de Corse has raised a number of questions, and drew comment from many parties. The Italian was the first top line driver to be killed on a World Championship Rally, after the car left the road, skidded along an embankment, and hit a tree with the windscreen pillar.

On the island last weekend, many people paid tribute to the works Lancia driver, while FISA President Jean Marie Balestre called a press conference on Saturday morning to underline his own position regarding super-cars, clarifying some of the comments made in Sweden.

"There is no question of modifying the rules in the near future," detailed the President, "as 1986 will be a great year. But if a consensus can be reached between all parties, measures could be taken." Essentially this was a reference to the changes proposed for 1987.

Others talked about the relative dangers of the latest Gp B cars, Gabriele Cadrigher, the President of the FISA Technical Commission considering that, "A Gp A or Gp N car would not have protected the driver any better. Rally winner Jean Ragnotti also underlined that. The accident had nothing to do with any excess of power in Gp B cars. When I had my battle with Jean Claude Andruet and won the 1982 event in a Gp4 car, I was taking far more risks than I have been in my Gp B car this time."

Last run for Saby

Bruno Saby was making his last official 1985 WCR appearance in Corsica. That was the message from Jean Todt's pre-event conference where the PTS boss outlined his plans for the rest of the season.

Saby's new responsibility will apparently be in developing and testing the latest evolution 205, with particular emphasis on the gravel specification. Assuming everything goes to plan, it is Todt's intention to have two of the latest cars for Timo Salonen and Ari Vatanen on the 1000 Lakes in August.

Todt stated that the only goal was still the Manufacturers Championship — his team is now 30 points clear and could be winners by the half way point — and that Saby would not now be going to the Pikes Peak hillclimb.

Michelin reconsider TRX plans

After a concerted effort to push the TRX option, it seems as if the Michelin experts are reconsidering their philosophy. In Corsica at the weekend, the main teams running their rubber — Peugeot, Audi, and Renault — all used imperial sized covers, and it appears as if the TRX has definitely been dropped for all tarmac use.

The only potential front runner which was on TRX was Guy Frequelin's Opel Manta 400, putting Opel in a somewhat unfortunate position. When TRX was first introduced and other companies re-equipped with special rims overnight, Tony Fall's operation had to wait before committing the necessary cash. Now, they are having to back-track...

Attilio was killed last Thursday, when his Lancia Rally 037 crashed during the early stages of the Tour de Corse. The car was on one of the faster parts of the island when it slid wide, careering into a row of trees. Bettega was 32 years old.

Throughout his career, the popular little Italian had been closely linked with the official Fiat/Lancia Group, and a major part of the Martini effort since the 037 was launched in 1982. His introduction to the sport came 10 years earlier, concentrating on regional events near his home town of Trento, before emerging as a dominant force in the newly created Autobianchi Challenge, winning the 1977 title.

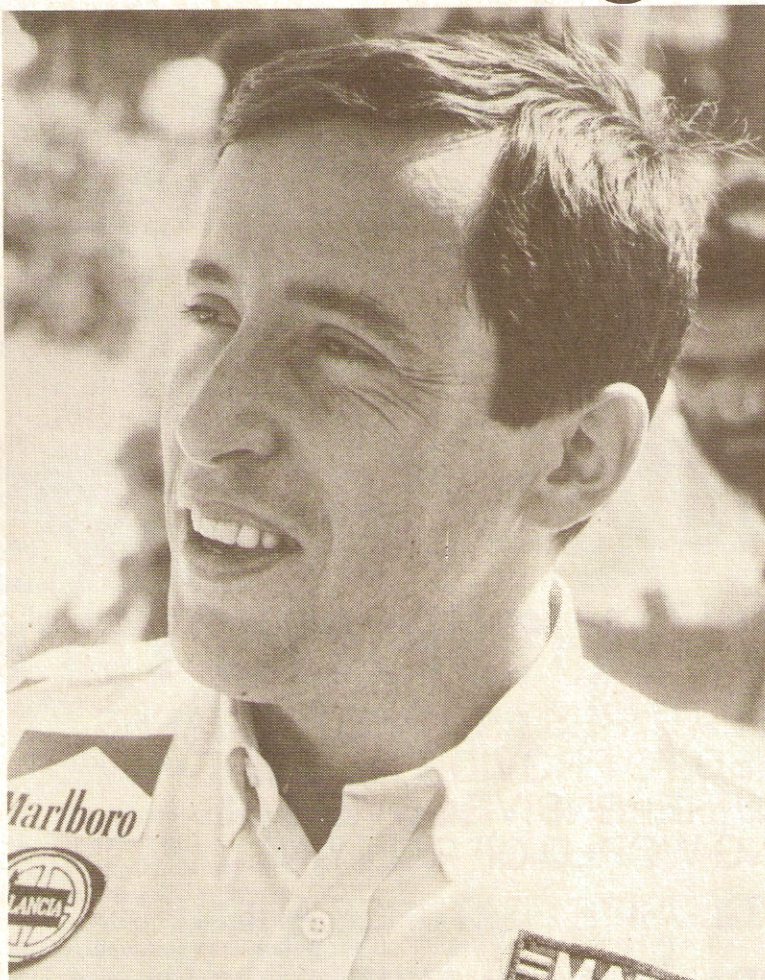
Support from the Fiat Group saw Bettega make the jump to more powerful machinery with considerable style, using both Fiat 131s and Lancias on European events; his first World Championship points coming on the 1979 Sanremo Rally when his Alitalia backed Stratos took third place. Already, he was on course for a place with the official team, his enthusiasm and willingness to drive any car helping to further his reputation in Italy and abroad.

In the next years, the factory increased Attilio's programme, sometimes with Ritmos, more often in 131s on the important European events. When the 037 was scheduled, Italy looked forward to its own "Champion" starring alongside his world class team mates.

But the relationship with the 037 started in disastrous fashion, the world debut of the car marred by an accident on Corsica which left Bettega with two badly broken legs. His courage and determination showed through during the next 12 months as he fought to regain his fitness, making his return on the same island in 1983 to take a gritty fourth place despite considerable pain. He finished the season with third place in New Zealand and Sanremo, acting as anchor man in Lancia's successful bid for the World Rally Championship's Manufacturers' title.

The story of Bettega, the 037, and Corsica took another twist in 1984 when the Italian led convincingly, only to slide off the road, and out of the lead battle. It would be unfair, however, to suggest that Bettega was something of an erratic force in the car, as in truth he was a thorough professional, and reliable when under stress. Last year the pressure was mounting, never greater than on Sanremo. There another young Italian charger, Massimo Biasion, threatened his position but eventually had to give best.

Attilio Bettega



And Bettega retained that original enthusiasm, which with his courteous manner and friendly personality ensured he was a universally popular member of the World Championship scene. Perhaps he was not one of the real greats in terms of natural ability, but in many ways he represented the

real rallyman. He loved the sport, relished a new challenge, and would surely have gone to feature strongly in the future. The sport mourns the loss of a respected gentleman, and AUTOSPORT sends its deepest sympathy to Attilio's wife Isabella, and their children, Alessandro and Angela.

One hit wonder?

Despite their surprise success on the Tour de Corse, Renault's management has no plans to enter the Maxi 5 Turbo on any more World Championship events this year. The programme will apparently concentrate now on French championship rallies, leaving the car with an enviable, 100 per cent, success record in the 1985 WCR...

Oldies for French Juniors

Making their first World Championship appearance in Corsica was the French Junior Team, introduced in grand style by M Jean Marie Balestre. There is one major difference between the French and all other Junior squads however, in that this team has no maximum age.

So while Britain, Sweden, and other countries concentrate on youngsters under 25 years old, the "newcomers" from France include 34 year old Olivier Tabatoni; 33 year old Jean Paul Bouquet; Alain Oreille (32); Yves Loubet, who nearly creeps into the traditional age limit at 26; and a young girl, Carole Vergnaud who is only 21, and could therefore still be part of the squad in 1998!

BRIEFLY

■ The West backed team from Tre Gazelle is still planning on contesting the Acropolis Rally, with Andrea Zanussi now backed by Maurizio Pregliasco in a second 037. Massimo Biasion is not going to Greece however, but will run his Totip/Jolly Club car on the Elba round of the ECR.

■ This has been a sad week for rallying. Aside from the accident on Corsica, Gunther Klassen, Audi Sport's Test and Development manager died of a heart attack before the weekend.

Collins races to get car for Manx hat-trick bid

Phil Collins is now facing a race against time if he intends to make this weekend's Nexus Manx Stages. Having won the event for the past two years, the Herefordshire flyer is on a hat trick of wins, something that he would desperately like to achieve. But last weekend, his ill fortune struck again and he once more failed to finish a round of the Shell Oils Open Championship.

Having produced a typically impressive run over the Epynt tarmac during the Shell International Welsh Rally, Collins was forced out of the event once the rally moved into the forests. The newly built engine in his Opel Manta 400 put a rod through the side of the block.

Speaking afterwards, a rather forlorn Collins explained, "I am now not certain of making the start. It is virtually impossible to get the Manta ready in time for the event and so I may have to take the Ascona 400 instead. That will make the event somewhat harder as the old car is heavier and only has a Phase Two engine.

"Ian Corkill and Mark Lovell will be trying particularly hard this year and I reckon that it



End of the road for Collins in Wales.

might not be possible to beat them without the Manta. A good result now is just what I need. What do I have to do to finish a round of the Open championship?"

■ Richard York, currently leading the championship, has opted out of the Manx round as he declares. "I am no good on tarmac." With good scores on the first three rounds this season, York reckons that a missed event will not make that much difference at the end of the year...



Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Rebuild for Worswick

Nigel Worswick is hoping that he can get the necessary components for his Group A Capri, in time for this weekend's Nexus Manx Stages. The Nicolet supported car destroyed its engine on the Gwynedd Rally in March and the unit has had to be replaced almost entirely. The flywheel burst through the engine block, ripped the belhousing in half and destroyed a host of other parts in the spectacular incident. With its racing heritage, the Capri could be quick on the Manx tarmac, but Worswick is running out of time if he is to make a start on Saturday.



Brookes changes teams...

Russell Brookes is dropping his GM Dealer Sport commitments for a while this year, to drive a Renault truck in the Silverstone Truck Grand Prix. The tractor unit will be sponsored by Andrews, and in a recent test session, the Midlander confirmed that he was impressed with the potential, but concerned about the 18 speed gearbox.



Malcolm Wilson kicks up the dust as the Quattro flies to victory on the Welsh, the engine just surviving the rigours of the event . . .

Wilson in control

Victory for Wilson's Quattro — Mouton second — Pond takes Group A spoils with Rover — Brookes's brave challenge — Dunlop win tyre war as punctures play their part — Report:

NIGEL FRYATT — Photography: COLIN TAYLOR PRODUCTIONS

The victory toast was simple. Three pints — of cool reviving water, rapidly consumed by the Quattro's radiator. The mechanic beamed as he whispered into Wilson's ear: "the head gasket's gone." But it meant nothing to this Audi engine, this engine was special; it had just won Malcolm Wilson the Shell International Welsh Rally, and the Cumbrian driver recognised what his mechanic had said: "Quite honestly, I doubt that the engine would have made another stage." The full importance of that remark is measured against the fact that the final planned stage of the rally was cancelled with the increasing lateness with which the event was running. Once round the tarmac airfield at Pembrey was enough — and Wilson knew it.

But one small smile from lady luck only tells part of the story of Wilson's second international victory in three outings. On the National Breakdown, he finished where most of the other top runners retired. In Wales last weekend, that was not the case. For the Welsh he simply had the better car, the better tyres and was the better driver. With one notable exception, the other Quattro and Manta runners were left to fight for the lower positions. Michele Mouton was grateful of second place and her first finish for over a year, Jimmy McRae kept his championship hopes alive with a stubbornly persistent drive to third, and Welshman David Llewellyn drove with his head as well as his heart into fourth, but it was the exception that proves the rule. And the exception on the Shell International Welsh Rally was Russell Brookes, the rule being that you cannot lead four-wheel-drive Quattros on gravel with a two-wheel-drive ageing Opel Manta 400. For a long while Brookes challenged that rule. It was as if he wanted to prove something after the Circuit of Ireland, but his speed and persistence did not pay off, although for 26 of the planned 36 stages it was the familiar colours of Andrews Heat for Hire that worried Wilson — and for some of that time it was because they were ahead of him. Brookes' eventual retirement notwithstanding, this was an event with impressive individual performances, but an event that strangely never quite took itself seriously.

Welsh is a strange language to the unaccustomed ear. Words like *parc fermé* have a completely different meaning in the grounds of Bute Castle, Cardiff. An unfamiliar starting point for the Welsh Rally, the hysterical child-like screamings of the many peacocks only added to the bizarre scene of hundreds of people milling around the cars before the start, it was one of those regional open-air motor shows: *parc fermé*, Welsh-style.

Through the impressive gates of the outer castle wall, an encouraging number of spectators took time off from their Saturday morning shopping to watch the first special stage. This comfortable mid-morning start matched the relaxed atmosphere that was continuing from the previous day's scrutineering where the news that Ford had withdrawn its entry of the Escort RS Turbos was treated with equal reverence as David Llewellyn's 25th birthday. Ford did not turn up in

Cardiff, and so forfeited a piece of the cake.

Setting off at 2min intervals, for the sake of the multitude of television cameras, Michele Mouton started on her drive through the pretty surroundings of Bute park with the lady clearly intent on extinguishing any suggestions that the fire has gone from her driving. But a twisty, narrow tarmac 'spectator stage' is no place for a Quattro. Jimmy McRae and Russell Brookes in their Mantas set equal times while Tony Pond in the Computervision Rover belied the gap between Group A and Group B. With more suitable rear axle ratios he was

A relaxed atmosphere in *parc fermé*, overlooked by Cardiff Castle.



happy with the car. "Before, the car was set-up for racing. That meant 55 mph in first! You couldn't even look at some corners, but now it handles like an old Group 4 car," he said before the start. On the rapidly improving Dunlop tarmac tyres, he was only a second behind the Mantas. But it was Wilson who surprised them all. The Dunlop Quattro started the rally as it finished, in first place.

Epynt saw the establishment of some kind of expected order. Talk of "local knowledge" was mixed with mumblings that "I don't like Epynt much". Wilson, Llewellyn and now Mouton represent that latter, while Brookes — ably assisted by Mike Broad — combined a great deal of experience to impress and take the expected position at the front. Acknowledged Epynt fan, Phil Collins in his — as ever — well-prepared Opel Manta 400 had a huge moment trying just that little bit too hard, while Tony Pond was forced into working hard as the power steering of the Rover Vitesse had intermittent failure. Bertie Fisher and the Pirelli tyred Shell Oils Opel Manta 400 could have been expected to do well but the omens were already there for the man who started the event in second place in the drivers' championship, ignition problems traced to the distributor nearly signalled a very early retirement. Retirement came later, off in the forest on Sunday.

It was all going to change in the forest, as Llewellyn seemed to confirm when setting the fastest time on Esgair Dafydd. But all was not well in the Audi Sport UK team. Michele Mouton calmly explained to team boss David Sutton that the engine was down on power: "Torque OK, boost OK but after 7500 you don't feel that you have anything." The suggestion to turn up the boost was rejected by a driver who clearly wanted to finish the event and would cope with a small lack of power more evident on the long stretches of Epynt. Once into the forests she set two fastest times, aided by the advantage of running first on the road. Behind her, there was dust, a great deal of dust.

It was not quite as dry as last year, but the dust was a problem on the Saturday, clinging to the overhanging conifer branches. Before the long Hafren stage, Eklund asked Wilson if he was wiping his face because it was hot in the Quattro. "No, it's because your dust is getting everywhere, even inside my helmet!" Relaxed, Wilson felt Hafren was just the place to take the lead away from Brookes. But no, the Manta driver

WELSH RALLY

showed that he would not step down and there was no smile to be seen on Malcolm's face after the stage. Only half way through it, the Audi had stuck in second gear, Wilson had slowed to see if it was just the linkage, but worried that the turbo might then overheat and seize, carried on to service. A trapped linkage was the problem, but what had the strain done to the engine? This was the first power unit to be prepared for Wilson by Steven Beadmore and represented his desire to prepare the whole car 'in house'. Wilson admitted that there was a lot to learn about building turbocharged five cylinder engines, and there was just a hint that he was not totally convinced that they had yet learned enough.

Brookes' fastest time on the long Hafren stage was impressive, but with Wilson's troubles and Michele Mouton with selection problems that left her without first and second, the honour of the Audis was upheld by Llewellyn who by now had dispelled any of the fears that the young driver would 'over do it' on his home ground. Second overall to Brookes as the rally approached the rest halt at Aberystwyth was gained on merit alone.

Niggling problems were also troubling nearly all the Group A runners. Tony Pond sat nonchalantly sipping a can of 7-Up as the Austin Rover mechanics climbed all over the car. The picture of this driver's calm, relaxed attitude was reflected in a resignation as he explained just what was happening: "Well, if it isn't



Pembrey — the last stage. And the right front of McRae's 400 is punctured. The crew continued and made it home before fourth placed Llewellyn.

Notes on the cars

Audi

David Sutton produced two Shell Oils sponsored cars for Audi Sport UK in Wales. Michele Mouton driving the car that was built for February's National Breakdown Rally and David Llewellyn in the ex-Hannu Mikkola car from 1984.

Both were prepared to usual A2 specification although Mouton's example had a new Ingolstadt engine for the event. Llewellyn's unit was the one built by Terry Hoyle.

Neither car had seen major changes since the Yorkshire opener, and David Sutton admitted before the rally that they would not be making any suspension changes during the rally to cope with the tarmac/forest mix. Variations in ride height would be the only concessions, should the need arise.

Malcolm Wilson brought his Dunlop shod car to Wales, this being the A1 version that won the National Breakdown Rally, in regular forest trim. Chris Lord's ex-works example had been fitted with an ex-Sutton engine, replacing the unit blown up in Belgium a couple of weeks earlier. With engine supply problems affecting most customers, it has been a long time since a truly 'new' engine has been fitted to a Quattro.

Toyota

Despite the Supra proving itself to be quicker than the Corolla, Team Toyota GB decided to play safe in Wales and bring the smaller, Duckhams supported, car to the third round of the Shell Oils Open Championship. Recent testing had left the team happy with the latest engine developments, a higher compression ratio giving no improvement on the usual 165bhp but producing better mid-range power and improved driveability. The engine is now said to pull smoothly and strongly throughout the rev range, something of a weak point in earlier cars.

Last year the team carried out a complete suspension change from tarmac to forest settings, but that task takes around 20mins and there simply was no time allowed in Wales. Therefore David Ewles was anticipating little more than a change of springs during the Epynt/Esgair Dafydd stages, along with some changes to front and rear anti-roll bars.

Ford

With the RS Turbo still missing out on the Group A contest, Rally Engineering Development planned to send the car to Wales in the same trim as it made its Open series debut on the Circuit of Ireland. Although Ford have carried out forest testing, R-E-D have not and therefore were relying on supplied information about which settings to use.

Team boss, Dave Campion, thought before the start that the car would have new struts fitted once the forests were reached, but lack of spare parts forced Ford to withdraw the entry.

Nissan

The singleton entry from Team Nissan Europe for Terry Kaby, saw little change to the car as seen in Yorkshire. With only minor differences between tarmac and forest specifications anyway, the Blydenstein Racing based team were not running anything unusual on their car although the team did have new rims available at last.

Currently the team are waiting for an evolution model to reach Shepreth as this car is still the older Group B model.

Skoda

John Haugland's Group B Skoda 130LR was shipped from Czechoslovakia just before the

event and featured a new engine and gearbox from the Circuit of Ireland car. Haugland has now driven the 1300cc machine on three rounds of the Open Series, choosing the heavier, forest, model in preference to the lightweight version that was on offer for Ireland.

The factory's development programme has seen a new camshaft become available, pushing the power output to around 140bhp. As has been usual this season, the team ran on Michelin tyres, although a set of Pirelli covers were on hand for evaluation during the event.

Peugeot

The two car entry from Peugeot Talbot of Group A 205 GTIs for Mikael Sundstrom and Louise Aitken-Walker produced little by way of surprises in the technical department. Fine tuning of the front end, after the abortive outing in Yorkshire, produced a better set-up for the Circuit of Ireland, and it was the same for Wales, with little concession to the forests other than in ride height.

Opel

With the Opel Manta 400 reaching a venerable age, having been debuted on the Welsh Rally in 1983, the car has reached the limit of major development work. Therefore, David Whitehead has turned his attentions to

fine tuning and both Russell Brookes and Jimmy McRae were the beneficiaries in Wales.

While neither works car was new (McRae's AC Delco version was built during the winter to the lightest spec available at the time, while Brookes's Andrews example was first used in Ulster last year), both were fitted with the latest wide brake discs at the front, although solid versions rather than the drilled units used in Ireland.

Michelin had shipped some of the latest narrow M7 covers from France, in order that some niggling understeer in the forests might be improved. The tyres were first seen on Ari Vatanen's Peugeot during the RAC Rally last year, but the Opel camp have had to wait until now before being able to use them in anger. While the new covers were mainly to be run on the front, similar width restrictions for rear tyres were being considered if the going got muddy.

Suspension settings for the cars were as standard although they started the event in tarmac trim, only switching to forest settings after Epynt and chancing the Esgair Dafydd climb in tarmac trim. Bertie Fisher's Sydney Meeke run car was also under the same management scheme although the Ulsterman would run his Shell Oils supported car on Pirelli covers.

Austin Rover

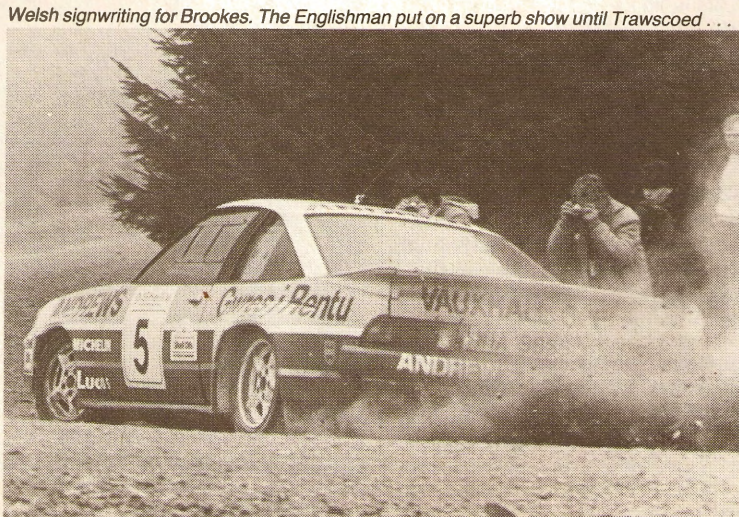
Now that the correct axles are available, the Austin Rover team were full of renewed enthusiasm for the Computervision Group A Rover Vitesse. The car had to use unsuitable ratios in Yorkshire but had the proper kit in time for Ireland. The Welsh would be the first time that the new axles could be used on the loose and two final drive ratios were available to the team.

On tarmac, the car would use the 4.8:1 axle ratio, changing to the forest specification 4.5:1 unit after the early tests. With only 10mins required to switch units, the team were also contemplating a switch for Esgair Dafydd.

Work has been carried out on the car's weight distribution, the fuel system being relocated to assist traction by sitting over the rear axle and giving a weight split of around 60/40.

Since the opening event, harder spring rates were being used to improve handling although the 290bhp car was largely in its original trim.

KEITH OSWIN



Welsh signwriting for Brookes. The Englishman put on a superb show until Trawscoed . . .

one thing, it's another. When it's not the steering, it's the exhaust manifold or the gearbox. That's the problem with a Group A car — if you attack, it will break. There are too many little holes and big rocks ready to break something for you."

The truth is that Pond was only really attacking the leading bunch, his class position was never threatened. Despite the good first outing in Ireland, Toyota had decided to use the little Corolla in Wales in the hope that if it was wet and slippery, Eklund could chase Pond for the Group A title. A puncture in Hafren lost Eklund nearly 3mins — it was to be the first of four; all rear, all sidewall, all Michelin. That power was the Group A necessity was further emphasised by Mike Stuart in his Rover, and Bob Fowden in Group 2, Castrol-supported car who were both showing in the top 10. While two drivers intent on showing that front-wheel-drive Group A can be exciting were the Finnish pairing of Mikael Sundstrom in the Des O'Dell prepared works Peugeot 205 GTI and Pentti Airikkala in the British Telecom Vauxhall Astra GTE. The latter moved onto Dunlop tyres mid-way through the event and seemed to have his own private battle with the smaller-engined Peugeot. Sundstrom clearly wants more power — which he will get with the Turbo 16 in Scotland, a chance he looks unlikely to waste: "With the Turbo 16 if you are not at the front, you must look in the mirror to see the reason why." In the baby 205 the 1600 engine struggled up some of the hills, but flew down the other side . . .

There were two evening stages before the Aberystwyth rest halt, and the remark, "I like the dark" was to have a hollow ring to it for Llewellyn. The flywheel sensor to the distributor failed which left him with only sidelights for a while. Not used to the Quattro's vagueries, the Welshman and co-driver Phil Short lost some 4 mins fixing the electrix fault and were pushed down to fourth, behind Wilson, and McRae — who though not as quick as Brookes in his AC Delco Manta was nevertheless having a very good rally. Russell



Sundstrom had a good battle with the Astra of Airikkala until the latter's demise, although the Finn found the 205 a struggle up the hills . . .

Brookes's first place at the rest halt meant first on the road for the Sunday run — ahead of the dust.

Aberystwyth looked good in the dark, a good place for the four hour rest halt. Before the start, there was much talk of servicing being tight — but tight means something else in Welsh. Rest halt means a four hour service. Chance enough to repair and rebuild. Teams who usually gain from reliability — surely one of rallying's major aims — looked on almost in disbelief as many other team mechanics set about major rebuilds. For Mouton gear selection problems could be solved with a new gearbox; Wilson could change his overworked clutch — just in case; Austin Rover changed the rear axle, steering rack and looked hard

at the gear linkage and the exhaust system. Toyota changed the emery cloth on Per Eklund's throttle pedal and looked hard at the tyres . . .

If you had a problem as you left Aberystwyth at 1.30 on Sunday morning, it wasn't for the want of time to correct it.

Any plan that Russell Brookes had to leave everyone in a trail of dust after the re-start was thrown by a puncture on the Hafod Owen stage and the fact that dawn over the service area at Dolgellau was obscured by rain clouds which were set to lay the dust problem. But it wasn't the rain that upset Jimmy McRae. Two punctures aided an excursion down a fire break which severely damaged the steering. The GM Dealersport mechanics changed the rack at Dolgellau, but

were unable to adjust the tracking properly in the time available and the next two stages, explained a disappointed Scotsman, were "interesting". David Llewellyn had a recurrence of the electrical problem which dropped him further. Malcolm Wilson, then, took first place early on Sunday and with the rain falling and the stages likely to get very slippery it began to look very good for the Quattro driver.

It was more than just slippery as the morning wore on. Brookes agreed he would have to settle for second behind Wilson, now was not the time for heroics, now was the time for taking your braking points just that little bit earlier and not to be caught out — a result which would

Special stage times

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Wilson.....Quattro.....	1.45	8.45	2.09	2.59	1.34	8.33	2.06	3.46	2.24	5.18	1.56	24.26	4.15	3.44	5.54	8.59	3.48	3.10	5.02	2.52	11.12	13.16	22.33		3.49	5.44	12.11	6.40
Mouton.....Quattro.....	1.50	9.06	2.18	3.00	1.40	8.57	2.14	3.53	2.23	5.15	1.55	23.07	4.28	3.55	6.01	9.51	4.01	3.14	5.00	2.59	11.54	14.10	23.34		3.55	5.51	12.14	6.33
McRae.....Manta 400.....	1.48	8.35	2.07	3.04	1.35	8.29	2.04	3.53	2.35	5.28	2.02	23.04	4.26	3.55	6.17	9.27	4.10	3.20	5.55	3.15	11.55	13.48	23.34		3.57	6.01	12.41	6.38
Llewellyn.....Quattro.....	1.50	8.44	2.11	2.58	1.34	8.42	2.09	3.52	2.25	5.20	2.00	22.54	4.26	4.00	6.41	9.13	7.43	3.15	4.58	3.13	11.45	13.46	24.42		3.59	5.57	12.21	6.25
Pond.....Vitesse.....	1.49	9.03	2.16	3.17	1.35	8.54	2.12	3.57	2.34	5.38	2.04	23.48	4.33	4.03	5.20	9.30	4.02	3.21	5.06	3.03	11.55	14.06	24.05		4.03	6.16	12.41	6.59
Kaby.....Nissan.....	1.50	8.58	2.16	3.08	1.39	8.50	2.10	4.01	2.31	5.33	2.04	23.48	4.29	4.02	6.10	9.25	4.08	3.23	5.09	3.05	11.56	18.08	24.22		4.04	6.09	12.45	6.58
Lord.....Quattro.....	2.03	9.41	2.23	3.06	1.46	9.21	2.17	3.54	2.27	5.29	1.59	25.34	4.33	4.25	6.26	9.46	3.59	3.20	5.09	3.03	12.22	14.39	24.50		4.02	6.00	12.58	6.53
Sundstrom.....205 GTI.....	1.52	9.51	2.22	3.17	1.47	9.30	2.17	4.00	2.43	5.37	2.05	23.57	4.39	4.12	6.26	9.38	4.19	3.23	5.12	3.03	12.27	15.04	24.33		4.06	6.16	12.57	6.45
Eklund.....Corolla.....	1.53	9.37	2.21	3.15	1.47	9.16	2.15	4.04	2.39	5.40	2.04	26.35	4.39	4.08	6.26	10.18	4.13	3.26	5.12	3.09	12.12	14.24	26.46		4.06	6.12	12.50	6.48
Wood.....Astra GT/E.....	1.59	9.54	2.24	3.17	1.55	9.52	2.23	4.00	2.41	5.41	2.07	24.21	4.43	4.15	6.31	9.51	4.09	3.30	5.26	3.06	12.25	14.31	25.02		4.14	6.24	13.24	7.11
Brookes.....Manta 400.....	1.48	8.29	2.02	3.07	1.34	8.23	2.00	3.50	2.31	5.26	2.00	22.53	4.25	3.55	6.13	9.10	4.04	3.20	5.03	2.58	11.41	14.42	23.11		3.20	6.02	—	—

	29	30	31	32	33	34	35	36
Wilson.....Quattro.....	2.03	17.08	12.37	6.41	1.56	17.11	9.15	
Mouton.....Quattro.....	2.00	17.04	12.00	6.22	1.53	17.04	10.05	
McRae.....Manta 400.....	1.59	17.09	12.20	6.35	1.58	17.19	9.52	
Llewellyn.....Quattro.....	1.59	17.23	12.23	6.25	1.57	17.43	9.02	
Pond.....Vitesse.....	2.28	17.53	12.44	6.48	1.58	17.55	9.29	
Kaby.....240 RS.....	2.01	17.47	12.35	6.45	1.58	17.45	9.59	
Lord.....Quattro.....	2.04	17.38	14.09	6.57	2.00	17.44	9.30	
Sundstrom.....205 GTI.....	2.04	18.00	12.50	7.03	2.04	18.18	9.52	
Eklund.....Corolla.....	2.07	17.53	12.42	6.46	2.01	17.58	9.40	
Wood.....Astra GT/E.....	2.09	18.24	12.54	7.08	2.00	18.35	10.04	
Brookes.....Manta 400.....	—	—	—	—	—	—	—	

A class win in Group A and 10th overall was the reward for Andrew Wood and the new shape Astra GT/E.



WELSH RALLY

▶▶ lead to the sort of roll that Chris Lord managed in his Quattro — running well in the top 10. It was a quick roll, however, and cost Lord around a minute.

The pleasure of leading the 1985 Shell International Welsh Rally looked short-lived for Wilson. Once again, halfway through Hafren, but this time it wasn't a jammed gear linkage but a stripped oil pump belt, drastically reducing the engine's oil pressure to a mere 10 psi. This was the strongest test for the unit: "It'll be a miracle if we finish the rally with it," said a disconsolate Wilson at Devil's Bridge. "I just coasted through, but what damage I've done . . . ?" He shook his head. Coasting did not lose Wilson the lead. But would it last?

It was at Devil's Bridge that Terry Kaby became the brunt to a number of "oh, no, not there . . ." remarks by hearing that, like Lord, he had gone off at the same firebreak that everyone knows.

Unfortunately, the Nissan 240RS driver only recognised the ditch when he was in it, he was not pre-warned. It cost him 4 mins and spoiled what was becoming one of his regular, steady drives in a car that was standing up well to the rough, slippery conditions. But Kaby was leaving his one real moment until the final stage.

The excitement in Group A was still around Sundstrom and Airikkala who continued to joust within seconds of one another. Sundstrom was now on his second gearbox — the first was changed at Aberystwyth to a box with a more suitable forest top gear, but this was giving trouble. Airikkala's engine was occasionally cutting out. Pond led Group A unchallenged even by Mike Stuart's Rover who had suffered a puncture and Bob Fowden's Group 2 car which had front suspension problems.

With the benefit of hindsight, the rally ended in Trawscoed, the first stage after the Llanybythyr service, when Brookes went off and was unable to rejoin. It was a harsh result for such a drive in conditions that — Epynt apart — always favoured a Quattro. Wilson could now afford to be careful, his lead over the now second placed Mouton was substantial, provided no mistakes — and the engine lasted. McRae was happier now in third, with David Llewellyn back up to fourth but unlikely to catch the Opel driver. The picture was further completed with Pond comfortable enough not having to push — and possibly break — the Rover — guaranteed fifth place. Sundstrom was now without Airikkala to chase as the



Close to the edge . . . Pond takes co-driver Rob Arthur for a look at the view on the Esgair Dafydd stage on their way to Group A victory.

Astra had stopped with a collapsed front wheel and suspension. There would be no more excitement. The rally was running nearly an hour late, the final stage was cancelled so everyone would only have to do the tarmac spectacle at Pembrey once, not twice. It was over . . .

Over until Jimmy McRae clipped a corner on that very stage. Fearing the deflated Michelin — it was not a good event for this tyre company — might mean the brake calliper would jam, he and co-driver Ian Grindrod jumped out to change it. Spectators lifted the car, but the wheel would not come off. McRae limped to the finish — a mere 8 secs ahead of Llewellyn's Quattro. Towards the final stages the young Welshman looked as though he was enjoying himself — the tail of the Quattro was seen to step out of line, Blomqvist-style on a number of occasions.

Michele Mouton took to the final stage knowing she was one short ride away from her best result — indeed her only

result — for over a year. Then she too clipped the same corner as Jimmy. She carried on regardless — regardless of Terry Kaby who caught her and tried to pass the wildly veering Quattro. In one nasty moment, Kaby needed all the grass and a bit more as the two cars turned into an accident about to happen. Luckily, for them both, it didn't.

The Shell International Welsh Rally had its excitement, but from the drivers themselves. Other good drives came from the likes of Andrew Wood, who despite having a down on power engine for most of the event, took a worthy 10th place. The unofficial Escort battle was won by Richard York's Group 4 car which kept ahead of Ian Holt's Group B Escort RS. In a class of his own was John Haugland in the Group B Skoda 130 LR, despite destroying two clutches and a gearbox. Co-driven by AUTOSPORT's Keith Oswin, the car was stuck in reverse at the end of one stage, but Haugland drove from the stage to the service area

backwards — Oswin obviously has eyes in the back of his helmet! The smaller-engined Group A class was won by Russ Swift's Vauxhall Nova Sport, beating the similar car of Welshman Harry Hockly who drove well but spent some 20 mins off in the forest. Brian Wiggins took Group N with his Astra GTE but the class win was not as impressive as an overall position of 21st.

But really, there was only one man, one car, and one make of tyres. If the National Breakdown rally was emotional for Malcolm Wilson and his small team, this win was competent, professional and a strong demonstration of what a talented, persistent driver can achieve on a smaller budget. When other works drivers retired to the warmth of their motorhomes, Wilson sheltered from the cold rain under the hatch of his Escort Turbo road car, ate seemingly thousands of sausage rolls and drank cups of tea.

The engine of his Quattro only needed a drink once . . .

Outclassed in Group A on this year's event, Per Eklund's Corolla only managed third in group.



SHELL INTERNATIONAL WELSH RALLY (GB)

May 4/5

Shell Oils RAC Open Rally Championship, round 3

1, Malcolm Wilson/Nigel Harris	Audi Quattro	4h05m41s
2, Michele Mouton/Fabrizia Pons	Audi Quattro	4h09m46s
3, Jimmy McRae/Ian Grindrod	Opel Manta 400	4h13m47s
4, David Llewellyn/Phil Short	Audi Quattro	4h13m55s
5, Tony Pond/Rob Arthur	Rover Vitesse (A)	4h16m16s
6, Terry Kaby/Kevin Gormley	Nissan 240 RS	4h19m51s
7, Chris Lord/Ron Varley	Audi Quattro	4h21m52s
8, Mikael Sundstrom/Paul White	Peugeot 205 GT1 (A)	4h22m29s
9, Per Eklund/Dave Whittock	Toyota Corolla GT (A)	4h25m22s
10, Andrew Wood/Mike Nicholson	Vauxhall Astra GT/E (A)	4h26m34s

Group N: Brian Wiggins/Tony Shepherd (Vauxhall Astra GT/E), 4h50m04s; 2, Jenny Birrell/Dilys Rogers (Peugeot 205 GT1), 4h58m25s; 3, Antero Mikkilainen/Eric Cowell (Peugeot 205 GT1), 5h07m49s.

Group A: 1, Pond/Arthur; 2, Sundstrom/White; 3, Eklund/Whittock. **Up to 1300cc:** 1, Russ Swift/Brian Hughes (Vauxhall Nova Sport) 4h47m38s; 2, Harry Hockly/Alistair Roberts (Vauxhall Nova Sport), 5h06m19s; 3, Eric Davis/Donald Craig (Vauxhall Astra) 5h12m41s. **1300cc to 1600cc:** 1, Sundstrom/White; 2, Eklund/Whittock; 3, Louise Aitken-Walker/Ellen Morgan (Peugeot 205 GT1) 4h41m57s. **1600cc to 2000cc:** 1, Wood/Nicholson; 2, David Metcalfe/Phil Sandham (Vauxhall Astra GT/E) 4h45m26s; 3, James Wilson/Kenneth Crombie (Ford Escort RS2000) 5h05m07s. **Over 2000cc:** 1, Pond/Arthur; 2, Mike Stuart/Jon Savage (Rover Vitesse) 4h26m52s; no other finishers.

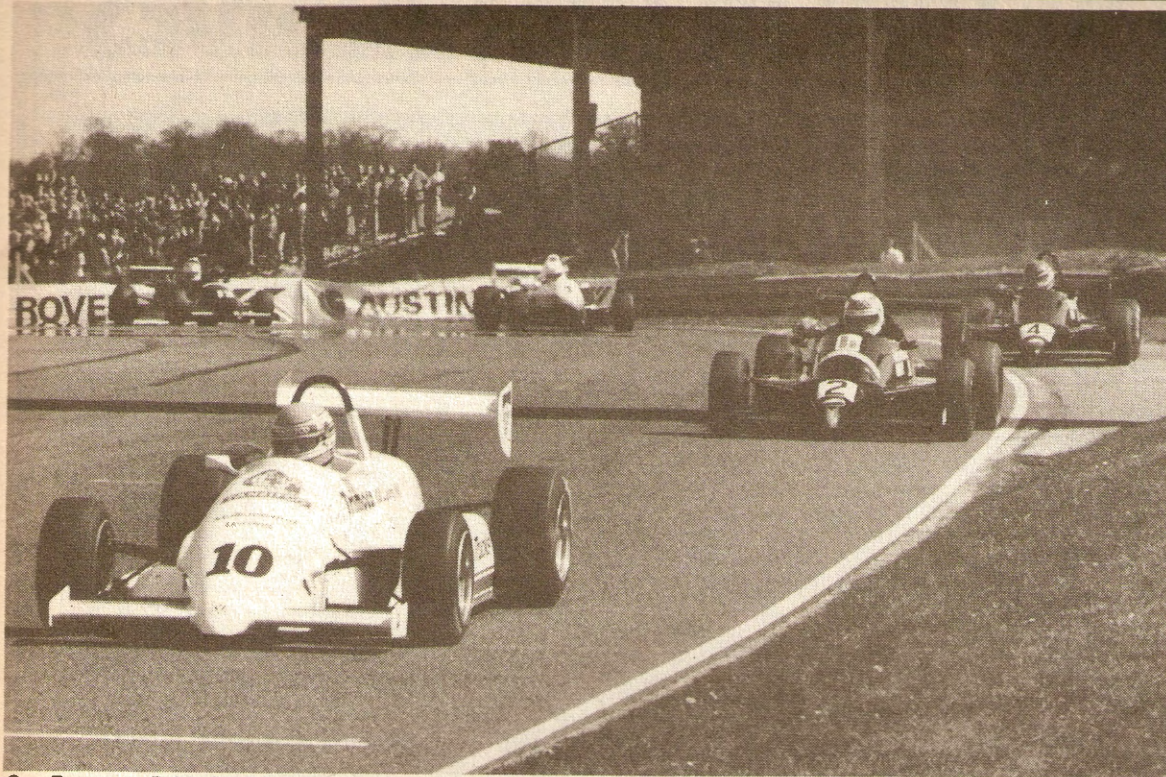
Group B (Up to 1300cc): 1, John Haugland/Keith Oswin (Skoda 130LR) 4h41m37s; 2, Miles Chamberlain/John Rawsthorne (Citroën Visa) 5h23m57s. No other finishers. **1300cc to 1600cc:** 1, Geoff Warkup/David Howell (Lada Riva) 4h 57m 14s. No other finishers. **1600cc to 2000cc:** 1, Ian Holt/Paul Watkins (Ford Escort) 4h36m56s. No other finishers. **Over 2000cc:** As overall.

Rally leaders: SS1, Wilson; SS2 to SS21, Brookes; SS21 to SS35, Wilson.

Leading retirements: Bertie Fisher (Opel Manta 400) accident. Phil Collins (Opel Manta 400), blown engine. Russell Brookes (Opel Manta 400) accident. Pentti Airikkala (Vauxhall Astra GTE) collapsed wheel/front suspension.

Rally details: Based at Cardiff, the rally totalled approximately 690 miles, 36 stages (two cancelled). Mainly on gravel, some asphalt. Rest halt at Aberystwyth on Saturday evening, the event started at 10.30am on Saturday, finishing at 6.00pm on Sunday.

Overall: 1, Wilson, 30pts; 2, McRae, 25; 3, Brookes, 24; 4, Fisher, 16; 5, Kaby, 15. **Group A:** 1, Eklund, 37pts; 2, Pond, 30; 3, Stuart, 16; 4, Mick Clark, 13; 5, Sundstrom/John Midgley, 12. **Manufacturers:** 1, Audi (B), 37pts; 2, Toyota (A)/Opel (B), 37pts; 4, Austin Rover (A), 30; 5, Peugeot (A), 20.



Gary Evans gave Ralt its first British Formula 3 win of the year at Thruxton beating allcomers.

his black RT30 with its full 'narrow' suspension package, slimmer by 4ins at each end. "It's been on here before," quipped team chief Glenn Waters, who has also engineered many detail modifications into the Welshman's chassis. "We pioneered this kit — Ron's made it like we designed it," added Glenn with a beam.

But what of the Reynards? Only the Swallow cars were really in touch, second and fourth in order, although neither driver was enthralled by his mount's handling, and Davies reckoned his race engine to be a little down on power. "Both Andy and I are finding the same lack of traction which we've been complaining of for three races — hopefully Reynards will come up with some parts before next time here."

Championship leader Russell Spence was in dire difficulties with his PMC/Warmstyle Radiators version, failing to match his early season times by a mile, even with a staggering 2½deg less wing this time. "Despite the lack of downforce, it's never felt as quick through the chicane and complex (a fact borne out by split times in the opening session) yet we are still slow." An electrical problem was thought to have robbed the engine of 200-rpm in the long run, but Spence was unlikely to figure in the top three unless a cure could be effected.

Maurizio Sandro Sala's pole time at Zolder with the Saab-powered Reynard was a tribute to the little Brazilian's sheer guts and determination. "I closed my eyes a couple of times on that occasion, but I don't want to try that here as Thruxton is so much faster." Sala and Anthony Reid were both basically happy with the handling of their Scan + Sport/Madgwick 853s, and 'Morris's 16-valve engine featured a spacer between the inlet manifold and the block in the opening session. After a reversion to standard trim, it was refitted for the race. Various suspension pick-up changes (tried at Donington last week) were put aside for the time being.

A mere 0.4secs covered Gerrit van Kouwen (ninth) through Mark Galvin, Graham de Zille, Reid, and the much improved Joe Foster and Steve Harrington, all bar Anthony Ralt RT30 mounted. Van Kouwen's Marlboro/First Edition version sported Andy Thorby's own wing ideas at each end, while

Evans above!

Ralts counter Reynard charge at last — Evans scores maiden F3 victory in RT30 — Gugelmin quickest throughout meeting — Report: MARCUS PYE — Photos: JEFF BLOXHAM

Gary Evans finally stemmed the Reynard rout in the Marlboro British F3 Championship with a remarkable victory in Monday's seventh round at Thruxton. An opportunist manoeuvre at Cobb on the first lap relieved Andy Wallace (Swallow Reynard) of the lead, whereupon young Evans stormed away to an accomplished win — his first in the formula and the first in this country for Ron Tauranac's Ralt RT30 chassis.

For several races the latest Ralt design had been knocking on victory's door and, as so often before, Mauricio Gugelmin looked the most likely candidate to break the marque's 1985 duck at Thruxton. On pole by almost 0.5sec, the Brazilian seemed composed and confident, following weeks of intensive development work by his team. When the crunch came, however, Gugelmin selected third gear on the start line and could only watch as the entire field streamed by.

QUALIFYING

Back at fast, abrasive Thruxton for the third time in nine weeks, the Marlboro British F3 Championship circus disgorged no fewer than 30 cars to contest the Mayday Bank Holiday counter. Somehow one had the feeling that a new mini-era had dawned as the series moved into its second third. The bleakness of Spring had given way to warmth, and brilliant sunshine bathed the Hampshire airfield all day; the Ralt RT30s looked ready and able to challenge the erstwhile Reynard supremacy and a sixth carbon-fibre 853 (Dave Price Racing's Elf car for Cathy Muller) joined the fray, superceding the last competitive Class A Ralt RT3.

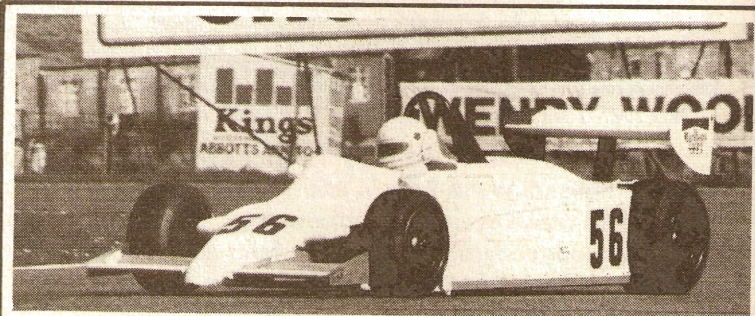
Having thrown away his seemingly assured victory when the rains descended on Thruxton at Easter, Mauricio Gugelmin arrived with fresh resolve this time, riding high on the back of two fruitful test days at Goodwood last week. Dick Bennetts and the WSR/Perdigao crew had equipped the pristine blue RT30 with the works-blessed narrower (by 4ins) rear track suspension, plus their own radiused left-hand pod and revised 'flip ups' in the undertray. All had been tested

to good effect, with a longer exhaust system, although the matching narrow front geometry had been discarded pending further evaluation. "It's definitely far better to drive," enthused the 22-year-old from Curitiba, who promptly was untouchable for pace in either session, despite being stranded at Church (corner, that is) early on, with the coil lead adrift. "I got out, borrowed a coin from a marshal, unclipped the engine cover and luckily spotted the fault straight away. Off we went again..."

By contrast, Murray Taylor's Silverstone-based crew had evolved a superb new 'Thruxton' set-up for Evans's RT30, centring on a small single-plane wing, modified geometries, extended floor flaps and the 'works' rear roll centre lowering kit. "It's already got a lot more grip up front in the slow corners," explained Evans, "and we will try the narrow-track suspension next week." Third quickest, just 0.01sec adrift of Wallace in the best Reynard, Gary was justifiably delighted with his best F3 qualifying position to date.

And there were two more Ralts in the top six besides! Harald Huysman and Phil Kempe shared the third row with their Marlboro/EJR and Identicar/In-

tersport entries, both going better than of late. In an effort to curb his reputation for early off-course excursions at the circuit, Huysman consulted local expert Ian Taylor whose tips were followed appreciatively and to the Norwegian's benefit. "The car is completely standard again, as I lost its balance badly at Donington and Zolder with the revised rear roll centre plate." Kempe, meanwhile, was running



Carlton Tingling's win gives him a huge lead in the class B series.

Carlton towers

Following Ray Stover's intervention at Zolder, Jamaican Carlton Tingling was back on top of the Pre-'84 F3 class at Thruxton, his ex-Trevor Ralt mixing it with the 'big boys' in the early stages, after a fine getaway. Once clear of the race-long tussle between American Stover's Ralt-VW and the Toyota-engined Savoir Fare/Falcon speculations entry of Mark Goddard, Carlton sped on to the flag unchallenged.

Goddard, a touch slower than Ray in qualifying, pressed him incredibly hard, but the tiredness of his engine (due for a service at Aldon next week) could not be overcome, despite some brave late braking and committed cornering antics. Godfrey Hall had a lonely run to fourth place, once he had

shaken off newcomer Giles Butterfield (Docking-run ex-Lang RT3) who later fell to Mike Wright in the rebuilt Jupiter racing version as the youngster tired, visibly becoming more ragged.

Anton Sobriquet was ahead of Wright until he spun (with braking problems) at the Complex, while Bill Coombs had the mother and father of spins — at Church of all places — while mixing it in the ill-balanced (through lack of suitable springs) Shape Anson. Richard Morgan had an off in the Tarry car during qualifying, while another potential front-runner Steve Kempton switched his engine off smartly when he heard the beginnings of a rattle...

team-mate de Zille retained the standard Ralt rear offering. Foster, who had sliced over 2secs from his Snetterton testing best the previous week, was in an altogether more confident frame of mind, and it showed in his handling of the second MTR machine.

David Price's crew finished Cathy Muller's new Reynard at midnight on Sunday, but a seized metering unit after six laps of the first practice session and gear selection bothers later on limited her acclimatisation runs. The Anson team's only engine failed in the second period, before Keith Fine could assimilate the merits of heavily revised suspension at Thruxton. Class B runner Ray Stover offered the team his spare, which was duly installed only for the jackshaft to shear as it was started for the first time. Keith, like Jari Koiranen (whose Spiess engine's complex electronic system went haywire in the Magnum chassis) was forced to non-start.

RACE

Only at the third time of asking did the luckless Gugelmin find an odd-numbered gear — but it wasn't first! As the lights changed the pole-sitting car lurched forward momentarily (in third) and stopped, its starter jammed in. As everyone rushed by — Stover glancing Mauricio's rear wheel according to Goddard — Gugelmin fumbled away, irate.

Up into the Complex, Wallace and Evans were abreast, Gary having made a superb getaway. On the outside for Campbell Evans staunchly refused to give way and at Cobb, now on the inside, Andy had no room to turn in correctly and was nearly taken by his team-mate at Segrave as a consequence of lost momentum. Still, the white Ralt had forged ahead, and by Kimpton Evans had opened a small gap to the Swallow twins, his small wing easing the RT30's passage

through the air and generating less 'tow'.

It soon became apparent that the leading combination was lighter on tyres than its pursuers too, the Reynards of Wallace, Davies and Spence (who outbraked Kempe into the chicane on lap 2), looking very nervous in the tighter sections of the track. Huysman, being caught by van Kouwen and Sala (already scrapping mightily), completed the top six at this stage, while Reid followed on having escaped unscathed from argybargy with de Zille at the Complex first time round. While Anthony pulled an impromptu two-wheeled wall-of-death act, Graham spun out.

The top five positions soon stabilised, the only drama being Russell's locking brakes as he struggled to stay in touch with Davies. Sala passed Gerrit briefly, but lost out again to the Dutchman as the pair relentlessly hauled in Huysman, his Marlboro Ralt's Avons rooted by sideways motoring. Behind them, Reid repelled all bar 'head down' Gugelmin and Harrington, who outdid Anthony and the hard-trying Muller in one memorable manoeuvre on the outside of Cobb! Galvin's nose fins fell foul of Reid's wide wheels before Cathy moved bravely into the attack... The impressive Foster hung in there well too, after a

demon first lap which saw him up to ninth spot for a while.

Evans and the MTR Ralt were invincible and stunningly consistent out front though, and no one was about to deny them a famous victory. "The car was fantastic, I didn't have to change the bars or go berserk," grinned the elated Gary afterwards. "But that flag was a welcome sight, I'll tell you..." Behind Swallow's men, Spence was relieved too. "I thought this morning that we might come away with only a couple of points' lead, but I drove to finish and we're still eight to the good — we've come off lightly considering!"

THRUXTON (GB), May 6, Marlboro British Formula 3 Championship, round 7, 20 laps — 47.12 miles

Pos	Driver (Nat.)	Class	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	Gary Evans (GB)	A	Ralt-VW RT30	25:28.01	1:15.57	1:15.18	3
2	Andy Wallace (GB)	A	Reynard-VW 853	25:29.53	1:15.64	1:15.17	2
3	Tim Davies (GB)	A	Reynard-VW 853	25:31.94	1:15.73	1:15.40	4
4	Russell Spence (GB)	A	Reynard-VW 853	25:33.20	1:16.01	1:15.65	4
5	Phil Kempe (GB)	A	Ralt-VW RT30	25:40.46	1:16.46	1:15.60	6
6	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	25:46.45	1:16.04	1:15.96	8
7	Mauricio Gugelmin (BR)	A	Ralt-VW RT30	25:47.69	1:15.36	1:14.70	1
8	Maurizio Sandro Sala (BR)	A	Reynard-Saab 853	25:48.52	1:16.22	1:15.78	8
9	Harald Huysman (N)	A	Ralt-VW RT30	25:53.61	1:16.71	1:15.46	5
10	Steve Harrington (AUS)	A	Ralt-VW RT30	26:00.94	1:17.03	1:16.39	14
11	R. Anthony M. Reid (GB)	A	Reynard-Saab 853	26:03.23	1:17.08	1:16.33	12
12	Cathy Muller (F)	A	Reynard-VW 853	26:03.28	1:16.88	1:17.26	16
13	Joe Foster (USA)	A	Ralt-VW RT30	26:06.65	1:16.91	1:16.33	13
14	Carlton Tingling (JAM)	B	Ralt-VW RT3	26:14.90	1:17.89	1:17.09	15
15	Ray Stover (USA)	B	Ralt-VW RT3	26:21.96	1:18.20	1:17.99	17
16	Mark Goddard (GB)	B	Ralt-Toyota RT3	26:22.46	1:17.99	1:18.04	19
17	Godfrey Hall (GB)	B	Ralt-Toyota RT3	26:35.93	1:18.73	1:18.21	21
18	Mike Wright (GB)	B	Ralt-Toyota RT3	26:38.93	1:18.50	1:18.39	24
19	Giles Butterfield (GB)	B	Ralt-Toyota RT3	26:40.61	1:19.00	1:18.25	22
20	Ronnie Grant (GB)	B	Ralt-VW RT3	19laps	1:19.26	1:19.09	27
21	Anton Sobriquet (GB)	B	Ralt-Toyota RT3	19laps	1:18.87	1:18.93	26
R	Bill Coombs (GB)	B	Anson-Toyota SA4B	13laps — handling	1:18.82	1:18.56	25
R	Kevin Jones (GB)	B	Ralt-VW RT3	13laps — electrics	1:19.68	1:19.80	28
R	Mark Galvin (IRL)	A	Ralt-VW RT30	8laps — nose fin/handling	1:16.67	1:16.19	10
DNS	Keith Fine (GB)	A	Anson-VW SA6	engine	—	1:18.02	18
DNS	Richard Morgan (GB)	B	Ralt-Toyota RT3	accident	—	1:18.12	20
DNS	Steve Kempton (GB)	B	Ralt-Toyota RT3	engine	—	1:18.37	23
DNS	Roger Hamblin (GB)	B	March-Toyota 793	water pump	—	1:23.22	29
DNS	Jari Koiranen (SF)	A	Magnum-VW 853	engine	—	1:47.83	30

Winner's average speed: 111.01mph. **Fastest lap:** Gugelmin, 1m15.36s, 112.54mph. **Class B (Pre March '84):** Tingling, 1:107.70mph. **Fastest lap:** Tingling, 1m17.89s, 108.89mph. **Next round:** Thruxton, May 27. **Championship positions:** 1, Spence, 48 points; 2, Wallace, 40; 3, Gugelmin, 28; 4, Davies, 27; 5, Evans, 11; 6, Dave Scott, Sala and van Kouwen, 5; 9, Huysman, Reid and Kempe, 4; 12, Muller, 1. **Class B:** 1, Tingling, 53; 2, Wright, 30; 3, Goddard, 24; 4, Stover, 22; 5, Kempton, 19; 6, Coombs, 9; 7, Ross Hockenull, 7; 8, Hall, 5; 9, Grant, 4; 10, Sobriquet, 3; 11, James Tolerton, 2; 12, Butterfield 1.

Thunder & sport

Foulston/Brindley score clear victory — Lee-Davey/Crang claim second place on last lap — Blanchet/Juggins take class B — Report: JEREMY SHAW — Photos: JEFF BLOXHAM

The Failsafe Lola T530 of John Foulston/John Brindley provided the thunder in last Monday's Thundersports Three event at Thruxton, the much-modified 5-litre CanAm car powering away to win the 101-mile race by a clear lap. What became a rather processional event was happily enlivened during the closing stages by a tigering drive from Tim Lee-Davey.

When the Kentishman took over his pretty Group C2 Tiga-Cosworth from Neil Crang, he was down in fifth place and seemingly out of contention. However, a brave ploy to change tyres during their driver change paid dividends as other competitors began to suffer from overheating rubber. Lee-Davey was thus able to close hand-over-fist on both Richard Piper (Texas Homecare Chevron-DFV) and Jim Wallis (Otford Packaging Lola-DFV), bringing the race to an exciting climax as he passed both drivers within the final three miles to secure a well-deserved runner-up placing.

QUALIFYING

The entry for Thundersports Three boasted several cars not hitherto seen this season. Most significant of these was John Foulston's Paul Lanzante-prepared Lola-Chevrolet T530, the former CanAm challenger gloriously updated over the winter and its brand new American-constructed VDS-based bodywork quite resplendent in a new red and cream livery. "We've spent six months and £20,000 on the car over the winter," enthused the Atlantic Computers boss, "and the car's much more driveable than it was."

A new top wishbone and slightly longer steering arm have transformed the big car's turn-in capabilities, while the repositioning of the radiators in the sidepods has also assisted the weight

distribution.

The T530 was comfortably quickest in each of the sessions, both drivers able to lap in the 1m11s bracket and it is a measure of the progress that Foulston has made over recent seasons that he was able to establish the car's pole-winning time.

Alongside on the front row was Mike Wilds and Jim Wallis in the latter's equally well-presented Lola-Cosworth T286, the car fully restored to pristine condition by Pegasus Motorsport since Wilds' unfortunate Oulton accident. The former F1 driver was troubled by understeer during the first session, badly blistering two front tyres, but found more than 1sec during the later qualifying session to annex the other front row starting position.

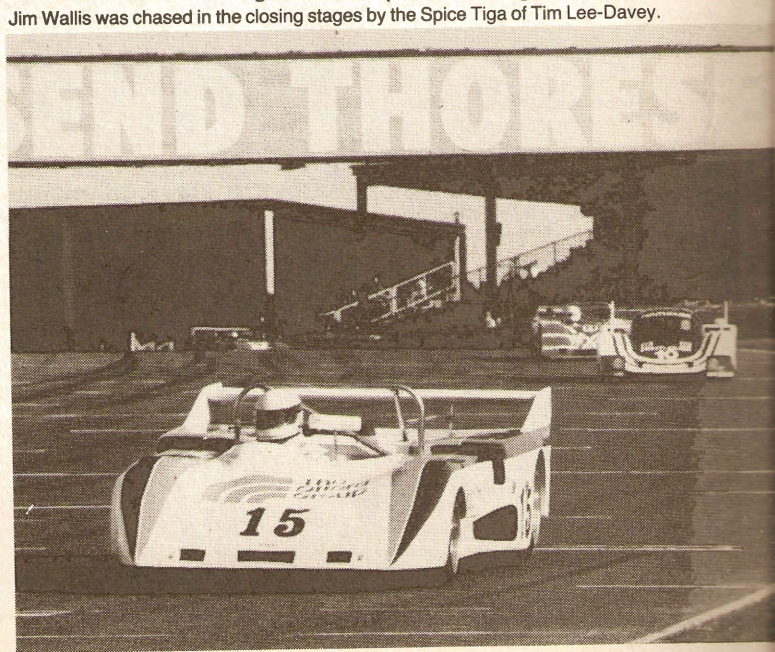
Neil Crang was racing at the Hampshire venue for the first time in four years but wasn't able to reacquire himself too well due to being stranded out after only one lap of the second session. A driveshaft failure left the Tiga team with

Jim Wallis was chased in the closing stages by the Spice Tiga of Tim Lee-Davey.

THUNDERSPORTS

plenty of work before the race, assisted by Spice-Tiga team manager Jeff Hazell who helpfully brought down sufficient spares from his Silverstone base to complete the rear-end rebuild. Tim Lee-Davey had found the car very nicely balanced during the first session, however, and his time remained good enough for the inside placing on row two.

Paul Jackson exactly equalled TL-D's best during the afternoon with Valour Racing's nicely revamped March-DFV, stiffer settings after the morning run having eliminated some of the car's understeering characteristics.



New Japanese-built Dunlop radials enabled Ian Taylor/Peter Lovett to be fastest of the 2-litre runners in the latter's Leica Cameras/Queensgate Tiga-BMW — "the car just feels much more stable," offered the former Rover Group A driver — although the outwardly similar Tiga TS85 of Creighton Brown/Will Hoy was rendered a non-starter due to a dropped valve on their exciting turbocharged 1.8-litre Hart engine.

Tony Trimmer enjoyed his first ever drive in Richard Piper's Texas Homecare Chevron-DFV B26/36 (regular co-driver Tiff Needell was away on duty in Japan), TT gradually attuning the car to the circuit after trying some harder Avon rubber. The Chevron's initial oversteer tendency was replaced by slight understeer on the new tyres, Trimmer then continuing to find more from the car. "It was getting quicker by the lap," he confirmed.

The Xerox Copy Centre Lola-BDX T598C of Mike Blanchet/Bob Juggins had benefited from a new Hewland FT gearbox since Brands Hatch but was proving quite a handful over the Thruxton bumps. Additionally, the car required more strengthening for the nose, which sagged again during the second session and had to be beefed up once more by the Juggins brothers.

Further down the impressive list of 28 cars that braved one or both of the qualifying sessions, Brian Robinson and Jeff Wilson looked to be a good outside bet after setting almost identical times in their newly built Grange-Hart T85, while John Morrison/Nick Oatway improved steadily in their Manns of Chiddingfold Chevron B60, in between gearbox maladies. The 'works' Chevron team was in far worse trouble, though, the Giroflex B36 of Chester Wedgewood/Marcus Pye badly burned out when a fuel line split very early in the first session and then the Roger Andreason/Sam Cleps B61 was also rendered a non-starter due to a dropped valve. Some you lose...

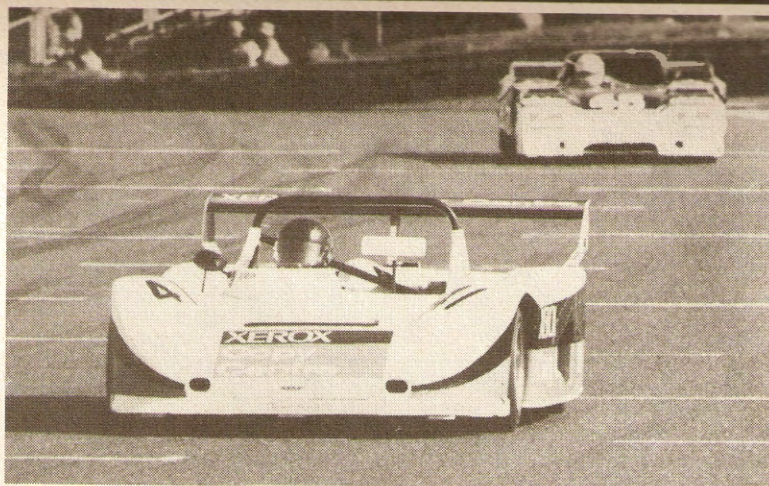
RACE

Mike Wilds made a storming getaway from the rolling start, powering the neat Lola into the lead at Allard and quickly establishing a useful advantage over the more cautious Brindley. Paul Jackson muscled his March past Crang's Tiga at Cobb to secure third place at the end of the opening lap, these two followed by Lovett (leading the 2-litre class), Trimmer and Blanchet. Down in 12th place was David Sears, already leading the Sports 2000 section in Nick Ward's Royale RP37 and rapidly leaving Sean Walker (in Evan Clements' similar car) in his wake.

John Brindley was content to allow Wilds the early glory, the Lola-DFV some 4secs clear after two laps, but then, with everything up to proper working temperature, Brindley picked up his pace. In no time at all he was up with Wilds and then powering ahead through Village on lap 5. It was all Wilds could do to keep him in sight.

By lap 10, Brindley led by more than 10secs, stretching the margin with every lap. Trimmer, meanwhile, had made excellent progress with the Texas Chevron, up into a fine third place after poor Jackson pulled his Valour March up at the complex on lap 8 with gearbox failure. Trimmer, though, was already a full half-minute adrift of the Pegasus Lola and still struggling to shake off Crang's Tiga, which the Australian found to be quite a handful on a full tank of fuel.

Lovett had looked safe in a class-leading fifth place until sidelined with a broken fuel pump (as at Oulton) on lap 11, so it was now Blanchet that led the 2-litre section, chased by Brian Robinson in the Grange T85, Tony Charnell in his



The Juggins/Blanchet Lola took the 2 litre class ahead of the Wilson/Robinson Grange.

Scottish-run Chevron and John Morrison in his B60 version.

Crang was the first of the leaders to make their routine pitstop after 21 laps, the McNeil Engineering crew also taking advantage of the Tiga's on-board jacking system to fit a new set of tyres for Lee-Davey. A slight delay when one wheel proved unwilling to part company with its hub lost TL-D a few seconds but he was still able to resume the fray in fifth place.

Brindley and Wilds both chose lap 24 to make their stops, handing over to Foulston and Wallis respectively, the latter briefly losing his second place until

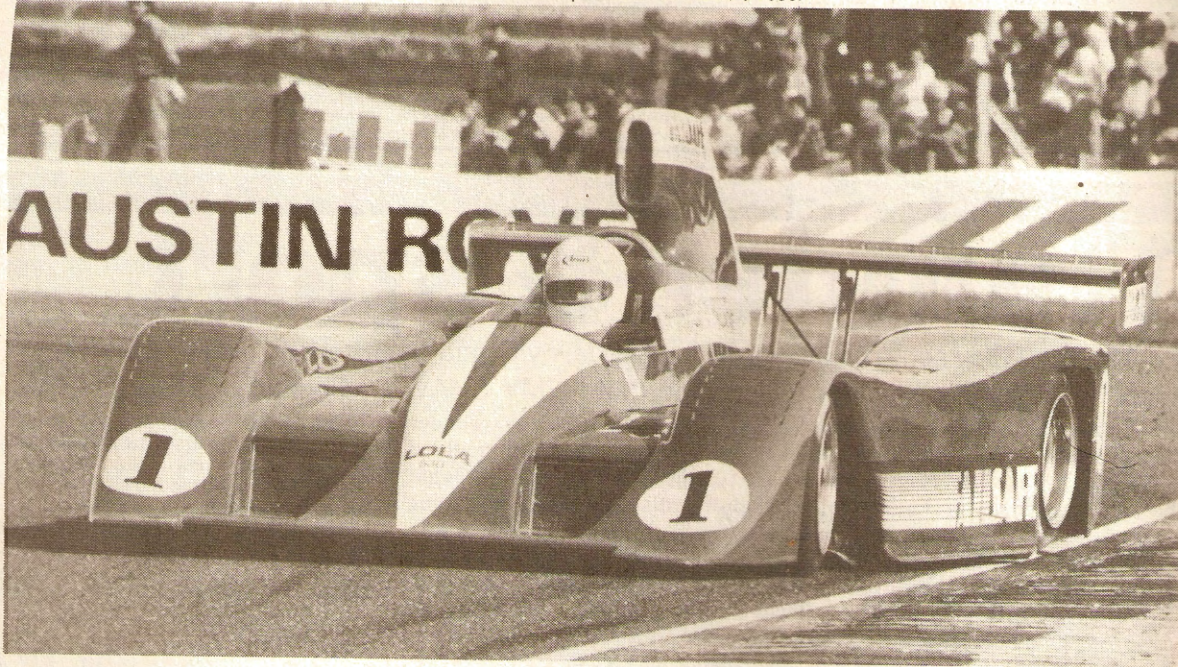
Trimmer handed over to Piper on lap 26.

Once up to speed, Foulston continued to stretch the Failsafe Lola's lead, lapping even the second placed Lola-DFV on lap 32. Thereafter, Foulston was content to cruise home to the finish and a well-earned victory.

Ten laps from the finish of this 43-lap race and there seemed little prospect of any significant action. Wallis was still running some 25secs clear of Piper, while Lee-Davey was a further 15secs adrift in fourth place. Juggins/Blanchet were another lap down in fifth place and a further lap clear of Robinson/Wilson.

Soon, however, came a sniff of some

John Foulston and John Brindley won overall with their immense and powerful Failsafe Lola T530.



THRUXTON, May 6, Thundersports Three, 43 laps — 101.308 miles

Pos	Driver (Nat)	Class	Car/Engine	Result	Qualifying	Pos
1	John Brindley (GB) John Foulston (GB)	A	5.0 Lola-Chevrolet T530	54:59.28	1:11.53	1
2	Neil Crang (AUS) Tim Lee-Davey (GB)	A	3.3 Tiga-Cosworth DFV GC84	42 laps	1:13.86	3
3	Tony Trimmer (GB) Richard Piper (GB)	A	3.0 Chevron-Cosworth DFV B26/36	42 laps	1:14.88	7
4	Mike Wilds (GB) Jim Wallis (GB)	A	3.0 Lola-Cosworth DFV T286	42 laps	1:15.74	8
5	Mike Blanchett (GB) Bob Juggins (GB)	B	2.0 Lola-Ford BDX T598C	41 laps	1:17.95	10
6	Brian Robinson (GB) Jeff Wilson (GB)	B	2.0 Grange-Hart T85	40 laps	1:20.50	15
7	Robin Donovan (GB) Mike O'Brien (GB)	C	2.0 Royale-Naylor RP37	39 laps	1:17.27	9
8	Mike Catlow (GB) Duncan Bain (GB)	B	2.0 Chevron-Hart B26/36	39 laps	1:20.16	12
9	John Morrison (GB) Nicky Oatway (GB)	B	1.6 Chevron-Ford BDA B60	39 laps	1:21.59	18
10	Sean Walker (GB) Evan Clements (GB)	C	2.0 Royale-Chamberlain RP37	39 laps	1:22.10	19
11	Gary Bradham (AUS) Divina Galica (GB)	C	2.0 Shrike-Nelson P15	39 laps	1:22.88	20
12	Bob Jarvis (GB) Steven Roberts (GB)	C	2.0 Royale-Neil Brown RP37	28 laps (crash)	1:20.98	16
R	David Sears (GB) Nick Ward (GB)	C	2.0 Tiga-BMW TS85	13 laps (fuel pump)	1:14.69	5
R	Peter Lovett (GB) Ian Taylor (GB)	B	3.0 March-Cosworth DFV 75S	8 laps (gearbox)	1:13.86	4
R	Paul Jackson (GB) Rob Wilson (NZ)	A	1.8t Tiga-Hart TS85	Engine	1:14.87	6
NS	Creighton Brown (GB) Will Hoy (GB)	A				

Winner's average speed: 110.54mph. Fastest race laps — Class A (over 2000cc): Brindley, 1m11.45s, 118.70mph. (record); Class B (up to 2000cc): Blanchet, 1m16.68s, 110.61mph. Class C (Sports 2000): O'Brien, 1m20.89s, 104.85mph.

interest: Lee-Davey was catching Piper. Furthermore, both of them began to make significant progress towards Wallis, the Otford Packaging MD struggling with "absolutely no grip whatsoever" on the Pegasus Lola. The trio went into the penultimate lap in very tight formation, Lee-Davey quite obviously the fastest (his tyre swap had proved a wise move) but still with a lot of work to do.

Into the Club Chicane for the penultimate time, Piper tried to defend his position by holding a tight line, but Lee-Davey, with much more grip available, was able to lunge around the outside of the Texas Chevron and up into third place. Then, at the complex he seemed to have thrown away his chances of second by injudiciously diving for the inside of Wallis's Lola at Cobb. The Tiga lost several lengths in the process but Wallis was clearly in trouble and consequently was forced to lift appreciably at Kimpton, allowing not only Lee-Davey but also Piper to take away his hard-earned second place in a thrilling climax.

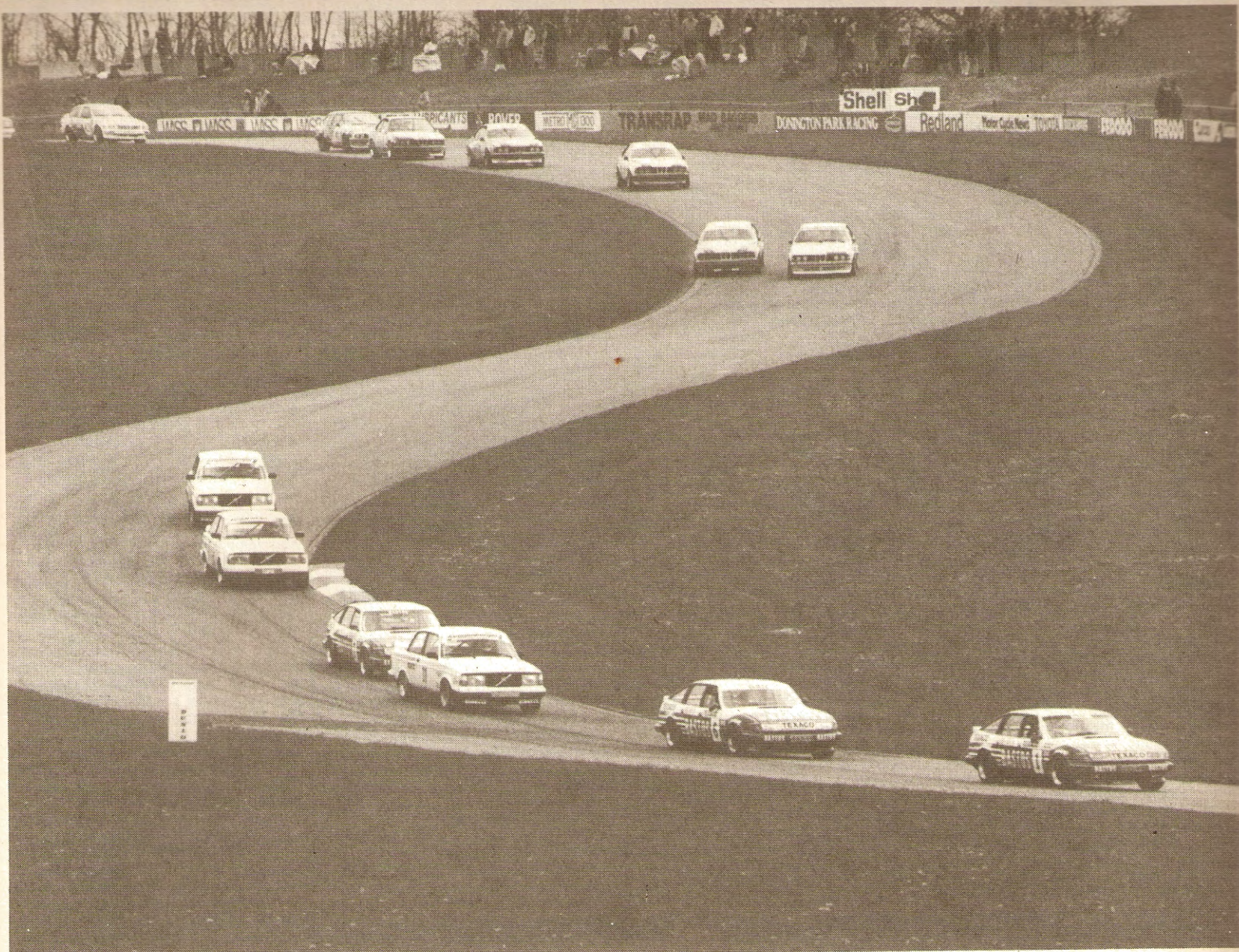
Behind the Xerox Lola and Norflex-backed Grange, and a total of four laps behind the winning car, came the first of the Sports 2000 entries, the Shrike P15 of Robin Donovan/Mike O'Brien. They had been among the first to make their driver change, O'Brien then charging hard to oust Evan Clements, who later lost more time with a spin at the complex. Sears, however, had earlier opened out a huge lead, only for poor Nick Ward to have the Royale escape from his control at Kimpton and crash heavily into the sleepers.



**WARMASTYLE ARE NOT ONLY ONE OF THE LEADERS
BUT THEIR DRIVER RUSSELL SPENCE IS ALSO LEADING**



**RS IN THE CENTRAL HEATING RADIATOR MARKET
THE MARLBORO BRITISH FORMULA 3 CHAMPIONSHIP**



Down the Craner Curves first time with Walkinshaw shadowed by Schlesser, Brancatelli, Allam, Granberg and Muller. Further up the hill Zapico and Delcourt dispute the 'BMW class'.

Rover over and over

Rovers to it again on home ground with 1-2-3 finish — Class battles to Lombardi/Drovandi and Ripolles/de Castro — Report: JOE SAWARD — Photography: JEFF BLOXHAM

Was it really the same old story? The Rovers continued on their winning way, but every race the Volvos are getting closer. This time two of them tangled early on, the Sigi Muller/Pierre Dieudonne car retiring and the Ulf Granberg/Ingvar Carlsson car being delayed. The early laps saw a tremendous struggle for supremacy through which Gianfranco Brancatelli's 240 emerged in front until the rains came . . .

Take a look at the statistics: the three Rovers have finished every race so far and only once has one of the Vitesse not been in the top three positions. That speaks for itself.

A home win, a hat trick and maximum points so far now sees reigning ETC Champion Tom Walkinshaw and his regular co-pilot Win Percy with a dominant lead in the championship. But those Volvos, you know, they're getting better and better . . .

QUALIFYING

"I'm off to bed," sniffled Tom Walkinshaw halfway through the first official practice session on Saturday morning. His championship-leading car was safely ensconced in its usual pole position and as far as practice went, that was that. Tom was off to bed to rid himself of a dose of 'flu. The Rover team were doing another 'Vallelunga' practice. The first session

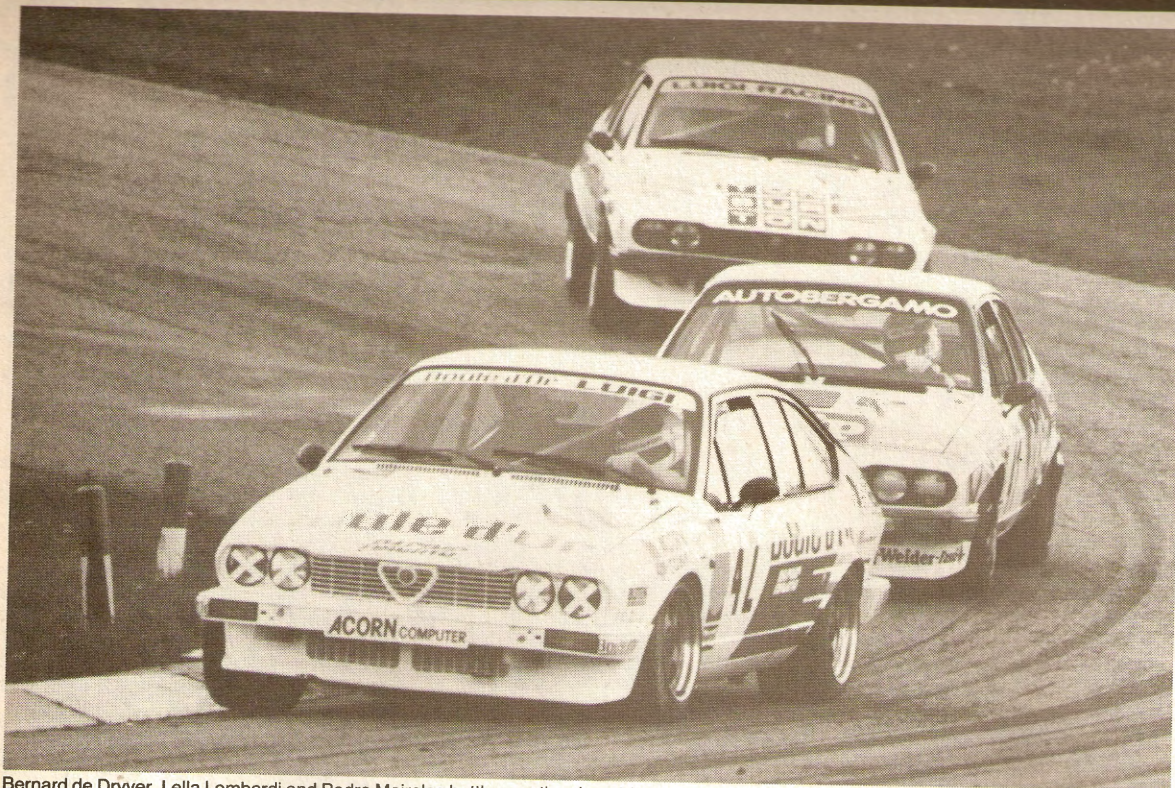
had settled the grid and there wasn't a great deal of point in going out again.

It had not been as easy as might seem, however. On Friday as he drove north to the Leicestershire parkland circuit John Davenport, Austin Rover's Head of Motorsport, got a bit of a shock. Coming down the other side of the motorway was one of his treasured Bastos/Texaco Vitesse — on the back of a truck. The car was wrecked.

Up at the circuit, things were under control, plans were being laid for the test car to be made ready, but Steve Soper was sitting in the pits looking a bit shocked. Coming into Redgate in the unofficial practice on Friday morning, Soper, in his first ETC event this year, discovered to his alarm that his Vitesse

Ulf Granberg's Luna Volvo bears the scars of a collision with Sigi Muller's 240 Turbo.





Bernard de Dryver, Lella Lombardi and Pedro Meireles battle over the class 2 lead early in the race.

was not going to stop — the brakes had failed. At almost unabated speed the car ploughed into the tyres and the barrier at high speed. Even winning teams don't always have it their own way.

By the time the second unofficial practice began the team, and I stress that word, had the winter test car up at the circuit and ready for some fuel consumption testing in the afternoon. As soon as that was done, the car was off to the TWR base at Kidlington to be readied for the race — painted up and ready to go. By the morning, you would never have known there had been a problem. Halfway through the first official practice it was out looking pristine and immediately up to speed. The mechanics might have looked a bit weary, but the job was done.

ETC practice is becoming more and more like the Grands Prix. The days of endless lappery in search of a good time is ancient history. The cars bolt on qualifiers, do one or two slow warming up laps and then bang! They're off, two or three quick laps and that is that. Walkinshaw did two flying laps, timed in the mid-17s and the standard was set. No-one got

within 0.5 secs of the time.

The team potted around for the rest of the session having a look at the opposition. "You know," mused the unwell Walkinshaw, "when you're going down through the Craner Curves really quick and there's that concrete wall to look at the Old Hairpin, it does wonders to clear the mind!" Indeed going down to the Old Hairpin you begin to appreciate just what some of the drivers have to handle. The Volvos come down the hill whistling like kettles, clip the kerb, bounce alarmingly and have to gather it all up for the corner. The Rovers, are much more stable than their adversaries, particularly down the back. "You get yourself really wound up in the corners," commented Walkinshaw, "and then the Volvos come blasting by you on the straight, they must take four or five car lengths off us in a straight line. We're just having to go flat out and see what happens, but they're getting closer."

Indeed they are. The Swedish machines are now beginning to get on terms with the Rovers after the shocks at the two opening rounds of the series in Italy. They too have only a couple of

shots at a really good qualifying time, and when they go, they really go! There are three Volvos in the fight, and on this occasion it was the leading Eggenberger entry of Thomas Lindstrom and Gianfranco Brancatelli that set the standard for the other 240 Turbos, and in doing so upset the ARG plans for a 1-2-3 grid line up by sneaking into second spot. The lead car had a change of springs, but otherwise was in much the same form as at Vallelunga. The qualifying tyres from Pirelli are not as markedly fast as the Dunlops, but they seem slightly nearer to the race tyres. "I think the difference is maybe only two-tenths," commented Thomas Lindstrom, "so we have a really good race set up."

Behind the leading 240 came the second two Rovers, led by the winter test car. Despite the delay Jean-Louis Schlesser went out and was quickly on the pace, wrestling the car round to third quickest. Jean-Louis, of course, is no stranger to wrestling and knows the Rover well. His qualifying was spectacular as ever. Steve Soper, still feeling under the weather, did only a handful of laps to qualify for the race, deciding to get back to normal

rather than try to do too much too early. Steve was naturally full of confidence but shock is a strange thing, and as the circuit doctor suggested, it would be better to take it easy.

The Allam/Hahne Rover too was up there, despite being troubled with understeer which meant that the car was exiting the corners slower and not being able to get up to full revs on a circuit where a quick exit from the corners is vital.

Next up was the 'Luna' Volvo of Ulf Granberg and Ingvar Carlsson, Granberg going out towards the end of the session headlights blazing to blast his car to the front. His lappery was enough to equal the third Rover's time and was clear of the last of the real frontrunners, the Sigi Muller/Pierre Dieudonne 240 Turbo. That second Eggenberger car did not have a perfect practice, the team getting very confused with two different batches of Pirelli qualifiers, one which were considerably better than the other, but Pierre and Sigi were certainly trying hard, right on the ragged edge.

The potential winners really ended there. The Schnitzer BMWs were not at Donington, nor are they likely to appear again till at least the Nurburgring. BMW have, it seems, given up with the venerable 635CSI, now, quite clearly an outdated motor car alongside the opposition. Yes, one of the cars had led at Monza, but when a car is at the front solely because of driver brilliance, then it is over the limit.

The army of BMWs that follow the series might have shrunk, but they were there nonetheless and led on this occasion by none other than Frank Sytner. The Nottinghamshire BMW dealer had gathered together a "BMW enthusiasts dealer team" with John Clark from Aberdeen driving the second car. Michel Delcourt gave his all with Frank in the lead car, while Clark had Hamish Irvine alongside him giving the Sytner pit a distinctly Scottish flavour. The efforts of the BMW brigade however was fraught, round the circuit they were on the limit and the brakes particularly took a real hammering, smoking alarmingly when they came into the pits.

Behind the Sytner/Delcourt car were the trio of enthusiastically driven CiBiEmme Sport BMWs — the BMW 'mafiosi' — on this occasion it was the Marco Micangeli/Emilio Zapico car that headed the other two cars of Georges Bosshard/Maurizio Micangeli and Tony Palma/Giancarlo Naddeo. That sadly was the only European BMW team that came to the Leicestershire circuit and the lack of a substantial big class midfield made the grid seem somewhat thin, although with six potential winning machines the racing was sure to be fraught. Mike Newman, teamed with Vince Woodman for this weekend, decided to turn his back on the Trimoco series and have a shot at the European with his ex-BMW GB car. As ever the duo was restrained somewhat by a small budget which meant that the tyres would be considerably less than marginal, but enthusiastic driving certainly made up for any other deficiencies. "I only have one engine and one gearbox," commented Mike, "but they seem to be working alright. If I have a 'box that gets gears and doesn't crunch, I reckon I'm doing all right — that's quite unusual."

Between Newman's car and the final qualifier in the big class, the Scottish Sytner Bee Em, were two privateer Volvos; the Magnum racing example and the Erle McRae Racing version of Antipodeans Charlie O'Brien and Graham Baker. Micael Straunch and Sune Ohlsson were joined in the former car by Derby-based Slim Borgudd. "They asked me if I would help them sort out the car so I came along," commented the F3000 driver. "It's obviously not as good

Constant early rivals were Gianfranco Brancatelli, Tom Walkinshaw and Jean-Louis Schlesser; all three led the race.



ANDREW SHAW

as the works supported cars, but it is a '85 spec shell, although it has 50 kilos more weight than the works cars, and it has a standard racing version of the engine, and no water injection. The biggest problem though, is that the team doesn't have a tyre contract of any kind so we have tyres that have already been used..."

The Australian's Volvo, rented for the weekend from Gregger Petersson had all kinds of problems in the first practice. A wheel stuck on and the team were unable to shift it. The problem was that running with high profile wheels the team could not approach a good time and being unable to switch to lower wheels left them high and dry. "We were hoping," commented O'Brien, "that we would sort it out and be able to give it a go in the second session." As things turned out the rains came, leaving the circuit slippery until the last few minutes. The Rover team was long gone, although Pierre-Alain 'Thunderbolt' Thibault did a handful of laps in the Soper/Schlesser car to get used to Donington. The Volvos were all out, but there was no way any improvement would be made and it was a thankless task.

Practice was rather subdued, the quick bursts of qualifying leaving much of the three hours of sessions rather quiet, with some commentators resorting to discussing the likely exotic destinations of planes leaving the nearby East Midlands Airport...

The prospects for the race were good. The early season Rover domination was under considerable threat from the Volvos and with six cars able to keep right on the pace there was an air of expectancy for race day. Tactics would be all important and no-one was willing to say anything about the number of pit stops and the plans they had hatched for the race.

RACE

It wasn't exactly raining, but then again it wasn't exactly dry when the cars came out to form up on the dummy grid. One minute there would be spots of rain and the next the stiff breeze would whip in and dry off the track. It was going to be a case of going off on slicks and seeing what happened, for better or for worse.

As the cars completed their warming up lap and filed into the Park Chicane for the rolling start everyone was waiting to see Gianfranco Brancatelli blast his Volvo into the lead on the drag down to Redgate. As it turned out 'Branca' found Walkinshaw in front of him with Jean-Louis Schlesser just alongside and Jeff Allam right on his bumper — he was stuck in a Rover box! Walkinshaw made the corner first, locking a wheel as he did so to find himself in the lead as they went down the Craner Curves. "I know who'll get into Redgate corner first," he had said after practice, "and it'll not be me." Well, even Walkinshaw gets it wrong sometimes...

Behind his team boss was the ever-green Schlesser giving his all, but with Brancatelli a man of the same ilk it was shaping up for an interesting early conflict, with Allam, Granberg and Muller tagging along. It was three Volvos against three Rovers — a fast, exciting chain of cars. The other top class cars, sad to say, were in a different race — a race it should be said being led by Michel Delcourt in the Sytner BMW. For those first few laps Walkinshaw led the way, but already he was worried: "I overdid it a bit at the beginning, you know," related the Scotsman later. "I was trying very hard and my front left tyre was getting a bit bad, so I decided to back off and give it a rest." Schlesser took up the fight, but within two laps it was the Volvo of Brancatelli that had forced its way to the front of the six car chain. Walkinshaw kept an eye on proceedings, but was not unduly worried by the rapid progress of

AUTOSPORT, MAY 9, 1985



Allam and sundry. The Rover, bearing damage from an incident with the Muller Volvo, passes John Nielsen's Toyota and Alan Curnow's Escort.

the 240 Turbo. "You expect the Volvos to go off ahead," he said, "with a full fuel load they can get a lot more speed than the Rovers, so it was a case of gritting the teeth and waiting for the fuel load to go down before we can get on terms with them."

Behind the leading trio things were getting pretty hot with Allam having his work cut out keeping his nose ahead of the Volvos of Granberg and Muller, the Rover 'tail gunner' fending off the Swedish machines, and occasionally getting close to Walkinshaw. "Allam clobbered me one time round at Redgate," muttered the team boss when the celebrations were over. "I don't know, these exuberant youngsters need to get it out of their system in the early laps I suppose." Well the youngsters did get a little too exuberant on lap 17. Screaming

down the straight just before the Park Chicane Allam came into contact with Muller's Volvo, the Eggenberger car slewed across the road and collected the Granberg Volvo before cannoning off backwards into the barriers at very high speed. The tail gunner had got a couple of hits! Granberg pitted quickly to see if everything was all right, rejoining, still in fifth place, with battered side panels. Muller was not so lucky, his car, looking distinctly worse for wear came staggering into the pits where the team took one look at it and pronounced it dead on arrival. It was pushed round into the paddock where it sat for the rest of the day looking injured. So it was three Rovers against one Volvo.

Delcourt had been running seventh, but with the denouement at the chicane had moved up to sixth and he kept

station ahead of the 'BMW class' with the three CibiEmme Sport cars running in line astern in his wake and Slim Borgudd in the recalcitrant second Magnum Volvo hanging on. After them was a healthy gap to Mike Newman, Hamish Irvine, Charlie O'Brien and the leading Division 2 battle between Pedro Meireles and Lella Lombardi.

Brancatelli in the meantime had extended his lead to some 9secs and was looking comfortable when on lap 23 spots of rain again began to fall, this time more persistently. Granberg was really flying by now, hanging out the tail of his battered 'flying brick' but not really being able to get back on terms with his early assailant Allam.

Delcourt had been passed by all three CibiEmme cars by now and eventually

The classes of '85

The two smaller capacity classes provided much of the best entertainment, each of them hotly contested and with the outcome very much in doubt until the closing moments.

From the start it was Lella Lombardi's Jolly Club/Totip Alfa GTV6 that led the middle division. Soon, though, the Italian lady came under pressure from the Luigi Racing Alfa of Bernard de Dryver and the Portuguese-entered GTV6 of Pedro Meireles. On lap 8, de Dryver moved into a brief class lead, outbraking Lella at Redgate, but retired almost immediately when the engine died.

Meireles then moved up to challenge, moving ahead and soon establishing himself well clear of Lombardi, who was further demoted on lap 46 by Xavier Boucher until his Luigi Racing entry also succumbed to engine failure.

The Meireles car was taken over at

half-distance by Giorgio Francia but it lost valuable time with an ill-advised switch to wets. Rinaldo Drovandi, having taken over from the consistent Lombardi, reeled it in rapidly.

With just under 30 laps to go, Drovandi usurped Francia to take the class win and ninth overall.

In the small-capacity division, Emilio de Villota drove a fine 99-lap stint to establish the Escuderia Malzquita VW Golf he shared with Francisco Romero ahead of teammates Jordi Ripollés/Javier de Castro, only for them to be robbed of maximum points by a stuck brake pad during an otherwise routine stop. The Spanish team gained consolation as Ripollés/de Castro took the honours finishing 13th overall. A late charge by Erik Hoyer saw the Danish Toyota Corolla finish just 2.74 secs behind after 143 laps!

JEREMY SHAW





Walkinshaw lays a brake smoke trail to try and confuse the rapidly pursuing Schlesser, in the early laps the Frenchman stayed there.

►► pitted with handling problems which dropped him a lap, and the man to watch now was Borgudd who took on all three of the Italian cars with gusto. Everyone else behind them had now been lapped.

With the rain Brancatelli backed off a little, while Walkinshaw, using his experience to the full, speeded up, "trying to keep the heat in the tyres." The ploy clearly worked as he was past the Schlesser on lap 37 and eight laps later sailed into the lead.

Shortly after one third distance everyone apart from the Rover team got a shock, the Rover pitboards indicated stops were to be anticipated and crowds of photographers scurried off to the Rover pit to get their pictures. Into the mêlée came Allam and Thibault leaped into the car, just to confuse everybody. Three laps later Schlesser was in and in jumped Hahne, while two laps later in came Walkinshaw to hand over to Win Percy. Where was Steve Soper? we all asked. Poor old Steve never made the race, the after effects of his Friday shunt keeping him well off colour.

With the Rovers all pitting it was Brancatelli back in the lead in a car that was looking more and more twitchy in the wet/dry conditions. Win Percy led the pursuit with Granberg temporarily up to third ahead of Hahne and Thibault. 'Branca's' lead however was shortlived. Winston Percy was closing fast, and on lap 65 he took the lead, leaving the Volvo to head for the pits for its first stop. For three laps then Granberg was in second place before Armin Hahne squeezed by to be followed a lap later by 'Thunderbolt'. It was a Rover 1-2-3 again. Brancatelli had stayed in the car when it pitted and rejoined in fifth.

The Borgudd/BMW battle had lost Zapico in the meantime when his car retired with terminal brake problems leaving Slim to battle with Naddeo and Micangeli of the Maurizio variety. The rest were history. Newman had disappeared after smoking alarmingly for an armful of laps, while Delcourt was still fighting his way back up after his stop.

By lap 76 the Rovers had a lap on everybody else. It was becoming a familiar story. Granberg came in to hand over to Carlsson on the same lap leaving Brancatelli to lead the by now disheartened chase of the Bastos/TEXACO machines.

'Branca's' fourth place lasted only a few more laps before he pitted again to hand over to Lindstrom and to refuel and change tyres. It was at this point that the



Slim Borgudd had an entertaining battle with the CiBiEmme Sport BMWs.

race was well and truly lost. The Eggenberger team fitted the car with wets and off went Lindstrom. He was back eight laps later to change onto slicks, a manoeuvre which dropped him right back to sixth, behind Delcourt who was continuing on his merry way two laps down on the leader, but by now clear of Borgudd and the BMWs which seemed somehow inseparable.

Percy lapped Thibault shortly before Brancatelli came in and thereafter con-

tinued to increase the lead Walkinshaw had handed him. Thibault stayed in the third Vitesse until lap 100 when he headed for the pits again to hand back to Jeff Allam with a routine stop that dropped the third Rover behind the Carlsson Volvo that was battling gamely on. The leading two Rovers completed their second driver change without losing any places and the TWR day was complete again by lap 113 when the Granberg Volvo pitted and allowed

Allam back into the top three. The race pattern was now set. The Rovers, with Walkinshaw a lap ahead of his other two cars, themselves a lap ahead of Lindstrom and Carlsson. Another lap in arrears came the BMW class led by Tony Palma who had by now taken over from Giancarlo Naddeo. Michel Delcourt finally handed over the Sytner BMW to Frank after a mammoth stint of 103 laps and Frank set off after Palma.

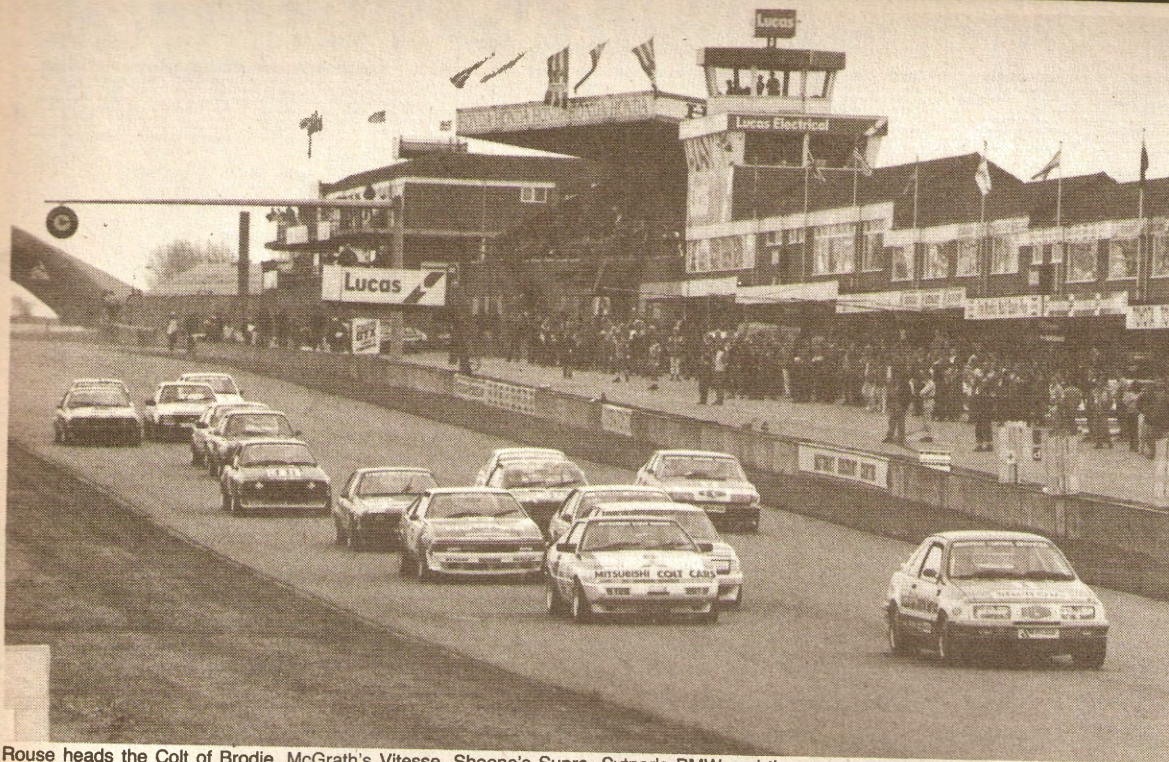
The last quarter of the race was hardly inspiring viewing — yet another nail-biting time was had by all in the Rover pit. Walkinshaw duly took the chequered flag, waving cheerily to the enthusiastic home crowd and pondering, no doubt, an achievement rarely seen in any form of racing with such tight competition. A 100% record for himself, Win Percy and for the Rover in the manufacturers championship. All in all a mighty achievement and a triumph of team work. For the spectators the home victory meant more than any of the distant triumphs in Italy. "I reckon it's a bit good," said the team boss when the hue and cry was over — understating a touch — "I can't honestly say I expected to win the first three, particularly with the competition there is in the ETC. Still, it's good for Britain isn't it?"

In only a week's time the ETC cars will be racing again, this time on Volvo home ground at Anderstorp, where the turbo cars will be out to show their public just what they can do. Then the circus turns its attention to the 'power' circuits of Brno and Zeltweg where the Volvos are going to take a lot of beating.

DONINGTON PARK (GB), May 5, FIA European Touring Car Championship, round 3, 160 laps — 313.12 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	3:41:22.88	1:17.55	1
2	Armin Hahne (D)/Jean-Louis Schlesser (F)	3	3.5 Rover Vitesse	159 laps	1:18.30	3
3	Jeff Allam (GB)/Pierre-Alain Thibault (B)	3	3.5 Rover Vitesse	159 laps	1:18.38	4
4	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	158 laps	1:18.02	2
5	Ulf Granberg (S)/Ingvar Carlsson (S)	3	2.0t Volvo 240 Turbo	157 laps	1:18.38	5
6	Michel Delcourt (B)/Frank Sytner (GB)	3	3.5 BMW 635CSi	156 laps	1:19.68	7
7	Giancarlo Naddeo (I)/Tony Palma (I)	3	3.5 BMW 635CSi	154 laps	1:21.46	10
8	Slim Borgudd (S)/Sune Ohlsson (S)/Mikael Strauch (S)	3	2.0t Volvo 240 Turbo	151 laps	1:21.90	14
9	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	151 laps	1:21.47	11
10	Pedro Meireles (P)/Giorgio Francia (I)	2	2.5 Alfa Romeo GTV6	151 laps	1:22.44	16
11	Romeo Camathias (I)/Marcello Cipriani (I)	2	2.5 Alfa Romeo GTV6	149 laps	1:22.77	11
12	Dagmar Suster (I)/Massimo Siena (I)	2	2.5 Alfa Romeo GTV6	146 laps	1:23.72	21
13	Jordi Ripolles (E)/Javier de Castro (E)	1	1.6 VW Golf GTi	143 laps	1:25.19	23
14	John Nielsen (DK)/Eric Hoyer (DK)	1	1.6 VW Golf GTi	143 laps	1:25.76	25
15	Phil Dowsett (GB)/Terry Drury (GB)	2	2.5 Alfa Romeo GTV6	143 laps	1:23.07	20
16	Robert Schumacher (D)/Hermann Tilke (D)	1	1.6 Toyota Corolla	142 laps	1:26.75	29
17	Emilio de Villota (E)/Paco Romero (E)	1	1.6 VW Golf GTi	142 laps	1:24.57	22
18	Hans Ley (D)/Friedrich Stallmann (D)	1	1.6 VW Golf GTi	141 laps	1:26.32	28
19	Hans Frensch (D)/Gerhard Mansperger (D)	1	1.6 Peugeot 205 GTi	140 laps	1:28.55	30
20	Jorg van Ommen (D)/Annette Mieuvisse (D)	1	1.6 Ford Escort RSi	138 laps	1:26.24	26
R	Sigi Muller (D)/Pierre Dieudonne (B)	3	2.0t Volvo 240 Turbo	171 laps — accident	1:18.69	6

Winner's average speed: 84.87mph. Fastest race lap: Schlesser, 1:19.58, 88.54mph. Next round: Anderstorp, May 12.



Rouse heads the Colt of Brodie, McGrath's Vitesse, Sheene's Supra, Sytner's BMW and the rest as the field streams down to Redgate.

Battle of the turbos

Rouse takes second win for Sierra — Brodie's Colt challenges — Goode takes points lead — Hodgetts wins Class C — Report: JEREMY SHAW — Photos: JEFF BLOXHAM

The age of the turbo has finally caught up with the RAC Trimoco British Saloon Car Championship. Andy Rouse and David Brodie had won the two previous events with their respective ICS Ford Sierra Turbo and Mitsubishi Colt Starion Turbo cars, but on each occasion the other prime protagonist had fallen by the wayside. Donington brought about their first real confrontation. At the end of a fascinating duel it was twice Trimoco Champion Rouse who emerged on top, the works Ford driver nursing his overheating tyres to score a nicely judged victory.

From the other classes, Leicester's Graham Goode put the disappointment of Thruxton behind him in easily taking the middle class spoils — and thereby moving his privately-run Nissan Bluebird Turbo back to the head of the championship table — while Chris Hodgetts (Brooklyn Motorsport Ford Escort RS1600i) just triumphed over Alan Curnow's similar Datapost Escort in the smallest division.

QUALIFYING

Only 17 cars turned up for the fourth round of this country's premier saloon car championship. The ever-spiralling costs continue to place a premium on attracting sufficient sponsorship for a venture of this kind, while the hopes of achieving real success diminish further without manufacturer support.

Not surprisingly, the two turbocharged cars with major assistance from their respective factory teams earned the two front row starting positions, Brodie's Colt heading Rouse's Ford. The real shock, however, came in the time established by Brodie, his best lap of 1m17.33s the best part of three seconds beneath the existing lap record. The Thruxton winner was clearly in a class of his own, although he ran into trouble as the Saturday session progressed with an intermittent electrical problem. All was repaired in time for the second qualifying period on Sunday morning — which took place, much to the competitors' displeasure, only 90mins before the scheduled race start — but then after bedding in his race tyres, Brodie encountered more trouble, his engine mysteriously down on boost pressure.

Andy Rouse set comfortably the quickest time during the Sunday morning

session, the Southam driver pleased with progress made. "We've still got some improvements to make on the car," explained Andy, "but it's certainly coming on nicely. I'm really looking forward to my first real confrontation with the Colt..."

Neil McGrath was happy to set third best time in his privately-run Connells Estate Agents Rover Vitesse, Neil's only problem being the continued disinterest shown by the factory team.

Frank Sytner was splitting his efforts between the Trimoco race and the ETC event, but was nevertheless content with his qualifying progress, although Barry Sheene was finding difficulty in tuning the Hughes of Beaconsfield Toyota Supra entirely to his liking.

Graham Goode's excellent privateer effort saw his very tidy Nissan Bluebird Turbo easily fastest among the middle class, almost 1sec quicker than the fastest of the Alfa Romeo GTV6 brigade, Jon Dooley's version. Among the small capacity class, Chris Hodgetts set the pace in his Brooklyn Escort, chased by Alan Curnow and Patrick Watts. Right at the back of the grid was championship leader Richard Belcher, the John Jeffreys Engineering Escort succumbing to a broken clutch arm in both practice sessions.

RACE

Belcher was intent on making early progress to make up for his disappointments during qualifying but in fact it was he that posted the first retirement. Down at the Old Hairpin, contact with John Morris's Brooklyn Escort resulted in both cars spinning wildly. Belcher, sadly, was unable to restart his car after Morris continued round to the pits for attention to some badly dented bodywork. Suffice

to say that the drivers' views were at some variance as to the cause of the accident!

At the front of the field, meanwhile, Rouse had made the best start leading Brodie, McGrath, Sheene, Sytner and the fast-starting Alfa of Phil Dowsett at the end of the first lap. McGrath put Brodie under pressure during those early stages but the fast pace saw the Rover's rear tyres beginning to overheat after only a few laps.

Sytner moved up to fourth place at McLeans on lap 4, Sheene having successfully blocked earlier attempts.

Rouse generally held 1sec in hand over Brodie's Colt, these two steadily pulling away from McGrath. By half-distance, Brodie began to move up, although he never looked likely to pass. Rouse however was beginning to worry. "I was trying to go as slowly as possible," he explained, "because the tyres were starting to overheat." Rouse provided a few spectacular moments as the Sierra snapped sideways at the Park Chicane. Rouse, however, knew Brodie had started on identical Dunlop rubber and guessed that Brodie was probably experiencing similar difficulties.

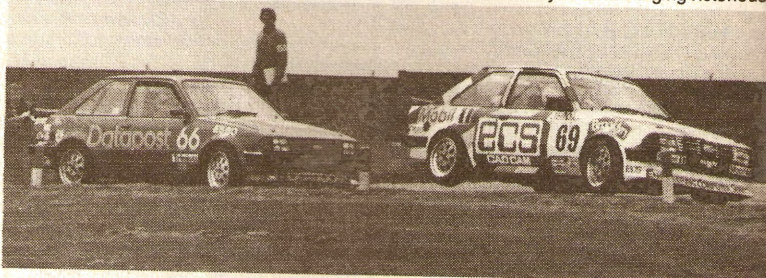
Brodie, though, had other problems, the Colt still down on boost pressure. Brodie was able to close up again during the final laps but Rouse had matters well under control, crossing the line some 0.74secs ahead to record his second victory of the season.

McGrath maintained third place throughout, although Sytner's BMW closed toward the end, while the demise through transmission maladies of Sheene's Toyota on lap 14 allowed Goode to move up to fifth in his class-winning Nissan.

Dowsett had gamely held on ahead of the Japanese car for a couple of laps but eventually slipped back another couple of places, behind Dooley's Alfa and his ICS employer, Pete Hall (Rover).

In class C there was quite a battle going on. Hodgetts managed to eke out an early advantage but then Curnow came back with a vengeance, clipping a couple of tenths off the class lap record in staging a late challenge. Hodgetts, though, aided slightly when the pair were lapped at Redgate just one lap from the finish by the Rouse/Brodie battle, was able to hang on for maximum points.

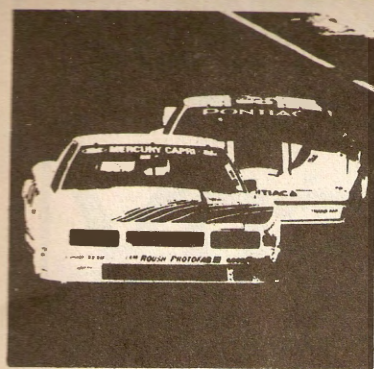
Hodgetts and Curnow battled mightily for class C honours, the Brooklyn Ford emerging victorious.



DONINGTON PARK (GB), RAC Trimoco British Saloon Car Championship, round 4, 20 laps — 39.14 miles

Pos	Driver	Class	Car	Result	Qualifying	Pos
1	Andy Rouse (GB)	A	2.3t Ford Sierra Turbo	27:13.14	1:19.02	(2)
2	Dave Brodie (GB)	A	2.0t Colt Starion Turbo	27:13.88	1:17.33	(1)
3	Neil McGrath (GB)	A	3.5 Rover Vitesse	27:25.93	1:19.63	(3)
4	Frank Sytner (GB)	A	3.5 BMW 635CSi	27:28.93	1:19.97	(4)
5	Graham Goode (GB)	B	1.7t Nissan 180B Bluebird turbo	28:00.09	1:20.88	(6)
6	Pete Hall (GB)	A	3.5 Rover Vitesse	28:07.13	1:21.89	(8)
7	Jon Dooley (GB)	B	2.5 Alfa Romeo GTV6	28:08.21	1:21.86	(7)
8	Phil Dowsett (GB)	B	2.5 Alfa Romeo GTV6	28:17.85	1:22.89	(9)
9	Rob Kirby (GB)	B	2.5 Alfa Romeo GTV6	28:22.69	1:24.15	(10)
10	Chris Hodgetts (GB)	C	1.6 Ford Escort RS1600i	19 laps	1:24.39	(11)
11	Alan Curnow (GB)	C	1.6 Ford Escort RS1600i	19 laps	1:24.91	(12)
12	Terry Drury (GB)	B	2.5 Alfa Romeo GTV6	19 laps	1:25.72	(13)
13	Patrick Watts (GB)	C	1.6 Ford Escort RS1600i	19 laps	1:26.12	(14)
14	John Morris (GB)	C	1.6 Ford Escort RS1600i	14 laps	1:26.31	(15)
R	Barry Sheene (GB)	A	2.8 Toyota Supra	13 laps (g/box)	1:20.10	(5)
R	Richard Belcher (GB)	C	1.6 Ford Escort RS1600i	0 laps acc	1:30.03	(16)
NS	Geoff Kimber-Smith (GB)	C	1.6 Toyota Corolla		1:33.08	(17)

Winner's average speed: 86.29mph. Fastest race lap Class A: Rouse, 1m20.11s, 87.95mph (record). Class B: Goode, 1m22.10s, 85.82mph (record). Class C: Curnow, 1m25.22s, 82.68mph (record). Championship positions: 1, Goode, 30pts; 2, Hodgetts, 25; 3, Belcher & Curnow, 24; 5, McGrath, 23; 6, Kirby, 22; 7, Brodie, 20; 8, Rouse, 19; 9, Sytner, 15; 10, Dooley, 14; etc. Next round: May 27, Thruxton.



INTERNATIONAL RACES

VARANO F3

Sala day

Luis Sala won the third round of the Marlboro Italian Formula 3 championship at Varano, taking his Team Pavesi Ralt RT30 to victory over the Dallara-VW of Franco Forini. These two filled the front row of the grid, and the Dallara made the better start, leading for 39 of the 56 laps before Sala finally got the better of him.

Championship leader Alex Caffi held a strong third place before he spoiled it all going straight on at a corner and into the rough. He eventually finished eighth. Third was Gianfranco Tacchino (Ravotto Ralt RT3), ahead of Fabrizio Barbazza, who blotted his copybook with a spin, but fought back well.

Former World Karting Champion Stefano Modena (Euroteam Ralt) was fifth ahead of the promising Nicola Larini (Coloni Martini).

VARANO (I)

Apr 28
Marlboro Italian Formula 3
championship, round 3
56 laps — 62.72 miles.

- 1, Luis Sala (Ralt-Alpha Romeo RT30), 44m28.56s, 84.98mph;
 - 2, Franco Forini (Dallara-Volkswagen 385), 44m31.31s;
 - 3, Gianfranco Tacchino (Ralt-Volkswagen RT3), 44m32.39s;
 - 4, Fabrizio Barbazza (Dallara-Alfa Romeo 385), 44m34.75s;
 - 5, Stefano Modena (Ralt-Alpha Romeo RT30), 44m36.68s;
 - 6, Nicola Larini (Martini-Alfa Romeo MK45), 44m38.37s;
 - 7, Enrico Bertaglia (Ralt-Alpha Romeo RT30), 44m39.68s;
 - 8, Alex Caffi (Martini-Alfa Romeo MK45), 44m42.93s;
 - 9, Claudio Antonioli (Dallara-Volkswagen 853), 45m12.35s;
 - 10, Nicola Tesini (Alfa-Alfa Romeo 01), 45m13.41s.
- Fastest lap:** Barbazza, 46.83s, 85.98 mph.
Next round: Mugello, May 12.

CALDER PARK SALOONS

No change

Jim Richards did it again in the sixth round of the Australian Touring Car Championship at Keilor Raceway, formerly Calder Park, winning by 6 secs from Dick Johnson in a tough race that saw much panel-bashing.

Peter Brock took pole on the debut outing of his new 5.0 Holden Commodore, and led for the early part of the race. However, he was removed from this position by Robbie Francevic, whose turbo-charged Volvo 240 rammed the Holden, causing Brock to spin.

Francevic had to work hard to maintain his lead round the tight 1-mile circuit, as Johnson's Mustang and Richards's BMW were right on his tail, alternately palying 'bumper cars' with the rear end of his car. By half distance Francevic's tyres had gone off, allowing Richards and then Johnson through, Richards pulling clear to the flag. His team mate Neville Crichton again finished well with third, ahead of Alan Jones who again won the GTP class after really thrashing his Alfa. Team mate Colin Bond was sixth, sandwiching Brock's team mate John Harvey.

The fifth round of Australia's Formula 2 series again saw the regular faces at the front, both of them... Peter Glover took his usual win from Peter Macrow, both in Cheetahs. The rest were a lap down.

BOB JENNINGS

CALDER PARK (AUS)

Apr 28
Australian Touring Car
Championship, round 6
60 laps — 60 miles

- 1, Jim Richards (BMW 635CSI), 49m 21.33s, 72.67mph;
- 2, Dick Johnson (Ford Mustang), 49m 38.49s;
- 3, Neville Crichton (BMW 634CSI), 49m 53.70s;
- 4, Alan Jones (Alfa Romeo GTV6), 49m 57.45s;
- 5, John Harvey (BM Holden Commodore), 50m 08.07s;
- 6, Colin Bond (Alfa Romeo GTV6), 59 laps.

Fastest lap: Richards, 48.64s, 74.01mph.

Championship positions: 1, Richards, 138pts; 2, Crichton, 112; 3, Johnson, 106; 4, Jones, 94; 5, Brock, 88; 6, Kevin Bartlett (Colt Starion), 75.

Next round: Surfers Paradise, May 19.

Australian F2 Championship
round 5
30 laps — 30 miles

- 1, Peter Glover (Cheetah Mk8), 22m 31.33s; 79.92mph;
- 2, Peter Macrow (Cheetah Mk8), 22m 35.95s;
- 3, Brian Sansom (Cheetah Mk8), 29 laps;
- 4, Neil Abrahams, 29 laps;
- 5, Rob Newman (Cheetah Mk7), 29 laps;
- 6, Steve Swain (Cheetah Mk7), 29 laps.

Championship positions: 1, Glover, 145pts; 2, Macrow, 138; 3, Graham Lee 62; 4, Bob Power, 61½.

TALLADEGA NASCAR

T-birds are go . . .

Down in the deepest of the Deep South the good ol' boys of NASCAR did battle last weekend at the fastest circuit of the year — Talladega, Alabama, with Bill Elliott leading the way in qualifying with an alarmingly quick 209mph lap, some 4.5 secs faster than the nearest man, Cale Yarborough — despite the fact that the Fords have had their ride raised by half an inch in an effort to slow them down.

The race itself was a Thunderbird parade with Elliott leading the first 60 laps before an oil leak saw him spend two laps in the pits. Yarborough was leading by this stage, but in a marvellous stint when he averaged 204 mph Elliott reeled in the leader and duly took the lead again with 44 laps remaining. The two drivers remained nose-to-tail for the next 25 laps before Elliott finally broke the tow and

left Yarborough wallowing in his wake. Kyle Petty moved up gradually and took second on the very last tour.

It was not the day for Junior Johnson's boys: both Darrell Waltrip and Neil Bonnett going out with blown engines, while points leader Geoff Bodine could only manage a subdued 11th place.

TALLADEGA (USA)

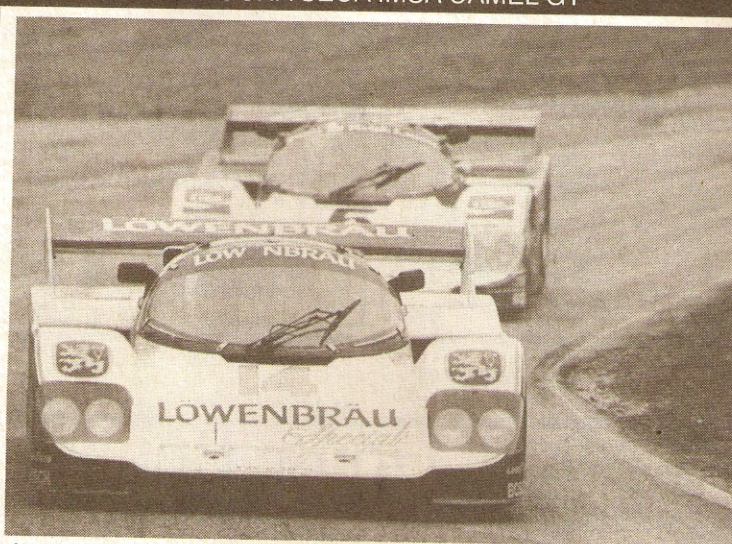
May 5

Winston 500
NASCAR Winston Cup
Grand National, round 9
188 laps — 500kms

- 1, Bill Elliott (Ford Thunderbird), 188 laps, 186.288mph;
- 2, Kyle Petty (Ford Thunderbird), 188 laps;
- 3, Cale Yarborough (Ford Thunderbird), 188 laps;
- 4, Bobby Allison (Buick Regal), 187 laps;
- 5, Ricky Rudd (Ford Thunderbird), 187 laps;
- 6, Buddy Baker (Oldsmobile Cutlass), 185 laps;
- 7, Terry Labonte (Chevrolet Monte Carlo), 185 laps;
- 8, Dave Marcis (Chevrolet Monte Carlo), 185 laps;
- 9, Bobby Hill Jr (Chevrolet Monte Carlo), 184 laps;
- 10, Lake Speed (Pontiac Grand Prix); etc.

Next round: Nashville, May 11.

LAGUNA SECA IMSA CAMEL GT



Al Holbert scored his second win of the year with a fine solo drive.

LAGUNA SECA IMSA

Solo victory for Holbert

Al Holbert led the final 64 laps of last Sunday's 98-lap Camel GT sprint at Laguna Seca Raceway in Monterey, California in his Goodyear-shod Lowenbrau Porsche 962 to earn his second victory of the IMSA season, and the fifth win in six races for the Porsche prototypes. Holbert, driving solo in the 300Kms sprint for prototypes only, finished 25secs ahead of the second-place Jaguar XJR-5 of Chip Robinson/Bob Tullius.

John Paul, Jr led the first 24 laps around the 1.9-mile course until he collided with a backmarker, which left his March-Buick 85G sidelined with broken suspension. Since the Chevrolet V8-powered March 85G of Darin Brassfield had retired earlier with a blown engine, that left only the pole-sitting Porsche 962 owned by Bruce Leven and driven by Bob Wollek to pressure Holbert. Wollek, however, left midway with a broken turbo.

The new Mustang Probe GTP from Ford moved up as high as third on its debut before the mid-engined prototype retired without fuel pressure in its 2.1-litre, four-valve turbocharged engine. Finishing third was the Group 44 Jaguar XJR-5 of Brian Redman/Hurley Haywood, followed by the BF Goodrich Porsche 962 tandem of John Morton/Pete Halsmer and Rick Knoop/Jim Busby in fourth and fifth. Sixth in a fine showing was the Alfa-Cosworth driven by Ludwig Heimrath Jr, followed by the March-

Porsche 85G of John Kalagian in seventh. Competition in the Camel Light class (for 700-kilo prototypes) heated up with the new entry of Charles Morgan, a 3.0-litre Buick V6-powered Argo JM-16 chassis listed as a Royale by the owner. Morgan had previously run in the car for the overall Camel GT prototype honors with a 3.4-litre fuel-injected Buick engine. Morgan's driver, Bill Alsip, defeated the Mazda-powered Argo JM-16 of Jim Downing for class honours by 7 secs and finished eighth overall.

In a separate race for GTO (over 3.0 litres) and GTU (under 3.0) cars, Dennis Aase drove the new turbocharged Toyota Celica of Dan Gurney's All American Racers to a pillar-to-post victory on its debut, breaking the five-race victory skein of Ford Mustangs. Bob Earl won the GTU class in a Pontiac Fiero.

JONATHAN INGRAM

LAGUNA SECA (USA)

May 5

IMSA Camel GT
Championship, round 6
98 laps — 225 miles

- 1, Al Holbert (Porsche 962), 98 laps, 108.92mph;
- 2, Chip Robinson/Bob Tullius (Jaguar XJR-5), 98 laps, 24 secs down;
- 3, Brian Redman/Hurley Haywood (Jaguar XJR-5), 98 laps;
- 4, John Morton/Pete Halsmer (Porsche 962), 96 laps;
- 5, Rick Knoop/Jim Busby (Porsche 962), 96 laps;
- 6, Ludwig Heimrath Jr (Alfa-Cosworth);
- 7, John Kalagian (March-Porsche 85G);
- 8, Bill Alsip (Argo-Buick JM16).

Class winners — Camel Light: Alsip, **GTO:** Dennis Aase (Toyota Celica turbo). **GTU:** Bob Earl (Pontiac Fiero).

Jim Richards once more showed the rest the way home in a tough race.



MOUNT FUJI

Porsche one-two

On a hot and very windy afternoon last Sunday, the Iseki sponsored Team Trust Porsche 956 of Vern Schuppan/Keiichi Suzuki won the second round of the All Japan Endurance series at Mount Fuji Speedway. The strong wind made life very difficult for the drivers, and even the Porsches were affected by instability.

The early leader was the Yokohama tyred Porsche 962 driven by Kenny Acheson with Kunimitsu and Kenji Takahashi but, after 51 laps, the Advan sponsored car was stopped by a faulty left front wheel hub. Then the Lancia LC2-84 of Henri Pescarolo/Sandro Nannini took up the running, on its first appearance in the Japanese series in which it is entered by the sole importer, Italiya. But when the Italian car made its second refuelling stop, on lap 86, spilled fuel caught fire; Nannini, who was in the cockpit at the time, was lightly burned on his right hand. The injury was not serious but the car was retired on the spot.

The Trust Porsche inherited a lead it was never to lose, eventually winning the race by six laps from the less highly developed Porsche of Jiro Yoneyama/Hideki Okada.

No fewer than five of the new Toyota powered Dome 85C cars, designed by Dome and constructed by Tom's, took part in the race, and four finished, the best placed the Team Ikuzawa entry crewed by Tiff Needell/James Weaver. The British pair drove a careful race with sagging oil pressure, but finished fifth. Sixth was the Wacoal sponsored 85C of Geoff Lees/Toshio Suzuki, the latter replacing the injured Eje Elgh in the team that had won the opening round of the series, but was delayed by a fuel pump problem.

These dramas experienced by the Japanese Group C teams left third place the property of the C2 class winning entry, one of the Mooncraft converted Marches which ran troublefree for the entire distance. The single Mazda 737C was fourth overall but two laps behind the category winner. Twenty-four cars started the race, and 13 finished it.

KUNIHICO AKAI

Vern Schuppan — six laps clear.



MOUNT FUJI (J)

May 5 All Japan Endurance Championship, round 2 227 laps — 622.1 miles

1, Vern Schuppan/Keiichi Suzuki (C1 Porsche 956), 5h 48m 47.76s, 107.01mph; 2, Hideki Okada/Jiro Yoneyama (C1 Porsche 956), 221 laps; 3, Noritake Takahara/Chiyomi Totani (C2 March-BMW 76S/C), 218 laps; 4, Yojiro Terada/Yoshimi Katayama/Takashi Yorino (C2 Mazda 737C), 216 laps; 5, Tiff Needell/James Weaver (C1 Dome-Toyota 85C), 214 laps; 6, Geoff Lees/Toshio Suzuki (C1 Dome-Toyota 85C), 210 laps; etc.

WUNSTORP F3

VW's VW victory

Volker Weidler finally managed to win a round of German F3 championship at Wunstorp on Sunday. Leading from pole position Weidler steered clear of trouble with his Martini-VW to score an 8sec victory at the dismal Wunstorp circuit.

The start was a fraught affair with Ralf Tauh stalling in the midfield. Kris Nissen qualified his VW Motorsport Ralt RT30 second but spun on lap 1 and three laps later retired when he crushed a wheel out in the boondocks. Nissen's team-mate Adrian Campos ran second for much of the race fighting off the advances of Manuel Reuter who got by and promptly spun off and had to do it all again, which he duly did by the flag. Surprise of practice was the March 813 of Uwe Teuscher which qualified an unlikely fourth and finished seventh until he was given a penalty for jumping a chicane.

In the Production car race Stureson led from pole position, pressurised by Andersson and Friedrich Peil (Volvo 240) although the latter retired after three laps when his electrics failed. Peter John fought his way to the front from sixth on the grid only to spin down to seventh and start all over again. A fine drive netted him second at the end. Peter Kroeber made a fine saloon debut in another Volvo, running fourth until he retired on the last lap with a broken accelerator pedal. The BMWs were not really on the pace, Roberto Ravaglia and Harold Grohs battling with Strycek early on, but dropping back. Olaf Manthey's Rover was 10th after a troubled race.

WOLFGANG MONSEHR

WUNSTORP (D) May 5 German Formula 3 Championship, round 4 14 laps — 44.6 miles

1, Volker Weidler (Martini-Volkswagen Mk45), 25m 42.00s, 103.16mph; 2, Manuel Reuter (Ralt-Volkswagen RT3), 25m 50.17s; 3, Adrian Campos (Ralt-Volkswagen RT30), 25m 51.22s; 4, Rudi Seher (Martini-Volkswagen Mk42), 26m 01.87s; 5, Jari Nurminen (Martini-Volkswagen Mk45), 26m 02.34s; 6, Karl Christian Luck (Ralt-Alfa Romeo RT30), 26m 18.10s; 7, Franz Tost (Ralt-Volkswagen RT3), 26m 32.50s; 8, Alfrid Heger (Ralt-Volkswagen RT3), 26m 35.22s; 9, Richard Hamann (Ralt-Volkswagen RT3), 26m 43.61s; 10, Peter Wisskirchen (Ralt-Volkswagen RT30), 26m 43.93s; etc.
Fastest lap: Reuter, 1m 48.90, 104.33mph.
Championship positions: 1, Weidler, 65pts; 2, Campos, 42; 3, Nissen, 40; 4, Reuter, 39; 5, Nurminen, 22; 6, Eric Bachelart (Ralt RT3), 20.
Next Round: Avus, May 12.

German Production Car Championship, round 4 20 laps — 63.75 miles

1, Per Stureson (Volvo 240 Turbo), 41m 09.77s, 92mph; 2, Peter John (Chevrolet Camaro), 41m 10.61s; 3, Per Gunnar Andersson (Volvo 240 Turbo), 41m 32.10s; 4, Roland Asch (Ford Mustang), 41m 33.84s; 5, Peter Oberndorfer (Alfa Romeo GTV6), 42m 40.25s; 6, Volker Strycek (BMW 635CSi), 42m 50.33s;
Fastest lap: John, 2m 01.81s, 93.27mph.

German Sports Car Championship, round 4 24 laps — 76.5 miles

1, Hans-Joachim Stuck (Porsche 956), 41m 25.88s, 109.83mph; 2, Jochen Mass (Porsche 956), 42m 27.45s; 3, Walter Lechner (March CanAm Cosworth), 44m 01.05s; 4, Klaus Niedzwiedz (Zakspeed C1/4), 5, Peter Hoffman (CA2-Holbert Chevrolet), 22laps; 6, John Winter (Porsche 956), 22laps.
Fastest lap: Mass, 1m 34.82s, 119.83mph.



NATIONAL RACES

DONINGTON

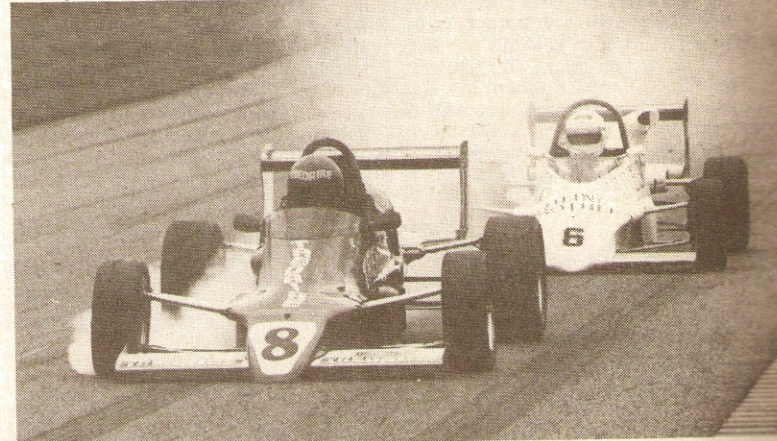
Jim's GT work-out

Supporting the ETC Championship round at Donington were only three races, one of which was for Trimoco saloons (see page 54).

At the start of the *Motoring News* Transnational GT race, James McLaughay took the lead from Geoff Farmer, Jon Fletcher (first time out in his 2.0 Lotus Eclat) and Tony Sugden (his Esprit now with Cosworth GA power). At the start of lap 2 Farmer pulled into the pits with a dead engine. McLaughay led from Sugden, Fletcher and Rob Cox; the latter promptly spinning across the Park Chicane and dropping to 10th overall.

The first three places settled down, but fourth spot provided some action as Eddie McLurg, Peter Baldwin and Cox disputed the position. Baldwin got past McLurg and held onto fourth for four laps until Cox slipped by both on lap 9. Just as McLaughay pulled away from Sugden and Fletcher, taking the win by some 26 secs, so Cox opened out a wide margin to take the 1500cc class by 45secs from McLurg, with Baldwin another couple of seconds adrift. Further down the order the Davrian pair of Ricky Gauld and Ron Greenfield had a tussle with Ron Harper's venerable Spitfire which acquitted itself well. At the flag Gauld just led Greenfield and Harper.

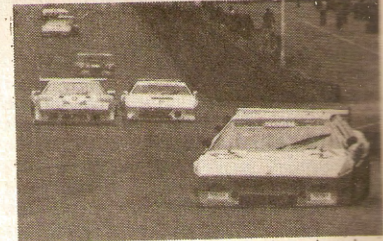
Bradley and Hockenhull had a real scrap before the latter left the track.



DONINGTON, May 5, DRC

Motoring News Transnational GT race (13 laps) — Overall and over 1500cc: 1, James McLaughay (2.0 Lancia Toleman-BMW), 16m02.30s; 3, 95.19mph, 2, Tony Sugden (3.4 Lotus Esprit-Cosworth GA), 16m28.18s; 3, Jon Fletcher (2.0 Lotus Eclat-Cosworth), 17m08.51s; **Fastest lap:** McLaughay, 1m10.85s, 99.45mph. **Up to 1500cc:** 1, Rob Cox (1.5 Caterham 7-BDA), 17m20.97s, 87.99mph; 2, Eddie McLurg (1.5 Lotus Esprit-Cosworth), 12laps; 3, John More (1.4 Turner-Ford); 4, Ricky Gauld (1.0 Davrian Mk7). **Fastest lap:** Cox, 1m16.97s, 91.54mph.

Suprguard DRC FF2000 race (12 laps): 1, Frank Bradley (Van Diemen-Neil Brown RF85), 15m09.54s, 92.96mph; 2, Peter Meyrick (Reynard-Reynard 84SF), 15m11.94s; 3, Danny Candia (Van Diemen-BSR RF85), 15m22.44s; 4, Miles Johnston (Reynard-Scholar 84SF), 15m25.62s; 5, Stephen Robertson (Reynard-Neil Brown 84SF), 16m17.75s; 6, Guido Basile (Reynard-Nelson 84SF), 16m22.09s. **Fastest lap:** Bradley, 1m14.61s, 94.44mph.



Farmer, Sugden and Fletcher chase in vain.

A small entry turned out for the Superguard FF2000 round and the ever improving Ross Hockenhull put his Richard Dutton Reynard on pole with Frank Bradley (Tredaire Van Diemen) alongside.

The best start, however, was made by Peter Meyrick who just led round Redgate. For the first half of the 12 lapper Meyrick stayed ahead, but Bradley and Hockenhull fought furiously. On lap 7 Bradley closed up on the leader and next time into the Park Chicane both he and Hockenhull passed Meyrick, with Hockenhull challenging for the lead. At Coppice Corner Bradley was quicker than Hockenhull, but it was here that the young Reynard driver attempted to get by; sadly he put a wheel on the grass and the car resisted all attempts to straighten up, ending its race in the tyres. Hockenhull's accident, non-injurious to the driver, ended all contest for the lead and a jubilant Bradley came home with 2.4 secs in hand over Meyrick.

Rather overshadowed by the duel at the front was a battle between Gavin Jones and Danny Candia. The latter finally charged through to inherit third in his first ever race finish, when Hockenhull went off, Jones vanishing from the fray at the same time. Miles Johnston had a steady race to fourth, with Stephen Robertson fifth and ex-karter Guido Basile (in only his second race) taking sixth.

PAUL BOOTHROYD

OULTON PARK

Monday's BRSCC meeting at Oulton featured an entertaining six race programme, the highlight being victory for Dave Holland (Ford Escort) in the inaugural rally car championship race. Formula E victory went to Alister Lane, while Simon Wayne beat Chris Latham for FF1600 honours by a whisker. Richard Chiltern and Michael Phillips took a well-judged win in the 100-mile Ronnie Scott Prodsports race.

Old glories

Past glories were re-enacted at the popular annual Aston Martin Owners Club Historic Car Races at Brands Hatch last Sunday. Britain's round of the FIA European Championship for Historical cars topped the eight race programme although, after a busy beginning, this event rather fizzled out. But with such a proud collection of racing machinery on show throughout the slickly-run meeting, there was no shortage of entertainment or fascination.

Martin Colvill took advantage of a momentary hesitation by poleman David Ellis to hustle his ACCobra into the lead of the Inter-Marque Championship. But Ellis soon had his amazing Aston Martin V8 in full cry and surged ahead, along Cooper Straight. From then on it was a repeat of so many races already contested by the Wigan Plant sales director. He simply left the rest sprawling. Colvill thundered on in a safe second spot with Stephen Langton upholding Jaguar honour in third place with his Lister. Early action centred on the attempts of John Piper (Porsche 930), Nigel Garland (Porsche Carrera), Norman MacRoberts (Porsche Carrera), plus Michael Cousins (Aston Martin DBS V8), to find a way around John Atkins who was being less than helpful in his trusty AC Cobra. Piper squeezed through on lap 5 and was followed later by two of his Porsche team members, but it took Garland and Cousins until lap 11.

There was a similar opening in the HSCC Classic Sports Car Championship round with Tony Thompson taking an early lead in his Lotus Elan from the outside of the front row while poleman Tony Goodwin (Merlyn Mk6A), struggled away and Steve Hitchins (Lotus 23B) fought for traction from cold tyres. Once Hitchins's rubber warmed up he was swiftly in control but Goodwin coasted into the pits on lap 4 with electrical problems. Thompson held on to second although he was pressurised from half distance by Roger Ealand's Rolatruc Marcos GT. Ealand suffered a wildish moment at Clearways but quickly recovered to shadow the Elan over the line. John Corfield's pretty Diva GT could not match these and settled in to fourth place ahead of HSCC Chairman Brian Cocks who had a dramatic spin in the big Lotus 30 on his way to fifth place. Malcolm Ricketts snatched sixth place from Barry Sewell (Marcos GT), right on the line and Rob Longdon (Lotus Elite), outdid Mike Harrison (Ginetta G4), for 1300cc honours also beneath the flag. Further down the field Peter Trewen gained class honours when his sole opponent Alan Dignan, coasted to retirement.

For the third race in succession pole spot was less than charitable to its occupant and young David Freeman was headed by Stephen Bamford's Four

Astons, Healeys, Jaguars and Porsches at work: What historic racing is all about.

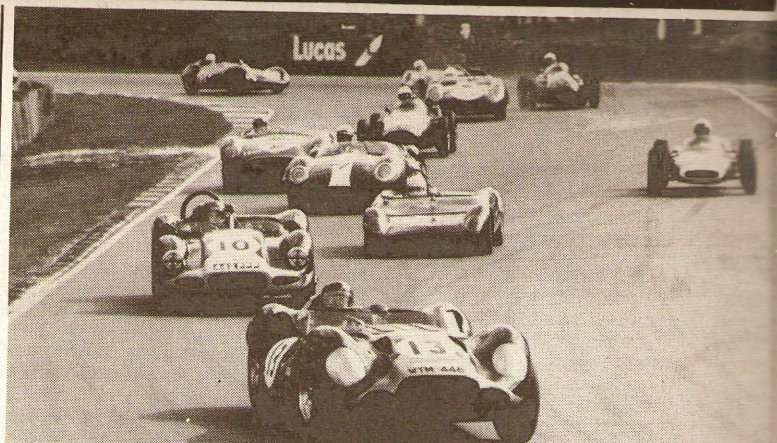
Ashes garage DB2 for two laps in the Vintage and Venerable race. In spite of Bamford's lively style Freeman surged ahead going up to Druids on lap 3 and ran out a convincing winner in his father's famed ex-Horsfall Spa Special. Nick Mason held an enterprising third place in his splendid Ulster Le Mans up until half distance when Martin Harvey, recovering after an ungentlemanly shove, powered his DB2/4 through. Peter Riley and Shaun Magee also overhauled Mason but Magee dropped a place again with a slide along Cooper Straight on the final tour. Not far behind, John Reed and John Gross circulated in very close order.

There was never much doubt in the Bovis Thoroughbred Sports Championship race with Michael Salmon discarding any dust after an eight month long absence from the tracks to storm clear in the Rt Hon Viscount Downe Aston Martin DB4. Reg Woodcock bravely chased Salmon but was caught in a hectic moment with the closely following David Heynes (DB4) third time through Paddock Hill. Heynes retired but Woodcock, lights blazing on the white TR3, gamely fought back and finally regained third place after a good deal of dicing with Francois Duret's DB4. John Goate, meanwhile, had escaped the Paddock incident and was secure in second place.

All the action in the feature FIA European Championship round happened in a busy first half, for while Stephen Langton made good his escape in the Lister Jaguar, poleman Ivan Scotti was under all kinds of pressure as he fought to keep his Lotus 23 ahead of an inspired Tim Cairns (Lister Jaguar), John Harper's pristine Cooper Climax, and Mike Freeman (Lister Jaguar). Harper was in determined form in the ex-works car and fought ahead of this battle to begin hauling in Langton.

Tony Goodwin, meanwhile, had tigered his Merlyn up from the back of the grid and was beginning to menace Freeman and Scotti, only for his bid to be foiled once again by an electrical fault. Harper was with Langton by lap 9 and moved into the lead along Brabham Straight, but he was a little fortunate that Langton spun into retirement at Druids with five laps to go, for Harper was troubled by low oil pressure and had to ease up. With Langton on the sidelines Scotti took over second place while Cairns moved up to third once Freeman's Lister lost its edge. A class winning fifth overall was Nick Mason in the Maserati.

The Post '59 Aston Martin race provided another runaway victory for David Ellis, his sixth of the season, although Michael Cousins kept his metallic blue Photo Me DBS V8 in the picture this time. Michael Salmon was an honourable class-winning third overall, but most of the excitement centred on the adventurous attempts by Ian Moss, in an already battered roadgoing DB4, and Francois Duret to outfumble Roger St. John Hart's rare Zagato.



Stephen Langton leads the FIA Historic field away, but was not to win at Brands Hatch.

The only problem John Atkins had in the John Lelliott Post Historic Road Sports Championship race was a worrying plume of smoke from his ACCobra each time he rounded Clark Curve. He kept clear of a fierce scrap between Roger Connel's TVR and the nimble Ginetta G4 of Trevor Needham. Needham was demoted from his hard won third place having been judged to have passed under the yellow flags, so Tony Ingram G4 and Tim Sisson moved up. David Chaney (Marcos) was gradually hauled in, but not overcome, by Mike Darrieulat, and Bob Pomeroy was the first of the Norfolk marque home. In the up to 1200cc class Michael Wright always

had the length of the straight over comparative novice Mike McCarthy.

A gap of more than 20secs split the first from the last in practice for the Allcomers Scratch Race but fortunately everyone kept out of the way of John Foulston's beefy 8-litre McLaren M8D as it thundered decidedly clear, although Jim Langlois was so startled he spun his road-going DB4 into the dust at Clearways! Second place featured a mighty duel between Martin Colvill's ex-JW/ Gulf Ford GT40 and two-timer David Ellis although wayward backmarkers finally resolved the issue in Ellis's favour.

PAUL HARMER

BRANDS HATCH, May 5, AMOC

Inter-Marque Championship (15 laps) Overall: 1, David Ellis (5.3 Aston Martin V8), 13m19.0s, 81.34mph; 2, Martin Colvill (5.0 AC Cobra), 13m36.5s; 3, Stephen Langton (3.8 Lister Jaguar), 13m45.3s; 4, John Piper (3.3 Porsche 930 turbo), 13m51.8s. **ACOC Team:** 1, Colvill, 79.60mph; 2, John Atkins (4.7 AC Cobra); 3, Hans Grell (4.7 AC Cobra). **Fastest lap:** Colvill, 53.4s, 81.14mph (record). **AMOC Team:** 1, Ellis; 2, Michael Cousins (5.3 Aston Martin DBS V8); 3, David Heynes (4.0 Aston Martin DB4). **Fastest lap:** Ellis, 49.5s, 87.53mph (record). **JDC Team:** 1, Langton, 78.75mph; 2, Paul Palmer (3.8 Jaguar E); 3, Tony Hildebrand (3.8 Jaguar XK120). **Fastest lap:** Langton, 54.0s, 80.24mph (record). **POGB Team:** 1, Piper, 78.13mph; 2, Norman MacRoberts (3.2 Porsche Carrera); 3, Nigel Garland (3.5 Porsche Carrera). **Fastest lap:** Garland, 53.1s, 81.59mph.

HSCC Classic Sports Car Championship race (10 laps) Overall: 1, Steve Hitchins (1.6 Lotus 23B), 9m10.2s, 78.75mph; 2, Tony Thompson (1.6 Lotus Elan), 9m17.9s; 3, Roger Ealand (2.0 Marcos GT), 9m18.6s; 4, John Corfield (1.6 Diva GT10F), 9m34.9s. **GT cars over 3000cc & Sports Racing cars over 1600cc:** 1, Brian Cocks (4.7 Lotus 30), 9m42.8s, 74.34mph. Only starter. **Fastest lap:** 55.6s, 77.93mph. **GT cars 1300-3000cc:** 1, Thompson, 77.66mph; 2, Ealand; 3, Corfield. **Fastest lap:** Ealand, 53.3s, 81.29mph (equals record). **GT cars up to 1300cc:** 1, Rob Longdon (1.2 Lotus Elite), 9m56.6s, 72.62mph; 2, Mike Harrison (1.0 Ginetta G4); 3, Nick Overall (1.3 Diva 10F). **Fastest lap:** Longdon, 56.3s, 76.96mph. **Sports racing cars up to 1600cc:** 1, Hitchins; 2, Nick Wheatley (1.6 Merlyn Mk6A); only finishers. **Fastest lap:** Hitchins, 53.6s, 80.83mph. **Sports racing cars up to 1300cc:** 1, Peter Trewen (1.3 Landar R6), 9 laps. Only finisher. **Fastest lap:** Alan Dignan (1.3 Landar R6), 58.8s, 73.68mph.

Morntane Engineering Vintage & Venerable race (10 laps) Overall: 1, David Freeman (1.9 Spa Special), 10m38.0s, 67.91mph; 2, Stephen Bamford (2.6 DB2), 10m47.5s; 3, Martin Harvey (2.9 DB2/4), 10m49.4s; 4, Peter Riley (2.9 DB2/4), 10m54.2s. **Pre-War:** 1, Freeman; 2, Nick Mason (1.5 Ulster LM21); 3, David Taylor (1.5 Le Mans); **Fastest lap:** Freeman, 1m01.3s, 70.68mph (record). **Post-War:** 1, Bamford, 66.91mph; 2, Harvey; 3, Riley. **Fastest lap:** Bamford, 1m01.7s, 70.22mph (record).

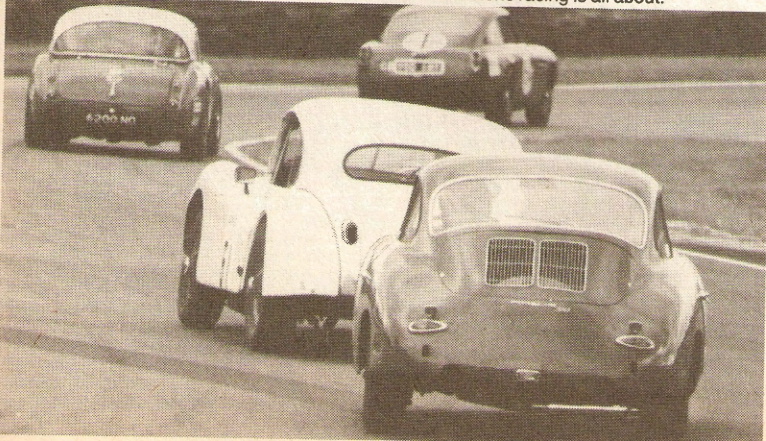
Bovis Thoroughbred Sports Championship race (10 laps) Overall and Production sports over 2000cc: 1, Mike Salmon (4.0 Aston Martin DB4), 9m27.8s, 31mph; 2, John Goate (4.0 Aston Martin DB4), 9m34.4s; 3, Reg Woodcock (2.3 TR3), 9m43.0s; 4, Francois Duret (4.0 Aston Martin DB4), 9m45.1s. **Fastest lap:** Salmon, 55.3s, 78.35mph (record). **Production sports over 2000cc:** 1, Richard Brightman (1.3 Austin Healey Sprite), 10m22.1s, 69.65mph; 2, Jerry Trace (1.6 Elva Courier); 3, Trevor Messett (1.6 Porsche 356B), 9 laps. **Fastest lap:** Brightman, 1m00.3s, 71.85mph. **Pre 1956 Production Sports up to 2000cc:** 1, Martin Harvey (2.9 Aston Martin DB2/4), 9 laps. Only starter. **Fastest lap:** 1m03.1s, 68.66mph.

FIA European Championship for Historical Cars (20 laps) Overall: 1, John Harper (2.5 Cooper Climax), 18m25.6s, 78.38mph; 2, Ivan Scotti (1.6 Lotus 23), 18m47.1s; 3, Tim Cairns (3.8 Lister Jaguar), 18m56.5s; 4, Mike Freeman (3.8 Lister Jaguar), 19m11.4s. **GP Cars/F2 over 1100cc 1954-60:** 1, Nick Mason (2.5 Maserati 250F), 19m15.7s, 74.98mph; 2, Chris Mann (2.5 Maserati 250F), 19 laps, only finishers. **Fastest lap:** Mason, 55.6s, 77.93mph. **GP Cars/F2 over 1100cc, 1961-65:** 1, Harper, only starter. **Fastest lap:** 53.0s; 81.75mph. **Sports/Prototype over 1450cc, 1947-57:** 1, Cairns, 76.25mph; 2, Ken Rogers (1.5 Lotus X1), 18 laps. Only finishers. **Fastest lap:** Cairns, 55.0s, 78.78mph. **Sports/Prototype over 1450cc, 1958-60:** 1, Freeman, 75.26mph; 2, Peter Walker (1.5 Lola Mk1), 19 laps; 3, Peter Ecury (1.6 Falcon), 18 laps. **Fastest lap:** Stephen Langton (3.8 Lister Jaguar), 53.2s, 81.44mph. **Sports/Prototype over 1450cc, 1961-63:** 1, Scotti, 76.88mph; 2, Alan Miles (1.6 Elva Sebring), 19 laps. Only finishers. **Fastest lap:** Tony Goodwin (1.6 Merlyn Mk6A), 53.5s, 80.98mph. **All fastest laps establish records.**

Post 1959 Aston Martin race (10 laps) Overall: 1, David Ellis (5.3 Aston Martin V8), 9m14.8s, 78.09mph; 2, Michael Cousins (5.3 Aston Martin DBS V8), 9m21.6s; 3, Michael Salmon (4.0 Aston Martin DB4), 9m30.3s; 4, John Goate (4.0 Aston Martin DB4), 9m43.7s. **Modified V8:** 1, Ellis; 2, Cousins; only starters. **Fastest lap:** Ellis, 53.0s, 81.75mph (record). **Standard V8:** 1, Paul Spirees (5.3 Aston Martin DBS V8), 9 laps; only starter. **Fastest lap:** Spirees, 1m03.4s, 68.34mph. 6-cylinder: 1, Salmon, 75.97mph; 2, Goate; 3, Roger St. John Hart (3.6 Aston Martin DB4 Zagato). **Fastest lap:** Salmon, 55.8s, 77.65mph.

John Lelliott Post Historic Road Sports Championship race (10 laps) Overall: 1, John Atkins (4.7 AC Cobra), 9m30.3s, 75.97mph; 2, Roger Connel (4.7 TVR Griffith), 9m35.3s; 3, Tony Ingram (1.6 Ginetta G4), 9m40.3s; 4, Tim Sisson (4.2 Jaguar E), 9m41.7s. **over 3000cc:** 1, Atkins; 2, Connel; 3, Sisson. **Fastest lap:** Atkins, 55.6s, 77.93mph (record). **2001-3000cc:** 1, Dave Newman (2.5 Reliant Sabre 6), 10m24.9s, 69.33mph; 2, Ian Pearce (2.3 Datsun 240Z), 10m27.5s. Only starters. **Fastest lap:** Newman, 1m00.7s, 71.38mph. **1201-2000cc:** 1, Ingram, 74.66mph; 2, David Chaney (1.6 Marcos GT), 10m01.9s; 3, Mike Darrieulat (1.5 Ginetta G4), 10m03.3s. **Fastest lap:** Trevor Needham (1.6 Ginetta G4), 55.5s, 76.68mph (record). **Up to 1200cc:** 1, Michael Wright (0.8 Honda S800), 9 laps; 2, Mike McCarthy (1.2 Turner Mk2); 3, Norman Mortimer (0.8 Honda S800). **Fastest lap:** Wright, 1m03.4s, 68.34mph.

Allcomers Historic Sports Car race (10 laps): 1, John Foulston (8.1 McLaren M8D), 8m01.0s, 90.08mph; 2, David Ellis (5.3 Aston Martin V8), 8m28.1s; 3, Martin Colvill (5.0 Ford GT40), 8m29.3s; 4, Don Prater (1.6 Chevron B8), 8m52.8s; 5, John Piper (3.3 Porsche 930 turbo), 9 laps; 6, Roger Ealand (3.0 Marcos GT), 9 laps. **Fastest lap:** Foulston, 46.5s, 93.18mph (record). **1960-1972 Over 2000cc:** 1, Foulston; 2, Colvill; 3, Paul Palmer (3.8 Jaguar E). **1960-1972 Up to 2000cc:** 1, Prater, 81.32mph; 2, Ealand; 3, Neil Crofts (2.0 Opel Manta). **Fastest lap:** Prater, 51.9s, 83.48mph. **Other cars:** 1, Ellis, 85.27mph; 2, Piper; 3, Merv Sherlock (3.0 Porsche 911). **Fastest lap:** Ellis, 49.7s, 87.18mph (record).



KIRKISTOWN

Mondiale's meeting

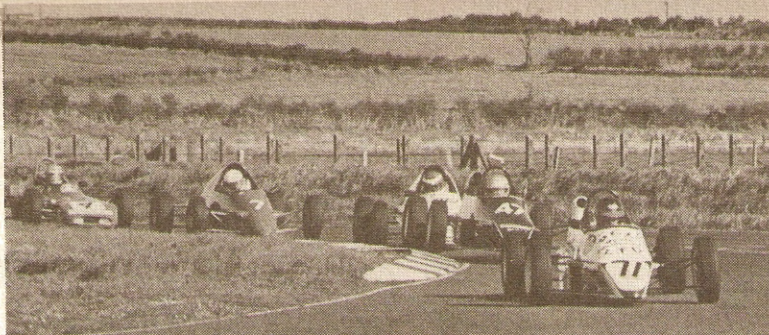
Mondiale directors Dennis McCall and Colin Lees had reason to look pleased after the meeting. Having scored a one-two in the FF2000 race, they then had the pleasure of watching one of their cars walk away with the FF1600 event. Rival constructor John Crosslé also had reason to be happy, with his new 60F FF1600 chassis showing front-of-the-field form at last, factory driver Alan McGarrity declaring himself much happier with the car than on its first outing. There were other races too, but the Ford Formulae stole the thunder... as usual.

Formule Libre returned to Kirkistown as a curtain raiser, and while much was made of the fact that the entry list contained Richard Parsons' newly acquired 2.5-litre March-Hart 792, and the F3 Ralt of James Tollerton in addition to Trevor Templeton's immaculate RT4 Atlantic, the only other car present was the Mallock Mk20 of Alex Furphy. Templeton drove away from pole and droned round in front in his usual unhurried style. Behind him, Parsons got to grips with the March, and Furphy tried to stay out of the way. The three car race became a two car race when Parsons' quit with a severe oil leak. Templeton was a clear winner.

Liam O'Sullivan made no mistakes at all in winning the Isaac Agnew Formula VW race, finishing well clear of newcomer Robert McFarland, while the Scarab normally driven by John Hughes finished a steady third in the hands of Hughes' regular mechanic Frankie McViegh, who was having his first-ever motor race.

Formula E, for the Crosslé Cup, appeared next, the 'oldies' having their first outing at Kirkistown. Appropriately enough, all but one of the 11 starters were Crosslés. Tom Graham took his 40F to the front, and, as befits the man who usually worries the drivers of much newer machinery, controlled the race all the way. Behind him Lawrence Knox led the pack, pulling clear slightly towards the end as Tommy Reid, Gerry O'Reilly, Michael Woodside and Neil White set about each other with gusto.

The Knockdene Garages Historic race saw the wide wheeled twin-cam Lotus 7 of William McGaffin rush away from the rest before stopping with gearbox bothers. This let Pat Speer, having his first 'real' race with his beautifully restored ex-Watson Lola T100, into a comfortable lead which he held to the flag. Behind him Jackie Cochrane, who restored the Lola, kept his rumbling



Martin Boyle heads the victorious Mondiale FF1600 challenge from Dennis McCall.

Sunbeam Tiger ahead of the Crosslé of Simon Brien, and the latest recruit to Irish historic ranks, the ex-Ikuzawa Lotus of Billy Patterson which threatened to take second place, but a sticky gearbox prompted him to settle for fourth.

Mondiales dominated the front row for the FF2000 event, with Colin Lees on pole, and Dennis McCall beside him. Behind them were two men anxious to make sure that the Bangor team didn't have things all its own way, Ivor Greenwood, with his ex-John McCracken Reynard 84SF and Leslie Wright, with his 'slimline' Van Diemen RF83.

Greenwood's challenge lasted only until the first corner when the Reynard was nudged from behind. Wright, however, fought on alone, holding second place to McCall for 15 laps during which Lees tried everything to get past. He did, at the Hairpin on that lap, and then it was Wright's turn to try and find a way past, and Lees can make even the diminutive Mondiale look pretty wide. He eventually took second place by a short nose.

The Production Saloon race was a tame affair by comparison, and, following the departure after practice of Phil Sparkes' troublesome Alfa Romeo GTV6, all Norman Aston had to do was keep his Capri pointing the right way for 15 laps. This he duly did, ahead of David du Moulin's RS2000, with the amazing little Opel Kadett of Frank O'Rourke a class-winning third.

The chances of a good Mondiale v Crosslé battle were rather dashed on the opening lap of the STP FF1600 event when a bunch of midfield runners did their best to form a pyramid at Colonial. The resultant yellow flags helped poleman Martin Boyle establish himself at the head of the field in his Mondiale, while Dennis McCall kept the new Crosslés of Alan McGarrity and Tony Murray occupied. Both eventually found a way round the blue car, and McGarrity eventually finished a distant (by FF1600 standards) second.

RICHARD YOUNG

KIRKISTOWN, APR 27, 500MRCI

Formule Libre race (20 laps): 1, Trevor Templeton (1.6 Ralt RT4), 19m24.4secs, 92.50mph; 2, Alex Furphy (1.9 Mallock Mk20), 18 laps. No other finishers. **Fastest lap:** Templeton, 55.8s, 96.52mph.

Formula VW race (15 laps): 1, Liam O'Sullivan (Sheane-Scarab), 18m56.4s, 71.09mph; 2, Robert McFarland (Sheane), 19m04.3s; 3, Frankie McViegh (Scarab), 19m20.5s; 4, Alistair McKerr (Sheane), 19m25.5s; 5, Brian Mehaffey (Mehaffey), 14 laps. No other finishers. **Fastest lap:** O'Sullivan, 1m13.8s, 72.98mph.

Formula E FF1600 race (12 laps): 1, Tom Graham (Crosslé-Minister 40F), 13m20.6s, 80.72mph; 2, Lawrence Knox (Crosslé-Aldon 40F), 13m22.7s; 3, Tommy Reid (Crosslé-Reid 45F), 13m26.6s; 4, Gerry O'Reilly (Crosslé-Halfpenny 35F), 13m27.7s; 5, Michael Woodside (Crosslé-Aldon 32F), 13m27.9s; 6, Neil White (Crosslé-GRD 32F) 13m31.7s. **Fastest lap:** Graham, 1m05.3s, 82.47mph.

Historic race (12 laps): 1, Pat Speer (1.6 Lola T100 v/c), 13m56.2s, 77.29mph; 2, Jackie Cochrane (4.2 Sunbeam Tiger), 14m17.2s; 3, Simon Brien (1.6 Crosslé 16F), 14m18.1s; 4, Billy Patterson (1.6 Lotus 69BDA), 14m34.5s; 5, Maurice Cassidy (1.8 MGB), 10 laps; 6, CJ Irving (2.5 Triumph TR6), 10 laps. **Fastest lap:** William McGaffin (1.6 Lotus 7 v/c), 1m07.0s, 80.38mph.

FF2000 race (20 laps): 1, Dennis McCall (Mondiale-Loynings M85S), 20m01.2s, 89.67mph; 2, Colin Lees (Mondiale-Neil Brown M85T), 20m04.6s; 3, Leslie Wright (Van Diemen-Nelson RF83), 20m04.7s; 4, Alan Kelly (Van Diemen-Nelson RF83), 20m19.1s; 5, Tommy Reid (Van Diemen-Reid RF83), 20m34.8s; 6, Chris Murphy (Van Diemen-Reid RF82), 20m41.1s. **Fastest lap:** Wright, 58.9s, 91.44mph.

Production Saloons race (15 laps): 1, Norman Aston (3.0 Ford Capri), 19m01.8s, 70.75mph; 2, David du Moulin (2.0 Ford Escort RS2000), 19m10.3s; 3, Frank O'Rourke (1.3 Opel Kadett), 19m51.1s; 4, Robert Barr (1.6 Talbot Sunbeam Ti), 19m55.9s; 5, John Burns (1.3 Alfad), 19m57.8s; 6, Bob Montgomery (1.3 Opel Corsa), 20m03.3s. **Class winners:** Aston, du Moulin, Barr and O'Rourke. **Fastest lap:** Aston, 1m14.5s, 72.29mph.

FF1600 race (20 laps): 1, Martin Boyle (Mondiale-Aldon M84S), 21m24.1s, 83.88mph; 2, Alan McGarrity (Crosslé-GRD 60F), 21m26.9s; 3, Anthony Murray (Crosslé-Minister 60F), 21m35.3s; 4, Dennis McCall (Mondiale-Minister M85S), 21m36.4s; 5, Tom Graham (Crosslé-Minister 40F), 21m39.3s; 6, Tommy Reid (Crosslé-Reid 55F), 21m57.1s. **Fastest lap:** Boyle, 1m03.5s, 84.81mph.

THRUXTON

Jackson's back again

A pair of National Mini Challenge races and a Wendy Wools Special Saloon Championship event provided the supporting action at Monday's Thruxton offering, and each of the races provided some exciting action.

The larger Minis, the 1-litre Miglias, on slick tyres, opened the BARC's Bank Holiday meeting. Three cars made the early running, pole-winner David Carvell fighting to stave off the attentions of series leader Mike Fry and John Davies. Mechanical dramas sadly curtailed the latter's effort, Davies retiring after five laps, but Fry and Carvell continued their battle all the way to the line. Carvell seemed to have the advantage as they sped onto their final lap, the Daventry man several lengths to the good, but Fry slipstreamed ever closer around the 'country' part of the circuit and towed neatly past on the approach to the Club Chicane. The race, one thought, was his. But a missed gear as he accelerated towards the line allowed Carvell the opportunity to draw alongside and gain the judges' verdict by a scant 0.03secs! Steve Harris chased hard in third place, albeit some way back, while Gerald Dale

also fought clear of a good dice for fifth that fell in favour of Peter Calver.

Alan Humberstone's troublesome Skoda-Hart was a sad non-starter for the Wendy Wools race, leaving Brian Chatfield to romp clear with his F2-engined BMW 320i. The major attention, however, was focused on the battle for second place between the 1-litre cars of Ginger Marshall, Pat Mannion, John Pugsley, plus David Enderby. After an entertaining scrap it was Marshall's remarkable little Kitten that took the place, narrowly ahead of Enderby and Mannion. Marshall has now eked out a tenuous championship points lead over Pugsley.

The closing Mini Se7en encounter provided more close racing for the appreciative, sun-drenched crowd, with pole-winner Michael Jackson triumphing after a race-long tussle with series leader Russell Grady. Jackson's rare victory — his last was also at Thruxton in late '83 — moves him up to a challenging third in the points table after four races. Behind the first two was a rather processional affair, Colin Rodger falling slightly away from the leaders' pace but still finishing well clear of Nigel Gaymer.

JEREMY SHAW

A gaggle of battling Mini Se7ens



OULTON PARK

Monday's BRSCC meeting at Oulton featured an entertaining six race programme, the highlight being victory for Dave Holland (Ford Escort) in the inaugural rally car championship race. Formula E victory went to Alistair Lane, while Simon Wayne beat Chris Latham for FF1600 honours by a whisker. Richard Chiltern and Michael Phillips took a well-judged win in the 100-mile Ronnie Scott Prodsports race.

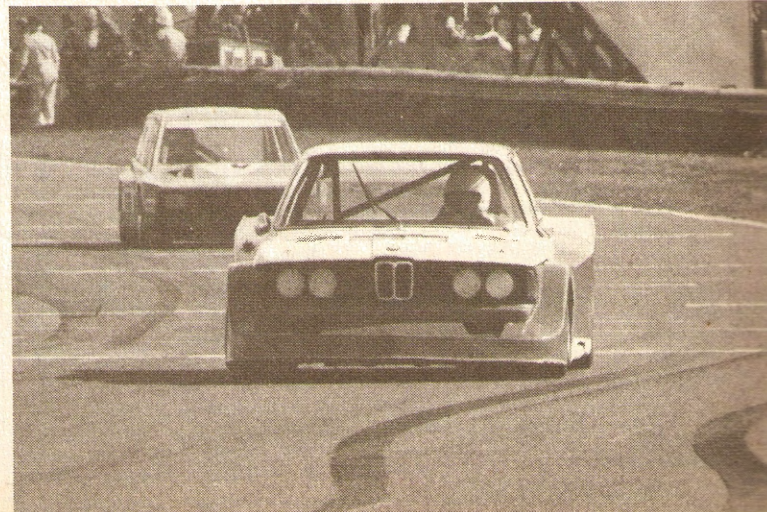
THRUXTON, May 6, BARC

National Mini Miglia Challenge race (10 laps): 1, David Carvell (Howley Mini), 16m32.20s, 85.48mph; 2, Mike Fry (Harris Mini), 16m32.23s; 3, Steve Harris (Harris Mini), 16m46.02s; 4, Gerald Dale (Harris Mini), 16m53.01s; 5, Peter Calver (Oselli Mini), 17m05.05s; 6, Grant Munday (Munday Mini), 17m05.66s. **Fastest lap:** Fry, 1m37.77s, 86.75mph.

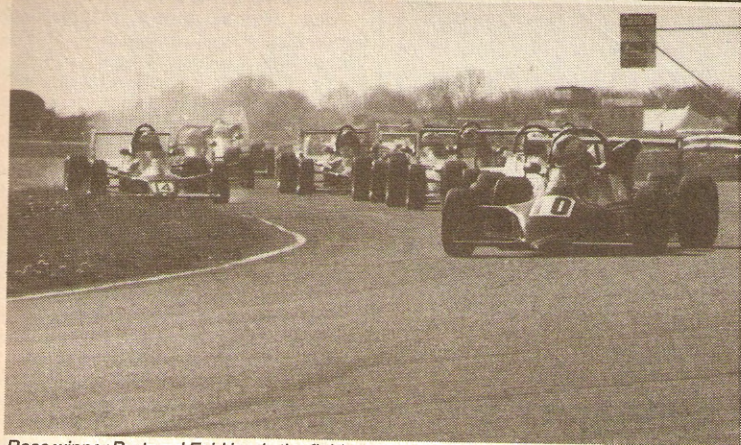
Wendy Wools Special Saloon Championship race (10 laps) — overall: 1, Brian Chatfield (2.0 BMW 320i), 14m26.14s, 97.92mph; 2, Ginger Marshall (1.0 Reliant Kitten-Marshall & Fraser), 14m42.83s; 3, David Enderby (1.3 VW Karmann Ghia-Ford BDA), 14m43.05s; 4, Pat Mannion (1.0 Sunbeam Stiletto), 14m43.60s. **Over 1301cc:** 1, Chatfield; 2, Gary Charlwood (2.0 Sunbeam Stiletto-Ford), 15m57.57s; no other starters. **Fastest lap:** Chatfield, 1m25.06s, 99.71mph. **1001-1300cc:** 1, Enderby, 96.04mph; 2, Bill Richards (1.0 MG Metro-Cosworth), 15m31.91s; 3, Paul Soames (1.3 Maguire Mini), 9 laps. **Fastest lap:** Enderby, 1m26.68s, 97.84mph. **Up to 1000cc:** 1, Marshall, 96.07mph; 2, Mannion, 3, John Pugsley (1.0 Sunbeam Stiletto), 14m46.67s. **Fastest lap:** Marshall, 1m25.56s, 99.13mph.

National Mini Se7en Challenge race (10 laps): 1, Michael Jackson (Mikal Mini), 17m36.38s, 80.28mph; 2, Russell Grady (Howley Mini), 17m37.35s; 3, Colin Rodger (Gould Mini), 17m41.24s; 4, Nigel Gaymer (Boopspeed Mini), 18m00.31s; 5, Chris Tyrrell (Calbrook Mini), 18m11.12s; 6, Chris Hodson (Boopspeed Mini), 18m32.25s. **Fastest lap:** Tyrrell, 1m43.75s, 81.75mph.

Brian Chatfields ex-German Group 5 BMW 320 sounded glorious en route to victory.



CASTLE COMBE: RACING DISPLAYS FF2000



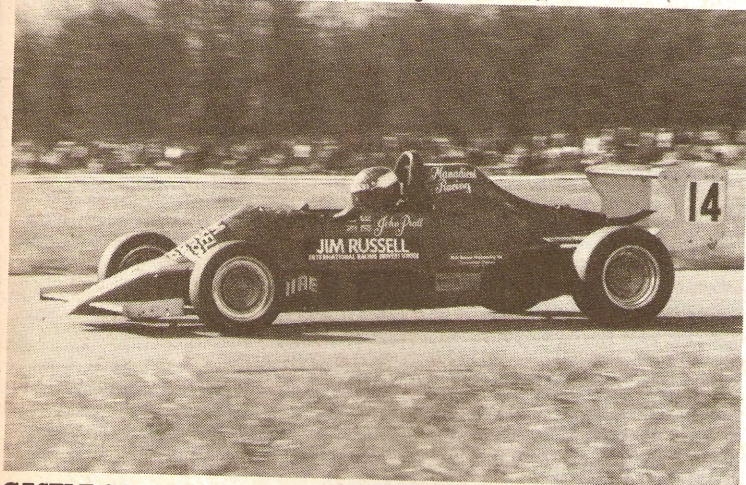
Race winner Bertrand Fabi leads the field away. John Pratt is 'stranded'.

Fabi's first

The ninth round of the National FF2000 series visited the ultra fast Castle Combe circuit on Monday, in direct contrast to the previous round at Cadwell. After a fast, furious and dusty practice — in which virtually every competitor put all four wheels off at Tower Bend as if it were a normal line — it was John Pratt who secured pole from Bertrand Fabi and the on-form Peter Hardman, both still relying on last year's Reynards. Martin Donnelly was entered in a new Reynard, but actually used his usual Van Diemen, while Dave Coyne suffered from a down on power engine and was duly down in 10th place on the grid.

When the lights turned green, Fabi shot away first to lead into Quarry, followed by Antonio Albacete, many other runners being badly held up by Pratt who made a shocking start. In fact this caused quite a bit of a

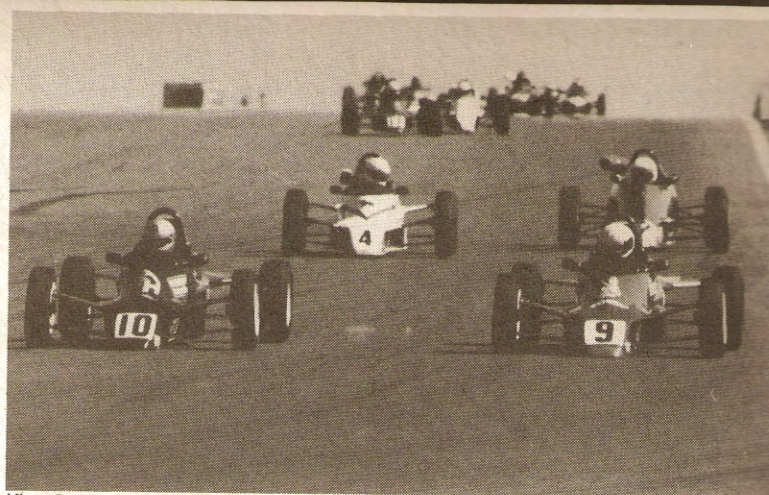
John Pratt blew his pole position, but fought through to finish third.



CASTLE COMBE, Mar 6, Racing Displays British FF2000 Championship, round 9, 17 laps — 31.28 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Bertrand Fabi	Reynard 84SF-Neil Brown	17m28.3s	1:00.9s	1:00.9s.....2
2	Antonio Albacete	Reynard 84SF-Neil Brown	17m31.3s	1:00.6s	1:01.0s.....4
3	John Pratt	Van Diemen RF85-Neil Brown	17m35.5s	1:00.5s	1:00.2s.....1
4	Tomas Jans	Van Diemen RF85-Nelson	17m45.6s	1:01.9s	1:02.0s.....11
5	Alvaro Buzaid	Van Diemen RF85-Nelson	17m46.5s	1:01.5s	1:01.3s.....7
6	David Coyne	Van Diemen RF85-Nelson	17m57.2s	1:01.6s	1:01.9s.....10
7	Louis Karmios	Van Diemen RF85-Neil Brown	18m09.4s	1:02.7s	1:03.3s.....18
8	Barry Pomfret	Reynard 84SF-Neil Brown	18m23.3s	1:03.5s	1:03.4s.....19
9	Tomi Luhtanen	Reynard 85SF-Nelson	18m29.0s	1:03.3s	1:02.4s.....14
10	Dave Nichols	Van Diemen RF82-Neil Brown	16 laps	1:04.4s	1:04.9s.....20
11	Costas Los	Reynard 85SF-Swindon	16 laps	1:03.8s	1:03.3s.....17
R	John Booth	Van Diemen RF85-Neil Brown	13 laps	1:03.4s	1:02.4s.....15
R	Stephen Pettitt	Van Diemen RF85-Neil Brown	13 laps	1:03.3s	1:03.0s.....16
R	Martin Donnelly	Van Diemen RF85-Nelson	11 laps	1:01.6s	1:01.1s.....5
R	Gary Dunn	Reynard 84SF-Swindon	11 laps	1:02.9s	1:02.3s.....13
R	Peter Hardman	Reynard 84SF-Neil Brown	9 laps	1:01.6s	1:01.0s.....3
R	Frank Bradley	Van Diemen RF85-Neil Brown	8 laps	1:01.5s	1:01.2s.....6
R	Dennis Vitolo	Reynard 84SF-Neil Brown	2 laps	1:03.5s	1:02.0s.....12
R	Ross Hockenhill	Reynard 84SF-Neil Brown	0 laps		1:01.3s.....8
R	Peter Meyrick	Reynard 84SF	0 laps		1:01.7s.....9

Winners average speed: 107.41 mph; Fastest lap: Pratt, 1m00.5s, 109.48 mph (record).
Next round: Brands Hatch, May 26/27.



King, Seedhouse, Booth and Ward outpace their Esso FF1600 pursuers.

SILVERSTONE

Alo there

The third round of the Trimoco Clubmans Sports Championship opened a nine race Crompton Trophy meeting at a sunny Silverstone. Paul Gibson's Vision dominated both practice and race, pulling away to an untroubled win in front of Richard Mallock and Malcolm Jackson.

The Kent engined class was also led convincingly from lights to flag by Barry Webb's Mallock with the Vision of Alex Moss doing the chasing in the early stages. He was quickly overhauled by Eddie Kimbell with John Davidson and Trevor Clapton also promoting themselves by the flag.

The fourth round of the Esso FF1600 Championship turned out to be a BRP benefit with their two young drivers, Alan Seedhouse and Andrew King, fighting a splendid duel at the head of the field. Indeed, Seedhouse annexed pole with a remarkable 60.8s lap, only 0.1sec outside Mark Blundell's record.

Come the race, the youngsters had it easier than expected when a first lap mêlée at Woodcote eliminated Village, championship leader Herbert, and the Mondiale of young Irishman Eddie Irvine. Seedhouse was away first but it was King nosing in front on lap 2 with Seedhouse back again one lap later. John Booth could not keep his Crompton Van Diemen in touch but was a comfortable third, ahead of another BRP protege, Rowan Dewhurst. King grabbed the lead for good on lap 8, guarding the inside at Woodcote on the final tour and narrowly securing a fine first win. Next there was a superb BCA MG Metro Challenge race.

Paul Taft, having started on the second row, was under strong early pressure from Peter Baldwin before Chris Lewis demoted the Cambridge driver who trickled disconsolately to the pits on lap 8.

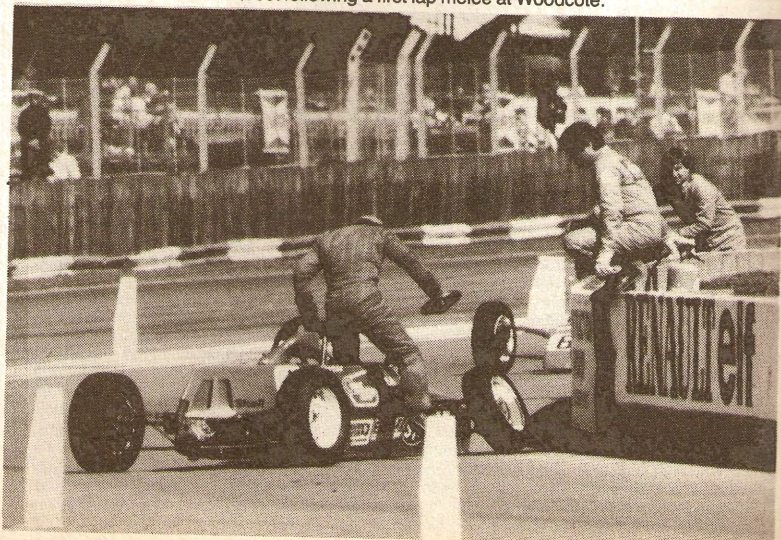
Vic Covey and Roger Jones in the OBM cars fought a fraught battle for third, more resembling metal shredders than paper shredders as they exited Woodcote on the penultimate lap and banged doors down the straight to Copse. Jones got the better of the argument to finish third, while ahead Lewis failed by a couple of feet in his attempt to oust Taft. The third OBM car of James Shead was fifth ahead of the Nuffield Press car of Malcolm Harrison. We learned afterwards; however, that a 10sec penalty for a jumped start had demoted Taft to fifth.

Current Monoposto Historic F3 Championship leader, Keith Norman, scored a dominant win with his Brabham BT28. First a winner in 1967, Norman secured pole by some 2.5secs and was in a race of his own. A similarly lonely second was Ian Giles's Chevron, while John Beattie's March claimed third. Highlight of the race was Peter Farrer diving up the inside of Richard Urwin at Woodcote, to deprive him of fourth place on the last lap.

Andy McLennan scored an untroubled victory in the Uniroyal Production Saloon counter when fellow Colt Starion pilot, Colin Blower coasted into the pits at the conclusion of lap 1. John Cleland was second throughout with his Monza and took the Class B battle after having Graham Scarborough's Letchworth Roofing Capri fill his mirrors for the entire race.

The race was notable for the debut of Roger Eccles's Swinford Motors Mer-

Johnny Herbert retires his Quest following a first lap mêlée at Woodcote.





Eccles' Mercedes — ready for the off.

cedes 190 which, in fact, headed the up to 2600cc qualifiers, only 0.6secs shy of Blower. Come the race, Eccles was delayed at Woodcote on lap 1 when a somewhat sideways aspect saw him smartly punted by Barry Robinson's Rover. Both drivers continued, with Eccles charging through from 10th to fourth by the flag. Had the race been a couple of laps longer, Eccles would certainly have been mixing it with Cleland and Scarborough.

Very disappointingly, seven of those entered for the third round of the Lep Group *Libre* championship were non-starters, the most notably being Tony Trimmer's Lola T330, Trimmer electing to contest a Thundersports race at another venue. The race was therefore reduced to seven starters and was run in conjunction with the Monoposto formula counter.

Lawler dominated from beginning to end failing by just 0.2 secs to better John Brindley's outright club circuit record. The only other driver to finish on the same lap as the Irishman's ex-Alain Prost McLaren M30 was the M29C version of Inverurie's James Stevenson. One lap behind, the most interesting feature of the event were Paul Rhodes's efforts to displace Norman Paine from third.

The Monoposto section was won convincingly by David Dudley's Reynard 77SF from George Whitehead's WRA 82M, with Brian Turner's Chevron a close third.

Of an original 27 entries, another sadly depleted field of 10 cars took the start for the third round of the Anglo TransAm Challenge. David Ellis's impressive



Confrontation at Woodcote between Barry Robinson's Rover and Roger Eccles' new Mercedes. Lanfranchi looks on.

Aston Martin sat on pole by almost 6 secs and ran away with the race completely unchallenged. Tony Wolfe's Chevrolet was forced to start from the back of the field, but charged through the field to finish second, ahead of a race-long battle between Dick Whittington's E-Type and Peter Briers's Capri which was taken by Whittington.

Simon Sabel's Royale dominated the UK Monoposto round with a convincing drive from pole position. John Ostins's Merlyn headed the chasing group for the first four laps before being overhauled by

Jim Blockley. Alan Mugglestone was a strong fourth for most of the race but had Andrew Broadley's Lola snapping away at his heels and eventually lost out on the line.

The huge Uniroyal entry necessitated the running of the C and D classes as a separate race. Karl Jones led into Woodcote and began to establish himself in front when a barging match for second saw Michael Willis and pole position man Terry Nightingale collide heavily at Woodcote, with the latter going hard into the wall before rebounding across the

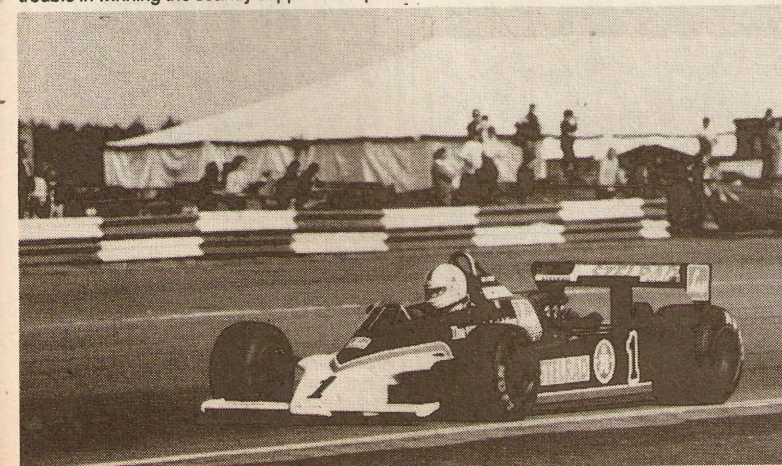
track and coming to rest against the pit wall, thankfully without injury.

This promoted Norris Miles to second before he failed to appear on lap 5 and motoring scribe Jess Crosse took up the chase. But the ex-FF1600 man was more than equal to the challenge and held on to extend his Class C Championship lead in the Strada Abarth. Behind Crosse, who set a new lap record amid the chase, Sean Brown's Toyota Corolla GT headed a hectic scrap for third with Vic Lee and Chris Conoley.

TONY DODGINS



Mike Smith had an adventurous afternoon in his Ford Escort RS1600i. Below: Alo Lawler had no trouble in winning the scantily supported Lep race.



SILVERSTONE, May 6, BRDC

Trimoco Clubmans Sports Championship Race (10 laps) — overall: 1, Paul Gibson (Vision V85A Alan Smith), 9m25.9s, 102.29mph; 2, Richard Mallock (Mallock U2 Mk26/7 Mass), 9m29.4s; 3, Malcolm Jackson (Mallock U2 Mk20B Scholar), 9m29.8s; 4, Les Duncan (Vision V 85A Alan Smith), 9m30.0s. **Class A: Modified** 1, Gibson; 2, Mallock; 3, Jackson. **Fastest lap:** Duncan, 55.30s, 104.67mph. **Class B: (1600cc engine)** 1, Barry Webb (Mallock U2 Mk23/21 Chamberlain), 9m37.6s, 90.19mph; 2, Eddie Kimbell (Mallock U2 Neil Brown), 9m38.4s; 3, John Davidson (Mallock U2 Mk20B Nelson), 9m40.3s. **Fastest lap:** Kimbell, 1m02.7s, 92.32mph.

Easo FF1600 Championship Race (10 laps): 1, Andrew King (Van Diemen-Minister RF85), 10m22.9s, 92.93mph; 2, Allan Seedhouse (Van Diemen-Auriga RF85), 10m23.0s; 3, John Booth (Van Diemen-Neil Brown RF85) 10m28.1s; 4, Rowan Dewhurst (Van Diemen-Minister RF85), 10m38.9s; 5, David Storey (Van Diemen-Scholar RF84), 10m40.0s; 6, Nick Harvey (Reynard-Kent 84FF), 10m41.4s. **Fastest lap:** King and Seedhouse, 1m01.2s, 94.58mph.

British Car Auctions MG Metro Challenge Race (10 laps): 1, Chris Lewis, 11m32.9s, 83.54mph; 2, Roger Jones, 11m38.5s; 3, Vic Covey, 11m38.8s; 4, James Shead, 11m39.7s; 5, Malcolm Harrison, 11m40.9s; 6, Paul Taft, 11m42.9s. **Fastest lap:** Lewis, 1m08.3s, 84.75mph.

Historic Formula Three Championship Race (10 laps): 1, Keith Norman (Brabham-Cosworth Ford BT28), 10m42.7s, 90.07mph; 2, Ian Giles (Chevron-Mae/Langford B15C), 10m57.8s; 3, Lew Wright (March-Mae 70), 11m07.3s; 4, Peter Farrer (Lotus-Ford 22), 11m07.9s; 5, Richard Unwin (Brabham-Holbay BT28), 11m08.1s; 6, Rick Hall (Chevron-Mae B9), 11m19.7s. **Fastest lap:** Norman, 1m03.0s, 91.88mph.

Uniroyal Tyres Production Saloon Car Championship Race (10 laps) — overall: 1, Andy McLennan (Mitsubishi Starion Turbo), 11m55.4s, 80.91mph; 2, John Cleland (Opel Monza GSE), 12m03.8s; 3, Graham Scarborough (Ford Capri 2.8i), 12m04.1s; 4, Roger Eccles (Mercedes 190/16), 12m08.4s. **Class A:** 1, McLennan; 2, Barry Robinson (Rover Vitesse), 12m11.3s; 3, R.A. Irving (Rover Vitesse), 12m29.0s. **Fastest lap:** overall and **Class A:** McLennan, 1m10.9s, 82.69mph (record). **Class B:** 1, Cleland; 2, Scarborough; 3, Eccles. **Fastest lap:** Scarborough and Eccles, 1m10.9s, 81.64mph (record).

The Lep Group Formule Libre Championship Race and The Monoposto Formula championship Race (15 laps) — overall: 1, Alo Lawler (McLaren M30 DFV), 12m42.1s, 113.93mph; 2, James Stevenson (McLaren M29C Ford), 12m59.5s; 3, Norman Paine (Ensign DFV), 12m43.6s; 4, Paul Rhodes (Chevron B28 Hart), 12m44.9s. **Formule Libre:** 1, Lawler; 2, Stevenson; 3, Paine. **Fastest lap:** overall and **Formule Libre:** Lawler, 49.6s, 116.70mph. **Monoposto Formula:** 1, David Dudley (Reynard-Ford 77SF), 13m23.5s, 100.86mph; 2, George Whitehead (WRA Ford 82M), 13m28.27s; 3, Brian Turner (Chevron-Ford B47), 13m29.2s. **Fastest lap:** Dudley, 56.1s, 103.18mph (equals record).

Anglo TransAm Challenge Race (10 laps) — overall: David Ellis (Aston Martin), 9m53.8s, 97.48mph; 2, Tony Wolfe (Chevrolet IROC Camaro), 10m33.7s; 3, Dick Whittington (Jaguar E-type), 10m57.2s, 4, Peter Briers (Ford Capri), 10m57.5s; **Super Class:** 1, Ellis; 2, Whittington; 3, Briers. **Fastest lap:** overall and **Super Class:** Ellis, 57.9s, 99.97mph. **Modified Class:** 1, Wolfe; 2, Shener Dervis (Chevrolet Camaro), 10m12.2s; 3, Ahmed Dervis (Chevrolet Camaro), 10m12.5s. **Fastest lap:** Wolfe 1m00.9s, 95.05mph. **Road Class:** 1, John Herman (Chevrolet Camaro), 9 laps; 2, Kevin Melnyk (Ford Capri V6), 9 laps; 3, Mike Hodges (Ford Mustang V8), 8 laps. **Fastest lap:** Herman 1m04.0s, 90.44mph.

TUK Monoposto Kent Championship Race (10 laps): 1, Simon Sabel (Royale Boss RP26) 10m38.1s, 90.71mph; 2, Jim Blockley (Reynard Stantune 78SF), 10m51.3s; 3, John Ostins (Merlyn-Dord Mk11 A), 10m51.8s; 4, Andrew Broadley (Lola-Minister T620), 10m57.9s; 5, Alan Mugglestone (Merlyn-Minister Mk31), 10m58.0s; 6, Andrew Whitehouse (PRS-Ford RH01), 11m01.8s. **Fastest lap:** Sabel, 1m02.4s.

Uniroyal Tyres Production Saloon Car Championship Race Classes C and D (10 laps) overall: 1, Karl Jones (Fiat Strada Abarth) 12m25.4s, 77.66mph; 2, Jesse Crosse (Fiat Strada Abarth), 12m26.0s; 3, Sean Brown (Toyota Corolla GT), 12m33.3s; 4, Vic Lee (VW Golf GTI), 12m33.4s. **Fastest lap:** Crosse, 1m13.0s, 79.29mph (record). **Up to 1300cc:** 1, James Kaye (Vauxhall Nova Sport), 12m43.3s; 2, Andrew Jeffrey (Vauxhall Nova 1.3SR), 12m49.7s; 3, Dave Yapp (Vauxhall Nova Sport) 13m04.5s. **Fastest lap:** Kaye, 1m15.2s, 76.97mph (record).

O'Rourke's Opel trio

Colin Blower was best of the Brits in the Motor Enthusiasts Club's 2-day Prod-Saloon Festival at Mondello Park winning the UK drivers' race with ease in the BF Goodrich Colt Starion Turbo. John Hammersley and Ken Crofton were not really in the race in their Ford Capri 2.8is, trailing well down in the runner-up placings. By contrast, James Kaye was a brilliant fourth in the giant-killing 1.3 Vauxhall Nova.

The Sunday racing was a huge success, except that the bitterly cold weather kept the spectators at home. Frank O'Rourke, who had won the 1300cc race on the Saturday, beat the handicappers to win the first of the Jet races in his Opel Kadett SR. Chris Sanders in one of the latest Escort RS Turbos was second, followed by Blower and Llewellyn.

The second invitation race was not quite as lively, and resulted in an Alfusud

Frank O'Rourke's amazing Opel Kadett dives inside John Llewellyn's Astra at Shell.

1-2, in the order Mick O'Dwyer and Karl Byrne, and Nelson brought the second Colt Starion Turbo into third.

The Mercantile Credit Trophy FF1600 final was a cracker. Alan McGarrity snatched the lead from Martin Boyle on lap 2, and Pat Duffy gave chase in his old Crossle 32F. McGarrity held on to win, Boyle's Mondiale was clipped by a sliding Duffy at Duckhams and the advantage was snatched by Duffy to take second. The B race was won by the up-and-coming Bernard Dolan in a 60F, almost 10 secs in front of Bill Griffin's 32F.

The Windrums of Belfast prodsaloon races were won by O'Rourke, from John Burns (who had tyre troubles) and Bob Montgomery; and Maurice Mitton easily from Jerry O'Riordan and Phill Sparkes. After finishing fifth in the 1300 cc race, Pat Murphy sadly collapsed in the paddock and died of a heart attack.

The first round of the Savage Smyth GT Championship saw a great dice between John Keaney in the Team Apple Computer TMC-Costin and George Crozier in the Maguire Mini. Keaney retired after five laps, and Crozier went on to an easy win over the battling Imps of Dan Rooney and Ken Leech.

BRIAN FOLEY



MONDELLO PARK (IRL), Apr 20/21, MEC

Windrums of Belfast Prodsaloons up to 1300cc race (10 laps): 1, Frank O'Rourke (Opel Kadett SR), 12m29.41s, 59.56mph; 2, John Burns (Alfasud), 12m33.01s; 3, Bob Montgomery (Opel Corsa SR), 12m35.17s; 4, Mick O'Dwyer (Alfasud), 12m49.71s; 5, Pat Murphy (Ford Fiesta), 12m52.42s; 6, Dermot Carroll (Fiat 3P), 13m01.64s. **Fastest lap:** O'Rourke, 1m13.58s, 60.66mph.

Historic Handicap race (10 laps): 1, Bill Harney (Triumph TR2), 12m55.84s, 53.87mph; 2, Maurice Cassidy (MGB), 12m56.21s; 3, P Crosbie (MGB), 12m56.66s; 4, Des Kiernan (MG Midget), 12m58.42s; 5, Aoife Cassidy (MGB), 13m14.87s; 6, Geoffrey Long (Turner), 13m16.54s.

Windrums of Belfast Prodsaloons over 1300cc race (10 laps): 1, Maurice Mitton (Ford Escort RS2000), 11m42.83s, 63.50mph; 2, Jerry O'Riordan (Ford Capri 3000), 11m53.46s; 3, Phil Sparkes (Alfa Romeo GTV6), 11m54.14s; 4, Norman Aston (Ford Capri 3000), 11m55.35s; 5, John Wood (Ford Escort 2000), 11m57.09s; 6, John Bishop (Ford Capri 2.8i), 12m10.63s. **Fastest lap:** Mitton, 1m09.55s, 64.17mph. **Class winners:** Mitton & O'Riordan.

L & F Transport Mini 850 race (10 laps): 1, Ed O'Connor, 12m28.26s, 56.87mph; 2, Ian Averil, 12m43.12s; 3, Pat Dunne, 13m00.73s; 4, Colm Bulter, 13m05.29s. **Fastest lap:** O'Connor, 1m14.17s, 58.18mph.

L & F Transport GT race (10 laps): 1, George Crozier (1.6 Maguire Mini-Ford t/c), 10m36.74s, 70.10mph; 2, Dan Rooney (1.0 Imp), 11m28.28s; 3, Ken Leech (1.0 Imp), 11m33.41s; 4, Morgan Dempsey (1.6 MD-GT Ford t/c), 9 laps; 5, Nigel Burgess (1.0 Imp), 9 laps; 6, Richard Baird (1.0 Imp), 9 laps. **Fastest lap:** Crozier, 1m01.67s, 72.37mph.

Crawfords' Honda Centre UK Prodsaloon race (10 laps): 1, Colin Blower (Colt Starion Turbo), 12m06.14s, 61.47mph; 2, John Hammersley (Ford Capri 2.8i), 12m15.69s; 3, Ken Crofton (Ford Capri 2.8i), 12m20.12s; 4, James Kaye (1.3 Vauxhall Nova Sport), 12m30.56s; 5, Bob Nelson (Colt Starion Turbo), 12m33.43s; 6, John Llewellyn (1.8 Vauxhall Astra GTE), 12m38.68s. **Fastest lap:** Blower, 1m11.33s, 62.57mph.

Shell Oils FF1600 B race (10 laps): 1, Bernard Dolan (Crossle 60F), 10m39.09s, 69.85mph; 2, Bill Griffin (Crossle 32F), 10m49.85s; 3, Philip Hughes (Van Diemen RF81), 10m50.56s; 4, Alan Murray (Crossle 60F), 10m52.39s; 5, James Roe (Van Diemen RF84), 10m59.73s; 6, Fionn Murray (Crossle 30F), 11m01.73s. **Fastest lap:** Gerry O'Reilly (Crossle 35F), 1m02.73s, 71.15mph.

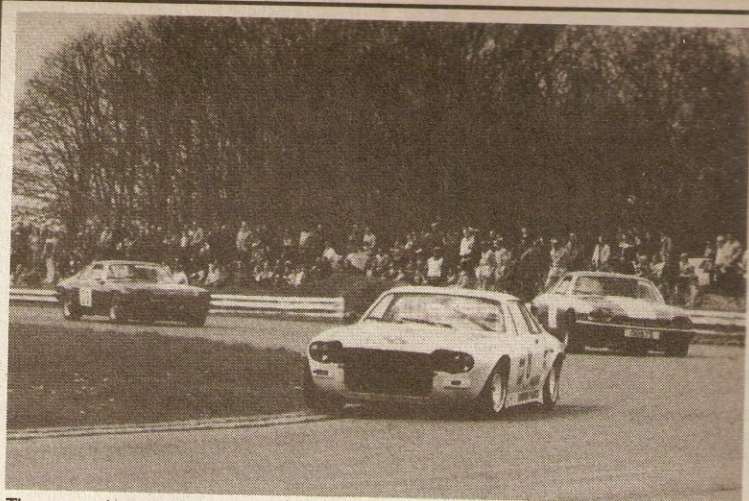
MDL/Grange Motors Formula VW race (10 laps): 1, Liam O'Sullivan (Sheane), 11m43.35s, 63.46mph; 2, Kerry Lawless (Sheane), 12m03.40s; 3, Robert McFarland (Sheane), 12m06.27s; 4, Aidan Carey (Berlyn), 12m24.34s; 5, John Mulholland (Berlyn), 12m43.97s; 6, Peter Auerbach (Sheane), 12m47.54s. **Fastest lap:** O'Sullivan, 1m07.95s, 65.68mph.

Jet Prodsaloon Invitation Handicap Challenge race (20 laps): 1, O'Rourke, 24m03.96, 60.20mph; 2, Chris Sanders (Ford Escort RS1600 Turbo), 24m08.39s; 3, Blower, 24m11.08s; 4, Llewellyn, 24m15.39s; 5, Peter Faulkner (2.0 Opel Kadett GT/E), 24m17.96s; 6, Wood, 24m18.14s.

Mercantile Credit FF1600 A race (15 laps): 1, Alan McGarrity (Crossle 60F), 15m43.34s, 70.98mph; 2, Pat Duffy (Crossle 32F), 15m44.01s; 3, Martin Boyle (Mondiale M845), 15m44.57s; 4, Michael Merrigan (Reynard 84FF), 15m45.31s; 5, Dave Griffin (Crossle 32F), 15m54.43s; 6, Cliff Dempsey (Van Diemen RF83), 15m55.17s. **Fastest lap:** Duffy, 1m01.89s, 72.12mph.

Jet Prodsaloon Invitation Handicap Challenge race (20 laps): 1, O'Dwyer, 24m34.97s, 58.29mph; 2, Karl Byrne (1.3 Alfasud), 24m48.65s; 3, Nelson, 24m51.27s; 4, George Dixon (Ford Capri 3000), 25m00.63s; 5, Bishop, 25m01.50s.

FF2000/1600 race (10 laps): 1, Brendan McKenna (2.0 Van Diemen RF82), 10m20.51s, 71.93mph; 2, Bob Scanlon (1.6 Crossle 55F), 10m38.77s; 3, Murray, 10m43.36s; 4, Griffin, 10m58.47s; 5, Tommy O'Connor (PRS), 11m04.66s; 6, Roe, 11m13.63s.



There was plenty of action in the XJ Challenge, with Peter Lichfield running out on top.

CASTLE COMBE

There was plenty of action at Castle Combe on Monday, with a 10 race support programme to the Racing Displays FF2000 round. The winners were: Bob Simpson (F750); John Chatham (Austin-Healey); Peter Lichfield (Jaguar XJ Challenge); Nick Faure (Giroflex Porsche Challenge); Howard Lester (FF1600); Andrew Wareing (Sports cars and Special GTs); John Welburn (TR Register); Glenn Norris (Pre-'65 Saloons); and Mark Hales (Kit cars). Full report next week.

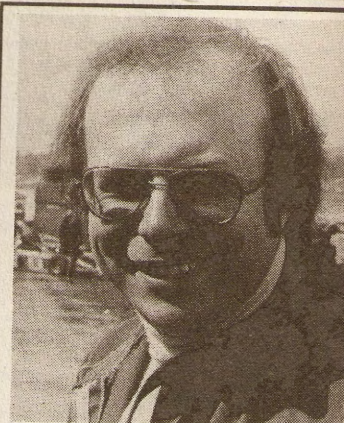


The Pre-'65 Saloons event was not short of spectator appeal either . . .



SNETTERTON

Vince Woodman (below) and Jonathan Buncombe swept to another convincing victory in the Shell Oils Thundersaloon series at Snetterton's Bank Holiday Monday meeting. Bertrand Gachot scored a timely win in the RAC/TT FF1600 race, beating Paulo Carcasci. And Bill Griffin continued his winning trail in the Modsaloon arena, while a fraught Fiesta battle was won by Ian Briggs, with Barrie Williams rolling at Sear. Full report next week.



Paul Sleeman — back with a win.

LYDDEN

The second round of the Formula Ford Festival Championship took place at Lydden on Bank Holiday Monday, and was led all the way by Steve Brown in his Morley Motors PRS 81F. Paul Sleeman emerged from semi-retirement to win the *Formule Libre* event with the ex-Tim Barry Van Diemen RF81 after a superb duel with Roger White's Delta T82. Full report next week.

PRESCOTT

Just in Tim!

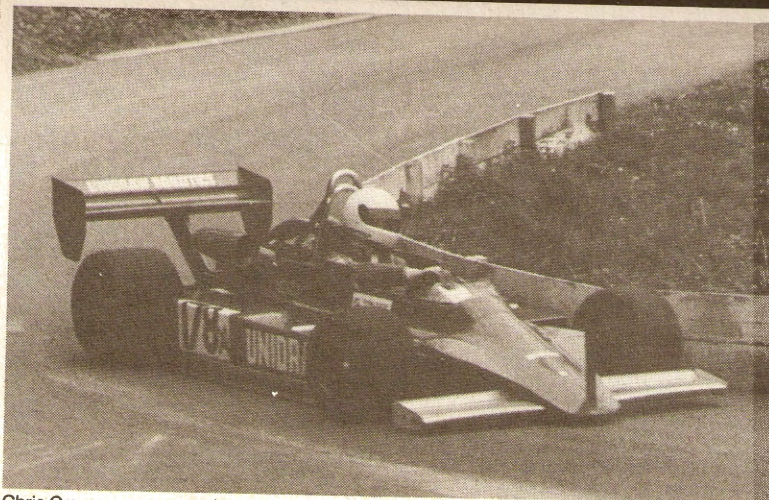
Fastest in Saturday's qualifying runs, fastest in the class competition and fastest after the opening ascents of the Top Twelve run-off, young Tim Thomson was pressured into setting BTD on the very last climb of Sunday's third RAC British Hillclimb Championship round at Prescott to claim maximum points from his second successive national series counter. Composure clearly runs high in the Otley family Thomson for, like brother James before him — RAC champion in 1981 — Tim barely batted an eyelid in unleashing the decisive charge, on the marvellous Gloucestershire hill.

The major talking point of the day, though, was the challenge laid down not by the Pilbeam-equipped 'establishment', but by Chris Cramer in the superb little Gould-Hart. On only its fourth outing in the 'big' class. David Gould's machine showed tremendous poise, former champion Cramer easing it to the first sub-40sec run of the day just when it mattered most. The gauntlet was thrown down to Martyn Griffiths, Dave Harris (Pilbeams), the courageous Ray Rowan (Toleman) and Thomson, but only Tim had an answer with the pristine Guyson Pilbeam MP50!

The Cotswolds weather tried its best to spoil proceedings, but despite virtually horizontal rain showers at times — and an extraordinary number of red-flagged runs due to minor incidents — the Bugatti OC did well to finish the event at a civilised hour. Rain effectively nullified the first attempts of the large entry to scale the tortuous course, but the track dried rapidly as the afternoon progressed, giving the 'full race' sports and single-seater drivers a sporting chance to approach top pace.

Dave Whitehead really had the 1300cc special saloon division in his grasp throughout, the screaming BDH engine in his ex-Ron Hand Stiletto telling over the smaller Imp units in the Maguire-built versions of Mervyn Brake and Neil Hancox, the latter being red-flagged twice as he tried to get the better of John Tuckett-Good's smart 1-litre Californian. Nic Mann, undeterred by the morning's rain — during which the slick-shod Minor growled up 2.8secs quicker than closest rival Chris Johnson's Chevette — extended the advantage to over 3secs later, with Roger Jones's GTI Engineering-tweaked VW Scirocco again holding a watching brief.

Local man Paul Turner's Clan Crusader refused to start for its first run, leaving Bob Dayson (Cougar Developments Caterham Super Seven) and Barry Goode's ex-Naylor Davrian to set the



Chris Cramer came very close to beating the Pilbeams with the Gould-Hart.

initial targets. Turner, suitably irritated by the morning malady, simply hurled the red Crusader up second time round, his mark beyond reach of the redoubtable Dayson. John Hawley's familiar MG Midget moved into the picture too, relieving the misfiring Davrian of third spot, the luckless Goode also being bumped by another Imp-powered car, Andrew Russell's Ginetta G15.

No fewer than 32 large capacity GT and modsports cars ventured forth next. John Hunt excelling initially in his fearsome light-weight Porsche 911RSR (pressed into service as the Glissade Pilbeam's engine was not quite ready). Behind John in the rain, old adversaries Jeremy Goodman (Ginetta G4) and Ken Snailham (QED Lotus Seven) battled mightily to fight off Nick Carr's BRS 'Black Brick 1'. Times dropped dramatically later, Snailham's class-winning blast standing as BTD at that point! Carr and Tony Bancroft (Porsche 930 Turbo) usurped Hunt too, but the pressure was too much for Goodman who went to play in the sand pit at the Esses. His father Bill (Porsche Turbo), Robin Rew (AC ME3000) and Chuck Powell's turbo-Midget were very closely matched behind the leading quartet.

David Grace was always in command of the Clubmans category, his brilliantly-driven Mallock leading Welshman Brian Wilson and the Mitchell Cotts car of Nick Whale at the break. Whale grabbed second place in the dry, while Wilson repassed John Istead's BSS Mallock with another slick display. Scot Bill Wood looked invincible in the opening sports racing division, heading his rivals by a clear 3.3secs in the rain. Barry Groombridge fought back to within 0.4sec of Wood's dry mark, with Paul Bason's Myers Special right in among them on times.

Just 0.84sec blanketed Charles War-

dle, Jim Robinson and Peter Blankstone in the battle of the hairy sports racers early on. Blankstone it was who 'broke out' though, to take the class honours and the 'Man of the Day' award when the surface dried. Trevor Panter's cautious first run in the brand new Pubs 'n' Clubs Martin-Rover (built to replace the car written off at Weston last October) sadly ended in the greenery behind Orchard, although damage was comparatively light.

After Bob Dawson's class defeat, Russ Ward had to win the 1100cc racing category to remain equal with Dave Whitehead at the top of the Aston Martin Leader's championship table. This Russ did, to order, with his customary aplomb, the Saracen-BDJ untouchable come rain or shine. Richard Homer (Delta), Adrian Dessouter (Reynard), the McBeath brothers (Delta) and the promising Tom Yapp (ex-Homer Ginetta G17) all pushed Russ as hard as they knew at first, but Ward's partner Jerry Sturman came racing through to snatch third behind Homer as the track dried.

A good range of 1600cc single-seaters assembled, although Chris Knapman narrowly kept the uppermost hand in his Gym and Tonic Chevron B48. The hard-trying Adrian Hopkins wrestled his Sark (now BDA-motivated) to a narrow runner-up position, staving off Tony Southall's March. Billy Morris's purposeful March-based DBM and Stuart Ridge's spectacularly-piloted Chevron were waiting in the wings behind the leaders.

Cramer set the ball rolling in the over 1600cc class, with an initial wet assault which withstood the challenges of all but final runner Martyn Griffiths, a full 0.98secs to the good at this stage with the Martin Middleton-run Chase Web Offset Pilbeam. Chris again established the pace after lunch (although a stripped gear cost David Gould his qualifying run), but Rowan sliced a healthy 0.65sec

off the mark soon afterwards, and only Tim Thomson could improve on that. Harris and Griffiths slotted in behind Ray in the pecking order for the Top 12 points decider.

Among the divisions for historic cars, Barry Brant overtook regenmeister Trevor Hulks to win the 500cc racing car pot, while the handicaps went to Hew Dundas (Ferrari), Peter Thurston (Triumph TR3/4 Special) — both sub-bogey time — and John Marks in the unusually poorly supported Bugatti group.

Chris Dawson (Pilbeam-Reppo) and Roy Lane (sharing Ken Ayers's Lyncar-DFL after sliding his own McRae into the Esses banking in practice) were the first to offer substantial improvements in the opening 'Top 12' climbs, the pair closing in on Cramer who lost time on the Ettores kerbing. Griffiths broke into the 40secs bracket for the first time to lie third behind Harris (40.17) and Tim Thomson whose 40.00 set everybody thinking. Rowan slipped to fourth in the list with a big slide, superbly held, out of Orchard, en route to a 40.48 charge.

Having fluffed Ettores on his first go, Charles Wardle bumped Richard Brown (Chevron) and Blankstone out of the points with a great second run for 10th spot. Lane, ever more confident in the potent Lyncar, looked to be on a flyer when he overcooked it at Pardon, dropping to ninth in the process. Jim Thomson produced his best run of the day for eighth, hot on the heels of Dowson and Harvey. Cramer, though, was about to leave his mark with the Unidraw Gould chassis. Chris, so smooth and deceptively quick through Orchard, found over a second between there and the Esses and scythed through the 40secs barrier, beyond reach of all bar Thomson. As Griffiths maintained his championship lead by pipping Harris's Unican car, Tim sat on the line, cool as a cucumber. His was a winner's effort right from the green light, the Yorkshireman's eventual margin 0.28sec!

MARCUS PYE

It was always Tim Thomson's meeting.



Steve Tock enjoyed a good run in his Diahatsu Charade special saloon.



PRESCOTT, May 5, Bugatti OC

RAC British Hillclimb Championship, round 3

Rydale BMW Midland Hillclimb Championship, round 3

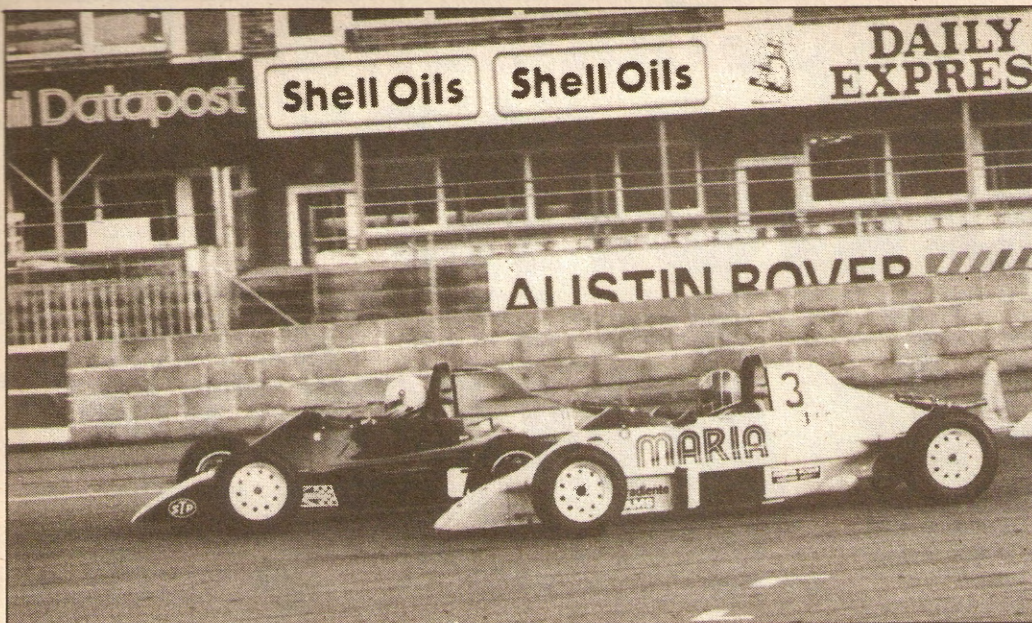
BTD: Tim Thomson (2.8 Pilbeam-Hart MP50), 39.58s.

RAC British Hillclimb Championship 'Top Twelve' run-off: 1, Thomson, 39.58s; 2, Chris Cramer (2.5 Gould-Hart 84/2), 39.86s; 3, Martyn Griffiths (2.8 Pilbeam-Hart MP53/02), 40.04s; 4, Dave Harris (2.8 Pilbeam-Hart MP50), 40.17s; 5, Ray Rowan (2.5 Toleman-Hart TG280), 40.42s; 6, L. Max Harvey (2.8 Pilbeam-Hart MP53-02), 41.48s; 7, Chris Dowson (5.0 Pilbeam-Reppo M85), 46.09s; 8, Jim Thomson (2.8 Pilbeam-Hart MP40RX), 41.81s; 9, Roy Lane (3.9 Lyncar-Ford/Cosworth DFL MS84), 43.19s; 10, Charles Wardle (2.2 Mallock-Hart U2 Mk21), 42.31s; 11, Richard Brown (2.0 Chevron-Ford B47), 42.41s; 12, Peter Blankstone (2.0 Mallock-Hart U2 Mk20/25), 42.67s.

Class winners: Dave Whitehead (1.3 Chrysler Stiletto-Ford BDH), 52.84s; Nic Mann (3.5 Morris Minor-Rover V8 t/c) 53.21s; Paul Turner (1.0 Clan Crusader-Imp), 52.20s; Ken Snailham (1.6 Lotus Seven-Ford/QED), 46.69s; David Grace (1.7 Mallock-Ford/Beattie U2 Mk14/25), 44.17s; Bill Wood (1.6 Mallock-BDA U2 Mk18), 45.09s; Peter Blankstone, 42.64s; Russ Ward (1.1 Saracen-BDJ M85), 46.09s; Chris Knapman (1.6 Chevron-BDA B49), 43.13s; Tim Thomson, 40.65s; Hew Dundas (3.0 Ferrari 308GT4), 62.19s, -2.31s handicap; Barry Brant (498 Cooper-JAP Mk1), 53.05s; Peter Thurston (2.1 Triumph TR3/4 Special), 61.66s, -2.04s handicap; John Marks (2.3 Bugatti T51), 63.24s, +7.61s handicap.

RAC British Hillclimb Championship, after 3 rounds: 1, Griffiths, 26 points; 2, Tim Thomson, 25; 3, Harris, 23; 4, Cramer, 21; 5, Rowan, 19; 6, Harvey, 13; Lane, 9; 8, Alistair Douglas-Osborn (2.5 Pilbeam-Hart MP54), 9; Dowson, 7; 10, Wardle, 5; etc. Next round: Brabon Manor, May 11.

Rydale BMW Midland Hillclimb Championship, after 3 rounds: 1, Whitehead and ward, 27 points; 3, Snailham, 25; 4, Peter Garland (3.5 Morgan-Rover +8), 22; 5, Bob Dayson (1.5 Caterham Super Seven), 21; 6, Nicholas Car (2.0 Caterham Super Seven BB1), Grace, Peter Blankstone and Harris, 19; etc. Next round: Shelsley Walsh, Jun 8/9.



Bancroft's Racefax Van Diemen holds off Paulo Carcasci en route to winning a fraught RAC/TT opener at Silverstone.

Bank on Bancroft

Jonathan Bancroft now heads the RAC/TT FF1600 championship after four rounds. Here he talks to TONY DODGINS

In many expert eyes 1984 saw the emergence of Mark Blundell as the 'man most likely to', the young Royston teenager scoring 25 wins and scooping the premier Grovewood award. Without wishing to detract from this fine achievement, I wonder whether arch-rival and Grovewood Special Commendation recipient Jonathan Bancroft may feel that he was robbed. Bancroft convincingly won both the Dunlop/AUTOSPORT and the BP Superfind Novice championships and ended the year with a higher wins/starts ratio, his year capped by a mature drive to fourth in the Formula Ford Festival final resulting in awards for first British driver, best novice and Brands Hatch driver of the day.

Educated, like James Hunt at Wellington College, Bancroft started karting while still at school and saw FF1600 as a logical progression upon leaving. "I used to prepare the kart myself and it took a long time to become competitive as I was basically very green. We bought a FF1600 Sparton at the end of '82, but that ended its life at Castle Combe early the following year. One consolation was that Mike Baker (of Racefax) was sympathetic to our cause, and loaned us a Van Diemen RF82."

Armed with the Van Diemen, Jonathan learned quickly, but suffered more misfortune when the engine blew and a replacement Sparton SA316 was destroyed, once again at Castle Combe. Was he at all discouraged?

"Well, I did have a bit of a confidence crisis. We got hold of a good engine from Auriga and took the Van Diemen testing at Cadwell Park where I was scratching around for a bit thinking, 'I can't do this!' However, it all came together and I finished sixth in the race and qualified on pole next time out. So, I decided to have a serious go in '84 with a new car run by Racefax."

Jonathan's 'serious go' resulted in 10 poles, 14 wins and 11 fastest laps en route to his two novice titles. The transformation was in part affected by the back up of a professional team with well conducted test sessions, and highlights the difference between the true privateer and the semi-professional.

AUTOSPORT, MAY 9, 1985

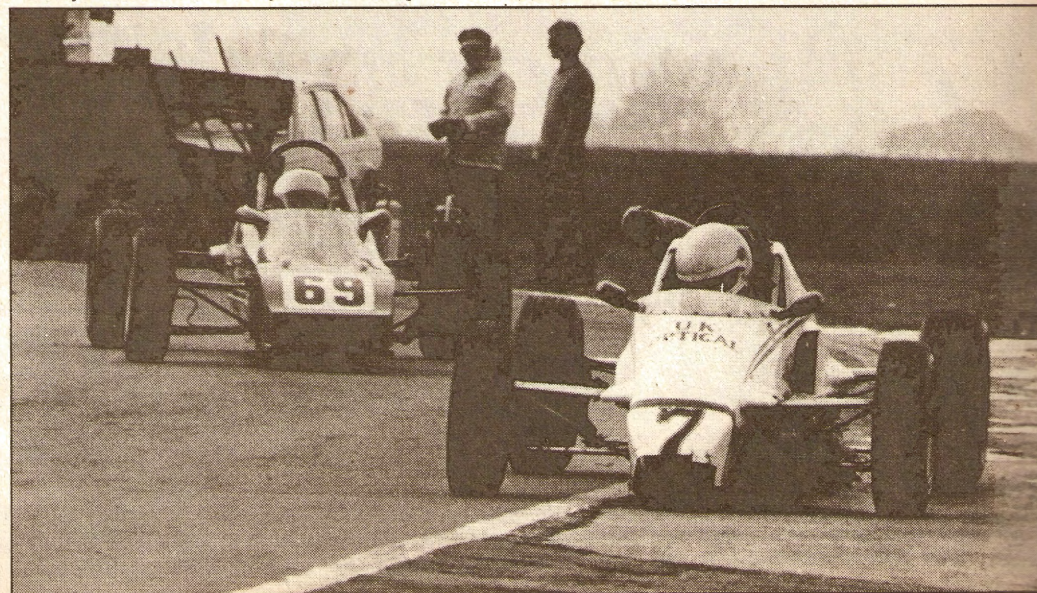


Bancroft — looking towards F3 for '86.

How much time do you expect to find during a day's testing?

"Not a lot (much laughter)! Sometimes I've thrashed

Normally a model of consistency, Bancroft indulges in some 'grass-cutting' during his double novice title-winning season.



round all day and wondered what the hell I've been doing. No, seriously, the testing is very important. Apart from personal familiarity with the circuit, I think the tyre aspect is the most important. They're not always consistent, a batch last September, for instance, must have been a good three-quarters of a second off the pace. Once you've established a good set for the race, you can concentrate on fine-tuning the chassis. That's the only reason I can think of why van Kouwen ran away with last year's Festival — his car was so well set up for Brands. When you watch the video recording of the race, he doesn't even appear to be trying, whereas coming through Paddock I felt like an imminent disaster looking for a barrier to assault!"

Two of Bancroft's most impressive performances last year came at Cadwell Park, with wins from pole on both occasions. The Lincolnshire venue has been described as a 'mini-Nurburgring' and Jonathan's smooth handling of his Van Diemen RF84 saw him in a class of his own. Indeed, the Van Diemen seemed particularly suited to his style.

Why, then, did he change to a Reynard mid-season?

"Simply because after Oulton Park we had no Van Diemens left. I had a disastrous day there in July and in the end we could fit both cars into an area of the transporter that should have been occupied by one."

"At the time, Van Diemen couldn't provide us with a replacement, so we gave Rick Gorne a call at Reynard and he had us fixed up by the end of the week. In retrospect, it wasn't a bad thing because we opened ourselves up to a lot more contacts within the sport. I found that it took us about a month to get the Reynard sorted out and at the time Mark Blundell was going very quickly with his new Van Diemen."

Tell me about the rivalry with Blundell?

"Well (wry grin), it did get a bit fraught at one stage. He had me off at Silverstone and then the following week we tangled again at Oulton Park and the stewards saw fit to endorse him. We put it all behind us, though, and shook hands at the Festival."

Your performance at the festival opened many people's eyes, and the following week you were fifth on your FF2000 debut, never having tested the car. You obviously didn't find it difficult to adapt?

"No, not really, I think basically the cars are under-powered for the amount of grip they have and it is important to be as smooth as possible with them. I was lucky that my car was very good round the Brands 'kidney' section, which is the key to a good time there."

Did you not seriously consider FF2000 this year instead of another season of FF1600?

"No, I obviously want to progress as far as possible within the sport, but I thought that a year of ultra-competitive FF1600 with a view to Formula 3 in 1986 was probably the way to go."

Bancroft's performance in keeping a cool head to win the opening RAC/TT round at Silverstone and his subsequent consistent showings have established him at the top of the championship table. Expect him to go far.

Ballyjamesduff road races definite in June!

We recently reported (*Sports Extra*, February 14) that street racing was to return to Ireland after an absence of almost 20 years, in the County Cavan town of Ballyjamesduff. Plans for the June 8/9 extravaganza have now been finalised following two months of negotiation by the Irish Motor Racing Club.

Agreement has been concluded with a number of commercial sponsors who will be supporting the unique event, including Irish Shell, Gallaghers (Ireland), Tractamotors and the distributors of Britvic 55, 7-Up, and Palm Grove Ice Cream.

In response to original fears that the road surface would pose problems, the Cavan County Council have generously agreed to resurface the area and the IMRC feel confident that competitors

will find the circuit to be of a surprisingly high standard.

Events have been organised for FF1600, Formula VW, Production Saloons, Modified Saloons, GT Sportscars and Historic Cars. Ballyjamesduff lies roughly 60 miles north-west of Dublin, close to the Ulster border and although Ballyjamesduff test pilot in action...



originally thought to be just under a mile in length, the tiny circuit is in fact smaller, with a lap distance of just 0.4 miles.

In addition to the eight races being run over the weekend, various festival activities have been arranged for the preceding Friday evening. These include a 10km road race, a festival parade and a concert by local favourites C60. Accommodation will be available at special rates to competitors through the IMRC and a fully serviced camping and caravanning facility will exist near the town.

The Saturday evening will be enlivened by videos of the day's activities run all evening on a large screen. Regulations are available from the club secretary Carol Hynes, c/o 153 Hazelmere, Blessington Rd, Naas, Co. Kildare.



Philippe Favre — knight of 1001 nights!

Fast Favre favourite?

Currently running well in the RAC/TT FF1600 Championship at the wheel of a Manadent Van Diemen RF85 is 23 year-old Swiss, Philippe Favre. The Oxford-based driver was running as high as second in a recent Silverstone counter and was sixth last time out on his first visit to the tricky Cadwell Park circuit.

Philippe's previous racing experience amounts to no more than a handful of French FF1600 events, but the Geneva-born driver is coping admirably with the British racing scene although possessing only a smattering of English. Backing for the effort comes from Les Mille et une Nuits, a Geneva night club, Motul oil and GPA crash helmets.

BRIEFLY

■ According to a BARC Yorkshire Centre preview of Harewood (May 12), the good 'Doc' Willoughby has shoehorned a 3.9-litre Cosworth DFL engine into his March 792-based special. While a recent visit to Roger's workshop revealed no plans of a switch from his faithful Buick V8 power unit, the ex-Eje Elgh chassis is now running on new Yokohama tyres!

■ Promising American FF1600 driver Troy Rowland is to contest selected races in this country with one of Anglo European Racing's Reynard-Scholar 85FFs. Troy is bringing some support from the newly-formed American Youth Racing/Racing for America campaign. His first outing will be at Snetterton on May 19.

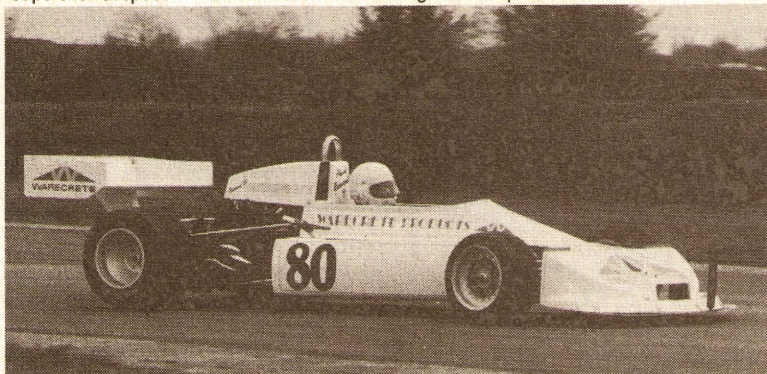
Edwards on the March in Warecrete title race

'Superchef' Paul Edwards returned to the premier class of the Warecrete RAC British Sprint championship at Curborough recently, at the wheel of the ex-Vittorio Brambilla March-DFV 741. Paul, who has enjoyed a couple of seasons in saloon car classes — with an immaculate Renault 5 Turbo — since selling the ex-Cramer March 76/78A, should soon be leading contender in the 'Top Ten' run-offs with the former GP chassis.

'Superchef' at speed — Paul Edwards at Curborough with his pristine March-DFV 741.

Since leaving the F1 arena, the 741 has had a chequered career in speed events, in the hands of Sir Nick Williamson, Roy Lane, Simon Riley and David Render. Edwards, a long-time mate of Warecrete boss Render, will continue to carry David's logos on the car.

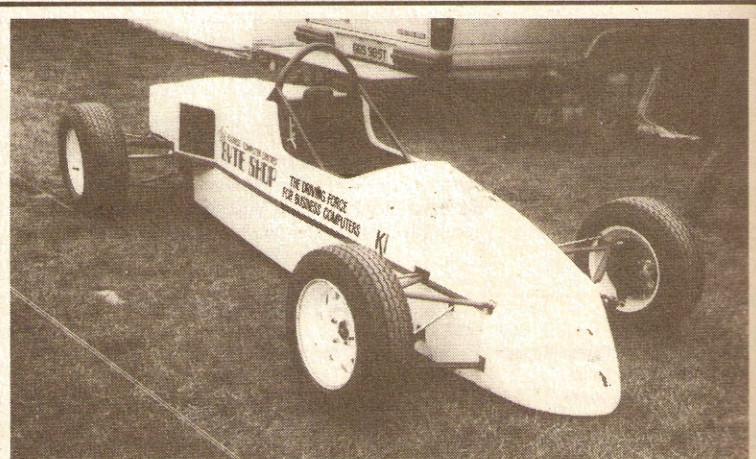
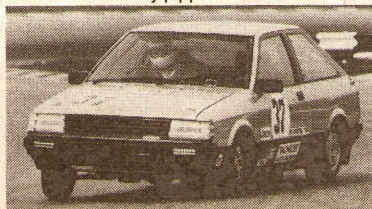
Roy Lane has converted the car to F3000-type specification over the winter, and Paul is now 'playing himself in' to single-seaters again. The team also plan to take in some European events.



Prodsaloon Cherry duo

Motor Traders John Kittelsen and John Cooper have forsaken their BMW 323i production saloon car for a new Nissan Cherry Turbo this season, and will campaign it in Uniroyal and Monroe championship rounds. Kittelsen debuted the 1500cc coupe at Brands Hatch recently, serving notice that it should be a competitive proposition once fully sorted. Former Renault 5TS prodsaloon dicer Cooper will also take the wheel of the car, prepared near the AUTOSPORT office in Teddington.

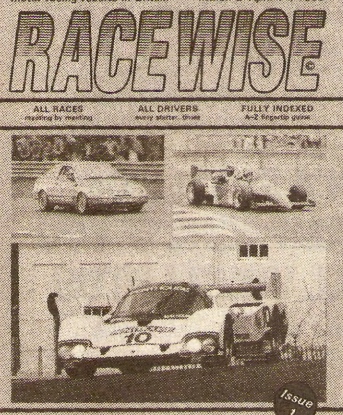
Kittelsen — Cherry pipped at Brands.



Millar's Rotor revised

The latest version of the Scottish-built Rotor FF1600 chassis was shown for the first time at Ingliston last month, although the Glasgow equip's lack of a race engine restricted it to a static display. Designed and built by Bishopbriggs fireman Graham Millar, the car is a development of the Rotor JT1 which Tom Brown took to an Ingliston victory, and drove at the Formula Ford Festival at the end of 1983.

motor racing results in Britain March 2-April 14, 1985



The first edition of Racewise — out now!

Harmer is Racewise

Former AUTOSPORT staff man Paul Harmer has just released volume 1 of his *magnum opus* Racewise, a new publication devoted solely to national motor racing statistics, race results and competitors. To be published six times per year, Racewise lists the performances of every driver who has competed in Britain this season — 1,628 individual records between Mar 2 — Apr 14 alone. An invaluable companion to your weekly AUTOSPORT. Racewise gives full and accurate tabular accounts of the season as it unfolds, albeit without specialist reports or comment.

At £1.95 per issue (£10.70 for all of 1985), Racewise is available from Harmer Publishing, 38 Newstead Rise, Caterham, Surrey CR3 6RR. A snip for so much information, in readable A4 format...

Help needed at Willhire

With less than a month to go until the annual Willhire 24 hours saloon car race at Snetterton (Jun 1/2), the BRSCC East Anglian centre is currently finalising its marshalling duty rosters for the marathon event.

In an effort to increase the number of marshalling teams on duty — and thus the amount of sleep each official gets — a few more volunteers are required. Please contact David Stearn, 33 Dane Close, Kedington, Haverhill, Suffolk if you can assist over the weekend.

AUTOSPORT, MAY 9, 1985

NEW ★ NEW ★ NEW ★ NEW ★ NEW ★ NEW ★ NEW ★ NEW ★ NEW ★

OFFICIAL

Canon

WILLIAMS

GRAND PRIX TEAM

TEAM SUPPORTERS LEISUREWEAR



Ferrari

FORMULA ONE



CANON WILLIAMS TEAM

JACKET

Full length with Williams/Honda & Canon embroidered logos (36, 38, 40, 42, 44) £35.00

LIGHTWEIGHT JACKET (not illustrated)

Cream top, navy bottom (as jacket) with Williams/Honda & Canon embroidered logos (36, 38, 40, 42, 44, 46) £23.99

WAISTCOAT (not illustrated)

Navy with yellow piping, very warm, super thick, with Williams/Honda & Canon embroidered logos (36, 38, 40, 42, 44) £19.99

SWEATER

Navy superwash lambswool with discreet Williams, Honda, Canon embroidered logo (36, 38, 40, 42, 44) £16.50

TEAMSHIRT

White sportshirt with Williams/Honda & Canon embroidered logos with Canon printed on back (36, 38, 40, 42, 44) £13.99

SPORTSHIRTS

Navy or lemon sportshirt with discreet Williams, Honda, Canon embroidered logo (36, 38, 40, 42, 44) £13.99

SWEATSHIRTS

White with Canon, Williams front print £10.99
Navy with logo as sweater £10.99
(36, 38, 40, 42, 44)

TEE-SHIRTS

White with Canon Williams front print (S,M,L,XL) £5.99
Royal blue with Canon Williams front print (S,M,L,XL) £5.99

CAP

Navy adjustable baseball cap with Williams Honda embroidered logo (one size fits all) £3.99

JOCKEY CAP

Navy/white cotton cap with Williams/Honda and Canon printed logos (1 size fits all) £1.99

DRIVERS HELMET TEE-SHIRTS

LAUDA

White tee-shirt with full colour helmet print (s, m, l, xl) £5.99

PIQUET

White tee-shirt with full colour helmet print (s, m, l, xl) £5.99

ROSBERG

White tee-shirt with full colour helmet print (s, m, l, xl) £5.99



FERRARI FORMULA 1

JACKET

Stone, hip length with embroidered Ferrari logos on sleeve and front. (36, 38, 40, 42, 44) £29.99

WAISTCOAT

Red, very warm, super soft, with embroidered Ferrari logo (36, 38, 40, 42, 44) £19.99

SWEATER

Navy or red (not illustrated) superwash lambswool sweater with discreet embroidered Ferrari logo (36, 38, 40, 42, 44) £16.50

SPORTSHIRTS

Red, white or lemon, sportshirts with discreet embroidered Ferrari logo (36, 38, 40, 42, 44) £13.99

SWEATSHIRTS

Red or white sweatshirts with embroidered Ferrari logo (36, 38, 40, 42, 44) £10.99

TEE-SHIRTS

Red with large front print and back print of large Ferrari horse
White with printed Ferrari badge (4 colour)
Yellow with Ferrari + AGIP on front and large AGIP print on back.
All shirts are a must (s, m, l, xl) £5.99

CAP

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