

AUTOSPORT

GRAND PRIX GUIDE 85



CANADA



Elio is leader

The postponement (or more likely cancellation) of the Belgian GP two weeks ago means that the World Championship positions remain as they were after Monaco as the field reassembles on the North American continent this week. Thus, Elio de Angelis still heads the standings after four races, his JPS Lotus-Renault and the similar car of young teammate Ayrton Senna very much the cars to beat at present.

In race conditions, however, there seems little to touch the Marlboro McLaren-TAG of Alain Prost. The gritty Frenchman has crossed the line first in three of the four races held so far (including his unfortunate disqualification at Imola) and Alain seems well on course for achieving his primary ambition: to become his country's first ever World Champion driver.

The other main title aspirant is Ferrari team leader Michele Alboreto, who has three second places to his name so far this year. Patrick Tambay has meanwhile shown increasingly promising form with the latest Renault RE60.

Lotus-Renault driver Elio de Angelis is the current World Championship points leader.



The Circuit Gilles Villeneuve is built on the site of Expo '67 in Montreal, its 2.74 miles laid out entirely within the Ile Notre-Dame on the St Lawrence river.

Last year's race brought the first points of '84 for Nelson Piquet's Brabham — on his seventh outing! Alain Prost's McLaren was second early on, but was caught and passed by the sister car of Niki Lauda, who had mounted a determined charge though the field.

BROADCASTING TIMES

TELEVISION

Sunday 21.30-22.05 BBC2 Grand Prix

RADIO

Friday 18.45 BBC Radio 2 MW Sports Desk
Qualifying News
Saturday from 13.30 Sport on 2
Sunday 22.02 BBC Radio 2 MW late evening Sports Desk — Race Report

CEEFAX

Friday to Sunday Page Nos: BBC1 139
BBC2 239

Preview with John Watson, plus regular updates on qualifying times, lap by lap coverage and full race results.

NB: Check your newspaper or Radio Times for up-to-date details.



Rosberg and the impressive Senna battle for position during last year's Canadian GP.

CIRCUIT GILLES VILLENEUVE

The Canadian Grand Prix came to Montreal six years ago, after eight races at Mosport Park and a couple at St Jovite. Both the previous venues were regarded as true drivers' circuits, if somewhat primitive by European safety standards.

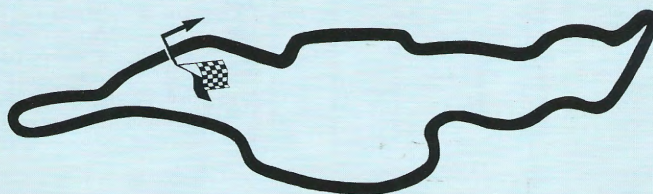
By a happy coincidence, the race moved to French Canada in the very year that this part of the country discovered a hero in Formula 1. Gilles Villeneuve was into his first season with Ferrari, and a huge crowd was assured.

The circuit was actually constructed on an island, the Ile Notre Dame, and the easiest way to reach it, from the centre of the city, is by subway train!! Ile Notre Dame was the site of Canada's World Fair, Expo '67, and the backdrop to the circuit is a large number of exotic pavilions, now crumbling with age.

After the short pit straight, narrow by most standards, there is a dauntingly fast — top gear — series of right-left-right swerves, where the entry is blind.

There follows a short straight with a very fast right-left at the end, into which the very brave can attempt a passing manoeuvre, and after that is a very slow right-hander, which begins the return leg. The remainder of the lap is merely another series of short straights and chicanes of varying speeds before we reach the hairpin, which is the main overtaking spot in the 2.74 miles.

In the past years — when no fuel capacity limit was in force — many cars ground to a silent halt in the closing laps, their teams having underestimated the fuel requirement. At around an hour and 50 minutes, this 70-lap event is one of the longest — in terms of time — on the modern Grand Prix calendar.



Lap distance: 2.74 miles (4.42 kms)

Lap record: Didier Pironi (Ferrari 126C2) 1m28.373s, 111.681mph (1982)

Race distance: 70 laps, 191.80 miles (308.67kms)

Start time: 13.00 (local time, 18.00BST)

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ENTRY LIST & FORM GUIDE

No	Driver (Nat)	Car-Engine	Last 5 results				
1	Niki Lauda (A)	McLaren-TAGMP4/2B	2	R	R	4	R
2	Alain Prost (F)	McLaren-TAGMP4/2B	1	1	R	DQ	1
3	Martin Brundle (GB)	Tyrrell-Ford012	NE	8	R	9	10
4	Stefan Bellof (D)	Tyrrell-Ford012	NE	NE	6	R	NQ
5	Nigel Mansell (GB)	Williams-HondaFW10	R	R	5	5	7
6	Keke Rosberg (SF)	Williams-HondaFW10	R	R	R	R	8
7	Nelson Piquet (BR)	Brabham-BMWBT54	6	R	R	8*	R
8	Emanuele Pirro (I)	Brabham-BMWBT54	NE	NE	NE	NE	NE
9	Manfred Winkelhock (D)	RAM-Hart03	10	13	NC	R	NQ
10	Philippe Alliot (F)	RAM-Hart03	R	9	R	R	NQ
11	Elio de Angelis (I)	Lotus-Renault97T	5	3	4	1	3
12	Ayrton Senna (BR)	Lotus-Renault97T	3	R	1	7*	R
15	Patrick Tambay (F)	Renault RE60	7	5	3	3	R
16	Derek Warwick (GB)	Renault RE60	R	10	7	10	5
17	Gerhard Berger (A)	Arrows-BMW A8	13	R	R	R	R
18	Thierry Boutsen (B)	Arrows-BMW A8	R	11	R	2	9
19	Teo Fabi (I)	Toleman-Hart TG185	NE	NE	NE	NE	R
22	Riccardo Patrese (I)	Alfa Romeo 185T	8	R	R	R	R
23	Eddie Cheever (USA)	Alfa Romeo 185T	17	R	R	R	R
24	Piercarlo Ghinzani (I)	Osella-Alfa Romeo FA1 G	R	12	9	NC	NQ
25	Andrea de Cesaris (I)	Ligier-Renault JS25	12	R	R	R	4
26	Jacques Laffite (F)	Ligier-Renault JS25	14	6	R	R	6
27	Michele Alboreto (I)	Ferrari 156/85	4	2	2	R	2
28	Stefan Johansson (S)	Ferrari 156/85	11	7	8	6*	R
29	Pierluigi Martini (I)	Minardi-Moderna M185	NE	R	R	R	NQ
30	Jonathan Palmer (GB)	Zakspeed 841	R	NE	R	NS	1

This table indicates race results from the last five events.

R = Retired. DQ = Disqualified. NQ = Did not qualify. NS = Did not start. NE = Not entered. * = Not running at the finish. NC = Running at finish but unclassified.

WORLD CHAMPIONSHIP POINTS

After Monaco GP, round 4:

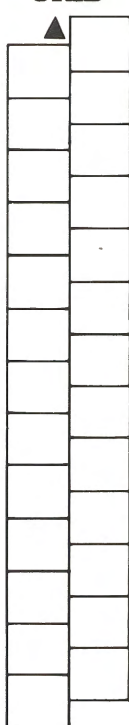
Drivers

1	Elio de Angelis (I)	20
2	Alain Prost (F)	18
	Michele Alboreto (I)	18
4	Patrick Tambay (F)	10
5	Ayrton Senna (BR)	9
6	Thierry Boutsen (B)	6
7	Nigel Mansell (GB)	4
8	Rene Arnoux (F)	3
	Niki Lauda (A)	3
	Andrea de Cesaris (I)	3
11	Derek Warwick (GB)	2
	Jacques Laffite (F)	2
13	Stefan Bellof (D)	1
	Stefan Johansson (S)	1

Constructors' Cup

1 Lotus-Renault.....	29
2 Ferrari.....	22
3 McLaren-TAG.....	21
4 Renault.....	12
5 Arrows-BMW.....	6
6 Ligier-Renault.....	5
7 Williams-Honda.....	4
8 Tyrrell-Ford.....	1

GRID



RESULTS

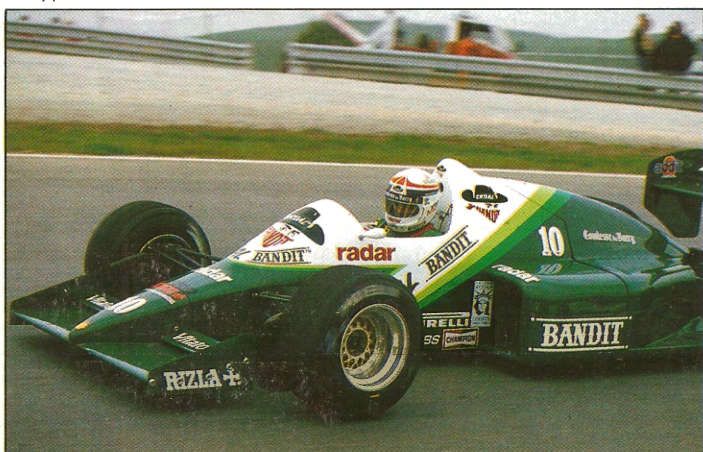
Pos	Driver	Pts
1		9
2		6
3		4
4		3
5		2
6		1

POINTS SYSTEM

FIA Formula 1 World Championship points are awarded to the first six finishers in each race on the 9-6-4-3-2-1 basis.

The same points apply in both the Drivers and Constructors championships although, in the latter, the scores of the two cars in each team may be added together to form the total.

Philippe Alliot and the enthusiastic RAM-Hart team have been out of luck so far.



CANADIAN GP WINNERS

Year	Circuit	Driver	Nat	Car	Speed mph
1974	Mosport.....	Emerson Fittipaldi	BR	McLaren-Ford M23	117.52
1976	Mosport.....	James Hunt	GB	McLaren-Ford M23	117.84
1977	Mosport.....	Jody Scheckter	ZA	Wolf-Ford WR1	118.03
1978	Montreal.....	Gilles Villeneuve	CDN	Ferrari 312T3	99.67
1979	Montreal.....	Alan Jones	AUS	Williams-Ford FW07	105.35
1980	Montreal.....	Alan Jones	AUS	Williams-Ford FW07B	110.00
1981	Montreal.....	Jacques Laffite	F	Ligier-Matra JS17	85.31
1982	Montreal.....	Nelson Piquet	BR	Brabham-BMW BT50	107.93
1983	Montreal.....	René Arnoux	F	Ferrari 126C2B	106.04
1984	Montreal.....	Nelson Piquet	BR	Brabham-BMW BT53	108.17

RACE HISTORY

A day of torrential rain at Mosport Park brought Canada into the Grand Prix World Championship back in 1967. The track was one which the drivers relished, but feared, and the same was true of St Jovite. Here, in 1968, there was a memorable race, dominated by Amon's Ferrari but won by Hulme's McLaren.

The following year a Stewart-Ickx battle for the lead ended controversially when the Matra and Brabham touched, the Scot retiring, the Belgian winning — as he did, dominantly, a year later for Ferrari.

JYS took the next two for Tyrrell, but in 1973, heavy rain caused chaos at half-distance, bringing the pace car out, an experiment thereafter dropped in F1. There were doubts about the winner, eventually declared to be Revson.

The American's victory was the first of a Canadian hat trick for the McLaren M23, each time in the hands of a different driver, the others being Fittipaldi and Hunt.

The race at Mosport went to Schecter's Wolf, after the dominant Lotus 78 of Mario Andretti had succumbed to mechanical problems three laps from home. Afterwards the race found a permanent home in Montreal, where the inaugural race in 1978 was fittingly won by local hero Gilles Villeneuve. The '79 race, a classic, also featured the French-Canadian and his Ferrari, who eventually had to give best to Jones's Williams.

The Australian won again in 1980 to clinch his World Championship, and in heavy rain Laffite dominated in '81.

The 1982 race, overshadowed by Villeneuve's recent death, had more tragedy, Riccardo Paletti being killed in a startline accident. Piquet went on to score his only win of the year. The 1983 race was at a time of the season when René Arnoux could not put a wheel wrong, the little Frenchman winning strongly from the pole.

Last year saw Nelson Piquet score his first win of two, a temporary respite from the Prost/Lauda domination.



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AUTOSPORT GRAND PRIX TV GUIDE: CANADA. Published with AUTOSPORT dated June 13, 1985. Produced by Jeremy Shaw, Quentin Spurring & Tony Dodgins. © AUTOSPORT 1985.

Autosport Grand Prix TV Guide 1985