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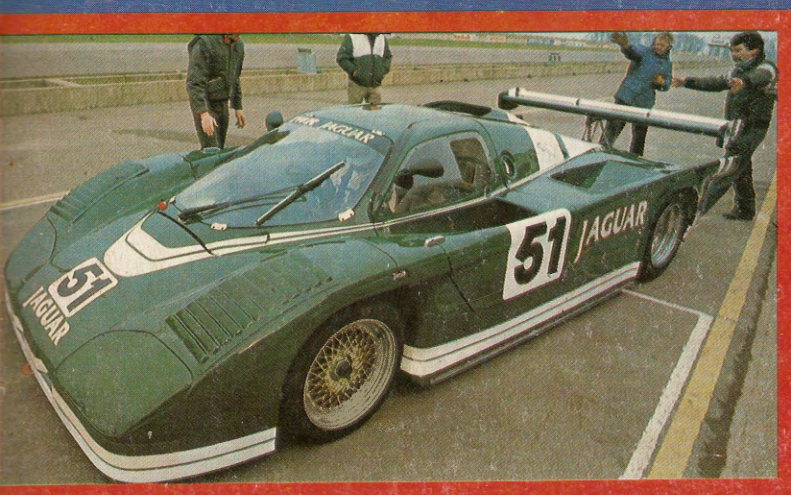
FORMULA
FORD SPECIAL

A Haymarket publication

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Thackwell's F3000 initiative



New Williams-Honda FW10

F1 testing: Imola upset

Sytner's Silverstone win

TWR run GP C Jaguar

Autosport
GRAND PRIX GUIDE 85

RENAULT F1 PROFILE

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FRONT COVER

Our front cover this week shows Mike Thackwell, the winner of the first ever Formula 3000 event, at a very wet Silverstone on Sunday. Report: Page 16. Photo: Jeff Bloxham. Below: Martin Brundle tested the revised Group 44 TWR Group C Jaguar at Donington last week resplendent in its British Racing Green colours. Report: *Pit & Paddock*. Photo: Paul Boothroyd.

NEXT WEEK

Full report from Monza's first round of the European Touring Car championship — York National Rally, second round of the Shell Oils/AUTOSPORT National Rally Championship — A look ahead to the Safari Rally — *Armchair Enthusiast* — *Purely Personal*: Ian Phillips looks at the inaugural round of the F3000 series — Preview to Thundersports — McLaren's Ron Dennis interviewed — Plus the fourth in our full colour Grand Prix Guides with a look at the Zakspeed, Arrows and RAM teams.*

*These items correct at time of going to press.

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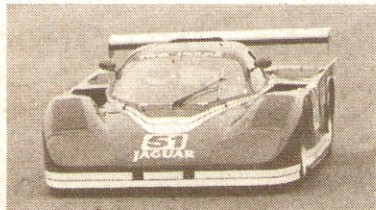
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PIT & PADDOCK 4



All the international motor racing news — Olivetti for Brabham — Latest McLaren tests at Brands — CanAm future in jeopardy — TWR Group C Jaguar tests — ETC preview — Goodwood reprieve — Toleman plight unresolved.

COMMENT 12

A look at the major topic of the week in *Comment* — Your airs viewed in *Correspondence* — A trip down memory lane with *Then as Now?* — And laugh of the week with *Catchpole*.

NEW RACING CARS 14



The Williams team announced its new 1985 challenger at Brands Hatch last week. We take a look at this 'in-house' built Honda powered turbo car from the drawing board of Patrick Head.

SILVERSTONE F3000 16



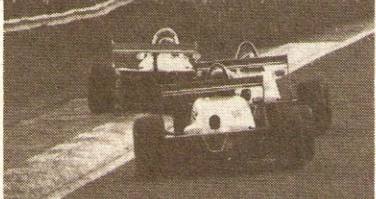
As has become habitual these days, Silverstone's International Trophy meeting was wet. Very wet. But the appalling conditions provided plenty of excitement as Mike Thackwell won the first round of the new F3000 championship from team mate John Nielsen. Ian Phillips withstood the rain to bring you his report.

SILVERSTONE GP A 22



Franck Sytner opened the Trimoco season with a win in his BMW 635CSi, closely followed by Neil McGrath's Rover Vitesse. Joe Seward, clipboard in hand, witnessed the proceedings.

SILVERSTONE F3 24



Russell Spence again . . . The PMC Reynard drew away from the opposition to take a well-earned victory. Marcus Pye tells all.

SEBRING IMSA 27

Bob Wollek and A J Foyt survived the series of dramas to win the Sebring 24 Hours in the Swap Shop Porsche 962. Jonathan Ingram reports from the Florida track.

RACE RALLY 29



There was a sensational close to Spain's RACE Rally, the lead swapping four times over the last stages as three Lancias battled for supremacy. Hugh Bishop recorded the struggle.

SPECIAL STAGE 31

All the international and national rallying news — Ford's major programme revealed — Hannu's Safari crash — 205 evolution for Corsica — Shell back Welsh — Euro troubles for Demuth, McRae and Gooding.

PREVIEW: YORK NATIONAL RALLY 34



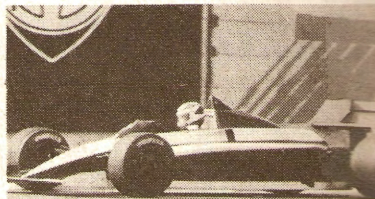
Keith Oswin sets the scene for the second counter of the Shell Oils/AUTOSPORT National Rally Championship over York's fast stages.

FORMULA FORD YEARBOOK 37



Our comprehensive guide to the Ford Formulae starts here, covering both the junior and senior categories. Turn to page 37 for an introduction and a complete guide to its contents.

IMOLA F1 TESTS 71



After the sunshine in Rio, the F1 teams were greeted with snow and rain at Imola. However, there were new cars to be seen, notably the designs from Alfa Romeo and Ligier. Jeff Hutchinson reports from the San Marino circuit.

ACHIM WARBOLD 74



A busy man — that's what Keith Oswin discovered of the Mazda Rallye Team Europe manager when he spoke to him on the recent Boucles de Spa rally, as he continually strives to improve the Mazda rally challenge.

SPORTS EXTRA 76



All the national racing news — Tiga-BMW for Lovett — Bumper HSCC events — Welch's STP Gartrac Escort — Gachot quick at Silverstone — Cunningham's FF2000 Rondeau — Sprint and hillclimb testing from Curborough.

SPORTSCARD 78



Bachelart wins opening German F3 round — National racing from Silverstone, Oulton Park, Snetterton, Mondello Park and Inghliston — National rally round up — Plus rallycross from Lydden.

AUTOSPORT GRAND PRIX TEAM GUIDE

The third in our full colour team guides takes a look at the Renault team. Will 1985 see a revival in the marque's fortunes?

Olivetti back Brabham

Olivetti has replaced Parmalat as the major sponsor of the Brabham Formula 1 team. At BMW's annual motor sport press conference in Munich on Monday, the BT54 on display carried evidence of the new deal, which was signed in Italy last Wednesday. The three-year contract is said to be worth \$7m.

Olivetti livery (yet to be decided), Bernie Ecclestone's deal is actually with Benediti, a major company which owns Olivetti. Italian rumours suggest that Parmalat have been trying to secure a secondary sponsorship with the team, but this looks most unlikely: Benediti also owns Buitoni, a major manufacturer of pasta — as also is Parmalat.

In Munich the Chairman of BMW Motorsport GmbH, Wolfgang-Peter Flohr, announced that his company's association with Brabham had been extended. Bernie's cars will run with BMW power at least for the next three seasons. And Paul Rosche said that this year Piquet and Hesnault will race with 800bhp, and 950bhp for qualifying.

Enzo on Dumfries

Enzo Ferrari was at Imola one day last week to watch his cars testing — and inevitably every journalist in the place forgot about the season itself, making the most of a rare opportunity to speak with the Commendatore.

Asked about Johnny Dumfries's recent testing at Fiorano, Ferrari said that it had been difficult to reach any conclusion about the young Scotsman. "It was raining all the time, and he didn't do very many laps. I was advised to take Dumfries by Bernie Ecclestone, who said he was very impressed with him after

his testing at Kyalami. If I need him in the future, I will call him."

Ferrari said that he would not be needing a third driver until the new four-cylinder was completely ready. And he added that the 'four' would definitely not be raced until the engineers were convinced that it was better than the V6.

"If the Rome Grand Prix had not been cancelled," he said, "I would have run a third car, alongside Alboreto and Arnoux. But I would not have chosen the driver. That choice I would have left to the CSAI, because this year is the 80th birthday of the club."

New Detroit track in '86

Our American Editor reports that for 1986 the Detroit Grand Prix will almost certainly be run on a different circuit, and this will probably be situated on Belle Isle, an island situated in the river which separates the city of Detroit and Canada.

We understand that the mounting problems with the current track arise from concern in the city about the disruptive effect of closing roads. And the position is that local officials retain their enthusiasm for the race — but not where it is . . .

Beatrice Ford deal struck?

The news of an extension of the agreement between Brabham and BMW (see separate story) lends further credence to the strong rumours of a deal between Beatrice and Ford. Until very recently the word inside the sport was that Bernie Ecclestone's team would be the one to receive Ford's new F1 turbo engine.

The Beatrice team's official comment is that it would be crazy, considering the amount of money it was spending with Brian Hart, to end the association with him after only four races. (Alan Jones is due to run the new car for the last four races of this year.) In America they're saying that the Ford engine is a little behind schedule, and may not be ready to race next year. On both sides of the water however, they're saying that when it *does* race it will be in a Beatrice chassis. Watch this space.

Zakspeed's Goodyears?

At BMW's press conference in Munich (see separate story) there were rumours that Zakspeed has, after all, managed to secure a Goodyear tyre contract for the coming F1 season. On Tuesday, however, Barry Griffin of Goodyear told us that he knew of no such deal.

"It's true that we gave Zakspeed some tyres to help them out in testing," he said, "but I very much doubt that there is any deal to supply them through the season. Nobody believes us when we say that the problem of supplying further teams is one of capacity, but it's absolutely true."

For Zakspeed the problem of arranging a tyre contract is not quite as pressing as that which faces Toleman, of course, since the German constructor never expressed any intention of running in the opening Grand Prix of the season, at Rio on Sunday week. It should be remembered, though, that Zakspeed does have a long history of association with Goodyear.

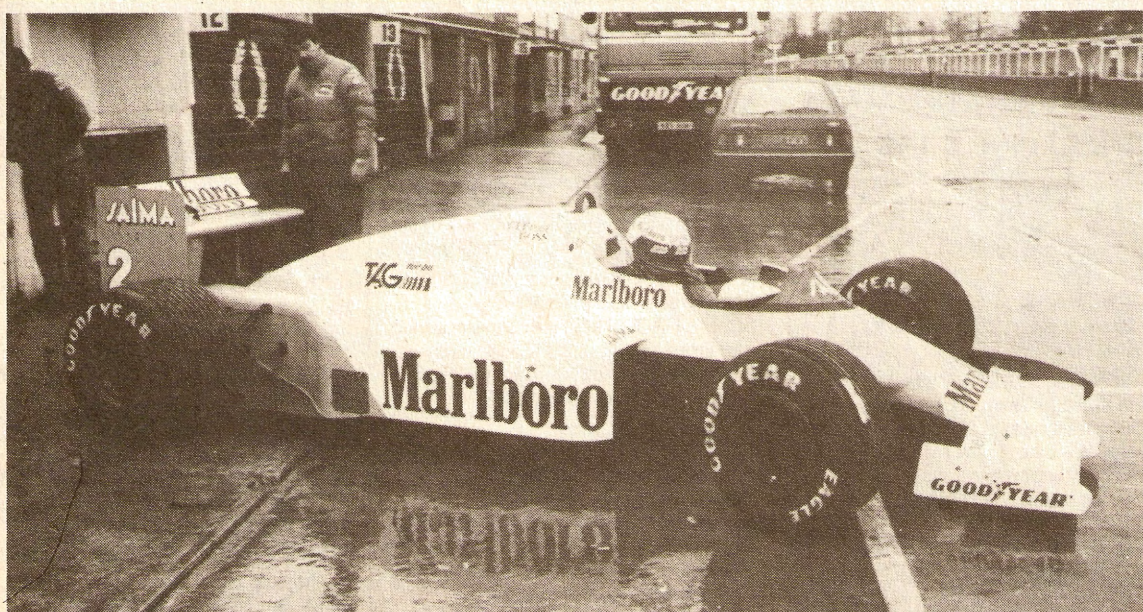
No Rio for Toleman

On Monday it seemed clear that there would be no eleventh hour rescue for Toleman. A bitter Alex Hawkridge told us that the cars had been crated up, ready to leave for Brazil, but that it was almost certain that they would not be making the trip.

"We've still got an F1 team," he said on Monday, "but it's like holding the original German mark before the war. Overnight it's worth nothing. We're trying to stay alive, but everyone seems to want us out. Without a major manufacturer supporting us, Formula 1 won't tolerate us. We have no clout with tyre companies without a major manufacturer behind us."

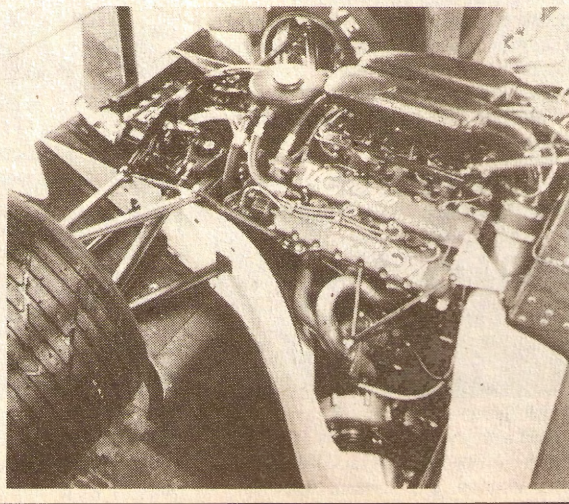
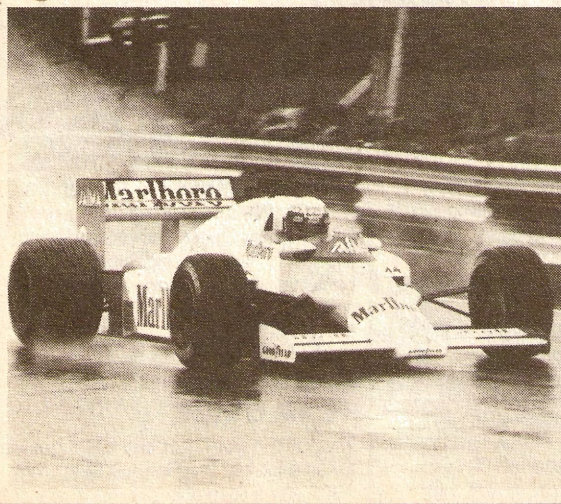
"What's happening is far more sinister than anyone realises. If they want you out, they can get you out, and it has nothing to do with merit. I'm absolutely powerless, and very depressed. I always believed this was a sport."

Not surprisingly, we hear strong rumours that a number of racing manufacturers are interested in purchasing Toleman Group Motor Sport as a going concern.



Prost shakes down latest McLaren

Above: The new McLaren MP4/2B takes to the track for the first time. On a wet and miserable Monday morning at Brands Hatch Alain Prost ventures out of the garage. Below left: Prost did all the running on Monday, with Niki Lauda expected to take over the following day. Right: In comparison with last year's car, the new one's 'Coke bottle' rear end is much tighter-waisted. The push rod rear suspension is completely new, and the car's sidepods are shorter than before.



Brundle tests Gp C Jaguar challenger

Wattie and Johansson at Donington

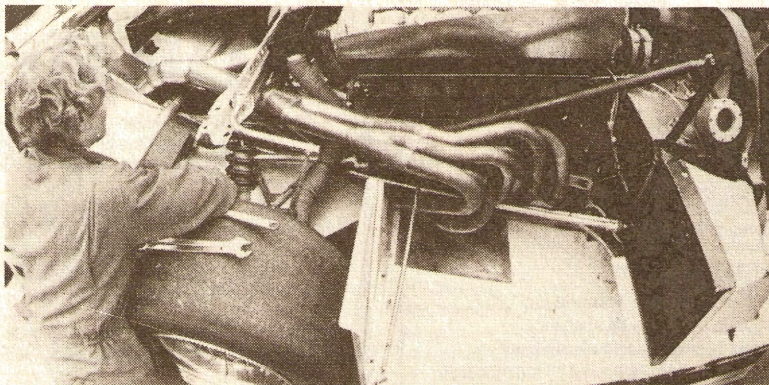
Martin Brundle was at Donington Park last Thursday to give the first TWR-run Jaguar Group C car its initial shakedown test. Resplendent in its British Racing Green livery the modified XJR-5 ran all day without any major problems.

The Lee Dykstra-designed chassis does not appear to have any major aerodynamic changes from its IMSA specification — as raced last year by Bob Tullius's Group 44 IMSA GTP team in America and at Le Mans. Two monocoques were sent from the USA to the TWR base at Kidlington in mid-February and they are thought to have undergone considerable internal modification to bring them into line with the Group C minimum weight limit of 850 kilos — 50 kilos under the IMSA limit.

The TWR cars will be powered by the latest version of the normally-aspirated six litre V12 engines from the Coventry factory, and there is much speculation that they are using the new four-valve cylinder head that has been under development for the last year. The engine will be fitted with the Lucas Micos electronic management system raced by the IMSA team at Le Mans last year.

The modified Group 44 chassis are

Will the Jaguar be seen in British Racing Green — an announcement is expected shortly.



Power output from the 6-litre V12 installation is expected to be in excess of 600bhp.

expected to be interim models for a limited Group C programme this year, with a new TWR design expected in 1986.

Power output this season is expected to be in excess of 600 bhp which, fuel consumption allowing, should see the cars well in contention. No official announcement of the team has yet been made, but it is expected that Martin Brundle, Stefan Johansson, Hans

Heyer, David Hobbs, Jean-Louis Schlesser, Thierry Tassin and Walkinshaw himself will be driving.

The cars will run on Dunlop tyres, as opposed to the Group 44 Goodyear rubber. On the sponsorship front it is still uncertain whether the cars will carry any commercial sponsorship or whether they will race in British Racing Green. An official announcement is expected shortly.

Brundle — tested without major problem.

Toleman continued their Formula 1 development programme at Donington last week, both John Watson and Stefan Johansson having a full day each in the TG185. Once again they were using Avon crossplies, specially made for the job, which provided an extremely stable base for the various tests which were being done. At the end of the testing last Tuesday Johansson was given a few minutes to "go for a time" and recorded a highly impressive 57.5s in the sub-zero temperatures.

Avon were prepared to build tyres to order for Toleman to use in Grands Prix but it had to be on a strict commercial and non-service basis. Avon's Eddie Wood said last week that he had calculated that it would cost them £250,000 to service two cars for a season.



Nakajima — Williams development driver.

Honda tester Nakajima

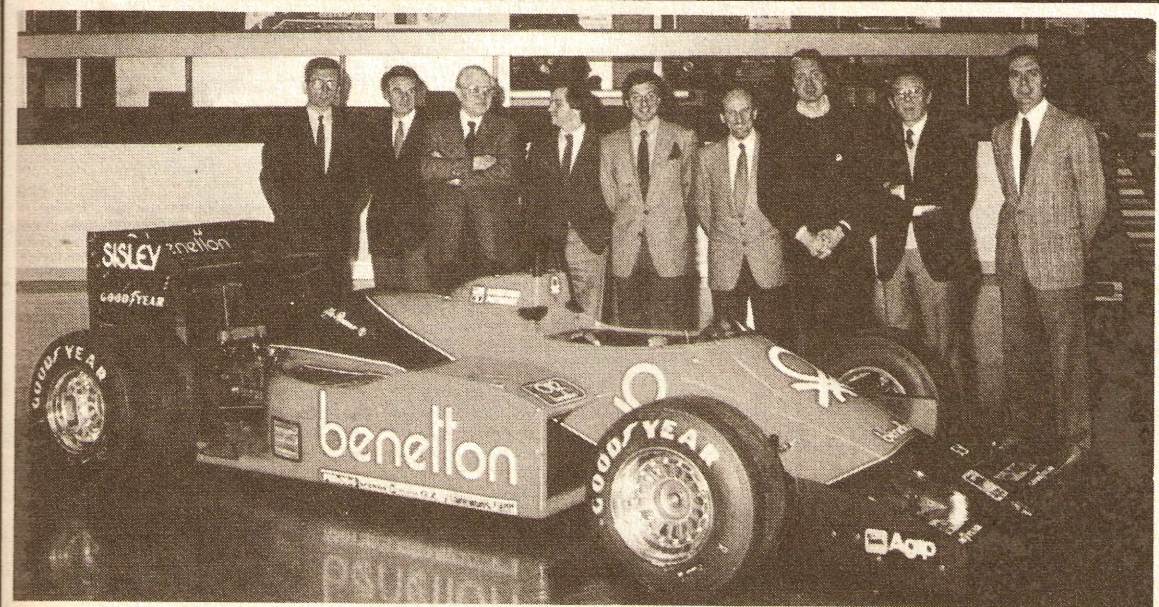
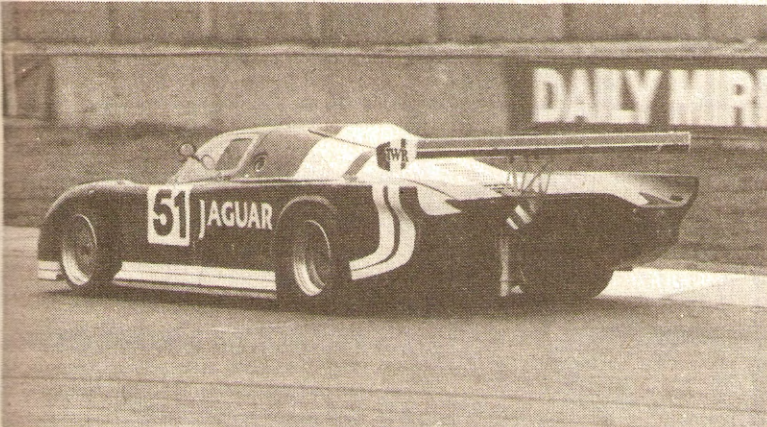
Frank Williams has announced that reigning Japanese F2 champion Saturo Nakajima will be joining the Williams Grand Prix team as a test driver this year.

One of last year's FWO9 chassis has been flown out to Japan where it will remain for the whole season as a permanent mobile test bed for developing the Honda engine. While Keke Rosberg and Nigel Mansell will do some of the testing, that task will fall to Nakajima when they are not available.

BOB HARPER

We regret to report the sudden death of Bob Harper from a heart attack last week.

Harper, 54, was a larger than life individual based in Hong Kong who was a leading light behind the development of the Macau Grand Prix for many years. In 1974 he brought the Team Harper name to Europe with a Mike Earle managed European Formula 2 team for David Purley, Dieter Quester and Tom Pryce. Business commitments meant that he had to return to Hong Kong the following year but through Macau, and his tremendous hospitality, he kept in touch with the many friends he made in racing. They will be saddened, as we were, to hear of his untimely death.



Milan launch for Alfa's 185T F1 car

Alfa Romeo's new Grand Prix challenger, the 185T, was revealed in Milan last week. Euroracing team manager Sandro Munari (far right) is hopeful that the team's fuel efficiency problems have been solved, the totally revised engine incorporating new electronic fuel injection and modified cylinder head and combustion chambers. Imola testing details: page 71.

CanAm doubt as Walker files for bankruptcy

Shock news from America last week was that Don Walker, one of those behind the Dallas Grand Prix and the man trying to breath new life into CanAm racing, has filed for bankruptcy.

Walker's Dallas Grand Prix Corporation was to run this year's CanAm Championship, but our American Editor reports that there are now serious doubts that any races will be run.

Ralph Firman, head of the British Van Diemen concern, commissioned to produce a new CanAm car for Walker's Dallas Motorsport team (the reigning CanAm champions with Irishman Michael Roe), has put the project on ice, at least until the current uncertainty is cleared up. "I got the feeling that things

were not quite right last week, and decided to stop work on the car on Wednesday. Two days later, I heard of the situation in America.

"Fortunately, Van Diemen has approached the CanAm project with reasonable caution from the start — we have a successful FF1600 and FF2000 business to concentrate on as a priority — although obviously I am disappointed. The first Van Diemen CanAm tub is nearly complete and the bodywork is well under way. In this respect, we are probably more advanced than most of our competitors, but if there is going to be no CanAm (at least under the present organisation's control) this is the time for everyone to stop work. I'm particularly

upset from Michael Roe's point of view, and hope that his undoubted talent can be put to good use elsewhere."

Walker and his one-time partner Larry Waldrop were responsible for taking Grand Prix racing to Dallas, the inaugural race being run there last July. The race was very well attended, and it was believed that it would become a permanent fixture in the Formula 1 calendar. However, Walker and Waldrop split up some time ago, and this year's proposed race was cancelled because, according to Walker, an April date (assigned to it by FISA) was unacceptable because of the wet weather which is predominant there in the spring. Many insiders were extremely sceptical about this . . .

Ecclestone optimistic

After finally being able to negotiate his way into the BRDC car park on Sunday, Bernie Ecclestone echoed the general optimistic mood for Formula 3000.

"This opening round has already proved that this is 100 per cent better than Formula 2. Today's field has been strong and there is plenty of potential for the future. Hopefully there will be 22 cars at Thruxton on Easter Monday and thereafter 25 for each event. Considering the length of time everybody has had to work on the cars I am delighted with the quality of what we have seen today."

There were 17 cars at Silverstone and guaranteed additional runners for Thruxton are the Lolas for Argentinians Oscar Larrauri and Juan Manuel Fangio, a Minardi, a third San Remo March for Roberto del Castello and the Roger Cowman/Ken Moore Arrows.

Capelli in at Estoril

European Formula 3 Champion Ivan Capelli will be joining the F3000 series at Estoril. His absence from the first two races is because he is currently doing his national service in the Italian army. Cesare Gariboldi has ordered a new March 85B for Capelli and was discussing at Silverstone, principally with Eddie Jordan, the possibility of putting together a two car team.

Pirro's ETC BMW debut

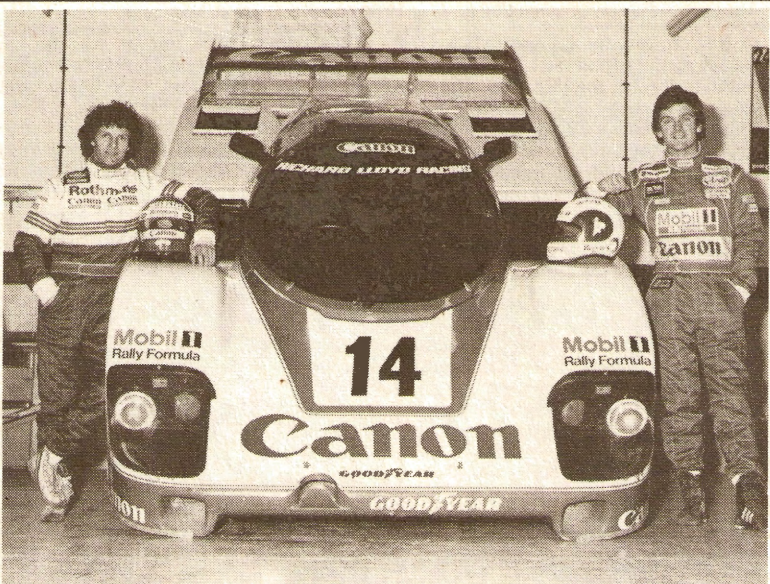
Emanuele Pirro is making his European Touring Car Championship debut at Monza this weekend. Although there are supposedly no works BMWs in the series, the Italian was approached by BMW Motorsport boss Dieter Stappert and will partner none other than Dieter Quester. "I am really looking forward to it", said Pirro at the weekend. "I want to broaden my experience as much as I can between my F3000 commitments with the Onyx March team."

Moreno: More F3000?

Roberto Moreno thoroughly enjoyed his first taste of Formula 3000 last weekend and is very keen to do more. In a very much eleventh hour operation the Brazilian found himself at the wheel of what was effectively a works Tyrrell for the weekend.

Dutch enthusiast Jan Bosch, who owns the cars run by Barron Racing, agreed that Moreno should drive at Silverstone but it took the support of Ken Tyrrell, engineer Brian Lisle and Roger Hill to make it happen. "Really it only started to happen on Friday and the car wasn't even built," said Moreno. "Everybody from Mr Bosch through the whole Tyrrell team has been fantastic in making it possible."

Moreno was quickest in the wet qualifying session and the damp warm-up and after a skilful 27-lap battle with Emanuele Pirro, emerged as the leading slick tyre runner when the final rain storm came. Finishing sixth, Moreno was the highest placed runner who had to change tyres during the race.



Jan Lammers and Jonathan Palmer with the RLR Porsche 956 plus Canon backing for the fifth year.

RLR 956s on Goodyears

Celebrating the opening of their new racing base at Silverstone last weekend, Richard Lloyd Racing confirmed they will again be running Jan Lammers and Jonathan Palmer in the entire World Endurance Championship with their own specially developed Canon-backed Porsche 956.

The newly formed Richard Lloyd Racing is intended to make the racing activities self-sufficient away from Lloyd's neighbouring VW/Audi GTI

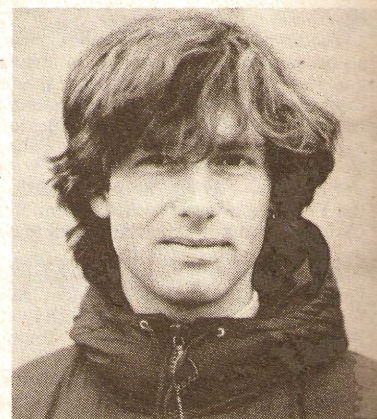
Engineering tuning business.

For 1985 the Keith Greene managed team will have two of their Nigel Stroud modified 956 chassis and they will be using Goodyear tyres (instead of Dunlop rubber) throughout the season. Canon will be supporting Lloyd's team for the fifth successive year and there is a chance that the team will field both of their cars at the Le Mans 24 hours. Additionally the team will run the Rothmans camera car in selected WEC events.

Hard trier Tarquini

A most impressive newcomer to international single seater racing at Silverstone last week was the reigning 125cc World kart champion Gabriele Tarquini.

The 23-year-old from Giulianova, near Pescara, had only contested a dozen single seater races in Formula 3 during the past 18 months prior to his Silverstone debut. He completed just one dry qualifying session in the car before the race which he had to start from the pit lane because of an electrical fault. On his second lap he spun at Woodcote and then proceeded to carve his way through the field on his Bridgestone wets to a highly impressive fifth place overall.



Danner — last-minute budget.

A budget for Danner

A welcome new sponsor in the F3000 field at Silverstone were Budget Rent-a-Car. A last minute arrangement with Bob Sparshott's BSA team enabled them to run Christian Danner in the inaugural Championship race.

It is very much an exploratory exercise by Budget, extending to the second round at Thruxton on Easter Monday. Considering that Danner had never driven a flat bottomed single seater or on cross ply tyres beyond 30 laps at Snetterton last November before his car turned a wheel for the first time on Saturday morning, his sixth place grid position and fighting fourth place augured well for a strong season if it can be financed.



Spectacular Silverstone

Michel Ferté blotted his copybook by spinning into the Woodcote catchfencing having just relinquished the lead to eventual winner Mike Thackwell at Silverstone's inaugural F3000 meeting. However, Ferté extracted his wrecked car to finish third. Full report: page 16. Comment: page 12.

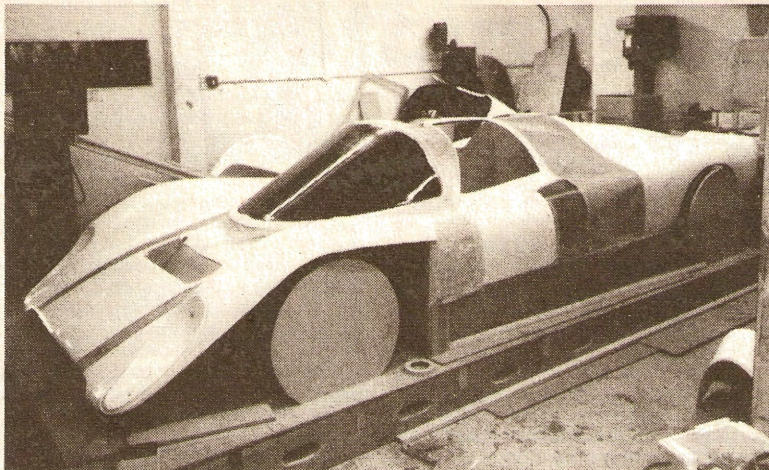
Chevron's B62 WEC car

Chevron Cars are set to make their return to international endurance racing this year, with an all new honeycomb Group C2 chassis currently under construction at the company's premises in Winchester. Designated B62, the first C2 Chevron will be powered by a 3.3-litre Cosworth DFL engine, prepared by Alan Smith Racing of Derby. The works car will be seen in the World Endurance Championship, under the banner of Bartlett Chevron Racing with Goodmans Sound.

The new car is based around a sturdy monocoque which carries the engine and gearbox as stressed members. A Hewland FGB five-speed transaxle is standard equipment. Suspension is inboard in front, with Koni spring/damper units. Four-pot ventilated AP brakes will be housed within the 11 and 15in width split-rim wheels.

Bodywork will be of carbon-fibre reinforced GRP in six sections, the cockpit incorporating gull-wing doors. Work on the body bucks is well under way, and the finished product should bear a striking 'family resemblance' to the beautiful Chevron B16, albeit with updated aerodynamics.

Roger Andreason, head of the Chevron concern, is laying down a small batch



The buck of the new Chevron B62 gives an indication of the cars striking looks.

of B62 chassis, for C2 and IMSA GTP use. A recent trip to the USA has netted initial orders for the IMSA specification chassis.

John Bartlett's C2 version should be debuted at the Silverstone 1000kms race in May, and run in the remainder of the WEC schedule, starting at Le

Mans. The driver line-up for the car (sponsored by Britain's largest manufacturer of loudspeakers, Goodmans) will be announced in the first week of May. Having campaigned an Andreason-run Lola T610 in C2 and Thundersports last season, John ordered the first B62 at the end of last year.

Misery for Magnum

The Magnum Racing Cars F3 team could hardly have had a more miserable International Trophy meeting at Silverstone last weekend. Following recent testing on the circuit, John Robinson's men were encouraged by the performance of the elegant cars but Jari Koiranen managed only a few laps in qualifying with engine problems in the VW-powered 853 and fellow Finn Reima Soderman failed to get out at all, when the gearbox of his Toyota-engined example failed in the assembly area. Jari fared little better in the race, when his engine cut completely on lap 3.

"We are tremendously disappointed," said a team spokesman on Sunday. "I think we would rather forget this weekend — things can only get better." Hopefully both cars will be motivated by Speiss-prepared Volkswagen engines at Thruxton on Easter Monday. The Brixworth equipe currently has three of the units on order.

Peters tries Anson SA6

Mark Peters had his first run in the latest Anson SA6 F3 chassis at Silverstone last Thursday, the Londoner apparently providing impressive feedback on the Gary Anderson-designed chassis for Mike Rowe Racing, who run it in the Marlboro British championship.

Peters also had the opportunity to sample a current-spec Volkswagen engine (as used by the car's regular pilot Keith Fine) during the test. Mark's deal to run alongside Fine is taking longer than anticipated to finalise, but he hopes to join the fray at Donington next month, with a Pedrazzani-built Alfa Romeo engine in the back of another SA6.

Motul 853 for Giroix

Scan+Sport's French F3 hopeful Fabien Giroix had his first run in a Reynard-Saab 853 recently, the youngster putting in an extended acclimatisation session in Anthony Reid's regular chassis at Snetterton, prior to the car being re-liveried for the equipe's official launch in Paris. Fabien's own Reynard is currently under construction at Bicester, and will be run extensively at Nogaro in the week preceding the championship opener on April 7.

Backing for the project has been forthcoming from Saab France and the Motul oil concern, based like Giroix in the Gascon region of the country. Scan+Sport's French operation is being masterminded by Peter Morgan, under the watchful eye of Competition Director Bob Moore. Hopefully the team will quickly surmount the engine management problems experienced on the British Saab-powered cars, and become a major force in the French national series.

Exciting Italian F3 series in prospect

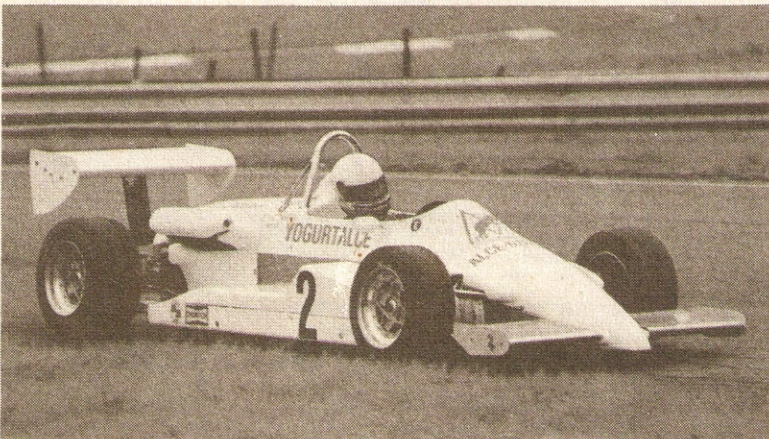
The Marlboro Italian Formula 3 series gets underway this weekend at Vallelunga, near Rome. As in the Britain, the flat-bottomed regulations have led to an increase in interest in the series and an entry in excess of 40 is expected.

Likely challengers for title honours will be Enzo Coloni's new pairing Alex Caffi and Nicola Larini who will be campaigning Tico Martini's latest design, the MK45. The Coloni team have won the title three year's running, but the opposition is better than ever.

The all-new carbonfibre Dallara chassis has shown well in pre-season testing and there will be at least three teams using the machines. The Venturini team retain Fabrizio Barbazza who is expected to be joined by talented youngster, Felice Tedeschi — "Happy Germans", of Formula Fiat Abarth fame. In addition the Forti team have Franco Forini and Claudio Antonioli, and the Alloni team will also be entering two cars.

Arno racing cars have produced their latest challenger, the 03/385 and at least four of the cars should be seen with Luca Maggiorelli and Fabio Mancini among the drivers.

There will, of course, be plenty of new Ralts on hand, leading entries including



Giovanna Amati, Italy's answer to Cathy Muller testing an unusual Bellasi-modified Ralt RT3.

Franco Scapini and possibly Giovanna Amati in the Automotor VW team, Marco Apicella (Coperchini), Gianpaulo Pace (Grifo Racing). Ravarotto Racing will be fielding a Ralt for Gianfranco Tacchino, while Spaniards Luis Sala and Luis Villamil will be seen with the Pavesi team's RT30s. Gabriele Seresina's competitive Euroteam have

signed up Maurizio Manfredi and it is thought he will be joined by multiple karting world champion Stefano Modena, while Ermanno Alboreto (brother of Michele) should be seen with the Astofer team.

The racing is certain to be exciting in what is fast becoming a top line series.

Dutton wants new Ralt RT30 for Scott

Richard Dutton's Anglo American Racing organisation was up to full strength at Silverstone over the weekend, as team partner Ray Stover was fit enough (after his Thruxton testing shunt last month) to join Dave Scott in the Ralt RT3s.

While Scott deputised for the Denver-

based Stover at the first two meetings (driving the chassis which he originally ran on his return from Japan last year), Ray elected to run his ex-Intersport/Spence car in the pre-March '84 class to bolster the outfit's chances.

Dutton is hoping to retain Scott's

services for the remainder of the Marlboro British F3 championship, but his continued inclusion in the line-up depends on finance. "We very much want to field Dave in a new Ralt RT 30," commented Richard, "but we don't have the budget to get one at the moment."

Scan+Sport make progress with Reynard-Saab

Team Scan+Sport made significant progress with their Saab-powered Reynards at Silverstone last weekend, both 853 chassis running consistently and reliably on Lucas fuel injection systems in the third round of the Marlboro British F3 championship.

The cars were rewired after the Thruxton race a fortnight ago (when Maurizio Sandro Sala's had the Lucas

electronics and Anthony Reid's the original Bosch 'hot wire' system) and ran virtually identically, apart from another fuel pump failure, on Reid's machine, in the wet qualifying session.

"We are particularly encouraged by the similarity of the units' characteristics", said team manager Robert Sygne on Sunday. "The technical team are gradually extracting more usable power

from the 16-valve engine, and the cars are getting quicker with every outing."

Efforts will shortly be made to lighten the Swedish engines, as part of Scan+Sport's ongoing commitment to developing a commercial F3 racing unit. The Saab can doubtless punch out sufficient power, but greater torque must now be engineered into the engines by Nicholson-McLaren Engines in conjunc-

tion with Saab-Scania's own experts.

Sala and Reid battled mightily throughout Sunday's race, achieving promising seventh and ninth place finishes respectively. Had Maurizio set his best race lap time in qualifying, Sala would have started from the third row.

Expect this upward trend to continue now the team has a real baseline development programme.

ETC opener attracts 40 cars

Strong British representation as TWR Bastos Rovers take on the BMWs and Volvos in Europe

This weekend the Monza Autodrome sees the opening round of the European Touring Car Championship. British interest in the series is still high, despite the withdrawal of the all-conquering Jaguar XJSs. Over 40 cars from all over Europe are expected at Monza, and the battle up front is certain to be as fierce, if not fiercer, than last season.

Last year, we grew accustomed to seeing the Jaguars in formation heading off into the distance, but behind them the BMW/Rover/Volvo battle was always fraught. Early in the autumn, BMW, thinking the 635CSi had finally reached the end of its active life, decided not to involve themselves in ETC this year. The withdrawal of the Jaguar team caught them on the hop. Well, Bee Em fans, the

635CSi lives on — no fewer than 11 of them are entered at Monza, and the Schnitzer (read all-but works) team will not as thought only appear occasionally. They have two cars and a strong line-up. Gone, sadly, is Hans Stuck, off to race Group C for Porsche, but Dieter Quester remains on the team, alongside the rapid pairing of Roberto Ravaglia and Gerhard Berger. Quester will be partnered at Monza, and perhaps later in the year, by F3000 March driver Emanuele Pirro. With such talented youngsters alongside him, Quester is really going to have his work cut out this year.

Bavaria Automobiles have two BMWs for René Metge/Marc Sourd and Michel de Deyne/Philippe Hazebrouck, while there are some familiar names in the

other German cars: 'Denny' Vojtech being the most rapid.

The BMW attack has, however, lost the Eggenberger team which decided to go with Volvo. The driver line up is Gianfranco Brancatelli/Sigi Muller Jr and Thamas Lindstrom/Pierre Dieudonné. They will be joined by two Swedish entries: one for Ulf Granberg/Anders Olofson, the other for Mikael Strauch and Sund Ohlsson. Undoubtedly, the Volvos will be very quick . . .

That leaves the Austin Rover Vitesses of TWR. In the leading car is reigning ETC Champion Tom Walkinshaw with fellow Jaguar refugee Win Percy. Jeff Allam and Armin Hahne will drive the second car, while Jean-Louis Schlesser partners either Pierre-Alain Thibault or

Eddy Joosen in the third. However, one name missing is that of Steve Soper. It would be a crime for Steve not to be used to the full this year — a driver of his calibre is hard to find . . .

Later in the year the Ford Sierra Turbo is expected to join in the fun, and the Mercedes 190 is sure to venture into Europe once Dany Snobeck has raced it in France.

The smaller classes are well supported as ever with no fewer than nine Alfa Romeo Alfetta GTV6s on hand to keep everyone amused with their antics, while the BMW 323i will also be represented and should be on terms with the Alfas.

The Jaguars might have moved on, but ETC is still going strong. Watch out for the Rovers . . .



Andy Rouse will take to the Trimoco tracks with his ICS Sierra turbo at Oulton Park.

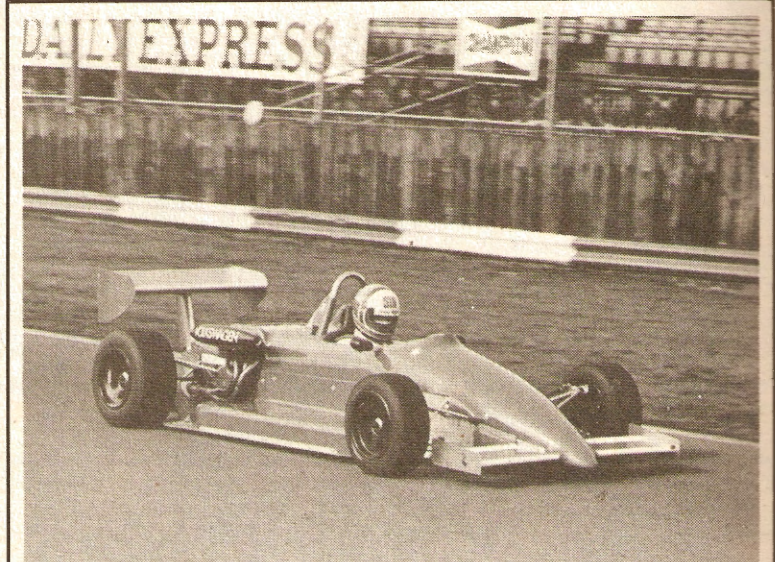
Ford's Gp A plans revealed

At a press conference in London last week, Ford announced its plans for saloon car racing this year. As expected, Andy Rouse will race in the Trimoco series in a Ford Sierra (née Merkur) Turbo as soon as it is homologated on April 1, with backing from Industrial Control Services and Shell Oil.

Richard Longman will race in Class B of the series in a Datapost Ford Escort RS Turbo, which is expected to produce around 230bhp in racing trim. The Christchurch driver will have to wait until

May 1 before he receives homologation papers, however, and will therefore miss the first three rounds of the series. "I intend winning the other nine," he said.

Perhaps the most exciting project currently under development is the Ford Sierra Cosworth. The four-cylinder, 16-valve engines will be fitted with Garrett T3 turbochargers and to ensure international Group A homologation, production of 5000 units, is expected to begin at Genk in Belgium in the autumn. It should be a car worth waiting for . . .



Delestre's EJr tryout

Dominique Delestre gave his Ralt RT30 a brief shakedown run at Silverstone recently in preparation for the start of the French F3 series. Delestre will be racing under the wing of Eddie Jordan Racing. Delestre raced at privately entered Ralt in the series last year.

Pegasus duo impress at Silverstone

Pegasus Motorsport bowed into the Marlboro British F3 championship in style, at Silverstone last weekend, Brian de Zille's Quorn-based equipe fielding a pair of superbly presented Ralt RT30s (rather than their own RT3 derived Pegasus chassis) for European FF2000 champion Gerrit van Kouwen and Graham de Zille, son of the team owner.

The duo were very closely matched throughout qualifying, in both wet and dry conditions, Graham's First Edition menswear/Harvest Moon car pipping van Kouwen's Marlboro-supported example by 0.15secs, reflecting the Briton's slight testing advantage, and knowledge of slick tyres.

In the race itself, young de Zille drove better than ever before, looking neat, yet aggressive en route to a sterling eighth place. Gerrit, in his first race on slicks, finished 14th after a spin. "I enjoyed myself, but took things easily," said 21-year-old van Kouwen.

WEEKEND SPORT

INTERNATIONAL SPORT		
Date	Venue	Event/Details
Mar 31	Monza, Italy	FIA European Touring Car Championship, round 1 <i>See Pit & Paddock for preview.</i>
Mar 31	Vallelunga, Italy	Marlboro Italian Formula 3 Championship, round 1 <i>See Pit & Paddock for preview.</i>
Mar 31	Bristol, USA	NASCAR Winston Cup Grand National Championship, round 5 <i>Chevrolet 2, Ford 2, Geoff Bodine leads the championship but has yet to win this year. Bill Elliot will be looking for a third win in his Ford T-Bird.</i>
Mar 31	Fuji, Japan	All-Japan Formula 2 Championship, round 2 <i>Keiji Matsumoto took a surprise win at Suzuka in a March-BMW 852 beating the Hondas and the new Yamaha. Kazuyshi Hoshino, Saton Nakajima, Kenny Acheson and Eje Elgh will be out to put Honda back on top.</i>
Apr 7	Rio de Janeiro, Brazil	FIA Formula 1 World Championship, round 1
Apr 7/8	Thruxton, Hants.	FIA European Formula 3000 Championship, round 2; Marlboro British Formula 3 Championship, round 4
Apr 7	Paul Ricard, France	FIA Historic championship, round 1
Apr 7	Nogaro, France	Marlboro French Formula 3 Championship, round 1; French Touring Car Championship, round 1
Apr 7/8	Nurburgring, West Germany	German Formula 3 Championship, round 2; German Sportscar Championship round 1; Interserie Championship, round 1
Apr 7	Suzuka, Japan	All-Japan Formula 2 Championship, round 3
Apr 8	Misano, Italy	Marlboro Italian Formula 3 Championship, round 2

Reprieve for Goodwood

Management and Council comprise on noise and usage

Despite new restrictions on the use of the Goodwood motor circuit this year, competitors' worries that the excellent Sussex testing and speed events facility might be forced to cease operation are thankfully unfounded.

The 2.4-mile circuit, situated on the wartime airfield of Westhampnett, has been used extensively for testing purposes and sprint meetings since it closed its gates to motor racing proper in 1966. In recent years, however, increased opposition to resultant noise levels has been voiced by the residents of nearby Chichester.

Since March 1, the circuit has operated normally, albeit under a Noise Abatement Notice, the conditions of which were voluntarily negotiated between the Goodwood management and Chichester District Council, who issued the document.

"Basically, testing continues as be-

fore," explained Mr Fidler, General Manager of Goodwood Terrena Ltd (the circuit operators), on Tuesday. "Goodwood has always been run on a seven days per week basis. The complainants' stance was not purely down to noise, but also because they had no day of rest during the week."

Concessions have now been introduced whereby Goodwood will surrender no fewer than 17 Sundays — with their income from motor clubs running sprint events — to the locals this year, and impose strict noise restrictions on cars using the circuit for testing. In 1986, eight Fridays will also be given up voluntarily, in addition to similar Sunday allowances.

"For general test sessions, the noise limit is 80 decibels, and this is reduced to 75dBA for exclusively booked club days," continued Mr Fidler. "This effectively means that Formula 3 cars may still

test at Goodwood, provided that Zandvoort-type silencers are used. There should be no problem for teams running properly silenced FF1600, FF2000 or road cars.

"Despite the revenue loss, we feel that we must try to negotiate the best compromise for our clients, and the local residents. Only five cars are allowed on the circuit during each session. Most of our clients have taken a highly responsible attitude to these measures. As with our aviation side (covered by statutory laws), we have endeavoured to ease the situation — as a 'good neighbour' act.

"We understood, and sympathised with complaints of noise pollution, but have reached a mutually acceptable solution, without acrimony. The new regulations which were drawn up were initiated by the Council (who are keen to see the facility maintained) and the complainants can see that justice has been done."

BRIEFLY

■ On Monday it was announced that De Longhi, a sponsor of Martin Brundle's Tyrrell for much of last season, will this year back Arrows. The deal is reported to be worth a little over half a million dollars.

■ Guy Ligier has not yet signed a new sponsorship contract with Gitanes. It appears that Ligier is holding out for a three-year agreement, while the tobacco company — keeping in mind the General Election in France in 1986 — would prefer a two-year deal.

■ The non-appearance of the Dywa F3000 car for Italy's 1982 Formula 2000 Champion Giampiero Consonni was due to the transporter crashing *en route* to Silverstone.

■ Johnny Cecotto, who injured his legs severely in a practice accident at last year's British Grand Prix, will return to racing at mid-season. The Venezuelan to drive a Schnitzer BMW 635 CSi in ETC races.

■ Spotted having trouble gaining access to the Silverstone paddock on Sunday was one Bernie Ecclestone. "I don't care who you are," a marshal was heard to mutter, "if you haven't got the right passes you don't get in."

■ Dave Price Racing are still looking for a second driver for the Marlboro British F3 series to run alongside Cathy Muller, although Julian Bailey is now the hot favourite for the drive.

■ Jerrill Rice, the American Super Vee driver is hoping to do number of rounds of the Marlboro British Formula 3 series this year with Mike Rowe Racing. For the rest of the year Rice will be competing with an Anson SA6 in the Super Vee series.

■ At Silverstone on Sunday Frank Sytner confirmed that New Zealander Neville Crichton will be joining him at the Spa 24 Hours. Frank is currently seeking a third driver for the gruelling event.

■ Darrell Waltrip has announced that he will be forming his own team for the 1986 NASCAR Grand National season. This will leave Neil Bonnett as Junior Johnson's only driver next May.

■ It looks increasingly likely that Andrew Miedecke will be joining the John Fitzpatrick Racing Porsche team for the Le Mans 24 Hour race this year.

■ Surfers Paradise racing circuit has been sold, but it looks likely that the Australian venue will continue to be used for the purpose it was intended . . .

■ The Australian Touring Car series Commodores could be seen in World Group A racing sooner than was expected. Work will soon be beginning to produce the necessary 5000 units in order for the car to homologated internationally.

■ *Motoring News* man Martin Whitaker has been appointed the new RACMS A Press Officer in place of Ann Bradshaw who has moved on to CSS Promotions.

■ TV-am, the morning breakfast show, is running a competition tomorrow (Friday) during its sports slots at 0640 and 0740. You could win tickets for the Easter F3000 race meeting at Thruxton if you can identify correctly the five GP drivers pictured.

■ Spotted buying a copy of the FIA yellow book in the Silverstone paddock last weekend was none other than Adrian Reynard, no doubt anticipating further winging from the opposition as his F3 car scored its third successive victory of the year.

Magpie RfB fund raiser

Systeme Racing for Britain's official hostelry, the Magpie Hotel at Sunbury, opened its doors to the organisation for a special fund-raising evening last Friday. The scheme's assisted drivers Anthony Reid, John Pratt, Andrew Gilbert-Scott, Julian Bailey and Perry McCarthy were all in attendance, and the 100-strong gathering raised nearly 600 for the fund.

Star prize in the raffle, a cockpit section from Keke Rosberg's Williams FW09 F1 car, was won by Brands Hatch director Peter Todd, who promptly offered it for auction. Brian Horne of the Magpie and motorcycle racer Mick George jointly purchased it, to the benefit of the scheme's coffers.

Further prizes to be raffled were donated by Bob Spence (Russell's dad), Spaghetti Junction (Teddington), The Magpie, McLaren International, Systeme Computers and the Jim Russell Racing Drivers School, among others.

Julian Bailey rounded the event off by setting quickest time of the evening on the Hadlow Scalextric Club's four-lane racing layout.



Miss World tries out F3!

No wonder Phil Kempe was inspired to record his best F3 result to date, at Silverstone on Sunday! Earlier in the day, the Welshman's Intersport/Autoclenz/Identicar enclave in the Paddock was brightened up considerably by the presence of reigning Miss World, Astrid Herrera from Venezuela. Bolstered by this shapely morale booster, Welshman Kempe piloted his Ralt-Volkswagen RT30 to a good fifth place in the Marlboro championship round.

WEEKEND SPORT

NATIONAL SPORT

Date	Venue	Event/Details
Mar 30	Silverstone, Northants.	HSCC Classic Sportscar Championship/John Lelliott Post Historic road Sports Championship; Pre ;65 Saloon Car Challenge. <i>A historic flavour is always part of this annual JDC run event. Racing from 1pm.</i>
Mar 30/31	Brands Hatch, Kent Saturday, practice Sunday, racing from 10am	Racing Displays British Ford 2000 Championship; Monoposto Racing & TUK Monoposto Kent Championships; 750MC Formula 4 Championship; Autocavan formula Vee Championship; 750MC Formula 1300 Championship; <i>Motoring News</i> Transnational GT Championship; 750MC Sports Car Series; BRSCC TR Challenge <i>Brands have come up with another 10-race bonanza to supply the action, with the Racing Displays counter a highlight. Can Dave Coyne make it a hat-trick? Racing from 10am.</i>
Mar 30/31	Mallory Park, Leics.	BRSCC Northern FF2000 Challenge; Bernard Hunter Cranehire FF1600 Championship; BRSCC Pre '74 FF1600 Championship; Historic Formula 3 championship; BRSCC Production Sports Car Challenge; BRSCC Alfa Romeo Challenge; Lenham Storage Historic Formula Junior Championships; Pre '57 Saloon Car Challenge <i>A mixed bag of single seater and tin top events should provide plenty of action, with the opening Pre '74 FF1600 counter sure to be well subscribed. Racing from 2pm.</i>

OFF TRACK

Date	Venue	Event/Details
Mar 31	Meon Hill, Stratford Upon Avon	Jacobean Trial (London CC) <i>Further round of the BTRDA/RAC Fiveways Tyres Championship which starts at 10.30am.</i>
Mar 31	Kames Motorsport Complex, Muirkirk, Ayrshire	Swift Autos Charity Sprint (East Ayrshire CC) <i>This opening sprint of the season will hand over all entry fees and admissions to GSCH Yorkhill Child Tumour Research.</i>

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

Capitalising on F3000

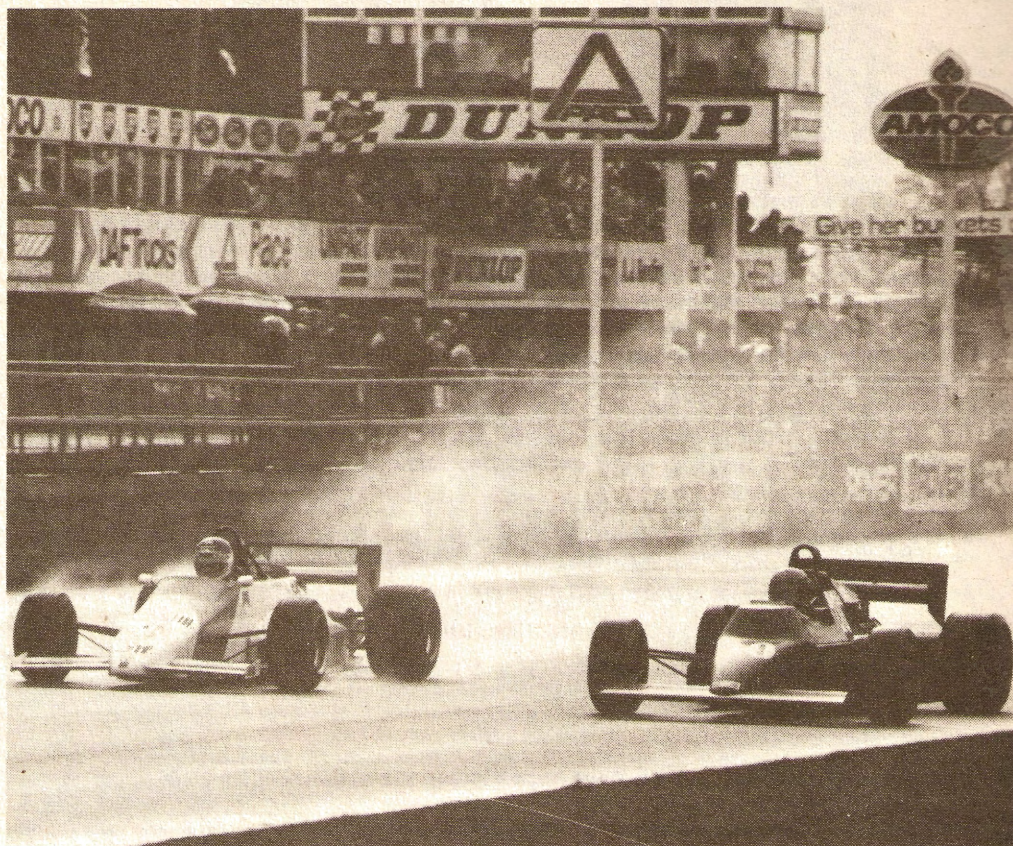
Despite the fact that Silverstone's unpredictable weather influenced Sunday's opening European Formula 3000 Championship to a dominant degree, the International Trophy for this new category must be judged a success.

The final entry was slimmer than originally anticipated, entirely due to the fact that teams ran out of time to build and prepare their cars, but as pointed out last week, the fact that there were any cars ready at all, after the manufacturers had only had a four month lead-in time, was miraculous.

The quality and presentation of the 17 cars which did materialise was to a very high standard and everyone involved deserves to be congratulated. Series instigator Bernie Ecclestone was just one of a number of Grand Prix personalities present lending their support to the category which they feel will provide the perfect intermediary class between national Formula 3 and Grand Prix racing. Ecclestone predicted that there will be 22 cars at the second round at Thruxton and thereafter a minimum of 25, and we have no reason to doubt his optimism. Judging by what we saw at Silverstone, a full grid of these cars is going to be a real spectacle.

The controversial rev restricting devices provided a few teething problems when the cars first appeared on Saturday morning but the fact that not one single team experienced any problems with them 24 hours later during the race itself indicated that if there must be such regulatory devices this is a most acceptable manner in which to do it. We confidently predict that, given last weekend to become familiar with the Glen Monk-devised system, everybody will have forgotten that it is actually being used by the time of the second race.

While the technical ingredients of the formula have been proved to be right and the general air of optimism fully justified, the opportunity must not be lost to capitalise on a bright new promotional vehicle. If the formula is to really succeed as a commercially attractive proposition and grow from its initial success, it must be



marketed. Otherwise it will all too soon become just another racing category.

It was interesting to reflect on last Sunday's clashing major sporting event in Britain, football's Milk Cup final, and draw a parallel. Until three years ago, as the plain League Cup, this was just another football competition in an already crowded season, as the old European Formula 2 and Formula 3 championships were in the motor racing calendar. But with the advent of a sponsor and aggressive promotion, it has emerged as a major worthwhile competition in the face of the traditional FA Cup and League

Championships. Formula 3000 fits into the same slot in motor racing and if the ingredients are put to proper use there is no reason that it should not emerge as a lively and viable series in its own right.

AUTOSPORT is convinced that Formula 3000 has an important and vital role to play in motor sport. Last Sunday proved that the basis of success is there and we hope that everyone involved will pull together to build on that foundation, because motor sport will be the better for it.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Ticking off

I was interested to read the *Pit & Paddock* story (Mar 14) that suggested Aston Martin Tickford matching a 'deal' to go Group C racing with Ecurie Ecosse in 1986. Perhaps you know something we do not, for this is certainly not the case.

At the moment, we are talking to the team and Bovis about the possibilities for 1986, but have most definitely not made any such 'deal'. We would of course, give our full support to any team making use of our racing engines — as we have proved in the past but this is rather different to the type of official works support your story refers to.

We are certainly talking to several teams concerning plans for 1986 — Ecurie Ecosse Bovis being one of the teams — but at this stage no firm plans have been agreed. We are naturally anxious to see our engine in a fully competitive chassis for 1986 in order to maximise our greater chances of success under the new fuel regulations.

GRAHAME BUTTERWORTH
Aston Martin Tickford Ltd
Milton Keynes
Bucks

Making connections

I am researching the history and present whereabouts of the Jaguar 3.4 and 3.8 Mk 1 and 2 used for racing in the late fifties and early sixties by such entrants as Equipe Endeavour and John Coombs.

I have a list of registration numbers of these cars which were driven by people like Hamilton, Hawthorne, Sopwith, Baille, Sparrowe, Parkes, Blumer, Salmon et al. Although I am aware that many vehicles carried the same number plates — BUY 1 for example — (probably most famous on an E Type) it actually started life on a 2.4. At least connections can be made.

These cars were not confined to the UK. There is a rumour that the Lindner/Nocker 3.8 is in a lock-up somewhere in Germany. Now that one I would like to find!

I would be happy to hear from readers who may have further information.

JOHN FIELDEN
Henry's Wine Bar,
55 High Street,
Tarpорley,
Cheshire,
CW 6 0DP

Time for new faces?

I was disturbed to read in last week's AUTOSPORT, that Mark Lovell is still considered to be a member of the British Junior Rally Team. While I am not knocking the undoubted talents of Mr Lovell, it was my understanding that the Junior Team was devised to give young, up-and-coming, drivers the chance of international competition that they would not have otherwise.

Therefore, how is it that a driver who has had works contracts with Citroen, Nissan and, now presumably Ford, can keep out of the team other talented drivers who are just as worthy of the break?

This year, the team has invited Stuart Nicholls and Simon Davison to join them — a praiseworthy decision — but still take the likes of Lovell and David Llewellyn (who is another 'works' driver who would gain little from further outings) on their forays into Europe. When the RACMSA set up the Junior Team, following the lead set by Sweden and Finland, the team was comprised of young drivers, each seeking class wins in Group A cars. Now, the emphasis seems to have changed and some members are chasing outright honours in full works cars.

If the team is to retain its credibility throughout 1985 and beyond, drivers who gain works contracts should immediately become ineligible, all members should

drive Group A cars, and the original concept should be redefined.

If we are to see works drivers keeping out rising talent from the Junior Team, the whole concept may as well be scrapped, allowing the many valued sponsors to redirect their money to far more worthy causes.

BATH, AVON PCSTENNARD

FISA authority

Further to your March 14 Comment — which as usual reflected the frustrations of spectators beautifully — I would like to add the following observations.

FISA has missed a superb opportunity to assert itself and reinstate its overall credibility over the Toleman fiasco. Surely, FISA should have informed the tyre companies currently involved in Formula 1 that, as Toleman Group Motorsport formed part of this year's accepted entry to the Formula 1 World Championship, the team must be supplied with tyres.

By informing the tyre companies further that failure to do so by mutual agreement between themselves would result in exclusion of their product as a whole, pressure could be brought to bear.

The cost of the 'extra' tyres would be met throughout the season by FISA/FOCA equally.

Accompany the whole package with a warning that any team attempting to submit an entry in future without recognised suppliers of this type will be excluded, and I believe you have a firm, fair package that gives more authority to FISA than they have at present.

SLOUGH, BUCKS IR 'EDDY' EDWARDS



In search of authenticity

I have just purchased what remains of XOO 262FL, the works Ford Escort Twin Cam driven to victory by Roger Clark on the 1968 Circuit of Ireland (the first International rally win by an Escort).

May I, through your publication, appeal for help in locating missing parts, eg: engine; contour front seats; magnesium sump guard; 6 and 7in Minilites; front lamps and brackets; body panels, etc; to assist in rebuilding the car to its original specification.

Any information and/or old photographs would be greatly appreciated. I can be contacted on Bradford (0274) 566507 after 6pm.

BINGLEY, WEST YORKSHIRE KEN SHIPLEY

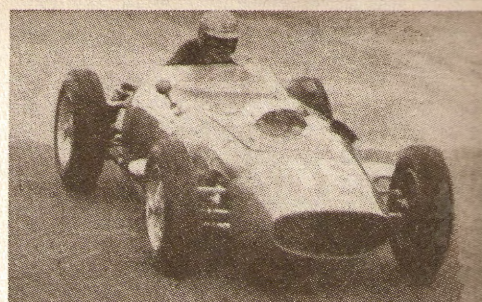
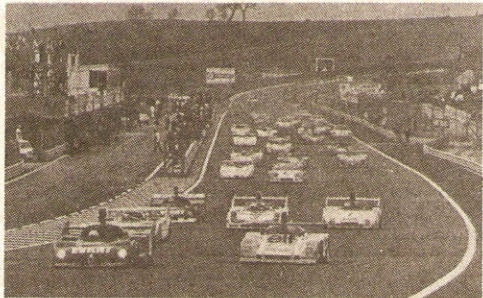


10 BMW were triumphant in the Sebring 12 hours, 10 years ago this week (AUTOSPORT, March 27, 1975). Two imposing 3.0 CSL 'Batmobiles' (above) had been entered for Hans Stuck/Sam Posey and Brian Redman/Alan Moffat with the former the 'rabbit' of the two. This car was a convincing leader before losing time with a burst oil line which eventually caused its engine to fail just before the halfway mark. From that point onwards the second car took over with Stuck and Posey both putting in 90mins stints to help the car draw away from a bevy of chasing Porsche Carreras which filled the next four places ahead of Milt Minter/Eppie Weitzes in a 4.4-litre Ferrari Berlinetta Boxer.

Not all was well with the World Championship of Makes, there being various rumblings to the effect that the FIA had changed the regulations for the following season to suit the new Renault-Alpine team which was financed in a roundabout way by the French government. Revelling in a mega-franc budget, the team's preparation of a turbocharged contender killed interest from many other quarters and Gerard Larrouse/Jean-Pierre Jabouille duly won the opening round at Mugello (below) from the Alfa33 of Jacky Ickx/Arturo Merzario.

Pit and Paddock reported that STP FF1600 champion Patrick Neve would drive the brand new Safir Formula 3 car at Thruxton while 10 years later Steve Bradley is soon to appear in the Marlboro F3 series with a Safir.

On the Firestone Rally in northern Spain, Maurizio Verini's Fiat 124 Abarth won convincingly from the Escort RS1600 of Billy Coleman/John Davenport and Chris Sclater/Martin Holmes in a twin-cam Datsun Violet, neither of which benefited from the advantage of studded tyres.



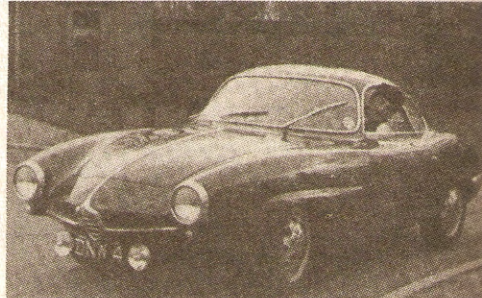
25 Stirling Moss's abysmal luck continued at the Syracuse GP in Sicily 25 years ago this week (AUTOSPORT, March 25, 1960) when his F2 Porsche stuttered to a halt at half distance, when leading from Wolfgang von Trips by some 10 secs. Von Trips (above) was then left to win as he pleased for Ferrari, with his closest challenger Innes Ireland (Lotus) dropping back to fourth with a misfire.

The 1½-litre Formula 1 regulations for 1961 were not popular in motor racing circles in 1960, with the press describing them as 'despised'. So, the SMMT's decision to refuse to offer any support to this arena — meaning no British-built cars or components — was welcomed. AUTOSPORT was firmly behind the campaign to prevent the 'new' formula from happening, as it was seen as a detrimental step for the top line racing series — a devaluation.

No doubt inspired by the 1959 Christmas road test — a motorised bath tub — there was a rally for improbable vehicles in Amsterdam which included a two-stroke desk and a mobile bathroom (with bath, wash basin and a driver's seat!)

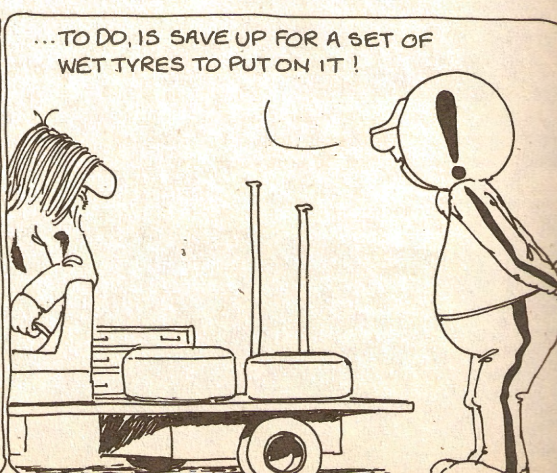
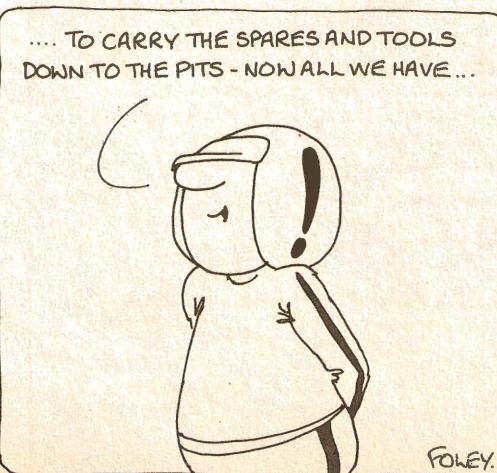
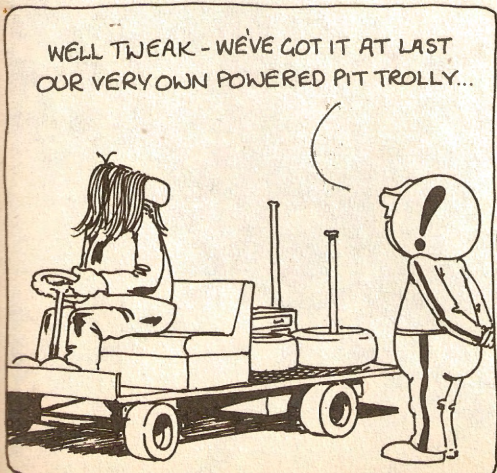
Gregor Grant was the fortunate road tester this week and took to the roads in the only Bertone bodied Alfa Romeo Giulietta Sprint Speciale in Britain (below) and professed to be most sad to hand the svelte 125 mph model back to its rightful owner.

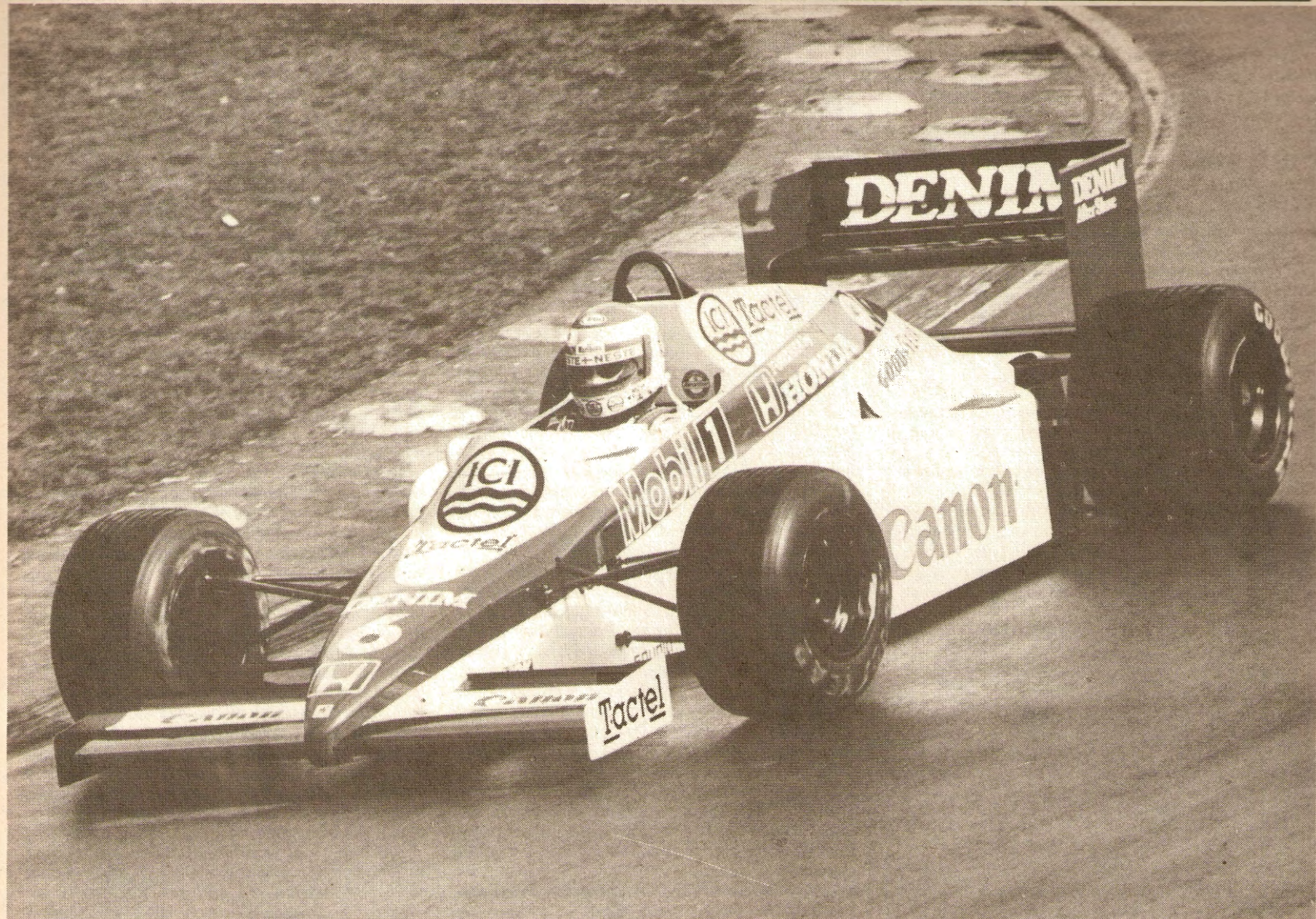
Joakim Bonnier, on the other hand, headed a group of 20 top drivers to write to the FIA protesting about the new windscreen regulations that had been enforced at the Buenos Aires 1000Kms earlier in the year, feeling that the extra height required was potentially dangerous due to the loss of visibility that occurred when the windscreens becomes covered with oil, rubber and insects.



CATCHPOLE

BY BARRY FOLEY





Keke Rosberg gave the new Williams FW10 its initial shakedown at Snetterton and (above) Brands Hatch. The new car is much sleeker and more purposeful than its predecessor the FW09.

Williams-Honda FW10

Frank Williams this week moved into double figures: gone is the team's first turbo-engined car, the unloved FW09, and in its place come the latest offering—the all-new carbonfibre composite FW10, a neat, purposeful-looking machine which the team hopes will put them back in its rightful place in Grand Prix racing. On the podium . . .

With a difficult and disappointing year behind them, brightened only by Keke Rosberg's stunning drive to victory at the Dallas Grand Prix, the Williams team

hopes to capitalise on the lessons learned with the FW09.

The new car is a major departure for the team. Designed and built in-house, taking advantage of the impressive new Williams base at Didcot (complete with autoclave and wind tunnel), it is their first attempt at an all-carbonfibre car, with virtually all the components made on site.

"I am approaching the 1985 season with a degree of cautious optimism," said Frank Williams, "but in no way am I

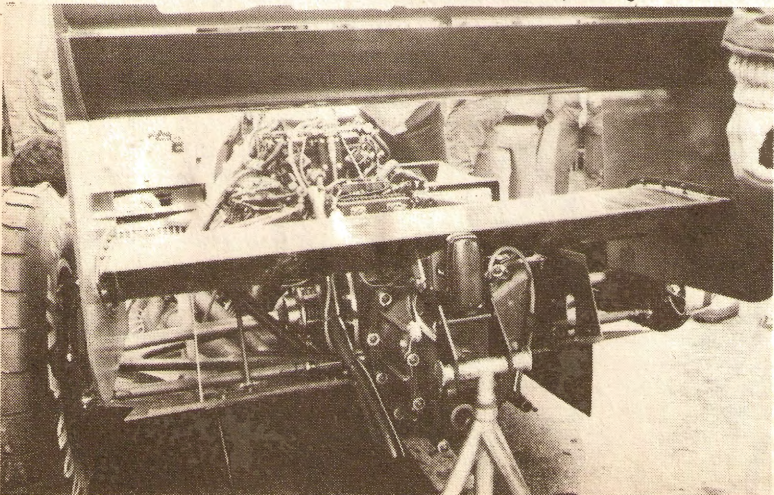
underestimating the opposition. I'm hoping that the new car will perform well at Rio and that we will reap the benefit of a long and careful development and design period."

The monocoque is of aluminium and Nomex honeycomb, clad in Kevlar and epoxy skins, and was pressure heat-treated in the team's own autoclave. "We are not new to carbonfibre," commented Patrick Head. "We have been making a lot of secondary panels out of composites since 1981. But this is the first time we

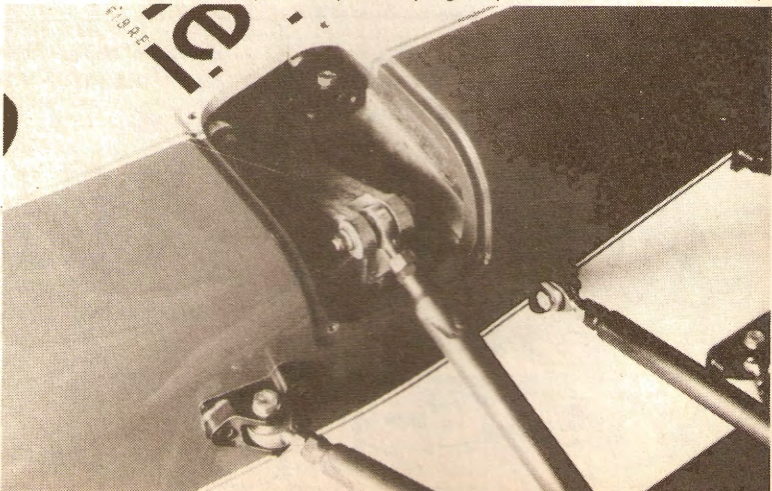
have built a chassis in carbonfibre because now, with our own in-house facilities, we can have control over the manufacturing procedures and the quality."

The chassis features six bulkheads, two of which are aluminium for the front suspension pick-up. The front suspension has been moved forward to improve the weight distribution and features, on the front, twin wishbones and inboard spring-damper units operated by

The aerodynamic cross tube construction rear wing is mounted on top of the gearbox.

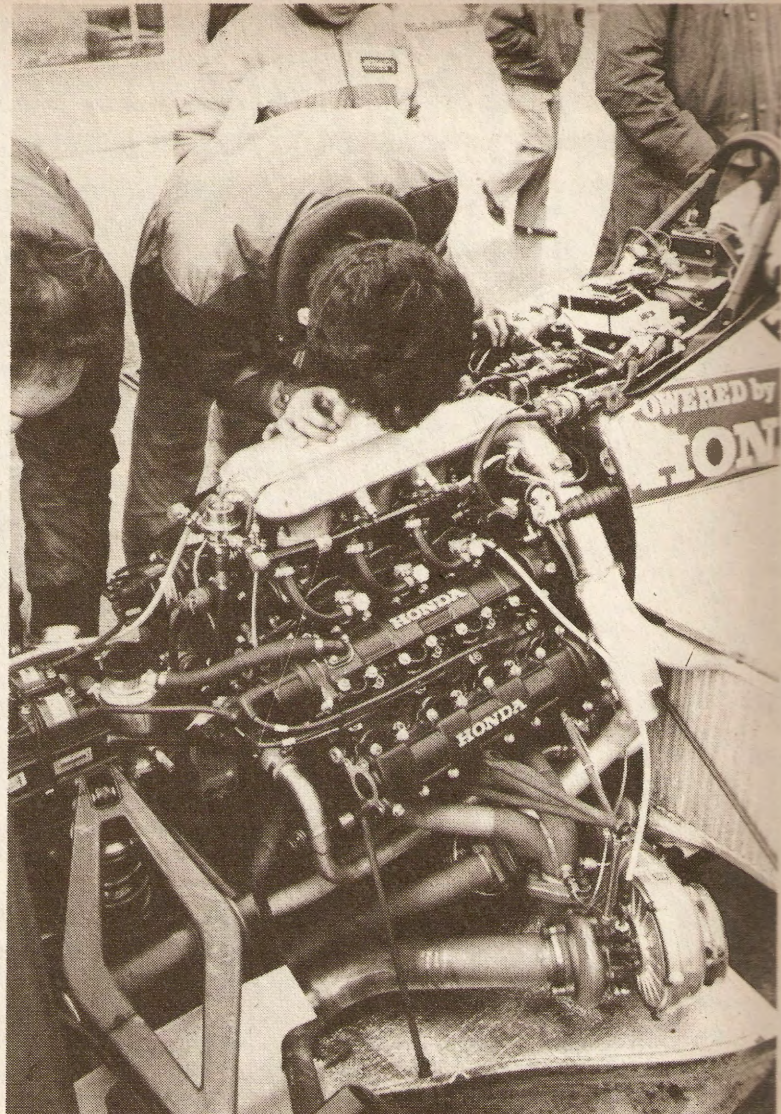


The front suspension features pushrod operated spring damper units.



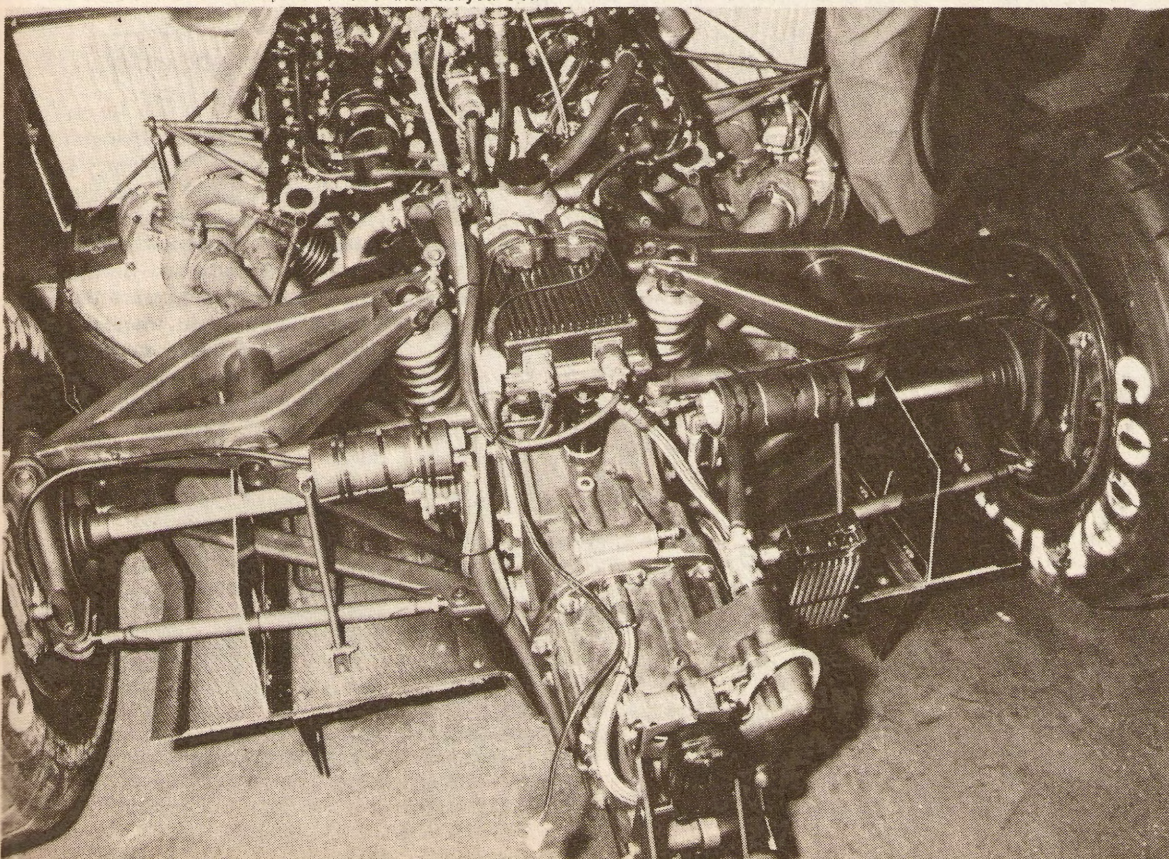


Keke Rosberg reports his initial impressions of the car to the designer Patrick Head.



The turbocharger has been lowered to improve the rear airflow of the new car.

The rear of the Williams is neater and narrower than last year's car.



pushrods, and on the rear, top rockers operating inboard spring-dampers. For the initial shakedown runs at Snetterton and Brands Hatch late last week, the team was using Penske-manufactured Monroe air shock absorbers and AP four-pot, single-caliper brakes front and rear.

Honda's latest 80deg V6 turbocharged engine is mounted directly onto the back of the chassis and features repositioned radiator, exhaust and turbo layouts to clean up the airflow. The exhaust system follows the trend of current thought and is ducted out through the upswept rear deck. The twin IHI turbo units have been lowered to improve airflow.

The gearbox is a six-speed modified Hewland with a Williams-designed casing, and is one of the results of extensive wind tunnel testing which has been carried out by Frank Dernie in Williams's own wind tunnel which forms an integral part of the new Didcot factory.

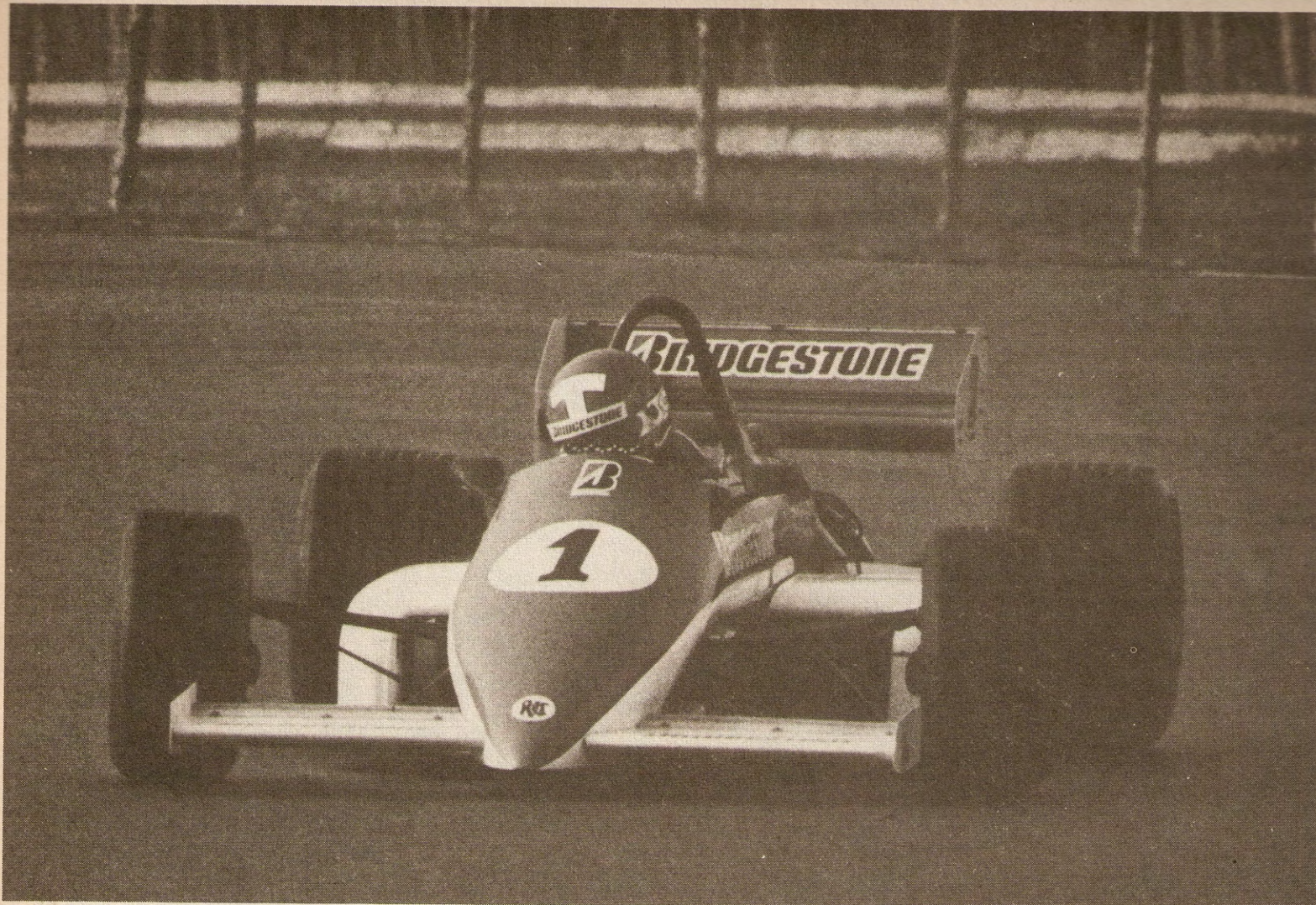
The rear of the car features the now almost ubiquitous 'coke-bottle' shape, while the rear wing is mounted on top of the gearbox casing by means of an aerodynamic cross tube with deep, square endplates.

Initial testing is being carried out in Britain before the cars are flown to Brazil, where Keke Rosberg and new recruit Nigel Mansell will put them through their paces in preparation for the Brazilian Grand Prix on April 7.

In addition to the team's main sponsor, Canon, the Williams team will receive backing from Mobil, Denim, ICI Fibres and Honda itself.

Dimensions

Wheelbase.....	110ins
Front track.....	71ins
Rear track.....	65ins



Mike Thackwell led home team mate to a Ralt 1-2 in quite dreadful conditions at Silverstone. It may sound like the old story from Formula 2, but it was the weather above all that decided it . . .

Ralt's rain dance

Thackwell wins his third International Trophy — Nielsen an impressive second — Michel Ferté shines — Moreno wins 'slick' section for Tyrrell — Report: IAN PHILLIPS — Photography: JEFF BLOXHAM

It was rain rather than the technical ingredients of the new Formula 3000 cars which determined the drama and excitement of the opening round of the championship at Silverstone, but the intention that the formula should highlight driver skill was most definitely fulfilled.

Don't be fooled by the familiar ring of a Ralt 1-2 victory because, quite honestly, they were not a convincingly competitive team in either wet or dry conditions. But aided by Mike Thackwell's urgent insistence that they should start the race on wet tyres, they provided both drivers with an even opportunity to show their talents.

Thackwell, in particular, virtually carried his car round in a titanic struggle with the infinitely better handling March of Michel Ferté. The Frenchman led for 17 laps in the middle of the 44 lap race as the track dried but when the rain

QUALIFYING

After all the build-up of the previous 10 days, with the entry swelling to well over 20 cars, it was slightly disappointing to find only 17 in the paddock come Saturday morning. However, in reality, that was a good turnout given the circumstances of the formula's short incubation.

Every single car which was in the paddock represented something of a miracle — eight of them had never turned a wheel and five others had run for the first time only on Wednesday afternoon. One thing nobody could deny was that the 17 cars were pure quality machines, not one make-weight among them. Much of the credit for this has to go to March Engineering who, in the three weeks

since running their first car, had completed a further eight versions of the superb little 85B. There were a large number of 'Bleary from Bicester' gentlemen in the paddock, the final two cars having rolled out at 5.15 that morning. The relatively painless birth of the formula was almost entirely due to March's efforts.

Of those that were missing perhaps the most surprising were the two Lolas. Despite the fact that they had two months' lead over all the other manufacturers with the launch of their prototype in January, announcing a batch of 12 cars, only one other example has been built and that was being completed in the paddock. Mike Blanchet said that they had simply made an economic decision and opted to give an additional Indycar

returned his Avon tyres could not cope as well as Thackwell's Bridgestones despite the fact that there were chunks of rubber missing off both rears. In the closing six laps Thackwell was quite spectacularly brilliant in opening up a 32sec winning margin over team mate John Nielsen who gained second place as Ferté spun into the Woodcote catch fencing. But Ferté was not finished and he dragged the remains of his car back on to the track to take third place. Christian Danner (March) and Gabriele Tarquini (March) were the only other two drivers to start the race on wets which, in hindsight, was clearly the right option. Thackwell's third Marlboro/Daily Express International Trophy win was his hardest and best and on this showing there will be no justice if he never gets the opportunity to equal Jack Brabham's record of four wins in this historic event, unless it reverts to Formula 1 status.

order priority. The disappointed drivers were Argentines Oscar Larrauri and Juan Manuel Fangio Jr, who were both present.

The Minardi team had been frightened away by the threat that they could not use their Bridgestone contract and just had not been able to rescue their act in time after the record had been put straight. The Dywa team's transporter apparently crashed on its way, while the Eckstroem Williams were subject to a financial misunderstanding. Roger Cowman was profusely apologetic for the non-arrival of his Arrows which just could not be completed in time and Bobby Howlings was disappointed that Slim Borgudd had not come up with the necessary to run his car which was ready to go.

The late arrival of the rev-limiter

caused consternation up and down the paddock. The first version of the Glen Monk-designed, Cosworth-built, device arrived on Wednesday and the rest dribbled through thereafter. To say that it gave teething troubles is an understatement and Mr Monk was a busy man hopping from pit to pit to put it right. It was all typical last minute racing stuff which affected some more than others but *c'est la vie*. And, in the end, they all worked well.

After all the arguments over tyres in recent weeks there was not a single peep over the weekend as Bridgestone radials appeared on just four cars. They had the tyres available for anybody who wanted them but nobody even asked . . .

In a cost-reducing exercise it has been proposed to contain all Formula 3000

SILVERSTONE (GB), Mar 24, Marlboro Daily Express International Trophy, European Formula 3000 Championship, round 1, 44 laps — 129.01 miles

Pos	Driver (Nat)	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	Mike Thackwell (NZ)	Ralt-Cosworth/Judd RT20	1:07:41.01	1:28.24	1:18.11	2
2	John Nielsen (DK)	Ralt-Cosworth/Judd RT20	1:08:13.35	1:27.64	1:19.34	5
3	Michel Ferté (F)	March-Cosworth/Mader 85B	1:09:09.77	1:27.81	1:17.92	1
4	Christian Danner (D)	March-Cosworth/Swindon 85B	1:07:57.26	1:28.58	1:19.48	6
5	Gabriele Tarquini (I)	March-Cosworth/Mader 85B	1:08:42.23	1:29.42	1:21.72	13
6	Roberto Moreno (BR)	Tyrrell-Cosworth/Swindon 012	1:08:59.61	1:29.59	1:19.65	7
7	Emanuele Pirro (I)	March-Cosworth/Peck 85B	1:08:31.15	1:31.22	1:18.45	3
8	Alain Ferté (F)	Lola-Cosworth/Nicholson T950	1:08:32.43	1:31.32	no time	17
9	Mario Hytten (CH)	Lola-Cosworth/Nicholson T950	1:09:06.18	1:31.63	1:21.51	12
10	Tomas Kaiser (S)	March-Cosworth/Swindon 85B	1:09:05.81	1:34.86	1:22.24	14
NC	Thierry Tassin (B)	PMC-Williams-Cosworth/Smith FW08C	1:07:54.65	1:34.16	1:21.49	11
NC	Lamberto Leoni (I)	PMC-Williams-Cosworth/Smith FW08C	1:08:04.08	1:33.63	1:22.85	16
R	Claudio Langes (I)	Tyrrell-Cosworth/Swindon 012	Electrics	1:30.71	1:22.33	15
R	Philippe Streiff (F)	AGS-Cosworth/Mader JH20	Br Rear Sus	1:40.79	1:19.90	8
R	Johnny Dumfries (GB)	March-Cosworth/Peck 85B	Accident	1:53.57	1:19.05	4
R	Alessandro Santin (I)	March-Cosworth/Mader 85B	Accident	—	1:20.42	9
NS	Pierre Chauvet (A)	March-Cosworth/Mader 85B	W/up accident	—	1:20.89	10

Winner's average speed: 114.36mph. Fastest race lap: Nielsen, 1m27.64s, 120.43mph. Championship positions: 1, Thackwell, 9 pts; 2, Nielsen, 6; 3, Ferté, 4; 4, Danner, 3; 5, Tarquini, 2; 6, Moreno, 1. Next round: Thruxton, Apr 7.

practice into one day, two untimed 45mins sessions in the morning, and two half-hour timed runs in the afternoon, both sessions being split by 15mins. On this particular occasion it was asking a great deal of the teams and may be subject to alteration. The only free practice allowed was on Wednesday afternoon when Johnny Dumfries used the spare Onyx March 85B to set the target time of 1m 16.68s — only 0.7secs slower than Niki Lauda's best flat-bottom Cosworth time in the 1983 British GP.

The track was damp through the first untimed session and still wet at Stowe and Club for the second. A buoyant Emanuele Pirro was quickest in both, with Dumfries adding to the Onyx March optimism with second quickest time, just a tenth slower.

Storm clouds were gathering as the track reopened for the first qualifying run, and rather than make further adjustments virtually everybody had to go for it immediately to beat the precipitation. As it turned out the rain held off until the start of the second session which precluded any grid improvements.

The coveted first F3000 pole position was traded throughout the session by Michel Ferté's Marlboro ORECA March and Mike Thackwell's Bridgestone Ralt. The reigning F2 Champion initially had the upper hand but in the end it was Ferté who took the honour, the only man to crack the 1m 18s barrier. The times were relatively slow because of having effectively just the one session, but the actual time did not worry the Frenchman or the ORECA team. They had picked up their March on Wednesday morning and run it briefly that afternoon. Ferté, like all the other 85B runners, found the car slightly uncomfortable until it was truly bedded in by which time it becomes, "Beautiful. I have only done 40 laps since the end of the last Formula 2 race, but this car is so good it is like I have been driving it all season." His time was set on Avon's race tyre and the men from Melksham were justifiably delighted to have won round one of the tyre battle.

Mike Thackwell, having publicly said that the F3000 cars were quite easy to drive around Silverstone, found himself really stretched trying to set the pace. His was a brand new chassis on Wednesday which was plagued with a fuel system fault on his unique development Cosworth unit and then a misunderstanding over ignition systems in the untimed which saw him running with just 7100rpm. "There's more revs on him than the engine," quipped Alan Howell after they discovered the difference



Bottom left: Thackwell celebrates his third International win. Below: Michel Ferté qualified on pole position in his March 85B and led when Thackwell ran into difficulty with his tyres. Left: When the rains came again Ferté lost control at Woodcote, sliding into the fencing only to power his way out and claim third place with a damaged car.



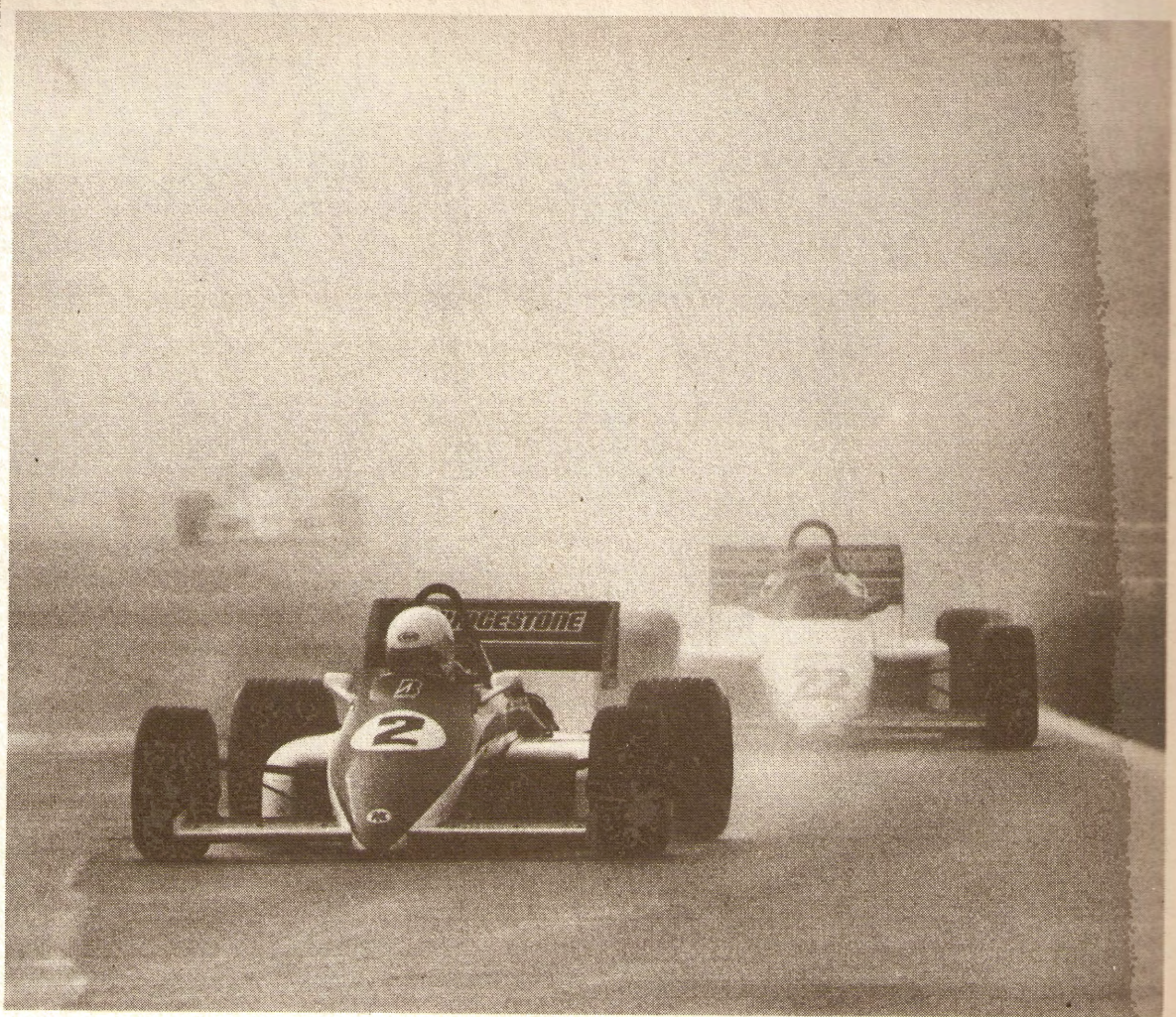
International Trophy

▶▶ between Lucas and Contactless ignition boxes. "The real problem," said Thackwell, "is that all our testing has been for Bridgestone and we have not done any chassis work; I was running a new rear gas-filled Koni suspension set-up in qualifying which we had not even tested and right now it is not the way to go. I should have tried a new set of tyres which might have helped but in truth we are scratching." It was interesting that despite all the tyre testing with Bridgestone during the winter, the chosen option was the 808 which was seen in the last five F2 races last year. The wet tyre, unfortunately, was the one which caused such embarrassment at the Brands F2 finale.

After the promise of the official practice days and the warm-up Onyx boss Mike Earle was fuming after qualifying with his two cars merely third and fourth. "It just isn't good enough; we had a real advantage and we have let it slip when it counted." Neither of the drivers lacked confidence despite their disappointment. Sitting in the pits as a spare was chassis 01 which had set all the pre-race quick times and their new cars were going quicker by the lap. It is probably true to say that Emanuele Pirro would have been on pole had he been able to do more than two flying laps. He was first out on to the track but first back into the pits with a wretched limiter which was shorting out. After two futile attempts to cure it the formula's scrutineer Cecil Mitchell allowed him to have a go with the ignition box restrictor set to 8800rpm. There wasn't even time to put on a free set of rubber and he just squeezed in two laps before the flag fell. "I'm disappointed, of course" said the Italian, "but am confident too because this car now feels as good as the first one."

Johnny Dumfries' car ran for the first time that morning and was suffering from a little stiffness. "It was getting better by the lap" said Johnny, "and truthfully I don't think I was really at my best. I know the performance is in the car." In the wet Dumfries slid off a Club, luckily damaging no more than a steering arm on his pristine white car which painfully carried no more identity than the Onyx team logo. As the smartest team on show hopefully this situation will be quickly resolved to enable this promising partnership to continue and flourish.

John Nielsen was having a tough baptism. He had been ill with a stomach complaint all week and had suffered two family bereavements, hardly ideal circumstances to make the most out of what



John Nielsen's first run in the Ralt team was impressive, the Dane finishing second and claiming fastest lap.

was a difficult task, anyway. With measured thought he said: "Let's just say it didn't go my way today — probably I did not go hard enough from the start."

The Bob Sparshott Automotive team had missed two nights' sleep to get their Marches to the circuit and Christian Danner served them well, being on the pace right from the start. An exploratory deal with Budget Rent a Car secured the German a place for this opening event. One day at Snetterton last November in the '85B prototype was Danner's only previous experience of flat bottom single-seaters and crossply tyres. Third quickest in the untimed proved

it was not an unnerving experience. The lack of familiarity caused a wrong turn of direction on aerodynamics for the one session which counted. "Basically I am happy," said Danner. "We are all a bit new to this, but we are well on the pace which is encouraging."

The quickest of the updated Formula 1 chassis was the last minute arrival of Roberto Moreno in what was effectively a works Tyrrell. Tyrrell engineer Brian Lisle and chief mechanic Roger Hill were running the show. This second 012, the Barron team's intended spare, "was being built up in the pits and was only readied for the final untimed. But

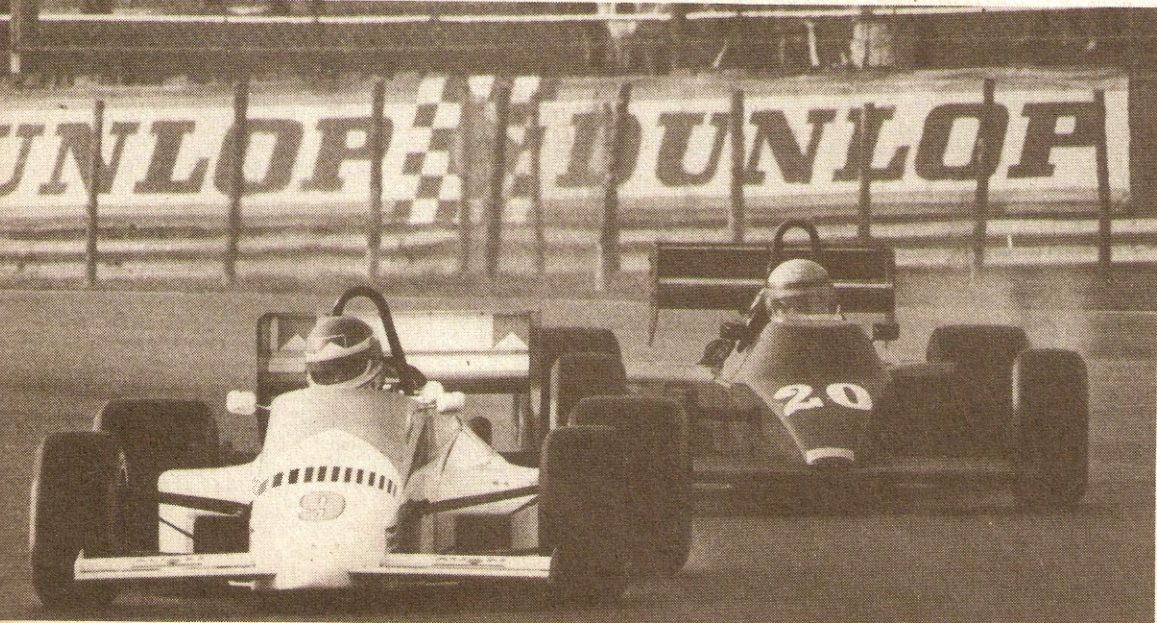
Moreno quickly showed his gratitude to Ken Tyrrell and car owner Jan Bosch with sixth quickest time in the dry. In the wet he was quite comfortably the quickest of those who bothered to run. "It has been a fantastic effort by everybody involved," said Moreno. "Obviously it's not quite right yet, but I'm ready to have a go."

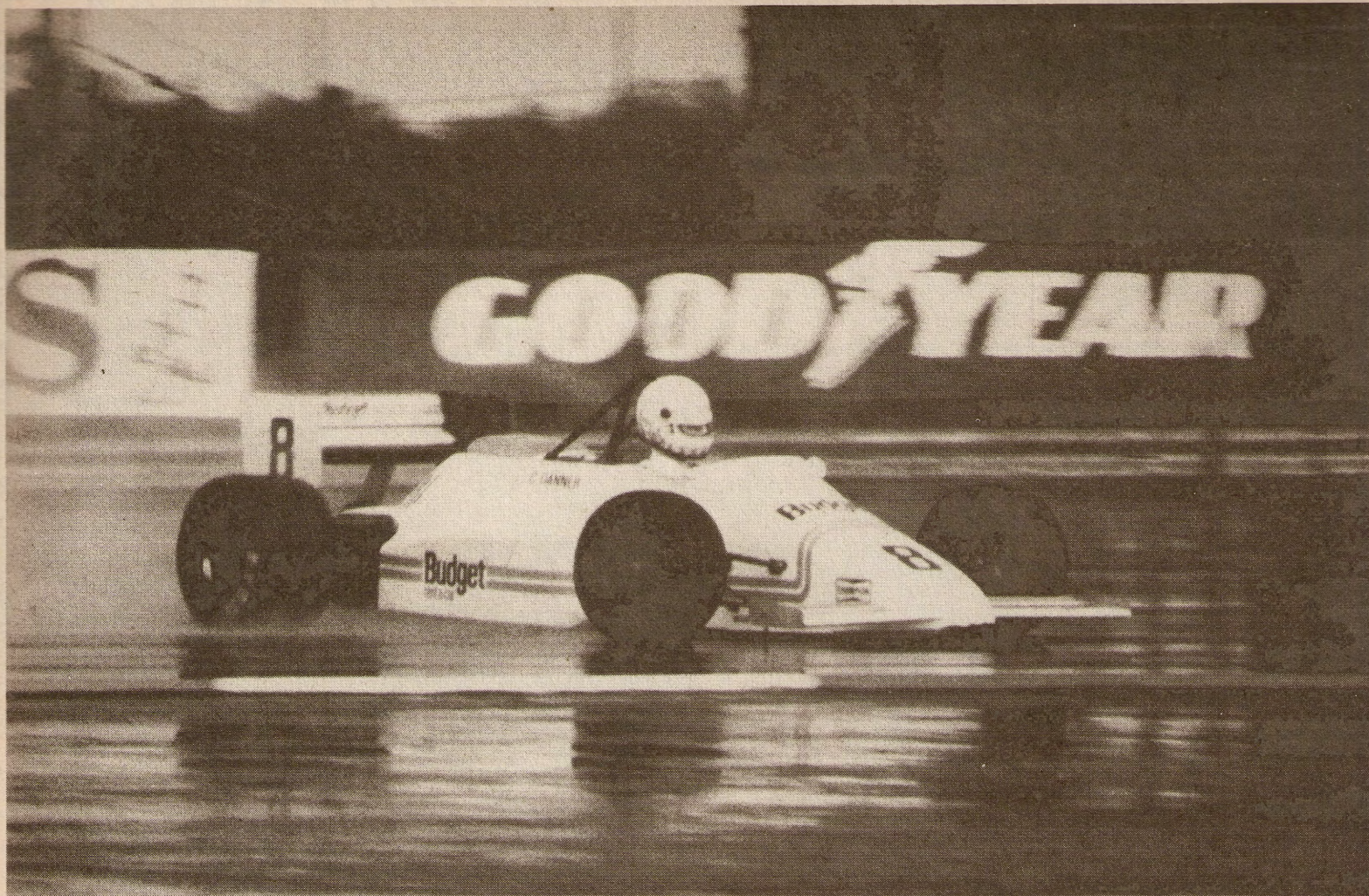
The Gitanes AGS drew a lot of favourable comment from all quarters for its quality appearance, but sadly Philippe Streiff had little opportunity to show its true potential. The tiny rear wing broke in the morning and they had no spare. March's James Gresham came to the rescue and hurried one along from Bicester which was quickly adapted. But after just three very hard laps and no adjustment for balance this, too, broke. "I think the problem is that the exhaust is blowing straight on to the mounting," said Streiff, amazed to find himself as high as seventh nevertheless.

The Aylesbury ACH Transport base, where all the March F3000 cars were built, had resembled Milan high street for most of the week prior to the event as Alberto Colombo's men and supporters arrived to help finish their late order 85Bs. Neither car ran until the final untimed and Italian F3 Champion Alessandro Santin spun before completing his first lap of Silverstone when the engine cut out at Woodcote. However he did not waste a moment of the qualifying session and impressively worked his way to eighth place in the Bridgestone shod car.

Pierre Chauvet hired the second ORECA March for this event, Hughes de Chaunac being pleasantly surprised that the car even existed on Wednesday and immediately took up the opportunity of running it. As ever, Chauvet was giving it his all and thoroughly enjoying the experience.

The best battle of the race was between the March of Emanuele Pirro and the Tyrrell of Roberto Moreno, both on slicks.





Christian Danner was the first driver to opt for wet tyres. The gamble paid off and the German came home an oversteering fourth.

►► The Richard Divila-tended PMC Williams of Thierry Tassin still basically lacked sorting miles. The car was noticeably very tail-happy, particularly in the fast corners, and appeared to have a straightline speed deficiency at this point. "We just need a bit more time with it" said Tassin.

Pierluigi Corbari's Formula 3000 International team were surprised to find that not even their first monocoque was completed when they arrived at Lola on Tuesday, but they pulled out all the stops and had a car ready for Mario Hytten by the untimed sessions. The Swiss charger permitted himself just one lap to run it in and thereafter was pushing hard. His DFV was straight out of the back of a Brabham F1 car of some years' vintage, and "power doesn't start until 8500, and our ignition box limiter was set at 8800rpm, so I only had 300rpm to play with."

Gabriele Tarquini, whose actual racing experience totals 12 F3 races, also did a good job in the second San Remo March but suffered from a misfire when the chips were down.

Tomas Kaiser's BS March was the latest of all to get on the track with everybody in the pit propping their eyes open to watch it. Kaiser was embarrassed that his repayment should be a spin at Copse from which he could not restart the engine. "They worked so damned hard for me that I am rather ashamed."

After a promising test at Mugello, Claudio Langes was terribly disappointed by his fortune with the superb little Barron Tyrrell. The rev-limiter shorted and burned out in the untimed session, and with no spare immediately available he had to kick his heels until the scrutineers finally let him out using just the ignition box restrictor. He had time for just two laps before the flag.

There were red faces in the PMC camp as Lamberto Leoni ended the only timed session parked on the track out of fuel before he had even had a real go. Prior to that the car had run like a train but was surely slow in a straight line like that of team mate Tassin.

Sadly bringing up the back of the grid and technically not qualified was Alain Ferté in the Jean Mosnier-run works Lola. For a team which had two months start on everybody else in terms of having a pukka F3000 car to test, this was a shambles quite unworthy of Lola's name or Ferté's ability. The T950 might not be the most competitive of cars as yet, but the team never gave it a chance. A blocked fuel line ruined most of the untimed session, during which Alain did one lap. (After finding a helmet that complied) and then after forgetting to mark-up their tyres for qualifying the engine broke on its first lap. Of course everyone agreed that Ferté should start, but his attempt to qualify in the warm-up almost ended in total disaster when an oil pipe fell off on his first lap. He switched off and coasted in and in total managed five laps before the start. "I am exhausted," quipped the Frenchman, who somehow managed to keep his sense of humour throughout it all.

RACE

The Sunday warm-up was again held in damp conditions and did not really prove much. Moreno was quickest in the Tyrrell and bouncing with confidence. Pirro had yet more rev-limiter problems while Thackwell still found that his brand new development Cosworth engine very sluggish but the car at least was handling better back on its Bilstein shockers. AGS deflected their exhaust gasses away from the wing which now stayed on. Pierre Chauvet lost concentration coming out of the chicane and spun into the barrier

damaging a rear corner. Although there were spares enough to fix it, Hughes de Chaunac decided to protect his investment and withdraw the car.

Just before the cars formed the grid a heavy rain shower soaked the track. As the cars sat in formation the sun came shining through strongly, and thinking back to identical situation in 1983 it appeared that everyone was going to stick with slicks. But on the front row Thackwell was remonstrating with Ron Tauranac, Alan Howell and Bridgestone — he wanted wets. "I thought back to '83 when we all started the race on slicks, but I remembered that the track took fully 30 laps to dry to make it possible to drive hard and that year there were 10 more cars than today. I reckoned that everyone else would stick to slicks because of what we all did then. Our wet tyres are too hard for really wet conditions but they are a good intermediate, and I thought 30 laps with them would give me a useful cushion if I had to make a change."

Not wanting to give anyone else an early opportunity to follow suit, Ralt left it until the last minute to change both their cars. Ferté, alongside Thackwell, felt he had to follow suit while on row three Danner did the same. Tarquini, about to start from the pit lane due to an electrical problem, also chose wets, the rest stuck with the slicks. With Tassin being pushed to the pit lane to have his battery changed just 14 cars started from the grid itself.

As the green light signalled the start of the first ever F3000 race it was Emanuele Pirro on slicks who sliced his way through the front row and led into the first corner, the pack enshrouded in spray. With the exception of Santino who got punted off just after the Shell Bridge, the rest of the field slithered their way around Copse and into the yonder. Once they were able

to stretch their legs it was Thackwell from second place of the wet-shod men who made a move and he went round Pirro on the outside at Maggotts. He went on to complete a lap of spectacular tenacity to firmly establish himself in the lead. He flung the Ralt into the fourth gear Stowe and Club in searing oversteer slides, using every inch of the road.

With Ferté making a slow start and Nielsen setting off in third gear, it was Danner who used his wets to take second place initially while the recovering Ferté forced a way past the brave Pirro going into the chicane at the end of lap one. Moreno, a fast-starting Hytten, Nielsen, Dumfries and Kaiser were next. A little further back Streiff headed Langes, Leoni, A. Ferte and Tarquini. Tassin did not start for a couple of laps.

On the second lap Dumfries fell foul of the puddles at Club and spun out while a charging Ferté took Danner for second place at the chicane and began the third lap 2.5 secs behind the flying Ralt. Pirro still clung brilliantly to fourth place but Nielsen, passing Moreno for fifth place, was naturally closing quickly and by lap four the leading quartet consisted of the four wet-tyred cars. The wisdom of their choice was clearly illustrated by the 33sec gap from Thackwell to Pirro at the end of lap 5, although the Ralt driver was already searching out the wet parts of the circuit at this stage.

The comparison between the Bridgestone Ralt and Avon March at the front was night and day different. Thackwell was having to use every inch of road while Ferté was having a seemingly very comfortable ride and was closing in. But by lap eight they were lapping back markers and Thackwell's contemptuous treatment of them worked in his favour. But once they had a clear run Ferté closed right in and starting the 11th lap the gap was just over 1sec. Danner was still

third some 8secs away; his car oversteered in the dry and in the wet was doing so to an impossible degree. Nielsen was a safe fourth ahead of a fierce battle between the leading slick-shod cars of Pirro and Moreno who by lap 10 were 1min behind Thackwell.

A very impressive Tarquini, despite a complete 360-degree spin in front of both Lolas at Woodcote on lap two, had moved up to seventh place as Hytten's eighth position came under a final decisive attack from the elder Ferté. Kaiser, Langes, Leoni and Tassin completed the field clearly none of them enjoying the experience. Streiff retired on lap eight with a broken rear wishbone mounting point.

The battle for the lead became furious now as Thackwell used every bit of his skill and experience to keep the luridly sliding Ralt ahead of the comparatively rock steady March. The chance finally came on lap 21 as Ferté dived to the inside going into the chicane, both cars within an ace of spinning. The bold move paid off though and despite Thackwell's renewed efforts the Marlboro March eased away. "It wasn't so much that his tyres were better than mine," said Thackwell, "my biggest problem was my engine which was like a pudding and just would not pull." However, for 10 laps he hung on just over 1sec in arrears.

Danner's grip on third place was thrown away with a spin at Becketts on lap 15 letting the steady Nielsen up to third place. Tarquini took fifth from the Pirro/Moreno argument on lap 18, and despite a misfire pulled cleanly away. The two leading slick runners were putting on a tremendous display. Occasionally they were side by side, Moreno venturing off the drying line but Pirro kept the upper hand until lap 27 when the Brazilian squeezed by at the chicane.

Thackwell's prediction that it would take until lap 30 for the dry line to become really effective was about spot-on, but as all the slick runners were at least a lap or more behind at this stage the wet runners were safe. However, as the line dried, Ferté opened up the gap by 1 sec a lap; he spurned the puddles while Thackwell was wandering all over the place looking for them. Nielsen's early pace now began to pay dividends. His tyres were in good shape and he rapidly began to close on



Johnny Dumfries joined the Onyx March team, but his race came to a premature end on lap 2.

both the leaders at over 2secs a lap. 12secs covered the first three on lap 35, on lap 38 it was down to 4.7secs but we had a new leader and a track which was totally awash.

The return of the rain started around lap 35 and was none too soon for Thackwell, whose Bridgestones were throwing off lumps of tread primarily from the right rear. But Ferté's speed had over-heated his Avons and he had no answer to Thackwell who simply turned on a display of sheer brilliance. Taking the fourth gear Club in a beautifully-controlled four wheel drift he latched on to the back of Ferté's car and audaciously tried to get round the outside at Abbey

Curve, if you please. Ferté clearly did not believe what was happening to him, and while passing a bank marker they came under the Express bridge three abreast, Thackwell sailing serenely into the lead down the inside line.

Ferté, a man of *grand motivation*, was not going to give up, even though in this mood there was no catching the Kiwi who opened a 3.4sec lead in conditions which had forced his team mate to "just decide to bring the car home. At Stowe and Club it was positively dangerous, even on wets."

Ferté's ambition got the better of his equipment as he completed lap 40 with a spin into the Woodcote catch fencing.

The carbon fibre nose was snapped off and the fire bottle ripped out while a pole smashed the rear wing. But was he quitting? No way! He reached out of the cockpit, threw the chicken wire off the mirrors and promptly reversed out and back into the race having lost just one place to Nielsen in the process.

The conditions were so bad that Clerk of the Course Pierre Aumonier admitted afterwards that he was within an ace of stopping the event.

Thackwell was clearly oblivious to any danger and appeared to be totally enjoying himself. He accepted the chequered flag with a cocky, deliberate 45-degree slide across the line, over 30 secs ahead of his team mate Nielsen.

If there is something familiar about a Ralt 1-2 don't be put off. Even Ron Tauranac had to admit that this result was very definitely down to his drivers not superior equipment. Thackwell expressed surprise that he had been able to initially stay ahead and then with Ferté primarily because of his engine. "It just would not pick up at all in the corners, and to give myself any chance at all I had to fling the car around so that I could keep my foot on the throttle and keep the revs up. There is no way I ought to be winning with that engine." Both his rear tyres, but especially the right one, had chunks of rubber missing after the few laps of relatively dry line racing but he had no complaints: "It was the decision to use wets that was critical and luckily it worked out."

Nielsen cursed himself for his wrong gear start but the fact that he was then under no pressure meant that his tyres were in good shape as Ferté and Thackwell began to struggle. "I think I decided to go hard a few laps too early. When the rain came back I was in trouble, but anyway I am happy to have finished second."

"Ferté was given a hero's reception by the crowd for his efforts to regain the race and take third place. He was angry with himself, "but unfortunately the tyres has just worn too much for that amount of rain. In the early laps it was easy for me and I just sat behind Mike because I could see he was struggling."

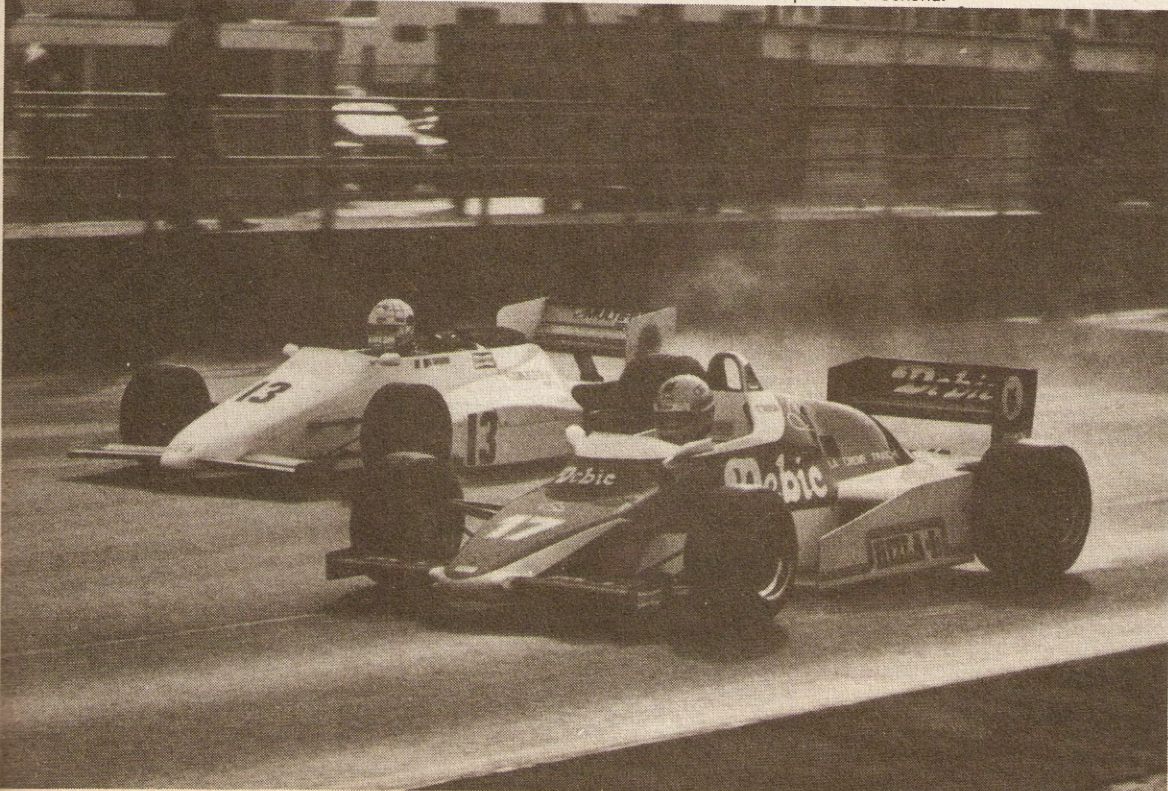
Danner couldn't remember how many times he spun in the closing laps but he managed to bring the difficult handling car home to a good fourth a lap ahead of fifth man Tarquini.

Of course, all the slick runners had to pit for wets in the final laps. Moreno, quite easily the leading slick runner at this stage, was first in while his erstwhile challenger Pirro waited an extra lap which cost him dearly as the conditions deteriorated dramatically. Moreno even had time to repeat his 1984 chicane spin "but I got it right this time, kept the engine running and never stopped," he beamed afterwards, happy to have claimed the final point.

For Pirro a meeting which had started with tremendous optimism his seventh place was a terrible disappointment. Team manager Mike Earle shouldered all the blame for the tyre choice. "Despite Gabbiani's win for us in 1983 on slicks I did contemplate wets but the sun dried the tyres on the grid so quickly that I felt sure slicks were the right way to go."

After a steely early showing by Hytten it was actually Ferté who brought the first of the Lolas home in eighth place with an engine that everybody thought would go pop at any moment but which thankfully held together. Hytten, with his 300rpm rev band never really had a chance but he displayed his usual guts and kept it going. Tomas Kaiser was the only remaining classified finisher. "The car, like Christian's, developed an oversteer this morning which just became worse in the wet and on slicks it was just hopeless. If it hadn't been for the effort the team made to get my car ready for this meeting I think I would probably have stopped."

Gabriele Tarquini's March sweeps past the ailing Williams of Thierry Tassin. The Italian had an impressive weekend.





Frank Sytner leads Neil McGrath's Rover — for most of the race the two were nose to tail, well clear of the opposition.

While Soper clearly revelled in the conditions one man not overjoyed by the vagaries of the Northants weather was Barry Sheene in the Toyota Supra. In earlier tests in the wet, Sheene had been nearly as quick as Win Percy, but something was not right with the car in the wet. In the first session Barry clearly enjoyed himself, towing Soper's Metro behind him and netting third place on the new style two-by-two Trimoco grid. The Toyota, however, seemed a little sluggish out of the corners and between sessions the Hughes of Beaconsfield team took out their 'screamer' engine and put in the '84 spec 'torquey' unit, which Sheene seemed much happier with. Third was a fine effort for a Trimoco debutant.

Alongside the Toyota was Frank Sytner in his original BMW 635CSi. The car had done the best part of two seasons of racing, culminating in the Spa 24 Hours. "We stuck an old gearbox in, picked up whatever tyres we found lying around the workshop and set off," commented Frank, keen to show that, without the big combines to compete with, Trimoco racing can still be cheap. In the first session Frank had problems with a wobbly brake disc, and looked set to go quicker had the rains not come. As it was, 'Fearless' gave the crowd a virtuoso display of driving a Bee Em in the wet — a pleasure to watch. Sadly, there was only the one Bee Em. More would be appreciated . . .

Pete Hall put in a competent display in the ex-Rouse Rover to qualify fifth, while the final Class A runner was Brian Chatfield's Ford Capri, ninth on the grid and horribly slow in the corners.

Soper aside, the fastest of the Class B men was Jon Dooley in the Napolina Alfa Romeo. His GTV6 is even older than Sytner's BMW, with a career going back to 1981, but it did not seem to deter Dooley who set his time in just five laps in the first session, his second being spoiled by a plug burning out.

Graham Goode's Nissan Bluebird Turbo had no intercooler, but work on the chassis and brakes has made up for some of the power lost. Like many others, Goode was ready for a quick time in the second session, but when the rains came he decided not to venture out. Rob Kirby was in contention in his John West Salmon Alfa, while fellow GTV6 runners Phil Dowsett — "There's one second in me, I'm a bit rusty" — and Terry Drury — "It's a development engine and we've blown two of them" — made up the other Class B runners.

The baby class looked, on paper, to be the one that was most likely to provide

Belcher and the Brooklyn boys — the Escorts provided much of the fun early in the race.

second session. It rained, but McGrath need not have worried as no one got anywhere near the times of the first. Fastest of all in that second soggy session was Steve Soper — in a Class B car remember — hurling the blue projectile around with verve. "I'm not interested in a class win," he commented, "I'm going for it!" Go for it he did, and second spot on the grid in a small class car is a tribute to that — a mighty performance.

Belcher and the Brooklyn boys — the Escorts provided much of the fun early in the race.



Quite Frankly

Sytner takes BMW to victory — Goode wins Class B — Belcher starts from pitlane to win Class C on Trimoco debut — Soper sensational in practice — Small field but no politics — Report: JOE SAWARD — Photography: JEFF BLOXHAM

There may not have been that many cars present but, as usual, the Trimoco RAC British Saloon Car championship runners put on a stirring display in difficult conditions. The venerable BMW 635CSi may be getting a bit long in the tooth, but Frank Sytner showed that it is still a car with a competitive future.

In all three classes there were interesting battles, but the most notable feature of the weekend was a new atmosphere in the paddock. Teams were talking to each other, and, God forbid, on occasion actually seen to be smiling! There was talk of 'gentlemen's agreements' and the ugly spectre of the protest kept a low profile. All we need now is a few more runners . . .

QUALIFYING

The original entry for the first round did not look too bad. Come practice on a blustery Saturday lunchtime, that number had already fallen by three. Dave Brodie's Colt Starion sans intercooler had ground to an expensive halt in testing, the ceramic pistons, sodium filled valves and extra water not up to the job of cooling the turbo. Mike Newman, entered in a BMW, did not have his engine ready to race and Jock Robertson failed to appear in the smallest class. In addition, Andy Rouse who was entered for the event, decided not to race any car and wait instead for the Ford Sierra to be homologated — hopefully in time for the Good Friday Oulton Park meeting. Andy, naturally enough, was in attendance, keeping an eye on Pete Hall's Rover and talking enthusiastically about his new project. Richard Longman, too, is awaiting homologation on his Ford Escort turbo (already behind schedule by a month) and was another familiar face missing from the grid. All in all, the meeting had a feeling of anticipation, everyone waiting to see the new cars.

There were, however, a couple of

notable extra entries. Rover ETC pilot Steve Soper was let loose in one of Roger Dowson's MG Metro Turbo Class B cars, while from Sweden came Stig Gruen, driving a Toyota Corolla in the smallest class. The car looked for all the world to be a road version with a couple of numbers stuck on the sides, and never really seemed likely to figure, and in the end never made the start, but, as they say at Toyota, "That's motoring."

Another to fall by the wayside, albeit somewhat dramatically, was the Toyota Corolla of Tony Crudgington. In the very wet second session late on Saturday afternoon the 16-valve machine ploughed off the track at the exit of Stowe and went into to bank backwards at speed. Drivers reported a small river running across the corner and many came into the pits with tales of alarming near-misses.

Safely on pole, however, was the Rover Vitesse of Neil McGrath. The car was updated over the winter and with the enthusiastic support of Connells and Castrol at last had a workable budget. The Cheshire driver reported a slightly wet track in the first session and reckoned that he had a bit more time to find in the

real excitement, and the star of that show was 1984 Metro Challenge winner Richard Belcher in his ex-Longman Escort RS1600i. Alan Curnow (Data-post Escort) and John Morris (Brooklyn Escort) were right there, but Brooklyn's other charge, Chris Hodgetts, was not a happy man. "On the straights, I just sat there watching the rabbits go by. The chassis and exhaust systems are new, but the engine is the same as last year." In between sessions mechanics were dispatched to the Brooklyn Redditch base to dig out an old exhaust system . . .

The only interloper among the Escorts was Geoff Kimber-Smith's Toyota Corolla — the only one of three Corollas to actually make the race.

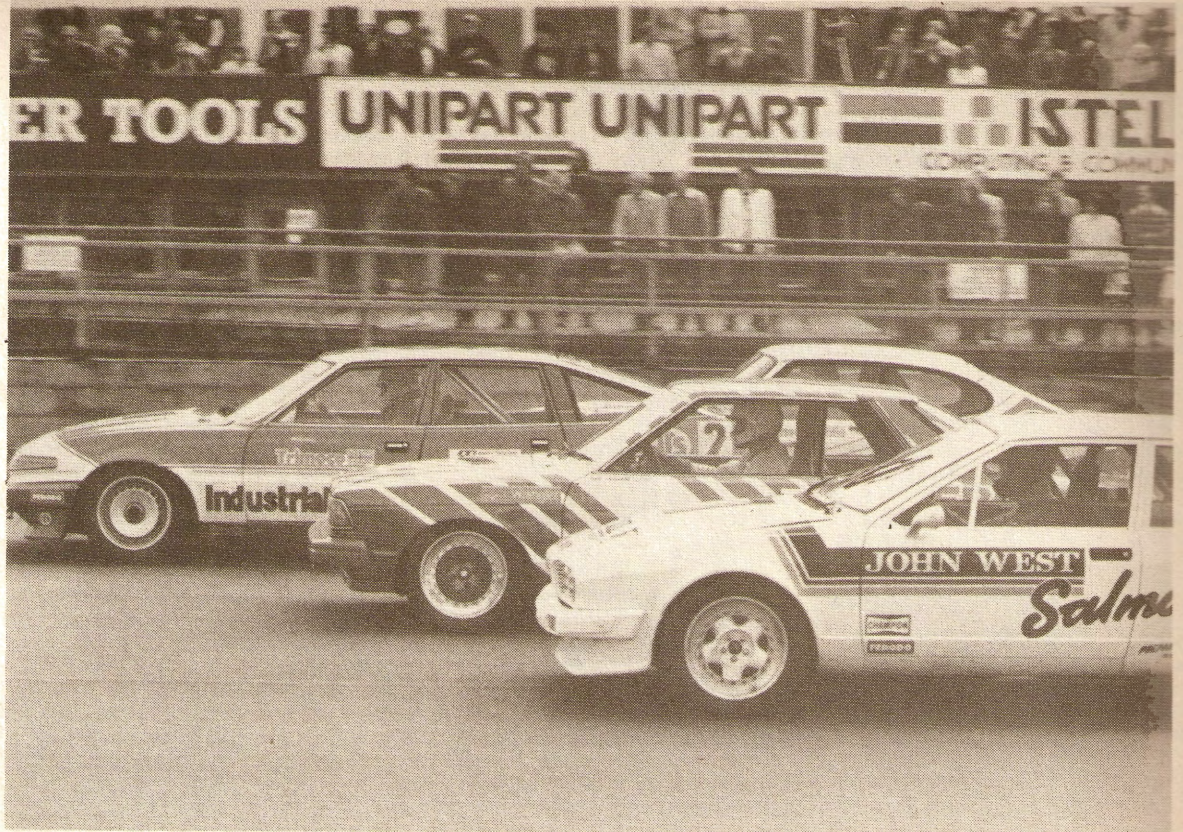
RACE

Sunday lunchtime and the weather was still being indecisive. As the cars lined up, anxious eyes looked westward: would it rain? One man clearly delighted at the idea of a downpour was that man Soper, who had the cheek to pip the big cars off the line and lead into Copse. McGrath, however, was clearly unimpressed and powered his Rover through into the lead as the cars set off for Becketts. Sytner followed suit and Soper had to settle for third as they headed down Hanger Straight. Already out was Dowsett who coasted to a halt at Becketts.

Into the chicane for the first time, Soper's enthusiasm seemed to get the better of him and he missed the deviation in the track completely as he tried to outbrake everyone, scattering bollards with abandon and collecting a 1min penalty. Half a lap later it ceased to matter as the Metro seized up on Hanger Straight when a screw fell out of the carburettor.

Up front McGrath was being harried by Sytner, the Rover man already discovering that his right rear brake was locking up. Behind them as they set off on lap 2 was the Capri of Chatfield, which

Chatfield leads Barry Sheene and Graham Goode through Woodcote. Pete Hall and Rob Kirby look on — Kirby was to see a great deal of the Ford . . .



At the start, Pete Hall's Rover has the edge over Graham Goode's Nissan and Rob Kirby's Alfa. On the inside, Chatfield's Capri makes a demon start.

made a storming start up the inside by the pitwall. But the car still refused to corner quickly and gradually dropped away to become embroiled in a lively battle with a couple of Alfas. Barry Sheene and Graham Goode were quickly past Chatfield and soon afterwards Pete Hall followed.

It almost goes without saying that 'Formula Escort' provided plenty of fun Hodgetts, Curnow and Morris, battling away in suitably lurid style. Behind them came Richard Belcher, who had the misfortune to pick up a puncture on the warming up lap, and started from the pit lane. "I didn't see any other cars until I

got to Hanger Straight," he commented, "and then it was only Silverstone Sid's Jaguar! The others though held each other up and I was able to catch them fairly easily." With the cars all slipstreaming like mad, they all ended up coming into the corners side by side.

McGrath and Sytner continued their nose-to-tail battle, while Sheene and Goode had to give best to Hall's Rover. Behind them, Dooley and Kirby found their way blocked by the Chatfield Capri. Lap after lap they swarmed all over the car in the corners, Dooley leaving a great cloud of oil smoke at each right hander as a leak developed, but on the straights the Capri just went away. It was the beginning of a frustrating 20 laps. Behind them came the Escort war with Kimber-Smith trying to hang on. Belcher's progress was meteoric and by lap 5 he was past them all and off to a fine class win.

A lap later in came the clouds and Frank Sytner saw his chance. For the first few laps he had begun to feel a misfire coming on, and with McGrath struggling with his braking — his very late braking — Sytner began to close as the track began to get wet. Hall and Sheene held station, by now clear of Goode, before Barry found the wet track too much for the Toyota and had a couple of spins at Stowe and Copse, letting Goode through and away. Thereafter there was little activity at the front as the rain set in, but the Alfa/Capri battle and the Escorts kept interest going. By the time Kirby got past the Capri Goode was long gone, so he set his sights in Sheene and by the finish was all but there.

The Escort battle continued with the two Brooklyn cars using Curnow as the meat in their sandwich, but on lap 9 Hodgetts and Curnow come to grief at Abbey, rotating down the track and spoiling the fun. Thereafter Chris Hodgetts was probably the fastest man on the track, even bating Frank Sytner by trying to unlap himself! Sytner however kept his cool and came home a deserved winner of an exciting, if underattended, race.

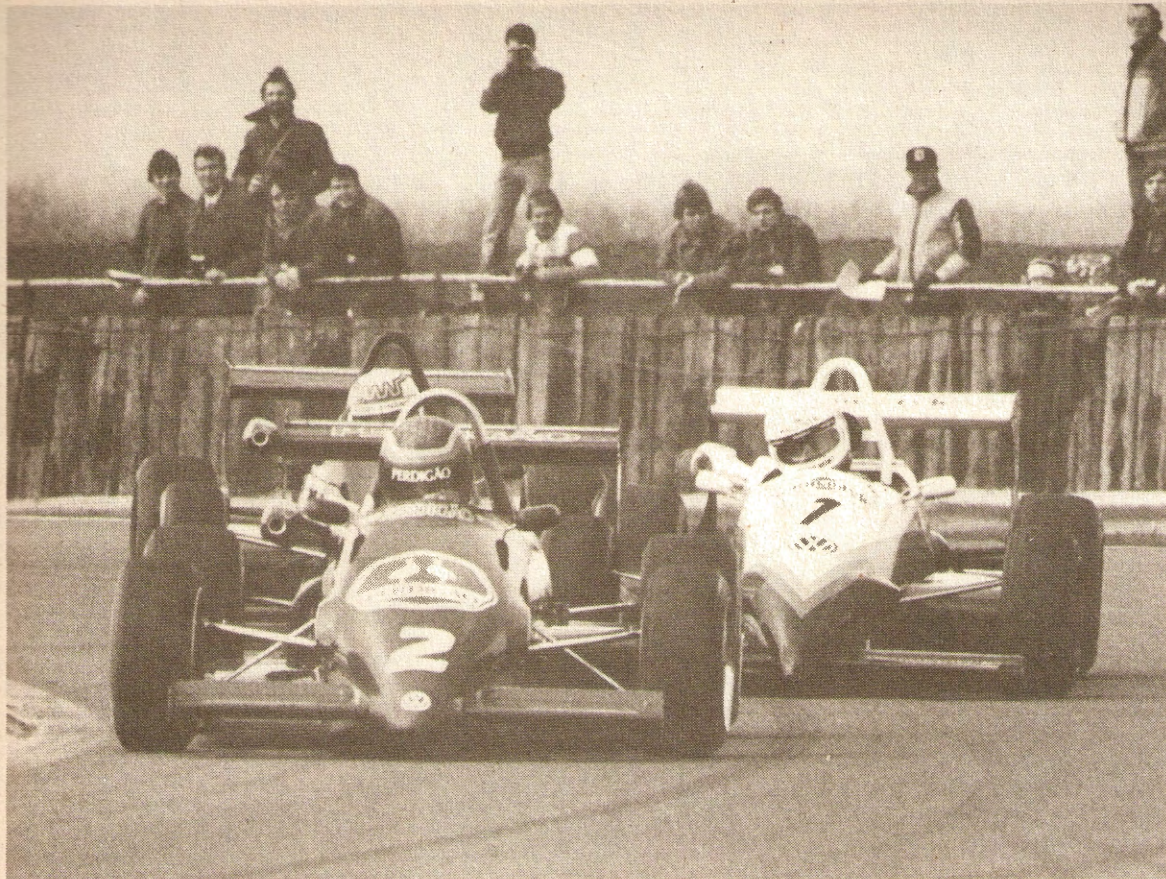
And after the race, the whole field went to the scrutineering bay . . . and nothing happened!



SILVERSTONE (GB), Mar 24, Trimoco RAC British Saloon Car Championship, round 1; 20 laps — 58.64 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Frank Sytner (GB)	A	3.5 BMW 635 CSI	35:19.17	1:40.71	1:41.49	4
2	Neil McGrath (GB)	A	3.5 Rover Vitesse	35:30.88	1:40.65	1:39.42	1
3	Pete Hall (GB)	A	3.5 Rover Vitesse	36:00.64	1:43.19	1:41.92	5
4	Graham Goode (GB)	B	1.8t Nissan Bluebird 180B Turbo	36:21.82	1:44.02	1:42.50	7
5	Barry Sheene (GB)	A	2.8 Toyota Celica Supra	36:35.81	1:43.73	1:40.82	3
6	Rob Kirby (GB)	B	2.5 Alfa Romeo GTV6	36:36.31	1:45.39	1:44.23	8
7	Jon Dooley (GB)	B	2.5 Alfa Romeo GTV6	36:51.79	1:45.60	1:42.23	6
8	Brian Chatfield (GB)	A	3.0 Ford Capri	37:51.26	1:45.53	1:44.38	9
9	Richard Belcher (GB)	C	1.6 Ford Escort RS 1600i	35:36.38	1:48.50	1:48.13	11
10	Chris Hodgetts (GB)	C	1.6 Ford Escort RS 1600i	35:41.42	1:49.98	1:50.89	15
11	John Morris (GB)	C	1.6 Ford Escort RS 1600i	35:42.07	1:49.11	1:49.42	13
12	Geoff Kimber-Smith (GB)	C	1.6 Toyota Corolla	36:25.18	1:50.40	1:50.23	14
13	Alan Curnow (GB)	C	1.6 Ford Escort RS 1600i	36:49.17	1:50.01	1:48.13	12
R	Steve Soper (GB)	B	1.3t MG Metro Turbo	1 lap — engine	1:51.19	1:40.40	2
F	Phil Dowsett (GB)	B	2.5 Alfa Romeo GTV6	Engine		1:45.09	10
NS	Terry Drury (GB)	B	2.5 Alfa Romeo GTV6	Blown engines		2:35.66	18
NS	Tony Crudgington (GB)	C	1.6 Toyota Corolla	Practice accident		1:53.25	16
NS	Stig Gruen (S)	C	1.6 Toyota Corolla	Engine		1:55.34	17

Winner's average speed: 99.61 mph. Fastest race lap: Neil McGrath, 1m40.65s, 104.87mph. Class B: Graham Goode, 96.75mph. Fastest lap: Goode, 1m44.02s, 101.47mph. Class C: Richard Belcher, 93.87mph. Fastest lap: 1:48.50s, 97.28mph. Next round: Oulton Park, Apr 5. Championship positions: 1, Goode & Belcher, 10 pts; 3, Sytner, 9; 4, McGrath, 7; 5, Kirby & Hodgetts, 6; 7, Hall, Dooley & Morris, 4; 10, Sheene & Kimber-Smith, 3; 12, Chatfield & Curnow, 2.



Gugelmin leads Spence and Wallace early in the race. The Brazilian however ended up third — for the third consecutive race.

Spencational!

Spence invincible again — Another one-two for Reynard — Gugelmin heads Ralts home — Class B to Kempton — Report: MARCUS PYE — Photography: JEFF BLOXHAM

Russell Spence strengthened his position at the head of the Marlboro British F3 championship table with a second successive victory in the PMC Motorsport/Team Warmastyle Reynard at Silverstone on Sunday. Watched by a sizeable and appreciative gallery at the BRDC's International Trophy meeting, Spence's masterful performance was a model of consistency and flair. The Yorkshireman annihilated the quality field, emerging 17secs to the good as he gave Volkswagen engines their 20th consecutive win in British F3 racing.

The Swallow Reynards of Andy Wallace and Tim Davies gave vain chase, split by Mauricio Gugelmin's Perdigao Ralt, but they could but watch as Spence streaked away and handling problems intervened. Phil Kempe and Cathy Muller claimed the remaining points after solid runs in their Ralts, while the gutsy efforts of Scan+Sport Reynard-Saab drivers Sala and Reid, not to mention F3 debutant Graham de Zille, stood out among the other highlights of a fraught event. Steve Kempton became the third different Pre-'84 class winner in as many races.

QUALIFYING

Unprecedented interest in the Marlboro British F3 championship brought no fewer than 35 of the programmed 40 entrants to Silverstone on Saturday, a depth of field seldom seen since the heady days of the 1-litre Formula 3, superceded some 15 years ago. This remarkable turnout saw the return of Valour Racing to the fray, John Upton's Ralts driven by the experienced Rob Wilson and Paul Jackson, Pegasus Motorsport's first entry into the category with new RT30s for Graham de Zille and Gerrit van Kouwen, and an outing for young Paul Belmondo in Dave Price's second RT3P model. Among the 11 pre-March '84 runners, new faces included Ray Stover, Godfrey Hall and Jeff Ward.

The first of the half-hour qualifying sessions proved to be of academic

interest, as far as final grid positions were concerned, serving only to highlight which teams had arrived at workable wet weather set ups in the pre-race testing. On an ever-drying track, as Glenn Waters of Intersport put it succinctly, "the only lap that matters is the last one," but unfortunately his charge, Phil Kempe, chose to pit in the crucial final minutes, falling back to fifth quickest in the process. Kempe, first into his stride at the green flag, set the early pace in the black Autoclenz/Identicar Ralt RT30, with Mauricio Gugelmin and Harald Huysman (RT30s) and Thruxton winner Russell Spence (PMC Reynard) snapping at his heels. Eventually, though, the super smooth efforts of Andy Wallace registered best, the Swallow Reynard pilot visibly quicker through Woodcote chicane, although just 0.29secs covered the leading quartet!

Spence wasted little time in stamping his authority on the deciding session

though, the fruits of sterling testing work with engineer Richard Divila being tantalisingly out of the reach of the Bradford man's pursuers. Ever so slightly . . . like to the tune of 1.28secs! When the session was stopped, for the removal of Gary Evans's beached Ralt from the quagmire at Copse, Russell had dealt his ace — and made the rest look like jokers when the rains returned for the restart. By the time action was resumed, more frenetic than ever beneath darkening skies, 'Red' had casually abandoned his Warmastyle 853 for a watching brief in pit lane. He was that confident. "We ran 'dry' springs, dampers and wings this morning, with 'wet' tyres, and were quickest for much of the way. The balance felt fabulous, so we bolted slicks on and went for it."

In an effort to find a touch more straight-line-speed, Dick Bennetts of West Surrey Racing devised a shallower left-hand side-pod (and radiator) for Mauricio Gugelmin's Ralt RT30, which also incorporated revised front suspension geometry to reduce wheel camber change. While the aerodynamic revisions were inconclusive as the team sought a practicable low downforce package for the race, newly fitted (revalved) Koni dampers gave the car much improved grip at the rear. "We've now got nothing to match them up front," commented Bennetts, "but that's the price of doing testing work in official qualifying." The Brazilian joined Spence on the front row on the lap of the stoppage, just as he had commenced a charge.

Wallace, in his traditional Silverstone form early on, found top gear too long in the dry, and excessive understeer did not help his cause. "I'm way off pole," rued

the *Daily Mirror*-supported driver, "and the engine will not pull more than 5600rpm anywhere." His Swallow Racing team-mate Tim Davies missed the first session completely when the ignition pick-up packed up. Phil Howell and the crew had to remove the VW power unit and gearbox/suspension assembly to rectify the problem, and the Welshman soon made his presence felt when it mattered, grabbing a good third spot once understeer was cancelled out.

Kempe, looking more at ease with his Ralt than before, swiftly established a rhythm in the dry and really began to drive the car through the corners for the first time. Phil and his team were justifiably pleased with their progress this week, fourth place being a morale booster at this stage of the season.

Gary Evans was on a flier when he clipped the kerb at Copse, swiping the nosebox from his DAF Trucks/Tanzifco/Trimoco Leasing Ralt, beginning to feel really good in the dry. He thus had to fall back on his previous lap, a tour spoiled by the circumnavigation of Anthony Reid's Reynard at Stowe and a big lift at Club; for his sixth starting position. "I felt the tyres coming good, but simply overcooked it . . ."

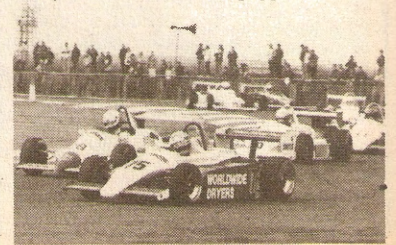
Harald Huysman and Dave Scott shared the fourth row, the Norwegian not pressing hard enough (unusually) on new rubber before the showers came, and the Briton with a down on power engine, probably a legacy of it overheating on Friday. With Ray Stover back in the saddle (in the ex-Spence RT3) after his recent rib injury, Richard Dutton's Anglo American Racing team has no spare motor available. Stover, on his F3 debut, did a commendable job in trailing class B leader Steve Kempton by a scant 0.28secs at the close.

Irishman Mark Galvin lay as high as fifth in the order during the wet session, but the Alan Docking-run Shorehill Investments Ralt fell to ninth later on. A muddy spin at Stowe had the Silverstone team busy with the hosepipes between sessions.

Definite progress in the Scan+Sport Reynard camp resulted in Maurizio Sandro Sala completing the top 10 qualifiers, although Anthony Reid (stranded at Chapel with fuel pump failure after a lap of the opening period) was a couple of seconds down on the Brazilian's best. Both Saab 16-valve engines were running on Lucas fuel injection this time, the engines sounding roty and running reliably. Lack of torque, not power, seems to hinder the Saabs at present.

Dave Price's pair, Cathy Muller and Paul Belmondo, sandwiched Rob Wilson's Valour RT3 derivative as the chequered flag was flown, this threesome blanketed by 0.13secs. The French girl, unable to run at first having forgotten her licence, made amends with a workpersonlike (!) effort in the dry and would have improved further but for the drizzle later. Belmondo, on Avon crossply wets for the first time on Friday, also did a good job, as did the Kiwi, gradually finding the racing 'groove' again in his Castrol-backed car. Understeer plagued the second Valour entry of Jackson.

Brian de Zille's Pegasus team turned up with two brand new Ralt RT30s, even though they plan to develop Andy Thorby's much-modified RT3 kit as time Kempton heads a mid-field gaggle.



permits. Both Graham de Zille and Dutch FF1600 ace Gerrit van Kouwen were closely matched throughout, the Briton emerging 0.15secs to the good in his First Edition menswear car.

The most serious incident of the day befell Steve Harrington, who was removed to Northampton General Hospital with concussion after his Eddie Jordan Racing/Roadways Ralt careered into the Stowe catch-fencing in the final minutes of the afternoon session. An isolated rain shower had moved down the east side of the circuit to the fast right-hander, catching the Tasmanian — ninth in the wet early on — unawares. Tarry Racing's Toyota-engined Ralt narrowly failed to match Steve's time, with Tony Trevor at the wheel.

Of the Pre-'84 contingent, Mark Goddard led the way initially, with a freshly rebuilt Aldon-Toyota unit in the Savoie Fare/Falcon Insulations RT3. "With full compression again, front brakes at last, and some hard work by Solar Racing, we're on the pace," said a relieved Goddard, although he fell back by not being out at the best time in the afternoon.

Steve Kempton, Ray Stover, Carlton Tingling and 'Anton Sobriquet' all overhauled Mark on the final timesheets, although Steve was not satisfied with his

class-leading time. "I've done 1:29.8 here in testing, but I'm driving like a granny today," groaned the Rex Hart-run Croydon lad. Stover showed well throughout, while the Jamaican, Tingling, admitted a persistent error in taking the chicane in third, not fourth gear. "It was a question of confidence in the damp," explained Carlton, "but the one time I got it right, I set my best time."

'Sobriquet', getting quicker with every outing under the wing of Jupiter Racing, put his best time at the circuit to pip Goddard. Godfrey Hall's ex-Lang Ralt (which has replaced his self-built Lynx), Bill Coombs's improving HART-tended Anson and Mike Wright's BID RT3 completed the top eight in the 'second division', this pack separated by only 1.11secs. A great scrap was in prospect, although Wright's engine mysteriously lost compression in the second session.

The works Magnum and Anson teams both had disastrous days. Jari Koiranen's Spiess VW engine had a fuel management problem in the morning and spewed oil after lunch, while fellow Finn Reima Soderman's 853 broke its gearbox input shaft in the assembly area and was out for the day. Keith Fine's VW engine broke a valve spring early on and cracked its block after another lap with a ghastly

misfire in the afternoon. "For some it never rains, but it pours," grimaced Mike Rowe's young driver . . .

RACE

The threat of rain had diminished, at least temporarily, as the 32 remaining competitors lined up in a colourful phalanx, stretching impressively way back beyond the chicane. As at Thruxton, poleman Spence had to squeeze the brakes to counteract a dragging clutch just before the lights went green, thus both Gugelmin and a most urgent Wallace got the drop on the boldly striped Reynard initially. Well fired up, Russell carved his way inside Andy at Stowe, and by the end of the opening lap was ensconced in Mauricio's slipstream. The Ralt's advantage already looked tenuous, and Gugelmin's brief moment of glory was to last until Copse on lap 3, when Russell sailed by, to be followed by Wallace on the Hangar Straight. Gross understeer had left the RT30 vulnerable to attack, Gugelmin's corner exit speeds being correspondingly low, despite his furious twiddling with the anti-roll bars.

All hell had broken loose on the first lap behind the leaders when Huysman, already past three cars, was forced wide at Club. "I was not far behind Spence," commented Harald, "when I found

myself on the grass." Dave Scott, next up, had to lift sharply as the Marlboro car swung back onto the tarmac and the leaders' tow was lost as several pursuers dashed through. The leading trio was chased by Davies, Evans, Kempe, Huysman, an inspired Wilson, Muller, Scott and Galvin at the end of the lap, Mark shortly to salvage a nose fin against Dave's rear wheel.

Once away, Spence inexorably gained a second per lap over Wallace, Gugelmin and Davies, the Swallow entries hampered by understeer and oversteer respectively. Only when Wallace's engine developed a misfire (and started to cut out altogether on left hand bends) did Gugelmin close in, and Tim fall away with a chronic vibration from the rear of the car. The order remained the same regardless.

Kempe lost his sixth place to Huysman, but promptly gained it back, with interest, when Harald dived impetuously inside Evans as they entered the chicane. Gary appeared to have his move covered from the centre of the road, but Harald was not backing off. With a gnashing of front suspension, both cars ground to a hapless halt, wheels played. Scott had gone too by this time. He had got too close to Cathy at Club, looked to the outside and found Trevor trying to pass them both. "I felt a bang, rode over his wheel, and was embedded in the fencing," recalled the philosophical Scott. After pitting to remove the crumpled nose fin, Galvin, too, found the chicken wire at Becketts later on.

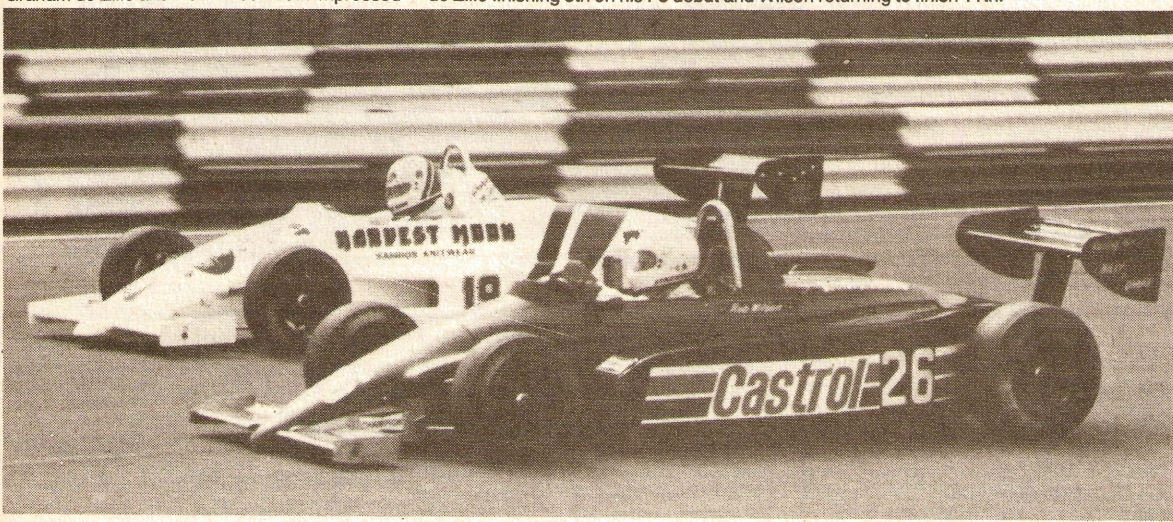
With the first five decided, barring disaster, all eyes focused on the battles behind Kempe, for Wilson, Muller, Jackson and de Zille, then Trevor. Belmondo, the fast-starting Reid and Sala were embroiled in grand confrontations, only sorted out through protracted tactical struggles. Van Kouwen, soon to gyrate harmlessly at Becketts, was scrapping with Kempton, now clear of early class leaders Goddard and Stover. Poor Goddard was clouted at the rear by Fine at Maggotts and his engine revs soared to 9000 as the driving wheels left the ground. It spelt the end of his race.

First Wilson, then Jackson, dropped back with cooked rear tyres, promoting de Zille, Reid and Sala into the attack on Muller, the Saab-powered Reynards having disposed of Cathy's team-mate and Trevor, together to the end. Heavy rain at Stowe three laps from the close was to help the more experienced Scan + Sport boys who had worked hard and long to get into contention.

Onto the last lap, Muller's Elf Ralt was only a few lengths clear of de Zille, in turn being swamped by Anthony and Maurizio. Then 'Morris' pulled a master stroke from his bag. As Graham trod cautiously through Stowe with Reid in tow, Sala switched to the outside, ran round the flabbergasted Anthony and picked up sufficient momentum to outdrag de Zille into Abbey. In the sprint for the line, Maurizio only failed to catch Cathy (and grab a point) by 0.7secs!

While Graham and Anthony caught their breath, Jackson and Wilson were enjoying themselves enormously, slithering their black Ralts around with abandon. They crossed the line abreast. "When we get the chassis balance right, we'll be in the points," prophesied Rob, "but we had a ball out there . . ."

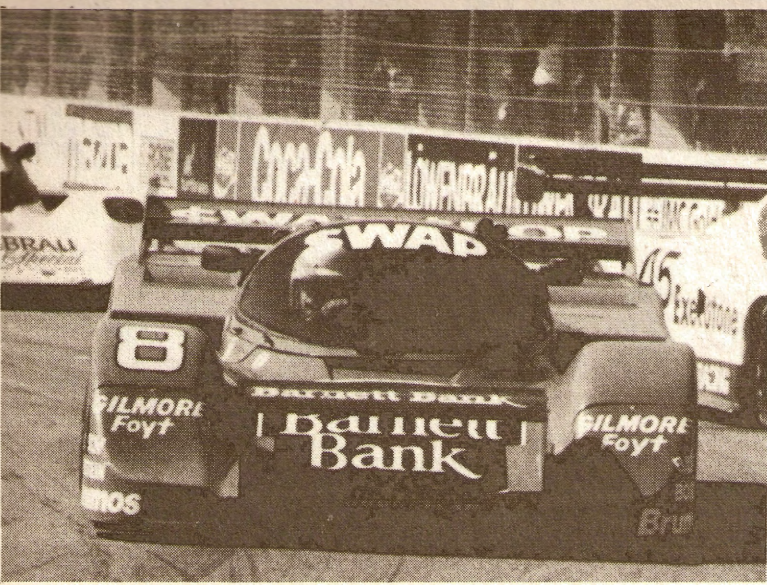
Kempton had a lonely time at the head of his class but the minor placings could not have been more closely fought. Having borrowed 'Sobriquet's spare engine for the race, Wright ascended the order to second place, but Tingling got the bit between his teeth towards the end, eroding Mike's cushion rapidly. When Wright missed a gear at the chicane on the final tour, Carlton tried to seize his chance but failed to wrest the place by a scant 0.01sec! Stover's Ralt was just a second further back at close of play.



SILVERSTONE (GB), Mar 24; Marlboro British Formula 3 Championship, round 3; 20 laps — 58.64 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	Russell Spence (GB)	A	Reynard-VW 853	29:44.42	1:27.31	1:26.91	1
2	Andy Wallace (GB)	A	Reynard-VW 853	30:01.61	1:28.29	1:28.31	3
3	Mauricio Gugelmin (BR)	A	Ralt-VW RT 30	30:02.45	1:28.39	1:28.19	2
4	Tim Davies (GB)	A	Reynard-VW 853	30:13.12	1:28.38	1:28.92	5
5	Phil Kempe (GB)	A	Ralt-VW RT30	30:22.08	1:28.95	1:28.78	4
6	Cathy Muller (F)	A	Ralt-VW RT3P	30:36.78	1:29.61	1:29.70	11
7	Maurizio Sandro Sala (BR)	A	Reynard-Saab 853	30:37.48	1:28.96	1:29.52	10
8	Graham de Zille (GB)	A	Ralt-VW RT30	30:38.09	1:29.72	1:29.94	14
9	R. Anthony M. Reid (GB)	A	Reynard-Saab 853	30:38.37	1:29.37	1:31.45	19
10	Paul Jackson (GB)	A	Ralt-VW RT3	30:46.47	1:29.94	1:30.94	18
11	Rob Wilson (NZ)	A	Ralt-VW RT3	30:46.69	1:30.18	1:29.81	12
12	Tony Trevor (GB)	A	Ralt-Toyota RT3	30:52.01	1:30.27	1:30.52	17
13	Paul Belmondo (F)	A	Ralt-VW RT3P	31:00.28	1:30.12	1:29.83	13
14	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	31:05.91	1:30.41	1:30.09	15
15	Steve Kempton (GB)	B	Ralt-VW RT3	31:10.85	1:31.11	1:31.91	20
16	Keith Fine (GB)	A	Anson-VW SA6	31:20.85	1:30.73	1:46.45	33
17	Mike Wright (GB)	B	Ralt-Toyota RT3	31:21.38	1:31.50	1:33.02	27
18	Carlton Tingling (GB)	B	Ralt-VW RT3	31:21.39	1:31.08	1:32.23	22
19	Ray Stover (USA)	B	Ralt-VW RT3	31:22.73	1:31.24	1:32.19	21
20	Joe Foster (USA)	A	Ralt-VW RT30	19laps	1:31.54	1:33.06	28
21	Bill Coombs (GB)	B	Anson-Toyota SA4B	19laps	1:32.01	1:32.80	26
22	Godfrey Hall (GB)	B	Ralt-Toyota RT3	19laps	1:31.72	1:32.70	25
23	'Anton Sobriquet' (GB)	B	Ralt-Toyota RT3	19laps	1:31.69	1:32.34	23
24	Jeff Ward (GB)	B	Anson-Toyota SA4	19laps	1:32.75	1:33.77	29
25	Kevin Jones (GB)	B	Ralt-VW RT3	19laps	1:33.18	1:35.29	31
26	Simon Hadfield (GB)	B	Sparton-Toyota SE420	19laps	1:36.39	1:36.59	32
R	Mark Goddard (GB)	B	Ralt-Toyota RT3	15laps — engine	1:31.93	1:32.59	24
R	Mark Galvin (IRL)	A	Ralt-VW RT30	10laps — accident	1:34.78	1:29.48	9
R	Harald Huysman (N)	A	Ralt-VW RT30	7laps — accident	1:28.79	1:29.21	7
R	Gary Evans (GB)	A	Ralt-VW RT30	6laps — accident	1:29.72	1:28.96	6
R	Dave Scott (GB)	A	Ralt-VW RT3	3laps — accident	1:31.68	1:29.23	8
R	Jari Koiranen (SF)	A	Magnum-VW 853	2laps — engine	1:34.83	1:34.08	30
NS	Steve Harrington (AUS)	A	Ralt-VW RT30	Practice accident		1:30.37	16
DNQ	Reima Soderman (SF)	A	Magnum-Toyota 853	Gearbox input shaft			DNQ
DNQ	Steven Anderskar (S)	A	Ralt-Toyota RT3	Engine			DNQ

Winner's average speed: 118.30mph. Fastest race lap: Spence, 1m27.31s, 120.89mph. Class B (Pre-March '84) cars: Kempton, 112.83mph. Fastest race lap: Tingling, 1m31.08s, 115.88mph. Next round: Thruxton, Apr 8. Championship positions: 1, Spence, 25 points; 2, Wallace, 15; 3, Gugelmin, 14; 4, Davies, 10; 5, Scott, 5; 6, Huysman, 4; 7, Evans and Kempe, 2; 8, Muller, 1. Class B: 1, Wright, 22; 2, Tingling, 18; 3, Kempton, 13; 4, Goddard, 10; 5, Coombs, 4; 6, 'Sobriquet' and Stover, 3; 8, James Tolerton (GB), 2; 9, Hall, 1.



Al Foyt and Bob Wollek won the Sebring 24 Hours in spite of a series of problems.

Old hands

Foyt and Wollek battle through — Porsche 962s second and third — Report: JONATHAN INGRAM

At the 12 Hours of Sebring, the leading contenders often go down with the sun. The heat, high speeds and rough concrete airport runway surfaces of the 4.86-mile course punish cars and drivers all day long. At night the drivers able to keep their cars together then have to dodge the debris of those falling apart. After leading for six of the first seven hours, the BF Goodrich Porsche 962 of Jim Busby, Jochen Mass and John Morton ran over a hunk of metal that tore open the car's floorpan like a can opener, ripping asunder the team's commanding two-lap lead.

Into the breach came the Swap Porsche 962 driven by Bob Wollek and A. J. Foyt, two veterans bent on beating the odds. Despite losing a wheel early in the night, a baulking gearbox, the efforts of the Lowenbrau Porsche 962 driven by Al Holbert, Derek Bell and Al Unser Jr — which had gearbox gremlins of its own — and despite a seat that had broken loose, the Frenchman and the Texan held on to win by a four-lap margin.

QUALIFYING

All-day rain cancelled practice and qualifying on Thursday save for drivers trying to familiarise themselves with the course, forcing a 30min session Friday morning for IMSA's GT Prototype class. It was assumed that the turbocharged Buick V6-powered March driven by John Paul Jr, or one of the Turbo equipped Porsche 962s would take the pole in their first appearance on the course featuring only two low-gear turns and mostly high-speed sweeper and runway straights.

With 10mins remaining Holbert's time of 2:16.310 led the field and he pitted to give Bell precious practice time. Paul fell short of the mark because of myriad minor motor problems, seemingly leaving the pole to Holbert, whose team had

served the soft compound Goodyear tyres from the Miami street race to use as qualifiers. About the same time, however, Hans Stuck returned to the course with a set of Goodyear R-320s from Miami on the Bob Aklon Coca-Cola 962. Stuck went for the pole, sliding broadside through Turn Ten at the conclusion of the long back straight and was dismayed to hear his time was 7secs slower than Holbert's! Alas, timing error delayed notice that Stuck had actually beaten Holbert's time by 3secs! Screwing himself up, as high as the boost perhaps, and not knowing he had already set a new record time for the pole, the German then turned a lap of 2:12.975 — far below the record 2:18.965 set by Brian Redman in the normally aspirated Jaguar XJR-5 in 1984.

The two Goodrich Porsches — the

second a quickly converted 962 chassis purchased from John Fitzpatrick Racing and driven by Pete Halsmer, Rick Knoop and Dieter Quester — stayed with the only compound they have raced, qualifying sixth (Busby) and 12th (Halsmer). The "other" 962 of Wollek, meanwhile, turned in three laps before detonating his 3.2-litre engine, dropping to 13th on the grid.

Promising young Chip Robinson put the Group 44 Jaguar in third position nearly one second behind Holbert, followed by the Chevrolet-March 84G of the Blue Thunder team, qualified by Bill Whittington. Paul ended the short session fifth in the March 84G owned by Ken Madren and Wayne Pickering (Paul's regular Phil Conte-owned Buick turbo March 85G which won poles at Daytona and Miami was not entered). Although the car stopped early in the session with "water on the brain" of its electronic injection system occasioned by the wet weather on Thursday, Hurley Haywood put the second Group 44 Jaguar seventh at 2:19.473 ahead of John Kalagian (March 84G) and the Chevy V8 Lola Corvette T-711 (the T-710 version to be powered by the turbocharged V6 Chevrolet is still pending) driven by Carson Baird.

RACE

A warm Saturday sun in a clear sky graced Central Florida's orange grove region and a crowd of approximately 60,000 waited for the 11am start of the race sponsored by Coca-Cola. At the start, Stuck's Coca-Cola car was engulfed by those of Paul, who had a new engine, Whittington, Holbert and Bob Tullius in the Jaguar. The mechanical mayhem set in immediately; in The Esses, Holbert lost a wheel that had been improperly mounted, almost four miles from his pits. A backmarker then knocked the three-wheeled Lowenbrau Porsche nose first into a tyre wall. By this time Holbert, who said later that some changes may be made on his crew, returned to the pits and a new wheel, nose and brake caliper fitted, he had lost 23mins and nine laps. Without changing drivers at the first stop, Holbert began his team's comeback with sub 2m20s laps, some 3secs faster than Stuck, who took the lead back from Paul early on.

The Jaguars held the first two positions at the end of one hour by virtue of better fuel mileage, but by the end of the second hour the Busby/Morton/Maas Goodrich 962 had moved to a lead it would keep for six and a half hours. During that second hour, the March of Paul/Pickering/Madren spun at the exit of Turn 12, returning to the pit straight, then was clipped on the nose by the Cosworth-powered Gebhardt of Jan Thoeelke/Frank Jelinski/George Schwarz, eliminating the latter (driven by Schwarz at the time) with a bent tub and putting the March well off the pace after repairs; it retired with clutch failure early in the afternoon. Another second-hour victim was the O4 Jaguar, which quit on course with a valve train problem.

Nightfall at this meeting did not induce havoc for as many cars did the third hour. The pole sitter of Stuck/Bob Akin/Jim Mullen had its rear suspension destroyed by a blown tyre with Mullen at the wheel and withdrew. The Whittington/Randy Lanier March lost second gear and pitted for a replacement. And when Chip Robinson dove inside the Goodrich 962 of Quester at the high-speed Turn Two sweeper, the Jaguar and Porsche came together putting Robinson into a tyre wall with suspension and nose damage. Robinson, whose car had telltale tyre marks just below the driver's seat, said there was room to pass for position. Quester said there was not.

Foyt, who had started in the 962, and Wollek, who had started Henn's 935 for just one stint before turning it over to Henn and Don Whittington, moved into second position by the end of the third hour, despite a baulky gearbox. The team's blown engine had been replaced by a hurriedly built one from Andial for the night practice and cam problems resulted in no practice time. After a brief morning practice, the team decided to switch its low gears resulting in difficulty going from first to second, necessary in the hairpin in traffic. "We're losing five seconds a lap there in traffic," said Foyt.

The Halsmer/Knoop/Quester Goodrich 962 was lying third when a fatal-to-victory error occurred. The car ran out of gas with Knoop at the wheel during the fourth hour, leaving it with a 13-lap deficit to the Busby/Morton/Maas Goodrich leader. The Lowenbrau Porsche closed its deficit to six laps at the end of five hours, but had developed a problem with fifth gear from three hours on. The Lowenbrau car needed to trim the leader's lap times by six seconds in order to overtake it by race's end, but with Mass at the wheel of the Goodrich Porsche and Unser Jr at the wheel of the Lowenbrau car, it was evident that the Goodrich team had the experience necessary to sustain a pace that neither of the other 962 teams with their gearbox problems could match. Meanwhile, although not fast enough to catch the leaders, the three quickest Chevrolet Marches also fell in arrears with gearbox problems — the DeAtley March 85G, the Blue Thunder car and the March of John Kalagian, which retired with gearbox problems after running third at the end of the seven hours.

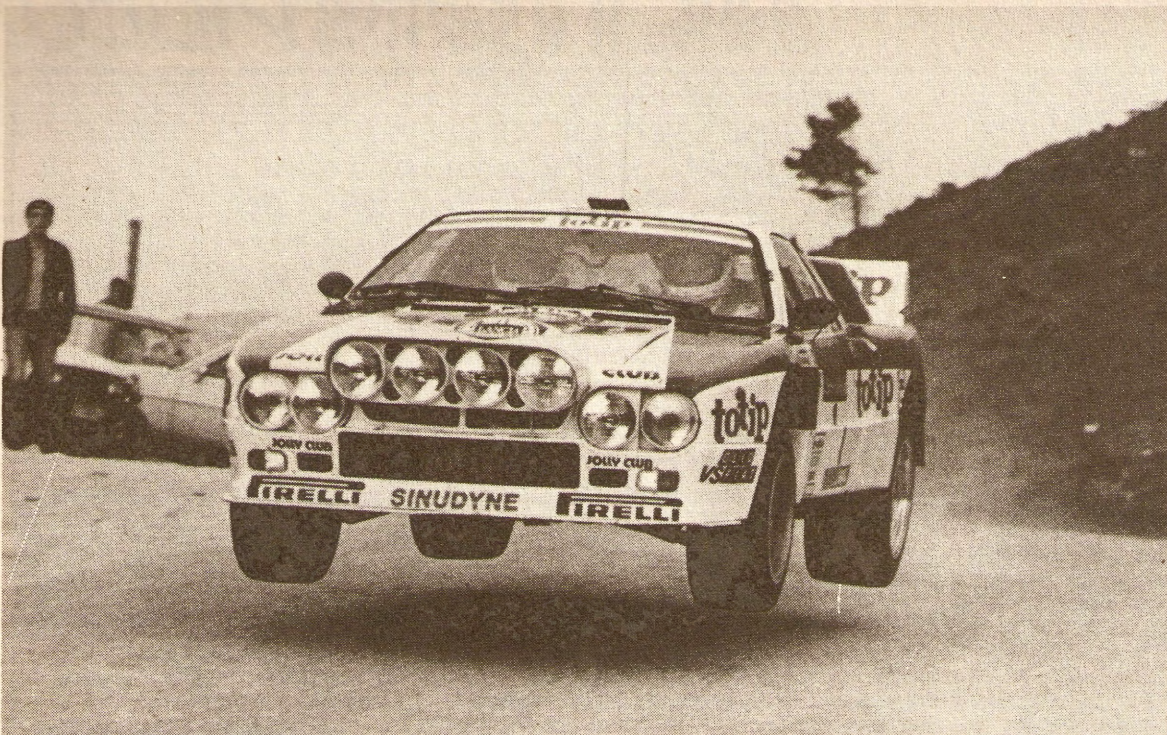
At sunset, Busby had what he called his strangest experience in motor racing while running in the lead. "I had no idea what happened. I was going up the pit straight and into Turn One and boom the nose blew up and then I had a burning sensation in my leg. Something came up through the floor. It was some sort of debris and I guess it just can opener-ed its way through the car." Busby's leg was bruised but otherwise uninjured. "It's such a disappointment," he said, "because we had them smoked."

At just past 8pm it looked as if the lead of Foyt/Wollek might evaporate when Foyt lost a wheel coming on the long runway straight. By the time he nursed the car to the pits, his lead had dwindled to two laps and then second-place Bell passed him, cutting the margin to just under two laps. Once he saw Bell flash past, Foyt picked up the pace. "Our lights were a little off," said Foyt, "so when he went by I started using his lights and was just chasing hell out of him." The Lowenbrau Porsche's gearbox continued to falter, however, seizing once. During the final two hours the chase slowed considerably with the Lowenbrau team becoming more concerned about holding second ahead of the Halsmer/Knoop/Quester 962. The leader needed only to dodge debris and keep the car together to complete the victory, at Sebring not exactly an easy task.

SEBRING (USA), Coca-Cola 12 Hours of Sebring Camel GT, Mar 23

Pos No.	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying
1	8 Foyt (USA) Wollek (F)	GTP Porsche 962	Goodyear	281 laps	2:27.47 (13)
2	14 Holbert (USA) Bell (GB) Unser Jr. (USA)	GTP Porsche 962	Goodyear	277 laps	2:16.31 (2)
3	68 Halsmer (USA) Knoop (USA) Quester (A)	GTP Porsche 962	BF Goodrich	268 laps	2:24.79 (12)
4	44 Tullius (USA) Robinson (USA) Adams (USA)	GTP Jaguar XJR5	Goodyear	259 laps	2:17.15 (3)
5	63 Downing (USA) Maffucci (USA)	GTP Mazda Argo JM16	Goodyear	253 laps	2:36.28 (18)
6	65 Dallenbach (USA) Jones (CDN)	GTP Ford Mustang	Goodyear	251 laps	No Time (49)
7	2 Leon/Leon (USA) McKitterick (USA)	GTP Porsche-March 85G	Goodyear	250 laps	2:23.15 (10)
8	11 Kendal (USA) Hotchkis (USA) Kirby (USA)	GTP Porsche 935	Goodyear	240 laps	2:55.70 (46)
9	90 Delano (USA) Peteny (USA) Moise (USA)	GTP Pontiac Firebird	Goodyear	239 laps	2:52.74 (40)
10	9 Uria Schaefer Figaro	GTP Porsche Carrera	Goodyear	237 laps	2:53.23 (41)
53	5 Akin (USA) Stuck (D) Mullen (USA)	GTP Porsche 962	Goodyear	66 laps NR	2:12.97 (1)
40	1 Lanier (USA) Whittington (USA)	GTP Chevrolet-March 84G	Goodyear	114 laps NR	2:17.42 (4)
65	3 Madren (USA) Pickering (USA) Paul (USA)	GTP Buick-March 84G	Goodyear	38 laps NR	2:17.68 (5)
26	67 Busby (USA) Morton (USA) Mass (D)	GTP Porsche 962	BF Goodrich	175 laps NR	2:19.43 (6)
67	4 Redman (GB) Haywood (USA)	GTP Jaguar XJR5	Goodyear	36 laps NR	2:19.47 (7)
27	15 Kalagian (USA) Lloyd (USA) Grunnah (USA)	GTP Chevrolet-March 84G	Hoosier	170 laps NR	2:20.31 (8)
69	4 Price (USA) Baird (USA) Hagan (USA) Labonte (USA)	GTP Lola Corvette T-710	Firestone	27 laps NR	2:22.08 (9)

NR=Not running at finish



his best to give his three drivers — Cerrato, Servia and Biasion — team orders. But, with just 31secs covering the three, they were in no mood to be dictated to as the arm waving and later times showed. Servia's car may have been Jolly Club prepared, but he was in Rothmans colours and was not going to relinquish a chance of victory.

Indeed, he eventually closed the gap on Cerrato and slipped the blue and white Lancia into the lead on stage 28, 3secs ahead of Cerrato, but now only 9secs ahead of the charging Biasion. Miki then retook the lead on the very next 24km stage having taken 16secs off both. There were just three stages to go — nothing was stopping Miki now — and he took the victor's laurels and the overall lead in the European drivers series.



Above: Biasion smiles as he reflects on a classic victory with a narrow margin while below, Antonio Zanini has little time to admire the view as he struggles with his Peugeot 205 Turbo. He could only manage sixth.

Miki Biasion flies his Totip Lancia to victory in Spain, ahead of three other similar cars. He now leads the series that he won in 1983.

Jolly good show, Miki

Biasion takes tense win and Euro lead — Lancias 1-2-3-4 — Demuth crashes again — McRae eighth but Gooding retires from Group A lead. Report and photography: HUGH BISHOP

Although Lancias dominated the tarmac Costa Blanca Rally, it produced one of the closest results on record, 30 secs covering the first three cars after a titanic last night lead-swapping battle. However, Miki Biasion once again recovered from a brief exit and a puncture, setting fastest times on the last four stages to steal victory from the Rothmans Lancia Spaniard Salvador Servia. Harald Demuth's ECR aspirations took a further setback, when he put the Quattro off the road, this time the car catching fire in the process. Antonio Zanini struggled to get to grips with his new Peugeot 205 Turbo 16. Although he set the occasional fastest time, he never looked like challenging the Lancia brigade, and even failed to beat the Renault-Spain R5 Turbo of Carlos Sainz.

Predictably, Biasion took the lead on the first of the 32 stages as the 82 car field headed inland from Alicante on Spain's south-eastern coastline. This, the eighth round of the Euro series was also the second round of the GpA challenge, attracting no fewer than four Fiat Ritmos from Italy, headed by Harri Toivonen's West car, up against the 300bhp Rover Vitesse of Russell Gooding. The West team started poorly, the ignition pack failing just 2kms into the third stage, ending Harri's first tarmac rally. Gooding, however, put the Rover's extra horsepower to good advantage during the opening stages taking the GpA lead from Michele Rayneri's Totip Ritmo.

Zanini's rally nearly ended, however, when the Almeras mechanics drilled straight through a live cable. The resulting flash set fire to the Peugeot, and

only some swift work with a fire extinguisher saved the day. Nevertheless, Zanini was 2mins late at the next time control. Biasion, meanwhile, set six fastest times on the nine stages up to the first evening halt at Alcoy. Cerrato was quickest on the other three and just 20secs behind Miki and ahead of Servia and Zanussi. Carlos Sainz headed the 'second rally' from Mauro Pregliasco (Lancia), with Zanini, Beny Fernandez (Opel), Demuth and Jimmy McRae battling for sixth. Gooding, in 10th spot, still led GpA by 6secs despite spinning.

However, the next stage after Alcoy saw the Rover's supremacy end, Gooding puncturing two tyres and dropping 5mins when he clipped a rock. Rayneri now led GpA. And two stages later Pregliasco crashed his West Lancia, destroying the rear suspension.

So, by the end of the night, Biasion was looking comfortable with nearly a 1min lead. But, on the second stage after the Saturday afternoon restart, Miki slipped the Totip Lancia off the road and into an almond orchard. Luckily, the car was undamaged, but his lead was gone, and a puncture three stages later dropped him back to third. Rayneri, meanwhile, had lost his grip on GpA when the driveshaft failed, while Gooding put the Rover off with damaged front suspension.

Some spirited driving from the German Demuth had seen him ahead of Fernandez's Opel and he was now attacking Zanini's Peugeot, who, in turn, was creeping up on Sainz's Renault. But Demuth's rally once again ended in a ditch just one stage before returning to service in Alcoy, where the Jolly Club team boss Claudio Bertoletti was doing



33rd COSTA BLANCA RACE RALLY (E)

Mar 22/24

European Rally Championship, round 8 (co-eff 3)

1	Miki Biasion/Tiziano Siviero	Lancia Rally 037	4h20m28s
2	Salvador Servia/Jorge Sabater	Lancia Rally 037	4h20m47s
3	Dario Cerrato/G Cerri	Lancia Rally 037	4h20m55s
4	Andrea Zanussi/Sergio Cresto	Lancia Rally 037	4h23m24s
5	Carlos Sainz/A Boto	Renault 5 Turbo	4h23m47s
6	Antonio Zanini/Josep Autet	Lancia Rally 037	4h20m28s
7	Beny Fernandez/J Lopez-Arozco	Opel Manta 400	4h30m40s
8	Jimmy McRae/Ian Grindrod	Opel Manta 400	4h34m58s
9	J Arque/A Aluma	Opel Manta GTE (A)	5h06m47s
10	V Cabanes/M Sampere	Opel Manta GTE (A)	5h06m58s

Starters/finishers: 82/45

ECR position: 1, Biasion, 120; 2, Cerrato & Servia, 81; 4, Laine, 80; 5, Haider, 50; 6, Grundel, Waldegaard & Wiedner, 40; 9, Fernandez, 36; 10, Duez, Pregliasco, Lampi, Zanussi, Grissmann & Arpiainen, 30.

Group A Challenge: 1, Jonsson & Arque, 20; 3, Lindholm & Cabanes, 15, Fabbri & Kinnunen, 12; 7, Buri & Iranzo, 10.

Evolution 205 for Corsica

"We shall take three cars to Corsica, and we expect that at least one will be our latest evolution car," admitted a Peugeot Talbot Sport spokesman on Monday. While the works drivers are making last minute preparations for the Safari Rally, Bernard Darniche has been testing the team's latest version, the first evolution model, in Corsica and, we understand, all is well for the scheduled debut.

"We expect to get homologation in April and the car will then be eligible from May 1. We have tried adding things like rear wings, but I am sure that nothing dramatic will be seen externally. I did, however, see a picture of one test session where the car looked like a Chapparral race car with a huge wing, but I don't think that we shall use that!"

Since last season's test session in Kenya, PTS have strengthened the wishbones and shock absorbers on their championship leading car. Generally beefed up for the Safari, the car will also feature better dustproofing, reinforced inner wings with titanium grilles to protect the larger radiators and an extra fuel tank in the front, along with the two beneath the seat making the fuel capacity 80 litres greater. Larger air scoops and bigger filters were being tried out but the 350bhp engine will remain much as before.

Test shunt for Hannu

Hannu Mikkola survived an horrendous crash during testing for the Safari Rally when his Quattro Sport drove headlong into a washaway at around 190 Kms/h and rolled six or seven times.

Mikkola was out playing golf within 24 hours but co-driver Arne Hertz was feeling rather stiff and suffering with belt bruising. A spokesman at Ingolstadt revealed that the accident had left them with just one car in addition to the rally cars, a situation that was not really to their liking.

"We must now test and practice with one car," the man said, "but we learned a lot, even with the accident. The washaway was not in last year's notes but Hannu decided to drive into it quickly anyway, to see what happened..."

Mikkola and Stig Blomqvist are planning to use the latest six-speed gearbox on each of the two rally cars this Easter, testing showing that it is a great improvement over the original five-speed unit.

Mazda test Group A 323 in Greece

Mazda Rallye Team Europe set off to Greece recently for some pre-Acropolis testing. Instead of the expected sunshine, the team encountered snow, thereby proving more use to the Group A prototype 323 that went along with the usual RX-7 Group B car.

The team were well pleased with the little 4WD turbo car and it is increasingly likely that it will be seen in Britain later this year for forest testing.



Ford's main hopes lie with the RS200, seen here testing in rally trim. The car should be competing by the end of the year.

Ford plan world wide return to rallying

At a press conference in London last week, Stuart Turner, Ford's Director of European Motorsports, presented his programme for 1985 with representation in all spheres of the sport. Turner's "Ladder of Opportunity" showed through clearly with much attention paid to the grass roots, a realistic approach to the all-important RS200 project, and the feeling that these were the first steps which — Turner hopes — will put Ford back at the top of the motor sport tree.

The opening moments of the proceedings included some noteworthy statistics aimed at justifying the company's sporting involvement, and highlighting the increasing interest in rallying around Europe. The racing involvement is detailed elsewhere in this issue (see *Pit & Paddock*), but of greatest interest to rally fans was news of the mid engine four wheel drive RS200, scheduled for World Rally Championship appearances by the end of the season.

Although car No. 6 — the first right hand drive machine — was gracing the floor, the build programme is not actually scheduled to start until May, and so the earliest homologation into Group B will be October. Sanremo therefore becomes an outside possibility and the most likely WCR debut will be the British qualifier, the Lombard RAC, with a probable appearance on the Mille Pistes event in southern France during July. This time schedule — and the amount of further development which Ford engineers can therefore conduct — means that the Boreham team will appear with the basic machine at first, an evolution version following soon after.

"We don't know whether we will be competitive against the latest evolution cars," explained Turner. "If we have to build an evolution version to be competitive, then we will do it." He also detailed that — following the FISA statements regarding the turbocharger equivalence formula changes expected in 1987 — the capacity of the four cylinder BDT motor could still be changed to keep the car in the 3000cc class.

Perhaps surprisingly, considering that this is supposed to be the company's no-compromise rally winner for the future, considerable attention is being paid to the development of the road version, with efforts being made to ensure that the company is not left with too many £45,000 units lying around the paddock. For the privateer however, this will ensure that those keen to run an RS200 in competition will not need to spend further sums of money in updating the car to 'basic' rally spec. That can all be completed prior to delivery...

Pausing briefly to confirm that there are no company plans to rally the recently announced 4WD Sierra; no intention to produce a 4WD version of the Escort RS Turbo; Turner went on to look slightly lower down his ladder, and the Escort RS Turbo in particular. One slightly embarrassing aspect of the company's Group A contender was the fact that production delays meant that homologation into Group B had been necessary, the build of 5000 units delaying Gp A approval until May 1. On the bright side the demand meant that already some 6500 RS Turbos are expected to be built.

The car features prominently (in both Group A and Group N form), in Turner's campaign, and some individuals within the company are convinced that on tarmac the car could provide some surprises. Mark Lovell is nominated as the front man in this car, chasing honour in the Open Championship and the RAC, an event on which he had expected to drive one of the RS200s. Run by R-E-D, this programme will be backed with a broad involvement around Europe, with eight importers using the model in the different National Championships.

Turner was delighted that many had chosen to base their projects in England with Pace Engineering, Blydenstein Racing, and Mike Little Preparations all heavily involved. Additionally, some will run their own cars, and Mike Taylor Developments will be responsible for preparing a couple of cars appearing in

Britain; the Rob Stoneman Gp N Turbo in the Open series, and a similar car for David Gatenby in the National Championship.

Acknowledging the support from the trade suppliers, and the part Pirelli has played in the RS200 development, Turner felt that his programme for the future was ambitious, but that he was confident that having spent 1983 reconsidering his strategy, Ford Motor Company was now heading in the correct direction with its motor sport aims and ambitions.

Countries running RS Turbos

Country	Driver	Preparation
Belgium	Jean Claud Probst	Pace
Denmark	Erik Morsing	Blydenstein
Holland	Stig Andervang	Blydenstein
France	ibn	Pace
Austria	Christof Dirl	Blydenstein
Eire	Richie Heeley	Gordon Spooner
Italy	Vittorio Caneva	Mike Little
	Antonio Zambelli	Mike Taylor
Portugal	Santos	Mike Little

Ford change categories for Circuit

The production problems which have delayed homologation of the Escort RS Turbo into Group A, seem to have caused some problems for the trio of drivers due to appear on the Circuit of Ireland in such machinery.


All three (Mark Lovell, Richie Heeley, and Rob Stoneman), will now run in Group B but the transfer — outlawed in the regulations for the event, but seemingly permitted through application of the latest FISA amendments — seems to have left certain parties unsure of the correct 1985 procedures in such cases.



Mark Lovell's Castrol Sport Nissan 240RS may prove a threat, providing the wheels can stand up to the tough event.

Cannon fodder?


Alec Cannon leads the Shell Oils/AUTOSPORT RAC National Rally Championship and, as KEITH OSWIN suggests, could extend that lead on this Saturday's York National Rally



Shell Oils

NATIONAL RALLY CHAMPIONSHIP
YORK NATIONAL RALLY
Leading entries (provisional)

1, Edwards/Watkins	P	Ford Escort 4x4
2, Cannon/Hart	B	Opel Ascona 400
3, Lovell/Davis	B	Nissan 240RS
4, Rutherford/Harris	P	R-E-D 4x4T
5, Dobie/Morgan	B	Opel Manta 400
6, Chilman/Thomas	B	Ford Escort RS
7, Hill/Varley	P	Vauxhall Astra RWD
8, Marshall/Jenkins	B	Vauxhall Chevette HSR
9, Bannister/Oldfield	B	Ford Escort RS
10, Wood/Brown	2	Rover Vitesse
11, Lymburn/Hutchinson	B	Ford Escort RS
12, Sutherland/Watts	B	Opel Ascona 400
13, Fowden/Thomas	2	Rover SD1
14, Smith/Dytham	B	Opel Manta 400
15, Gough/Jones	B	Ford Escort RS
16, York/York	B	Ford Escort RS
17, Slight/Naylor	B	Ford Escort RS
18, Hodgson/Eacock	B	Ford Escort RS
19, Short/Bond	B	Ford Escort RS
20, Watson-Clark/Orrick	P	Ford Sierra BDG



Cannon — series leader.

Spectator information
Start: Teesside Post House, Thornaby, Stockton on Tees. First car leaves at 0930.
SS Cropton: Approach via Wreilton (A170) and Cropton Village. Take road to Rosedale Abbey and park off road at Forestry Commission property (100/752908). First cars due at 1045.
SS Dalby and Staindale: Enter by Thornton Dale on A170, signposted Whitby. Access via Low Dalby and NOT via Eberston or Allerston. First cars due at 1245.
SS Wykeham: Approach via Brompton off A170 and follow arrows through Sawdon. (NB: This is a one-way system.) Park off road and walk into stage. DO NOT enter via Wykeham Village, this will be the exit route. Cars due at 1420.
Finish: Teesside Post House. First car due back at 1600.

Ceefax
 The BBC Ceefax coverage will continue on the usual pages and watch out for the second of the year long quiz questions. You will need to stay in touch throughout the day if you want to win a copy of *Rallycourse*.

Eventsline
 Telecom Eventsline will carry updated information throughout the day on 061-246 8066.

Television
 BBC *Look North* are planning to preview the rally and it is anticipated that post event coverage may also appear. Watch local press for details. *Breakfast Time* is also due to feature the rally on either Monday or Tuesday morning if you can tear yourself away from your cornflakes in time . . .

Championship points
Overall: 1, Cannon, 25pts; 2, Aitken-Walker, 22; 3, Lovell, 20; 4, Marshall, 19; 5, Sutherland, 18.
Group A: 1, Simon Davison, 25pts; 2, Gwyn Thomas, 22; 3, Stuart Nicholls, 20; 4, Graham Parkinson, 19; 5, Darrell Staniforth, 18.
Manufacturers: 1, Talbot, 9pts; 2, Vauxhall & Toyota, 7; 4, Peugeot & Skoda, 6; 6, Opel, 5; 7, Ford, 4.
Skoda Trophy: 1, Neil Burton, 9pts; 2, Arthur Priestner, 7; 3, Jim Clark, 5; 4, Ray Dale & John Crowley, 1.

With Tony Pond, David Llewellyn and Roger Clark absent from the entry list for the York National, the Shell Oils/AUTOSPORT National Championship regulars are left to their own devices this weekend and an open contest is assured.

Alec Cannon proved his abilities on the opening round of this season's contest when he took the Phil Collins Ascona 400 to a fine fourth place behind the visiting 'star' drivers. This left him at the head of the championship and, having finished sixth on the York last year, the Geordie could extend that lead on Saturday. The car is right for the event — having plenty of power for the long straights — and the driver is clearly on form.

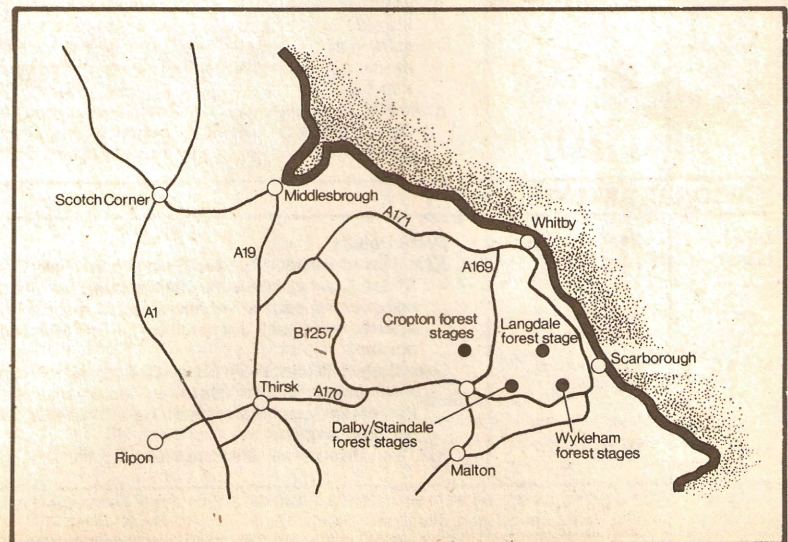
But Cannon will have to chase the fearsome four-wheel-drive Escort of Allan Edwards, if the 400bhp machine can hold together after a worrying string of mechanical failures. Last year, Edwards took the two-wheel-drive version of the car to an unexpected second slot in snowy conditions that could well be repeated on Saturday. The battle for the lead could prove to be really cut and thrust.

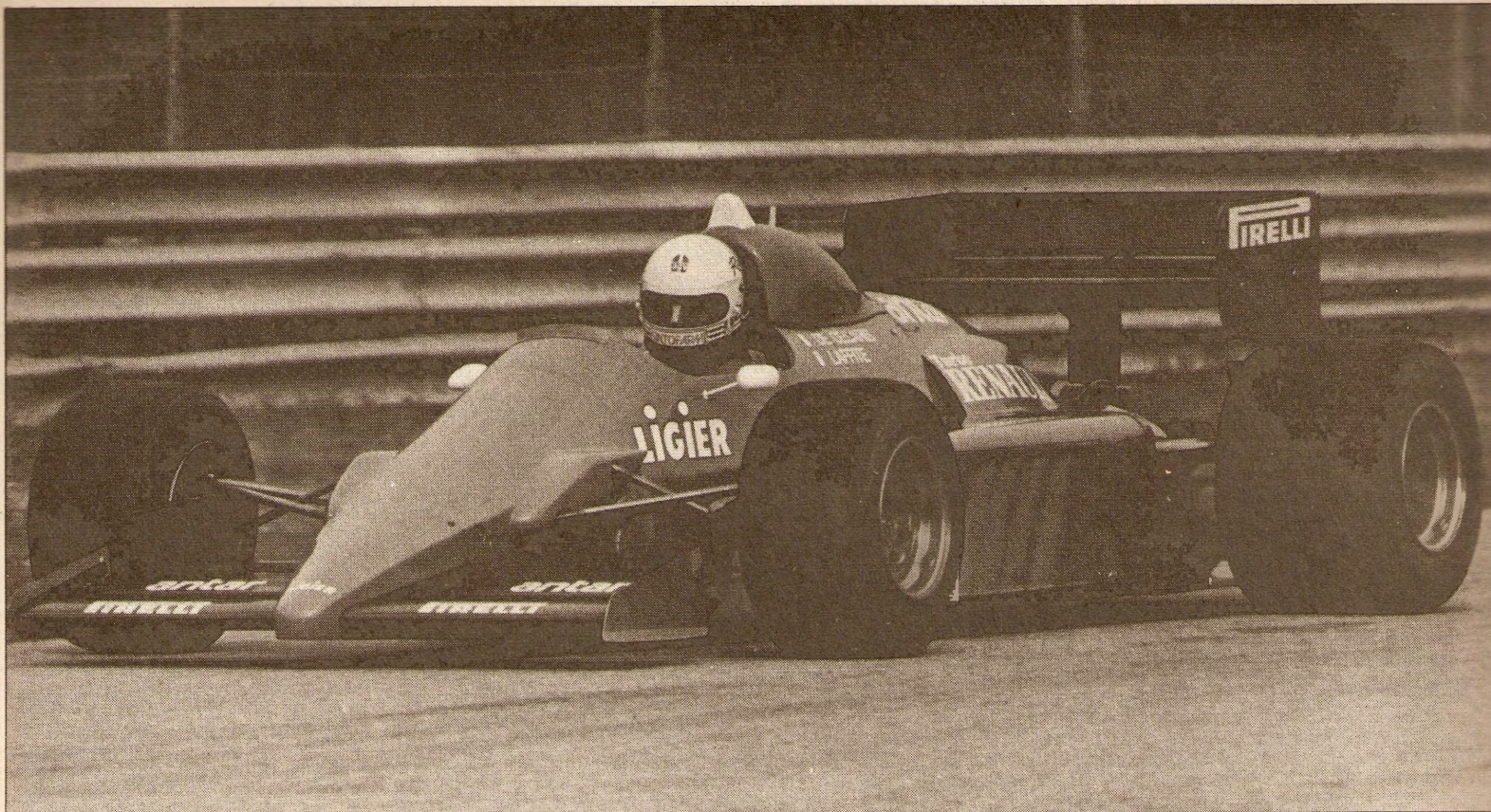
Third last year was Louise Aitken-Walker but, with the Circuit of Ireland looming, Britain's first lady of rallying must kiss Yorkshire goodbye this season, even if she is lying second to Cannon in the championship points table.

Therefore, Mark Lovell may have been granted an ideal opportunity to make up some lost ground with the Team Nissan Europe/Castrol Sport Nissan 240RS. Lovell first drove a Nissan on last year's event, bringing the underpowered clubmans car home in seventh place. Now, if the fragile wheels that cost him a huge chunk of time on the Gwynedd can stay the course, the 'full house' version must be a force to be reckoned with. And

the Axbridge driver has a challenge. Bob Freeborough, who will be overseeing the Blydenstein Racing built car on the event, won the York in an Austin 1800 way back in 1967 . . .

Elsewhere in the entry list there are drivers who ran out of luck in Wales and will be out to redress the balance in Yorkshire. Ken Wood's Golden Wonder Rover has developed an unhealthy appetite for half shafts, as has Clinton Smith's Manta 400. Both of these could be expected to run well on Saturday, while Dougie Watson-Clark's County Garage Sierra is also without points. The original Sierra, the R-E-D version, will be piloted for the first time by Willie Rutherford and there could be a surprise or two in store if the Hexham man dusts off the cobwebs quickly enough.





Andrea de Cesaris and Jacques Laffite were out again in the new Ligier-Renault JS25s. The Italian ended the three day test sixth fastest overall.

Arrows narrows the gap

JEFF HUTCHINSON rushed from Rio to Imola to see the latest F1 testing and the ever-improving Arrows A8 . . .

With the 1985 Grand Prix season less than three weeks away at Rio (April 7), many of this year's major Formula 1 contenders took advantage of the winter's final pre-season testing session at Italy's Imola circuit, from March 18-21.

It was a long way from Rio as the teams sheltered from snow and rain showers during the first day, when few of the 17 drivers present ventured out onto the damp circuit. But by Tuesday morning the skies had cleared and the times began to tumble. Wednesday remained clear but cold, while more rain on Thursday brought testing to a damp end with nobody bettering the previous two days' times.

The quickest time of the week, much to the chagrin of the 3000 fans packing the grandstands opposite the Ferrari pit each day, was the Arrows-BMW of Thierry Boutsen, the Belgian continuing to show the good form that he had set during the new car's first outing in Rio 10 days earlier. Driving chassis number 2 (chassis 1 was left out in Rio ready for the race),

Boutsen set a best lap just a couple of tenths under Piquet's 1984 pole position at last year's San Marino GP — despite the cold weather which caused problems getting even qualifying tyres up to temperature.

The Arrows team had even worse problems than that, however, for most of Boutsen's Tuesday and Wednesday was

spent sitting in the pits after two '85-spec, Mader-built BMWs blew up in the biggest possible way. "We think it is due to a faulty batch of gudgeon pins," said a concerned Mader after the second blow-up. BMW loaned Arrows one of their engines rather than risk a third engine until Mader could strip all the team's freshly rebuilt remaining motors and change the gudgeon pins.

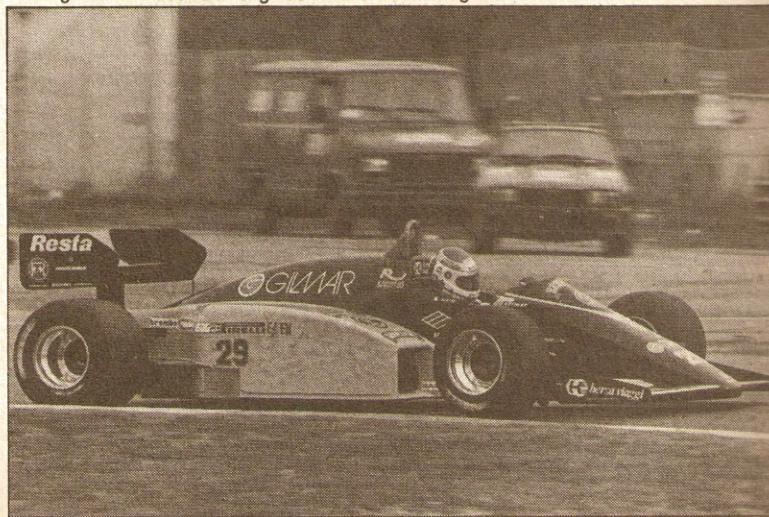
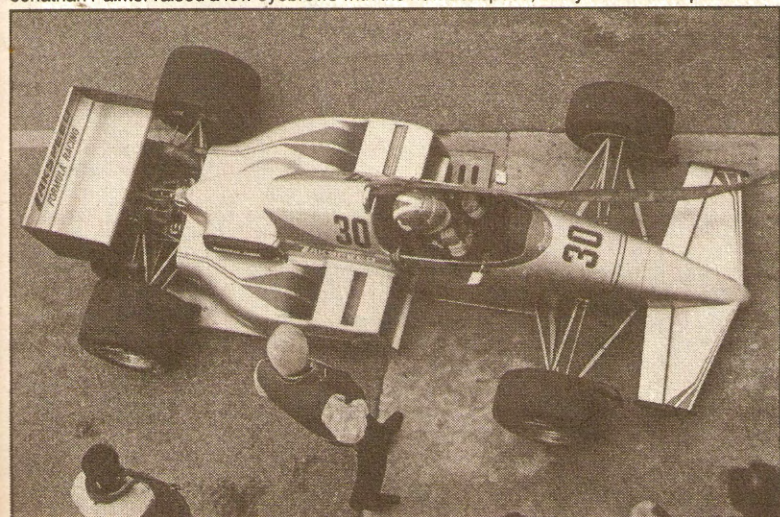
Joining Boutsen in Imola was Gerhard Berger, having his first run in an F1 car since Estoril last year and his near-fatal road accident which left him with a broken neck just before Christmas. "For the first half a dozen laps I thought there is no way you can drive a car at this speed, but I soon got used to it and felt really good by the time the engine blew," said Berger. "My neck was not really a problem at all. The only time I was aware of it was under braking. For sure, it is

going to be a very tough race for me in Brazil, but I am not worried for the rest of the season." The Austrian set a creditable time on race rubber.

The Italian crowds went wild when Michele Alboreto set the second fastest time of the week on Wednesday, just a few hundredths slower than Boutsen's best. But it was a week fraught with engine problems for the Ferrari drivers, as both Alboreto and René Arnoux made several trips to the pits trailing long clouds of blue smoke from turbo failures. The engineers were also working hard on the electronic fuel management system, which still has a few bugs to iron out. Arnoux's attempt at a fast run on qualifying tyres ended with him being towed back to the pits on the end of a rope, and a best time of the week almost 2secs slower than Alboreto's.

Jonathan Palmer raised a few eyebrows with the new Zakspeed, but tyres remain a problem.

Pierluigi Martini's Cosworth-engined Minardi did not disgrace itself and should be seen at Rio.



IMOLA TESTING

Elio de Angelis got his first real run in the Lotus 97 at Imola and was another driver to break 90secs, the JPS Lotus still running the 4B Renault power unit — the new EF15 engine will probably not be available until Estoril, Ayrton Senna ran on Tuesday before handing over to de Angelis on Wednesday, Senna setting what was to be ninth best time of the week.

Brabham engine trouble

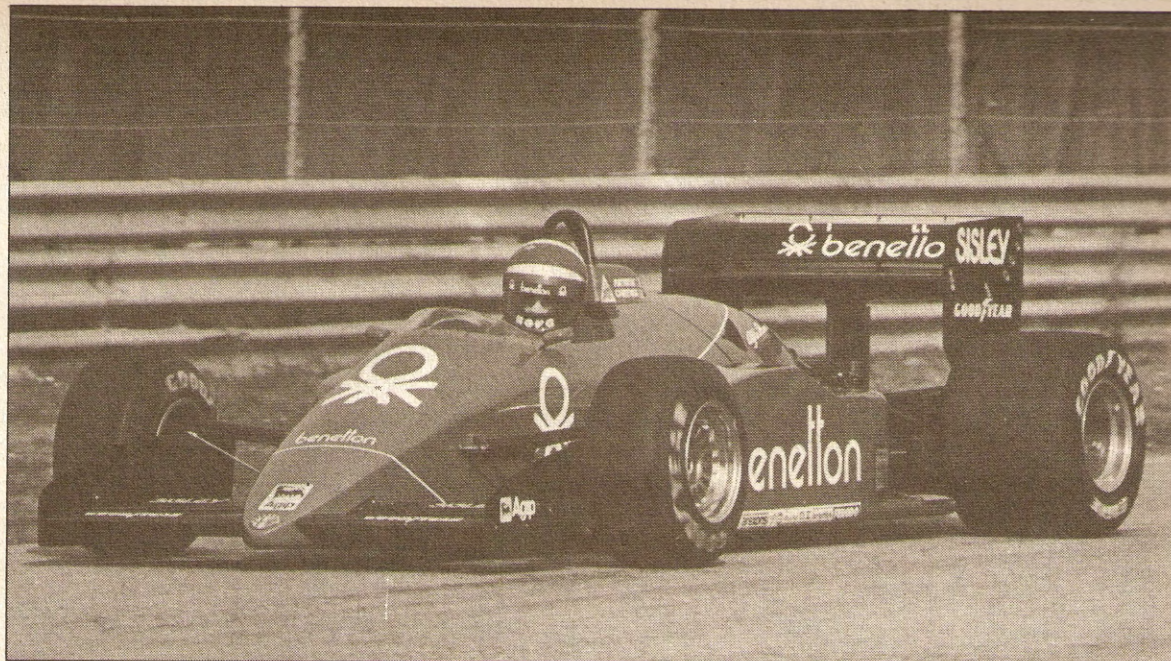
The Brabham team shipped its latest BT54 chassis straight from Rio to Imola for Nelson Piquet to continue the team's testing programme. A broken valve-train forced an engine change, leaving no chance for François Hesnault to drive the new car before the Brazil race. Piquet ran a best lap of 1:29.6s on qualifying rubber, Pirelli's latest qualifier now even closer to Goodyear's. The Brabham team is confident that the fast-moving Pirelli engineers will soon put them on equal terms with the Goodyear qualifying tyres, while Pirelli's latest race rubber could end up being an ace up the sleeve for the Brabham team when things start getting serious down in Rio.

Quickest on Tuesday, and fifth fastest overall, was Niki Lauda in the 1984 McLaren TAG MP4/2, the team's new car still not quite ready in time for the Imola test. The team was concentrating on engine development and tyre testing, the engine's latest Bosch fuel management system running well throughout the test. With the old car, which Prost did not get to run until Thursday in the damp, the Marlboro McLaren team is already as strong as the opposition. With the new car, which features pushrod rear suspension and improved aerodynamics, the team is hoping to retain its 1984 advantage into another year.

Tetu's new Ligier

It was the first time that the new Ligier-Renault had run on a dry track against some of its 1985 opposition and, despite the fact that it might not be the best-looking car in the paddock, it looks a more likely to pick up points for the French team than its predecessor. It features pushrod front suspension with double wishbones, and a lower wishbone and rocker arm system at the rear. Like Michel Tatu's other 1985 Grand Prix challenger, the Renault RE60, the exhaust system now exits underneath the car. Andrea de Cesaris spent the first two days in the JS25 setting his best time on Tuesday, despite the fact that a leaking intercooler prevented him putting on more boost for a qualifying run. The engine trouble upset Jacques Laffite's first run in the car on Wednesday, Laffite

the neat new rear end of the Alfa Romeo.



Alfa Romeo showed its new T185 for the first time at Imola. Eddie Cheever and Riccardo Patrese will drive the pretty cars.

setting his best time on race rubber after a hard day's chassis sorting to the point where Laffite was a lot happier with the car than when he first drove it. Further testing was interrupted by a leaking fuel tank, from which the car also suffered when de Cesaris tested it for the first time at Ricard.

So far, the team is still not carrying any major sponsorship on the car, although it is still painted blue and the team is

wearing Gitanes gear. Apparently there is some serious discussion going on about the duration of the sponsorship, but the team is confident that it will be sorted out for the first race. Loto are also off the car now, but apparently only because Loto are now running a book on the season's races which means they cannot advertise — but apparently the money is still coming!

Sandro Munari, now the team mana-

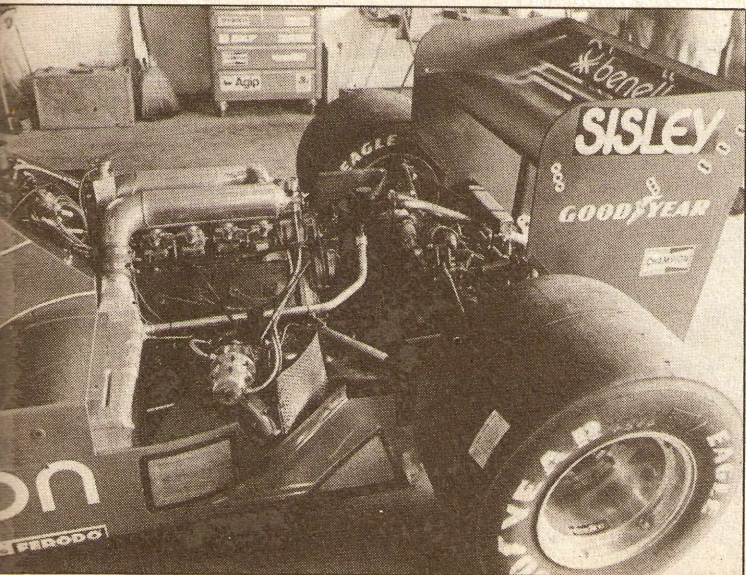
ger for the Euroracing Alfa Romeo team, got his first taste of F1 at Imola where his team showed its new T185 chassis for the first time. They are confident that the fuel consumption problems of last year have now been solved by a new agreement with Bosch for the Motronic fuel management system (circa McLaren '84), while the V8 engine has been heavily modified for improved reliability. Eddie Cheever set the better time while Riccardo Patrese had more than his share of problems, both cars spending long periods in the pits as the Bosch engineers got the fuel management system working properly. The car looks one of the prettiest in the pit lane.

Zakspeed getting there

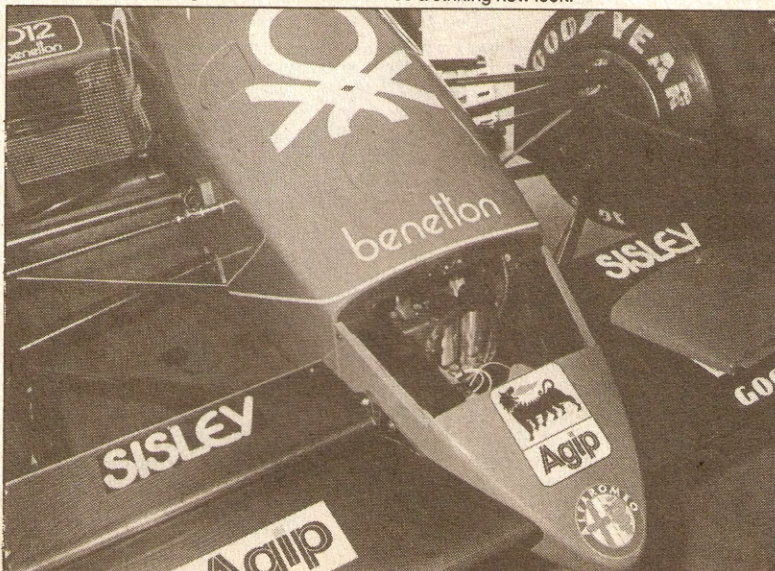
The Zakspeed made its first appearance in public against other Grand Prix cars with Jonathan Palmer at the wheel, and certainly did not disgrace itself. Despite a couple of minor electrical problems, the engine performed well and Palmer raised quite a few eyebrows in the pit lane when he spent half a dozen laps glued to the tail of Arnoux's Ferrari, which was not leaving it for dead out of the corners as everyone expected. "It had pulled out a few yards at the end of the straight, but I was able to make it up again through the twisty bits and under braking. The car feels really nice to drive

IMOLA Mar 18-21 Overall testing times

1, Thierry Boutsen.....	Arrows-BMW A8.....	1m 28.75s
2, Michele Alboreto.....	Ferrari 156/85.....	1m 28.79s
3, Elio de Angelis.....	Lotus-Renault 95T.....	1m 29.70s
4, Nelson Piquet.....	Brabham-BMW BT54.....	1m 30.00s
5, Niki Lauda.....	McLaren-TAG MP4/2.....	1m 29.96s
6, Andrea de Cesaris.....	Ligier-Renault JS25.....	1m 30.37s
7, René Arnoux.....	Ferrari 156/85.....	1m 30.58s
8, Eddie Cheever.....	Alfa Romeo T185.....	1m 30.71s
9, Ayrton Senna.....	Lotus-Renault 95T.....	1m 30.70s
10, Alain Prost.....	McLaren-TAG MP4/2.....	1m 31.58s
11, Patrick Tambay.....	Renault RE60.....	1m 31.90s
12, Derek Warwick.....	Renault RE60.....	1m 32.00s
13, Riccardo Patrese.....	Alfa Romeo T185.....	1m 32.24s
14, Jacques Laffite.....	Ligier-Renault JS25.....	1m 33.39s
15, Jonathon Palmer.....	Zakspeed 01.....	1m 34.96s
16, Gerhard Berger.....	Arrows-BMW A8.....	1m 35.10s
17, Pierluigi Martini.....	Minardi-Cosworth 185.....	1m 39.10s



The new nose section gives the Alfa Romeo T185 a striking new look.



— a good balance and very controllable. Considering we are running year-old Goodyear control tyres, I am very encouraged," said Palmer. He still had no news as to what tyres the team would have for the start of the season: "I just hope we are not going to end up in the same position as Toleman . . ."

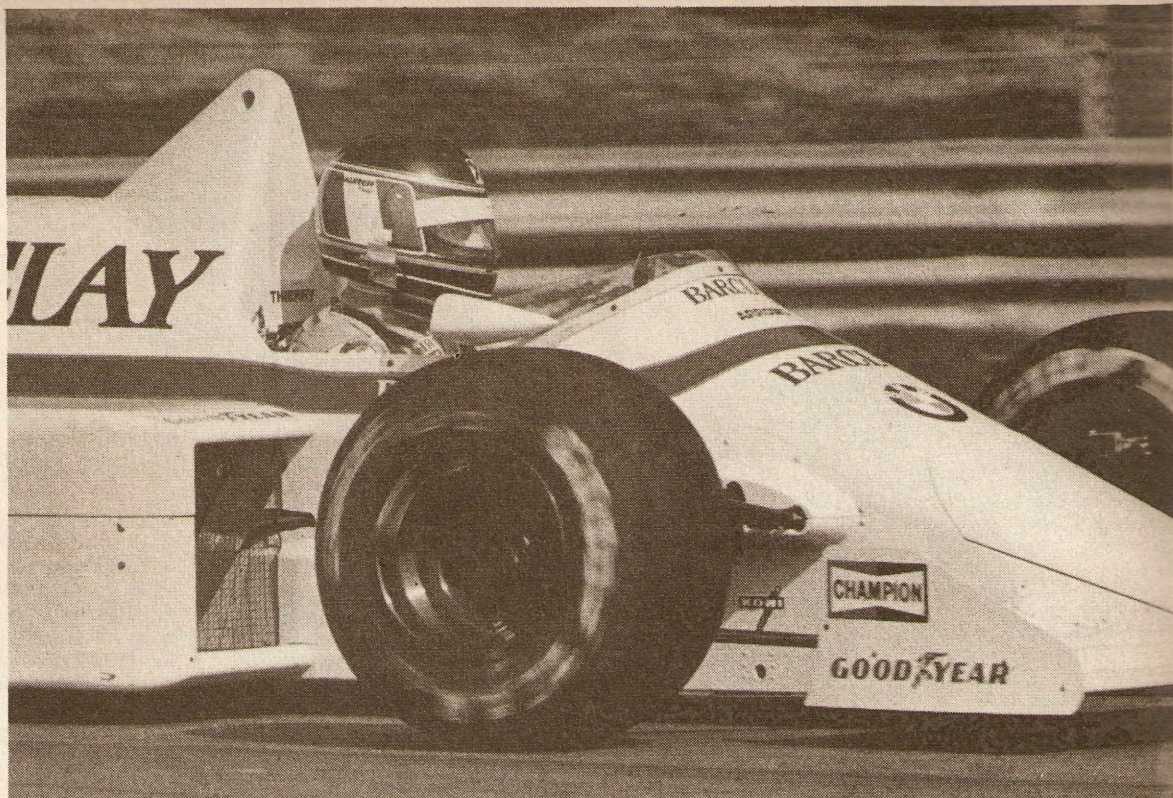
Minardi-Cosworth

A late arrival to the testing was the Minardi 185 for Pierluigi Martini and, to everyone's surprise, when the engine cover was lifted off, it was fitted with a Cosworth engine — its third engine type since the car was first announced six months ago. After Alfa declined to provide the V8, Carlo Chiti was hired to produce the Motori Moderni V6 engine for the car, but the team has not had time to fit the engine with the necessary electronic fuel injection system to get the fuel mileage needed to complete Grands Prix. "We have an agreement of help from Bosch, but the system is not ready yet. So we thought it was better to do the first couple of races with a Cosworth rather than go to Brazil and have problems with the new V6. We only have three engines built at the moment, but we are planning to have six for Imola, and we will have a second car with the new engine which we can run if everything is OK," said designer Pierluigi Corbari. Despite the oversized turbo chassis, driver Pierluigi Martini did not disgrace himself and is hoping to give the Tyrrells a run for their place on the grid when he gets to Rio.

In order not to cut up the rear end of the car for the Cosworth unit, Corbari had put his Alfa sports car experience to good use, by taking air for the Cosworth in place of the intercoolers and then ducting the air to the inlet trumpets, with channelling inside the engine cover.

Renault recovering

The Renault team had worked flat out to get a new underbody exhaust system made up for the RE60 since returning from Rio, the new tail section featuring three pipes per side (similar to those used on the RE50), unlike Ligier who had opted for one big pipe for each bank of cylinders. The car's rear suspension had also been strengthened and, after a few laps in the modified chassis, Patrick Tambay was a lot happier than he had been the previous week in Rio. "We are on the right road now," said Patrick, although an engine misfire frustrated attempts at a quick qualifying lap. Derek Warwick drove the car on the final day, setting an almost identical time. "We have still got a lot of sorting to do to match the other cars, but we are a lot closer now than we were a week ago," said Warwick.

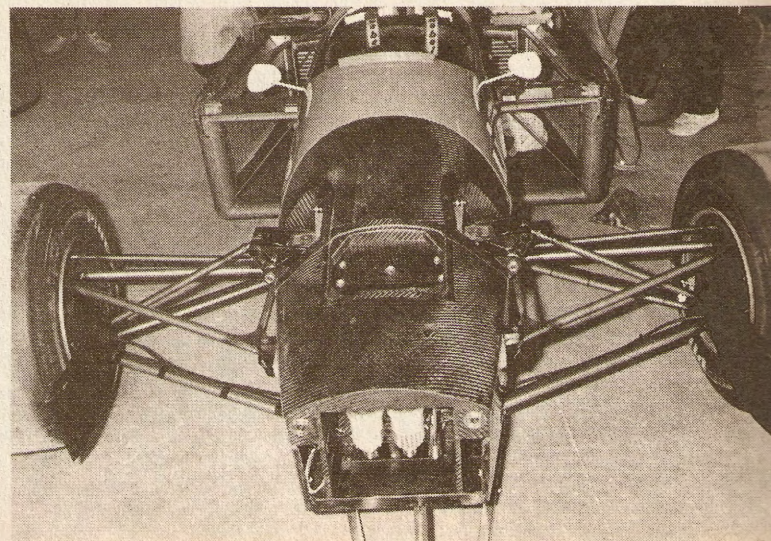
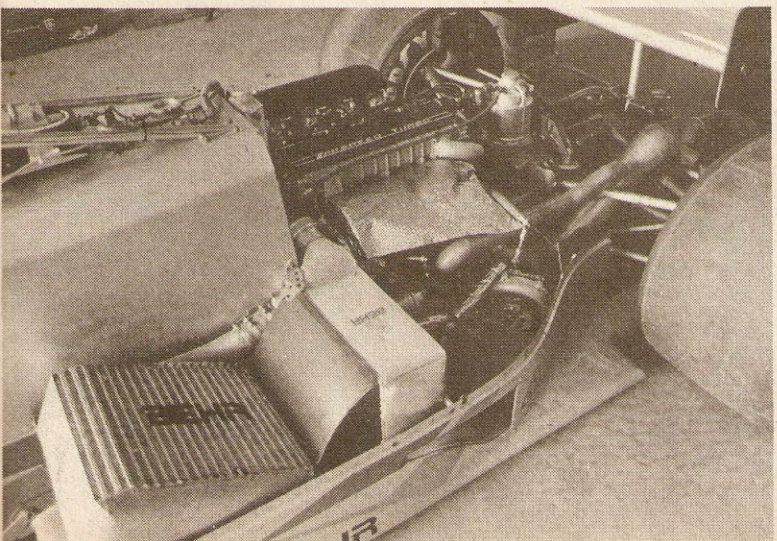


Above: Gerhard Berger returned to the cockpit for the first time since his nasty road accident before Christmas. Below: Andrea de Cesaris, Guy Ligier and Gerard Larrousse form the backbone of the 1985 Ligier team.



Yet another engine to join the F1 ranks — Erich Zakowski's four cylinder turbo in the Zakspeed.

The new Ligier JS25 features a new pushrod front suspension system.





Achim Warmbold gave the Group B car its World Championship debut on last year's Acropolis rally.

The driving force

Achim Warmbold is a busy man but the Mazda Rallye Team Europe boss saved a few minutes to discuss his current views with KEITH OSWIN

Achim Warmbold is a busy man. At least, that is what he always says when you try to pin him down for anything longer than five minutes. The driving force behind Mazda Rallye Team Europe may not always look so busy, but impressions can be false. Often, he is thinking out a problem. And he is a man with very strong ideas.

A seasoned competitor himself, having driven for both Toyota and Mazda in recent years, Warmbold has experienced the sport from both sides of the fence. He knows the problems faced by competitors on rallies and now is getting to understand the greater worries that beset team managers. I caught up with him over breakfast during the Boucles de Spa rally last month, when Marc Duez was lying third overall with the Group B Mazda RX-7 and the pre-event traumas were beginning to be set aside.

Warmbold likes to have the best of everything. He had booked the Mazda party into a quiet hotel outside the town, elegant and exclusive. The rooms were comfortable and contained an impressive array of antiques. Even so, the boss had bagged the executive suite, according to his status within the team.

Breakfast, too, was different for the master of the quad. Others contented themselves with the standard continental offering, complete with the sort of coffee that needs to be eaten with a knife and fork. Warmbold ordered two fried eggs and proceeded to eat just the yolks. Nothing but the best...

"You know," he began, "I cannot be happy with my cars until the power from the engines is always the same. Our rotary engine is so difficult to reproduce to the same specifications every time. Back in the workshops, I have the original 13B unit — as it is known — and that still puts the newer ones to shame. It will rev from 4000rpm to 8000rpm without any trouble at all. We still have not got another engine like it. Carlsson's RAC rally engine was good, but still lacked the punch of the original. Duez has the engine from Wambergue's RAC car here in Spa but we know that it really only has the right power at the top end, meaning that Marc has to use

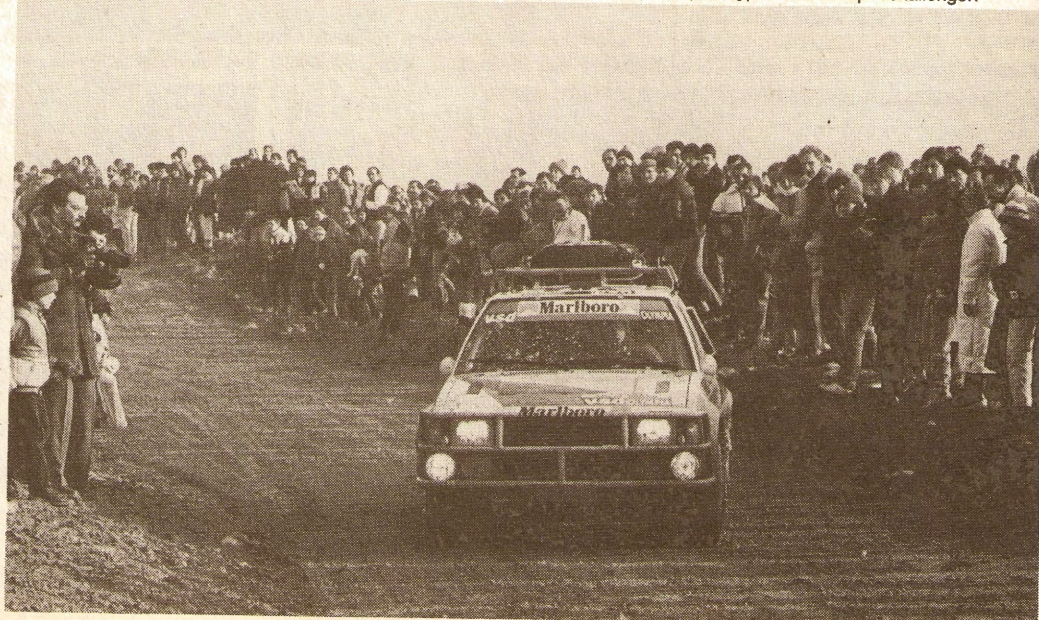
"I am still 100 per cent convinced that we are going the right way."

left foot braking to keep up the revs, rather like on a turbocar. But I am still 100 per cent convinced that we are going the right way."

And, indeed, he might be doing just that for, while the rotary engine is unique to Mazda in World rallying, it has many advantages over the more conventional units used by the company's rivals.

"The biggest problem that any manufacturer has to overcome is weight. And the biggest lump of weight in any car is the engine. Not only does it affect the overall weight of the car, its position affects the handling dramatically, an inch or two difference in location

Warmbold drove the Mazda 323 Turbo 4x4 on this year's Paris-Dakar. The car is a prototype 1986 Group A challenger.



making a great deal of difference to the way the car works.

"Audi are already finding out that their front engine is not right for the Sport Quattro, while Peugeot, Lancia and Ford are also opting for a mid-mounted unit. With our rotary engine being so small and light, we do not have the same problems." Indeed, the Mazda power source weighs some 100kgs less than rival engine units and is also much smaller. Thus it can be mounted lower in the engine bay, another bonus in the handling and weight distribution departments.

Warmbold joined Mazda Rallye Team Europe just over 3½ years ago when they were based in Switzerland. "I used to work in a shed!" he jokes, "and I was glad that we eventually moved offices." Just over a year ago, the team's base switched to its current premises in Brussels, thereby bringing the motor sport department closer to Mazda's European headquarters. And, at the same time, the workload increased to make Warmbold the busy man that he always claims to be. But he does not really mind. While he often appears aloof, a manner that sometimes offends the casual observer and makes even close business associates careful of the things that they say, the boss would rather be busy. "Time goes so quickly these days," he admits, permitting himself a rare smile.

Turning specifically to the latest Group B RX-7, he admits that there is still a great deal of work to do. "The suspension is very soft and the car actually rides higher

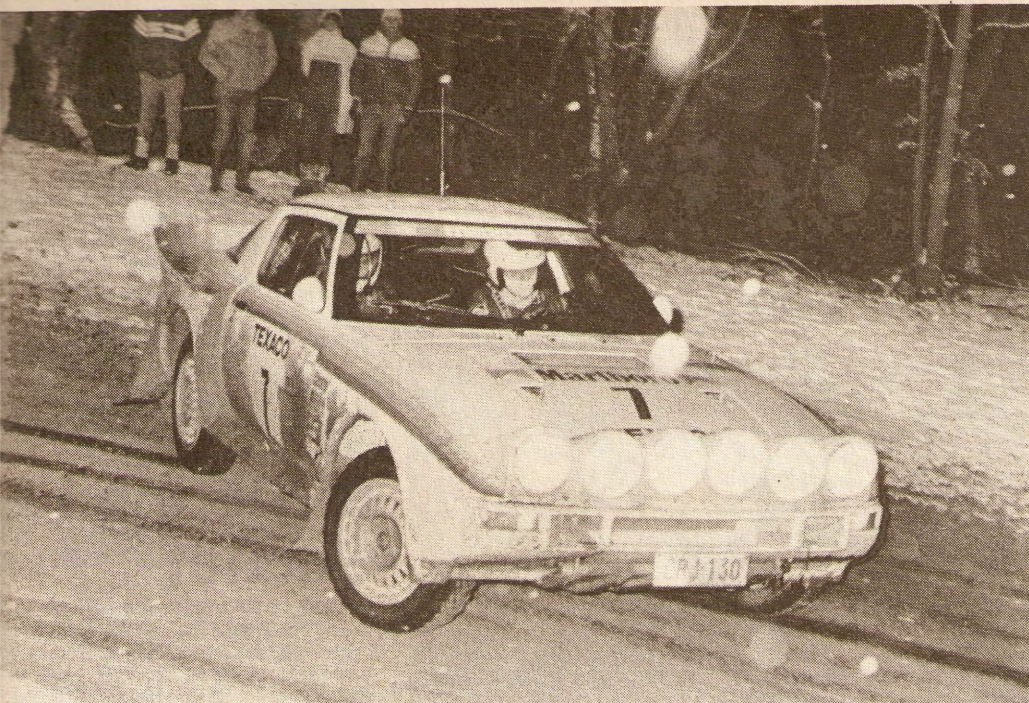
"Many team managers have trouble with their Japanese bosses. I just tell them what I want and they do it!"

than we would like. We are trying to lower it without affecting the handling too much. Where the car will suffer, I think, is on rough events like the Acropolis where the soft suspension will probably not work too well. Perhaps we shall have to use a twin-coil set up in the future.

"Actually, you know, I am lucky. Many team managers have problems with Japanese bosses and cannot get the parts that they need at the right time. Me, I just tell them what I want and they do it!"

Warmbold is gradually bringing experts into the Brussels base to build and fabricate the parts themselves, easing the supply problems that still exist. Dealing with a country on the other side of the world will always bring communication problems, the time difference meaning that direct communication is almost impossible for most of the time. Nevertheless, Warmbold is far more willing to praise the Japanese than most other team managers that I have spoken to.

But, while the current RX-7 is clearly one of the better two-wheel-drive models around, and getting better on each outing, Warmbold is very much aware of its deficiencies. Peugeot, Audi and Lancia are seen as the targets to aim for and there is clearly no way that the



Marc Duez/Gilles Thimonier en route to a second placed finish with their RX-7 on the Boucles de Spa rally.

RX-7 in standard guise is going to be able to challenge them. Therefore, prompted by the success of Rod Millen's car in the American championship, Mazda Rallye Team Europe are going the four-wheel-drive route for 1987.

"At the moment the car weighs in at around 1000kgs," reveals Warmbold between mouthfuls of his, by now, lukewarm coffee. "But, by the time we have used plastic or Kevlar panels where it is allowed, the car should come down to around 960kgs and that will be the right weight, I feel."

But once the team are competing directly against the established outfits, will we see the addition of a turbocharger to the power source to bring about a comparable output?

"No," states the master, insistently. "The engine will be quite capable of producing over 450bhp in normally aspirated form!" Indeed, apart from the four-wheel-drive system, the new car will not apparently reveal many revolutionary features.

"We believe that the car will have around a 40/60 weight split front to rear and, as that is around the same as the current Peugeot, moving the engine will not necessarily improve anything. Therefore," confesses Warmbold, "our car will retain its front engine. You see, if the layout that we have is close to that of the successful teams, why should we change it?" And, as they say, there is no answer to that.

"The Group B rotary engine will have around 450bhp in normally aspirated form."

But the development of the four-wheel-drive RX-7 is only part of the story. Back in January, Warmbold pulled on his crash helmet and set off for the Sahara in a four-wheel-drive 323 with a turbocharged 1500cc engine that produced around 180bhp. Judged initially as a 'desert special', it turned out that there was far more to the car than originally met the eye. Suspension failure stopped the car's progress before it could really be put to the test amid the desert sections but it was revealed that this was the basis of a new Group A car for the 1986 season.

"We think that the 323 is an ideal basis for a Group A car. Rather like the Peugeot 205, the wheels are located at each corner of the car and therefore it is very stable right from the start."

Once again, no plans are being made to shift the engine behind the driver — something that could have easily produced an excellent Group B car should the team have wanted — as the weight distribution is again felt to be about right. And the power available from the turbo engine is expected to be something special. Although the prototype version which went to Africa

had around 180bhp (still more than most Group A cars at present), the intention is to extract around 260bhp in full Group A trim.

"We are developing the car this year," explained Warmbold, "and we hope to take it to Britain for a couple of rounds of your National Rally Championship before the season is out. That way we can really begin to find out if the car is going to work."

"The company is keen to show a sporty and young image."

"One of the best things about Mazda is the way the company is keen to show a sporty and young image. That is why the Group A car is so important as that is where the young drivers can get into the sport, not so much at the Group B level. The 323 is relatively simple and a very good basic car. It handles well and will be easy to drive. The only problem is that running a development programme in both Group A and B is very time consuming."

And the little Brussels based team is indeed busy. Immediately after the Boucles de Spa, a couple of team mechanics rushed back to Brussels to collect the car that Ingvar Carlsson would take to Sweden, and begin the long journey to frozen Scandinavia.

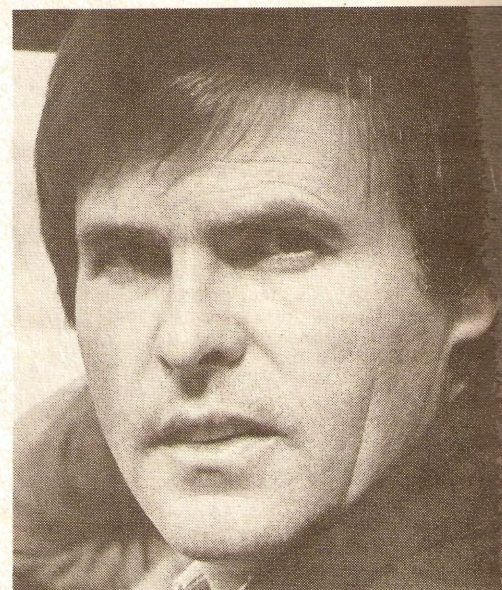
Portugal was scratched from the team's 1985 plans as there were only three cars available in the workshops,

In spacious surroundings, the prototype Group A 323 4x4 (left) mixes with its Group B RX-7 counterparts.



"And I need those in case of accidents," admits Warmbold. "We have such a lot to do this year. An extra trip to Portugal would prove little and possibly damage any chances of later outings."

"We are going to the Acropolis Rally in May and there will have to be some testing before then to sort out this suspension problem. We are scheduled to send two cars to Finland for the 1000 Lakes and, of course, we want to do the Lombard RAC Rally in November. Somewhere in the middle we have to work on the four-wheel-drive car and continue Group A development work. As I said, time goes so quickly!"



Warmbold — a seasoned campaigner with strong ideas.

Warmbold began to turn his mind back to more immediate worries, discussing the plan of attack for the second half of the event in hand. While the car was clearly running comfortably on the snow covered roads of Marc Duez's home town, the event had become something to be endured in the Teutonic mind of the team manager. "These organisers are crazy, pah!" he said, waving his hands theatrically. "They do not understand what we are doing. First they say no studs, even when it is snowing hard, and then they change their minds. We cannot plan properly. I need as many service vans and chase cars here for a small two-day rally, as I did for a full RAC. It is stupid."

At least now the man is smiling again. Twelve hours earlier, his thin, tanned face was dark and full of hatred for the Belgian organisers. Early the following morning, Duez had brought his car home to a well deserved second place but, while clearly happy with the result, Warmbold's mind was elsewhere. It may have been Sweden, Greece or Cumbria, but there was no time to waste. It goes so quickly these days...

Lovett and Taylor race Thundersports Tiga

Peter Lovett Racing, winners of three of last year's nine Thundersports endurance events, are looking for an even larger share of the spoils this season, with a purpose-built Tiga-BMW sports car.

Lovett himself, one of the country's leading prestige car dealers (his Dick Lovett concern encompassing the Porsche, BMW and Mercedes-Benz marques), launched the dramatic-looking 300bhp racer at his BMW dealership in Swindon last week.

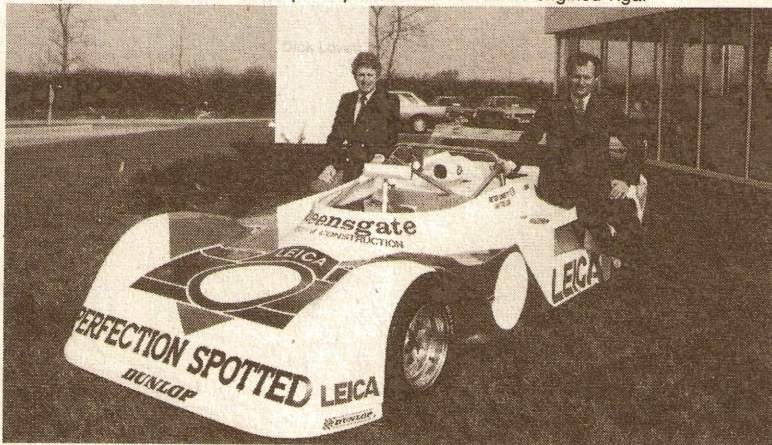
As before, the saloon car expert will team up with Ian Taylor, the former F3, FF2000, Sports 2000 and FF1600 national champion, to form a formidable driving strength.

Leica cameras, part of the Leitz instrument group, are the project's major sponsors, with further backing from BMW (GB) and Queensgate Securities. The Tiga will run on Dunlop rubber, supplied by SP Tyres. Cirencester's Bob Houghton is preparing and running the potent car to his customary

high standards.

The PLR equipe's first outing of the season will be in the Oulton Park Gold Cup race on Good Friday, Ian and Peter

defending the magnificent trophy which they won with the Lola-Mazda last year. Ian Taylor and Peter Lovett should prove potent force with BMW-engined Tiga.



Gachot — shattered Silverstone lap record.

Blistering Gachot

Belgian FF1600 ace Bertrand Gachot totally vindicated his decision to switch from Reynard to Van Diemen chassis in the week prior to his first race by shattering the Silverstone GP circuit class record last Tuesday. Despite not having seen the 2.9-mile track before the test day, Gachot took less than 20 laps to set a best tour of 1m 38.1s, almost 0.7sec inside John Pratt's year-old standard! A minor excursion at Copse in the afternoon failed to deter Bertrand, who was consistently below the mark again later on.

Keith Wiggins's Pacific Racing team, which runs the Marlboro-backed driver, will be up to full strength at Oulton Park on Good Friday, when Brazilian Lindoro da Silva joins the fray in a second Van Diemen-Gätmo RF85.

Rydale back hillclimbs



Rydales' Gordon Cox with Tony Fletcher.

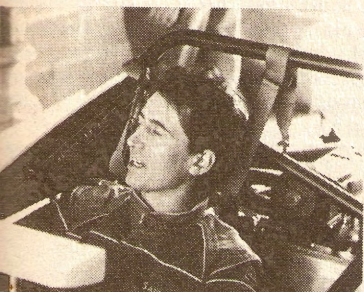
Rydale BMW, the largest BMW dealer in the Midlands are to sponsor the prestigious Midland Hillclimb Championship. Now in its fifth year, the championship will take place over nine rounds utilising three venues; Loton Park near Shrewsbury, Prescott near Cheltenham and Shelsley Walsh near Worcester. The latter, incidentally is the oldest surviving motorsport venue in the country, celebrating its eightieth year in 1985.

The hillclimb championship represents Rydale's first venture into motorsport and with entries flooding in, they are highly optimistic. The first round is to be held at Loton Park over the Easter holiday. Rydale will display the BMW range at most rounds, also hoping to stage a hillclimb display at their showroom located at 819, Wolverhampton Rd, Oldbury, Warley, Birmingham.

Welch's challenge

John Welch, the reigning British Rallycross champion has secured backing from STP for an assault on this year's European Rallycross championship. Welch represents the first serious British entry into the series for some time and he will use a Gartrac Ford Escort similar to that used by European champion, Martin Schanche.

The car features the Xtrac 4WD system and is powered by an 1860cc Cosworth engine fitted with a twin wastegate Garrett turbocharger. The unit incorporates Kugelfischer mechanical direct fuel injection with electronically controlled enrichment on boost, the car reputedly producing some 560bhp and capable of a 0-60mph acceleration time of 2.6 seconds! Its European debut will be in Austria on March 31.



Nelson — left breathless by the power?

Nelson tries his own

Calne engine builder Sam Nelson was spotted at Silverstone last Tuesday, testing the MFI-sponsored Tech-Speed Shrike P15 Sports 2000 chassis of Sean Walker on the full Grand Prix circuit. Nelson, who builds the team's 'Pinto' engines, put in some competent lappery in the Richard Owen-designed car while sampling his own power unit at first hand.

Sam, an experienced rally competitor with Nelson/BDG-engined Escorts, was impressed with the Shrike but reported that there was little danger of him making a serious S2000 assault in the near future!

Superb prospects for RoC

Certain to be one of the highlights of the British Grand Prix meeting will be the Formula Ford 'Race of Champions', on Saturday July 20, an entry list for which has just been released.

All drivers are to compete in identical Van Diemen RF85 chassis and comprise the winners of the 1984 national series in Europe, with Champions from Australia, New Zealand, South Africa, the USA and the regional winners of the EFDA Euroseries. Competitors will include, therefore, Eric Bachelart, Dave Coyne, Uwe Schaefer, Jeff Andretti, Jackson Yonge, Harald Huysman and last season's festival winner Gerrit Van Kouwen.

At a recent Ford press conference, Director of European Motorsports,

Stuart Turner, underlined the decision to continue supplying the 1.6 OHV 'Kent' engine for FF1600 saying: "As long as there is a need for the engine, we will keep supplying it".

Engines for the formula, along with the 2-litre OHC engine for FF2000 are now supplied to Ford specialist motorsport dealers by the Motorsport Parts division at South Ockenden, Essex. Having consulted the many engine builders, Motorsport Parts evolved their own version of these units, which are supplied without carburetors or sump, but with inlet manifolds and clutches. Having started supplying the engines at the end of 1983, over 500 units have been supplied for use in FF1600 to date.

Clean sweep for Shrike

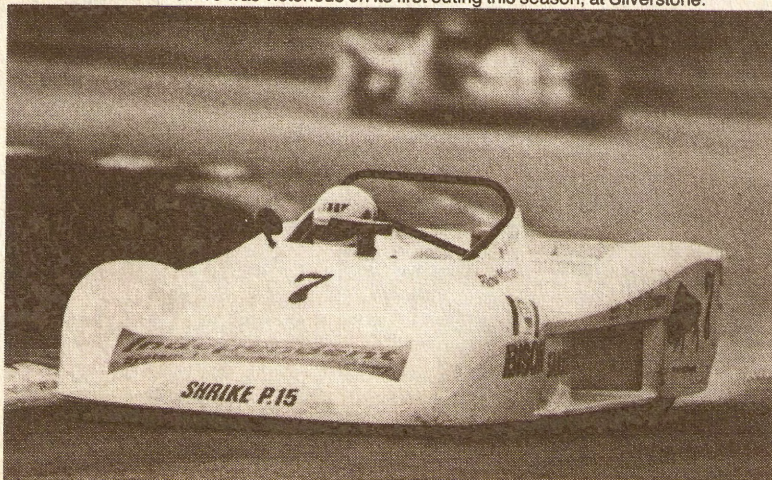
The Richard Owen designed and built Shrike P15 achieved something of a landmark with a 1-2-3 success in the third round of the B&Q British Sports 2000 series at Silverstone last Sunday.

Mike O'Brien, the current British Sports 2000 champion, made his first appearance of the season to score an accomplished victory over Sean Walker, whose second place moved him into the series lead. O'Brien plans to do selected

Mike O'Brien's Shrike P15 was victorious on its first outing this season, at Silverstone.

rounds of the B&Q series as well as contesting the Thundersports races in the Shrike, partnered by Robin Donovan.

Regular front-runner Ian Flux set a pole position time almost a second quicker than everyone else but had a miserable race when his Aquila developed a serious misfire, Flux soldiering on to finish eighth and collect a valuable three points.



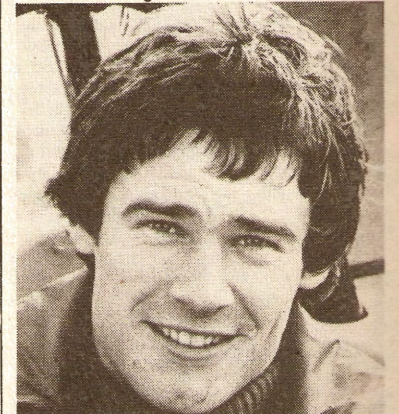
Binnie's back

Northumbrian Cameron Binnie made a most impressive return to motor racing last Sunday, guiding a Van Diemen RF84 to victory in the opening round of the Scottish FF1600 Championship at Ingleton. Binnie, you may remember, was one of the leading Formula Ford contenders in the late '70s before lack of finance and increasing responsibilities on his parents' farm forced him to 'retire' from the sport.

His last FF1600 race was at the 1979 FF Festival but: "I've been thinking of having a go for the past couple of seasons," said Cameron on Monday. "Really, it's just been a question of finance. Ralph (Firman) used to be very good to me so last July I went down to see him and asked what he might be doing with any of his ex-work cars..."

The upshot is that the talented Binnie now has an ex-BRP RF84 powered, as in the old days, by a Minister engine. Despite his long lay-off, Binnie still went on to score a fine wet weather victory.

Binnie — winning return.



BRIEFLY

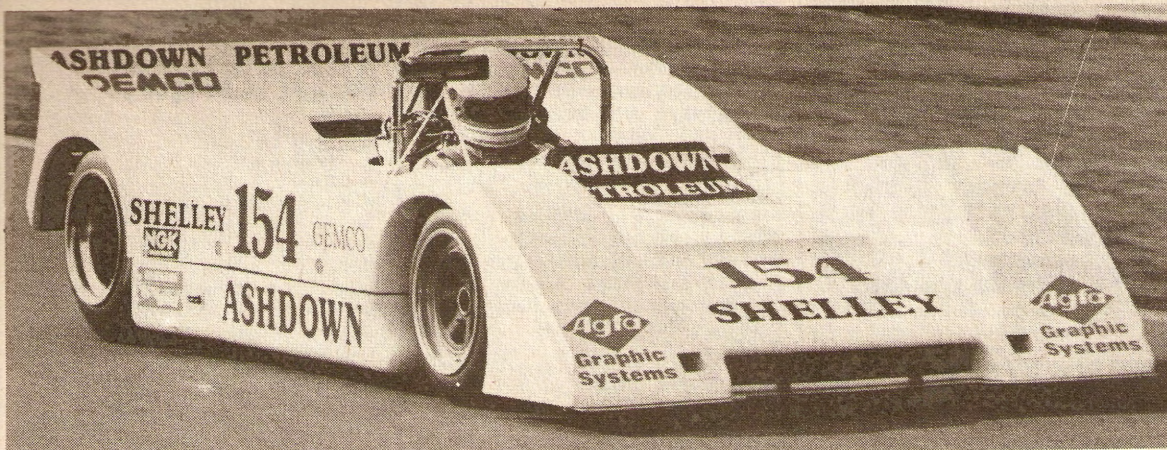
Following his victory in the opening round of the BCA Metro Challenge at Silverstone on March 3, Dave Loudoun has lost his points. The car was subjected to a routine check as a top three finisher when it was discovered that the carburettor did not conform to the regulations. It is thought that the transgression was entirely innocent with no performance advantage gained. No further action against Loudoun is likely.

City Motor Auctions will support Fleet Sales Director, Bob Irving's Rover Vitesse in this year's Uniroyal Production Saloon series. Bob debuted the car on March 17 at Brands and hopes to contest the rest of the rounds and the Willhire 24 hours. The car is prepared by Chris Millard, an Austin Rover engineer, with additional support from Duckhams and Holden Hydroman.

Regular contestants of the Metro Breakers Modified Saloon series will be delighted to hear that Metro Breakers have donated £1000 for the end of season awards. Upon announcing the news, Managing Director, Tony Cleary, said that the money would be broken down into £400 for the overall series winner and £200 for each class winner.

The BRSCC are keen to attract as many cars as possible for the opening round of the Lep Open Championship over Easter weekend. Ample testing is available with a 30min untimed session on Sunday morning and two 30mins timed sessions giving drivers the opportunity to set up their cars and fully familiarise themselves with the Brands GP circuit.

As of April 1, the Midland Automobile club can be found at Woodbridge, Upper Sapay, Worcester WR6 6EX. Tel: (08867) 411.



Mike Wheatley's BRM P154 should feature strongly amidst a healthy entry for the Failsafe GT series.

Strong Historic series

The Historic Sports Car Club is looking set for a bumper season, with no fewer than seven well-subscribed racing championships on its books in 1985. A peek at the registrations for the series reveals an encouraging number of 'new' old machines returning to the circuits this year.

Atlantic Computers have switched their allegiance to the new Pre-'65 Historic Grand Prix car championship, which will bring forward such notables as the Hon Patrick Lindsay's Turtle Drilling Special Indy roadster, Roger Sweet's MG KN/K3 and no fewer than five Lotus 24s!

The Failsafe GT series features all the old favourites such as Mike Wheatley's BRM P154 (beautifully rebuilt by John

Sabourin) and Ted Williams's March 707, while Ray Bellm (McLaren M8C) will also be there to take on John Foulston (M8C/D) later in the season. Stephen Langton now has the ex-Clube Lola T160, while Martin Bolsover (McLaren M6B), Roy Lane and Mike Schryver (Chevrons) will also join in the fun.

Among the Seldon Pre-'70 entries are David McLaughlin's March 701, Roger Ealand's ex-Lane McLaren M10B and Brian Cocks's Palliser, plus the F2 Brabhams of Jin Wallis and former FF1600 driver Marcus King.

Classic Sportsmen include Phil Bateson (in a third Landar-BMC, Mike Harrison's Racing Fabrications-built Ginetta G4 and Trevor Needham's G12,

while the John Scott Pre-'60 series boasts Tim Cairns and Mike Freeman in Listers, Chris Mayman's OSCA, John Gray's Lotus 11 and Terry Sanger in a Healey Silverstone. John Foulston is currently registering his Ferrari 750 Monza for the series.

John Lelliott are again backing the popular PHRS series, new to which this year will be Paul Weldon's TVR Tuscan, Julian Balme's Sunbeam Tiger and the Lotus Europa of F. G. Edwards Jr.

Hopefully some firm action will be taken within the club to prevent the widespread appearance of 'replica' cars in the GT classes, and to enforce stricter adherence to mechanical originality among certain contingents. HSCC racing will be richer as a result...

Curborough test day

The HSA held their annual test day at Curborough last Sunday, where a strong representation, particularly from drivers new to the sport, indicated the present healthy state.

Roy Lane rolled out his latest BMW powered Pilbeam MP53 which looked superb in its Steel King livery and performed well from the outset, Lane recording the day's best time of 31.85secs on a slippery surface. Lane also tried Ken Ayers's Lyncar DFL, outright winner at the Brighton Speed Trials, and despite taking just two runs, recorded a time within 0.7secs. of his best time with his own car.

Nick Whale's Mallock U2 had undergone much modification over the winter and showed that he should be the man to watch in the Clubmans class this year.

Two men to watch in the 1600cc single seater classes as the season progresses should be Keith Wanklyn and Mike Lane. Wanklyn, who last season campaigned a relatively under-powered Image has acquired the ex-Richard Lester March BDA 73B and quickly adapted to the new found power, while Lane, a newcomer to the sport, arrived with the ex-David Render Lola BDA T460 and spent the day bedding himself in most competently.

Although not running, Martin Chitterton and Phil Ducker, the pair that performed miracles in the Warecrete Sprint championship with their pushrod GRD announced that they will be ready for the first round of the hillclimb championship at Loton Park on Easter Monday armed with the 1600 BDA engine which powered Richard Parsons to the Northern Ireland Hillclimb Championship in 1982.

FF2000 Rondeau debut

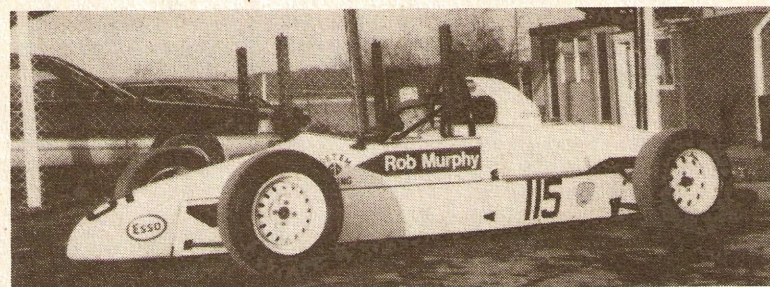
22-year-old Neil Cunningham will debut the new Rondeau FF2000 contender in the fourth round of the Racing Displays series at Brands Hatch on Sunday. Cunningham will be run at Brands by Ken Thorogood and recent testing of the car has been most promising. While shaking down the car at Snetterton, team watches had Cunningham within 1sec. of times set on the same day by series leader, Dave Coyne, with his works Van Diemen.

Cunningham, a protégé of Alan Jones, last raced in the Euroseries FF2000

counter at the Nurbruging last year, eventually placing sixth in the series, and is hopeful of securing a full budget to contest both the British and the European FF2000 series. Support for the Brands race will come from Caocao Barry, a chocolate company, Gotti wheels, Noble insurance brokers and Brinor, a Dover-based freight agency.

Also thought to be nearing completion of a deal to run a second Rondeau is former Superkart racer, Giles Butterfield, who is keen to join the fray as soon as possible.

Murphy gets among 'em



Rob Murphy in the latest Martin Down designed Getem GD115.

Taking over from Rick Shortle as the regular Getem driver in this year's Champion of Brands series is 22-year-old Rob Murphy, who has shown well in occasional FF1600 outings during the last two years.

The 1985 Getem, designated GD115, is a development of the 1984 car with a completely new rear suspension, now operated by space frame rocker arms which has enabled the fully tapered bodywork at the rear to give improved straight line speed.

Retained is the assymetric single

side-mounted radiator developed over the last couple of years, but this has been remounted to improve airflow. The car will, once more, be Minister powered.

The team are very optimistic, with young Murphy qualifying fourth fastest at the most recent Champion of Brands counter, the car straight out of the box. The form was continued in the race until Murphy suffered a fit of over-exuberance at Clearways, depositing the car firmly into the tyres. Esso are backing the effort but more support is needed for Murphy to contest the complete series.



INTERNATIONAL RACES

ZOLDER F3

In the club

Eric Bachelart won the opening round of the German Formula 3 series driving the Belgium VW Club Ralt RT3/85. Pole position, however, belonged to Volker Weidler in the latest Martini MK45, but he and fellow front row man, Dane, Kris Nissen (VW Motorsport Ralt RT30) had a coming together on the warm up lap. Both continued, but Nissen proceeded to spin off before he ever reached the grid. Bachelart made the best start to lead, with Weidler struggling somewhat with a damaged car. On the fifth lap Weidler spun, elevating Rudi Seher (Martini MK43) to second for a couple of laps before Weidler got past again. Seher then spun at the rapid Terlamenbocht and clouted the barriers heavily.



Weidler — second after a spin.

In the opening round of the German Saloon Car Championship Harald Grohs battled through to win ahead of Roberto Ravaglia (Schnitzer BMW635CSi). Half the field chose to use wet tyres, and Gerhard Berger could manage only 8th place after a pitstop to change rubber.

WOLFGANG MONSEHR

**ZOLDER (B)
Mar 24
German Formula 3
Championship, round 1
24 laps — 39.21 miles**

1, Eric Bachelart (Ralt-VW RT3/85), 32m07.40s, 89.04mph; 2, Volker Weidler (Martini-VW MK45), 32m16.80s; 3, Jari Nurminen (Ralt-Alfa Romeo RT30), 33m08.08s; 4, Adrian Campos (Ralt-VW RT30), 33m09.46s; 5, Franz Konrad (Anson-AW SA484K), 33m10.80s; 6, Jo Zeller (Ralt-VW RT3/85), 33m28.43s; etc.
Fastest lap: Weidler 1m42.51s, 93.00mph.

**German Production Car
Championship, round 1
24 laps — 39.21 miles**

1, Harald Grohs (BMW 635CSi), 46m21.06s, 82.27mph; 2, Roberto Ravaglia (BMW 635CSi), 46m29.71s; 3, Kurt Koenig (BMW 635CSi), 46m35.15s; 4, Per-Gunnar Andersson (Volvo 240 Turbo), 46m46.47s; 5, Olaf Manthey (Rover Vitesse), 46m50.30s; 6, Peter John (Chevrolet Camaro), 46m58.90s; etc.
Fastest lap: Ravaglia 1m50.80s, 86.04mph.



NATIONAL RACES

SILVERSTONE

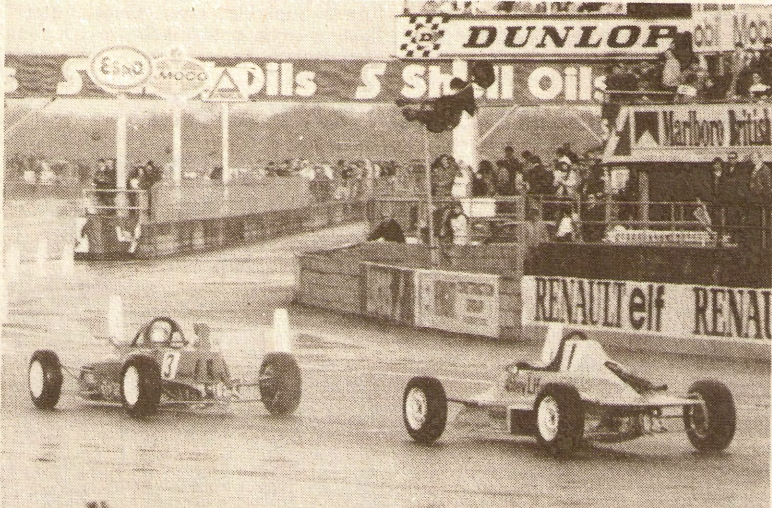
Blundell again

Following the inaugural F3000 race, the track was still wet when the Esso Formula Fordsters emerged to do battle over 10 laps of the Grand Prix circuit. This diluted — literally — Mark Blundell's superb practice lap which saw the works Van Diemen driver under John Pratt's lap record. When the lights changed, Johnny Herbert got the Quest off the line first and was followed, from the second row, by John Booth with Damon Hill third and Blundell fifth behind Brazilian team-mate Paulo Carcasi. Peter Bell made a good start but spun at Copse, resuming further down, while Damon Hill fell off at Abbey ending his race with the Ricoh Van Diemen RF85.

The adverse weather conditions certainly split up the field and robbed spectators of the close encounters that typify Formula Ford, Herbert getting away from Booth's Van Diemen RF85 and continuing the superb form he showed at the same venue a week before. Blundell grabbed second place from Booth in the course of the fourth tour, gradually reeling in the fleeing Herbert.

Gary Ward's Reynard FF85 reeled in Booth, taking third on the eighth lap,

Herbert's Quest (left) eventually succumbed to pressure from Blundell's works Van Diemen (1).



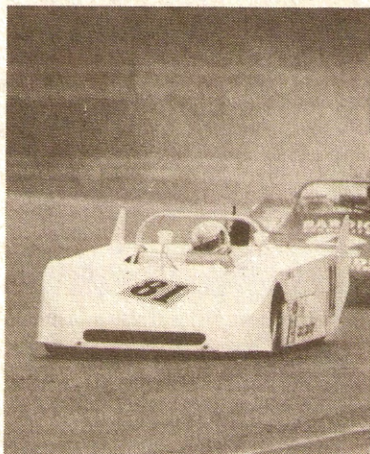
SILVERSTONE, Mar 24, BRDC

Esso FF1600 Championship race (10 laps): 1 Mark Blundell (Van Diemen RF85), 19m33.49s, 89.94mph; 2, Johnny Herbert (Quest FF85), 19m34.22s; 3, Gary Ward (Reynard FF85), 19m51.63s; 4, John Booth (Van Diemen RF85), 19m52.69s; 5, Eddie Irvine (Mondiale M85S), 20m35.8s; 6, Peter Bell (Ray 85F), 20m35.85s.
Fastest lap: Herbert, 1m54.61s, 92.09mph.

B&Q British Sports 2000 Championship race (10 laps) — Overall and Class A: 1, Mike O'Brien (Shrike P15), 17m30.96s, 100.43mph; 2, Sean Walker (Shrike P15), 17m43.41s; 3, Tony Bridge (Shrike P15), 18m18.29s; 4, Evan Clements (Royale RP37), 18m37.28s. Fastest lap: O'Brien 1m43.86s, 101.62mph. Class B (Pre-81): 1, Dud Moseley (Motus 10BX), 19m32.43s, 90.02mph; 2, Martin Chambers (Tiga SC80), 9 laps; 3, Malcolm Paul (Tiga SC79), 9 laps; 4, Stephen Mitchell (Lola T492), 9 laps. Fastest lap: Moseley, 1m49.61s, 96.29mph.

while Carcasi ended up firmly encased in the Woodcote catch fencing. At the front, Blundell took full advantage when Herbert was slowed at the chicane, the Van Diemen exiting Woodcote quicker, and forcing inside the Quest into Copse for the ninth time. Once through, Blundell drew away to win by just under a second, with Ward third ahead of Booth.

Mike O'Brien joined the B&Q Sports 2000 ranks for this, the third round, but could not match the blistering qualifying pace of Ian Flux's Aquila RO835. However, once the lights changed it was O'Brien's Shrike P15 that shot into an immediate lead, never to be headed again. Indeed, at the completion of the second tour O'Brien was 3.3s clear of Sean Walker's similar car. Flux was



Moseley — misfiring Class B winner.

struggling to stay in touch, the car developing a chronic misfire which eventually dropped him to eighth place. Tony Bridge assumed third with Flux's demise, having passed Evan Clements's Royale RP37 at the chicane on lap five. Dud Moseley, who had qualified his Motus 10BX an excellent third, was also having problems with a misfire but held on to finish seventh and claim the class B (Pre-81) honours. At the front, O'Brien consolidated his position to win and claim the additional point for fastest lap, with Walker a clear second from Tony Bridge in a Shrike 1-2-3.

TONY DODGINS

MONDELLO PARK

Mondiale Park

Martin Boyle won the opening round of the Motovox Formula Ford 1600 'A' Championship at Mondello Park on March 18 in a Mondiale M84S, but the stars of the first meeting of the Irish season were Alan McGarrity and the new Crosslé 60F. McGarrity came from the back of the grid to win the Shell Oils 'B' race, having had coil trouble in practice. The attractive 60F won out of the box, and is a worthy successor to the successful 55F.

The Motovox 'A' race was stopped after two laps as a result of an accident at the esses, when McGarrity's 60F mounted the 55F of Tommy Reid and the two Crosslés blocked the track. Both drivers were unhurt, but McGarrity had to start from the back of the grid again. Boyle was always in total command, dictating the pace ahead of Alan Hick (Van Diemen RF82) and Noel Roddy (Crosslé 55F) after the re-start. McGarrity drove an inspired race to finish third, and would have taken Roddy for second had the race gone another lap.

On combined times Boyle was easily the winner. Hick dropped back to fifth in the second race, but finished second overall, followed by Roddy, Dave Griffin (Crosslé 32F) McGarrity and Vivion Daly's Reynard FF85.



Martin Boyle — Motovox FF1600 victor.

Niall Kennedy posted his best performance to date by finishing second in the 'B' race in his Van Diemen RF80, comfortably in front of Donal Griffin and Eugene Heary in Crosslé 32F's.

Welshman John Hughes spun his Scarab twice in the Formula VW race, yet he emerged the winner, passing Liam O'Sullivan's Sheane with two laps to run. There was mayhem at Shell on the opening lap of the Mini 850 race, and Ed O'Connor had no competition on his way to an easy win. Likewise, there was no real challenge to Jackie Cochrane's rorty Sunbeam Tiger in the historic sports car race.

The Ford Capri 3000's of Gerry O'Riordan and John Hayes were no match for Maurice Mitton's ex-Eddie Regan Ford Escort RS2000 in the Prod-Saloons race. Mitton drove an extremely polished race, and will be very hard to beat in prod-saloon racing this year. Frank O'Rourke celebrated his return to racing, after having his licence suspended for the last two years, by winning the 1300cc class and finishing sixth overall in an Opel Kadett SR. He was briefly challenged by the Corsa SR of Bob Montgomery.

At the end of a freezing cold day, there was a silly four-car GT 'race', won by George Crozier in his Ford-powered Maguire Mini.

BRIAN FOLEY

OULTON PARK, Mar 23, BARC

Champion of Oulton FF1600 Race (10 laps): 1, Richard Dean (Reynard-Auriga 85FF), 17m27.0s, 81.00mph; 2, Mick Lindley (Reynard-Grant 84FF), 17m28.8s; 3, Chris Latham (Reynard-Aldon 84FF), 18m15.5s; 4, Simon Wayne (Van Diemen-Scholar RF85), 18m17.2s; 5, Alister Lane (Van Diemen-Aldon RF80), 18m17.2s; 6, Dave Forster (Centaur-Harris 14X), 9laps. **Fastest laps:** Smith, 1m42.0s, 83.15mph. **BARC NW Special GT Challenge Race (10 laps) — Overall:** 1, David Ellis (5.3 Aston Martin V8), 18m13.4s, 77.57mph; 2, Dave Forster (1.0 Maquire Mini), 20m07.4s; 3, Richard Johnson (1.8 Vauxhall Astra GTE), 20m09.4s; 4, Steve Beamish (1.3 Leyland Mini), 9laps.

Powerscreen (GB) Sports 1600 Championship Race (10 laps): 1, Paul Webb (Mallock-Chamberlain Mk23/21), 17m47.3s; 2, Andy Smith (Vision-Nelson V84B), 18m06.2s; 3, Eddie Kimball (Mallock-Nail Brown), 18m19.1s; 4, Phil Weaver (Mallock-Osborne Mk21), 18m23.1s; 5, Roger Billing (Phantom-DOPE P84/5), 19m23.1s; 6, Dave Orchard (Centaur-Harris 14X), 9laps. **Fastest laps:** Smith, 1m42.0s, 83.15mph.

BARC NW Special GT Challenge Race (10 laps) — Overall: 1, David Ellis (5.3 Aston Martin V8), 18m13.4s, 77.57mph; 2, Dave Forster (1.0 Maquire Mini), 20m07.4s; 3, Richard Johnson (1.8 Vauxhall Astra GTE), 20m09.4s; 4, Steve Beamish (1.3 Leyland Mini), 9laps.

Special Saloon and Modified Sports over 1500cc: 1, Ellis; 2, Roy Yates (7.2 Ford Boss Mustang), 9laps; 3, John Rice (2.0 Triumph Dolomite Sprint); 4, Alan Bell (1.8 Ford Anglia). **Fastest lap:** Ellis, 1m45.6s, 80.31mph. **Up to 1500cc:** Forster, 70.24mph; 2, Beamish; 3, Garry Wilson (1.5 Lenham Le Mans), 9laps; 4, Colin Flynn (1.3 Mini). **Fastest lap:** Forster, 1m55.3s, 73.56mph.

Production Saloon and Sports over 2000cc: No starters. **Up to 2000cc:** 1, Johnson, 70.13mph; 2, Peter Brown (2.0 Triumph Dolomite Sprint), 9laps; 3, Douglas Dobb (2.0 Ford Escort RS2000), 8laps. No other starters. **Fastest lap:** Johnson, 1m59.0s, 71.27mph. (Establishes record).

Formula E Ford 1600 Series Race (10 laps): 1, Bob Berridge (Lotus-Alan Smith 69), 19m22.4s, 72.96mph; 2, Alister Lane (Van Diemen-Aldon RF80), 19m23.5s; 3, Malcolm Johnstone (Crossle-Scholar 45F), 19m39.8s; 4, Peter Childe (PRS-Auriga RH01), 19m44.9s; 5, Charles Fogg (Crossle-Scholar 45F), 20m21.9s; 6, Brian Mullarkey (Van Diemen-Minister RF80), 20m22.2s. **Fastest lap:** Childe, 1m54.0s, 74.40mph (Establishes record).

BARC NW FF2000 Challenge Race (6 laps): 1, Peter Meyrick (Reynard-Neil Brown 85SF), 9m47.7s, 86.59mph; 2, Ross Hockenhull (Reynard-Neil Brown 84SF), 9m48.6s; 3, Louis Karmios (Van Diemen-Nelson (RF85), 10m10.4s; 4, John Davies (Sparton-Swiftree SF79), 10m50.7s. No other finishers. **Fastest lap:** Meyrick and Hockenhull, 1m36.3s, 88.07mph.

atrocious conditions with many cars succumbing to wet electrics in the opening laps. Andy Smith had the best start in his Vision and looked invincible until a misfire dropped him back into the clutches of Paul Webb (Mallock Mk23). Webb took Smith for the lead on lap six and had opened out a wide margin by the flag. Smith's engine misfire came and went almost allowing Eddie Kimball (Mallock) to get on terms in the closing stages. Phil Weaver (Mallock Mk21) moved up to fourth as others dropped out, the top six being completed by Roger Billing (Phantom P84) and Dave Orchard (Centaur 14X).

This year the BARC have added Production classes to their GT Challenge Series and were rewarded with a few more entries. Dave Forster started well in his Maquire Mini outrigging Stuart Oliver (Lotus Elan) and the mighty David Ellis Aston V8 into the first corner. Sadly Oliver failed to complete a racing lap and the Aston was in the lead at the end of the opening tour. Forster drove a stirring race but the power of the V8 gave Ellis an untroubled win. The real excitement of the ten lapper was the progress of Richard Johnson in his Production class Astra GTE, third overall ahead of some highly modified cars, and just reward for a fine drive.

The first round of the new Formula E FF1600 series got off to a very encouraging, if very wet start, with 19 entries. Bob Berridge showed his class with a win in his Lotus 69 but Alister Lane, just 1sec down at the flag, gave him a run for it in his Van Diemen RF80. Malcolm Johnstone (Crossle 45F) was third all race ahead of Peter Childe (PRS RH01). The new series shows promise and deserves to



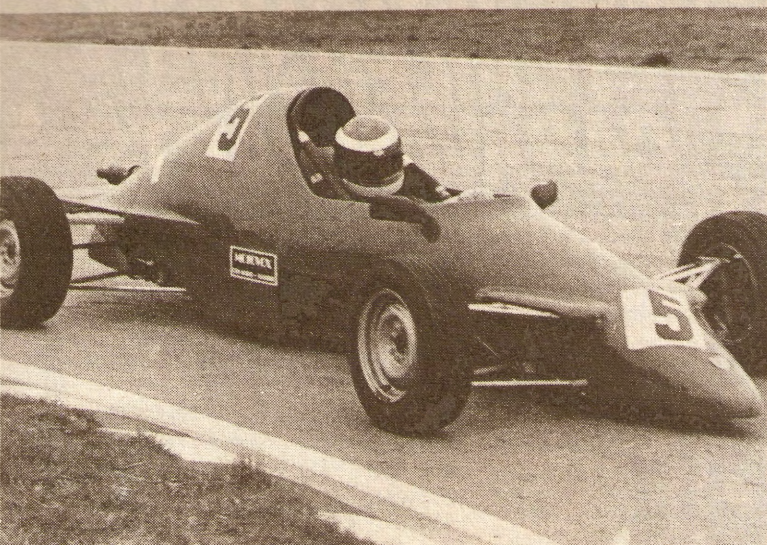
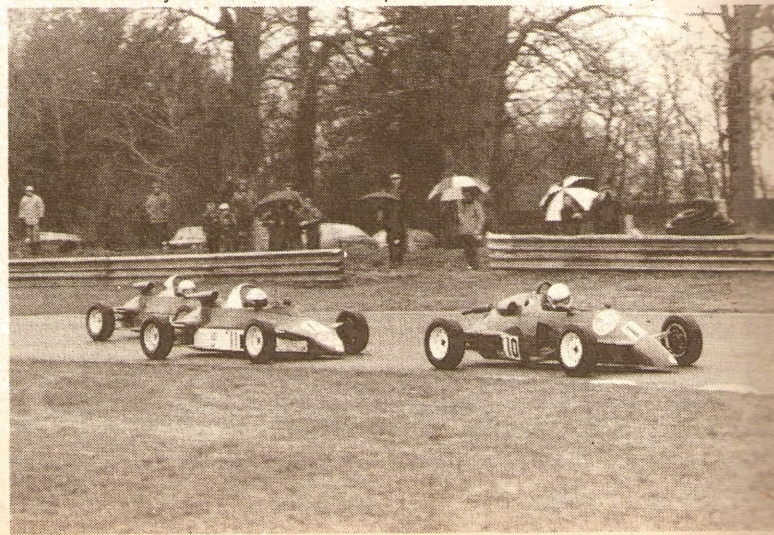
Hockenhull — squeezed out on the line.

prosper.

The last event of the day was for the shortened local FF2000 Challenge. Ross Hockenhull was on hand with his Richard Dutton Reynard 84SF whilst Peter Meyrick had an '85 version for his pole position start. The first car to show in front was the Van Diemen RF85 of Louis Karmios who led Meyrick and Hockenhull off the line. Meyrick soon asserted himself and was followed through by Hockenhull, these two pulling away from Karmois. With only six laps to race over, Hockenhull had little time to lose and on lap five challenged at Island only to be foiled by Meyrick. On the last lap a side by side drag into Island once more saw Meyrick on the line, edging Hockenhull out once more to take the win.

PAUL BOOTHROYD

Richard Dean's Reynard 85FF won the 'Champion of Oulton' round from Lindley's '84 version.



McGarrity's Crosslé 60F — debut winner of Mondello's FF1600 'B' championship counter.

MONDELLO PARK, MAR 18, IMRC

MDL/Grange Motors Formula VW Championship (12 laps): 1, John Hughes (Scarab), 14m 42.56s, 60.69mph; 2, Anthony Lawless (Project), 15m 03.68s; 3, Robert McFarland (Sheane), 15m 29.58s; 4, John Mahon (Sheane), 11laps; 5, Peter Auerbach (Sheane), 11laps. **Fastest lap:** Hughes, 1m10.77s, 63.07mph.

Mini 850 race (12 laps): 1, Ed. O'Connor, 15m 32.98s, 57.41mph; 2, Pat Dunne, 15m 37.29s; 3, Sean Donnelly, 16m 41.79s. **Fastest lap:** O'Connor, 1m 16.02s, 58.71mph.

Shell Oils FF1600 'B' Championship (10 laps): 1, Alan McGarrity (Crosslé 60F), 10m 57.65s, 67.88mph; 2, Niall Kennedy (Van Diemen RF80), 11m 03.15s; 3, Donal Griffin (Crosslé 32F), 11m 04.60s; 4, Eugene Heary (Crosslé 32F), 11m 10.94s; 5, Peter Egan (Van Diemen RF80), 11m 11.33s; 6, Bill Griffin (Crosslé 32F), 11m 12.41s. **Fastest lap:** McGarrity, 1m 03.71s, 70.06mph.

Historics (10 laps): 1, Jackie Cochrane (Sunbeam Tiger), 12m 12.68s, 60.92mph; 2, Maurice J. Cassidy (MGB), 13m 08.68s; 3, Paddins Dowling (Lotus XI), 13m 09.96s; 4, Edmund Cassidy (MGB), 9laps; 5, Tom Sheridan (MGB), 9laps; 6, Stephen Donohue (MG Midget), 9laps. **Fastest lap:** Cochrane, 1m 11.71s, 62.24mph.

Prod-Saloons race (12 laps): 1, Maurice Mitton (Ford Escort RS2000), 14m 11.95s, 62.87mph; 2, Gerry O'Riordan (Ford Capri 3000), 14m 31.54s; 3, John Hayes (Ford Capri 3000), 14m 37.11s; 4, Mike Armstrong (Opel Kadett GT/E), 14m 44.87s; 5, John Wood (Ford Escort RS2000), 14m 51.51s; 6, Frank O'Rourke (Opel Kadett SR), 15m 10.30s. **Fastest lap:** Mitton, 1m 10.35s, 63.44mph. **1300cc Class:** 1, O'Rourke; 2, Bob Montgomery (Opel Corsa SR); 3, Pat Murphy (Ford Fiesta). **1600cc Larry Mooney (VW Golf GTI).** **2000cc:** 1, Mitton, 2, Armstrong; 3, Wood. **3000cc:** 1, O'Riordan; 2, Hayes.

Motovox FF1600 'A' Championship, (11 laps): 1, Martin Boyle (Mondiale M84S), 11m 51.11s; 2, Alan Hick (Van Diemen RF82), 12m 00.13s; 3, Noel Roddy (Crosslé 55F), 12m 02.76s; 4, Dave Griffin (Crosslé 32F), 12m 06.69s; 5, Alan McGarrity (Crosslé 60F), 12m 08.4s; 6, Vivion Daly (Reynard FF85), 12m 11.56s.

Race 1 (2 laps): 1, Boyle, 2m 13.13s; 2, Hick, 2m 13.53s; 3, Roddy, 2m 17.75s; 1, Daly, 2m 18.49s; 5, Cliff Dempsey (Van Diemen RF83), 2m 18.68s; 6, Griffin, 2m 20.40s. **Fastest lap:** Hick, 1m 04.55s, 69.14mph.

Race 2 (9 laps): 1, Boyle, 9m 37.98s, 69.50mph; 2, Roddy, 9m 45.01s; 3, McGarrity, 9m 45.17s; 4, Griffin, 9m 46.29s; 5, Hick, 9m 46.60s; 6, Daly, 9m 53.07s. **Fastest lap:** Daly, 1m 03.24s, 70.58mph. **GT race (10 laps):** 1, George Crozier (Maguire Mini-Ford), 11m 14.59s, 66.17mph; 2, Michael Whelan (Mini), 11m 38.65s. **Fastest lap:** Crozier, 1m 06.19s, 67.43mph.

OULTON PARK**Dean swift**

The 1985 season opened at Oulton Park last Saturday. After the snow forced cancellation of the first meeting the rains came this weekend, but the five race programme went ahead.

The champion of Oulton FF1600 cars were sent out on a very damp circuit with the rain getting heavier all the time. The Reynard 85FF of Richard Dean shot into

the lead ahead of team mate Mike Lindley in one of last year's Reynards. The two Jim Lee Racing cars pulled away from the rest with Dean safe at the front, Lindley only having one real attempt to pass, at Lodge Corner, the '85 car coming home 2secs in front to clock up Dean's first ever win. Chris Latham (Reynard 84FF) slotted into third early on and stayed there all race while Simon Wayne (Van Diemen RF85) took fourth from Alister Lane (Van Diemen RF80) on the last lap.

The second round of the Powerscreen Sports 1600 Championship was run in

Roy Yates' 7.2litre Ford Mustang was a handful in appalling conditions at Oulton Park.



SNETTERTON

Oh Danny boy . . .

With many East Anglians preoccupied with the fortunes of Norwich City at Wembley, the 1985 Snetterton season began rather quietly last Sunday, with a compact six race programme.

First out onto the dry track were the contestants for the third round of the Townsend Thoresen Junior FF1600 championship. Earlier, in their wet practice session, Phil Andrews (Van Diemen) annexed pole from Stuart Kestenbaum (Lola) and Adrian Willmott (Van Diemen). Willmott, winner of the two previous rounds, had seriously damaged his car during testing at the circuit on Friday and was out to make amends.

As it turned out it was Andrews and Willmott's Pine City Racing stablemate Gary Thomas who made the front running. These two were considerably aided when Kestenbaum spun out of third place forcing Willmott and Antonio Armelin (Reynard) to take dramatic avoiding action.

Thomas (Van Diemen) appeared to have the race under control as he pulled clear of Andrews, only to roll to a halt at half distance with a broken gear linkage. Andrews thus raced to victory well ahead of his pursuers.

Behind him the action was fast and furious. Willmott progressed from 11th to fourth, starting his final lap right with the Reynards of Tony Bottoms and Danny Wright who were duelling for the runner-up slot. In the dramatic final half lap Willmott squeezed between his rivals to annex third as they drove into Russell and outpaced Wright in the run to the line to finish second by a metre. A fine drive was, however penalised when the judges ruled that he had finished behind Wright — a view that did not accord with the drivers, the timekeepers or those assembled at the start/finish line.

Andy McLennan continued on his winning way in the Monroe Prodsaloon race. The Colt Starion finished a quarter of a minute ahead of the vainly chasing Capri of Graham Scarborough. Class winners beside McLennan and Scarborough were Eric Cook (Fiat Strada) who made an excellent start but fell back through the class B cars and James Kaye who squeezed his Vauxhall Nova ahead of the Fiat of Michael Willis in the closing stages.

Jeff Gresswell captured pole position in the 1974-78 FF1600 championship in his Merlyn Mk29, and he recovered from a poor start to pass both Rod Townsend and Wil Arif, Jeff proving 1.5s a lap faster than any of his pursuers and winning comfortably.

Townsend (Van Diemen) and Arif (Crosslé) swapped second spot back and forth between them until Wil made the better of a last lap shower to pull slightly clear.

The Sabre Fabrications Pre '80 2000 championship race attracted only eight starters. Tony Halliwell (Lola) was the initial leader only to gyrate twice in quick succession as rain again intervened and made conditions treacherous for the slickshod cars. The race was red-flagged and as wheels were changed on the grid, thunder and lightning heralded a heavy hail storm.

Only six cars took the restart, Peter Ware (Reynard), holding the initiative from Halliwell and Peter Boutwood (Lola). In appalling conditions the race became one of rapidly changing fortunes. The lead bounced back and forth until finally Boutwood emerged to grasp the win. Late in the race, John Davis charged up to second spot with his Sparton.

David Cox dominated the non-championship road saloon race with his Ford Capri. Jeff Robinson following him home at a distance with his Colt Lancer Turbo with Jim Utting third. Andrew McAlpine, new to racing this season, recorded a class win with his VW Golf GTi.

The final race was the best of the day: a three-way fight for the Champion of Snetterton honours saw the Pine City Racing pair of Thomas and Willmott dicing with the wily double champion Simon Davey who was running a three year old Van Diemen.

Thomas led with Willmott his constant shadow but it was the presence of Davey that added the intrigue. Outpaced easily on the long Revett straight the Royston man repeatedly took 30-40m off his two young rivals as they exited the Esses and rounded Coram. Davey was able to split Thomas and Willmott once or twice, but never actually led. In the closing laps Willmott emerged at the front and held on to win — compensation for his TT disappointment. Thomas spun at Russell, leaving Davey in second. In third place came the American deep sea diver Gary Knesevitch who once again demonstrated that if he could mount a regular campaign he would be very successful on the tracks.

ANDY LEEDER

SNETTERTON, Mar 24, BARC

Townsend Thoresen Junior FF1600 Championship race (12 laps): 1, Phil Andrews (Van Diemen-Minister RF85), 14m57.0s, 92.32mph; 2, Danny Wright (Reynard-Scholar 85FF), 15m02.5s, 3, Adrian Willmott (Van Diemen-Scholar RF85), 15m02.5s; 4, Tony Bottoms (Reynard-Gatmo 85FF), 15m03.1s; 5, Gary Ayles (Reynard-Minister 84FF), 15m14.8s; 6, Steve Bottoms (Reynard-Gatmo 85FF), 15m15.7s. **Fastest lap:** Willmott, 1m12.0s, 95.85mph.

Monroe Shock Absorber Production Saloon championship race (12 laps) — Overall: 1, Andy McLennan (2.0 Colt Starion), 16m35.2s, 83.21mph; 2, Graham Scarborough (2.8 Ford Capri), 16m49.5s; 3, John Hammersley (2.8 Ford Capri), 17m16.8s; 4, Mike Gidden (3.0 Opel Monza), 17m23.7s. **Class A 3001cc & over:** 1, McLennan. No other finishers. **Fastest lap:** McLennan, 1m21.1s, 84.99mph. **Class B 2001-3000cc:** 1, Scarborough, 82.03mph, 2, Hammersley, 3, Gidden. **Fastest lap:** Scarborough, 1m22.7s, 83.44mph. **Class C 1301-2000cc:** 1, Eric Cook (Fiat Abarth), 17m28.5s, 78.98mph; 2, John Cotton (VW Golf GTi); 3, Michael Willis (Fiat Ritmo Abarth). **Fastest lap:** Cook, 1m26.1s, 80.15mph. **Class D Up to 1300cc:** 1, James Kaye (Vauxhall Nova), 17m43.3s, 77.88mph. No other finishers. **Fastest lap:** Kaye, 1m26.8s, 79.50mph.

BARC 1974-78 FF1600 series championship race (12 laps): 1, Jeff Gresswell (Merlyn-Auriga 29), 15m27s, 89.33mph; 2, Wil Arif (Crosslé-Howe 25F), 15m39.8s; 3, Rod Townsend (Van Diemen-Thorpe RF78), 15m40.7s; 4, Chris Whibley (Royale-Rowland RP21), 15m49.2s; 5, Mike McGrath (Royale-Scholar RF21), 16m31s; 6, Piers Muir (Crosslé 32F), 16m31.1s. **Fastest lap:** Gresswell, 1m14.5s, 93.25mph (record).

Sabre Fabrications Pre '80 2000 championship race (15 laps): 1, Peter Boutwood (Lola-Neil Brown T580), 23m04.5s, 74.76mph; 2, John Davis (Sparton-Swiftfree SF79), 23m17.5s; 3, Gary Kilpack (Reynard-Ford SF79), 23m31.3s; 4, Tony Halliwell (Lola-Neil Brown T580), 23m54.2s. **Fastest lap:** Halliwell, 1m21.9s, 84.26mph.

Road saloon race (12 laps) — Overall and class A, over 1800cc: 1, David Cox (Ford Capri 3.0S), 19m19.8s, 71.40mph; 2, Jeff Robinson (Colt Lancer Turbo), 19m35.4s; 3, Jim Utting (Rover Vitesse), 19m42.8s; 4, Trevor Griffiths (Vauxhall Droopsnoot), 19m50s. **Fastest lap:** Cox, 1m34.8s, 72.79mph. **Class B, Under 1800cc:** 1, Andrew McAlpine (Golf GTi), 20m58s, 65.83mph; 2, Alex Belokon (VW Jetta GLI 1.1), 21m05s. **Fastest lap:** McAlpine, 1m42.9s, 67.06mph (record).

Champion of Snetterton FF1600 championship race (12 laps): 1, Adrian Willmott (Van Diemen-Scholar RF85), 18m09.2s, 76.03mph; 2, Simon Davey (Van Diemen-Thorpe RF82), 18m10s; 3, Gary Thomas (Van Diemen-Scholar RF85), 18m22.4s; 4, Gary Knesevitch (Van Diemen-Auriga RF81), 18m23.5s; 5, Tony Bottoms (Reynard-Gatmo 85FF), 18m24.6s; 6, James Taylor (Reynard-Scholar 85FF), 18m24.7s. **Fastest lap:** Willmott, 1m28.5s, 77.97mph.

INGLINGTON, Mar 24, SMRC

Formula Ford 1600 race (12 laps): 1, Tom Brown (Crosslé-Scholar 55F), 13m46.3s, 53.85mph; 2, Colin Harper (Van Diemen) RF78), 13m50.2s; 3, Mike Macpherson (Van Diemen, 14m07.0s; 4, Harvey Gillanders (Van Diemen-Scholar RF85), 14m08.1s; 5, Alan Mitter (Van Diemen RF82), 14m32.4s; 6, Kevin McCormick (Sparton-Auriga FF80/81), 14m33.1s. **Fastest lap:** Brown, 67.3s, 55.09mph.

Road Sports Car race (12 laps): 1, John Mackie (1.6 Lotus Elan), 13m52.5s, 53.45mph; 2, Iain Gardner (1.6 Lotus 7), 14m00.9s; 3, Graham McCallum (2.7 Porsche 911), 14m17.0s; 4, Alex Graham (1.0 Ginetta G15). **Up to 1600cc:** 1, Mackie; 2, Gardner; 3, Graham. **Fastest lap:** Mackie, 67.4s, 55.01mph. **Over 1600cc:** 1, McCallum; 2, Brian Hill (1.7 Dutton T/C); 3, Bill Carr (MGB '72). **Fastest lap:** McCallum, 70.0s, 52.97mph.

Sports 2000/Clubmans race (12 laps): 1, Kenny Allen (1.7 Vision 84A), 11m38.8s, 63.67mph; 2, John Fyda (1.7 Mallock 24), 11m44.6s; 3, Andy Smith (1.6 Vision 84B), 12m18.1s; 4, Leslie Duncan (1.7 Vision V85), 12m00.7s. **S 2000:** 1, Angus Young (Tiga BDG); no other finishers. **Clubmans 'A':** 1, Allen; 2, Fyda; Duncan. **Fastest lap:** Fyda, 55.6, 66.69mph. **Clubmans 'B':** 1, Smith; no other finishers.

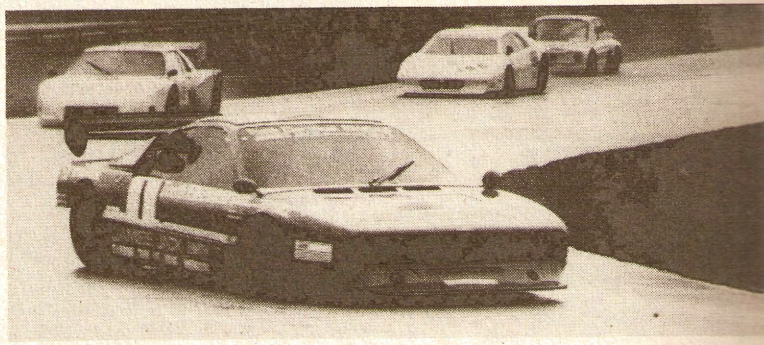
Road Saloons up to 1600cc race (12 laps): 1, Andrew Jeffrey (1.3 Vauxhall Nova), 13m34.3s, 54.64mph; 2, Oily Ross (1.6 Ford Fiesta), 13m35.8s; 3, Jimmy Fleming (1.6 Toyota Celica), 13m36.4s; 4, Craig Conway (1.6 Ford Fiesta), 14m03.6s; 5, Bruce Lyle (1.6 Ford Fiesta), 14m04.3s; 6, Darwen Fontenot (1.3 Ford Escort), 14m05.6s. **Fastest lap:** Fleming, 66.5s, 55.76mph.

Formula Ford 1600 race (12 laps): 1, Cameron Binnie (Van Diemen-Minister RF84), 13m15.2s, 55.96mph; 2, Roy Low (PRS 81F), 13m27.8s; 3, Harvey Gillanders (Van Diemen RF85), 13m57.9s; 4, Colin Harper (Van Diemen RF78), 14m03.2s; 5, Tom Brown (Crosslé-Scholar 55F), 14m06.1s; 6, Mike Macpherson (Van Diemen), 14m17.5s. **Fastest lap:** Binnie, 64.5s, 57.49mph.

Formula Ford 2000 and Libre race (12 laps): 1, John Fyda (1.7 Mallock 24), 11m19.2s, 65.51mph; 2, Andrew Houston (1.6 Chevron B34), 12m08.9s; 3, Alex Dobbie (1.7 Mallock 24B), 12m13.4s; 4, Stephen Robertson (2.0 Reynard 845F), 11m38.1s. **Libre:** 1, Fyda; 2, Houston; 3, Dobbie. **Fastest lap:** Fyda, 55.1s, 67.30mph. **Formula Ford 2000:** 1, Robertson; 2, David Duffield (2.0 Mondiale); 3, Harry Minty (2.0 Van Diemen RF83). **Fastest lap:** Duffield, 61.4s; 60.39mph.

Sportstune GT Race (12 laps): 1, Jim McGaughey (2.0 Lancia Toleman), 11m43.8s, 63.22mph; 2, Ian Forrest (1.0 Imp), 11m54.1s; 3, Bill Paul (2.0 AC 3000ME), 12m09.2s; 4, John Bothamley (1.0 Davrian Mk8), 12m27.2s. **Up to 1000cc:** 1, Forrest; 2, Bothamley; 3, Ricky Gaud (1.0 Davrian Mk7). **Fastest lap:** Forrest, 57.0s, 65.05mph. **Over 1000cc:** 1, McGaughey; 2, Paul; 3, Ron Cumming (3.4 Espirit). **Fastest lap:** McGaughey, 55.7s, 66.57mph.

Luckpenny Restaurant Road Saloon Cars over 1000cc race (12 laps): 1, Hugh Chalmers (2.2 Chevette), 13m10.7s, 56.27mph; 2, Ian Bruce (2.2 Sunbeam Lotus), 13m13.0s; 3, Ray McDowall (2.0 Lotus Sunbeam), 13m16.5s; 4, Steven Jeffries (1.7 Ford Escort), 13m28.0s; 5, Tom Bell (3.0 Ford Capri), 13m40.1s; 6, Howard Fowler (3.0 Ford Capri), 13m45.6s. **Fastest lap:** McDowall, 64.5s, 57.49mph.



Jim McGaughey's Lancia-Toleman won the Sportstune GT race comfortably.

INGLINGTON

Bonnie Binnie

The first Inglinton meeting of the season on Sunday last was a 'clubbie' to give competitors the opportunity to try their cars in racing conditions. Unfortunately the weather did not co-operate during the eight events.

Tom Brown showed championship winning form on a streaming track, easing his Scottish Road Services Crosslé away from the PRS of Peter Jamieson, who was then overwhelmed by Colin Harper in a venerable but fleet Van Diemen and the latest needle-nosed version of Harvey Gillanders. Mike Macpherson got in the groove, hauling his Van Diemen through to fourth place, but despite reeling in Gillanders in the closing stages failed to collect third.

At the start of the Road Sports race John Mackie powered off his Lotus Elan and was followed past pole man Ian Gardner's Lotus Seven by Graham McCallum in his Porsche 911. However Gardner was soon up to second. Some way behind Brian Hill (Dutton T/C) succumbed to the attentions of the Lotus Europa of Peter Jeffrey but both had to give best to the Ginetta of Scottish hillclimb champion, Alex Graham.

Scorning the conditions Kenny Allen stormed his Vision ahead of the nine car Sports 2000/Clubmans grid, the pressure eased for him when John Fyda spun his Mallock 24 to last place allowing Andy Smith in the Vision to take second. Leslie Duncan in the latest Vision briefly took third, but was demoted to fourth as Fyda

stormed back, at a rate of 2secs a lap, taking second by mid distance. In the Sports 2000 section, Laurence Jacobsen retired after a flying start in the Chevron B16, leaving Gus Young, debuting his Tiga the sole representative. He came home a sound fifth well clear of Alex Dobie in the Mallock.

The smaller road saloon event was dominated until half distance by the Fiesta of Oily Ross, but it was obvious that Andrew Jeffrey in the Nova had a similar idea, signalling his intentions as he banged into the driver's door of the Fiesta, while the pair lapped a backmarker, before getting through as Ross and Gardner's Peugeot 205 made contact and spun. Jimmy Fleming closed inexorably in his Celica.

The second FF1600 race brought a runaway victory for Cameron Binnie whose blue Van Diemen outmatched the ex-Le May PRS of Roy Low. Tom Brown was an unhappy third, before being demoted by Harvey Gillanders and Colin Harper.

John Fyda pulled out all the stops to take the FF2000 and Libre race, his spectacular progress leaving Derry Houston's Chevron B34 behind with the Mallock of Alex Dobie on his tail.

A lively group of Special Saloons contested the Sportstune GT event. The Drambuie Imp of Ian Forrest proved ideal for the conditions, fastening on to the tail of the leader after an excellent start, and leading briefly at midrace. Bill Paul (AC 2000ME) had a spin but continued to third place.

The final for Road Saloons saw Hugh Chalmers take over the Ecosse Chevette from rival Jimmy McRae. His lead was strongly challenged by the ex-hot rod driver Ian Bruce in his Sunbeam Lotus.

BILL HENDERSON

COTSWOLD STAGES

A pair of Kings

Husband and wife Steve and Judy King were in excellent spirits last Saturday evening after winning the Cotswold Motor Sport Stages on an airfield near Cirencester to bring to an end six years without a win.

The Redditch couple were fastest on three of the nine stages organised at Latton airfield by Cheltenham MC and for most of the day had a right ding-dong with Dave Kedward but it was the latter who succumbed when he spun and dropped back leaving Alan Corns and Clare Barrow to bring their car into the runner-up spot after being quickest on two stages.

COTSWOLD MOTORSPORT STAGES
Mar 23

1, Steve & Judy King (Ford Escort RS 2000), 40m 12s; 2, Alan Corns/Clare Barrow (Ford Escort RS 2000), 40m 38s; 3, John Pichford/Dave Thomas (Ford Escort RS 2000), 41m 02s; 4, Mike Bernie/Ken Zwolinski (Vauxhall Chevette), 41m 13s; 5, Dave Cox/Adrian Jefferies (Ford Escort 1600), 41m 35s; 6, Tony Watson/Dave Cox (Ford Escort turbo) = M Jardin de Queiroz/Paul Bell (Ford Escort), 41m 37s.

MOTEC RALLY

Shanks' pony

Best of the 32 crews who tackled the third round of the West of Scotland Navigation championship were John Shanks and Stuary Merry from Bonnybridge, who managed to clean the 86 mile challenge. It was their first victory in this year's series which continues to be led by William Boyes/Brian Cooper who collected only one penalty and were runners-up on the Dunfermline MC's event.

MOTEC RALLY
Mar 16/17

1, John Shanks/Stuary Merry (Opel Kadett), 0 pens; 2, William Boyes/Brian Cooper (Ford Escort), 1 pen; 3, Charles Brown/Neil Turner (VW Golf), 3 pens; 4, Max Horne/Monty Pearson (Talbot Sunbeam), 8 pens; 5, Alan Symon/Brian Dodds (Vauxhall Cavalier), 16 pens; 6, Keith Butler/Kenneth Matier (Opel Kadett), 29 pens.

DUNSMORE RALLY

Wells bells!

A fine second half from Paul Ross who charged through the field in his Ford Fiesta was rewarded with second spot on the Rugby MC's Dunsmore Rally. 58 crews were out in fairly good conditions.

Reigning East Midlands champion, Pete Wells, showed why he is champion for he and Mark Atkinson led all the way. At the halfway stage in the 185 mile route Mark Jasper and Nick Chapman were second, 3mins off the pace, but they dropped to fifth by the finish.

DUNSMORE RALLY
Mar 16/17

1, Pete Wells/Mark Atkinson (Ford Escort RS 2000), 20m32s; 2, Paul Ross/Dave Senior (Ford Fiesta 1600), 22m41s; 3, Simon Chippington/Bob Taylor (Vauxhall Chevette), 23m41s; 4, Peter Gilkes/Dave Bottoms (Vauxhall Chevette), 25m55s; 5, Mark Jasper/Nick Chapman (Ford Escort 1600), 26m14s; 6, Terry Smith/Mike Stayte (Ford Escort RS 2000), 26m18s.

TED CLEGHORN STAGES

Top Mann

David Mann took his ex-Per Eklund Toyota Corolla to a comfortable win on the Ted Cleghorn Memorial Stages last Sunday to more than make up for the disappointment of a year ago when his steering broke when leading.

Mann and his co-driver Graham Bell, a presenter for a local TV company and having his annual outing, held the advantage over all the seven stages in Hockering Wood near Dereham where the concrete roads provided fast and furious action. One stage was cancelled after a nasty incident which put the crew in hospital — fortunately not for long.

TED CLEGHORN MEMORIAL STAGES
Mar 24

1, David Mann/Graham Bell (Toyota Corolla), 1675s; 2, Richard Jurak/Chris Wilson (Ford Escort RS 2000), 1719s; 3, Kevin Macted/Richard Warren (Ford Escort RS 1600), 1725s; 4, David Gowing/Mike Billings (Ford Escort), 1775s; 5, Roy Gravestock/Ian Phillipson (Ford Escort), 1776s; 6, Rich Arbor/Tim Wood (Ford Escort RS 2000), 1787s.

WHITE HEATHER STAGES

All Hill

The second round of the County Motors Clubmans Championship produced 70 entries and although last year's champions Kieron Hill and Rob Grant finished ahead of the field after eight stages they did not score any points as they are not doing the series this year.

Wigton MC's event was held on Kirkbride airfield and the 25 miles of competition provided little real drama though Dave McAlister and Paul Steele had a nasty shock when the bonnet flew up and back to smash the Nissan 240RS' screen on the fifth stage when they were in with a chance of finishing in the top four.

WHITE HEATHER STAGES
Mar 24

1, Kieron Hill/Rob Grant (Vauxhall Chevette), 21m 19s; 2, Ian & Janice Holt (Ford Escort RS), 21m 30s; 3, Ian Joel/Paul Alderson (TR 7 V8), 22m 27s; 4, Bob Blair/Gavin Murray (Ford Escort RS 2000), 22m 40s; 5, Bob Green/Brian Potter (Ford Escort RS 2000), 22m 44s; 6, Thomas Morgan/Hilton Robinson (Ford Escort), 22m 54s.

NIGHTMARE RALLY

Fred's fun

Fred Camp and Stuart Wood collected their second win in four rounds of the South West Road Rally Championship when they won the Nightmare Rally organised for 47 crews by South Hams MC.

Seven selectives made up the route in south Devon and the Barnstaple garage owner survived a deal of pressure from Mike Reed and Paul Waterton who finished right behind them and would have benefited from the slightest mistake. Former champion Bruce Millman and Peter Evans made an all too brief appearance in a Subaru which they squashed only 10 miles from the start — and not far from Millman's home.

NIGHTMARE RALLY
Mar 23/24

1, Fred Camp/Stuart Wood (Ford Escort 2 litre), 24m 12s; 2, Mike Reed/Paul Waterton (Ford Escort RS 2000), 25m 18s; 3, John Nott/Roger Gillard (Ford Escort RS 2000), 29m 13s; 4, Nigel Bishop/Mark Watson (Ford Escort RS 2000), 32m 43s; 5, David Pitcher/Tony Greenwood (Vauxhall Astra GTE), 36m 03s; 6, Tony & Steve Blackmore (Talbot Avenger), 37m 19s.

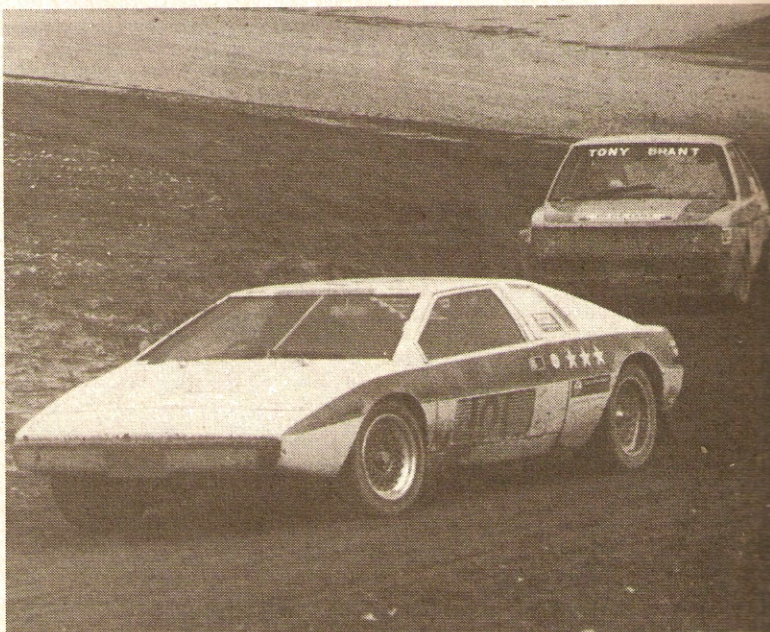


OFF-TRACK SPORT

LYDDEN RALLYCROSS

Dimi's title

John Welch celebrated his birthday on Sunday with an impressive win in the final round of the Lydden Winter Championship. His superb, four-wheel-drive



Above: The Lotus Esprit of Brian Betteridge featured an unusual 2156cc Escort engine. Below: John Welch on the way into the Devil's Elbow with the winning Cartrac Escort.



cloud of steam from a blown head gasket, and Bob Brookes, whose Fiesta retired to the paddock after a superb battle with Barry Willmott's ex-Trevor Reeves 16-valve Fiesta.

After several years' absence Peter Harrold made a welcome return to the sport with a 2.2 litre turbocharged VW Beetle which proved very quick on the straights, but somewhat twitchy in the corners.

After the two qualifying runs Barry Crump's Fiesta comfortably led the pushrod Formula D class from Ray Houghton's Ripspeed Mini. Brookes was very impressive in his Balgore Motors model and led the 'full-house' Fiestas with a time of 2m 57.0secs. The Formula C leader, Mark Lloyd, was only a tenth quicker than Brookes, although he was comfortably fastest in his class. Welch, of course, was quickest overall, but the 5% penalty for four-wheel-drive put him just outside the three minute barrier. Mavropoulos managed 3m04.6s first time out, but a retirement from his second outing led to even more speculation about whether he would make the final.

The 'C' Final was probably the closest of them all, with Ross Browning and then Warwick Barnes hounding Willy VEVERS' 2.2 Beetle all the way. On the last lap the local driver almost lost his Volkswagen at Paddock Bend and his rivals squeezed past for force him back to third spot. Ray Houghton held on to finish fourth, having been passed up Hairy Hill by Barnes on the third lap.

The 'Doubting Thomases' were silenced when Mavropoulos appeared for the 'B' Final and promptly romped home to win, although Crump's humble pushrod car had closed to within six-tenths at the finish. Browning made the most of his earlier victory to finish third, and Tony Brant's Sunbeam was fourth.

Welch's new Escort simply stormed away at the start of the 'A' Final, while Dimi tried to drive all the way around the outside of Lloyd and Terry Panrucker at Chesson's Drift. By the time they reached the Elbow, Welch was already well clear of Panrucker, with the Audi now just ahead of Lloyd's Escort.

Second time around Lloyd was back in front of Mavropoulos, but Dimi kept up the pressure and the nose of his Audi was firmly nuzzling the tail of the Escort as



Davy Francis was spectacular on the Dundrod Sprint in his 2.0 Ford Escort.

DUNDROD SPRINT

Davy's day

Davy Francis made it two wins in a row in the Northern Ireland Loose Sprint Championship at Budore Quarry, Dundrod, by snatching victory in the very last few minutes of the event. Just 0.7 secs behind Francis' Escort was Brian Kirk in his Davrian, last year's winner at this venue, ahead of Jackie Harris who broke a driveshaft on the second run and had to

they bounced around Paddock Bend. Then Panrucker's car began chuffing out steam and on the next lap Lloyd squeezed past him at the Hairpin, but Welch was still 6secs ahead at the finish. Lloyd needed to beat Mavropoulos by more than three places to clinch the title, and on the last lap Brookes' Fiesta was gamely challenging the Audi, but the German car just held the advantage. So Mavropoulos was the winner of the championship, just two points clear at Lloyd.

KERRY DUNLOP

depend on his first run time, while Brian Grant was an amazing fourth in his Mazda-powered Escort. Completing the top six were rallycross regulars, Ronnie White and John Strain.

DUNDROD SPRINT

1, Davy Francis (2.0 Ford Escort), 1m. 51.4s; 2, Brian Kirk (Davrian Mk III), 1m.52.1s; 3, Jackie Harris (Metro), 1m.53.3s; 4, Brian Grant (Ford Escort-Mazda), 1m. 53.4s; 5, Ronnie White (2.0 Ford Fiesta), 1m.53.9s; 6, John Strain (1.5BL Mini), 1m. 54.1s.

Class winners: Brian Marshall (BL Mini); Harris; Grant; Francis; Mervyn Hill (1.6 Sunbeam); Kirk.

HARRISON TRIAL

Fack's factor

The fifteenth round of the BTRDA/Fiveways Tyres Championship attracted an entry of 43. The first round saw 10 drivers go clean, but after the second round it was Julian Fack in the lead. The afternoon proved more costly but Julian retained his lead to beat John Sheldrick and Alan Rawson while Charles Pollard finished fourth ahead of Geoff Rawson and Ivor Portlock.

DON WILLIAMSON

HARRISON TRIAL

Mar 24

1, Julian Fack, Ann Heath (X-factor) 22; 2, John Sheldrick, David Howitt (Facsimile) 31; 3, Alan Rawson, Gary Pogson (Facsimile) 34; 4, Charles Pollard, Brian Stapleton (Kincraft) 36; 5, Geoff Rawson, Jayne Stapleton (Facsimile) 36; 6, Ivor Portlock, Jill Portlock (Kincraft) 37.

MARCH HARE TRIAL

John and Jerry Show

The March Hare Trial held at Langrish near Petersfield provided a win for Jerry Walters who beat Tony Bristow after a closely fought trial which only attracted 11 entries. Third place was taken by Rod George followed by Alan Fullalove who improved from last to fourth with a splendid final round.

DON WILLIAMSON

MARCH HARE TRIAL

Mar 24

1, Jerry Walters, John Dewesbury (Mandasport) 22; 2, Tony Bristow, Barry Austin (IBEX) 24; 3, Rod George, Richard Brant (Special) 30; 4, Alan Fullalove, Debbie Fullalove (Avonover) 40; 5, Paul Liddiard, Delia Roberts (PAL) 58; 6, Keith Minster, Jane Minster (Mintersport) 62.

KNUTSFORD TRIAL

Nick two!

Nick Pollitt made it two in a row at Knutsford's trial; having won the event last year and the opening rounds of both championships in 1985. But this time he used a Vauxhall Nova in the new Class A, its debut win looking promising for the rest of the year.

Nearest challenger over the 40 snowy sections was Bill Moffatt (Imp), who beat Richard Jones (Imp) and the exciting Matra Baghera of Kevin Moore on his way to a Class E win. Neil Mackay took his first ever class win in a Nova just in front of British Junior Team rally driver Stuart Nicholls, who shared Pollitt's Nova.

NICK POLLITT

KNUTSFORD TRIAL

Mar 24

RAC & BTRDA PCT Championships, round 2

Overall: Nick Pollitt (1.2 Vauxhall Nova), 59 pens.

Class winners: Neil Mackay (1.2 Vauxhall Nova), 107; George Harrison (1.3 BL Mini 1275 GT), 129; Gary Preston (2.0 Saab 900GLI), 160; Mike Stephens (1.2 Skoda Combi), 123; Bill Moffatt (875cc Hillman Imp), 90; Mike Hinde (1.0 Clan Crusader), 126.

AUTOTEST

Noel's day

Noel Cochrane took his Ford-powered Midget to a good win in the MG CC Autotest which was held over nine tests at the City of Belfast Playing Fields, Mallusk. Second was last year's winner Roger Cree (Mini Special) with coming man Paul Blair (Mini) third.

IAN LYNAS

MALLUSK

Mar 23

1, Noel Cochrane (MG Midget), 214s; 2, Roger Cree (Mini Special), 230.8s; 3, Paul Blair (Mini), 246.4s; 4, Michael Cox (MG Midget) 267.7s; 5, John Elliott (Honda Civic Special), 290.4s; 6, Mike Armstrong (MG Midget), 299.5s.

Class winners: Cree; Blair; Cochrane. **Ladies Prize:** Heather Ellison (MGB), 328.4s.

BALLYMENA SPRINT

Bally snow

On a very twisty, all-new course in Ballymena showgrounds, the rally and rallycross men dominated North Ulster CC's event. In order to run at all, the organisers had to 'hijack' 2½ tons of road grit to clear the snow. Rallymen are used to that kind of surface, single seater drivers are not.

Ken Colbert and his Sunbeam Lotus made it two sprint victories in a row beating the Mini of Tommy Kittle by more than 1sec. Third place was a tie, with Dominic McNeill and his fearsome Escort V8 and William McGaffin in a Lotus 7 t/c sharing the honours.

RICHARD YOUNG

BALLYMENA SPRINT

Mar 16

1, Kenny Colbert (2.2 Talbot Sunbeam Lotus), 1m 25.0s; 2, Tommy Kittle (1.3 BL Mini), 1m 26.3s; 3, Dominic McNeill (3.5 Ford Escort V8), 1m 26.6s; and William McGaffin (1.6 Lotus 7 t/c), 1m 26.6s; 5, Bertie Law (2.3 Vauxhall Chevette HSR), 1m 27.2s; 6, Roy Hylands (1.3 BL Mini), 1m 27.4s.

Class winners: McCandless (1.0 Clan); Kittle (1.3 BL Mini); Hanna (1.6 Ford Escort); Colbert (2.2 Talbot Sunbeam Lotus); Alan Jardine (1.6 Talbot Sunbeam); Brendan McGrath (2.0 Ford Escort RS2000); Neil White (1.6 Crosslé 32F); Bertie Spring (2.0 Crosslé 51F); Ronnie Maybin (2.0 Delta 781).

LYDDEN HILL

Mar 24

'A' Final: 1, John Welch (1.8t Ford X-trac Escort), 4m 34.5s; 2, Mark Lloyd (2.1 Ford Escort), 4m 40.5s; 3, Terry Panrucker (2.2 Ford Escort), 4m 42.7s; 4, Dimi Mavropoulos (2.2t Audi Quattro), 4m 43.7s; 5, Bob Brookes (1.6 Ford Fiesta), 4m 44.3s; 6, Ivan Moakes (2.1 Ford Escort), 4m 48.5s.

'B' Final: 1, Dimi Mavropoulos (2.2t Audi Quattro), 4m 45.7s; 2, Barry Crump (1.6 Ford Fiesta); 3, Ross Browning (2.1 Ford Escort); 4, Tony Brant (1.6 Chrysler Sunbeam); 5, Paul Bullivant (1.6 Ford Fiesta); 6, Colin Page (1.6 Ford Escort).

'C' Final: 1, Ross Browning (2.1 Ford Escort), 4m 53.8s; 2, Warwick Barnes (3.5 Triumph TR8); 3, Willy VEVERS (2.2 Volkswagen Beetle); 4, Ray Houghton (1.5 BL Mini); 6, Terry Sowden (1.5 BL Metro).

Final championship positions: 1, Mavropoulos, 241pts; 2, Lloyd, 239; 2, Panrucker, 224; 4, Brookes, 222; 5, Crump, 212; 6, Houghton, 190.

Dimi Mavropoulos won the Lydden Winter Rallycross championship in his Audi Quattro A2.





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