

# Autosport

Haymarket publication April 11, 1985 80p



## Lauda's title defence

**Full Brazilian GP report ■ Safari Rally**

**Thruxton F3000 ■ Frank Williams interview**

**Mugello WEC preview ■ All Easter sport**

**Autosport**  
GRAND PRIX GUIDE 85

# WILLIAMS F1 PROFILE

WEEK  
4



FRONT COVER

Pictured on our front cover this week is Niki Lauda in the McLaren-TAG Turbo as he begins his FIA Formula 1 World Championship title defence. The opening round did not go as the Austrian might have wished, the World Champion retiring while in third place, leaving victory to team mate Alain Prost. Report: page 10. Photo: IPA. Lauda to quit McLaren?: *Pit & Paddock*, page 4.

NEXT WEEK

Full report on the first round of the World Endurance Championship at Mugello — *Backstage* from the Safari Rally — Marlboro British Formula 3 from Donington — Indycar World Series opener from Long Beach.



\*These items correct at time of going to press.

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# Autosport

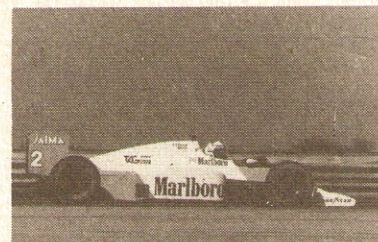
**PIT & PADDOCK 4**

All the international racing news — Lauda's plans for 1986 — Elf to sponsor Tyrrell? — New York Grand Prix latest — Full preview to CART series.

**COMMENT 8**

Our views on the major news item of the week in *Comment* — Your views on motor sport topics in *Correspondence* — A glance back in time with *Then as Now?* and motor sport from 10 and 25 years ago — Plus *Catchpole's* humorous view of the world.

**BRAZILIAN GP 10**

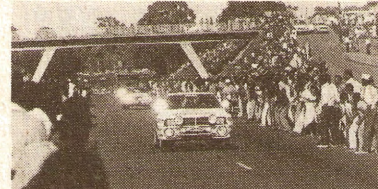


A rather dull start to the Grand Prix season after all the testing and anticipation over the winter months. And the results had a familiar ring to them — Alain Prost (McLaren) first. But the opening few laps were full of excitement as Keke Rosberg stormed away from the field while Michele Alboreto gave vain chase. Jeff Hutchinson was our man in Rio.

**CIRCUIT OF IRELAND 18**

Rupert Saunders sends us his interim report of this year's Circuit of Ireland Rally. Jimmy McRae and Russell Brookes have been locked in a head to head battle from the outset, the pair of Opels fighting for seconds over the wet and slippery tarmac.

**SAFARI RALLY 20**

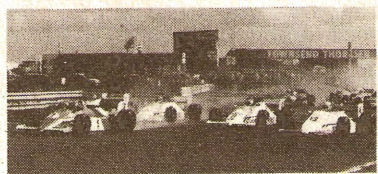


With the finish in sight, it seemed that Erwin Weber would win the Safari Rally on his first attempt, but a cruel twist of luck dropped him to fifth and allowed another Safari debutant, Juha Kankkunen, to bring Toyota's second win in succession. Peter Foubister was our man among the natives.

**SPECIAL STAGE 24**

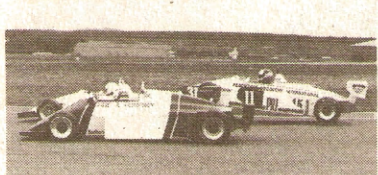
All the international and national rallying news — Lancia plans 1986 Safari attack — Rohrl in sole Quattro for Corsica — Kankkunen heads for Belgium — Gough opts for Nissan on Granite City — Quattro benefit in South Africa? — Plains Rally preview.

**THRUXTON F3000 26**



The second round of the new Formula 3000 series proved exciting as Emanuele Pirro strove to keep his lead while lapping backmarkers from the fast catching Mike Thackwell in the closing stages. However, the Onyx March driver clung onto his lead, as Ian Phillips reports.

**THRUXTON F3 29**



Ralt Cars looked all set to take its first victory of the season in the British F3 series, until Mauricio Gugelmin threw it all away on the last lap at Church to allow Russell Spence and Reynard yet another victory. Marcus Pye describes the action.

**SPORTS EXTRA 33**

All the national racing news — Coyne escapes from fiery testing accident — Another Escort Turbo for Willhire 24 Hours — BF Goodrich lends support to Porsche — Davis's MG V8 problems.

**PREVIEW: WEC 35**

Quentin Spurring looks at the runners for the opening round of the World Endurance Championship at Mugello, where the pressure will be on Lancia, racing on home ground.

**ROAD TEST 37**

Mike McCarthy took to the roads with Citroën's top of the range BX model recently — the 19GT — and found it a speedy, efficient and stylish motor car.

**FRANK WILLIAMS 42**



Mike Doodson caught up with Williams F1 team owner Frank Williams recently to have a candid chat about last year's problems and the team's hopes for 1985.

**TECHNICAL INSIGHT 46**

Alan Cathcart takes a look at the way new technology is affecting the motorcycle racing world and its overlap into motor racing.

**OULTON: GROUP A 51**

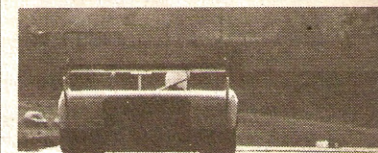
Andy Rouse found himself a surprised winner of the second round of the Trimoco British Saloon Car Championship. Joe Saward witnessed the Ford Sierra Turbo's debut win.

**THRUXTON: GROUP A 52**



Dave Brodie took a lights to flag victory, while Joe Saward's eyes were transfixed on the superb battle for second between Neil McGrath and Barry Sheene in the second race for Trimoco cars last weekend.

**OULTON: THUNDERSPORTS 54**



The traditional Oulton Park Gold Cup was run for MCD's Thundersports series again this year, Jeremy Shaw watching the action as the Crang/Lee-Davey Tiga took a four lap margin to victory.

**BRANDS: THUNDERSPORTS 55**

It was the turn of Needell/Piper to take the victors' laurels in the Kent circuit's Monday bash of the Thundersports enterprise. Paul Harmer reports on a controversial race.

**SPORTSCARD 56**



Elgh/Lees win opening All-Japan Endurance race — Close Bristol NASCAR race — Nissen's German F3 — National racing from Kirkistown, Oulton Park, Snetterton, Thruxton, Brands and Silverstone — Hill wins Sarn Rally — Gibson opens RACMSA Rallycross season.

**AUTOSPORT GRAND PRIX TEAM GUIDE**

The fourth in our full colour team guides to all the Grand Prix participants, this one focusing on the Williams team.



# Tyrrell: Elf money and a French driver?

French sources are convinced that Elf Team Tyrrell is set for rebirth. At present Ken's cars are running virtually without sponsorship, but the rumours are strong that he is on the verge of concluding a new deal with Elf, which company backed his team for many years, beginning as long ago as 1968.

From France we hear that François Guiter of Elf recently made a statement that "a French driver will be racing a Tyrrell in the near future". It will be recalled that during the period of his team's sponsorship by Elf, Ken Tyrrell engaged many up-and-coming French

drivers, although he consistently denied that any pressure to do so had ever been exerted by his sponsor.

Tyrrell's Elf deal — latterly only a fuel contract — was withdrawn in mid-1983 after Ken had protested the legality of water injection systems used, among others, by the Elf-supported Renault works team. But we understand that Guiter acted as Tyrrell's intermediary in the negotiations with Renault's Gérard Toth, which resulted in the Régie's agreement to supply Ken with turbo engines later this year.

Some sources in France suggest, indeed, that Renault may be seriously contemplating the withdrawal of its own team, possibly within weeks, to concentrate on making and supplying engines to its three 'customer' teams. At Rio, however, members of the Renault team emphatically denied this was the case.

In the meantime Ken Tyrrell has denied that he is already receiving finance from Elf, and he told us in Brazil that there is no agreement of any kind with the oil company. But nobody keeps a secret better than Ken . . .

# Ken bans Bellof at Rio

With only 40 minutes to go before the start of last Friday's first practice session at Rio, Stefan Bellof presented Ken Tyrrell with a list of 12 demands. Tyrrell felt that his only choice in the face of this ultimatum was to refuse, and he told the 27-year-old German driver to consider himself under a one-race suspension.

Bellof, who immediately returned to Europe, was not available for comment. Tyrrell declined to reveal the contents of the letter, but he confirmed two of its demands. These concern the duration of the Tyrrell contract, which does not expire until the end of 1986; and Bellof's right to carry the identity of personal sponsors. It is understood that Bellof's manager, former Formula 2 team owner Willi Maurer wants a new contract for 1985 alone, plus the right for his driver to carry the identity of a tobacco sponsor, believed to be Marlboro.



Bellof — one race suspension.

Relations between Tyrrell and Maurer have been strained ever since the British team was found guilty by FISA of running Martin Brundle's car below the weight limit in the 1984 Detroit GP. Maurer later announced that he intended to sue the Tyrrell Racing Organisation for the recovery of money which he had solicited from advertisers for space on the cars.

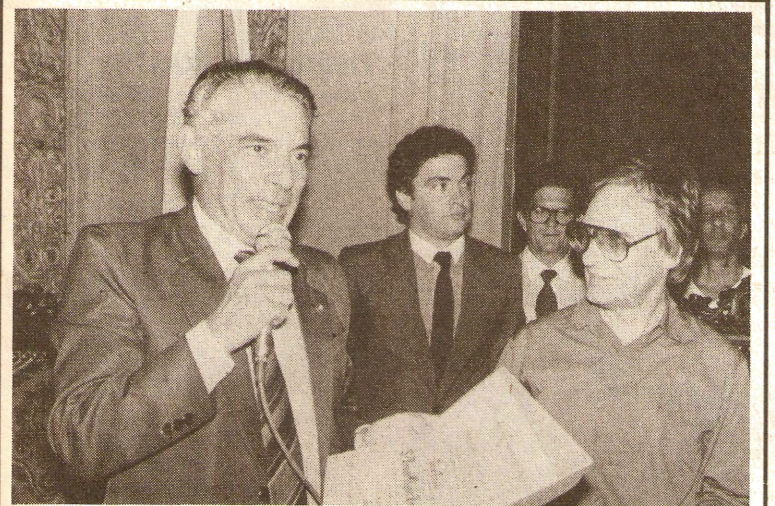
Then, in December, Bellof claimed that his contract was nullified by Tyrrell's FISA-enforced absence from the last three races of the season. "I heard of Maurer's threat," said Tyrrell in Rio, "but he never took action. As far as Bellof is concerned, our contract is watertight — and I want him to continue as my driver. I very much hope that the matter will be sorted out in time for him to rejoin the team at Estoril in two weeks."

# Lauda: where to next?

Niki Lauda, in a Rio newspaper interview last week, said that 1985 would probably be his last season with McLaren. "I need a change from time to time," said the World Champion, "and I like the challenge of starting again with a

new team." He added that four years with McLaren would be quite enough for him.

It should be remembered that Niki was all set to sign for Renault last autumn, but the deal fell through at the last moment.



# Ecclestone the Provider

In recognition of his services to tourism, the state of Rio de Janeiro last week conferred the title of "Honorary Citizen & Provider" on none other than Senhor Bernard Charles Ecclestone. Looking slightly embarrassed, the FOCA President went through a ceremony of investiture at Rio's State Legislature a couple of days before the Brazilian Grand Prix. A few hours beforehand, it was announced that agreements had been reached between FOCA and the city for the national GP to be staged in Rio for the next three years.

# New York F1: FISA says it's still on . . .

FISA's Yvon Leon said in Rio at the weekend that, to the best of his knowledge, the New York Grand Prix was still on — even though no preparation work has yet been done at the proposed site, Flushing Meadow. Leon added that even if the race failed to come off this year (for the third consecutive time), it would still get a date on the 1986 calendar, should ACCUS apply for one. "We badly need a second race in the USA," he commented.

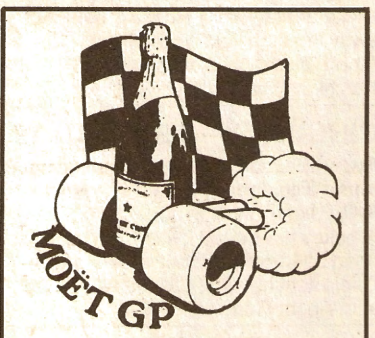
Meanwhile, our American Editor reports that the race's public hearing, at City Hall last week, went extremely well, with comparatively little opposition to the idea. Not for another week, however, will all the information gathered there be put into report form. The Environmental Studies Group, which necessarily took two full years to consider the implications of a Grand Prix in New York, gave the project its approval 10 days ago, and now Mr Henry Stern, the Parks Commissioner in NYC, says that, "If the race is found to be environmentally sound, it's highly unlikely that I would reject it."

It seems, therefore, that Le Grand Prix de la Grande Pomme is set to leave the realms of fantasy. Fingers crossed.

# Roe to CART

Reigning CanAm champion Michael Roe will make his CART debut at this weekend's PPG Indycar World Series opener at Long Beach. The talented Irishman has concluded a deal to run Ron Hemelgarn's new Lola T900 chassis, with sponsorship from Spa Aerobics. The outing is expected to be a one-off for Roe, and will not affect his WEC Porsche programme with John Fitzpatrick's team. Michael, who tested a Theodore CART chassis last season, was due to take his Rookie Test at Willow Springs on Tuesday, prior to his debut with the Lee Kunzman-run team, formerly Primus Racing.

Hemelgarn Racing tried Argentine Quique Mansilla in the Lola a couple of weeks ago. Apparently the F3/F2/CanAm refugee did not impress them sufficiently for his services to be retained.



# BRAZILIAN GP

Ayrton Senna and Michele Alboreto were the firm favourites for the first round of the 1985 season. However, Prost started the year in the same way that he started 1984 and won the Brazilian GP with an average race speed of 112.795mph. In second place was Alboreto followed in third by de Angelis.

Our first Moët et Chandon winner for 1985, with our congratulations, is Miss C Hughes of Prestatyn, Clwyd, North Wales, who predicted Alain Prost as the winner with an average race speed of 113.176mph. A magnum of champagne is on its way as we all look forward to the Portuguese GP at Estoril on April 21. Last year's winner was Prost, with an average speed of 112.18mph.

Please send your predictions on a postcard please to Moët et Chandon Competition, AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, no later than Friday April 19.

# Danner and Scheckter in 84G-Porsche

Kreepy Krauly Racing, one of the top US IMSA series runners, is entering the GpC World Endurance Championship. Africa, are to sponsor a works March-Porsche development programme with a view to a full season of WEC in 1986.

The Ken Howes, DJ Racing team will be bringing their IMSA March 84G to Europe within the next couple of weeks to have it fitted with a works Porsche engine and the intention is to compete in up to four events this season, perhaps starting at Silverstone, but definitely including Le Mans, and the Norisring sprint event.

The Porsche support has been elicited by Christian Danner who will join Ian Scheckter in the driver line-up for what promises to be a welcome alternative competitive combination to the endless succession of Porsche 956s which have so far dominated the WEC.



# DPR order new Reynard 853s

Having effectively watched from the F3 sidelines with updated 1983 Ralt RT3s to late this season, Dave Price Racing has ordered a trio of new Reynard 853 chassis, to be delivered next month.

The astute Price took a conscious decision not to order new 'flat bottom' chassis 'blind' before Christmas, and no-one can argue that the carbon-fibre Reynards (undefeated so far) are his best bet.

Two of the Reynards will be run in the Marlboro British F3 championship — for Cathy Muller and, hopefully, Julian Bailey or Andrew Gilbert-Scott — while Paul Belmondo will run the other 853 in the French series, in the colours of New Man clothing.

A second batch of five 853s is under way at Bicester, the others for Anglo-American Racing (Ray Stover/Dave Scott) and Bert Shafer in Germany.



Mike Wilds's Lola T286 — a non-starter at Oulton.

## Wilds fortunate at Oulton

The Otford Group's Cosworth-powered Lola T286 was an unfortunate non-starter in Good Friday's Thundersports opener at Oulton Park. The car should have been shared by owner Jim Wallis and former Grand Prix driver Mike Wilds, although it was damaged in an accident shortly after the start of untimed practice last Thursday morning.

Wilds was at the wheel when, apparently, the car's rear bodywork lifted as he crested Deer Leap, the car immediately running out of control and spinning wildly past the pits. Fortunately, no heavy contact was made, although the car suffered fairly extensive superficial damage and could not be readied for the weekend's Thundersports double.

### BRIEFLY

■ John Wickham, director of the Spirit team, has confirmed that he still hopes to take delivery of an F3000 car for racing later in the season. "We are virtually ready to go," said Wickham, who is believed to be in an advanced state of negotiations with an Italian-sponsored driver. Spirit's new F1 car is due to appear at Imola.

■ The Renault-Elf works team was the only one at Rio to have the use of the much-reworked EF15 '85-spec V6 engine. Asked when he expected to have EF15s for his cars, Lotus team manager Peter Warr said that it depended on Ligier, the other Renault 'client' team. "Unfortunately," said Warr, "Ligier is so anti-British that he is insisting on the exact terms of the contract being respected, even though his cars aren't particularly competitive."

■ Zandvoort circuit boss Jim Vermeulen and two Dutch colleagues were extremely fortunate to escape with their lives last week when the Piper Seneca light aircraft in which they were travelling crashed in Farnborough, Kent, on the approach to Biggin Hill airfield. Both engines apparently failed as Henk van Silfhout (brother of FF2000 driver Jaap) piloted the plane towards the wartime airbase. All three occupants of the wrecked craft were released from Orpington Hospital after treatment for miraculously minor injuries.

■ Derek Daly, now fully recovered from his dreadful accident at Michigan last autumn, is to drive one of last year's Theodores in this season's CART Championship. The car is now renamed 'Ensign' again, and will be run by Morris Nunn and Chuck Jones. The team will not, however, be at Long Beach this weekend.

■ Rumours currently doing the rounds suggest that Volvo were using carbon fibre diffs at the Monza opening round of the ETC.

■ Currently awaiting homologation for the Australian Touring Car Championship is the new Mazda RX-7 rotary turbo-engined model. It is expected that Allan Moffat will debut the new car as soon as it is ready.

■ Our apologies to John Player Special Team Lotus. In our Grand Prix Team Guide No 2 (March 21 issue) we inadvertently used the logo of Group Lotus Car Co plc, and not that of the racing team, which is still that with the original motif incorporating the initials of the late Colin Chapman.

■ Serge Saulnier will be fielding 19-year-old American Joe Ris in the Marlboro French F3 series this year. Ris, son of Chrysler's head of communications, will appear in a Martini MK44.

■ Jean-Noel Lanctuit will be Bernard Santal's team mate in this year's Avia La Chatre Racing School Formula 3 team. Lanctuit replaces the original Volant Avia 85 winner, Philippe Couchet, who was killed in a road accident shortly before Christmas.

■ Dieter Quester has apparently been in touch with Frank Sytner in the hope that he can negotiate some drives in ETC this year. Although Quester is still a member of the Schnitzer BMW line-up, it is still unclear whether or not the team will take in the whole season. Team manager Charley Lamm is optimistic of their chances following the season opener at Monza, but the decision rests with BMW in Munich.

■ Despite his brief race at Thruxton Roberto Moreno is hopeful that he will drive the second Barron Tyrrell at the Estoril F3000 race next weekend.

■ Monday's *Daily Mail* reported that Tiff Needell's Brands pole-winning Chevron B36 was "powered by the Cosworth engine that won the 1982 German Grand Prix." Our admiration for Patrick Tambay is unbounded — beating the turbos at Hockenheim with a Cosworth. But did anyone ever dare tell the Commendatore that a DFV was slipped in just before the start? We think we should be told . . .

■ George Benoit is preparing two Marlboro-sponsored BMW M5 models in the French Production series this year for Marc Sourd and F2 refugee and F3000 aspirant Pascal Fabre.

■ Erstwhile F2 Merzario pilot Stefano Livio will compete this year in the Italian F3 series in a Premaracing RT3. Later in the year it is hoped to that he will be able to acquire a new RT30.

■ Pierre-Henri Raphanel won the opening round at the Marlboro French F3 series at Nogaro on Sunday, taking his ORECA Martini MK44 to an easy win over the Ralt RT30 of EJ R's charge Dominique Delestre and Paul Belmondo's DPR RT3/85P. Report next week.

■ Tommy Byrne is still in business. It seems the talented Irishman has settled in California and will be racing this year in the West Coast Formula Atlantic Championship . . .

■ Last weekend was a rather good one for AUTOSPORT. At Oulton Park on Good Friday, our own Marcus Pye finished second (and won the 2-litre class) in the Gold Cup Thundersports race with a Chevron B36, and on Easter Monday our track test driver Tiff Needell scored a victory with another Chevron in the Thundersports event at Brands Hatch. In between, our Brazilian Grand Prix reporter, Jeff Hutchinson, thrashed 14 of his colleagues when he came from ninth on the grid in three laps to win the journalists' heat of the celebrity race. The event was laid on by Fiat, who were strongly in evidence at Rio de Janeiro launching the fabulous little Uno Turbo. On aggregate times, the Fiat Uno Turbo event was won by Jacques Laffite with *L'Equipe* reporter Johnny Rives — full report next week!

## WEEKEND SPORT

### INTERNATIONAL RACING

Date	Venue	Event/Details
Apr 14	Mugello, Italy	FIA World Endurance Championship, round 1 <i>See Preview, page 35</i>
Apr 14	Long Beach, USA	CART PPG Indycar World Series, round 1; SCCA Robert Bosch/VW SuperVee Championship, round 1 <i>For full preview see Pit &amp; Paddock</i>
Apr 14	Donington Park, Derbys	Marlboro British Formula 3 Championship, round 5 <i>Russell Spence will be looking to stamp his authority on the Marlboro F3 counter at his local circuit</i>
Apr 14	Albi, France	French Touring Car Championship, round 2
Apr 14	Darlington, USA	NASCAR Winston Cup Grand National Championship, round 6
Apr 14	Road Atlanta, USA	Camel IMSA GT Championship, round 4
Apr 21	Estoril, Portugal	FIA Formula 1 World Championship, round 2; FIA European Formula 3000 Championship, round 3
Apr 21	Vallelunga, Italy	FIA European Touring Car Championship, round 2
Apr 21	Zolder, Belgium	Marlboro British Formula 3 Championship, round 6
Apr 21	North Wilkesboro, USA	NASCAR Winston Cup Grand National Championship, round 7
Apr 21	Firebird, USA	SCCA Bendix TransAm Championship, round 2

### NATIONAL RACING

Date	Venue	Event/Details
Apr 14	Donington, Derbys	Marlboro British Formula 3 Championship, round 5; Sabre Fabrications Pre '80 FF2000 Championship; BARC Junior FF1600 Championship; BARC 1974-78 FF1600 Championship; BARC Clubmans Sports Championship; Wendy Wools Special Saloon Championship; Monroe Production Saloon Championship; BARC/MGOC Racing Championship <i>Adrian Willmott and Phil Andrews will be looking to further capitalise on their showings to date in the novice BARC FF1600 series. Racing starts 2pm.</i>

### OFF TRACK

Date	Venue	Event/Details
Apr 14	Prescott, Nr Cheltenham, Glos.	Rydale BMW Midland Hillclimb Championship, round 2 (Bugatti Owners Club) <i>All the top names and plenty of classic cars will be taking part with the usual excellent Prescott entry. First run at 10.30am.</i>
Apr 14	Brands Hatch, Fawkham, Kent	British RAC Rallycross Championship, round 2; BRDA Southern Rallycross Championship, round 2 (Enterprise AC) <i>Practice starts at 9.30, first race 11.30am.</i>
Apr 14	Meon Hill, Stratford Upon Avon	Thornton Trial (Northampton & DMC) <i>Another round of the BTRDA/RAC Fiveways Tyres Championship. Starts at 10.30am</i>
Apr 14	Exedown, Nr Sevenoaks, Kent	Cannon Trophy (Kentish Border CC)

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.



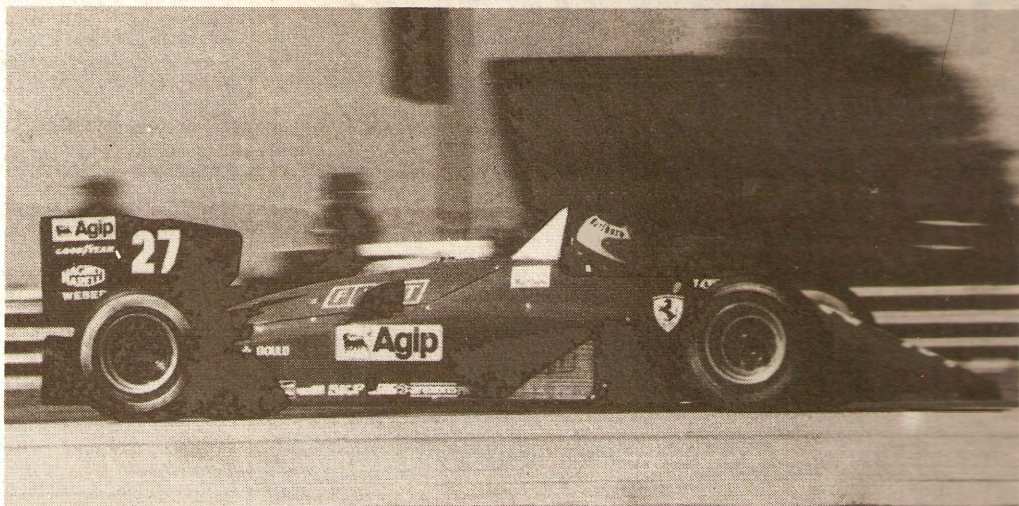
# The madness continues

"Motor racing seems always to require a really dreadful accident before apparently obvious changes are made. Formula 1 became serious about firefighting, for example, only after the death of Lorenzo Bandini at Monaco in 1967. Now we hope that something can be learned from the death of Gilles Villeneuve. Qualifying tyres must be banned, once and for all."

That was what AUTOSPORT wrote on May 13, 1982, following the fatal accident during qualifying for the Belgian Grand Prix at Zolder. We are sorry to report that motor racing learned nothing whatsoever from the Villeneuve accident. The unnecessary dangers of Formula 1 qualifying are still with us — indeed, they are now aggravated by the continually developing circumstances.

We still have soft qualifying tyres, supplied by Goodyear and Pirelli, and we have them in limited quantities (two sets per car per session) which is even more dangerous than an unrestricted supply. And now we also have a majority of engine manufacturers — BMW, Honda, Renault, Ferrari and TAG, to a lesser extent probably Alfa Romeo and Hart too — which are both willing and able to produce special qualifying engines developing 900 horsepower and beyond. Therefore there are more instances of alarming speed differentials when drivers on a hot lap come across others cruising.

During more than two seasons since the



Zolder tragedy, we have witnessed countless incidents which could so easily have had similarly disastrous results. At Rio de Janeiro last Saturday, during the second qualifying session of the new Formula 1 season, it was only the circumspection of Elio de Angelis that avoided serious accidents on both his qualifying attempts.

We have qualifying engines because the manufacturers seek to take full advantage of qualifying tyres. And we have qualifying tyres because Goodyear and Pirelli cannot trust each

other not to make them. Goodyear, remember, are spending millions of dollars a season on special soft rubber (lasting only one lap at Rio) — but defend their unwillingness to supply Toleman on grounds of cost.

If Formula 1 cannot stop the insanity of qualifying tyres and engines, then it must remove the quite unnecessary danger they create by legislating for single-car qualifying attempts. Otherwise, someone will be killed.

Rio qualifying was very frightening.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### Formula 3 finance

Like most enthusiasts, I am delighted by the current healthy state of Formula 3 racing in this country. The fields in this year's Marlboro British Championship have been impressive, both in quality and quantity of competitors, and the racing intense to date. What does worry me, however, is the paltry level of the prize fund in what is supposed to be the country's most prestigious single-seater series. With the major teams clearly demanding something like £5-6000 per race of their drivers — and the humblest of privateers scratching by on no less than £1000 per event — the prize and start money funds seem woefully inadequate if the category is to be encouraged further.

It is, traditionally, at mid-season that the shoestring-budgeted drivers fall by the wayside. While no-one appears to have pulled out for these reasons as yet, it cannot be long before the likes of Class B leaders Mike Wright and Carlton Tingling have to start missing rounds due to lack of support. The secondary division has increased the popularity — and affordability — of F3 out of recognition since its inception. A few more contingency awards for these boys may help them get the support they need to continue, and progress to the top class in future. And a greater share of the prize money (with the cost of a set of new tyres refunded to the winner) would ease their burden.

While teams which bank on prize money alone to be able to continue are, perhaps, misplaced in this undeniably expensive world, the promotion of a really substantial prize fund would once again make British F3 racing a focal point for the up-and-coming young stars the world over. What we need is a shorter, fully televised, International championship with major commercial sponsorship and, say, £5000 for a win, then £4000, £3000 etc . . . A marvellous spectacle would result, for the good of all involved.

Am I alone in being bored rigid with endless hours of snooker 'classics' (a new one seems to be created every fortnight!), darts tournaments and, recently, indoor bowls on the television — all thus drawing massive sponsorship. These are hardly finance intensive pastimes, yet prize funds are monstrous as a result of the television coverage. A good promotional job on motor

sport in general need not bring such vast financial gain, but a look-in would undoubtedly be appreciated — and bring the Great back into British racing.

TAVISTOCK, DEVON

MJPONTEFRACT

### Brum circuit problems?

I have just read that the bill regarding the street race in Birmingham has just been through its second reading in Parliament.

While listening to a TV discussion between an MP and Martin Hone, I was angered to note that not once did anyone mention the race spectator — the fan who annually makes the trek to Silverstone or Brands Hatch. It seems that the only thing of interest to the locals in Birmingham is the amount of money a race will generate for the city. Let me say that I hope such a race would generate a lot of money for Birmingham, but please don't forget the spectators.

There are serious points I would like to raise, and perhaps someone will answer them. Where would they put a campsite in Birmingham? How much would the entrance fee be? How closely — after the safety inspectors have finished with it — would the proper circuit resemble that already used for displays.

As well as this, it should be remembered that the 'On the Streets' displays are free to the public, and because of this attendances have always been very good. But if they charge a high entrance fee, I wonder how many of the locals will turn up? I don't think there would be very many, which leaves just your ardent race spectator paying over the odds at a Mickey Mouse circuit without proper facilities. Please, Silverstone, Brands Hatch and Donington, don't let this happen.

BROSELEY, SHROPSHIRE

MTURNER

### So what has changed?

Well, I prepared my supper, settled in front of the television and waited with interest to view the opening round of this year's Formula 1 season. But what did I see? Merely a repeat of almost any race from last season. At least, that is what I think I saw.

After all, it was a McLaren in the lead at the finish wasn't it? Just what have the other teams been doing over the winter months? If we are to be faced with yet another season of red and white domination there

seems little point in AUTOSPORT producing their otherwise excellent team and Grand Prix guides.

Nevertheless, one thing that can always be guaranteed to bring a smile to our faces, is the presence of Murray 'Golden Easter Egg' Walker and his sparring partner, James 'Driving Force' Hunt.

Perhaps, on reflection, it is not a bad thing that there are some facets of the Grand Prix scene that never change. . .

LONDON EC1

NEILEDWARDS

### Stop whingeing!

For weeks we have been reading about the plight of the Toleman team, and its search for a tyre contract. Am I the only reader who is getting a bit sick of it? Like any British race fan I am sad at the disappearance of one of our F1 teams, which I am sure would have been very competitive this year. And I am also sad that we shall not be seeing the return to F1 of John Watson, alongside Stefan Johansson.

I do not know about F1 politics which go on behind the scenes, but I can't say I'm surprised that the other teams have given hardly any support to Toleman. F1 doesn't seem to be exactly a chummy business, as we saw when they looked the other way during Ken Tyrrell's problems last year. Is it possible that now the other British teams are remembering that Toleman sided with FISA against FOCA when they first came into Formula 1?

It seems a great shame that Goodyear cannot stretch their tyre programme to include Toleman, particularly as AUTOSPORT has written that Beatrice and Zakspeed may well get Goodyears in the future. But it amazes me that everyone is surprised at Pirelli's refusal to supply Toleman again. Remembering the row at Imola last year, I can't imagine how Toleman ever thought that Pirelli would give them tyres again. We don't know the rights and wrongs of all that, just that two companies had a public row, which seemed a very unprofessional thing in this supposedly professional sport.

All racing enthusiasts must hope that Toleman's problem can be solved, but please stop printing whingeing comments every week!

ROTTERDAM, HOLLAND

WMELLISH



## QUALIFYING

There used to be a time, not too long ago, when you could walk around the track with a stopwatch during the practice sessions, or browse through the list of final qualifying times on a Saturday evening, and have a pretty good idea which drivers and which cars were the likely winners of the next day's Grand Prix. The men working on the cars in the pit lane carried spanners. Talk was about a few turns on the shock absorber settings, another notch on the wing here and a change to the roll bar settings there. But all that has changed. Now, it is men with portable computers under their arms, and sophisticated temperature probes, and rolls of paper covered in computer graphics that look like the last six weeks of the Dow-Jones financial index reports. Talk is of microchips, turbo settings, fuel management systems and inlet temperatures. Only once in a while will a driver talk about oversteer or understeer.

Now, you look down the list of qualifying times and you can say that such-and-such car is quick, or so-and-so driver went well. But, come race day, that same driver might be struggling to stay on the same lap as one of his rivals who had been 2 secs slower in practice, because he does not have enough fuel to run the same kind of horsepower that had taken him to the pole, or the right tyres to bring him to the end of the race.

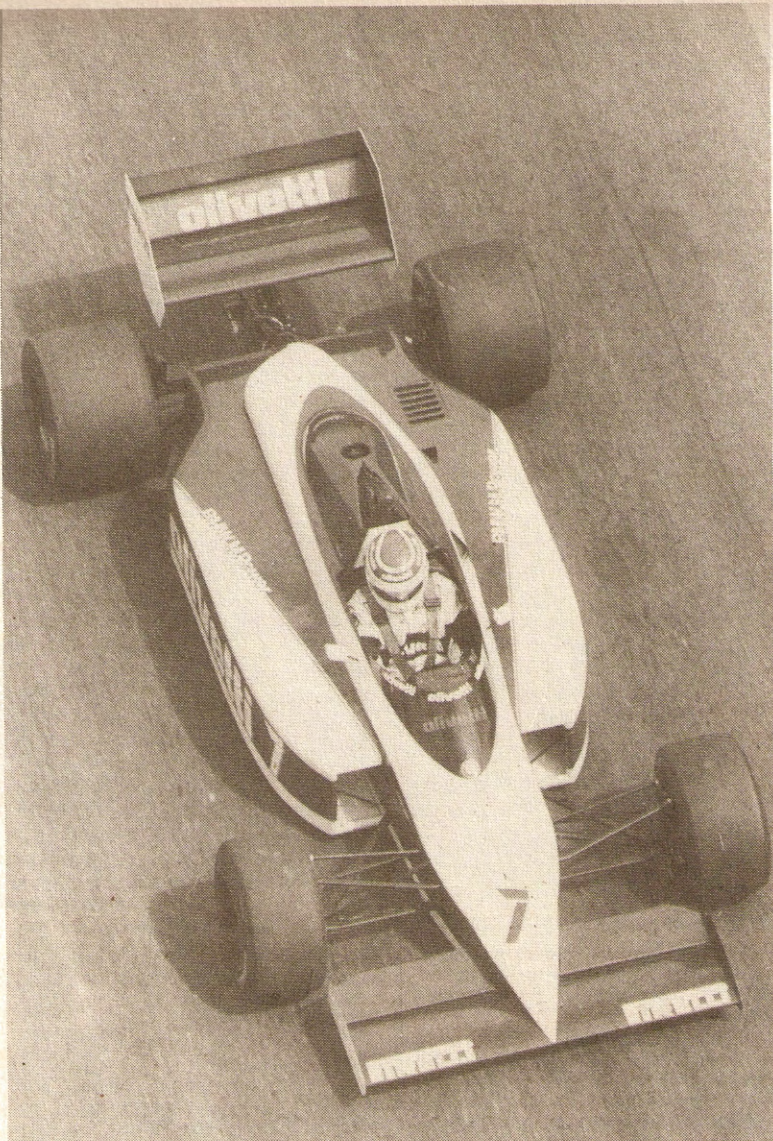
An exaggeration, perhaps, but you get the picture. If predicting a winner was tough in the past, it is virtually impossible now. Certainly here, at Rio's Jacarepagua circuit, scene of the opening round of the World Championship. Since the last race of 1984, every team had been working frantically to develop new cars and (above all) engines to try to beat the McLaren-TAG combination. McLaren themselves had been working just as hard to make sure they retain their lead.

Just how well everyone had done their job since Portugal '84 we would not know until Sunday afternoon and, even then, a victory in this opening race would be no guarantee of another one-marque domination as we saw last year, when Prost took his brand new McLaren MP4/2 to a win straight out of the box.

That was what Ron Dennis and John Barnard were hoping to repeat this year. When the cars rolled out onto the Jacarepagua pit lane for the first time on Friday morning, neither World Champion Niki Lauda, nor his team mate Alain Prost, had driven more than a few shakedown laps around a cold and rain-soaked Brands Hatch circuit, a few days before their new McLaren MP4/2Bs were shipped out to Rio.

The 2B uses the same monocoque and the same front suspension, and represents no radical change from last year's car. So why did McLaren leave their new car's appearance until the very last minute? Ron Dennis had the answer: "Yes, it takes a lot of discipline not to rush ahead with a replacement car, and start testing two months before the first race. But by doing it this way, we have the best chance of getting it right first time. Once the season starts, there is not time to make even the smallest changes to the car, and do them the way they should be done. There are cars in the pit lane here with parts on them that have obviously been changed at the last minute, because the original parts have needed improvement or whatever. Those same parts will probably still be on the cars three months from now. There is always something else to do, so you never get around to changing the part and it stays on the car."

If the car is right first time, all well and good. But other teams, like Ferrari and Lotus, had their new cars running for quite some time, having preferred to get to know them as soon as possible and



Piquet's challenge in the new Brabham BT54 lasted only two laps before the Brazilian spun off.

maybe hone them to perfection before the start of the season.

Ferrari had already carried out extensive testing with the new 156/85 chassis in Europe, and the modified C4 prototype was testing in Brazil before that. As Michele Alboreto confirmed during those early tests, "The new chassis is a big improvement over last year's car and the engine is now working very well. The fuel consumption is good on race boost and I am sure that we will be competitive the whole season, and not just the also ran." Michele underlined the point by taking what was to be pole position at the start of the second session — after a perfect lap. "The car felt good, I made no mistakes and it was a clear lap." As it turned out, not many of his opponents could say that. He tried a second quick run at the end of the session, his team having made a couple of changes to the car, but he was not as happy with the handling and failed to improve on his time.

René Arnoux was having a less than happy time with the second Ferrari. During the Saturday morning untimed session, he tried a different spring set-up, which resulted in a spin at the end of the straight, but fortunately without any damage to his car. His first run in the final session was not as quick as he had hoped for, his race car's engine down on power, so for his second run he switched to the spare car and improved over a second on his Friday best. But he was still a distant 1.9secs off Alboreto's best, and back in seventh place on the grid.

The strongest contenders for pole position looked to be the two Lotus-

Renault 97Ts of Elio de Angelis and Ayrton Senna, the two setting the fastest times on Friday and confident that they could improve on that the following day, and get well below the 1m27.9s lap which Senna had driven during private testing here.

On Friday morning, the Lotus team caused a stir down the pit lane when they fitted some new aerodynamic tweaks, similar to those being developed for Lola's new Indycar. Behind the front suspension they mounted two vertical aerofoils to improve the airflow around the side pods, while working in conjunction with these were two more 'winglets', similar to those mounted on the rear wings last year, but now mounted on the rear end of the sidepods.

They obviously helped, for they stayed on the cars for the rest of the weekend, although just how much, Lotus were their usual cagey selves about saying. "Not much difference, perhaps three tenths of a second," said Elio, who was one of the few drivers not to improve on his Friday time. "I am sure I could have retained the pole," said de Angelis. "The car was very good, but on my first run I almost had to stop when Ghinzani was running slowly on the line. And then, on my second run, I came up on Johansson, who moved off the line right in front of me just as I was about to go around him. I just had no luck." A disappointed Elio's best Friday time, still three-tenths faster than his pole winning time here last year, was still good enough to retain third place on the grid.

Senna managed to improve his time

despite finding traffic on his quick lap, but was still three-tenths slower than his seasoned team mate. Thus Lotus ended up occupying the second row of the grid.

The two JPS cars had been impressive in practice, but Elio was concerned about his ability to match that performance in the race. "My biggest worry will be fuel consumption for the race. If I run the power to keep up with the Ferrari or the McLaren-TAG, it will be very tight for the fuel," explained Elio, a problem which was concerning at least half of his fellow drivers.

Perhaps the most impressive practice performance came from Keke Rosberg, who provided a thrilling display of car control when he put the new Williams-Honda on the front row of the grid beside the Ferrari. It was his first quick lap in the car. On Friday, his qualifying lap was spoiled by a blown turbo, while another blown turbo on Saturday morning saw him park the car with the rear end ablaze, which resulted in a hectic, last-moment clean up of the damage and repairs before he could go for a time.

Up until then, both Williams drivers had been complaining of a lack of power from their Honda engines, as the army of Japanese engine technicians changed chips in the computerised engine management systems. Fortunately, they got it all right for the final session and, with a last-minute change of springs (for the team were still trying to get the best out of their chassis as well), Keke went out for his flying lap. "As I accelerated out of the pit lane, I noticed the clutch was slipping a bit, and when I went into the first corner on the start of my quick lap, the rear wheels locked up going into fourth gear, and I got into a big slide," explained Keke. For the rest of the lap, you could clearly hear the engine note of the FW10 changing as the clutch tried to cope with all the extra turbo horsepower. But, despite the clutchslip, Rosberg stopped the watches just one-tenth of a second outside Alboreto's best time. It was an heroic performance.

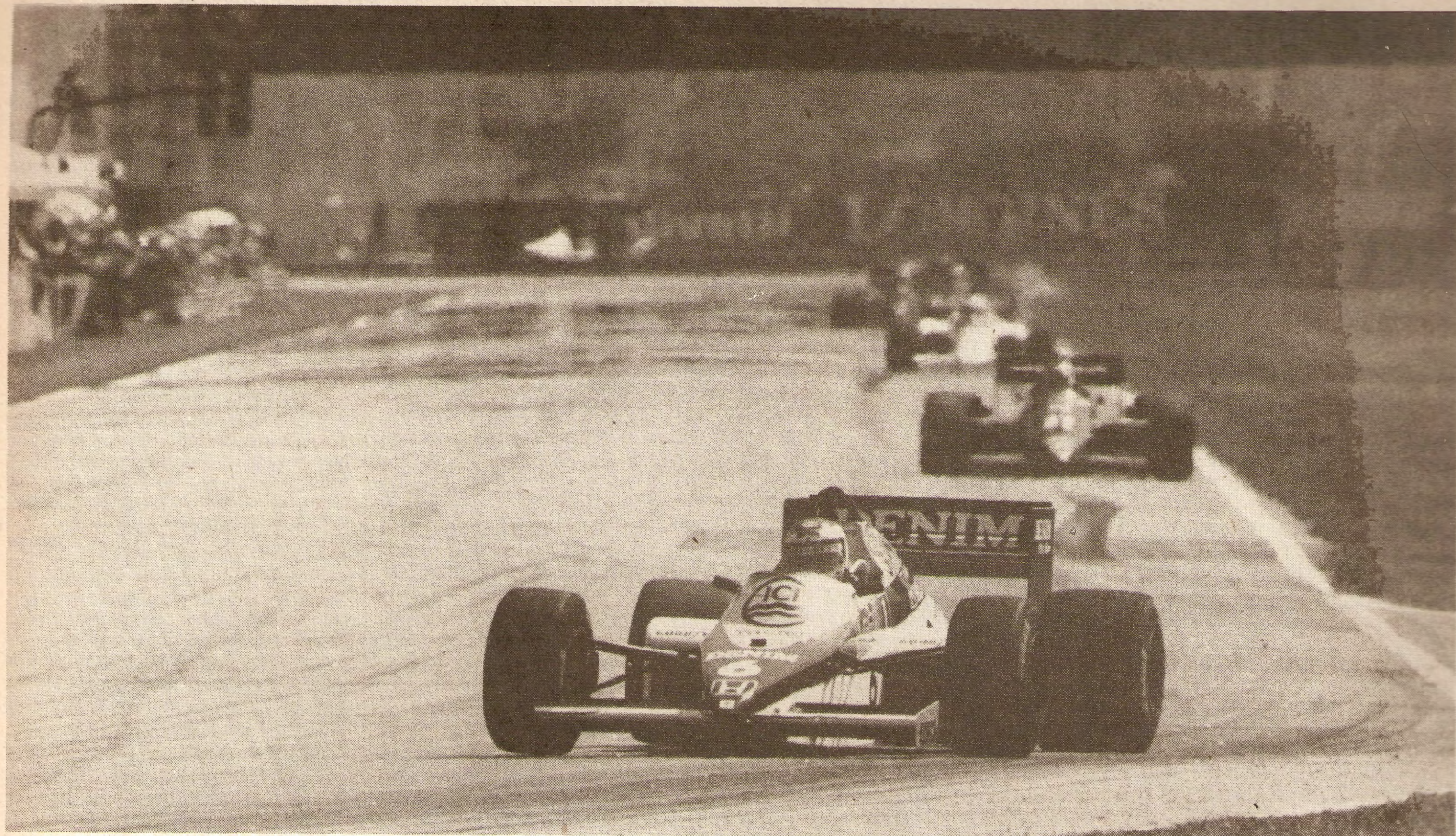
Nigel Mansell also did a good job in the second Williams, which he put on the third row of the grid with the fifth quickest time. Both Williams cars also had their turbo intake ducts changed, from Ferrari-type scoops on the tops of the sidepods to side ducts similar to last year's layout, just before the final session. It was thought that lack of air to the turbos might also be contributing to the 'choking' effect, which both drivers experienced from the start of practice.

Ron Dennis's hopes that his new cars would be "right first time" were fulfilled on Friday when Prost and Lauda put the McLarens in the top six at the end of the first day of practice. Niki was really enthusiastic about his new mount. "There is no question that it is already much better than last year's car," he said. "It's fantastic through the fast corners, although we are still having to work getting it to perform properly through the slow stuff. But we still have a lot to come from the car..." The biggest McLaren problem was getting enough power from the TAG engine for a good practice time. Every time the drivers tried qualifying boost, the engines would not run properly. In the end both drivers had to qualify virtually with race boost settings, which saw Prost end up sixth fastest and Lauda ninth.

"I am not too worried about it. We have spent all winter working on the best race set-up, which we feel is more important. As yet we haven't worked out the right computer mapping system for qualifying boost, but that is obviously our next priority," said Dennis.

As if to make this point, Prost was almost half a second quicker than Alboreto in the all-important race day warm-up with all the cars in race trim, while Lauda was a close third fastest.





Keke Rosberg was in sparkling form, leading from the start in the new FW10, but succumbing to a turbo failure after only nine laps.

►► Things were looking good for McLaren...

The big question mark in this year's championship is, of course, how well the Brabham team — running Pirelli rubber — will perform against their tough Goodyear opposition. Gordon Murray: "We have been concentrating our winter tyre programme on developing the best race tyre, so we didn't expect to be taking any pole positions from the Goodyear runners for the first few races this year." The three new Brabham BT54 chassis ran trouble-free throughout practice and, despite his comments, BMW's healthy qualifying horsepower still saw Nelson Piquet well up in the running with the eighth quickest time, running the same qualifying tyres which he had tested here a few weeks ago. Then he had set a best of 1m 29.6s but, with Boutsen's Arrows delaying his progress slightly on

his best run, Piquet ended up two-tenths slower than that in qualifying. It only cost him one place on the grid at most, however.

François Hesnault got his first run in the new car in the opening session and found it testing here. Not surprisingly, he was no match for Nelson in his first qualifying session with the new car, and he ended up 17th quickest after a steady practice.

In 10th and 11th places on the grid were the two Renault RE60s of Derek Warwick and Patrick Tambay, their rear suspension improved and a proper job made of the revised underbody exhaust systems which had so improved the cars at the recent Imola testing. Tambay: "We were *four seconds* off the pace when we first tested the car here a month ago. Now we have cut that back to two seconds. Some more weight saving, and changes to the front suspension, should

hopefully put us nearer the front in the near future. I am happy the way the team have reacted so quickly to the problems we had at the beginning."

The team had to react even faster to a braking problem which gave the drivers a lot of worry throughout practice. The usual brakes had been replaced by different Girling systems for this race which, for some unknown reason, caused the pedal to go soft and, at one point, the front brakes to fail completely. Warwick spun on Saturday morning because of his brakes, while Tambay's qualifying on Saturday was spoiled when he also spun off, damaging the underside of his car badly enough to force him into the T-car for the race.

When the solution was not apparent, Renault made a panic call back to base, and someone was despatched on the overnight plane with replacement AP brake systems which were hurriedly

fitted to the cars in time for the Sunday morning warm-up. Problem solved. But the warm-up saw both drivers complaining of a general lack of grip, while the only new EF15 long-stroke engine (fitted to Warwick's car at this race, which he had tested briefly on Saturday), developed a misfire on Sunday morning.

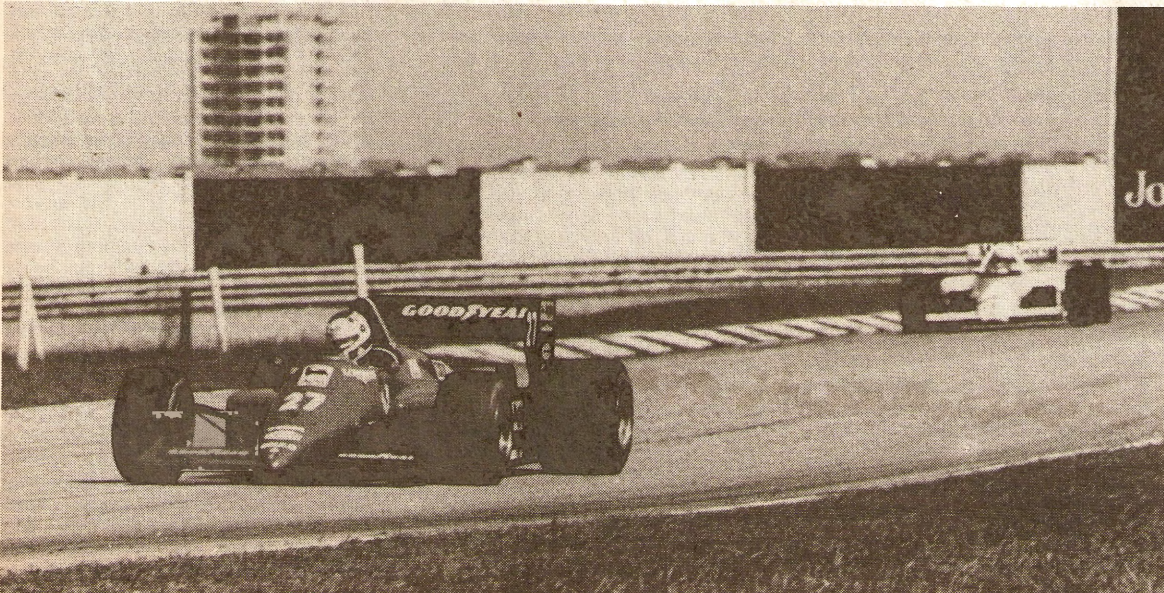
Thierry Boutsen was disappointed with his 12th place on the grid having been so competitive in the recent Imola tests. "The car was losing boost pressure since this morning and I did not have enough boost for qualifying," said Boutsen, who failed to beat his best time here of six weeks ago. Added to that, his Arrows A8 was still suffering from an understeer problem — and attempts at fitting a larger rear wing upset the airflow, and made the car worse.

Gerhard Berger put the second Arrows in 19th place on the grid after a more troubled practice which saw him switch twice to the team's spare car, once when an electrical problem left him stranded out on the circuit and a second time when he lost fourth gear. His troubles continued on Sunday morning when a fuel leak from his freshly changed BMW engine started a blaze in the engine compartment. He was forced to take the spare car for the race.

The Ligier team were struggling during qualifying, both drivers unable to come to a happy chassis set-up. Andrea de Cesaris qualified 13th on the grid, with Jacques Laffite in 15th place. "What we needed was a good week of testing," said Jacques, who as usual had not lost his relaxed good humour despite a disappointing start to his 'second life' at Ligier.

Riccardo Patrese and Eddie Cheever were having much the same problems with their latest Alfa Romeos. No amount of chassis adjustments could cure bad oversteer, which led them to believe it was a basic aerodynamic problem. The engine's new Bosch electronic management system was still not ready and, on qualifying boost, the engines did not sound too healthy. But they did not break any, which was at least one encouraging sign.

Alboreto assumed the lead with the demise of Rosberg before coming under increasing pressure from Alain Prost.





The RAM team arrived in Rio with one of the 03 cars fitted with a large water radiator under the rear wing, following the team's overheating troubles in February testing here. But Gustav Brunner's revised radiator layout on the second car proved adequate for the job, and Philippe Alliot's car was put back to the same specification on the second day. Manfred Winkelhock took his car to 16th on the grid, while Alliot found himself back in 20th place. On the whole, it was an encouraging debut for the cars, but it could have been a lot better had the team not been plagued with a variety of little problems which prevented both drivers from getting their best shot in qualifying. Alliot had a nasty moment when one of his front brake ducts came adrift on the straight, while later in the session he also had a front wing collapse. Winkelhock's car suffered gearbox problems and fuel system troubles, the team working hard to stay on top of their difficulties.

Until their new Renault turbo cars will be ready to race — probably not until halfway through the season — the Tyrrell team were stuck with their same Cosworth DFY cars which, since the first test here, had been fitted with an attractive new slim-line nose section. Still displaying no sponsorship, Ken Tyrrell's 1985 season started off on another sour note when Stefan Bellof and Ken Tyrrell could not agree on their contractual arrangement, and Tyrrell suspended Bellof from the race less than an hour before the first practice session. Fortunately for Tyrrell, Stefan Johansson was in Brazil with no Toleman to drive, so the delighted Swede found himself getting a run after all.

Despite the lack of power, Martin Brundle did a good job to put the Tyrrell in 21st place on the grid, Johansson struggling to make 23rd place. Both his race car and the team's spare were handling badly, which the team could not diagnose until the Sunday morning warm-up. Then Stefan was back on the pace of his team mate.

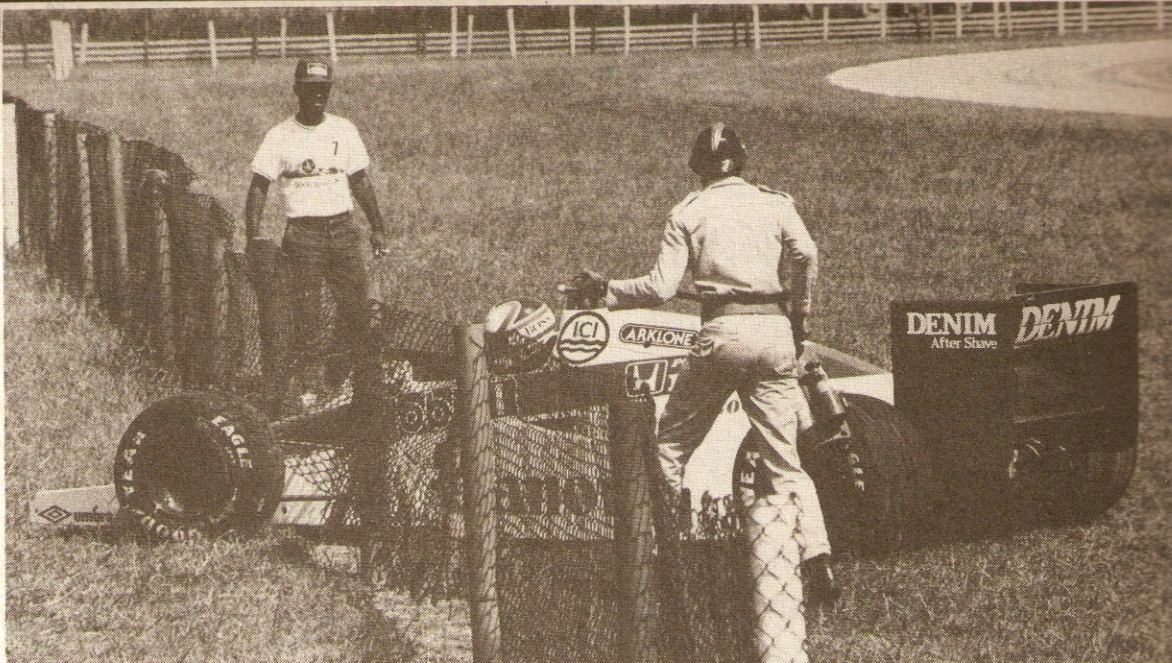
Between the two Tyrrells was Piercarlo Ghinzani's Osella-Alfa Romeo, the Italian driving a pair of vintage chassis redressed in new bodywork and with revised radiator layouts as a stop-gap measure before Osella bring their all-new car to Imola. Ghinzani spent most of practice switching from one car to another because of various engine dramas. It was not a very impressive showing.

Completing the back end of the grid were the Spirit-Hart of Mauro Baldi and the Minardi-Cosworth of Pierluigi Martini.

The old Spirit chassis, running revised bodywork and front suspension, did only the first qualifying session because the team had fuel system problems throughout the second timed session. Baldi's first session time was spoiled by a leaking intercooler.

Martini also missed the final session, having over-revved his engine on Saturday morning. For some reason, the unit was still being replaced when time ran out for the team three hours later.

Perhaps the most impressive aspect of this first grid of 1985 was the fact that there were no engine blow-ups in qualifying, proof that those men with the computers under their arms have got their complicated management systems down to a fine art of perfection. One could not help thinking what a waste of time qualifying has now become, however. When cars are lapping 7secs faster with the wick turned up than they can on race rubber, race boost and similar fuel loads, the whole exercise bears little relationship to the race. The increased speed involved in a delicate, one-lap flyer situation imposed by the latest qualifying rubber also increases the risk of another accident like the one that cost us Gilles Villeneuve. An excellent



Nigel Mansell went off at the first corner in his Williams, after a touch with Alboreto. Although he rejoined the race, the Englishman retired early.

safety record is claimed by the current F1 cars but, if a lot of drivers showed concern at a wide-open track like Rio, the thought of qualifying at Monaco or Detroit sends shudders down the spine.

### RACE

The McLaren team might not have been able to boost their engines enough in qualifying to get any higher than sixth and ninth places on the grid, but it was Prost and Lauda that pole-sitter Michele Alboreto feared most in the race. The Sunday morning warm-up showed those fears to be well founded, for Prost was comfortably fastest with Lauda sandwiching Alboreto's Ferrari, having set the third fastest time.

Prost had opted for the less powerful, more economical, smaller turbos on his car for the warm-up, but then decided to go for the less cautious bigger turbos for the race, so there was frantic activity around the McLaren pit before the race as they made the change and also changed a broken starter unit on the engine.

Jacques Laffite brought the new Ligier JS25 home in sixth place.

Next door, in the Ferrari pit, hopes that all the activity spelt trouble for the McLaren team were soon dispelled when the car rolled out with the rest ready to take up its place on the grid half an hour before the start.

It was the hottest day so far, the sun shining down from a clear blue sky. The huge stands lining the back straight were already packed with people as the teams began arriving at 7.30am and when the cars rolled around on their warm-up lap at 12.30pm, there wasn't much doubt who they had all come to cheer home as a great roar of voices and a sea of waving arms followed Senna's Lotus down the main straight.

John Player girls wearing the shortest of shorts and the tightest of T-shirts greeted the cars to their grid positions, which was another good reason for all the drivers to climb back out of their cars and cool off for what looked like being a long, hot race which, by popular consensus of all the teams, had been cut from 62 to 61 laps.

Keke Rosberg pulled his overalls

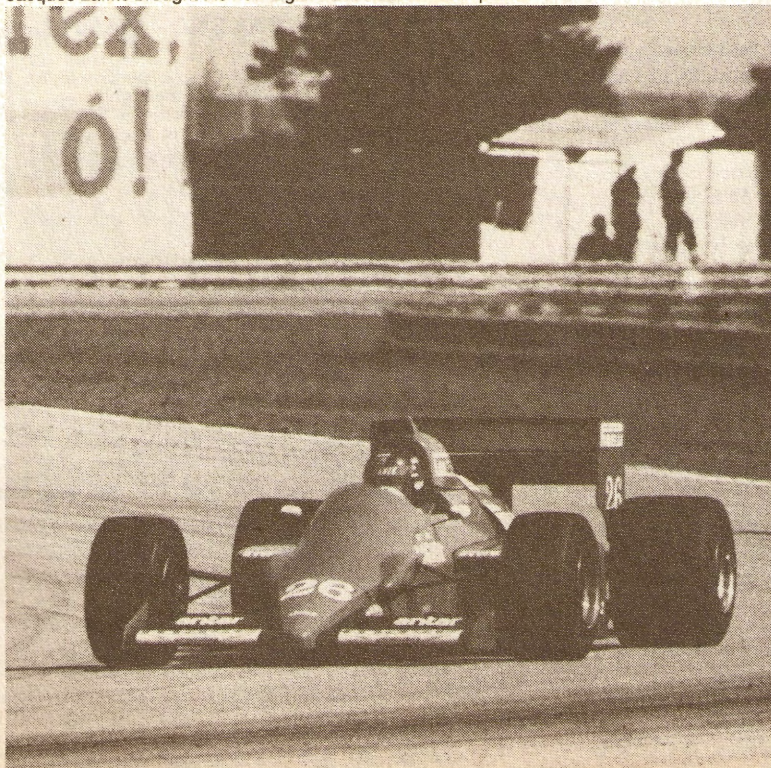
down to his waist and sat casually on the barrier beside his car enjoying a last minute moment to catch the sun and smoke a cigarette and was joined by Michele Alboreto. "So it starts all over again," said Alboreto. "You know, we are going to have to be very easy on the tyres in the first few laps of the race," he added. "Follow me, and I'll show you," said Keke with a grin. They chatted until a few minutes before the start like that, until Peter Collins from Williams had to come and remind Keke to get back in the car, or he might be late for the start.

Everyone made it around one more lap to the grid without incident and when the green light flicked on both Rosberg and Alboreto made a perfect start off the line, the Williams's Honda engine winning the drag down to the first corner as Keke turned in to take the lead of the first race of the year.

However, Nigel Mansell had made a superb start in the second Williams-Honda FW10 and when he saw a space down the outside of Alboreto's Ferrari, he went for it. With the Williams half a length ahead of the Ferrari he reckoned the corner was his. He turned in and the next thing he knew was a bump on his rear wheel which sent the Williams flying off the outside of the turn and over the kerb. He was able to get going again after all the field had gone ahead, but his race was only to last another few laps before his engine went sick from a broken exhaust pipe while the hot exhaust started burning at the already damaged underbody.

Alboreto managed to carry on and hold on to his second place after the incident, although it had upset the balance of his car and he complained later that it had caused a lot of understeer. "Mansell is crazy. I am very happy he went off the track. He should know by now that you do not try to win the race in the first corner," said Alboreto, who didn't share Mansell's views on the legitimacy of the manoeuvre.

As the cars came around to the long back straight for the first time it was still Rosberg's Williams ahead of the Ferrari, and as it streaked even further ahead on sheer acceleration that first lap, one couldn't help but wonder if Keke didn't know before the race that he had little hope of both leading and having enough fuel left to get him to the finishing line, so he had chosen to put on a good show for the 44 countries watching his performance on TV.





It was some performance, but it soon began to tell on his front tyres and he was already fighting an understeer problem, which had let Alboreto close right up again. Then, on lap 9, just as the Ferrari driver was lining him up for a chance at the lead, the Williams slowed with a blown turbo — its third of the weekend — and Keke came smoking into the pit lane and out of the race.

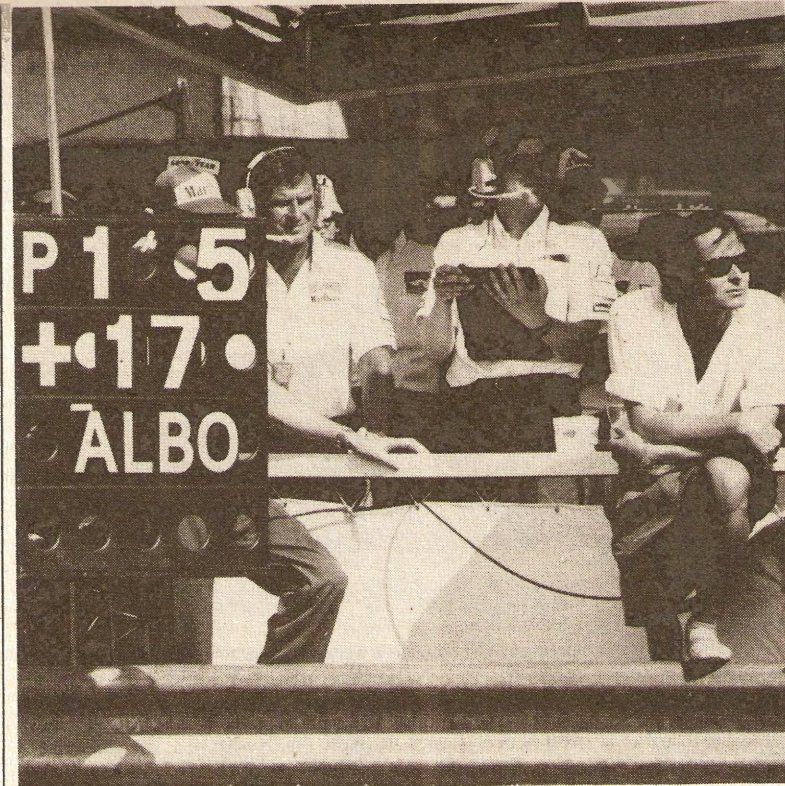
By this time the field was already well paced according to performance of the individual cars, Alboreto taking over the lead with Prost hard on his heels, while Lauda had shaken loose of René Arnoux's Ferrari and was closing fast on the two Lotuses of Ayrton Senna and Elio de Angelis, Senna having drawn ahead slightly from his team-mate.

The hard-charging Lauda moved ahead of de Angelis on lap 11 and took Senna four laps later in a heart-stoppingly finely judged out-braking manoeuvre going into the fast left-hander at the end of the straight. Those who suggest that Lauda has lost his motivation this year should have been there to see it.

Behind the Lotus duo, it was Arnoux a lonely sixth, with de Cesaris moving up to seventh place after a tough struggle with Patrese's Alfa Romeo. After a very disappointing practice performance, the Ligier team had finally hit upon the right chassis set-up by changing the ride heights and spring rates and now both cars were flying, de Cesaris pulling in Arnoux by around a second a lap. The Pirelli race rubber was obviously working very well at the abrasive Rio circuit. Where would that have put someone like Piquet by now? Unfortunately, we will never know, for on lap 2, for some inexplicable reason, the Brazilian spun going into the fast right-hander before the hairpin onto the straight and was out of the race.

His team-mate François Hesnault, who had ended the first lap in a distant 18th position, was picking off a car every lap until he tried to take Cheever for 11th place at the end of the ninth lap. A desperate Cheever just drove across the Brabham's nose section, "Not by mistake, but as though he did it deliberately," said Hesnault, who parked his stalled car in the pit lane entrance and walked back into the pits.

Behind de Cesaris, Patrese was also making himself unpopular with Tambay who was frustrated enough as it was, having made a good start gaining several places half way around the first lap, only to lose them all on the main straight when three or four cars drove easily past his Renault.



The steamroller goes on. No one seemed able to keep up with Prost once he had the lead.

"The engine just didn't have any power out of the slow corners," complained Patrick later, although at least his worries about his car's brakes were over after the Girling brakes which had given both the Renault drivers so much grief in practice had been replaced by the original AP system, flown in overnight from Paris.

Laffite moved ahead of Tambay, but when he tried to take Patrese for eighth place, the Italian slammed the door in his face. Laffite had to head for the pits for a new nose section, taking tyres at the same time, while Patrese limped around with a flat rear tyre and stayed in the pits when he got there.

A few laps later, there was a similar incident, between de Cesaris and Arnoux, who by this time was only a couple of seconds clear of the Ligier.

Arnoux decided to head for the pits for fresh tyres as de Cesaris came flying out of the left-hander before the pit entrance, hard on his heels. De Cesaris saw a space on the right and went for it, not realising that Arnoux was slowing and

pulling to the right to go into the pits. By the time he realised and swerved back to the left it was too late. The Ligier's front right wheel hit Arnoux's rear left, which left Andrea with no choice but to park his car with broken suspension, while Arnoux got punted past the pit lane entrance and had to run an entire lap with a flat rear tyre. Even at what seemed like walking pace, the Ferrari was down to its rim by the time Arnoux got it back to the pit, and he went back out in the race a distant 13th. The incident must have got Arnoux's adrenalin flowing, for from that point on he started a great charge through the field that would eventually lead him to fourth place.

At the front end of the field, Alboreto had finally lost his struggle to stay ahead of Prost, who was able to power past the Ferrari showering dust in the faces of the pit crews as Alboreto missed a gear right in front of his own pit and gave Prost the chance he needed.

From then on, Prost had little trouble pulling away, while Lauda took over where Prost left off, looking as though he

was going to make it a McLaren one-two until he suddenly slowed and pulled into the pits with black box problems. There was a great cheer from the crowd, for Lauda's problems put Senna up to third place, although he was already 20 secs behind the leaders and still losing ground.

On lap 29 of the 61-lap race, both Prost and Alboreto headed for the pits for fresh tyres, which really sent the crowd wild, for Senna did not stop until the following laps and for a brief three-quarters of a lap he was actually leading his home Grand Prix.

When Prost and Alboreto came back out onto the track there were 25 secs between the two cars, Prost setting fastest lap of the race as he opened his lead up to just under 30 secs over the next few laps. Then he held it there, Alboreto unable to make any impression.

And so it stayed until the end of the race when, with five laps to go, Prost started to slow his pace, Alboreto catching him, but only too aware that victory was beyond his grasp. Prost wasn't so sure however. "There is a little green light in the cockpit which tells us if there is a malfunction in the engine management system," explained Alain. Although his engine was behaving itself, other than the odd misfire and slight turbo boost variation, "I was beginning to wonder if I would share the same fate as Niki," said Prost, Lauda's green light having come on and stayed on.

All was well, however, and Prost made it to the flag and half his pit crew filled the track, waving him over the finish line.

Alboreto was only just over 3secs away by this time, the only other car on the same lap. "My only worry in the race was the crash with Mansell at the start. If I had not had that and a lot of understeer on my first set of tyres, then maybe I could have beaten Prost. Anyway, I am very happy to have been so close, three seconds instead of three laps-like last year. It is a good start to the season," said Michele.

Prost later confirmed that he thought the Ferrari would be his biggest threat this year, although we still don't know what the Brabham can do yet.

Arnoux underlined Ferrari's reliability as well as speed with a strong fourth place finish, third going to de Angelis after Senna stopped with 13 laps to go, a circuit breaker on the car's electrical system having popped, although nobody was sure why right after the race.

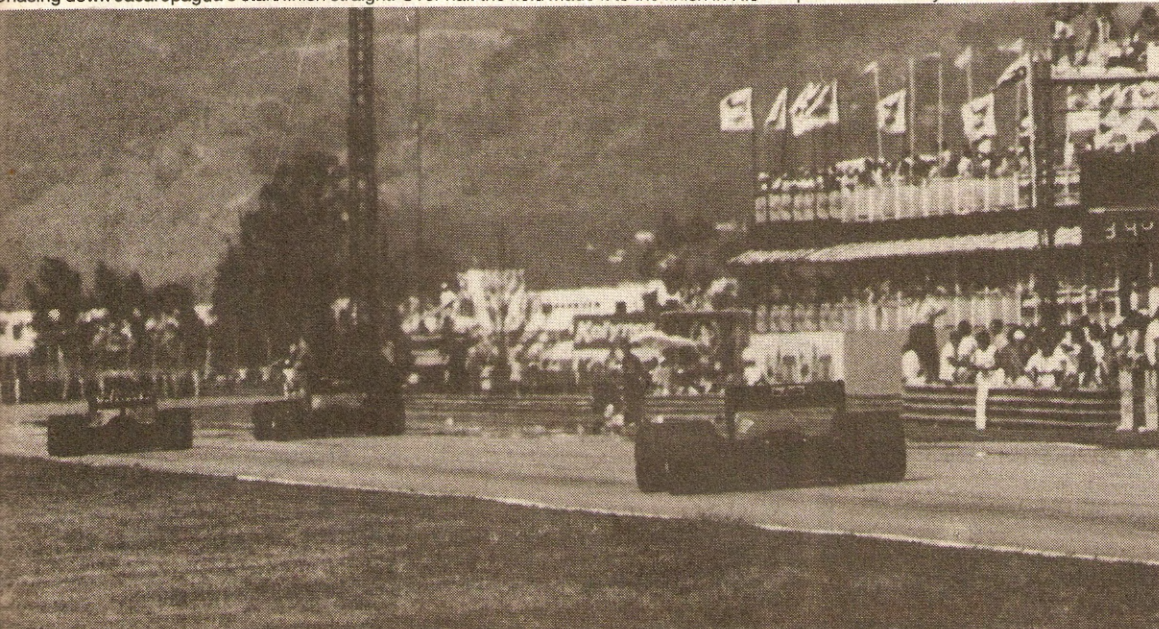
Like the Renault drivers, both Lotus drivers were disappointed about their engines' race performance, but even had they been running better they would have been hard pushed to match the leading cars. Senna was already almost a minute behind Prost when he dropped out of the race.

He claimed after the race that he was in good physical shape and would have had no trouble to go to the finish, although several people standing on the outside of the track thought that the young Brazilian looked very tired, with his head rolling around a lot through the corners.

Two laps down, it was Tambay in fifth place ahead of Laffite's Ligier, which would probably have taken fifth but for his long stop to change the damaged nose section earlier in the race.

If Tambay was disappointed, his team mate Derek Warwick had even more reason to look long-faced. He was running Renault's new long-stroke EF15 engine for the first time, but it was not a very successful debut. Some kind of electrical problem was causing the spark plugs to foul up, and after a few clean laps he would spend the next 15 laps with a steadily worsening misfire. Two stops in the pits dropped him well down the field, eventually placing a distant 10th.

Chasing down Jacarepagua's start/finish straight. Over half the field made it to the finish in Rio despite the extremely hot conditions.





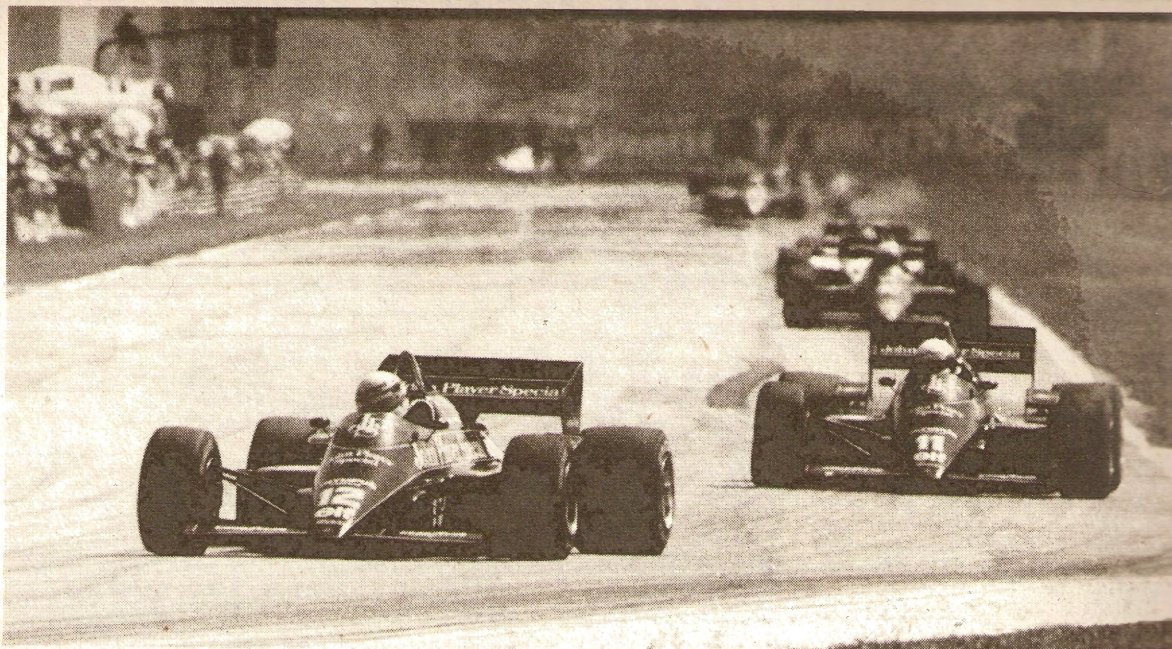
# BRAZILIAN GP

A lot of credit must also go to the performance put up by Stefan Johansson and Martin Brundle with the two Cosworth-powered Tyrrells. Both drivers gave the RAM-Harts a long hard race, Brundle having to make an early pit stop to tighten a loose front wheel, but still leading Johansson for much of the race until he locked his front brakes trying to get by Ghinzani. That allowed Johansson to get ahead to claim seventh place a couple of laps later. Both of the Tyrrells passed Philippe Alliot's RAM before the finish when Alliot lost fifth gear and his engine started to misfire, although the official results showed Brundle a lap down on Alliot in ninth place, which none of the unofficial lap charts seemed to agree with.

Winkelhock dropped to the back of the field when his car also started to misfire, leaving Ghinzani's Osella in 12th place and Thierry Boutsen's Arrows-BMW 11th after a disappointing race.

Boutsen started the race from the back of the field when his engine died because of low fuel pressure. He got it fired up again and worked his way back up to 8th place just ahead of Laffite at half distance, but then his engine started to misfire again with low fuel pressure and he slipped back down to the tail end of the field again.

His team-mate Gerhard Berger didn't have any better luck. After a strong drive to eighth place just ahead of Boutsen, he headed for the pits for fresh tyres only to lose over a minute when one of the rear



The Lotus 97Ts of Ayrton Senna and Elio de Angelis were quick in practice, but not quite able to stay on terms in the race.

wheels would not come off.

He came back into the race in 15th place getting back up to 11th before his race came to a dramatic end right in front of his own pit. "The rear suspension broke and I was only just able to keep the car on the road," said Berger, who was very lucky that it broke on the short pit

straight instead of the fast main straight, or in a quick corner.

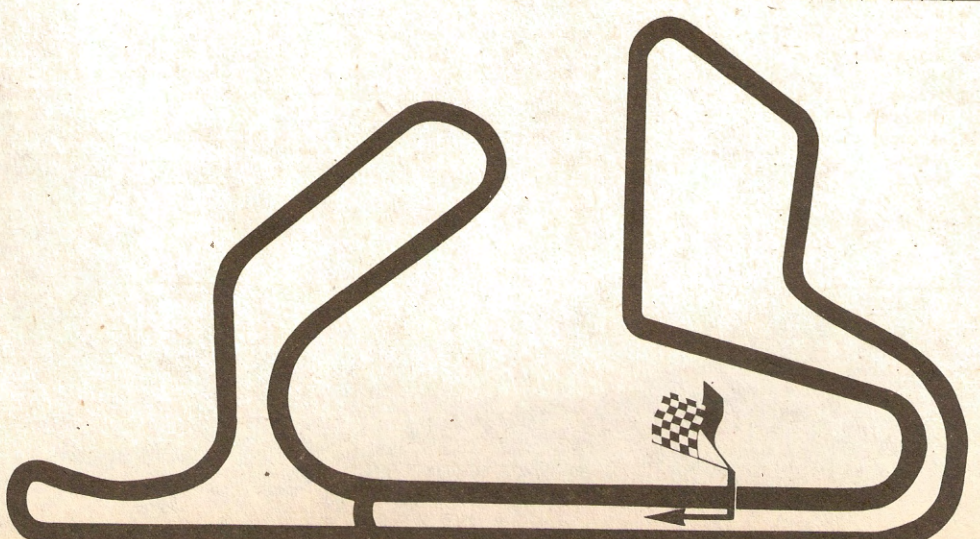
Eddie Cheever's ill-handling Alfa Romeo finally stopped for good with electrical problems 19 laps from the finish, while the two Italians, Mauro Baldi and Pierluigi Martini were in and out of the pits with electrical problems.

Martini's Cosworth-powered Minardi ending up in the retirements list 20 laps down.

It did at least show that McLaren can expect a lot more opposition than they had last year. Hopefully, for us spectators, they will get it.

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45					
27 ALBORETO	6	6	6	6	6	6	6	6	6	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	
6 ROBERG	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
11 DE ANGELIS	2	2	2	2	2	2	2	2	2	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
12 SENNA	12	12	12	12	12	12	12	12	12	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
5 MANSELL	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
2 PROST	28	28	28	28	28	28	28	28	28	1	1	6	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
28 HARNOUX	7	7	1	1	1	1	1	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28
7 PIQUET	1	1	22	25	25	25	25	25	25	25	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
1 LAUDA	22	22	25	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
16 WARWICK	25	25	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
15 TAMBAY	15	15	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23	23
18 BOUTSEN	26	23	26	26	26	26	26	26	26	26	23	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18
25 DE CESARIS	23	26	16	16	16	16	8	8	8	8	18	16	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
22 PATRESE	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
26 LAFFITE	9	16	17	8	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
9 WINKLE HOOK	16	17	8	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
8 HESNAULT	17	9	9	9	9	18	18	17	17	9	4	10	10	9	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
23 CHEEVER	8	8	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
17 BERGER	4	4	24	18	18	4	4	4	4	4	10	24	24	24	24	24	3	29	29	29	29	16	16	16	16	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
10 ALLIOT	24	24	10	24	24	10	10	10	24	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	
3 BRUNDLE	10	10	18	10	10	24	24	24	24	29																																								
24 GHINZANI	29	18	29	29	29	29	29	29	29																																									
4 JOHANSSON	19	29	21	5	5	5	5	5	5																																									
21 BALDI	21	21	5	21	21	21																																												
29 MARTINI	5	5																																																

46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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**JOHN PLAYER SPECIAL  
BRAZILIAN GRAND PRIX  
April 7, 1985  
FIA Formula 1 World  
Championship, Round 1  
Circuit: Jacarepagua, Rio**

<b>Race data:</b>	61 laps of 3.13 mile circuit		<b>Round 1</b>
<b>Weather:</b>	Dry, hot (34deg C)	<b>Distance:</b> 190.93 miles	
<b>Winner:</b>	Prost	McLaren MP4/2B	<b>Average speed:</b> 112.796mph
<b>Previous result:</b>	Prost	McLaren MP4/2	<b>Average speed:</b> 111.540mph
<b>Fastest lap:</b>	Prost	McLaren MP4/2B	1:36.702, 116.38mph
<b>Existing record:</b>	Prost	McLaren MP4/2	1:36.499, 116.62mph

**ENTRIES**

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-4	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-5	TAG V6 turbo
2T	Alain Prost (F)	McLaren MP4/2B-3	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 012-6	Ford Cosworth DFY
4	Stefan Johansson (S)	Tyrrell 012-7	Ford Cosworth DFY
		Tyrrell 012-5	Ford Cosworth DFY
5	Nigel Mansell (GB)	Williams FW10-02	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10-01	Honda V6 turbo
		Williams FW09-08	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-1	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-2	BMW S4 turbo
8	Francois Hesnault (F)	Brabham BT54-3	BMW S4 turbo
9	Manfred Winkelhock (D)	RAM 03-02	Hart S4 turbo
10	Philippe Alliot (F)	RAM 03-01	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-3	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-2	Renault V6 turbo
		Lotus 97T-1	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60-04	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60-03	Renault V6 turbo
16T	Derek Warwick (GB)	Renault RE60-02	Renault V6 turbo
17	Thierry Boutsen (B)	Arrows A8-1	BMW S4 turbo
18	Gerhard Berger (A)	Arrows A8-2	BMW S4 turbo
		Arrows A8-3	BMW S4 turbo
21	Mauro Baldi (I)	Spirit 101B-2	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 185T-2	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 185T-1	Alfa Romeo V8 turbo
		Alfa Romeo 185T-01	Alfa Romeo V8 turbo
24	Piercarlo Ghinzani (I)	Osella FA1E-03	Alfa Romeo V8 turbo
24T	Piercarlo Ghinzani (I)	Osella FA1C-02	Alfa Romeo V8 turbo
25	Andrea de Cesaris (I)	Ligier JS25-01	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-02	Renault V6 turbo
		Ligier JS25-03	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-079	Ferrari V6 turbo
28	Rene Arnoux (F)	Ferrari 156/85-080	Ferrari V6 turbo
		Ferrari 156/85-078	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-001	Ford Cosworth DFY

**LAP TIMES**

FRIDAY		SATURDAY		SUNDAY	
Weather: dry, hot (38deg C)		Weather: dry, hot (32deg C)		Weather: dry, hot (34deg C)	
Driver	Time	Driver	Time	Driver	Time
de Angelis	1:28.081	Alboreto	1:27.768	Prost	1:36.481
Senna	1:28.705	Rosberg	1:27.864	Alboreto	1:36.838
Alboreto	1:28.899	Senna	1:28.389	Lauda	1:37.050
Prost	1:30.253	Mansell	1:28.848	de Angelis	1:37.236
Tambay	1:30.254	Prost	1:29.117	Rosberg	1:37.712
Lauda	1:30.716	Arnoux	1:29.612	Arnoux	1:38.062
Arnoux	1:30.813	Piquet	1:29.855	Piquet	1:38.166
Mansell	1:31.211	Lauda	1:29.984	Senna	1:38.194
Piquet	1:31.364	Warwick	1:30.100	de Cesaris	1:38.605
Warwick	1:31.533	Tambay	1:30.516	Mansell	1:38.839
Patrese	1:32.107	Boutsen	1:30.593	Hesnault	1:39.151
Rosberg	1:32.135	de Cesaris	1:31.411	Laffite	1:39.834
Boutsen	1:32.207	Patrese	1:31.790	Tambay	1:40.278
Cheever	1:33.094	Laffite	1:32.021	Alliot	1:40.825
de Cesaris	1:33.718	Winkelhock	1:32.560	Patrese	1:41.016
Hesnault	1:34.742	Hesnault	1:32.904	Boutsen	1:41.163
Berger	1:34.919	Cheever	1:33.091	Cheever	1:41.624
Alliot	1:35.726	Berger	1:34.773	Berger	1:41.874
Brundle	1:36.225	Warwick	1:36.152	Warwick	1:42.063
Winkelhock	1:36.239	Ghinzani	1:36.743	Brundle	1:42.813
Johansson	1:37.799	Johansson	1:37.293	Johansson	1:42.904
Laffite	1:37.803	Alliot	1:37.409	Winkelhock	1:43.640
Ghinzani	1:38.272	de Angelis	No time	Martini	1:44.957
Baldi	1:41.330	Baldi	No time	Ghinzani	1:45.027
Martini	1:44.046	Martini	No time	Baldi	1:47.046
				Tambay	Not given

**STARTING GRID**

**RESULTS**

**WORLD CHAMPIONSHIP POSITIONS**

27	Alboreto	1:27.768
6	Rosberg	1:27.864
11	de Angelis	1:28.081
12	Senna	1:28.389
5	Mansell	1:28.848
2	Prost	1:29.117
28	Arnoux	1:29.612
7	Piquet	1:29.855
1	Lauda	1:29.984
16	Warwick	1:30.100
15	Tambay	1:30.254
	Boutsen	1:30.593
25	de Cesaris	1:31.411
22	Patrese	1:31.790
26	Laffite	1:32.021
9	Winkelhock	1:32.560
8	Hesnault	1:32.904
23	Cheever	1:33.091
17	Berger	1:34.773
10	Alliot	1:35.726
3	Brundle	1:36.152
24	Ghinzani	1:36.743
4	Johansson	1:37.293
21	Baldi	1:41.330
29	Martini	1:44.046

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	McLaren-TAG	61	1:41:26.115 (112.80mph)
2	27	Alboreto	Ferrari	61	1:41:29.374 (112.72mph)
3	11	de Angelis	Lotus-Renault	60	
4	28	Arnoux	Ferrari	59	
5	15	Tambay	Renault	59	
6	26	Laffite	Ligier-Renault	59	
7	4	Johansson	Tyrrell-Ford	58	
8	3	Brundle	Tyrrell-Ford	58	
9	10	Alliot	RAM-Hart	58	
10	16	Warwick	Renault	57	
11	18	Boutsen	Arrows-BMW	57	
12	24	Ghinzani	Osella-Alfa Romeo	57	
13	9	Winkelhock	RAM-Hart	57	
R	17	Berger	Arrows-BMW	51	Rear suspension
R	12	Senna	Lotus-Renault	48	Engine electronics
R	23	Cheever	Alfa Romeo	42	Engine electronics
R	29	Martini	Minardi-Ford	41	Engine electronics
R	1	Lauda	McLaren-TAG	27	Engine electronics
R	25	de Cesaris	Ligier-Renault	26	Accident
R	22	Patrese	Alfa Romeo	20	Accident damage
R	6	Rosberg	Williams-Honda	10	Turbocharger
R	8	Hesnault	Brabham-BMW	9	Accident damage
R	5	Mansell	Williams-Honda	8	Broken exhaust/body damage
R	21	Baldi	Spirit-Hart	7	Turbocharger
R	7	Piquet	Brabham-BMW	2	Accident

DRIVERS	CONSTRUCTORS
1 Prost	1 McLaren-TAG
2 Alboreto	6 Ferrari
3 de Angelis	3 Lotus-Renault
4 Arnoux	4 Renault
5 Tambay	2 Ligier-Renault
6 Laffite	1

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





Jimmy McRae took another Circuit of Ireland victory as he led the field back to Belfast on Tuesday.

# Scottish reel

Jimmy McRae clinches 1985 Circuit — Interim report  
**ANN BRADSHAW & RUPERT SAUNDERS** —  
 Photography: COLIN TAYLOR PRODUCTIONS

With team orders stepping in, Jimmy McRae emerged victorious from his fierce battle with team mate Russell Brookes on another long, hard Circuit of Ireland. Brookes, however, cannot be too downhearted, as he now leads the Shell Oils Open Championship.

Group A fell to Tony Pond's Computervision Rover although Per Eklund's Duckhams Toyota came in behind him and still leads Group A in the championship.

The introduction of pace notes for the 1985 Rothmans Circuit of Ireland did more than just alter the route of the event: it altered the atmosphere as well.

When competitors gathered at the Belfast scrutineering they had several days of pace noting behind them — and were eager for the off. All the gossiping had been done in the days before the rally actually started. Indeed, there were plenty of stories about the recce period itself. By common consent, Michele Mouton was acknowledged quickest in the pre-rally period, and a number of drivers had to be warned about their speed over the stages. For most, though, the recce passed without incidents — there was the rally itself to look forward to.

One driver who did have worries was Bernard Beguin. The Frenchman, on his first ever visit to the Circuit, had been hoping to have an easy start to the event. First, his flight to Cork airport was diverted to Luton. Then, the car which he was using for the recce suffered a series of mechanical mishaps, and he only managed about half the allocated practice period.

It was the route, of course, which showed the effects of the pace notes most of all. In order to keep the recce mileage down to a minimum, the organising UAC devised a series of loops, one based on Belfast and the other on Waterford, with just a couple of stages south of Dublin to link the two.

From the start in Belfast on Friday morning, crews tackled stages in the north before returning to Belfast in the evening. The 4am restart allowed for a second loop of the northern stages before the rally turned south taking in one stage north of Dublin and then the two classics at Sally Gap and Aghavannagh. Water-

ford provided the base for the Sunday stages and then it was back to Belfast again for an all-nighter through until Tuesday lunchtime.

"It's a five day rally, I'm going to take it easy from the start," said Jimmy McRae and, for a fraction of a second, we all believed him. One look at the times from the first stage told a different story. McRae was fastest from old rival Russell Brookes, with Bernard Beguin providing some surprises with third fastest. That was the way it ran for the whole of the first day, with McRae and Brookes swapping times and Beguin looking like the only driver likely to provide any serious opposition.

On the fourth stage, Brookes, who had been slowed slightly by an intercom not working, switched everything on and jumped through into the lead. McRae seemed relieved to let somebody else take the pressure and resolved to save his final push for the last day.

Even at this early stage some drivers weren't going to get the chance to have a crack at those later stages. For Malcolm Wilson, leader of the Shell Oils RAC Open Rally Championship, the Rally was a short-lived affair. His Audi Quattro arrived at the end of the first stage wreathed in smoke and steam, a sure sign of a headgasket failure.

This was not to be Audi's weekend. As news came through of the disasters on the Safari Rally, so the Circuit of Ireland lost Michele Mouton. The French girl had been complaining of a brake pedal going to the floor early in the rally and, at the end of stage 8, the hydraulics failed completely — no power steering, no servo, no nothing.

By the end of that first day the Audis were still the only major retirement. Brookes led McRae by 22secs with

Beguin just about a minute adrift and Ken McKinstry providing one of the upsets, lying in eighth place. At least McKinstry was upholding Ford honour for the much heralded Ford Escort Turbos did not exactly shine: Richie Heeley non-started after a confusion about steering racks and Mark Lovell retired on the sixth stage with a broken gearbox.

The run south to Waterford contained some nasty surprises, including the Sally Gap, but the problems came before that. Beguin had a fan belt fly off the Porsche on a road section, and then picked up a puncture on the next stage. The Gap claimed David Mann's little Toyota, just when he looked like giving Pentti Airikkala some trouble in Group A, but at the head of that category, Tony Pond in the Rover still led from Per Eklund in the 'big' Toyota, the new Supra.

Heading south it was McRae who sped over Sally gap, but both he and Brookes cleaned Aghavannagh and, by the end of the day, there were just 28secs separating them. They were 6 mins ahead of Bertie Fisher, with Terry Kaby fourth in the Nissan 240RS upsetting the form books.

Torrential rain, and a high tide greeted competitors on Sunday morning and it was that rain which was to prove to be Terry Kaby's downfall. Trying new wet weather tyres on the Nissan he misjudged a corner on the first special stage and, although he got the car out of the test, it would go no further.

Those Sunday stages belonged to McRae, Brookes and Beguin, who continued to set outstanding times which rather belied his apparent lack of recce time. By the end of the day he was up to fourth, displacing Austin McHale who was complaining of food poisoning.

After the 10 Sunday stages, McRae had closed the distance to Brookes to 10secs, and the two of them had pulled 10mins from Bertie Fisher. There was plainly no way that anybody else was going to stay the pace.

Tony Pond led Group A, hanging on to sixth place, as he had done throughout the event, with Per Eklund second in Group A and now up to eighth overall. Coleman, struggling to make up time after a puncture on the Porsche was seventh, rather outshone by his French team mate, David Llewellyn ninth and Ken McKinstry 10th.

The main question being asked overnight in Waterford was would the Vauxhall Opel team management take matters into their own hands and issue McRae and Brookes with team orders? The consensus of opinion was that the two rivals had been told to 'cool it' as at the rate they were going neither would make the finish back in Belfast.

This seemed to have some effect. On the first stage out of the watery southern half Fisher set the pace. However, McRae was not dragging his heels as he romped past Brookes, turning the Midlander's 10sec lead to a 2sec deficit. After this the Scot showed his team mate the way and by the Belfast midnight halt was 20secs in front. Brookes seemed far from happy with the situation, with co-driver Mike Broad heard to mutter something about it being more dangerous driving

slowly on pace notes then being allowed to go at their own pace.

Ballyneal was not without its dramas as Llewellyn arrived at the finish line with his Quattro's gearlever in his hand. Luckily, a screwdriver was used to see the Welshman through the next few stages. However, his clutch was slipping badly too, and the David Sutton mechanics had to resort to pouring a mixture of Coca Cola and flour down the bell housing to keep the car running.

The fact that Juha Kankkunen and local man Fred Gallagher had just won the Safari in their Toyota was cause for celebration in the north, but Per Eklund was not having time to think about his far away team mates, as he struggled over Ballyneal with a costly puncture. The Toyota, which was giving an excellent showing on its first event, dropped a further 1½min to Group A rival Pond, and accepted that the honours would go to the Rover unless disaster struck the ARG team.

The second gearbox change of the event was on the cards for Toyota as the car was jumping out of third. The service crew were able to do the work at Muinebheag, three stages into the day, and as the crew booked out, co-driver Dave Whittock, was heard to comment over the radio that they had 15secs spare.

Pentti Airikkala had steadily been getting used to his Group A Astra and was third in the category behind Pond and Eklund. A little more power and development was what the Finn required before being really competitive, but when the car crawled out of stage 37 he knew something was desperately wrong. The former Circuit winner finally called it a day with differential failure.

The Rothmans Porsche team had their own dramas before arriving at Belfast with Beguin's gearbox becoming 'notchy'. The 'box' was changed but not without road penalties — luckily for him he had a large enough cushion over team mate Coleman in fifth.

Another driver to have a gearbox change at this service was Kenny McKinstry, having run on one stage with no oil at all in his Ford Escort's 'box'. While all these problems were going on around him, Bertie Fisher was just getting on with holding on to his third spot and making it an Opel 1-2-3.

No sooner had the cars left Belfast for the final leg of the event, than trouble struck again. This time it was Austin McHale, a late casualty of last year's rally, who put his Opel Manta off the road during his frantic chase for fifth place with Coleman's Porsche. Andrew Wood, lying third in Group A after Airikkala's demise also departed the fray with a couple of stages to go, leaving Mike Stuart to collect a well deserved award in his Rover as Louise Aitken-Walker took fourth in the Peugeot.

But up at the front, it was McRae all the way and, with Brookes complying with his masters, the AC Delco car took an easy victory to give the Scot yet another Irish win but promote Brookes to the head of the championship table.

Full report next week.

## ROTHMANS CIRCUIT OF IRELAND RALLY (GB/IRL)

Apr 5/9

Shell Oils RAC Open Rally Championship, round 2

European Rally Championship, coefficient 2

### Provisional results

1, Jimmy McRae/Ian Grindrod	Opel Manta 400	7h35m37s
2, Russell Brookes/Mike Broad	Opel Manta 400	7h37m35s
3, Bertie Fisher/Austin Fraser	Opel Manta 400	7h46m27s
4, Bernard Beguin/Jean-Jacques Lenne	Porsche 911 SCRS	7h51m15s
5, Billy Coleman/Ronan Morgan	Porsche 911 SCRS	7h56m21s
6, Tony Pond/Rob Arthur	Rover Vitesse (A)	7h58m54s
7, Per Eklund/Dave Whittock	Toyota Supra	8h03m00s
8, David Llewellyn/Phil Short	Audi Quattro A2	8h06m32s
9, Ken McKinstry/Mark Crowe	Ford Escort RS	8h14m44s
10, Cyril Bolton/Derek Ervine	Opel Manta 400	8h15m40s





Fred Gallagher (left) and Juha Kankkunen celebrate their Safari victory.



Kankkunen managed to avoid all the problems that befell rival competitors to take a debut win.

# A dream is realised

Kankkunen wins on Safari debut, but Weber nearly produces similar result until last minute drama intervenes — Aaltonen leads but is beaten again — Peugeot, Lancia and Audi suffer in the African heat — Report: PETER FOUBISTER — Photography: COLIN TAYLOR PRODUCTIONS

Some clear thinking, careful driving and strict discipline paid off for Juha Kankkunen and Fred Gallagher on the Marlboro Safari Rally which finished in Nairobi on Monday. The Toyota Celica Turbo avoided all the problems which beset their more fancied opponents and was heading for a top place and suddenly on course for the crew's first win on the World Championship counter.

Second was team mate Bjorn Waldegaard, these two well clear of Kirkland's Nissan and the Opel Manta 400 of Aaltonen. For so long the Finn had looked set for victory, but as usual problems slowed him as they had Erwin Weber and on his first championship event was set for a sensational victory until a sick engine slowed him just 300km from the finish. It was an event which took its toll on the most professional teams — Audi, Lancia and Peugeot all found themselves struggling — so by the time the rain storms hit the road in the north of the country only the conventional cars were left in the hunt. The hectic pace in the opening rounds certainly had eliminated some cars but through it all came a very cool Kankkunen to take that all important first win in the most impressive manner.

The Subaru finished a commendable 10th on its rally debut, also winning the Group A prize.



As detailed fully in last week's issue, the 1985 Safari Rally boasted an enormous number of factory teams, all of them keeping a careful eye on the skies as the cars left Nairobi last Thursday with some 5200kms ahead of them. With three Peugeots, and two of the latest Sport Quattros, the feeling was that, should the bad weather continue, then four-wheel-drive would dominate.

Experience is so often the key to success in Africa, however, and with such experts as Opel, Toyota, and Nissan all present in force — plus the trio of Lancia 037s on their last major gravel appearance — this would be a tough nut to crack. Inevitably, with 20 odd works cars, the attitude to the Safari would change and a gentle approach would not be enough. Waldegaard helped underline that point in 1984 by charging off into the distance, no one else being given a chance to catch up as the rally wore on.

With temperatures high, and the adrenalin pumping hard, attention focused on the first day 'race' to Mombasa and back. Threading its way across the plateau below Nairobi, and including the famous Taita Hills, Mike Doughty's route was not for the faint-hearted. Top speed was of the utmost importance, the Sport Quattros of Blomqvist and Mikkola (geared for 247kph) expected to do well. Instead, the German disaster would be complete even before the cars reached the coast.

The drivers had been pleased with their steeds early in the week, the six speed boxes approved by Mikkola in thorough testing, but being replaced by slightly modified units before the off. The minor change had been to cure a selection problem, and the new batch

arrived too late for any hard runs: The opening moments of the competition underlining to the Finn that something was wrong. "About 30kms out of town, I could smell the oil, with the temperature gauge for the gearbox going absolutely wild. There was no way that we could go on, the gearbox had to be changed, and that cost us 1 hour."

The problem was not just Hannu's, but Stig's as well. But in the urgent rush to supply a gearbox for the first car, the helicopter (flown down from Germany for the day), did not bring a second unit for Blomqvist's crippled car. As the chopper darted back and forth, Audi Sport were at the back of the pack, with Peugeot also suffering some opening problems in the dust.

For Timo Salonen, it was a simple matter of a turbocharger pipe which worked loose costing 12mins, the problem compounded by a puncture. It was the start of an almost unreal tale of woe for the 'happy Finns', Timo and Seppo, team mates Saby and Fauchille also experiencing a similar turbo handicap.

In the middle of this frenzied start, some drivers were managing to clean the opening sections as they moved south under the midday sun, but that would all change as Rauno Aaltonen's Opel Manta 400 led the queue into the Taita Hills. The contrasting conditions were remarkable, the mountain range taking on the same silhouette as an empty egg tray lying on a table, breaking up the seemingly endless flat horizon in a most threatening manner. Delighted to have left the fast stuff behind for the moment, Markku Alen attacked dropping just 6mins, and clear of team mates Attilio Bettega and Vic Preston Jr, both on



mins. The cancellation of the competitive section just afterwards meant that crews were then allowed the luxury of around 10mins servicing time, the drivers arriving at the roadside service point drenched in sweat, the team doctors already pumping in the tablets to keep the crews from becoming dehydrated.

'Safari time' is always to the whole minute, the only option available to an event which lacks special stages, but is run on open roads, just like an old fashioned English road event (with all the excitement that entails). But already Jörn Waldegaard was cursing the system, arriving at the end of Taita just on the wrong side of the 8min barrier. The other Toyota regular, Juhā Kankkunen, found himself the wrong side of 10mins, while the teams newcomer, David Corsey, found himself out of his depth. Full of enthusiasm, and eager to do well in his first event with a real car (previous successes have been in a Peugeot Pick-up), David ran out of brakes while trying to stay ahead of Mike Kirkland's Nissan 100RS. The roll ended with the Celica

**AALTONEN:** "... the pedal just went to the floor so we had some moments."

turbo well off, but a few swift words in Swahili — and a few hundred Kenyan hillings — encouraged the locals to help the car regain the road and continue. Although damage appeared minimal, the car also suffered, and the car would soon retire with engine problems.

Other home drivers included Safari favourite Shekhar Mehta whose Nissan 100RS — the latest ET version — was already into that familiar, relaxed style, which helps explain why this man has such an enviable record on such difficult events. Rauno Aaltonen is not really a Kenyan National, but after 22 years of trying to win a Safari, he might as well be classed as one. Unconcerned at the start about the threat of heavy rains, Rauno was now more concerned with ironing out some of the more niggly problems with his Manta 400, while still only dropping 9mins in Taita, just slower than Timo Salonen managed to bring the surviving 205 Turbo to the finish to salvage Peugeot honour and extend his lead in the series.



A spectacular shot of Lancia's 037 racer, but the team suffered from lack of Safari experience, and all three cars retired.

the young bearded German, Erwin Weber, about to embark on the most sensational World Championship debut one could imagine.

Although he drove chase car for Rauno last year, and learned many important lessons on Paris-Dakar earlier this year, the 26-year-old was already into his stride, equalling the time set by many more experienced campaigners. The early suggestion may have been that he was trying terribly hard, but as the event wore on, so he appeared ever more in control, taking the whole thing in his stride. Certainly, he had a slightly easier

time through the first leg than Rauno, who lost time particularly through the fan belt jumping off the pulleys when the engine was at high revs. It is an old problem for the car, and while a cover now protects the timing belt (the reason that the Finn retired from the rally in 1983), it was not helping the effort.

Safari winner in 1983 was Ari Vatanen, the man who has for some time produced Peugeot's results with the 205 Turbo. As he drew the car into the roadside service point, with the helicopters jostling for space by the asphalt and throwing up clouds of dust, he seemed to have

escaped the turbo problems, and was with the lead group. There was concern in the camp about shock absorber life, however, water being sprayed onto them at every opportunity to try and keep the temperature under control. Despite their extensive testing, the rally was proving a most severe test for PTS, Jean Iodt being particularly cagey about his question from a local journalist who noted that a mechanic had burned out Saby's recce car at a Nairobi roundabout, that Vatanen had a similar problem in

Aaltonen — will he ever win this classic?







Mike Kirkland was the highest placed Nissan finisher in third, but the 240RS was no match for the faster Toyota rivals.

▶▶ November, and was anything being done about the dangers? No response.

This rally is the fastest of them all, and yet because it is held in such tropical conditions, the drivers' own precautions are at an all-time low. Jeans or shorts, plus a tee-shirt as *de rigueur* and few wear crash helmets, opting instead for the cooler headsets. An accident to the Nissan 240RS of Hans Schuller (a past winner of the event), was certainly made much more serious when co-driver Wolfgang Siller — who had taken over the wheel — tossed it off, and Schuller was thrown out of his belts, ending up some distance from the car. It took a very long time for the emergency services to reach him, Peugeot's helicopter performing a mercy dash to Mombasa, while the organiser's flying doctor service lay rather uselessly back in Nairobi.

Just before Mombasa, Alen collected something hard, needed a new strut and handed to lead to Bettega, the little Italian on his first Safari, and recovering from-the culture shock well. Alen and Vatanen were next, followed by Weber and Waldegaard, Aaltonen, Kirkland, Mehta and Kankkunen as the crews stole 4 hours' rest before resuming the evening run back to Nairobi.

Dust was the major problem at the start of the journey, and despite some heavy thunderstorms which broke up the night, the convoy managed to avoid any very slippery going. In many ways these sections told a similar story to the outward leg, Mehta making a mistake in the Taitas, whacking some rocks, and dropping 10 mins as the team changed a strut.

By that point, Alen had reduced his 037 to a three wheeler and then the engine threw a rod as it did in Sanremo last year. Bettega kept the Italian flag going for a bit longer, before a problem with the electronic sensor on the distributor started to play up, Preston also losing valuable minutes with a similar malady.

The declining fortunes of Lancia left the way open for Waldegaard, who sneaked ahead on the road as the cars skirted the foothills of Mt Kilimanjaro. Just as he did 12 months ago, Bjorn was making an early move, maintaining the pressure all the way back to Nairobi, where the mechanics completed a hurried rebuild to give the mud splattered Celica a new axle and suspension. It cost 4mins penalties, but the lead was still intact, and the Swede would have a fresh, strong car for the second leg.

Other teams could not concentrate on preventative maintenance, the Opels

**GALLAGHER: "I won't believe it until I read it in AUTOSPORT . . ."**

still threatening to throw their fan belts, and Peugeot running into a new variety of troubles.

Just after the halt at Kilimanjaro, Vatanen broke a shock absorber and then a fuse in the petrol pump broke, and he ran out of fuel, struggling to a convenient petrol pump to buy a few litres, only to run out again. Nearly half an hour was lost, and while it is not a lot on the Safari, the rest of the PTS force was wilting. Salonen's car threw a camshaft belt before the Nairobi halt, losing yet more time, and Saby was already back at headquarters, having got it wrong in the Taitas.

He was among a rapidly growing club of retirements, including all of Audi Sport, Blomqvist never passed TC7 and Mikkola eventually retired with an engine problem after various bothers including a fire.

Now the Germans were getting ready to welcome the company chairman, Dr Habbel, who was popping in for a couple of days to see how his rally team was doing. It seems no one wanted to break

the news, so the plan was to send both Mikkola and Blomqvist to the airport, and let him work it out for himself.

Just 38 cars returned to the splendid *parc fermé* below the Kenyatta Conference Centre, and yet according to Mike Doughty, this was the easiest section. His predictions were certain to come true, because while the crews went to sleep on Saturday morning, there were more reports of heavy weather in the mountains north of the capital.

In the time up until the 1600 re-start, the discussions centred around Waldegaard's move up front, the fact that the front runners were covered by just 10mins, and that two young lads were emerging as real stars, Weber staying so cool, and Kankkunen disciplining himself on his first taste of African rallying. Now all would face the clockwise loop to the north west, taking in halts at Kakamega and Eldoret before getting back to the capital in the early hours of Sunday.

Erwin Weber so nearly took a debut win, but suffered problems just 300kms from the finish.



Perhaps luring the crews into a false sense of security, the opening hours to Kericho were fairly painless, but all that changed for the leaders as Waldegaard and Thorszelius weaved their way along the equator and towards the shores of Lake Victoria. After crumpling a couple of his spotlights, Bjorn's car's electrical system went wild, the Swedes stealing batteries from their chase car, and the mud crews before grinding to a halt, waiting on further assistance which backtracked and got the show on the road again. It was a bitter blow to Bjorn, nearly 45mins lost, but there was more to come. A rear shock absorber punched its way free, and another 20mins meant that the Safari was living up to its name. Waldegaard was eighth.

Meanwhile, for Weber the fairytale took another step in the right direction, and for one glorious moment the man was actually ahead, giving way to team leader Aaltonen soon after when the German's car threw two fan belts in one section. He was still second, 1min ahead of Kankkunen, who launched himself into a swamp for some time before the necessary number of enthusiasts could be found to recover the situation. Kirkland was getting into the competition now, but with alternator trouble, and Vatanen, capitalising on much more slippery conditions, was underlining his interest in the honours.

Salonen also would have liked the opportunity to get going, but instead it was the next chapter of disasters. "I go maximum 100kms without something happening, the worst is 6kms." In that distance, the list included another turbo pipe problem, a puncture, and an alternator problem, help again coming from the skies.

All the way back to Nairobi, there would be a similar tale, Timo and Seppo soaking it up and battling on. The most northerly part of the route, through the Cherangani Hills (some 10,000ft above sea level), was ideal territory for a turbocharged Peugeot in good state, Ari clearing the section as others lost several minutes fighting for traction up the numerous hairpins. The weather was still deteriorating, and while the night had included a few showers, much heavier storms would soon play a part.

Vatanen's big bid did not last so long, and having made an impact, he then had to call on the chopper to deal with a stone which had wrecked a caliper. This was the fastest section on the whole event, timed at over 200kph, with just 10mins to cover 33.8kms. Instead of heading into the lunchtime halt at Eldoret in third place, he had to be content with fifth, behind Aaltonen, Weber, Kankkunen and Mehta. It was surely a highly unlikely leaderboard comprising the most conventional cars in the event, but experience from the teams was coming through, the Opel pit stops at their most



frenzied, with a complete change of shockers undertaken in a not-so-cool 4mins, petrol was added at the rate of 140 litres per minute courtesy of a hand pump, and the whole thing resembled a military operation, with Tony Fall standing in his shorts conducting operations.

Cesare Fiorio was by now having a rather less harrowing time, Betttega's run ending with a blown engine, leaving Vic Preston Jr—who would not actually get back to Nairobi. With darkness now having taken over and rainstorms transforming roads into rivers, everyone else was concerned about getting stuck, whereas Preston's troubles centred on a wheel which detached itself (in much the same way as Biasion's did in Portugal), the problem apparently attributed to some new rims which do not mate with the hub.

Having coped with this, the crew then hit the old distributor problem, tried the spare, got nowhere, and ran out of time at the Seyabei control point.

Located at the top of the Mau escarpment, many others found it too much, and the whole leader board changed suddenly as Mehta and Vatanen were sidelined. The Nissan went off, hit a bank, and ground to a halt, with no hope of recovery, while Vatanen went out after the radiator leaked and the head gasket blew. It was a sorry end to the charge, as the Finn's head was down, he was not waving to the photographers any more, and the gap to Aaltonen had been cut to just 16mins, with the whole third leg remaining.

Aside from Salonen (fighting on 3 hours behind the front runners), it would be a two-wheel-drive competition just as the super cars should have been in their element.

"There were a couple of tricky places," explained Kankkunen's co-driver Fred Gallagher, "and it really would not have surprised me if the rest of the rally was stuck there. At one washaway we had to drive way off the road and round it all, and at another point, we needed a good charge to get up the slightest hill. It's alright for the works teams, because we had people there to guide us and talk us through it all on the radio, but I don't know how the rest will survive."

But survive they did, the 22 lonely crews creeping into the final time control well into the early hours of Sunday. The Opels came first, Rauno immediately grabbed by the enthusiasts.

"I have not been driving any quicker on this leg, it's just that we have not had any problems, and I liked the pace. The worst part of the leg was Seyabei, just before we got here, as it was wet and dry, wet and dry, so the red mud became caked onto the inside of the wheel rims and pushed off the caliper. Of course, the pedal just went to the floor, so we had a few moments." The problem was something that Rauno had not experienced before; but with a consistency not unlike cement, it is certainly evil stuff which can sorely affect a car. Weber was happy — "only wanting to get to the finish" — and joking with onlookers, as the two Toyotas crept in, the drivers relieved that another part of the Safari had been beaten.

And then there was a long wait. Kirkland came in next having survived a half-shaft failure in the Nissan but appearing considerably the fastest of the previous 24 hours. Now there was a little time for rest, most of the remaining drivers waiting until mid-morning on Sunday to have a couple of hours in the shade before turning their attentions to more important matters. Thankfully, the worst of the rain storms seemed to have dispersed so that as the convoy again headed north on the final thrash around the foothills of Mount Kenya the clear skies cheered the hearts. Opel's morale took a dive early in the evening,



The 1984 Safari winner, Waldegaard, led this year's event for a while, but eventually succumbed to young team mate Kankkunen to finish second.

however, when Aaltonen developed clutch problems. Heading towards Nyahuru, the little Finn's worst fears were being realised. On his 22nd Safari he had at last seemed set to take that desperately sought success, but instead the old jinx was coming into play.

Frantic activity was forced to combat the problem which stemmed from an oil leak which had first showed itself a few hours earlier. There was no alternative but to change the clutch in Nyahuru. The eight minutes lost promoted Weber back into the lead. Aaltonen was on maximum revs and things deteriorated further when more transmission work was required.

A rag was squeezed under the sump to stem the oil leak but it wrapped itself around the prop-shaft, breaking the rear gear box seal and necessitating a new box. Instead of just dropping back behind his team mate, Aaltonen was now behind the Toyotas and Kirkland's Nissan.

So from a position of apparent security, Tony Fall's operation was now under threat, especially as Weber was ahead of Kankkunen by a scant 13mins. The rally was building for a remarkable climax with two men who had started as outsiders finding themselves with the break of a lifetime. In between the activity to fix Aaltonen's clutch problem, Opel had also fitted different carburettor jets to improve performance over the mountains toward Meru, but still Kankkunen stole a few more minutes before he arrived in the town in the early hours of Monday. Now there was time for a break but little chance to relax. Despite the closeness of the situation, Kankkunen's policy was to steer a steady course. His intention was to finish and that came before anything.

When the crews gathered again at 9.00am on Monday, the sun was up and the cars assembled at the country club HQ. For all the world it looked as if

Weber was about to write his name in the record books. The position was reinforced when Kankkunen was slowed with shock absorber problems, crawling for some 80kms and stopping three times to ensure that the flailing item was not about to destroy the oil pipes. It was a careful piece of planning, Henry Liddon guiding his youngster home from the aircraft, keeping an eye on the relative positions and ensuring that Gallagher knew what time was being lost and to whom.

No sooner had the service bays fixed the shock absorber, however than the whole picture changed, Weber's engine ingesting a little nut which retained the air trumpets on the carburettors. It was an immediate disaster, the lumpy Cosworth completely sick. Just 300kms stood between Weber and the rostrum but now the crew were installing a new cylinder head and the Russelsheim

miser was complete. Toyota were in 1-2 formation, returning to a tremendous reception at the Kenyatta Conference Centre. Amidst the celebrations, Kirkland's Nissan rolled in third, battered and bruised after a last minute inversion through some over enthusiasm. Aaltonen's Opel followed him home, smile still there and the promise that he will be back. Yet again he was, on the sidelines, beaten this time by a pair on their first ever Safari. Kankkunen sprayed the champagne, Ove Andersson gave him an enormous cuddle, Henry Liddon smiled, squeezing his magnum of champagne and Gallagher was in a daze. "Any problems with the car?" enquired a local journalist. "No, it was perfect," retorted Gallagher. "It's a Toyota!"

"And how did it feel to win?" "I don't think I'll believe it until I see it in AUTOSPORT!"

The dream was for real . . .

**MARLBORO SAFARI RALLY (EAK)**

**Apr 8**

**World Rally Championship for Drivers and Makes, round 4**

1, Juha Kankkunen/Fred Gallagher	Toyota Celica Turbo	318 pens
2, Bjorn Waldegaard/Hans Thorszelius	Toyota Celica Turbo	352
3, Mike Kirkland/Anton Levitan	Nissan 240RS	361
4, Rauno Aaltonen/Lofty Drews	Opel Manta 400	372
5, Erwin Weber/Gunther Wanger	Opel Manta 400	424
6, Alain Ambrosino/Daniel Saux	Nissan 240RS	478
7, Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo 16	549
8, Jasuhiro Iwase/Subhir Vineyak	Nissan 240RS	742
9, Ashok Patel/Dalbir Kandola	Nissan 240RS	848
10, Carlo Vittel/Robin Nixon	Subaru 1.8 Turbo 4x4 (A)	928

**Starters/Finishers: 72/20**

**Rally Leaders:** TC6/TC9, Alen; TC10/TC17, Betttega; TC18/TC39, Waldegaard; TC40, Weber; TC41, Weber/Aaltonen; TC42/TC81, Aaltonen; TC82/TC92, Weber; TC93/TC99, Kankkunen.

**Leading retirements:** Blomqvist (Quattro Sport), gearbox, TC7; Horsey (Toyota Celica Turbo), accident, TC9; Alen (Lancia Rally 037), engine, TC15; Saby (Peugeot 205 Turbo 16), accident, TC18; Shah (Nissan 240RS), axle, TC22; Mikkola (Quattro Sport), engine, TC22; Mehta (Nissan 240RS), accident, TC66; Vatanen (Peugeot 205 Turbo 16), head gasket, TC66; Preston (Lancia Rally 037), electrical, TC66; Fowkes (Subaru), chassis collapse, TC66.

**Rally details:** Rally ran in three legs; Nairobi to Nairobi via Mombassa and Kilimanjaro Lodge; Nairobi to Nairobi via Kericho, Kakemega, Eldoret and Nakuru; Nairobi to Nairobi via Meru. Total distance of 5,190kms.

**World Rally Championship for Drivers:** 1, Salonen, 48pts; 2, Vatanen, 40; 3, Blomqvist, 35; 4, Rohrt, 27; 5, Kankkunen, 20; 6, Biasion, 17.

**World Rally Championship for Makes:** 1, Peugeot, 60pts; 2, Audi, 46; 3, Toyota, 28; 4, Lancia, 24; 5, Nissan, 18; 6, Opel, 16.



# Lancia plan to contest 1986 Safari with Delta

Following their traumas on this year's Safari Rally, the Lancia team immediately carried out a post mortem on their performance and then began to turn their attentions to the 1986 event, where they intend to use a full works team and campaign the new Delta S4 four-wheel-drive supercar.

Lancia Martini largely made their own problems during the World Championship counter and, after seeing both Markku Alen and Attilio Bettega lead the African challenge, they were forced to watch as both their chargers fell by the wayside early on. Vic Preston Jr kept the flag flying until two-thirds distance, but eventually succumbed to electrical failure, as had Bettega.

For service arrangements, it seems that Cesare Fiorio's team had placed too much emphasis on the presence of the team's two helicopters and single light aircraft. Once the event moved into darkness, the usefulness of these as spotter planes was immediately wiped out and it was then that the back up service plan let the team down. Whether or not the Lancia lead could have been maintained to the end of the five day rally remains a matter of conjecture, but such elementary mistakes should not be



Lancia will take a full team of Delta S4s to next year's Safari, having learned their lesson this year.

allowed to happen on the Safari. The meeting that took place on Monday afternoon was presumably a fairly heated affair . . .

But the team are already planning

their 1986 attack. The Italians are intending to field a full, three car team and, while he has still not signed any agreements, it is hoped that Vic Preston Jr will again form part of the Turin plans.



Rohrl — lone Quattro driver.

## Rohrl: lone Audi in Corsica

As the Ingolstadt based Audi Sport team reflect on their disastrous Safari, the German masters have announced that Walter Rohrl will be their only representative on the next round of the World Rally Championship, in Corsica next month.

Rohrl will have the latest six-speed gearbox in his Quattro Sport and the team are confident that they will have the units well sorted in time for the ultra-demanding event amid the twisty lanes.

The Safari result effectively ends any realistic hopes that the Germans had of snatching the World titles from Peugeot as the French *equipe* are now approaching their first anniversary in World Championship competition. Corsica was the 205 Turbo's debut event and, since then, has been at the top of the sport on all events bar the Safari. Only a major disaster seems likely to stop Jean Todt's march.

At the same time, however, Stig Blomqvist will tackle the Metz Rally in Germany while Rohrl is in Corsica, a strange decision to attempt two clashing events.



Brookes — cover up mission.

## Brookes in overall trouble

Apart from the ever present threat from Jimmy McRae during the Circuit of Ireland, Russell Brookes has been beset by a problem of a more sartorial nature. The new Shell Oils overalls that were being sent from Brookes' sponsors at Andrews Heat for Hire, were lost by the security firm that were entrusted with their urgent delivery and his 1984 overalls were sent for. These had to be delivered by motor bike all the way from Wolverhampton to the Belfast start and arrived just in time.

But Brookes problems did not end there. When he arrived in Waterford, he discovered that his mechanics had left his spare pair back in Belfast! And not one of the lads owned up to it . . .



## Coming apart at the seams

Tony Fowkes' drive in the brand new Subaru RX Turbo, a 1.8 litre four-wheel-drive machine, in Kenya came to a dramatic end when the front literally fell off the car! All of the team cars reported trouble with soft suspension on the faster sections of the event, but Fowkes' problems came as something of a surprise. The team were not too despondent, however, as the similar car of Carlo Vittuli finished 10th overall and claimed the Group A prize.

## Giles' mercy dash fails to cure Lovell's problems

Mark Lovell's Ford Escort RS Turbo started the Circuit of Ireland Rally without any of the homologation hitches that might have been expected. The papers presented at scrutineering were all deemed to be in order and the Radiopaging car set off on the event in Group B trim. But there were problems in other areas, the car having been fitted

with an unsuitable steering rack — a problem that caused Richie Heeley to withdraw before the start.

Ian Giles, a close friend of the Escort crew, sought a suitable rack, found one in Liverpool and rushed the unit to the Lisburn service area, only to learn that the car had retired with gearbox problems on the previous stage . . .

## Acropolis date is secured

For a time, it seems, the Acropolis Rally looked set to be a non-starter on this year's World Rally Championship. The date set for the rally, May 25/31, also clashed with the Greek elections and the

two events could not run concurrently.

Now it seems, the problem has been solved. The Greeks have changed their election date and the rally can go ahead as planned . . .



## Kankkunen in Belgium

Toyota's Safari hero, Juha Kankkunen, will take one of the team's Celica Turbos to the Haspengouw Rally on May 17/19. On several occasions, organisers of Belgian rounds of the Euro series have claimed that the Toyota Team Europe drivers would be entered on their rallies, but so far none have actually made the trip. However, team boss Ove Andersson confirmed the team's intentions just before settling down to the victory celebrations in Nairobi.



# Gough's Nissan switch for Granite

Richard Gough, who suffered a high speed accident on the York National Rally a couple of weeks ago, will step into an Autotune Nissan 240RS for the Sonat Granite City Rally next weekend.

Autotune, who trade mainly in Northern Ireland and are best known for their connections with the late Davy Evans, have now opened a branch in Carmarthen, from where the car will run.

The Nissan should prove well suited to the demanding nature of the Granite City, the car's known strength and reliability a bonus on a championship where actually finishing the events is becoming almost as great a challenge as beating the opposition. The Ludlow based driver (who finished second on last year's BTRDA series) will, as usual be partnered by Eifion Jones.

Gough's car should also feature the latest options, homologated in time for the Safari Rally, which include a more powerful engine and improved steering, due to the fitting of a steering rack instead of the old style box.



Gough — Nissan switch.

## £500 challenge from ARG

Austin Rover are to provide a £500 award to the highest placed driver of one their cars on the Shell Oils/AUTOSPORT National Rally Championship.

In addition to the cash prize, the company will also add a trophy for the winner's mantelpiece.

Currently, it is Welshman Bob Fowden who is in line for the prize although Ken Wood should be a threat if he gets the car's reliability sorted. And watch out too for David Clibbery and Chris Tilly as they score points with their Group A Rovers throughout the season.

## Wetton and Doughty to battle on crowded Plains

The Plains National is one of the more popular rounds of BTRDA series, a situation that can be seen from the full 140 car entry. Apart from the boost provided by competitors in the AC Delco Astra Challenge (led by Kim Kirk, Brian Furner and John Thompson) and the Vauxhall Rental Junior Cup, represented by leader Graham Holden and the chasers, which include Chris Birkbeck, a full list of BTRDA contestants are on hand.

Vince Wetton heads the entry list, chasing his first win of the series and hoping for better luck than of late when that win has eluded the Opel driver at the last minute. Pete Doughty won the



Wetton — first win due.

Dukeries with his Manta 400 and will be hard on Wetton's heels, while Keith Stone could spring a surprise.

Further down the list are Ray and Steve Radford, a likely dark horse for the event, while David Maslen's ex-works four-wheel-drive Manta 400 is also due for success.



## Shell Oils

NATIONAL RALLY CHAMPIONSHIP

## Wilson in command on York

Ian Wilson, of Alwoodley MC, is the second winner of our AUTOSPORT award, a year's subscription to the magazine, following the York National Rally. Ian was the stage commander for the Pickering test, judged to be the best by an independent panel, and he will be receiving details of his prize shortly.

The two Skoda drivers, on the other hand, felt that their award of a crate of Pilsner Lager, should go to the Wykeham stage and there will be some 'happy' marshalls in Yorkshire once the chink of bottles has subsided...

## On the panel

Next Thursday night (April 18), there will be a forum at the Altens Skean Dhu Hotel, Aberdeen, to set the Sonat Granite City Rally on its way.

The panel will comprise Jimmy McRae, Ken Wood and Louise Aitken-Walker, along with chairman, John Horton.

## PLAINS NATIONAL Leading entries

- 1 Wetton/Allen ..... Opel Ascona 400
- 2 Doughty/Smith ..... Opel Manta 400
- 3 Stone/Thorley ..... Ford Escort RS
- 4 Eveson/East ..... Ford Escort RS
- 5 Jones/Ashley ..... Opel Manta 400
- 6 Slights/Naylor ..... Ford Escort RS
- 7 Edmunds/Warner ..... Ford Escort RS
- 8 Radford/Radford ..... Ford Escort RWD
- 9 Maslen/Balfour ..... Opel Manta 4x4
- 10 Hurdley/Owen ..... Ford Escort RS

## Spectator information

Start/finish: Bear Hotel, Newtown. First car leaves at 1000 and returns at around 1615.

SS1/11, Cwm Cynydd: Approach via A483 from east to park at 136/050741. Do not enter Bwlch y Sarnau. Cars at 1040 and 1725.

SS5/8, Tarenig: Situated off A44 (no parking on main road) at 136/841826. Extensive viewing of cars at 1240 and 1600.

## Eventsline

Note new number for this weekend. Call for updates on 061-246 8088.



Grobler — hard task ahead.

## No threat to the Quattros?

The drivers of two-wheel-drive cars are facing a massive challenge on the Nissan International Rally, which starts in Cape Town tomorrow (Friday). Among the tests that make up the opening event in this year's South African Rally Championship, are two marathon efforts, one of 65Kms and the other lasting 80Kms.

Not surprisingly, Geoff Mortimer and Sarel Van der Merwe are delighted with the prospect, their Audi Quattros ideally suited to such demands with the reduced tyre wear from the 4WD configuration.

Serge Damsaux may offer the biggest threat to the Quattros, his Escort RST an established part of the scene but, as one would expect from the Nissan Rally, a string of Japanese cars are lining up behind. Lappies Labuschagne and Kasse Coutzee both have Skylines for the event, while Hannes Grobler brings out his successful Langley once more. Rivals, Toyota are headed by Eric Sanders and Guy Hodgson, along with Shaik Burger and Richard Leake, both crews in Corollas.

The event begins at 1600 tomorrow and finishes back in Cape Town at 1300 on Saturday.

## NISSAN INTERNATIONAL Leading entries

- 1, Mortimer/Woodhead ..... Audi Quattro
- 2, Van der Merwe/Boshoff ..... Audi Quattro
- 3, Damsaux/Bonafide ..... Escort RST
- 4, Labuschagne/Havelaar ..... Nissan Skyline
- 5, Coutzee/Peltz ..... Nissan Skyline
- 6, Sanders/Hodgson ..... Toyota Corolla
- 7, Grobler/Swanepeel ..... Nissan Langley
- 8, Hall/Coffley ..... VW Golf GTI
- 9, Burger/Leake ..... Toyota Corolla
- 10, Ross/Judd ..... Nissan Skyline

## Lure of the the desert

"If you hanker after participating in a first class rally which has the distance of a World Championship event but takes only two-thirds of the time, and want to see part of world history in a country that contains ample evidence of all the major civilizations, then the Hashemite Kingdom of Jordan is the place to be in July."

All colourful stuff isn't it? But it probably describes the Rothmans Jordan Rally on July 10/12, round three of the Middle East Championship, currently led by Mohammed Bin Sulayem after his win on the recent Kuwait event.

Among the stages, which include not only desert roads but also some tarmac sections, is a stage along the banks of the Dead Sea which is actually 425 metres below sea level. While crews will chase valuable trophies or large cash awards, it is unlikely that many will make the trip from Europe but, to encourage people to think along different lines, the organisers will be offering around £660 to visiting drivers from these shores. Details from the Royal Automobile Club of Jordan, PO Box 920 Amman.

## WEEKEND SPORT

### INTERNATIONAL RALLYING

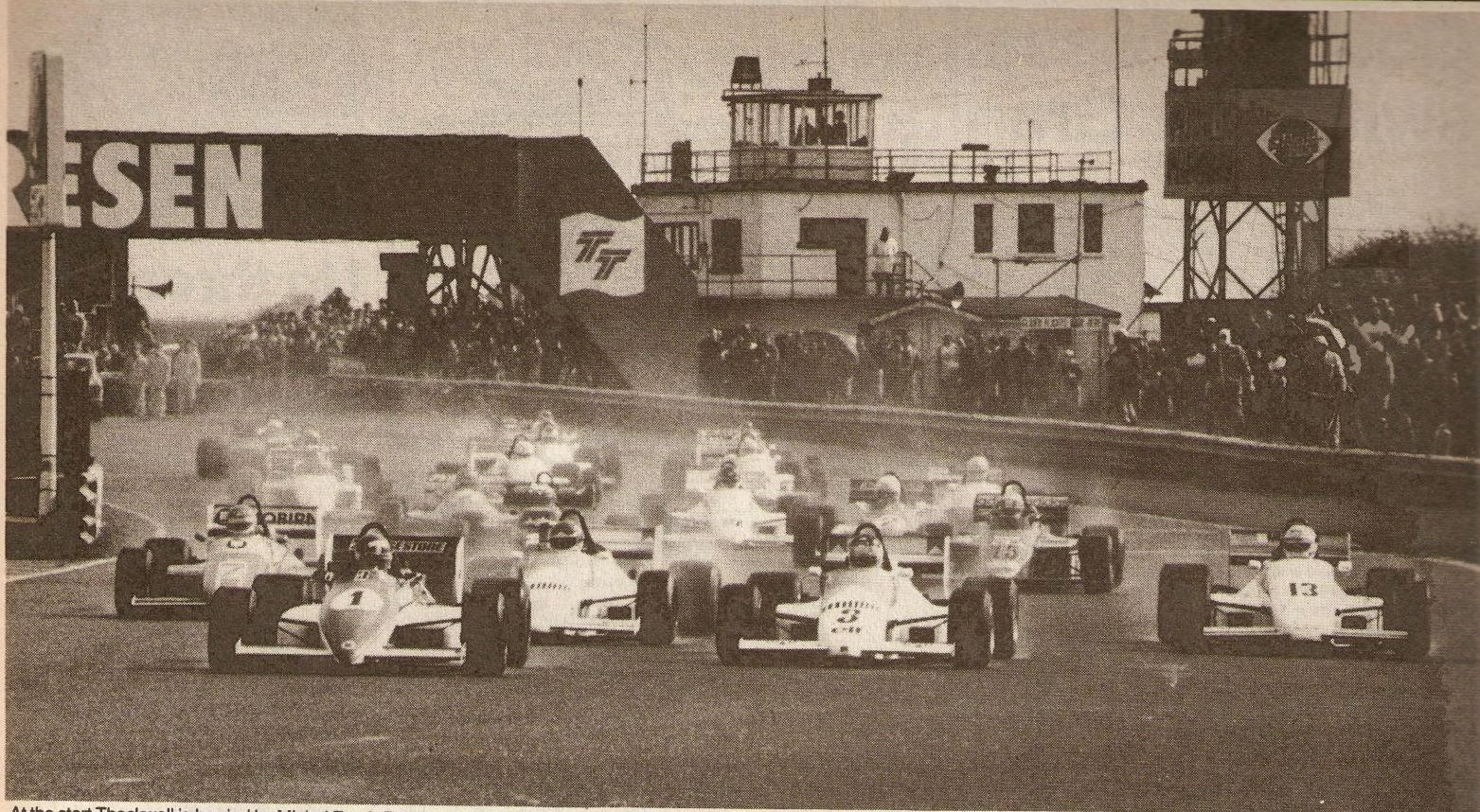
Date	Venue	Event/Details
Apr 12/14	France	Criterion Alpin. European Rally Championship, coefficient 3 <i>The Renault team are likely to air their new Maxi 5 Turbo again on this French round of the European series but may once again have to fend off the known challenge from Guy Frequentin's Opel Manta 400. Bernard Beguin's Porsche is another likely winner.</i>
Apr 12/13	South Africa	Nissan International. South African Championship, round 1 <i>Despite its name, the winners of this event are likely to come from the Audi camp with either Sarel Van der Merwe or Geoff Mortimer leading the crews home. Serge Damsaux gets a run in the Ford Escort RST but the two-wheel-drive brigade will doubtless struggle.</i>

### NATIONAL RALLYING

Date	Venue	Event/Details
Apr 13	Wales	Plains National Rally. BTRDA Championship, round 3. Vauxhall Rental Junior Cup, round 3. AC Delco Astra Challenge, round 2. <i>A full house of championships will ensure a cracking contest in the Welsh forests. Vince Wetton, Pete Slights and Pete Doughty will chase outright honours, while the Novas are led by Graham Holden. Astra contenders are headed by Kim Kirk, but watch out for a 'starring' appearance by Jeremy Walton, 'Hot Shoe' from Triple C.</i>
Apr 13	Hamsterley	Daihatsu Tour of Hamsterley. Lada Challenge, round 3. <i>The handful of drivers that are left from the entry list for the Plains will be out for a run in the darkest depths of Hamsterley Forest, possibly headed by local man, Bill Lyburn and a host of Ladas.</i>

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





At the start Thackwell is harried by Michel Ferté, Emanuele Pirro and Tomas Kaiser, with Gabriele Tarquini going round the outside.

# Pirro: the slick Italian

Pirro wins for March from Thackwell's Ralt — Tyre choice critical — Michel Ferté a fighting third — Fine showing from Kaiser — Report: IAN PHILLIPS — Photography: JEFF BLOXHAM

There was drama and excitement all the way through the second round of the European Formula 3000 Championship at Thruxton on Easter Monday and out of it all emerged Emanuele Pirro to take a beautifully judged and well-paced victory for the Marlboro Onyx March team.

Yet again a rain shower while the cars were on the grid caused some runners to start on wet or intermediate tyres. Pirro started on slicks and put himself into a commanding lead on the ninth of the 54 laps. Of the other front runners only Mike Thackwell opted for dry tyres starting from pole position but he had to stop before anyone else to replace a damaged nosecone. While Pirro stroked his way round at the front conserving his Avon tyres Thackwell threw all caution to the wind in the Bridgestone-shod Ralt and the pair began the final lap less than a second apart. Pirro though had judged it to perfection and calmly dug into the more than adequate reserve of performance in his tyres and took his and Avon's well-deserved first major international win by 2.5 secs. "I remembered last year and that ground gained in the early laps here meant performance lost at the end. I just took it easy and, quite honestly, it was easy."

Thackwell cursed his own early mistake and the fact that for the last 15 laps he had to drive almost one-handedly as his visor mounting had broken which made his effort all the more heroic. Second place gives him a six point lead in the series; "I suppose you can't win them all," he commented, "but I sure as hell want to. Roll on Estoril."

## QUALIFYING

Not quite two weeks after the opening Silverstone race, the BARC attracted four extra cars for round 2 of the Euro F3000 Championship, making a total of 21 for qualifying. The welcome additions — none of which had run before untimed practice on Sunday — were Roberto del Castello (San Remo March 85B), Eric Lang (Ekstroem Racing March 85B), Juan Manuel Fangio Jr (Corbari Lola T950), and Slim Borgudd (Roger Cowman/Ken Moores Arrows).

The February test day had been a wash-out, and everyone regretted the decision to compress the practice and qualifying timetable into one day — it is false economy to suggest that such a

cramped schedule saves anybody any money.

The weather on Saturday produced a grid of wayward times. Only the first timed session of the programmed four periods of running was dry. As this was the first F3000 visit to the circuit, this also doubled as the only period for sorting and testing, and in just 30mins there was little chance of getting anything *au point*.

However, whatever the conditions, Mike Thackwell was the quickest man on the track every time the cars ventured out. There was an underlying trend of panic within the Ralt-Bridgestone camp, which arrived at the circuit with a heavy programme to get through, but the Silverstone winner was determinedly cheerful throughout.

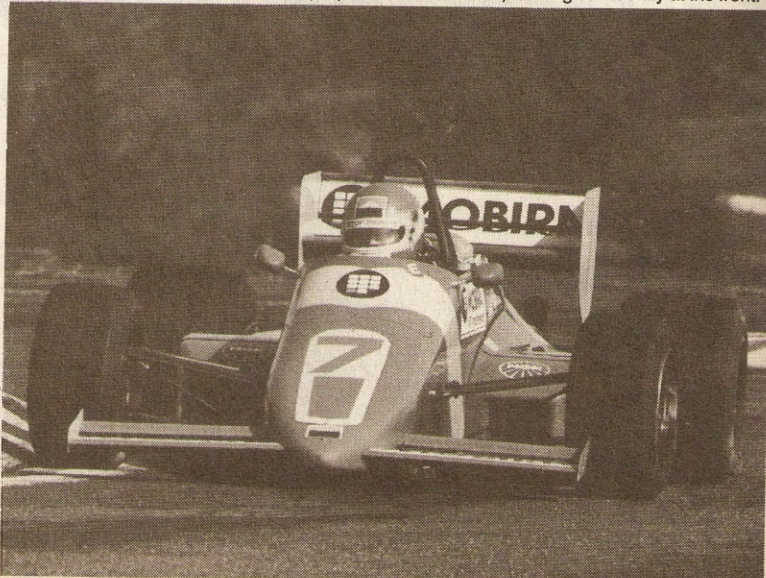
Since the team's 1-2 at the opening race they had only managed a wet test day at Silverstone and, having fallen foul of Goodwood's new noise limits, they had not been able to test a new sidepod variation or the new hard Bridgestone tyres — considered a necessity at this abrasive track.

The revised aerodynamic lines bore remarkable resemblance to the original thinking on the March 85B, Ron Tauranac striving to produce extra downforce, but in the given period there seemed little significant gain. The annual walk out to Segrave corner, the third and final part of the 'Complex' was more rewarding than ever in terms of pure visual entertainment, but it also showed the Ralt to be the

most stable of cars in what is a bumpy and slippery environment. It is a shame that the right-handed, flat-out if-you-dare Segrave corner, with a most definite bump on the apex, is not quite within spectator reach, because it was thrill-a-minute yumping and opposite-locking.

Thackwell's entry line into the Campbell right hander and Segrave exit corners was just a shade different to everyone else's and it was here that he reckoned he was making his gain. "You have to keep in very tight into the first corner which might mean just clipping a kerb — the road drops away on a wide entry line and the cars slide too much. The third part of the sequence is probably

Tomas Kaiser showed well in the early laps in his BSA March, running confidently at the front.





the most critical corner on the circuit and it has to be taken flat out. Even with these flat-bottomed cars its absolutely flat all the way to the chicane from here and it is necessary to get up steam as soon as possible." Over the Segrave bump, Thackwell put the Ralt across it rather than aiming straight for it which was far less disturbing to the car than the traditional line, and easier on tyres under race conditions.

The pole time of 1:06.33 was a second quicker than the F2 lap record, although exactly a second slower than Stefan Johansson's Spirit-Honda qualifying time set in 1982, despite the wet conditions. The hard Bridgestone wet was certainly suited to the abrasive surface and even in the very wet conditions Thackwell was able to lap in the 1m 11secs which some others struggled to match in the dry. "I reckon that we are anything between 8 to 10 seconds slower in the wet than the dry," said the New Zealander, "which would suggest that these cars could be very much quicker than Formula 2s. But the problem is that with the rev-limit you run out of speed and that might be telling."

If Thackwell's pole was all finesse, then Michel Ferté's second place position represented an adventure at every corner. The Frenchman was thoroughly enjoying throwing the Marlboro March around the sweeping, bumpy corners, holding long opposite lock slides. Ferté was consistently Thackwell's shadow as he had been at Silverstone, proving that, in the dry there was nothing to chose between his Avon crossplies and the Bridgestone radials. In setting their respective front row times, Thackwell had used soft Bridgestone's on the right-hand side, while Ferté had soft race rubber all round.

No amount of fiddling or chopping and changing of components on Emanuele Pirro's Marlboro Onyx March could make the rev-limiter operate properly on his race chassis. Glenn Monk, Martin Walters and anybody else who had an idea were invited to test their theory and get the thing to run consistently. "It must be my magnetic balls," joked Pirro who had to climb into the T-car to get in his third-best qualifying time. "This car is just as good and I think I could have got pole if I hadn't run out of petrol at the chicane on what was easily my quickest lap," said Pirro, whose handling of the March was more precise than that of Marlboro stablemate Ferté.

On his first ever visit to Thruxton raw newcomer Gabriele Tarquini was never lower than fourth in the lists everytime he ran. The San Remo team had put in a good day's testing with Bridgestone at Silverstone on Tuesday and the young Italian again impressed with his fearless approach, although he blotted his copybook with a sidepod-bending incident late in the dry session.

Tomas Kaiser was another who had benefited from a good day's testing at Silverstone with the BSA Hello Sweden March. Wet or dry he was throwing the car around with great confidence — "You know all I need is some miles in a car. The test day was the first I have had since turning professional last year," — and earned his best ever grid position.

Jean-Mosnier's works Lola team was in much better shape this time around and Eric Broadley himself has put in a lot of time on the T950 programme to get it straight, but plans for a second team car have been put on ice until a revised chassis is ready. The car was visibly a difficult proposition at the circuit, prone to giant slides at the slightest throttle provocation, but Alain Ferté shares the same degree of motivation as his younger brother and nothing was going to prevent him from hauling the car into a respectable sixth in the grid.

Another last minute deal saw Roberto



Eric Lang and Olivier Grouillard both impressed on their F3000 debuts, finishing 11th and eighth respectively.

Moreno back behind the wheel of the second Barron Tyrrell 012. This car had been taken to Holland after Silverstone and prepared to the team's specification and painted in its true Avidesa colours, although it was Moreno's own support from Kontakt Freight Forwarding which secured the drive. As usual, the Brazilian was giving his all and his wet lappery was particularly spectacular. This car was fitted with a prototype Lucas fuel management system which will become mandatory wear as old stock runs low.

John Nielsen suffered all of the Ralt-Bridgestone team's ill-fortune in the dry qualifying run. When he was ready to go for some quick times he

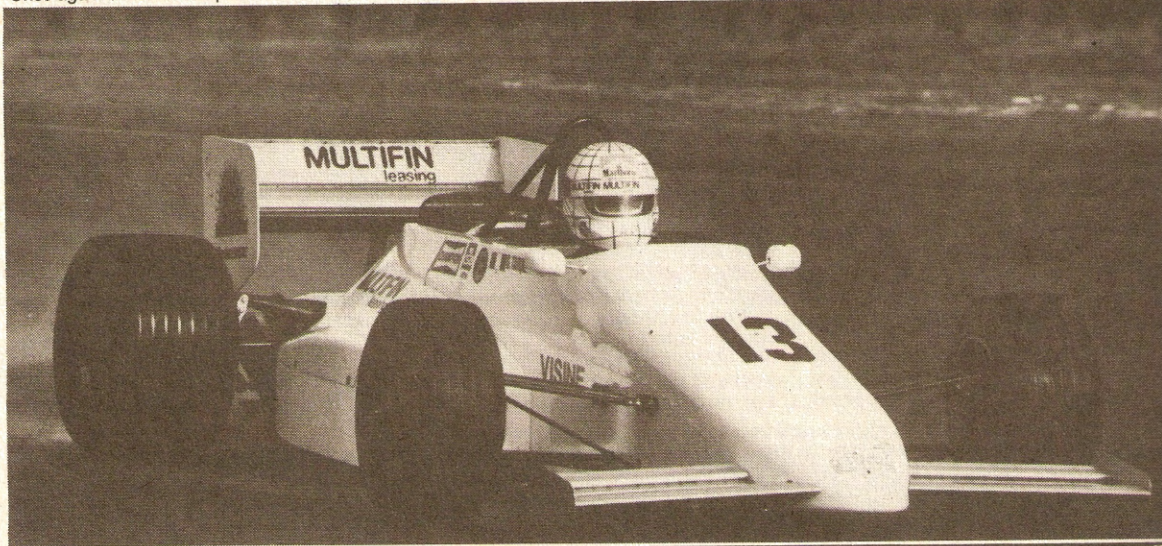
suffered a puncture, and then the floor pan started to break up, shedding pieces of plywood as he exited Allard on the final occasion. There was no real telling if this was as a result of increased downforce or outside influences but the thing most worrying to the team was an imbalance front to rear. "We've got too much grip at front and would have been better off with a smaller front tyre here," opined Tauranac.

The most alarming car to watch over the bumps was the Gitanes AGS which Philippe Streiff was skillfully hanging on to as it reacted violently to over undulation. At Seagrave on occasions it would be fully fins off the deck and when it

landed Streiff was holding it in full power, opposite lock slides for something like 100yds. Daylight was visible under the rear wheels at Allard, too, but he carried on undaunted. What was really handicapping his times was a lack of brakes, the Tarox system reacting to the bumpiness and providing an empty pedal on too many occasions. For raceday they not only altered the springing but reverted to their F2 brakes which, while providing a positive feel, were likely to be marginal on out-right stopping capacity over a race distance.

After a good day's running at Silverstone on Tuesday, Johnny Dumfries

Once again Gabriele Tarquini showed that he has winning potential in his San Remo March.



**THRUXTON (GB), Apr 08, Townsend Thoresen Trophy Race**  
**European Formula 3000 Championship, round 2 — 127.224 miles**

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Best lap	Qualifying	Pos
1	Emanuele Pirro (I)	March-Cosworth/Peck 85B	A	1:05.00.83	1:09.95	1:07.31	3
2	Mike Thackwell (NZ)	Ralt-Cosworth/Judd RT20	B	1:05.03.31	1:09.93	1:06.33	1
3	Michel Ferté (F)	March-Cosworth/Mader 85B	A	1:05:14.44	1:09.80	1:06.58	2
4	Tomas Kaiser (S)	March-Cosworth/Swindon 85B	A	1:06:09.18	1:10.72	1:08.19	5
5	Gabriele Tarquini (I)	March-Cosworth/Mader 85B	B	53 laps	1:10.12	1:08.13	4
6	Christian Danner (D)	March-Cosworth/Swindon 85B	A	53 laps	1:09.40	1:09.85	12
7	Johnny Dumfries (GB)	March-Cosworth/Peck 85B	A	53 laps	1:10.86	1:09.19	10
8	Olivier Grouillard (F)	March-Cosworth/Mader 85B	A	53 laps	1:10.31	1:10.31	15
9	Alessandro Santini (I)	March-Cosworth/Mader 85B	B	53 laps	1:11.52	1:09.95	14
10	Mario Hytten (CH)	Lola-Cosworth/Mader T950	A	52 laps	1:12.75	1:09.39	11
11	Eric Lang (USA)	March-Cosworth 85B	A	52 laps	1:11.85	1:09.94	13
12	Alain Ferté (F)	Lola-Cosworth/Nicholson T950	A	52 laps	1:11.59	1:08.29	6
13	Thierry Tassin (B)	Williams-Cosworth/Smith FW08C	A	52 laps	1:14.08	1:11.75	20
14	Roberto del Castillo (I)	March-Cosworth/Mader 85B	B	52 laps	1:11.63	1:10.60	16
15	Claudio Langes (I)	Tyrrell-Cosworth/Swindon 012	A	50 laps	1:13.68	1:11.75	19
16	Lamberto Leoni (I)	Williams-Cosworth/Smith FW08C	A	50 laps	1:13.31	1:11.09	18
NC	John Nielsen (DK)	Ralt-Cosworth/Judd RT20	B	47 laps	1:13.19	1:09.01	8
R	Juan Manuel Fangio Jr (RA)	Lola-Cosworth/Mader T950	A	21 laps	1:12.00	1:10.97	17
R	Philippe Streiff (F)	AGS-Cosworth/Mader JH20	A	19 laps	1:12.36	1:09.07	9
R	Roberto Moreno (BR)	Tyrrell-Cosworth/Swindon 012	A	0 laps		1:09.00	7

Winner's average speed: 117.41 mph. Fastest race lap: Danner, 1m09.40s, 122.21mph. Championship positions: 1, Thackwell, 15pts; 2, Pirro, 9; 3, Ferté, 8; 4, Nielsen, 6; 5, Danner and Tarquini, 4; 7, Kaiser, 3; 8, Moreno, 1. Next round: Estoril, Apr 20.



▶▶ looked all set to get to grips with his still unsponsored Onyx March and get right up among the front runners. As sometimes happens when you are under pressure for a good performance things go wrong. A change of settings destroyed the test day balance and a hastily replaced punctured tyre which hadn't been pressured all served to ruin what turned out to be the only session which mattered. Honest and down-to-earth as ever, Dumfries resolved to make up for it all in the race.

Mario Hytten was happier with his Corbari Lola which had benefited from a solid workout at Snetterton but was still hampered by his F1 spec-DFV which delivered its power like a turbo over a short rev-range. The use of some of Heine Mader's F3000 inlet trumpets for race-day was expected to make it a little more manageable.

Christian Danner was looking for a strong performance to sew up his Budget Rent-a-Car backing for the rest of the year, following his second place in '84, but it was not to be his day. He didn't get a single lap in the first untimed session as the BSA boys tried desperately to revive the fuel pressure. After just one flying lap of the timed period the oil pressure began to dive and Danner had to switch off. To be on the safe side Bob Sparshott opted to change the engine but the afternoon's rain put paid to anything more than two exploratory laps to check that the fresh Swindon unit was working correctly.

Just a week after she had placed the order, Mrs Cecilia Ekstroem took delivery of a pristine March 85B which she entrusted to American Eric Lang. Mike Collier hurriedly put together a crew from the Silverstone Industrial Estate and 13th place was a very creditable effort in less than ideal conditions.

Alessandro Santin, who had been the quickest of the two San Remo runners in Tuesday's testing, barely got a flying lap in during the timed session because of clutch malfunction, but he was confident: "If it is dry this afternoon, I shall be at the front. This car is very good." It was wet, and he stayed 14th.

There were some unimpressed faces in the ORECA camp when debutant Olivier Grouillard crunched the right hand corner of his March heavily against the guardrail at Segrave quite early in the session. He carried on back to the pits with the wheel tucked under the the car where damage was found to be surprisingly light. His day, however, was effectively over.

The third San Remo March appeared

Pirro drove a controlled race to win. At the flag the Italian was just over two seconds clear of Thackwell.

for Roberto del Castello tended to by a crew from March and 'The Menace' behaved himself well. The appearance of Juan Manuel Fangio Jr, nephew of five times World Champion, brought plenty of media interest. His Corbari Lola was new for the day but he had acclimatised himself with a few laps in team mate Hytten's car at Snetterton during the week, but Thruxton was daunting in a machine that wanted to get away from him all the time.

Four converted Formula 1 cars filled the grid, the two PMC Williams FW08Cs being interspersed with a Barron Tyrrell and the Cowman Arrows.

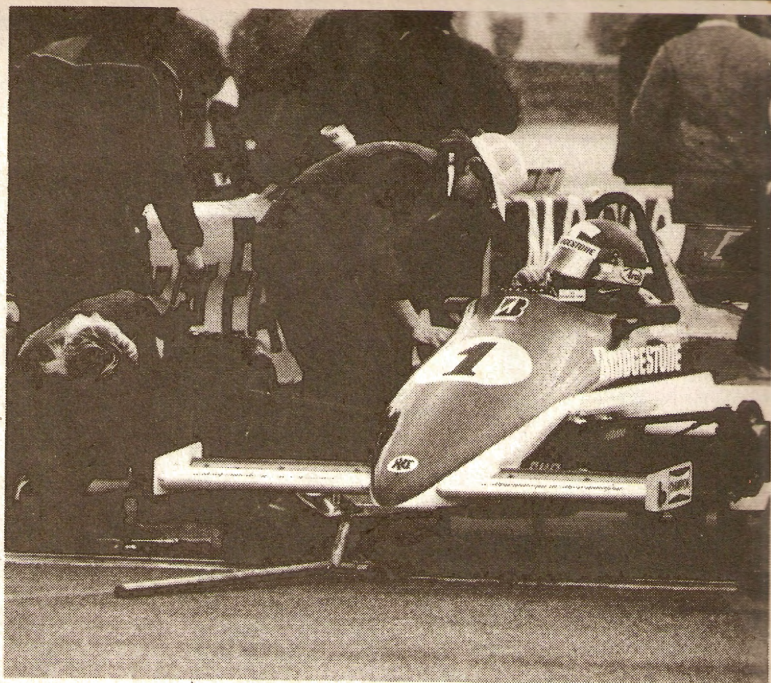
Neither of the two Williams cars gave Lamberto Leoni or Thierry Tassin any confidence at all, suspicion lying with the suspension geometry. Claudio Langes again had a rotten practice in his Barron Tyrrell. He was very short of revs and twice the team shortened the gear ratios to try and get it to go above 8000rpm. But the problem was more serious. The oil pressure dived early in the afternoon, and he was forced to pull off.

The late arrival of the Arrows A6 chassis was the result of some sterling work by Roger Cowman's team. Parts were still arriving for the car during the morning while Slim Borgudd, who had helped to get the car ready over the previous 48 hours, caught up with his sleep in the cab of the truck. They missed the dry session and an engine pick-up problem hindered them in the wet to the point where, officially, they had not qualified. This was tragic luck after such effort to be present.

## RACE

History relates that the highlight of Thruxton's Easter Monday programme has never been a wet race. With nobody having had more than 30mins dry running during Saturday there was a great deal of work to do in the 20 mins warm-up. But what happened? Yes, it rained just beforehand. Virtually everybody had to start on wets and it was only in the final 10 mins that slicks were really useable. Thackwell's best time of the session was the only one in the 1m 09sec bracket which showed just how greasy it was. Joint second fastest were team mate Nielsen and fellow Bridgestone runner Tarquini. Danner had yet more misfortune, this time the fuel pressure problem recurring giving him time for just his fourth flying lap of the weekend.

With the weather totally unpredictable the question of tyres was a difficult one. Avon had been very busy over the weekend cutting up some harder wets and producing some intermediates so



A brief rain storm as the cars lined up on the grid caused anxious moments.

there was an option for every condition. Should it be dry they recommended a mixture of hard and medium tyres for their runners but some opted for hard all round and others for medium all round. The Bridgestone runners had a mixture of hard and even harder.

With 10 minutes to go before the start of the 54 lap race the skies became leaden and sure enough a short, sharp shower soaked the grid and prompted half of the field to switch to intermediate or wet tyres. Decision time once more. Thackwell opted to stay on slicks and behind him Pirro opted for the same. Ferté, against team manager Hughes de Chaunac's better judgement, wanted intermediates — Tarquini, Kaiser, A. Ferté, Dumfries, Strieff, and Hytten followed suit.

The green flag lap convinced those on slicks that they had made the right choice, the circuit was barely wet in some places. Langes pulled straight into the pit lane — he had intermediates on the back and slicks on the front having taken the decision to change after the two minute signal and not had enough time to complete the process so he was in the pits as the lights went green.

It was Tarquini who got the jump on the field going all the way round the

outside at Allard and leading into the complex from Thackwell and then Ferté. Most of the field slithered through safely but Moreno, trying to go round the outside of Pirro, slid off and retired on the spot while Dumfries spun to the back.

Tarquini, however, made a mistake round the back and dropped to fourth place behind Ferté, Thackwell and Kaiser who led the way into the chicane. The nose fin of the leading Ralt was upturned and the flying Kaiser quickly made his way up into second place right on Ferté's tail.

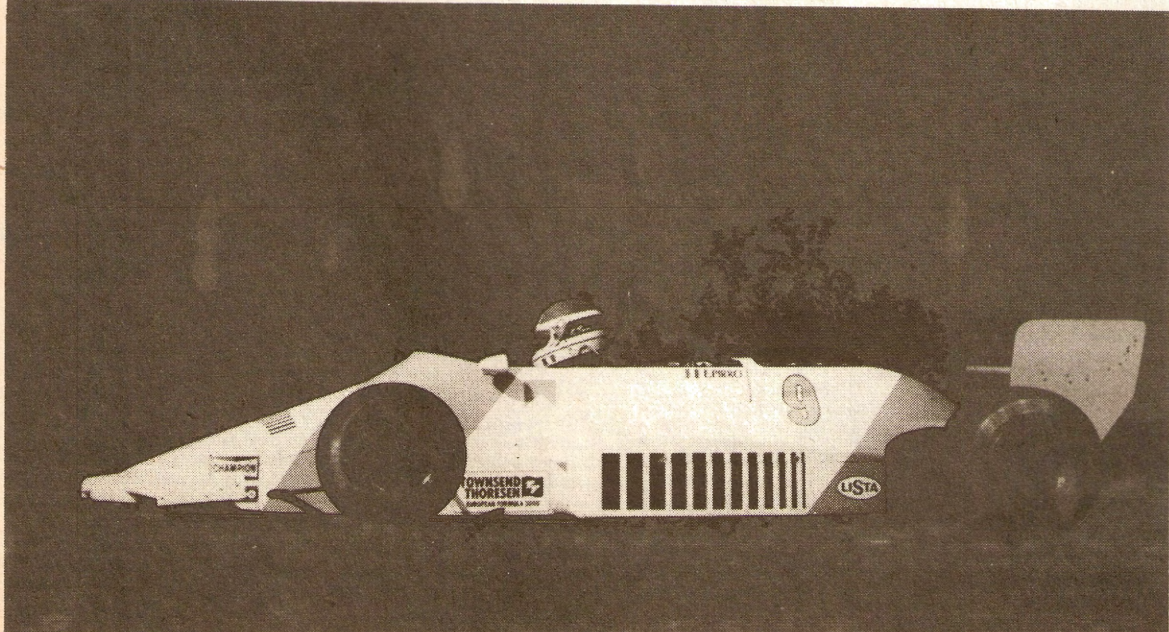
Behind Tarquini, Pirro was in fifth place leading Danner, Nielsen, Strieff, Hytten, A. Ferté, Santin, Tassin, Fangio, Leoni, Lang, Del Castello (on full wets), Grouillard, Dumfries and Langes.

Lap 3 and the drama started. Tarquini, having passed Thackwell for third place, headed for the pits to change tyres. Thackwell, quite unaware that his nose was bent until he tried to go flat out round the back found himself "understeering towards the weeds" and decided it was time to come in for repairs, the pair of them rejoining in 16th and 17th places.

Although Ferté and Kaiser continued the lead, the track was virtually dry by the fifth lap and Pirro, on slicks, was edging away from Danner on intermediates in third place with Nielsen closing in fast. The Dane's progress though was to be brief as he spun at Goodwood on lap six burying the nose of his Ralt in the mud. When he got back to the pits the only available spare was the one taken off his team mate's car two laps earlier.

At the end of the eighth lap Ferté headed for the pits to change tyres and Kaiser took the lead of an international motor race for the first time, looking totally at home. His moment of glory was to be short. Pirro was into his stride with the track getting drier by the minute and he nosed the Marlboro Onyx car into the lead around the back and had opened up nearly a six second lead by the end of the 10th lap.

Santin was making up for his lack of practice and was up to third place after Danner pitted for slicks. Strieff had stopped on lap six and Dumfries had charged all the way through to fifth place before he went in for dry rubber on lap 10. The three Lolas of Hytten, A. Ferté and Fangio — on intermediates — ran close together chased by Tassin with Lang hanging on gallantly. Michel Ferté had rejoined the race in 11th place with just his team mate Grouillard between him and Thackwell. The prospect of a real





battle of the front row men to regain their rightful places was fascinating and it was interesting to note that in the five laps after his stop Thackwell reduced the 47 secs deficit to Pirro to 32 secs.

Up at the front though Pirro was very much in command and was nearly 30 secs in front of Tarquini when the charging Thackwell appeared to take over second place on lap 19, with Ferté taking third a lap later — mercurial progress indeed by the two men who had to work their way through some torrid midfield battles.

So by lap 20 Tarquini had been pushed down to fourth well ahead of Hytten, who was driving maturely in the Lola ahead of impressive first timers Grouillard and Lang. Kaiser traded his second place for a set of slicks on lap 13, "the balance was so good on the intermediates that I stretched the point as long as I could." He rejoined in eighth place but looked certain to reel in those in front of him fairly quickly. Tassin was doing the best he could with the Williams but was coming under threat from Tarquini and Dumfries who were making their way through the backmarkers together. Danner was just behind them but now about to make his third pit-stop. At his first he put on Avons hard slicks all round, but having had no dry practice to speak of could not make the car handle on them. He gave the BS pit a pre-arranged signal to say he was coming in for a set of medium rubber but when he arrived they were not ready. Without even stopping he realised the situation and did two more struggling laps before coming in for what proved to be an eminently suitable set.

During the next 15 laps things stabilised a little up at the front, Thackwell not really making much impression on the cool Pirro the gap reducing only to 23 secs by lap 30. But the leader then had to find a way past Hytten, Lang, Grouillard, Tarquini and Dumfries all involved in a ferocious squabble, with back markers Del Castello and Fangio thrown in for good measure. Picking his way through sensibly, Pirro's progress was such that by lap 35 Thackwell was just over 11 secs behind him as he faced the prospect of threading his way through the mêlée. Thackwell in this kind of mood was not going to let anybody bother him and he didn't appear to be worried about his tyres and he only lost two secs in the

whole process. He did, however find himself with another problem — 15 laps from the end his visor broke its mounting and he had to drive the final part of the race one handed.

Starting lap 41 Pirro led Thackwell by 11.25 secs and was quite happy about it. "I knew the gap every lap. I was only concerned by winning by the smallest margin. Every now and again I put in a hard lap and could extend the gap so I knew he wasn't able to go any quicker and I had a second or so a lap left in me and my tyres were absolutely perfect. I was happy for him to have to catch me at a second a lap."

Ferté had tried to stay with Thackwell but felt he was over-stretching his tyres and decided to opt for what was a fairly safe third place by now. Kaiser was the only other unslapped runner having elbowed his way back up to fourth place. Tarquini relieved his team mate Santin of fifth place on lap 41, the latter finding his car oversteering alarmingly around the back and having to lift off to save damage to himself and the car. Hytten's heroic run was not being rewarded — increasingly fluctuating fuel pressure and ailing intermediates slowing his progress. "I couldn't stop because we didn't have any equipment to change wheels quickly."

Grouillard then, held sixth place but Dumfries was in his stride and about to demote him while Danner was the fastest

idea who was where and he is not that sort of driver anyway." The result of it all was Thackwell within 0.89 secs as they started their last lap but Pirro responded to take a most impressive win by 2.5 secs.

Thackwell had thrown everything into his effort and there was not an ounce of performance left to come out of Ralt-Bridgestone combination. "It was my fault for bending the nose at the start although I've no idea how it happened. I had to go harder than I wanted to if I was going to win from that position which meant I had nothing in reserve at the end. Maybe if I had been able to see I could have done something. Two mistakes by me, I'm afraid, threw it away."

Ferté was in good shape at the finish just over 10secs away, admitting that his choice of intermediate tyres at the start was wrong and "in the circumstances I was very happy with third place."

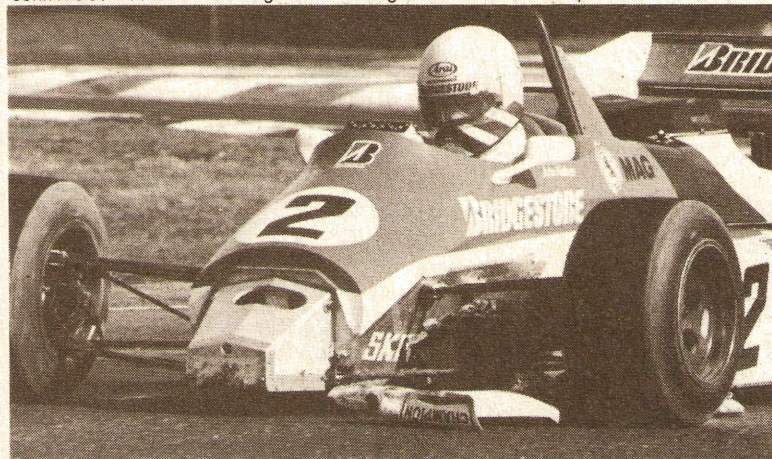
To coin a phrase Kaiser was "over the moon" with his fourth place. He was the last unslapped runner and had looked like being a strong contender all weekend. "You never know, if I have another test day at this rate of progress I will be winning races!"

San Remo boss Alberto Colombo was cursing himself for starting Tarquini on slicks. "I know he could have won here" he said confidently about his impressive young charge and few would doubt his ability to make the running before very long based on his first two showings.

Danner's sixth place, stolen from Dumfries three laps before the end was a major triumph over adversity and deserved more than one point. Dumfries had thought Danner was a lap behind him but he had recovered from his early ills well. "the car was good and I thoroughly enjoyed myself — all that overtaking was great fun."

Grouillard was getting tired towards the end and dropped away but had more than made up for his practice indiscretion finishing well ahead of the troubled, but nevertheless impressive-looking Santin. Hytten, Lang, A. Ferté, Tassin and del Castello were a couple of laps in arrears while Langes and Leoni were four laps down with the slip-sliding Nielsen helplessly continuing, seven laps down by this stage, but running nevertheless. Other than Moreno's first lap retirement only Streiff and Fangio failed to make it to the flag.

John Nielsen looked threatening until he damaged his Ralt and had to pit.

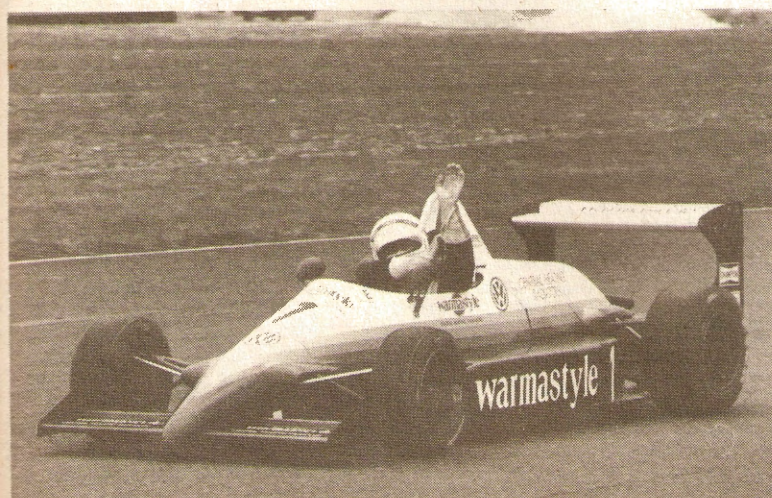


MARLBORO BRITISH F3 CHAMPIONSHIP

THRUXTON

# Psyche-out

Hat-trick for Spence as Gugelmin spins — Reynard benefit — Report: MARCUS PYE — Photography: JEFF BLOXHAM



An exuberant Spence celebrates his hat-trick in usual style . . .

With less than a lap to the finish of Easter Monday's fourth round of the Marlboro British F3 championship, Ron Tauranac was in buoyant mood, strutting around the pitlane like the proverbial expectant father. His baby, the West Surrey Racing Ralt RT30, was about to defeat the new-fangled carbon-fibre Reynards for the first time when an uncharacteristic error from its driver, Mauricio Gugelmin, turned delight to despair. As the Brazilian spun luridly into the dirt at Church, so the pursuing Reynards of Russell Spence, Tim Davies and Andy Wallace raced by, while the distraught Gugelmin rejoined to finish fourth. In Class B Carlton Tingling won for the second time with his shoestring-run Ralt-VW RT3, 12th overall.

## QUALIFYING

Less than four weeks since its first Thruxton appearance of the season, the Marlboro British F3 circus returned to the BARC's base, the series's depth of field maintained at an impressive 29 entries. Two newcomers bolstered the regulars over the weekend, the highly-touted Swede Steven Andskar debuting a new Ralt RT30 and Ronnie Grant (now 60 years of age!) returning to the fray recovered from the leg injuries sustained at Silverstone a year ago.

Most competitors took advantage of two hour-long 'testing' sessions set aside on Thursday — practice time being a rare commodity at the Hampshire track — the second of which was wet. Swallow Racing's Reynard-equipped duo, Tim Davies and Andy Wallace, achieved the best chassis set-ups each time, and this trend was continued come official qual-

ifying on Saturday. Their Silverstone engine maladies forgotten, the pair headed the time-sheets for each period, to form an all green front row.

Championship leader Russell Spence had a disastrous day with the PMC-run Team Warmastyle 853, a broken rear pushrod pitching the colourful machine into the boondocks before he could approach the pace of the Swallow versions. His team set to work repairing the underside of the floorpan but failed to notice a loose water pipe as they rushed to effect repairs. It became apparent soon enough, blowing off and cooking the engine early in the second session.

A remarkable effort by Maurizio Sandro Sala made it four Reynards in the first five qualifiers, chassis and engine modifications bringing the Saab-powered 853s ever-closer to the pace. With the second Scan+Sport entry of



Anthony Reid 12th team manager Robert Syngé was cautiously optimistic. As before, Mauricio Gugelmin was Ralt Cars's leading representative, his West Surrey Racing/Perdigao RT30 plagued by a stuttering misfire since Thursday, despite an engine change and renewal of the electrics.

Confidence growing, Cathy Muller did a good job in completing the top six with her Andy Miller-run Elf/DPR RT3P, while the RT30s of Harald Huysman and Gary Evans formed the fourth row. Evans drove tidily to record his time, and significantly was a scant 0.01sec slower in the first 10mins of the second session, before heavy rain effectively interrupted play. Huysman, meanwhile, was anything but neat. Once again the Norwegian's impatience saw his Marlboro car careering into the rough early on, this time wrecking one of the EJR team's own evolution pods. Forced to revert to standard Ralt trim, Harald moved up from 17th to seventh.

Both Pegasus ran faultlessly, Graham de Zille astounded everybody with a superb run to eighth place initially, although he dropped back a spot to share the next rank with Phil Kempe's Intersport/Identicar example, which had a fresh engine installed between sessions.

Mark Galvin found his race settings in the morning, before experimenting (wrongly) with a low-downforce configuration for his Shorehill Investments Ralt. After Reid's Racing for Britain-bedecked Reynard-Saab came Gerrit van Kouwen, who was anticipating on improvement on new tyres when the rain arrived. With 0.45sec covering Huysman (seventh on the grid) to the Dutchman (13th), and Joe Foster only another four-tenths down, an interesting set-out was in prospect.

Yet closer were the top Class B protagonists, 0.05sec blanketing Carlton Tingling (ex-Trevor Ralt) Mark Goddard (Savoire Fare) and Pre-'84 series leader Mike Wright (with newly-rebuilt Nicholson-McLaren engine in the BID International-entered RT3).

The lone Anson SA6 was very poorly balanced at first, Keith Fine's mount nosediving alarmingly before aerodynamics, springs and bars were altered. With insufficient dry time to improve, Keith was out of the ballpark — surprising after his fine sixth-place here last month. The solo Magnum, with Reima Soderman up (the team is awaiting new VW engines for Jari Koiranen's car), looked a handful. John Robinson will learn little about the Magnum's potential until he puts a recognised talent behind the wheel — and his Finns will be the first to benefit . . .

## RACE

There was pandemonium at the start, when front-row man Wallace stalled his engine. Miraculously, everyone slithered by as he waved his arms furiously aloft, Andy turning his attention to restarting the VW and heading off after the pack. The aftermath of one battle greeted Wallace at the Complex, where Evans and Galvin had touched, and de Zille, Foster, the hard-charging Harrington and Fine had also been involved in a round of skirmishes — Joe having rammed Steve from behind. All bar Evans continued.

Davies, Gugelmin, Spence, Muller, Sala and Huysman sped away from the field initially (Cathy having lunged past 'Morris' into Campbell), before Galvin, the inspired Reid, Kempe and the remarkable Carlton Tingling — way ahead of his Class B rivals — filed through the chicane for the first time.

Tim, inexplicably, threw his growing lead away at Cobb on lap 3, leaving Gugelmin with daylight to Spence. "I could see from the black sky that rain was not far off," said Mauricio, "and decided



Lap one: Anthony Reid, Harald Huysman, Gary Evans, Mark Galvin and Phil Kempe head for trouble at the Complex.

to build my cushion then, if possible." The Perdigao Ralt eased away by 0.6secs per lap, until the blue car sat pretty, with more than 9secs in hand over Spence, his Reynard not all that it might have been after Saturday's excursion.

Behind Muller and Sala, the quartet comprising Huysman, Galvin, Reid and Kempe was making its presence felt, and Davies — not to mention Wallace — were shortly to leap-frog up the lap charts as they encountered this busy pack.

By half-distance, Tim was running in the wake of Sala and Muller and, two laps later, he was through to third place and gaining on Spence to boot! Sala lost

momentum with a charge on Cathy, and Huysman pounced too, to home in on the French girl.

As drizzle turned to rain, Harald could stalk Muller no longer. Up Woodham Hill he peered inside, but she surprised him by braking early and he switched to the outside, skating away past his normal braking point and into a spectacular spin.

Sala spun too, nudged by Wallace at Segrave, but attention had switched to Spence and his Team Warmastyle Reynard, which was visibly reeling in the leader now. With five laps to go, Russell had halved the gap to the man from Curitiba, and the Swallow cars had

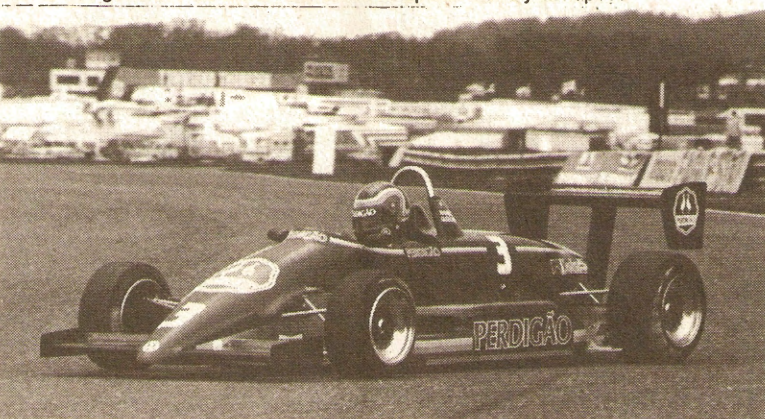
recovered well, to third and fourth places. Muller, Galvin, Reid and Sala were embroiled in a tussle over the remaining points, the destiny of which was only decided on the penultimate lap.

Inspired, Spence's ingress into Mauricio's lead was relentless. "I really hung the Reynard round my neck out the back — still flat out in the wet — until I had him in my grasp. On the last lap I made up a lot of ground through Kilmington and Goodwood, and was able to show my nose down the inside at Church. Mauricio covered the move, but ran right out of road. I had intended to outbrake him into the chicane but I was relieved not to have to make the final effort."

Poor Gugelmin scrambled out of the quagmire in time to see the Swallow duo hurdle past, but he did have sufficient leeway to remain ahead of the Reynard-Saabs, now ahead of Muller-who spun the Elf Ralt on the exit of the chicane. In the hectic dice, Sala managed to repass Reid for a lap, only to get stuck behind a backmarker at Church on the final tour. Anthony looked on, and used his extra momentum to zap past the little Brazilian into the chicane.

Behind the chastened Huysman and Muller, Galvin and Kempe headed de Zille home, Graham's team partner Gerrit van Kouwen having crashed heavily at Goodwood on lap 3. Tingling was so much in charge of the second division that he slowed dramatically without risking his position.

Mauricio Gugelmin looked to have the race sewn up until the very last lap . . .



## THRUXTON (GB), Apr 8, Marlboro British Formula 3 Championship, round 4; 20 laps — 47.12 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Russell Spence (GB)	A	Reynard-VW 853	26m03.67s	1:15.99	1:15.50	4
2	Tim Davies (GB)	A	Reynard-VW 853	26m13.46s	1:15.05	1:14.67	1
3	Andy Wallace (GB)	A	Reynard-VW 853	26m14.35s	1:15.74	1:14.87	2
4	Mauricio Gugelmin (BR)	A	Ralt-VW RT30	26m19.97s	1:15.13	1:15.02	3
5	R. Antony M. Reid (GB)	A	Reynard-Saab 853	26m28.46s	1:16.55	1:16.41	12
6	Maurizio Sandro Sala (BR)	A	Reynard-Saab 853	26m28.83s	1:16.67	1:15.76	5
7	Harald Huysman (N)	A	Ralt-VW RT30	26m38.80s	1:18.12	1:16.01	7
8	Cathy Muller (F)	A	Ralt-VW RT3P	26m39.57s	1:16.55	1:15.78	6
9	Phil Kempe (GB)	A	Ralt-VW RT30	26m42.20s	1:16.76	1:16.20	10
10	Mark Galvin (IRL)	A	Ralt-VW RT30	26m49.74s	1:16.39	1:16.23	11
11	Graham de Zille (GB)	A	Ralt-VW RT30	27m16.44s	1:16.64	1:16.13	9
12	Carlton Tingling (JAM)	B	Ralt-VW RT3	27m32.37s	1:17.80	1:17.33	15
13	Mike Wright (GB)	B	Ralt-Toyota RT3	19 laps	1:18.12	1:17.38	17
14	Bill Coombs (GB)	B	Anson-Toyota SA4B	19 laps	1:18.40	1:19.08	25
15	Ray Stover (USA)	B	Ralt-VW RT3	19 laps	1:18.28	1:18.13	22
16	Keith Fine (GB)	A	Anson-VW SA6	19 laps	1:17.66	1:17.77	20
17	Mark Goddard (GB)	B	Ralt-Toyota RT3	19 laps	1:18.78	1:17.34	16
18	Steve Harrington (AUS)	A	Ralt-VW RT30	19 laps	1:16.79	1:17.50	18
19	Steve Andskar (S)	A	Ralt-VW RT30	18 laps	1:18.24	1:17.72	19
20	Godfrey Hall (GB)	B	Ralt-Toyota RT3	17 laps	1:18.29	1:17.99	21
R	Joe Foster (USA)	A	Ralt-VW RT30	15 laps — spun	1:18.56	1:18.33	14
R	Kevin Jones (GB)	B	Ralt-VW RT3	14 laps — spun	1:19.14	1:20.01	24
R	Anton Sobriquet (GB)	B	Ralt-Toyota RT3	14 laps — spun	1:19.07	1:18.13	28
R	Reima Soderman (SF)	A	Magnum-Toyota 853	8 laps — spun	1:20.08	1:19.94	27
R	Ronnie Grant (GB)	B	Ralt-VW RT3	7 laps — spun	1:21.69	1:19.14	26
R	Steve Kempton (GB)	B	Ralt-Toyota RT3	5 laps — spun	1:18.22	1:18.31	23
R	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	2 laps — accident	1:18.13	1:16.13	13
R	Gary Evans (GB)	A	Ralt-VW RT30	0 laps — accident		1:16.08	8
NS	James Tolerton (GB)	B	Ralt-Toyota RT3			1:25.29	29

Winner's average speed: 108.48mph. Fastest race lap: Davies, 1m15.05s, 113.01mph. Class B (Pre-March '84): Tingling, 102.65mph. Fastest race lap: Tingling, 1m17.80s, 109.01mph. Next round: Donington, Apr 14. Championship positions: 1, Spence, 34 points; 2, Wallace, 19; 3, Gugelmin and Davies, 17; 5, Dave Scott, 5; 6, Huysman, 4; 8, Evans, Kempe and Reid, 2; 11, Muller and Sala, 1. Class B: 1, Wright and Tingling, 28 points; 3, Kempton, 13; 4, Goddard, 12; 5, Coombs, 8; 6, Stover, 6; 7, Sobriquet, 3; Tolerton and Hall, 1.



## Technical KO for Davis

An anomaly in the regulations for the BARC/MGOC Racing Championship has seemingly put paid to further participation by the Moto-Build MGB GTV8 of Grahame Davis. The car, incidentally, won the series' opening round at Silverstone recently, triumphing after a tremendously entertaining scrape with John Hewitt's 2-litre MGB. There have been no protests of any sort against the Davis V8, we gather, although the series scrutineer has decided that, according to the lettering of the ruling, the car is not eligible.

The problems stem from an interpretation of the rules, which state that cars with V8 engines may utilise the Rover carburetion, as opposed to that fitted to the standard MGB V8. The difficulty arises in relation to another rule which states that the car's bodywork may not be altered. With the Rover injection system fitted, however, there is no option but to adopt a familiar 'power bulge' in the bonnet. It is this 'modification' that caught the inspector's eye and has resulted in the car being refused entry for the next round. Surely, given that no other competitor has objected to the car, that no clear advantage has been gained, and that this is an amateur series, the car should be allowed to compete? Davis was, after all, one of the stars of the previous event...

### BRIEFLY

Based in Wirral on Merseyside, Ken Raotchell (formerly of Colin Bennett Racing), brother Ian and Simon Hall have formed a team to be known as Rev Motorsport.

The team's main concern will be northern-based privateers and it will offer management, race preparation and car 'setting-up' facilities. Currently, the team is also looking to expand into the race-hire field and are hoping to enter into a WEC programme at a later date!

■ The Surrey Motor Club and the Reliant Sabre and Scimitar Owners Club are to hold a sprint at Goodwood on May 6. The event is a round of ACSMC Sprint and Hillclimb Championship; the ASEM Speed Championship; the LCAMC-Autolec Sprint Championship; the BM-Sport BARC and TVMC Sprint Championships. Regulations are available from Geoff Cooper, 4 Drayton Close, Fetham Park, Leatherhead, Surrey (0327 378154).

■ In the light of promising progress made with the Argo JM17 FF2000 chassis, the company is planning to manufacture an FF1600 car to be designated the JM18.



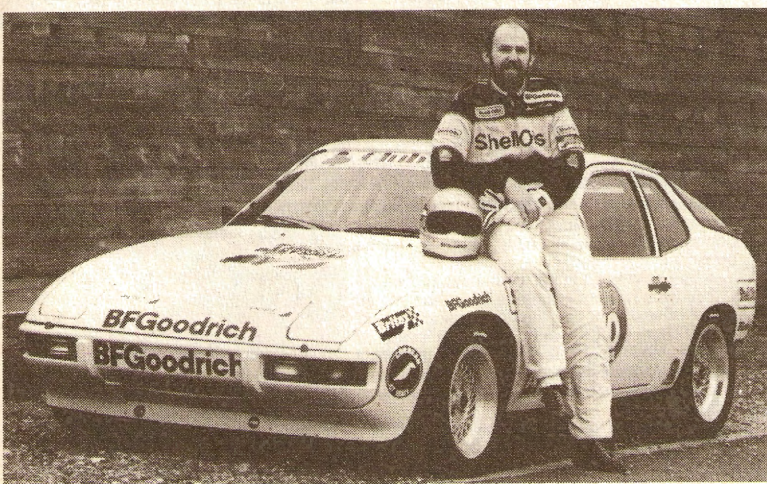
Coyne (left) can thank the bravery of Pratt (centre) and Tim Jones's quick thinking for his lucky escape at Oulton last week

# Coyne rescued from fiery testing shunt

Works Van Diemen driver Dave Coyne can thank his fellow competitors — and the strength of his RF85 FF2000 chassis — for his escape from a very unpleasant accident at Oulton Park last Tuesday. Coyne, the erstwhile leader, was preparing for Good Friday's round at the scenic Cheshire circuit when his Duckhams car left the track at the ultrafast Knicker Brook corner. Initial reaction suggested that a punctured rear tyre caused the incident, although no confirmation of this was available as we closed for press.

(“at 7000rpm in fourth gear — about 130mph”), slammed head-on into the barrier, and flipped. It came to rest inverted — though resting on the roll over hoop — then the rear end erupted into flame as fuel spilled from the carburettor. Dave was trapped within, by the crutch straps which, manager Ken Stanford stressed, he had not fastened conventionally — albeit securely. Pratt was one of the first drivers on the scene and stopped immediately on sight of the fire. Without regard for his own safety, John plunged into the carnage and, assisted by Tim Jones (who had

been spectating nearby), was able to effect his arch-rival's release. Miraculously, Coyne's injuries were confined to abrasions and a severely bruised hand, but he can count himself extremely lucky to have emerged with his life. There was no marshalling cover... Typically, Dave was keen not to miss the Oulton Race, his mechanic Mike Galter rushed back to Snetterton in an effort to rebuild the Van Diemen for Thruxton on Easter Monday. Amazingly the spaceframe itself was but lightly damaged, but the engine needed a thorough clean-up after the fire!



Steve Kevlin's 924 — a strong Class D (up to 140bhp) contender.

## BF Goodrich Porsche men

BF Goodrich are lending their support to two likely front runners in the Giroflex Porsche Production Car Championship this year. They will continue to back reigning Porsche Challenge Champion, Bill Taylor with his Porsche Carrera 2.7RS and will give additional support to Steve Kevlin.

He will be campaigning his Class D (up to 140bhp) Porsche 924, with support from the Reading Evening Post, Radio 210, as well as Shell Oils Europa Leasing Britax and Corbeau.

Kevlin has set his sights on winning the championship after a very successful inaugural season last year which resulted in three class wins and three lap records. Taylor — Porsche champion again?



## More support for Halliwell

Sunset Developments are continuing their support of Tony Halliwell in the Sabre Automotive Pre '80 FF2000 Championship. Halliwell finished second in last year's series and is hopeful of improving on that this time round. Things did not start too well at recent Snetterton opener, however. Halliwell's Lola T580 was an early leader but indulged in a couple of spins when rain interfered and Tony brought the car home fourth.

## A second Escort Turbo for Willhire

The Willhire/Telecom team, under the direction of 24-hour race sponsor Roger Williams will be fielding a brand new Escort 1600 Turbo loaned by Ford to Willhire for the 24 Hours.

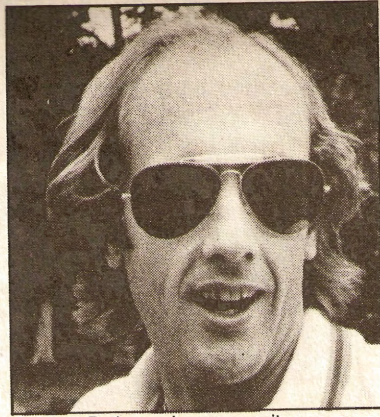
This year's race is, of course, part of the Uniroyal Production Saloon Car Series and teaming up with Roger Williams will be two of the drivers who made up last years successful line-up, former Rallycross champion Dave Wallis and 24-hour race regular, Mike Ridley. Filling the fourth slot will be the rapid Mike Littlewood, better known for his exploits in powerful single-seaters.



## Full Prod series for Lee

Whitehouse Garage (Kent's largest Audi/VW dealer) Sales Manager, Vic Lee will continue to contest both the Uniroyal and Monroe Production Saloon Championships for the rest of the year with his VW Golf GTI. Whitehouse will continue to support the effort, and Lee, an experienced former 1000cc lap record holder at Brands with a spaceframe Imp, should provide strong opposition in the highly competitive Class C division.





Ickx — heading the entry list.

Stuck — Rothmans's new recruit.

Wollek — leading the Lancia challenge.

Lammers — racing for RLR again.

# Lancia's last stand?

The first round of the WEC begins on Lancia home soil this weekend. QUENTIN SPURRING takes a look at the entries

This weekend, the 1985 FIA World Endurance Championships will begin in Mugello amid a spirit of new optimism, but sadly without one of the major justifications of this sentiment. The TWR team is not quite ready to begin its exciting new project, so the entry of a single Jaguar Group C car has been scratched.

There remains, however, plenty of interest as the WEC teams present themselves for the first event run to the revised series rules. The most significant of these is the reduction by 15% in the fuel allowance, from 600 to 510 litres for the 1000kms events of which Mugello is one. Also important is the replacement of the old Makes championship by one for individual teams, and Mugello will also witness the opening battle in the coming tyre war in sportscar racing between Dunlop, Goodyear, Michelin, Yokohama and Avon.

Heading the entry list, inevitably, are the two factory Rothmans Porsches, driven by Jacky Ickx/Jochen Mass, and Derek Bell with the Weissach team's latest recruit, Hans-Joachim Stuck. Stunning performances by Stuck last season with Brun Motorsport's privately entered Porsche leave no doubt that he will be a worthy replacement for Stefan Bellof, but we have heard that the team's pre-season testing at Paul Ricard has not gone as well as had been hoped by competitions director Peter Falk.

Rothmans Porsche has replaced its ageing works cars and, in doing so, must comply with the latest rules which state that any car built after December 31, 1984, must have its footbox behind the line of the front wheel centres. Therefore, Porsche have developed a Group C1 version of the IMSA GTP chassis, called the Porsche 962C. The car necessarily features a longer wheelbase than the 956-series and does not handle as well.

In an effort to improve the 962C, Porsche have been experimenting with 19ins rear rims (as opposed to 16ins) so as to allow the engineers to create larger-volume air tunnels, thus increasing downforce. It remains to be seen whether this will put the factory team cars on a par with the best of the privateers, several of which will be using their quick, 1984-spec Porsche 956B machines.

Leading the privateer assault, on paper, will be the Swiss owned Brun Motorsport team, which has signed World Endurance Champion Stefan Bellof and former JFR lead driver, Thierry Boutsen. Like the works team, Brun remains on Dunlop rubber and has entered two more cars for Mugello, to be driven by Massimo Sigala/Renzo Zorzi

and Walter Brun/Leopold von Bayern.

The third string to Dunlop's bow will come from New Man Joest Racing with two cars, to be crewed by new signing Paolo Barilla with the veteran 1984 Porsche Cup winner, Henri Pescarolo, and 'John Winter' with a fourth driver not yet named.



Surer — a force with Kremer.

Leading the Goodyear charge will be the US company's latest signing, Richard Lloyd Racing, whose honeycomb chassis Canon Porsche will again be raced by Jonathan Palmer and Jan Lammers. The two Kremer team entries will also be on Goodyear and, with strong new sponsorship from Barclay cigarettes, Marc Surer and Manfred Winkelhock are bound to be a force provided that the

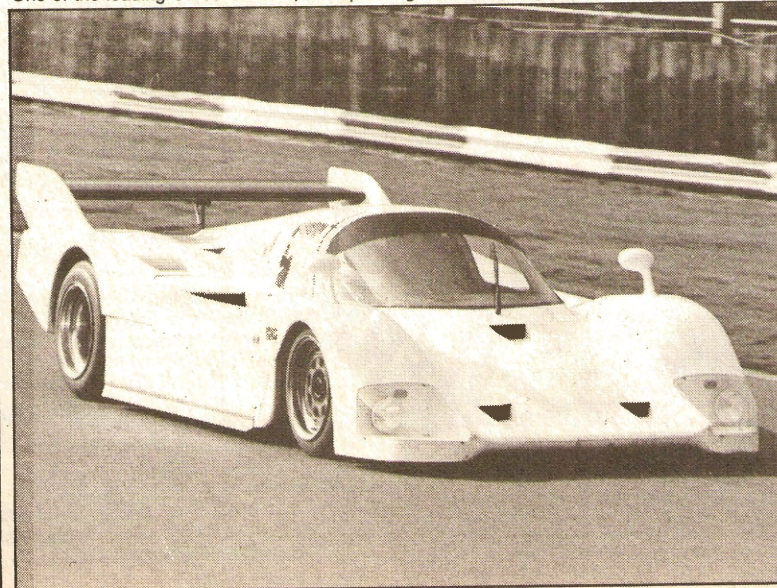
German team's new 962C is on the pace. George Fouche will be among the drivers of the Kremer team's second entry.

At Mugello, of course, most of the crowd's attention will be focused on the latest factory Lancia Martini cars, now equipped with Michelin tyres. After pulling out of Formula 1, the WEC series will be Michelin's only track racing involvement — apart from supplying the control tyre for French Formula 3 — and much is expected from the French company. It is worth considering also that 1985 is widely known to be a now-or-never season for Lancia in the WEC. The team has had extremely promising pre-season testing results at Mugello with its new car, which is a wide-track version of the LC2-84 with many suspension and aerodynamic improvements.

With drivers of the calibre of Bob Wollek (who won the previous sportscar race on this track in 1983), Riccardo Patrese, Mauro Baldi and Sandro Nannini, this really could be the year when the Lancia team comes good. Fiori, though, has to overcome his team's penchant for sometimes approximate pitwork, and for him it must be slightly worrying that the first two WEC events of the season are to be held on his home territory, in front of potentially hostile crowds...

Also among the C1 entry, brought together by sportscar racing's brand new OSCAR organisation, Chuck Graeminger's interesting Cheetah-Aston Martin will be driven by Bernard de Dryver/

One of the leading C2 contenders, the Spice Tiga GC85, during pre-season testing.



Bellof — strong privateer.

TBN. That Tickford developed V8 engine in the back of the carbonfibre chassis should develop good power relative to its rivals under the new fuel consumption rules, and there are high hopes for the Swiss constructed machine.

The C2 category will feature the ongoing battle for supremacy between the latest cars from Alba, Spice and Gebhardt. There will be two of the planned trio of Giannini powered Albas, with Carlo Facetti, Martino Finotto and Guido Dacco among the drivers. Ray Bellm and Gordon Spice will pilot the British entered, Cosworth powered Spice entry, and among the Gebhardts is the Cosworth engined version owned by Ian Harrower's ADA Engineering. Max Payne/Chris Ashmore will race the Ceekar and Paul Smith/Jeremy Rossiter/Dudley Wood will share Roy Baker's Ford BDT powered Tiga. A favourite to get in among the fastest C2 cars will be Jens Winker's straight-six BMW engined URD. The Strandell team's new, Porsche 911 Turbo engined Toj will make its race debut driven by the Swede Stanley Dickens, and the European Rallycross Champion, Martin Schanche.

Will Lancia Martini do it at last? Full report next week.

## FIA WORLD ENDURANCE CHAMPIONSHIPS

Apr 14	.....Mugello (I)
Apr 28	..... Monza (I)
May 12	..... Silverstone (GB)
Jun 15/16	..... Le Mans (F)
Jul 14	..... Hockenheim (D)
Aug 11	..... Mosport Park (CDN)
Sep 01	..... Spa-Francorchamps (B)
Sep 15	..... Brands Hatch** (GB)
Oct 06	..... Mount Fuji (J)
Nov 10	..... Sandown Park (AUS)
Nov 17	..... Selangor* (MAL)

\*Provisional. \*\*Drivers round only.





The Bertone styled Citroën BX 19GT looks remarkably similar to its BX stablemates, but offers performance in the GTI class, but in the manner of a high-speed cruiser.

# Influential Gallic GT

MIKE McCARTHY found that Peugeot's influence on Citroën has removed some of its eccentricities, but that the BX 19GT offers fast and comfortable motoring with that certain something. . .

Just over 50 years ago, in 1934, that great entrepreneur André Citroën startled the motoring world with that most revolutionary of machines, the *Traction Avant*. In a mundane world it featured a monocoque bodyshell, torsion bar springing and independent front suspension (where most others relied on solid axles and cart springs), front-wheel-drive, a streamlined shape and an efficient 1900cc overhead valve four-cylinder engine. It isn't stretching the bounds of incredulity too much by saying that the current Citroën BX 19GT is its spiritual successor: there's a monocoque body with good aerodynamics, unusual springing (though in this case hydropneumatics), front-wheel-drive and an efficient and powerful 1900cc four-cylinder engine. You don't often get that many similarities between cars born 50 years apart. . .

The BX 19GT is the top of Citroën's BX range. For once, the styling is not in-house but comes from the pen of Bertone: it's obviously Citroën, but not quite so blatantly Citroën, who have the knack of designing some of the most beautiful cars — and some of the ugliest. On the 19GT, Citroën fans will welcome the hydropneumatic suspension as pure Citroën, look perhaps slightly askance at the new PSA all-aluminium 1905cc engine which de-



velops a lusty 105bhp (DIN) at 5600rpm and 119lb ft (DIN) torque at 3000rpm (too Peugeot, not enough Citroën) and recoil in horror at the new instrumentation — round dials have replaced cyclops-eye rotating drums. For Heaven's sake! They will probably take to the wider tyres (Michelin MXV 165/70R14s), the additional roll-stiffness, the power steering as standard, and the discreet badging and spoilers. And, obviously, they will welcome with open arms the reduced servicing times and the efforts made to keep running costs to a minimum, as will new-comers to the marque.

When it comes to performance, there is still a trace of the traditional Citroën characteristic of acceleration that seems leisurely, but which also seems never-ending. In fact, looking at the figures, this is not the case: on full-bore acceleration the 19GT will reach 60mph from a standstill in 9.7s, quite quick for a near

2-litre, while it will cover the 50-70mph increment in fourth in 7.5s, and in fifth in 10.4s. In top it will run on up to 115mph (103mph in fourth), making the 19GT a strong contender in the GTI market — not that it's sporty, more that it's a fast, high-speed cruiser.

The new engine is a sweet, smooth revver, running to the red line so easily

that you have to keep a wary eye on the tacho. Yet, this is not at the expense of mid-range pull, with peak torque at 3000rpm.

A clean shape (a Cd of 0.34), relatively high gearing (21mph/1000rpm in fifth) and an efficient engine are a good recipe for above-average fuel consumption.

The BX offers good access to its ample luggage space thanks to the wide boot opening.





and indeed the official figures for the 19GT are 48.7mpg and 37.7mpg at 56mph and 75mph respectively: we only managed a so-so 25.5mpg with varied, part city, part long distance, driving.

When it comes to roadholding and handling, the 19GT is safe and sure-footed rather than fun in the GTI idiom. The fat Michelins cling well in both the dry and the wet, and the extra roll stiffness has imparted a welcome degree of tautness, as well as removing much of the BX's ever-present body roll. Up to quite high cornering speeds the 19GT displays neutral handling characteristics, while it is nigh impossible to hang the tail out should you ever want to do so. It doesn't have the instantaneous directional change ability of something like the Golf GTI, but it behaves more than competently when driven hard in bends.

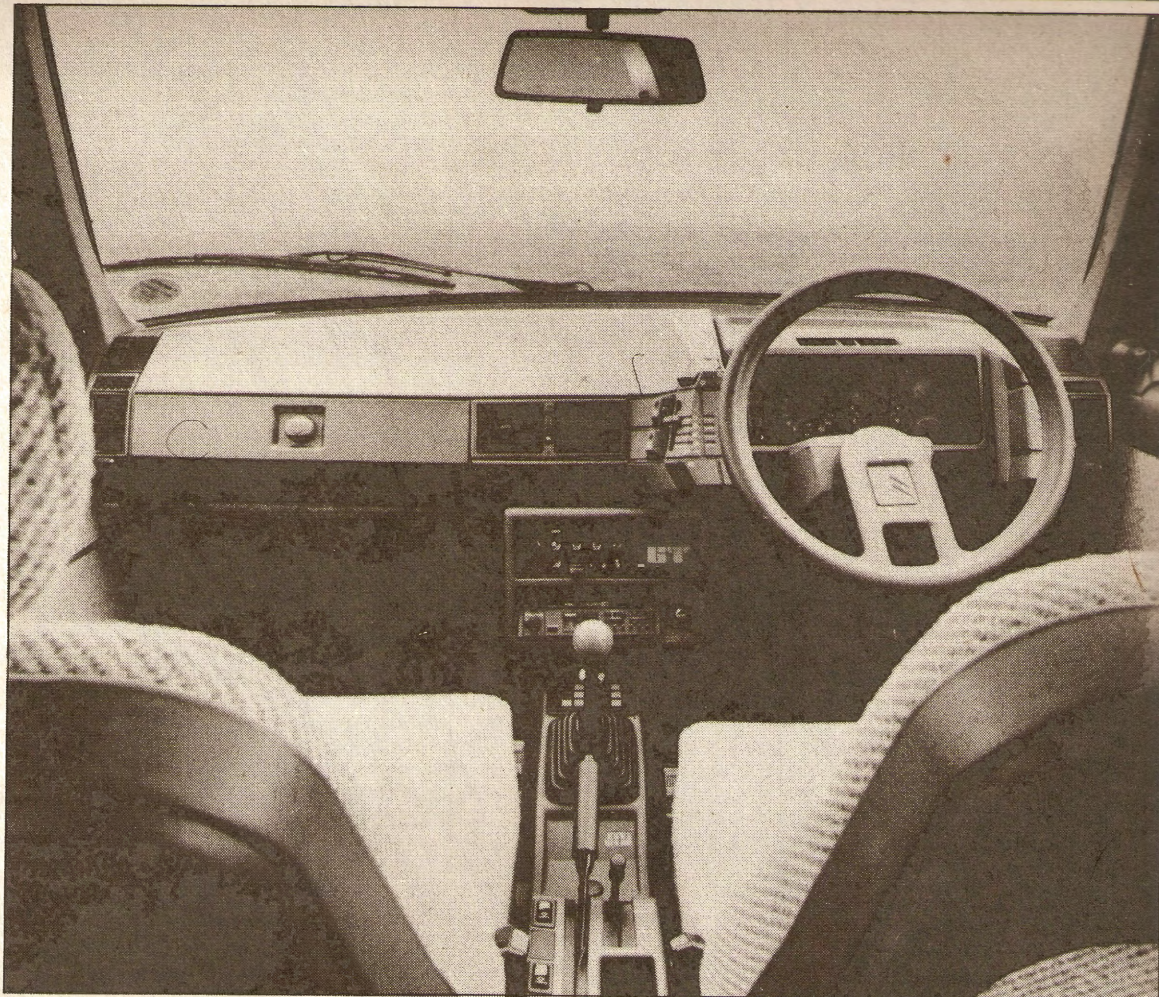
The extra roll stiffness has had a noticeable, but not very marked, effect on one of the BX's traditional virtues, its superb ride. As before it simply absorbs almost anything British roads can throw at it, but there are now some high-frequency rippling effects over minor road imperfections, but, those apart, the BX has to be one of the best-riding medium-sized saloons on offer today.

For the 19GT, Citroën have made power steering standard, something which even the most hardened of Citroën fanatics must applaud, since the ordinary model's system requires a lot of effort at low speed and when parking. Unfortunately the gearchange still leaves much to be desired — first and reverse are absolute pigs.

The brakes are 'typically Citroën': there is very little pedal movement, which makes a period of acclimatisation necessary — most new-comers to the car invariably come to an instant and abrupt halt the first time they use them. Once you're used to them, however, you find that there is progression there, if not much travel, and they are incredibly powerful.

Another Citroën tradition is super-comfortable seats, and the BX scores highly in this respect. Those in the front are soft, and deep, and nicely trimmed. There is plenty of space inside too, particularly when it comes to legroom in the back, which makes it all the more surprising that headroom above the rear seat passengers is so restricted. As with most hatchbacks the Citroën offers a considerable amount of luggage space.

The shape is clean, if not a little boxy at the rear, with rear vision quite restricted.



As ever, the seats are super comfortable, but the layout of the controls leaves much to be desired... as ever.

doubled with the back seat folded down, and a plus point is that the boot lid extends down to bumper level.

Citroën idiosyncrasy returns when it comes to layout of the controls. The major ones are fine, but the minor ones are grouped in clusters on either side of the instrument pod, and many of them are 'round the corner': it pays to study the handbook carefully before attempting to master them. That they are comprehensive is in no doubt: that they are fiddly and awkward is also beyond doubt.

The two major dials, for example, are not only rather small but over-calibrated (a 150mph speedometer, would you believe) and for those reasons not so instantly readable. You somehow get the feeling that Citroën were pushed into using round dials, and have given in with bad grace.

The heating and ventilation set-up is flawed in that you can't get cool air to the face and warm air to the feet, but response time is fairly rapid and it pushes out more than enough warmth. Visibility

forward is about average, but rear three-quarter vision is quite restricted, in spite of those curious inset translucent (as distinct from transparent) panels.

Summing up, the Peugeot influence on Citroën has removed some of the more way-out Citroën eccentricities, but left behind enough to ensure that Citroën fans won't be disappointed. The 19GT is fast, comfortable, efficient, stylish, and refined, yet offers something out of the ordinary.



## CITROËN BX 19GT

£7289.37

### Specification

Cylinders/Capacity .....	Four in line, 1905cc
Bore x stroke .....	83 x 88mm
Valve gear .....	Single ohc
Fuel system .....	Twin choke carburation
Power/rpm .....	105bhp (DIN) at 5600rpm
Torque/rpm .....	119.1lb ft (DIN) at 3000rpm
Gear ratios ...	3.307, 1.882, 1.360, 1.068, 0.865:1
Final drive .....	3.69:1
Steering .....	Hydraulically assisted rack and pinion
Brakes .....	Hydraulically assisted discs all round
Wheels .....	Pressed steel, 5in rims
Tyres .....	Michelin MXV 165/70R14
Suspension (F)	Independent by self-levelling struts, lower arms, anti-roll bar
Suspension (R)	Independent by self-levelling hydropneumatics, trailing arms, anti-roll bar

### Dimensions

Wheelbase .....	104.51ins
Track (F/R) .....	55.5ins/53.3ins
Length .....	166.5ins
Width .....	65.4ins
Weight .....	19.7cwt

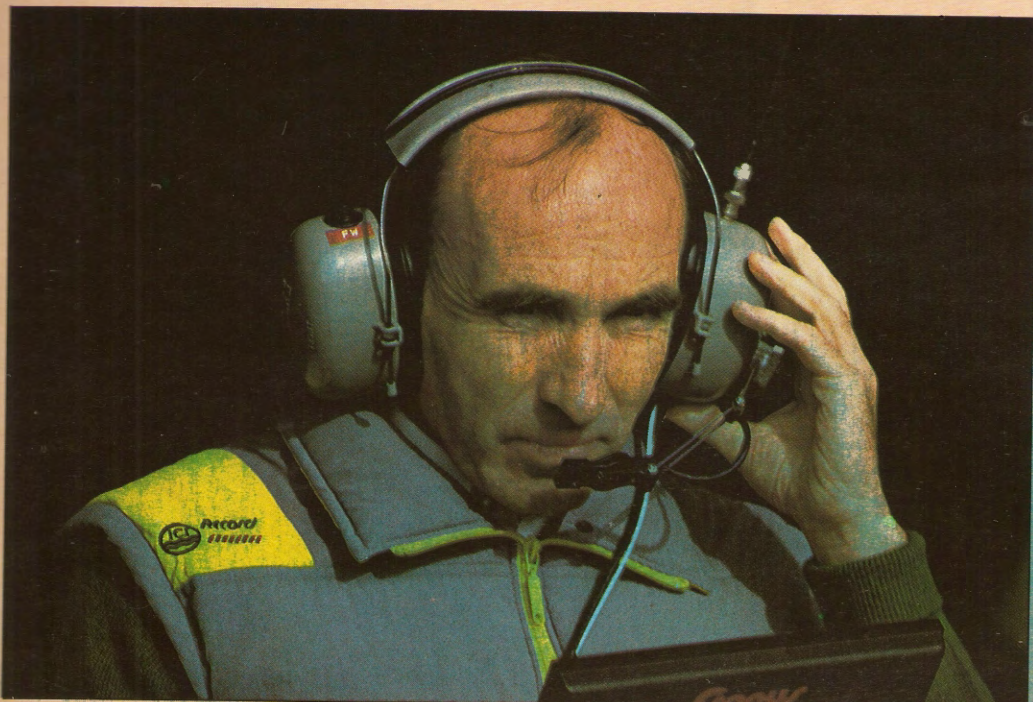
### Performance

(What Car? figures)	
Maximum .....	114mph
0-60mph .....	9.7s
50-70mph (4th/5th) .....	7.5/10.4s
Urban/56/75mph .....	30.7/48.7/37.7mpg
Test consumption .....	25.55mpg



# Frank about Williams

Frank Williams and MIKE DOODSON in a blunt discussion about the prospects of the Anglo-Japanese alliance in Formula 1



Only four Grand Prix teams won World Championship races in 1984. Frank Williams's was one of them. But there was no hiding the disappointment of Frank and his crew after Keke Rosberg's moment of glory at Dallas, while engine failures caused one retirement after another. At the end of the year, he let Jacques Laffite go, replacing the Frenchman with Nigel Mansell in a move that astonished many (among them Rosberg). Over the winter, the team pressed on with the construction of the all-composite Williams FW10 chassis.

The ability of the Williams team to build sound, aerodynamically advanced racing cars is well established, and the driving talents of Rosberg and Mansell are equally apparent. If there is a question mark in the set-up, it hangs over Honda, the supplier of the team's engines. Japanese sensibilities being what they are, Frank has not always been as candid about his far-eastern partner as the press would like. Nevertheless, with the new and deeply researched FW10 ready to race to Rio, it seemed an opportune moment to grill Frank on the future of the team which has taken more World titles since 1979 than any other.

Above: Frank Williams, after three comparatively lean seasons, is looking to better things in 1985. Below: Keke Rosberg (at Brands Hatch last week) is very optimistic about the new Williams-Honda FW10. At the end of the week, Keke took the car round Donington in 56.10s, unofficially a new circuit record.





Frank Williams's first venture into Grand Prix racing dates back as far as 1969. Those were the days when his undoubted skill as a motor trader enabled him to get his hands on the Brabham BT26 chassis which was lovingly prepared for his friend, Piers Courage, to drive. Piers died in 1970, snuffed out at Zandvoort in the burning wreck of the one-off De Tomaso which had followed the BT26. Frank bravely kept his team in business, but in later years it seemed that he was destined never to be a Formula 1 success.

The stories about Frank's scrapes were legion: how he was forced to run his office from the nearest call box, for example, because his own phone bill hadn't been paid. Often it looked as though he was funding last year's racing from next year's sponsorship. Sometimes his cars only got on to the grid because he'd scrounged part-worn tyres from other teams. In the end, in 1976, he had to let everything go to Walter Wolf, an oil dealer and erstwhile sponsor from eastern Europe with whom Frank had got involved in the mistaken belief that Wolf was a soft touch. There was no man more miserable than Frank Williams when his old team, renamed for Wolf and carrying 'Under New Management' banners, walked away with its first race, the Argentine GP of 1977.

This was where the Frank Williams story really began. He started from scratch with a new company, a new factory in Didcot, a new driver called Alan Jones, new sponsors recruited from Saudi Arabia, and a designer (Patrick Head) who had been Harvey Postlethwaite's deputy in the old company. By the end of 1979, armed with a super car which Head himself described as "a sensible copy of the Lotus 79," they were winning races regularly. And when Clay Regazzoni won the first of the 18 victories which now stand to the credit of Williams Grand Prix Engineering, Silverstone, Walter Wolf had virtually lost interest in the team he had taken from Frank.

**We are the source of civic pride in this area. After all, we employ more than 90 people full-time."**

The cannot have been many people who begrudged Frank Williams his long-awaited success on the day when 'Regga' won that British GP. But with successes piling up, and obligations increasing both to his staff and his sponsors, Frank became an altogether more serious person. He became less approachable, less anxious to be quoted, less 'human'. This was easily understandable as the team forged onwards to the drivers and constructors World Championships which scored in 1980, 1981 and 1982.

By 1984, however, it was possible to discern what can only be described as a decline in team fortunes. And even though Frank himself was working as hard as ever to maintain standards, he could not avoid the inevitable maligning comment or two. Human nature being what it is, there were those who said that it would "teach him a lesson for getting big-headed."

Frank Williams, however, is more conscious of his public image than any other team owner. For this reason he has appointed Peter Windsor (*Autocar's* Grand Prix correspondent) to be the Williams-Honda press attache, and has promised to be more available to the media at this year's races. He has also invited several journalists to visit the 39,000sq ft, purpose-built factory at Didcot into which the team moved almost a year ago.

I consider myself lucky to have been one of his guests and to have been granted a heart-to-heart interview with the boss. Although his answers were honest, he did not want to be quoted directly on some of the difficulties which the team encountered in 1984, its first full season with the powerful V6 turbo engines provided by Honda of Japan.

Whatever plans Ron Dennis may have for McLaren in the future, the new Williams factory in the shadow of the huge cooling towers of Didcot power station remains the best-looking racing car facility outside Maranello. And the company owns the place freehold;

which underlines the commitment of the two co-directors to the building of racing cars in Oxfordshire.

No sooner had I parked alongside all the freebie Austin-Rover vehicles in the car park, and stuck my head into the reception area, than Frank himself, glowing with the rude health that comes from running 10 miles a day and avoiding strong drink, bounced up to greet me. I congratulated him on this palace of factories, and knew I'd hit the right spot. "We are the source of civic pride in this area," he responded happily. "After all, we employ more than 90 people full-time." He proposed lunch, and we drove to a nearby pub, with Peter Windsor in tow as our unofficial censor.

Interviewing an old friend can be difficult, especially when he has gone out of his way to answer your questions truthfully, and immediately asks you not to quote what he has just said . . . Suffice it to repeat that the future of Williams Grand Prix Engineering Ltd is heavily predicated towards the Japanese company whose racing engines are sent all the way from Tokyo for installation into the Williams cars, accompanied by substantial cheques. Currently nearing completion is the extension to the Didcot factory where Frank hopes to accommodate an engine dynamometer and several expatriate Japanese personnel for the foreseeable future.

"It may have offended several journalists in 1984 that we were fairly reticent about our problems," explained Frank. "But I have always staunchly believed in looking after my partners. My relationship with Goodyear is very important to us commercially and competitively: I'm trying to do the same thing with Honda. It's paying off, and I see it as being a long term relationship."

This response, not to mention a certain amount of muttering from Windsor, indicated that specific questions about any shortcomings of the Japanese-manufactured component in the 1984 Williams FW09 might not be answered with complete honesty. Nevertheless, I persisted in boldly going into the attack with a tough question. "Do the Honda people tell you," I asked, "exactly what changes they're making to their engines from race to race?" Frank (bless him) didn't even scowl. "No," he responded, and changed the subject.

"Going back to the beginning, Patrick and I decided that we'd got to go with a major manufacturer if possible for turbo engines. Because of our long-standing sponsorship relationship with TAG, many people assumed that we were after the TAG Turbo when it was announced. But Mansour Ojeh (of TAG) had made it clear to both Ron Dennis and myself that we would have to pay for engine. We didn't want to have to pay. And we declined in the end, because Ron had been in on the thing with Porsche from the start. We didn't believe that Porsche, or anybody, could have serviced 20 or more engines each for two top teams. We thought it was too much to try to be a second team with a major manufacturer because, in terms of reliability, the second team shouldn't even bother going racing. In my opinion that goes for Lotus and Arrows, as well as Osella.

"So we progressed with Honda. It was on, then it was off. At the end of the day, we were very happy to sign a contract with Honda for two years on the basis that it was exclusive apart from their option to run Spirit if they chose to do so. It has been a difficult relationship to begin with, but it is based on a lot of mutual respect and confidence. I won't say it's going from strength to strength, because that sounds rather pompous, but it is a good relationship with a long future."

This is important because, as Frank points out, Formula 1 is becoming more and more engine-oriented. Two or more years ago, a car's performance was mostly related to the qualities of its chassis and aerodynamics, areas where Williams (with the talents of Head and his aerodynamicists) reigned supreme.

According to Frank, allegations have been made that in 1984 his team lost its ability to make a stiff, good-handling chassis. He deeply resents any such calumny. "In many of the races last year, until their cars expired, both Keke and Jacques led both the Lotuses and both the Ferraris. But it was never taken into judgment: the cars were just written off as heaps of rubbish."

Aha, I thought, he has virtually admitted that the engine was the dud factor. Pressing in to the attack, I

pointed out that no amount of Francis's flannel could camouflage the fact that the two Williams-Honda drivers, following Keke Rosberg's outstanding victory under the most difficult of circumstances at Dallas, had been let down by their engines on 13 occasions from 14 starts. That dismal record, I suggested, reflected poorly on Honda.

"Yes," he responded, "there was a drop-off. It was basically a number of factors: fuel consumption, engines running lean, pistons going. That sort of thing. Normal situations for people trying to finish races."

It was a variety of reasons rather than one single reason, was it?

He shifted his weight on his seat. "There was," he admitted, "one principal reason."

Which you're not about to reveal?

"No."

Later in the conversation, though, we touched on the subject of fuel consumption. On only two occasions — at Zolder and Zandvoort — did Rosberg actually get far enough to run out of juice before the engine expired. But it was not difficult at several other races to see that the team was worried in advance about the possibility of running out.

It was indeed fortunate for Williams that Honda's Mr Kawamoto, the man with whom Frank had signed his engine deal, should have chosen to be present at Zandvoort. "Unusually, Keke's car kept running for quite a while at that race," recalls Frank. "At half-distance, to avoid running out, Keke just turned down the boost. In the end he was using 0.35 of the normal boost pressure, and that's when de Angelis's Lotus went past, whoosh, to take fourth place away from him. Keke was well pissed off."

Even with the boost turned right down, however, Keke didn't make it. By coincidence, the last of the fuel was consumed coming on to the main straight and the

**"We didn't believe that Porsche, or anybody, could have serviced 20 or more engines each for two top teams . . ."**

Williams coasted to a silent halt in pit lane, ending up at the feet of Mr Kawamoto himself.

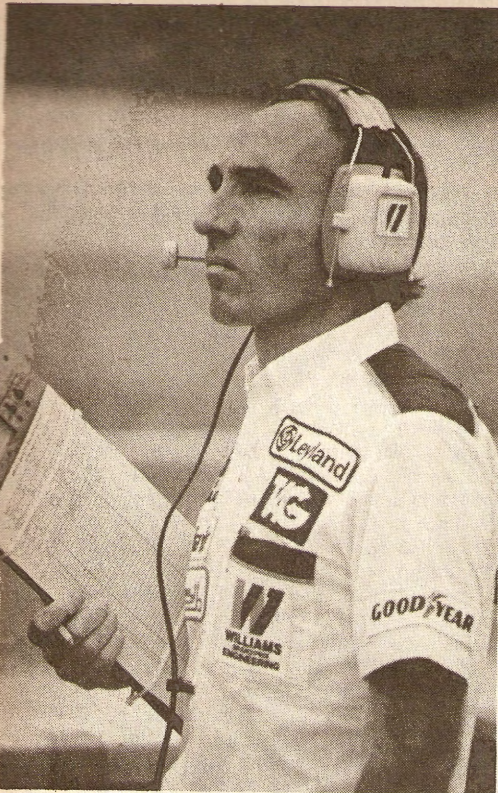
He may have remained dispassionate as a furious Finn climbed out, but it may safely be assumed that he hit the roof on his return to Japan . . .

No amount of loyal fact-finding could protect Honda from the reality of the engine problems encountered in 1984. Revised versions of the present engine have already been tested and, if Honda haven't completely cured the problems of peakiness about which Rosberg and Laffite complained in 1984, the engine has been improved. Yet further improvements are in the pipeline from Honda. "They're doing a lot of changes both in the short term and the long term," says Frank. "I would think that you would see our competitiveness improving. I'm not predicting that we'll be in the front three immediately, because I doubt it, but as the year goes by we should benefit from the programme that they have. It takes a lot of time, you know, to make the new parts and get them properly developed."

Improvements as fundamentally important as these cannot be made too quickly for ambitious drivers like Keke Rosberg and Nigel Mansell. Patience is a virtue which Rosberg in particular lacks, although his loyalty cannot be questioned. Interviewed at the end of last year, he was even prepared to do a snow job on Honda, in line with company policy. Or had Keke persuaded himself that most of his last year's problems really stemmed from an insufficiently rigid chassis, rather than an engine which came on song with the subtlety of a Beirut car bomb?

No amount of censorship can hide the admiration which the new Williams recruit, Mansell, expressed for Rosberg and Laffite on his first acquaintance with the Japanese turbo. "Heroes" was the word Nigel used, which was highly complimentary to Keke after some of the much-publicised comments passed on his own





Williams — the dedicated professional.

abilities on various occasions in 1984 by the man with whom he is matched for 1985.

This subject — relations between Rosberg and Mansell — is calculated to stretch Frank Williams's diplomacy to the same limits as the Honda engine. At Monza, where he first learned that Mansell was to be his new team mate, Rosberg's antagonism towards the Englishman was clearly declared to pressmen gathered outside the Williams motorhome. "It was an ill-advised thing for Keke to do publicly," says Frank. "I know that he said 'If Mansell comes, I go,' and he has had to retract it."

According to Keke, the fact remains that Mansell comes to Williams with a reputation for creating trouble. After his crash while leading the Monaco GP, team manager Peter Warr went so far as to describe him as "a driver who has reached the full extent of his somewhat limited ability." Having raced against him at Dallas and elsewhere, Rosberg was less specific, but

even ruder. So what exactly does Frank see in his new driver?

"First of all, I am surprised that a man as clever and as experienced as Peter — a man I respect — should have been so openly critical of a driver. It's certainly something rare. I believe in looking after the people you employ, and if you dismiss them, that's sufficient, that's all you ever need to say. When you asked me about Jacques's testing ability, I skipped the answer. I've got to impress the next superstar, and I want them to be able to say 'Frank's a good man, he'll treat me fairly.' That won't happen if the guy has seen me slagging off his predecessors.

"As far as Nigel is concerned, he has been at Lotus since he started racing in Formula 1. He was very much in with the team when Colin (Chapman) was still alive, and very much out when Peter Warr turned up as the boss. I understand that there was jealousy in the team and there were the allegations that Elio had special attention. What would your position be if you were the other driver?

"When you get two competitive guys in the same team, they're not paid to like each other and to hold hands, they're hired to beat the other guys and win. I mean, what about Jones and Reutemann with us in 1981? They fell out. What about Pironi and Villeneuve at Ferrari in 1982? When it comes to the final scrap to beat each other, it's no holds barred."

Apparently Mansell is fitting in well with the Williams environment. "He hasn't done a lot of driving yet," admits Frank, "but what we have seen we like very much. The power of his attraction was the turbo experience he had with a much more advanced engine, and that's been very valuable to us. Not that he can give us any secrets, because he doesn't know any of the (Renault) technical secrets, but the comparisons that he can give us have been especially useful. I wanted a British driver in the team and I wanted a more committed man in the car: Nigel was my choice and he has brought a good attitude. So far, I'm delighted."

And Keke? Has he become a prima donna after three years with Williams? "I think he always was one, but that is entirely because he is exceptionally gifted. I am on record as saying that he is the fastest human being in a Formula 1 racing car: there's no doubt about it in my mind. Since he joined us in 1982 he has never had a car with the same performance as his competitors, especially in 1983, when everyone except us had a turbo. So it has always been a David and Goliath situation. In 1984 we were hoping to be on par, but we weren't. I would love to see him on equal terms in 1985, hopefully with the new Williams-Honda."

In view of the fact he has lost all but one of his Arab sponsors, and seeing that the new car carries the liveries

Frank Williams and designer Patrick Head ponder a problem at Zandvoort during the Jones era.



of four multinational companies, it has been speculated that perhaps Frank might not be as financially comfortable in 1985 as he has been in the past. It's a situation that he happily denies. "As far as our Saudi supporters are concerned, they have fallen on hard times relatively speaking. Oil revenues are way down." And Mansour Ojjeh of TAG? "He obviously found after a while that just being a sponsor and getting some tickets wasn't adequate for his requirements. When Ron (Dennis) made that proposal to him for an engine, he had a direct involvement, and he chose that.

"In terms of sponsorship revenue, I can truthfully say that we have done better in 1985 than in any previous season. As far as the future is concerned, there is no way that Williams will be bounced out of racing. We fought against the turbo, yes, like the other British teams, because the equivalence formula wasn't equal, it was an anachronism. But now the 'other' formula, for 3-litre engines, is dead: we lost a battle, not a war. Having faced that fact, we realised it was essential for Williams to be allied to a manufacturer, and Honda is a very substantial manufacturer. Budgets are always a problem, but I would say that we have the same resources available to us — probably more — than any other team based in Britain."

Having seen the facilities at the Didcot factory, which is packed with enough machinery to enable Williams to make almost every component in-house, I can verify this claim.

But what Frank has at the back of his mind are the R&D facilities at Honda's Japanese plants. If Williams is to stay in the picture as turbo technology advances, the company must have this link. After holding out against the turbo for so long, Frank sees the irony in this situation. Does the Honda management wish to stay involved in this technological *tour de force*?

The answer is intriguing. "When I was in Tokyo at the beginning of the year, I asked Mr Kawamoto what he

"I am on record as saying that Keke is the fastest human being in a Formula 1 racing car: there's no doubt about it in my mind . . ."

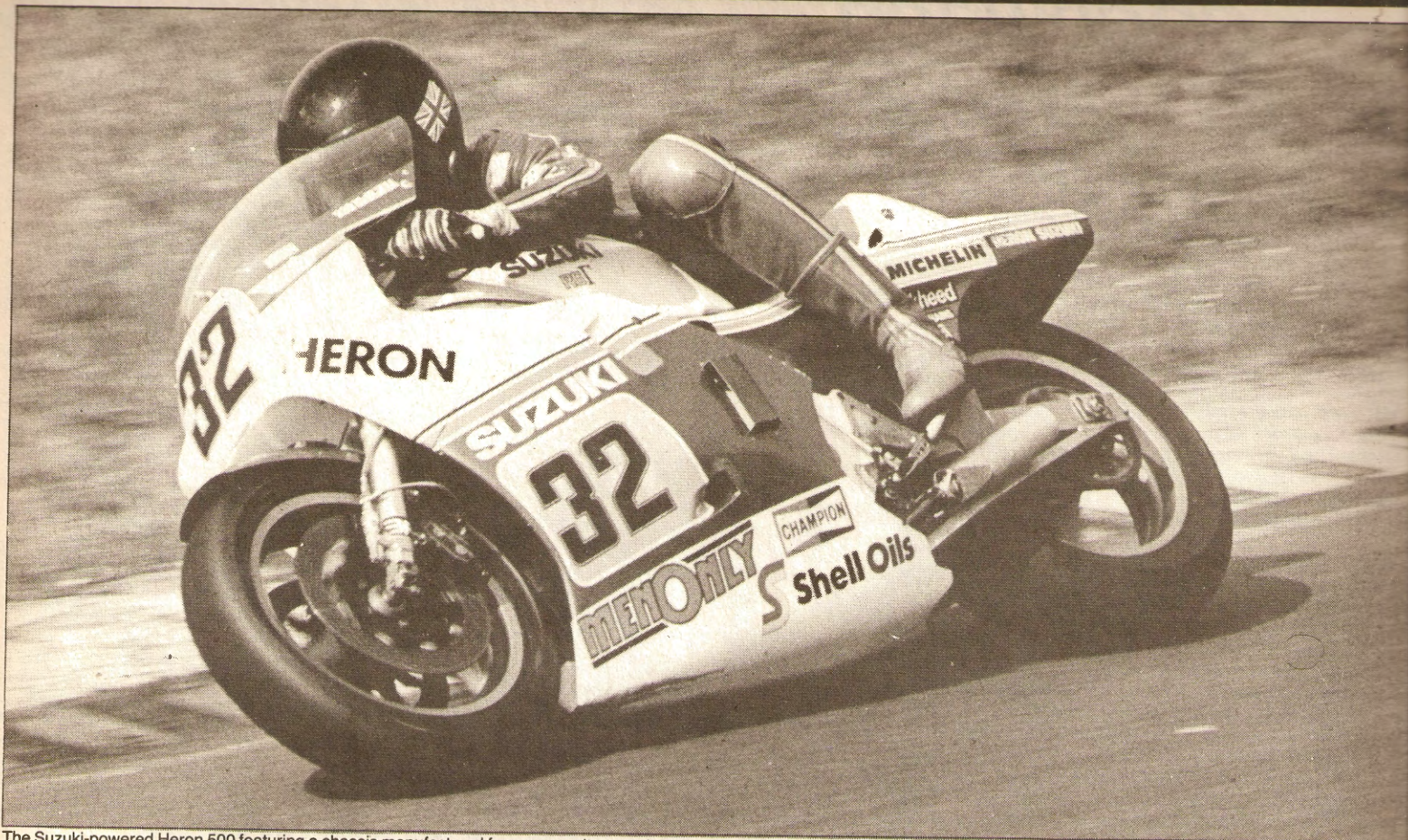
thought of the 1200cc Formula 1 which will be introduced in 1988. I thought he would complain about the cost. But he didn't: in fact, I could see that it was a challenge which Honda would be happy to accept. Part of Honda's rationale to go Grand Prix racing is the exploitation of the learning curve that it provides by having to go into these advanced fields of engine IC (integrated circuit) technology. I think he feels that the 1200cc formula is far more challenging to him as an engineer than the 3-litre. My layman's feeling has always been that 3-litres was much more practical and sensible for racing. But if 1200cc turbo is the way we're obliged to go, the best thing that I can do for Williams is to adjust accordingly."

This ability to adjust is surely Williams's greatest asset, even if it is less than instantaneous. It took him nine years to find the formula to make his team a winner, through a process that he had long resisted, *ie* the delegation of responsibilities. Nowadays, no team has a better defined chain of command, with Frank doing the job — salesmanship — at which he always excelled, leaving Patrick Head and his staff to run the factory and ensure that the cars go the startline in tip-top mechanical condition.

It did not take Frank Williams quite so long to reconcile himself to the turbo revolution. By procrastinating, in fact, he was able to provide Keke Rosberg with a World Championship in 1982, the last year of the Cosworth engine's glory. Now he is ready to accommodate the once-hated turbo in both political and practical terms. With Honda there is security and, eventually, success for the future.

He does not forecast any brilliant results for the beginning of 1985, but that could be his own jokey bit of bluff. Surely Frank Williams and his team will be back on the road towards even greater successes now that they have the might of Japan working on their side. ■





The Suzuki-powered Heron 500 featuring a chassis manufactured from composite material was debuted successfully at the end of 1984 against more powerful opposition.

# Gaining lost ground

Motor cycle racing technology has been left behind its motor racing counterpart, but the Japanese have produced more powerful engines, and the Europeans have built chassis capable of harnessing this power. ALAN CATHCART reports

For the past several years, decades even, the two distinct worlds of car and motorcycle racing have followed separate but parallel courses. Often obliged to share the use of circuits, the two branches of motor sport have nevertheless increasingly tended to go their own ways, often unmindful of the fact that they also share common aims, problems and interests. Latterly, they've increasingly come to share sponsors as well . . .

It wasn't always so. Back in the Brooklands era the two camps were much more closely knit, although social divisions and class consciousness tended to sharpen the distinction on occasion. But in the days when men such as Tazio Nuvolari and Piero Taruffi could quite happily combine careers on two and four wheels simultaneously, and with equal success, there was more of a feeling that motorcycle and motor racing were two halves of the same whole. Even postwar that sense of association continued to be fuelled by the likes of Francis Beart,

Geoff Duke, John Surtees and of course Mike Hailwood: the reverence with which Mike the Bike's memory is still held in the two-wheeled world was never at any time diminished by the years he spent racing cars.

But on the other side of the coin, the Hailwood era of the sixties saw the two branches of motor sport begin to follow separate destinies, so much so that the two sides reached a stage of generally antagonistic mistrust which peaked in the so-called armco era. Jackie Stewart's name has never been a popular one

among the two-wheeled fraternity, who rightly or wrongly credit the little Scot with much of the responsibility for having the race tracks of the world lined with steel barriers, with tragic consequences for many of the bike racers.

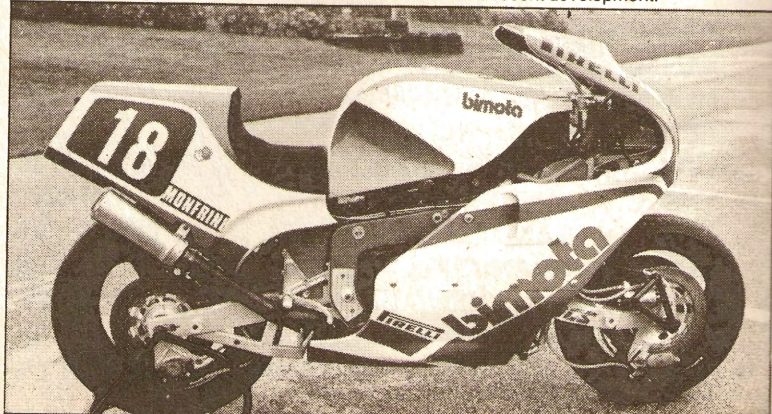
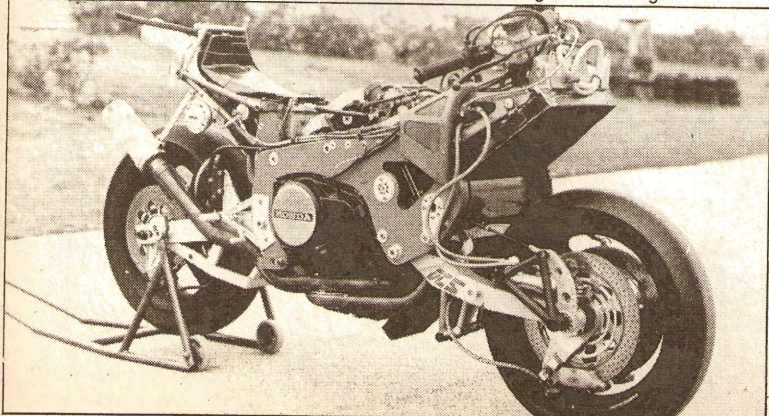
Conversely, the radical advances in racing car chassis design in the 1960s led many four-wheeled enthusiasts, perhaps unjustly, to stamp bike racing as a backwoods culture owing more to rule of thumb than rule of science. And, with the advent of the Japanese works bike teams in the early sixties and their blinkered preoccupation with power outputs, mostly to the exclusion of all else, the two forms of racing drifted steadily apart: motor racing to become the high-tech entertainment business of recent years, bike racing a field still dominated by the

major road bike manufacturers who see it as their principal means of sales promotion while offering a useful opportunity to experiment with new technology—mostly relating to engine design and chassis fitments, rather than overall concept.

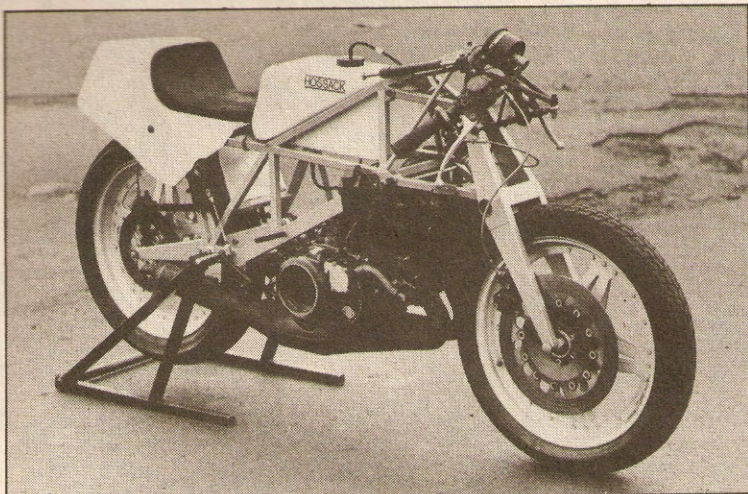
Increasing specialisation meant that the days when Varzi, Surtees, Beltoise, Agostini *et al* switched successfully from two to four wheels (and even, occasionally back again) are over: Johnny Cecotto may just be the last such example, because with the increasing affluence of top-class bike racing, a current superstar can make much more money staying on two wheels even in the twilight of his career than he can by switching to four.

Yet in the past couple of years the Twin-sided swing-arms at the front on the Bimota Tesi are a recent development. ▶

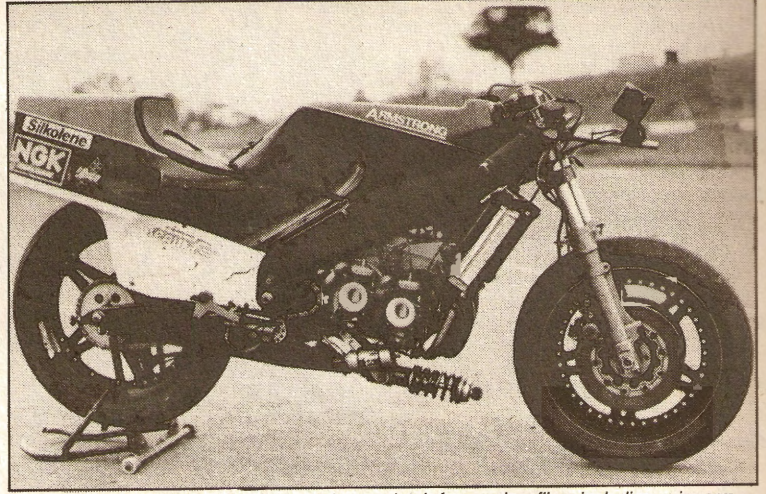
The Bimota Tesi's carbonfibre honeycomb composite chassis weighs a mere 5kgs.







No front forks on Norman Hossack's own design, but vertically mounted wishbones.



The British built Armstrong chassis is made completely from carbon fibre, including swingarm.

André de Cortanze's most successful machines to date have been the trio of Elf bikes built for endurance racing, using 1000cc in-line four-cylinder Honda four-stroke engines under the 1-litre top limit for TT F1. These featured hub-centre steering with a vertical column and drag links, with a vertical kingpin inside the front wheel, while the vestigial chassis consisted of two alloy plates attached to the engine, on to which the monoshock front and rear suspension was bolted. To lower the centre of gravity, the fuel tank was removed from its traditional top-heavy position above the engine and placed beneath, with the exhausts now running over the top and shielded from the rider's body by the all-enveloping streamlining.

This layout, but not other aspects of the design, was adopted by Honda on their V4 NSR GP machine last season. Bolt-on wheels facilitated speedy tyre changes on the Elf, a vital factor in endurance racing, while innovative use of new materials was restricted to the carbonfibre brakes from SEP. Dunlop produced special tyres for the bike, which went faster and braked later than conventional machines (thanks to the wind tunnel tested streamlining, the Elf was timed at over 290kph at Paul Ricard), but in three years of long distance racing its best result was third. What was the problem? The engines kept letting go, invariably with the bike well placed.

The lowering of the F1 limit to 750cc for 1984 rendered the Elf obsolete, so, with a massive injection of new finance, François Guiter has enabled de Cortanze to design a GP bike for the 500cc class which has far better publicity returns than endurance racing. The Elf 2 made its public debut last June but has only now reached the stage of being tested. Casting special magnesium side covers for the V3 Honda NS500 engine has enabled de Cortanze to go the whole hog and dispense entirely with the chassis: front and rear suspension is essentially an updated version of that on the previous bike, and bolted directly on to the engine. However, the relatively heavy Marzocchi suspension units now take the place of the fuel under the engine and work in traction rather than compression. The fuel now sits in the all-enveloping streamlining on the lower right side and in the nose, and, due to the forward-facing carbs on the two-stroke unit, an entirely new steering system is adopted. There is no room for the vertical column of the old bike, so instead the designer has opted for a layout which sees the two handlebars moving in the longitudinal plane along the axis of the bike (instead of rotating about the steering head as on all other bikes), and operating the front wheel through a system of rods and pivots. Early tests have the riders reporting that low-speed directional stability is poor, but for the first time a 500 GP motorcycle is seriously approaching the magic 100kgs weight limit: the Elf 2 scales 115kgs at present, with less to come once

## Latest racing bike developments

the sleek fairing has been made in Kevlar and carbon instead of fibreglass.

De Cortanze's brave initiative in reshaping motorcycle design and especially eliminating the use of telescopic front forks (which twist and bend under the braking and suspension forces generated by modern road tyres, let alone racing covers) has opened the door to a host of other innovative designs.

One of the problems with hub-centre steering is potential bump steer, and the Elf's single-sided, twin parallel arm front end has poor steering lock on one side. The **Bimota Testi**, a radical TT F1 endurance racer powered by — yes, a works Honda V4 engine! — aims to overcome this by the use of hydraulic steering and twin-sided swingarms at the front, which however preclude fast wheel changes. But with the Bimota aimed at the front road bike market of the future, that's not a serious problem, and the prototype from the small Italian company who build the most expensive and fastest road machines in the world has definite long-term possibilities.

The chassis of the racing prototype is made by Monfrini, the same chassis manufacturer responsible for the tub of the new F1 Zakspeed and past Alfa Romeo F1 racers. Using a carbonfibre honeycomb composite material, the chassis weighs only 5kgs and suspends the engine from it. Vertical monoshock suspension front and rear gives a full rising rate at both ends — something unheard of in the bike world till very recently, and with a tubular chrome-moly frame replacing the expensive composite structure, a revolutionary street bike could be on the market within two years if tests proceed satisfactorily.

Other teams have concentrated latterly on

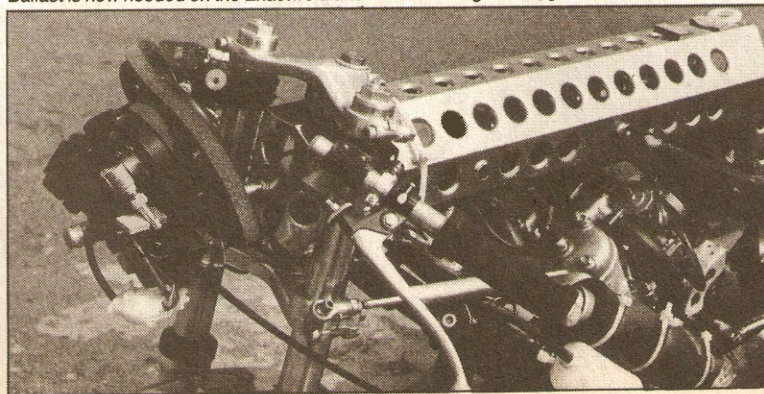
improving the stiffness to weight ratio of their machines, but still within the conventional format of telescopic forks and so on. The HB-backed Italian **Suzuki** team's TGA1 chassis uses a spar frame made from milled-out aircraft alloy components, with honeycomb inserts faced over with carbonfibre, then bolted to each other to form a light but rigid conventional frame. All-enveloping streamlining is another feature of this bike, as the motorcycle world at last experiments with air penetration: it seems incredible it has taken this long, doesn't it?

Even more remarkable is team patron Roberto Gallina's innovative servo steering system, a belt-driven setup that lives inside the oversize steering head and aims to reduce rider fatigue caused by the ever increasing width of motorcycle front tyres, by giving the handlebars even more of a mechanical advantage over the front wheel.

The rival Suzuki-powered Heron team from Britain stole a march on Gallina last summer when they unveiled their **Project 500** machine, also with chassis manufactured from composite material, but this time a box-like structure to which the four-square, disc-valve unit ideally lends itself, and made from alloy honeycomb at this stage. In the hands of Britain's superstar Rob McElnea, the Heron made an impressive debut in GP racing in the second half of the season, finishing fifth, sixth and seventh in the last three races in spite of a considerable horsepower disadvantage against the Hondas and Yamahas.

Such innovation is not confined to the 500cc class, or even to GP racing, although obviously that's where the big development buck lies. The British **Armstrong** machine is a 250 which uses another spar-type chassis

Ballast is now needed on the Exactweld after hours of weight-saving on the steel frame.



similar to the alloy one which Spaniard Antonio Cobas first raced back in 1980. The alloy frame is now commonly adopted in the GP world, but the Armstrong's chassis is entirely made from carbon fibre, including the swingarm, to form a semi-monocoque (fuel still lives in a tank on top) structure that is light but immensely rigid. With a three-cylinder 500cc machine now unveiled as well, Britain's GP hopes could be in for a revival, especially as the smaller bike has now made the international break-through with a couple of major wins at the end of last season.

Carbonfibre is a controversial structure in the bike world, ever since Freddie Spencer's works Honda apparently had its rear carbon wheel break up during practice for the South African GP last March, sending him into the bank and en route to losing his World title. Honda immediately withdrew all their carbon wheels from use, but in Italy the former MV Agusta team manager Arturo Magni manufactured a front wheel from carbonfibre that has been certificated for sale to the public by the Italian road research foundation. A true carbon monocoque (fuel inside) having already been raced successfully by New Zealand's Dave Hiscock, who lapped the Isle of Man at over 113mph on the TT F1 Suzuki-engined bike, it seems likely that the use of carbon for all applications in motorcycle design will spread. All it takes is money!

However, ingenuity comes free — you either have it or you don't, and among several imaginative new designs a couple stand out. Rhodesian-born Norman Hossack used to work at McLaren's until he decided that designing his own bike was preferable to building someone else's cars, and on the proverbial shoestring he has built a radical bike chassis that eliminates the use of telescopic forks by what is basically a pair of car wishbones mounted vertically, with a multi-adjustable suspension unit fitted between them. So far the bike has only appeared in club races, but with great success: it won the British single-cylinder title last year, fitted with a 500 Honda scrambles engine). This season will see a **Hossack** bike powered by an Italian Laverda unit contesting the World TT F2 series.

If the Hossack has yet to prove itself at the highest level, the **Exactweld** has nothing left to prove, for the spine-framed Yamaha-powered 250, made by a pair of ex-Surtees fabricators in East Grinstead, won the 1984 European championship (the equivalent of F2 car racing as well) against stiff opposition from semi-works teams with 10 times the budget. Rider Gary Noel's machine was the first to have to be ballasted to meet the 250 class limit of 90kgs, thanks to the dedicated work by constructors Guy Pearson and John Baldwin, whose stainless steel frame was not intrinsically light, but became so thanks to hours of dedicated weight-saving. Even the body of the Ohlins rear suspension unit was thrown away, and a specially made titanium replacement substituted.



Their current experience in producing F1 car engines for Frank Williams points to Honda's turbo being a scaled-down version of their car unit—a four-cylinder one, though, since the 500cc class rules otherwise apply. However, recent conjecture indicates the possibility that they may after all be working on a turbo rotary bike engine, in the interests of producing as light and compact a unit as possible. The 100kg 500 weight limit has yet to be seriously attacked (but see later), but 135-140bhp outputs are now necessary for success on machines scaling around 20kg, such as 1984 World 500 Champion Eddie Lawson's V4 Yamaha.

That is an incredible output for a machine weighing not much more than your average second row rugby forward, and illustrates the skill and bravery of the men who ride these two-wheeled rocket ships, as well as the technological challenge confronting the tyre companies especially in attempting to tame this daunting power to weight ratio on a single-track vehicle.

Mazda's efforts to make a turbocharged rotary Group C engine unit both reliable and powerful, will not have been lost on the Honda bike technicians. The Continental turbo's characteristics of weight and complexity have been the downfall of the concept when applied to the handful of production two-wheelers so far marketed with this type of engine. They have bombed in the showrooms. It's very difficult to make a four-cylinder turbo engine, with all the plumbing and necessary paraphernalia, fit right in a motorcycle without making it too bulky or heavy. A turbo rotary could well provide a satisfactory alternative: we shall have to wait and see what 1986 brings.

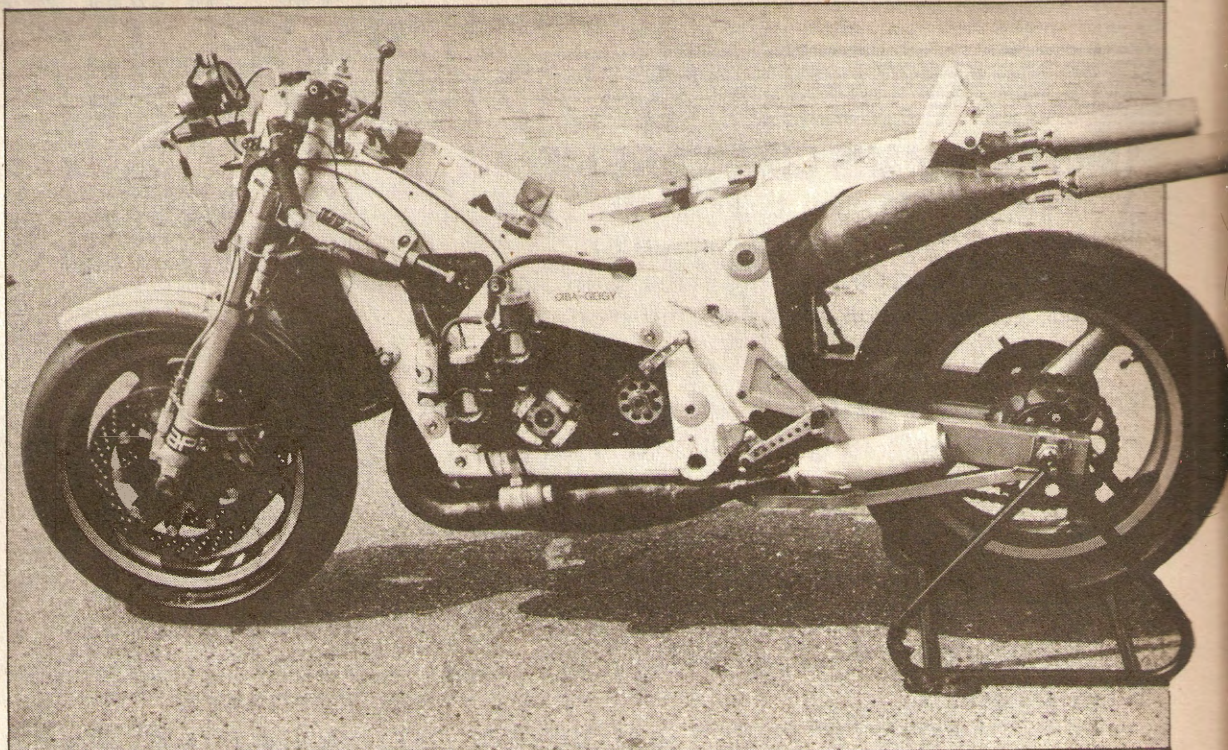
Honda cannot afford to fall on their faces with the turbo project. When the Japanese giant re-entered GP bike racing in 1978, after 10 years away, they did so with a four-stroke machine which, although a technical *tour de force*, never succeeded in becoming competitive: the remarkable NR500. This was effectively a V8 motorcycle in V4 form, for to circumvent the FIM restriction on the number of cylinders (four, remember) Honda produced an engine with oval cylinders, ceramic pistons, no fewer than eight valves per cylinder and—wait for it—two conrods per piston! The resultant unit was water-cooled, employed exotic ultra-light materials and, with its 36mm stroke, revved to 22,000rpm, in an effort to match the output of the 11-12,000rpm two-strokes which intrinsically have twice the number of power strokes of a four-banger engine.

Trouble was, such an engine speed not only stretched reliability to an absolute, but also extended the angular valve timings so much that both inlet and exhaust valves sat well off their seats at TDC overlap, thus restricting compression ratio.

Honda probably never saw much more than 120bhp from the engine (no genuine figures were ever published) and, in spite of innovative chassis design and the first racing use of 16ins wheels front and rear (now commonplace), weight was excessive at around 135kgs.

In spite of the bike's lack of success, though, Honda insist they learned many valuable lessons from its development which have benefited both their road bike and F1 car turbo designs, and they have not given up on the bike yet, either. A version incorporating much use of carbonfibre and other lightweight materials has been touring the world's bike shows last year, and it has been announced at a high level that the NR500 will definitely race again. Perhaps in 250cc turbo form?

Honda bowed to the inevitable eventually and came up with a two-stroke 500cc GP racer, the NS500, which duly won them their first-ever 500cc rider's



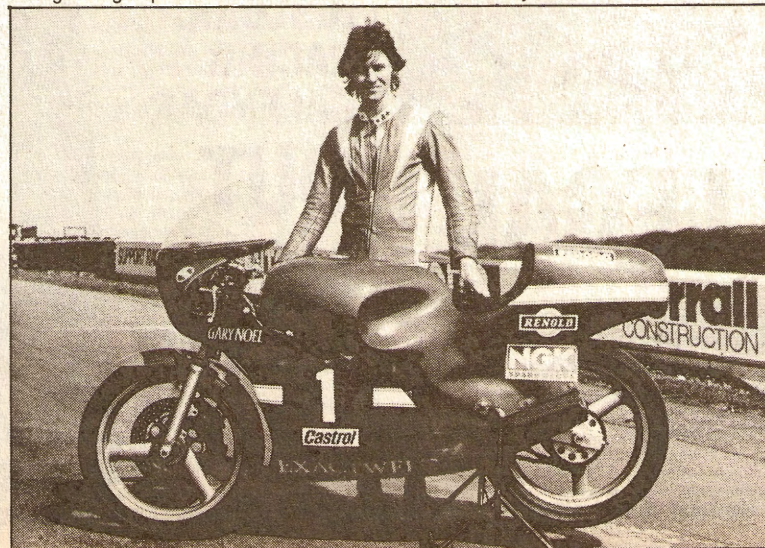
The Suzuki powered Heron team's Project 500 machine features a box-like all composite chassis.

title in 1983, courtesy of American Freddie Spencer. This V3 reed-valve design was extremely compact and light, and heralded the dawn of a new era in two-wheeled road racing development: for almost the first time in the modern era of bike GPs, the most powerful machine didn't win the World Championship.

Since then, the motorcycle racing scene has edged steadily closer to its four-wheeled cousin. Two distinct trends are discernible: on the one hand, a state of acute financial cramp in the face of a worldwide recession in road bike sales has forced the Japanese factories to cut back on direct involvement in GP racing, leading to a corresponding growth in F1-type, commercially sponsored teams instead.

HB cigarettes sponsor the works Suzuki team, Marlboro the Yamahas that won the 1984 world title, and for 1985 Rothmans will back Honda. It is the same in other classes, too, and not just tobacco companies that are involved: Elf, Pernod, Heron, Toshiba and Fuji are just some of the major multinationals who have their own well-founded bike teams, each a product of the escalating cost of modern motorcycle racing. Even 10 years ago, it would have been unthinkable that one of the Big Four manufacturers would have needed or even permitted

The light-weight spineframed Exactweld-Yamaha with rider Gary Noel.



its name to be linked with that of an outside sponsor. Now it's the norm.

At the same time, the fruits of the horsepower battle have been such that a long overdue look is being taken at chassis design. Ever since the single-cylinder Manx Nortons and the like retired from the fray, development engineers have displayed a blinkered preoccupation with power at all costs, that has resulted in some amazing power outputs for normally aspirated engines but some real camels to ride.

From the 75bhp it needed for Mike Hailwood to win the 1965 World 500cc title on the dohc MV Agusta four, we now have almost double that output being achieved by machines like Spencer's latest works Honda, the V4 NSR on which he failed in 1984 to retain the World crown won the previous season on the lighter, less powerful but more manageable NS500 triple. Yet the 140-145bhp NSR of 1984 weighs at least 25% less than Mike's old MV, while retaining essentially the same type of frame and suspension.

That's like putting Niki Lauda's TAG turbo engine in a 250F Maserati chassis, suitably updated to make it lighter—but also flimsier! Quite simply, today's GP bikes produce far more power than the relatively primitive state of chassis de-

velopment can cope with.

One moral to be drawn from all this is that, in spite of their multi-million yen budgets and a relentless approach to the business of winning races, the Japanese bike teams have taken more than 20 years *not* to learn a lesson that appears self-evident to Europeans: horsepower and light weight win races, but only if the former can be harnessed successfully. A bhp/kgs ratio of 1.35 is all very well on paper but, if the bike won't accelerate, stop and go round corners properly, you'd be much better off with half that.

On the other hand, if you can build a decent chassis, you're in business, but it has been a curious factor in bike racing over the past two decades that this is the one aspect of motorcycle design that has consistently defeated the Orient's best engineers.

Now, at last, the compass needle has swung back towards Europe, where the technology and above all the materials which further the black art of motorcycle chassis design have traditionally resided. The result has been the recent appearance of a host of mostly Japanese-engined, high-tech motorcycles whose European-made cycle parts have broken new ground on two wheels, generally by borrowing at least materials and often design features from the car world. The twain are beginning to merge again.

At first sight, the RAC Rally-winning Peugeot 205 Turbo 16 and early Alpine-Renault sports-racers would seem to have little to do with this phenomenon, but they are products of the versatile mind of the man generally credited with getting the motorcycle chassis revolution off the ground—Frenchman André de Cortanze. With funds from Elf, de Cortanze has built a series of machines which fly in the face of traditional motorcycle technology, culminating in the chassis-less Elf 2 to be raced in the 500 GPs this season, and powered by works Honda NS500 engines.

Motorcycle racing design is at the same crossroads now that racing car chassis design stood in in 1960, when the new generation of lightweight, rear-engined machines epitomised by the Cooper and Lotus first threatened to sweep aside their front-engined forebears. If you're even vaguely interested in bikes, the next five years are going to be awfully interesting. ■





A surprise debut victory for the Ford Sierra Turbo. Andy Rouse and the ICS car were there at the end to capitalise on others misfortunes.

# Sierra Nirvana

Rouse takes Sierra Turbo to victory on debut — Sheene's Toyota on pole — Goode wins Class B again — Report: JOE SAWARD — Photography: JEFF BLOXHAM

"Well, I didn't really expect to win," commented Andy Rouse after he had taken the chequered flag, "but, it's up to the others if they want to go off, isn't it?" Starting from sixth on the grid, Rouse had steered clear of trouble and when he took the lead on lap 4 of the 20 lap race there was no one left to challenge him. Don't be taken in by it though, the Sierra Turbo is not a fully sorted car yet, and has had minimal testing to date. This was no walkover, and Rouse will have a tougher time when his opposition stay on the track . . .

## QUALIFYING

The field that gathered on Thursday at Oulton Park was much the same as that which had raced at the opening round of the series at Silverstone. Tony Crudgington's Toyota Corolla was missing — currently being straightened after its accident in the rain at Stowe — but the grid was bolstered by some welcome cars: Andy Rouse's newly homologated Ford Sierra Turbo, David Brodie's Colt Starion Turbo, and Mike Newman's BMW.

Practice belonged to the Toyota camp, however, Barry Sheene showing Silverstone's disastrous weekend was put behind him. Barry was quickest in both sessions. "We came up here on Tuesday," he commented. "We were working through the problems, particularly the brakes. At Silverstone they were darting and weaving, but once we sorted them out I was going a second quicker straight away." In the final qualifying session, on race morning, Sheene put on some qualifiers and went for a quick time, netting 1m30.41s — six tenths quicker than the rest. Everything was fine then? "Well, I want to get out there and do some racing, wheel-to-wheel stuff, because I'm a total novice at that."

Sheene's nearest challenger was winner of the opening round, Frank Sytner. In the first session on Thursday afternoon there were four dry laps before the rains came, and those who were out got the times, the others had to wait. Frank was unlucky, his best engine, an Alpina version used last year with no effect whatsoever by the BMW (GB) team, blew itself up. "It was newer and sweeter than the old one, but we have to make do with what we've got," said Frank, secretly wondering what might have been with the European spec engine. In

the second session, with the track damp, Frank set out on a set of very soft Pirellis — "It's only my second set of tyres this year, and they didn't work!" For the race then, Sytner returned to his rock hard long distance tyres — the only other set he had with him.

Neil McGrath had a troubled practice in his Rover. The new fuel injection system was tried on Friday and failed to work. With the old system put back in for Friday morning practice, McGrath did three laps, registering an improvement of some 6.5secs, but succumbed to prop shaft failure before he could mount a serious challenge for pole.

The Ford Capri of Brian Chatfield was next up (yes, really), exhibiting startling straightline speed that took some of the turbos by surprise, but the point-and-squirt mobile was horrible in the corners and threatened to act as a mobile chicane, as it had at Silverstone.

One man mystified by the Capri was

Mike Newman, who this year has switched from his Capri to a BMW. "I only got the new car on Wednesday, so I'm learning pretty fast." Mike, as ever, has a restrictive budget and was keen to keep the ex-Weaver BMW in one piece before really going out there and challenging hard — crashing was out of the question.

Chatfield's Capri leads Sheene, Newman, Rouse, McGrath, Dooley Goode, Sytner and the rest.



## OULTON PARK (GB), Trimoco RAC British Saloon Car Championship, round 2; 20 laps — 47.12 miles

Pos	Driver	Class	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	Andy Rouse (GB)	A	2.0t Ford Sierra Turbo	30:58.88	1:31.71	1:32.29	6
2	Neil McGrath (GB)	A	3.5 Rover Vitesse	31:12.05	1:32.35	1:31.52	3
3	Graham Goode (GB)	B	1.8t Nissan Bluebird Turbo	31:14.08	1:32.40	1:32.73	8
4	Brian Chatfield (GB)*	A	3.0 Ford Capri	31:14.52	1:33.02	1:31.83	4
5	Phil Dowsett (GB)	B	2.5 Alfa Romeo GTV6	31:20.01	1:33.14	1:32.98	9
6	Jon Dooley (GB)	B	2.5 Alfa Romeo GTV6	31:24.40	1:32.80	1:32.71	7
7	Mike Newman (GB)	A	3.5 BMW 635CSI	31:33.18	1:32.94	1:32.27	5
8	Rob Kirby (GB)	B	2.5 Alfa Romeo GTV6	31:41.94	1:34.01	1:35.07	11
9	Alan Curnow (GB)	C	1.6 Ford Escort RS 1600i	32:29.31	1:36.00	1:35.47	13
10	Chris Hodgetts (GB)	C	1.6 Ford Escort RS 1600i	19laps	1:35.93	1:36.03	15
11	Terry Drury (GB)	B	2.5 Alfa Romeo GTV6	19laps	1:39.68	1:41.76	18
12	Stig Gruen (S)	C	1.6 Toyota Corolla	19laps	1:40.59	1:41.87	19
13	Richard Belcher (GB)	C	1.6 Ford Escort RS 1600i	18laps	1:35.34	1:35.75	14
14	David Brodie (GB)	A	2.0t Colt Starion Turbo	16laps	1:30.35	1:35.35	12
R	Geoff Kimber-Smith (GB)	C	1.6 Toyota Corolla	Isolation switch	no time	1:38.30	17
R	Frank Sytner (GB)	A	3.5 BMW 635 CSI	Gear lever broken	1:32.97	1:31.16	2
R	Pete Hall (GB)	A	3.5 Rover Vitesse	Differential	1:33.58	1:33.28	10
R	John Morris (GB)	C	1.6 Ford Escort RS 1600i	Engine	1:36.38	1:36.67	16
R	Barry Sheene (GB)	A	2.8 Toyota Celica Supra	Engine	1:32.25	1:30.41	1

Winner's average speed: 91.25mph. Fastest race lap: David Brodie, 1m30.35s, 93.87mph. Class B: Graham Goode, 1m32.40s, 91.79mph (record). Class C: Richard Belcher, 1m35.34s, 88.96mph. \*Driver subsequently excluded from the results.



come the end of qualifying it was Alan Curnow's Datapost Escort that had the edge despite a puncture in the all-important second session, which meant that Curnow had just one lap to get his time. An untroubled Dick Belcher followed ahead of the Brooklyn Motorsport men: Chris Hodgetts and John Morris. Hodgetts had to make do with the troublesome engine he had used at Silverstone while a brand new one sat in his truck, needing to be run in. The grid was completed by the two privateer Toyota Corollas of Geoff Kimber-Smith and the US-based Swede Stig Gruen.



Most excitement came in the baby class. Belcher finds himself in a Brooklyn sandwich.

**RACE**

As it turned out, the race was in three distinct parts: the silly start; the inevitable denouement; and the survivors of the carnage chugging round to the flag.

When the lights went green, both front row men were slow away and Brian Chatfield, repeating his stupendous start of Silverstone, stuck his immoderately quick Capri into the lead. A Capri leading a Trimoco race in 1985? Someone up there had a sense of humour. Well, lead Chatfield did for the first four laps, with a queue of cars behind him, the drivers wondering what on earth was going on — could this be Trimoco's answer to Villeneuve at Jarama? Thankfully no. Andy Rouse, who had made a tremendous start to take third by the end of the first lap, clearly galled by the situation, dived through to lead at Island on lap 4.

Those first few laps had, however, taken their toll. At Island, first time round, Kimber-Smith knocked off his isolation switch and ground to an embarrassing halt. At the front, both Brodie — who made considerable progress early on — and Frank Sytner found themselves in the uncomfortable position of finding their gearlevers in their

hands, but unconnected with the hole in the floor. Oh well, if they will get overexcited . . .

Barry Sheene recovered from his sluggish getaway and looked menacing for the first few laps. Lap 4 at Island, with Rouse diving down the inside to get past Sheene and Chatfield, and McGrath trying to follow the Sierra, saw the end of the dice, Sheene turned in and, oh dear, it was all but over. They came round to the pits in dribs and drabs, bearing the scars of battle. Sytner retired on the spot, Brodie came in and spent three laps trying to put his gearlever back where it was intended and Sheene dropped in to have the Toyota crew survey the crinkled bodywork all down one side of the Supra. McGrath came through with bumpers and lights missing, but was in no mood at all to toy with the Capri and let Rouse get away.

The Capri, however, had not yet finished its work for the afternoon, and

McGrath had to wait until lap 8 before he finally got through, by which time Rouse was beyond reach.

In Class B Goode quickly worked himself an advantage over Dooley's Alfa which acquired an annoying misfire on the warm up lap, and left Dowsett to take up the chase, while behind them Rob Kirby drove round, his Alfa now over-damped at the rear and bouncing around like a recalcitrant Volvo. Right at the back Terry Drury gave Stig Gruen a battle, commenting later that his Alfa had the power of a 1.3 Escort.

As usual, it was left to the Escort brigade to provide the fun and games. Initially, Chris Hodgetts led the battle, taking some pretty horrible lines as he tried to keep his underpowered Escort ahead of the crowd. It was all good stuff and everyone waited for the inevitable moment when they got it all wrong and tried for the same piece of track at the same moment. Alan Curnow and Chris

Hodgetts had a brush at Old Hall early on, denting bits and pieces while Belcher joined in wrinkling his front end as he tried everything, including a little two-wheel stuff to try to get through. John Morris sat calmly behind watching the fun and reckoning that the class win was his when the inevitable drama took place. On lap 10, however, Morris's dreams of glory blew up with his engine and Belcher, Curnow and Hodgetts were left to get on with it for better or worse. This time it was Belcher who came off worst, having a valve knocked out of his tyre at Island on lap 12.

Barry Sheene rejoined just in time to pick up Andy Rouse, a lap ahead. Thereafter Sheene showed what he might have done, dicing with the Sierra until lap 14 when the Toyota engine blew, while Pete Hall's early progress ended when his diff refused to negotiate the hairpin on lap 6.

At the front Rouse led McGrath with that Capri battling with Goode, with Dowsett hanging on in fairly lurid style. It wasn't very inspiring racing until the Escorts came through. "I had a mirror full of Escorts scattered about behind me," commented Hodgetts. His brave run came to nought, when three laps from home his driveshaft broke leaving him to struggle home on one-wheel-drive — well, it made interesting handling.

Mike Newman's BMW had a fairly lonely time after lap 6 when its tyres went off and as the finish approached the Bee Em developed a misfire. As the flag came out Newman was heading for the pits when he realised the race was over, a quick jink, missing the end of the pitlane got him noisily over the line.

Off they all went to the scrutineers for a cursory look over and then the results were posted. Chatfield's Capri had to produce homologation papers by Monday . . .

**Colt stars**

Brodie's Colt Starion dominant — Sheene and McGrath duel — Report: JOE SAWARD — Photography: JEFF BLOXHAM

After a subdued Oulton Park showing, Dave Brodie stamped his domination on the Thruxton Trimoco meeting, taking pole position by 3secs and leading from lights to flag, never looking as if he was having to try too hard. The main interest in the race was the battle for second, Barry Sheene's Toyota and Neil McGrath's Rover fighting it out, and keeping the crowd amused with their antics. Further back a promising Class B battle ended when Rob Kirby's Alfa and Graham Goode's Nissan Bluebird Turbo tangled opposite the pits and the turbo car went into the barriers. In the baby class the Escorts for once avoided major contact, although Chris Hodgetts and John Morris put on a Brooklyn benefit contest . . .

**QUALIFYING**

Straight after the Oulton Good Friday race, the Trimoco runners headed south to Thruxton with plenty of repair work to be done in time for the first qualifying session at lunchtime on Saturday. Chris Hodgetts had work to do even before he reached the Hampshire circuit, running in his new engine on the motorway!

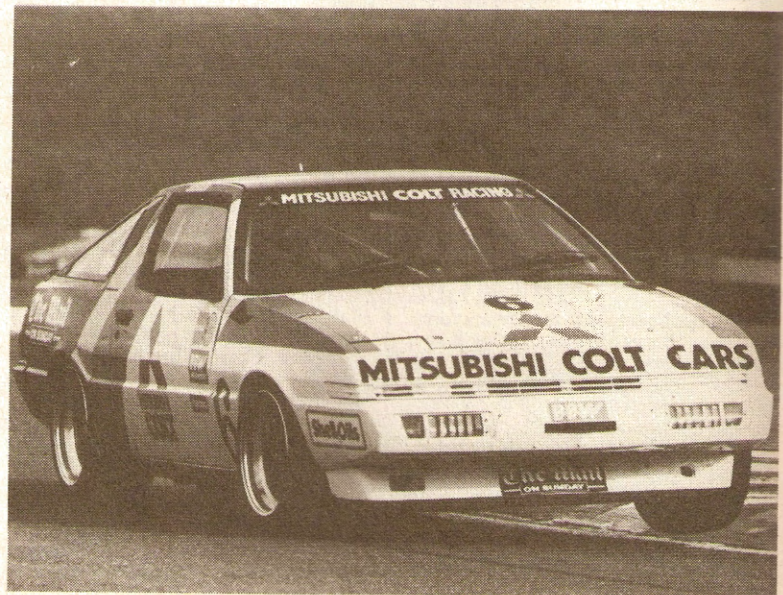
For most of Friday night the teams worked on, straightening out the damage and setting up the cars for Thruxton. After a fairly quiet Oulton meeting it was David Brodie's Colt Starion turbo that set the pace, recording a shattering lap of 1m25.26s — three whole seconds ahead of the rest.

Three seconds at Thruxton is a considerable margin, but 'the Brode' had not done anything dramatic with his car — sticking a few bits and pieces into the computer system and cleaning the car up, that was all. The Colt's straightline speed

was clearly a premium after the twisty Oulton circuit and Brodie made good use of it. The time was set on qualifiers, but even so, it was way ahead of the opposition.

After his pole position at Oulton, Barry Sheene was keen to make amends for the Cheshire incident which put him out of contention in the race. His second grid slot was the result of considerable work in the Toyota camp. The damaged panelling had to be beaten out and a new engine fitted. At the end of the first session, Barry bolted on his qualifiers and went for a time. It wasn't in the same league as Brodie's, but it was good enough — Brodie would not be able to go as quickly in the race. The second session was dimly wet and Sheene came into the pits smiling from ear to ear, clearly enjoying the conditions, his car now sorted.

Andy Rouse's Oulton winning Ford



David Brodie's Colt Starion had an easy time at Thruxton winning with ease.

Sierra turbo was third in practice, but all had not gone as planned. "It's a bit of a hard luck story really," commented Andy. "The first session was spoiled after three laps when a wheel bearing failed and the second was wet and we broke a turbo." Rouse, was confident however, that he would be able to go appreciably quicker in the race.

Alongside the Sierra was Neil McGrath's Rover Vitesse. The team confused themselves with a change of settings. "To be honest," admitted McGrath, "it was a dog. We were trying to sort it out in the second session, but the rain spoiled that." Neil was pessimistic

about the race, not expecting to be in the top three.

Class B leader this time was Jon Dooley's Alfa, cured of its Oulton misfire and going really quickly to take fifth on the grid ahead of Frank Sytner's BMW. Frank's practice performance was a nightmare. First a radiator burst, then a front shock absorber seized. Then, of course, there was the rain . . .

Rob Kirby's Alfa was next ahead of Class B points leader Graham Goode, who found his Nissan misfiring considerably. With Phil Dowsett in touch, the Class B battle looked to have potential.

Alan Curnow was leading Class C in



his Datapost Escort, but as usual he was not alone, with Richard Belcher close behind. Mike Newman was a lowly 12th troubled by his rear suspension, but his lot was a great deal better than that of fellow Class A runner Pete Hall. Everything you can imagine happened to Hall in practice and he never managed to complete a lap, and thus did not make the race.

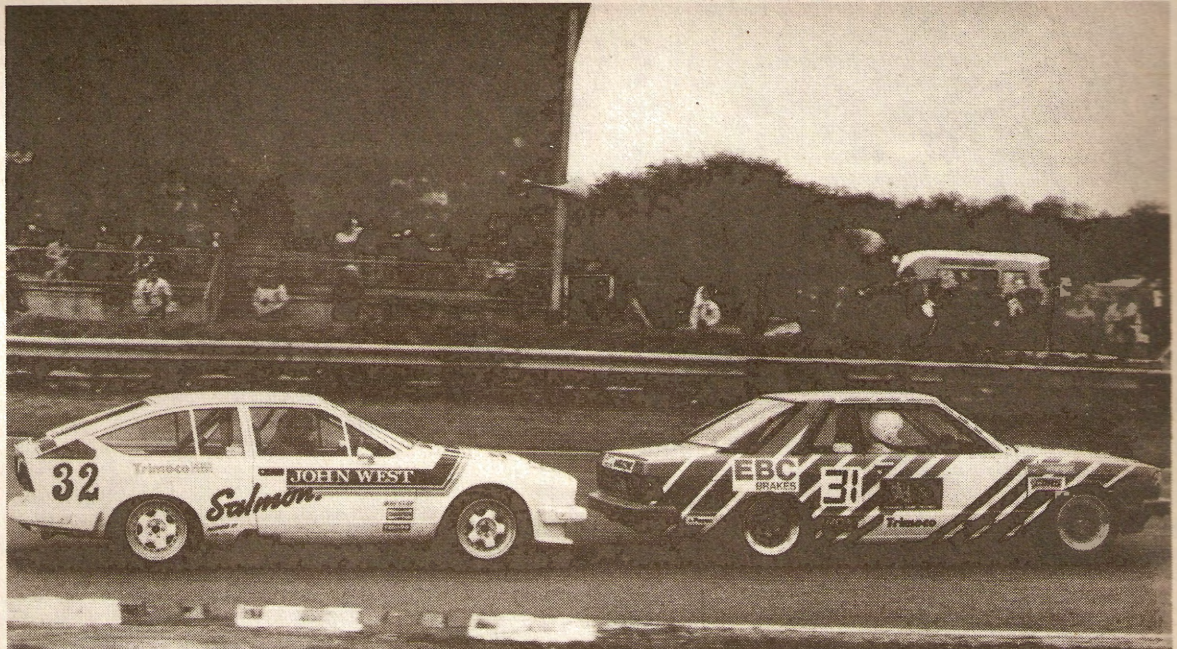
The rest of the grid was made up of Class C cars. The Brooklyn Motorsport Escorts of John Morris and Chris Hodgetts behind Geoff Kimber-Smith's ever-improving Toyota Corolla, with Patrick Watts (in Jock Robertson's Escort), Stig Gruen (Toyota) and the Alfa mobile test bed with Terry Drury at the wheel bringing up the rear. Brian Chatfield had failed to produce the necessary papers for his Capri and although he turned up in a different car to practice, his 'extraordinary' performance at Oulton was thus discounted. Interestingly in the wet second session Chris Hodgetts was third quickest — setting a time quicker than he had in the dry...

**RACE**

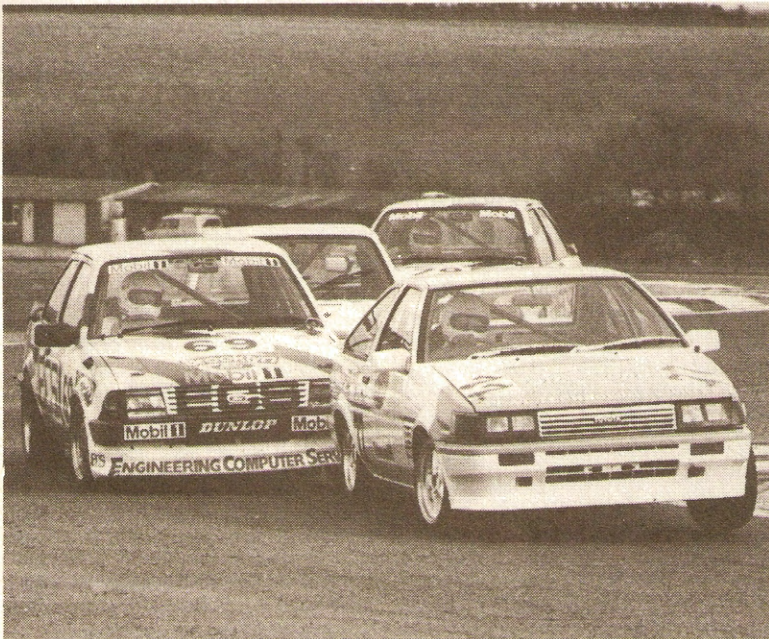
With the clouds circling Thruxton in seemingly endless circles, the Trimoco runners once again looked to the sky for inspiration as they lined up on the grid. As it turned out, there was no rain, but that could not be taken for granted when the lights turned green and Brodie set off in pursuit of champagne. Sheene, too, made a good start, but Andy Rouse found his Sierra turbo bogged down and watched cars whistling by on all sides before he could find the necessary traction to get on with the racing.

The first lap was a pretty fraught affair with Jon Dooley mixing it with the big class cars and refusing to be intimidated by anyone. Into the chicane for the first time the little Alfa looked rather defenceless as it was bullied mercilessly by Frank Sytner. Brodie was already clear, but the battle for second place had no fewer than nine cars involved, nose-to-tail. Already in trouble was Dowsett's Alfa which droned round, coughing and spluttering its way into the pits.

After the Formula 3000 cars, the Trimoco saloons looked positively tardy, but, keen on keeping the crowd interested, the regulars gave their all in spectacular fashion. Rouse gained a startling four places on the second lap, and Geoff Kimber-Smith indulged in a little two-wheeling as he clouted the kerbs heavily at the chicane second time around. Already, a pattern was emerging. Brodie was well clear — indeed, from the third lap onwards it really didn't look as if he was trying, it was all too easy. Sheene held off McGrath, with Sytner and Rouse keeping close company ahead of the Class B battle to pass Newman's Bee Em. Gone from the fray was Jon Dooley, falling foul of the big boys at the fastest part of the circuit on lap 2, ending up undamaged but bogged down in the mud.



The Class B battle centred on Graham Goode and Rob Kirby until the Alfa nudged the Nissan into the barriers opposite the pits.



Early in the race Geoff Kimber-Smith's Toyota Corolla took on the Escorts in Class C.

Richard Belcher led the smallest class, clear of Alan Curnow, Patrick Watts and the two Brooklyn cars of John Morris and Chris Hodgetts, who decided that for the good name of the Escort they really ought to put on a show, which they did in lurid style from the fourth lap onwards.

From looking decidedly menacing despite emitting smoke as a rear tyre rubbed against the bodywork, Andy Rouse suddenly slowed, his turbo letting go. This did not appear to worry Frank

Sytner too much and he set off in pursuit of the McGrath/Sytner *contretemps*, which was beginning to get decidedly heated. Rob Kirby had several stabs at Newman's BMW but it took him 'till lap 11 before he finally draughted by and set about Goode's ailing Nissan.

The main feature, however, remained Sheene and McGrath, both beginning to encounter brake problems, and as this got closer and closer, everyone seemed

to forget about Brodie in the lead. It was a fascinating battle for second, the Toyota quicker in the corners, but the Rover having the extra grunt on the straights — and *neither* having any appreciable stopping power. "I was going into the corners," related an exuberant Sheene after the race, "trying to calculate just how bad the brakes were going to be." McGrath with troubles of his own finally slipped through at the chicane on lap 6, but Sheene was not about to give way...

Behind them Frank Sytner watched proceedings when his bouncing Bee Em allowed. Almost unnoticed Terry Drury headed for the pits and retirement — another sick Alfa engine to be diagnosed for future reference.

With the battling Brooklyn boys and Stig Gruen's entertaining cornering there was still plenty to keep the crowd amused as they waited for the McGrath/Sheene dice, and Frank Sytner was not to be outdone, throwing his Bee Em sideways at every opportunity — very pleasant it was, too.

On lap 13 the McGrath Rover came past the pits being pushed along by Sheene, and Barry had a go as they went into the Complex. Neil closed the door.

The Class B battle was getting better, with Mike Newman, afflicted by cramp, being passed by Kirby, who then set about Goode. Out of the chicane on lap 14, it came to a crunching head, as the Nissan jammed itself in third gear and Kirby, winding up for a passing manoeuvre at the Complex, was caught unawares and ran straight into the back of the turbo and despatched it, *accidentally*, into the barriers. Goode climbed out, unperturbed and sat on the victory rostrum to watch the fun. These things happen...

Kirby, however, did not get away undamaged, his car shedding bits and pieces all round the circuit. The only Class B survivor, he hobbled round to the finish, losing places to Newman and Belcher before the chequered flag finally came out.

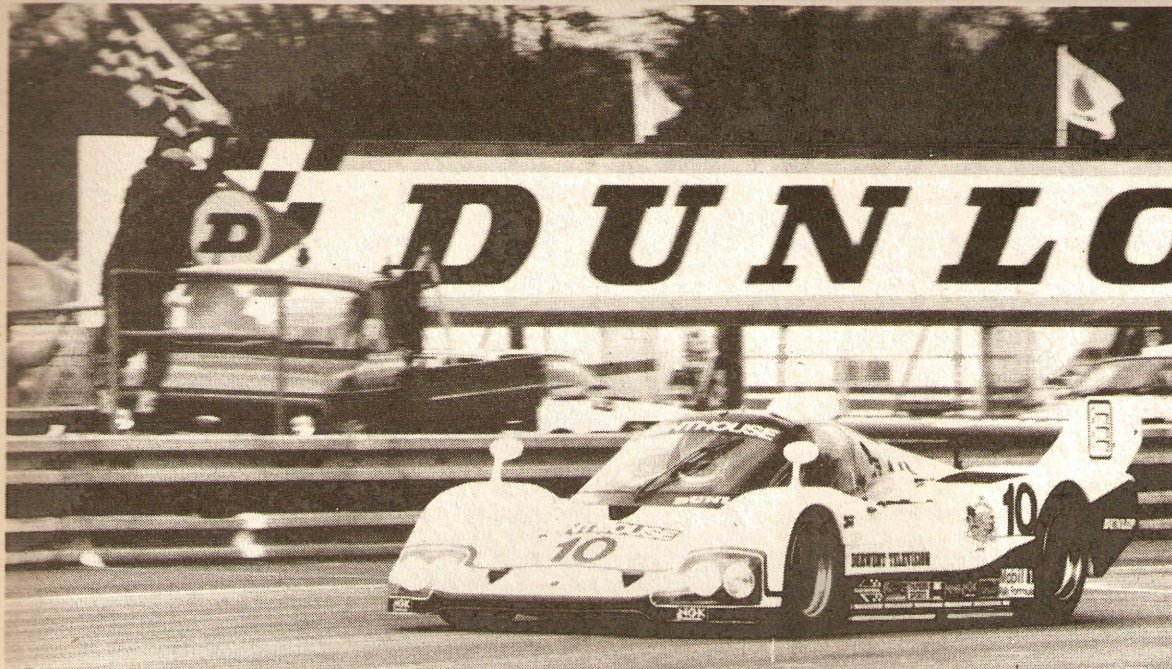
Side by side McGrath and Sheene came into the chicane for the last time but Neil's extra power saw the Rover cross the line first, well, second, lest we forget Brodie had got there some 4secs previously. Frank Sytner ended the race with a sideways flourish to take fourth, well clear of Newman and Belcher. It may not have had many cars, but as usual, the Trimoco men made up for quantity with quality. Rouse is only going to get better, and the Colt is back on song. Battle will recommence in a month's time at Donington Park...

**THRUXTON, Apr 8, Trimoco RAC British Saloon Car Championship, round 3, 20 laps — 47.12 miles**

Pos	Driver	Class	Chassis/Engine	Result	Bestlap	Qualifying	Pos
1	David Brodie	A	2.0t Colt Starion Turbo	29:52.97	1:27.56	1:25.26	1
2	Neil McGrath	A	3.5 Rover Vitesse	29:56.54	1:28.15	1:29.08	4
3	Barry Sheene	A	2.8 Toyota Celica Supra	29:56.76	1:27.90	1:28.34	2
4	Frank Sytner	A	3.5 BMW 635CSI	30:24.33	1:28.38	1:29.52	6
5	Mike Newman	A	3.5 BMW 635CSI	30:34.97	1:30.31	1:32.9	12
6	Richard Belcher	C	1.6 Ford Escort RS1600i	31:01.40	1:31.50	1:31.86	11
7	Alan Curnow	C	1.6 Ford Escort RS1600i	31:07.39	1:32.27	1:31.10	10
8	Rob Kirby	B	2.5 Alfa Romeo GTV6	31:31.73	1:29.79	1:29.67	7
9	Chris Hodgetts	C	1.6 Ford Escort RS1600i	19laps	1:33.29	1:33.75	14
10	John Morris	C	1.6 Ford Escort RS1600i	19laps	1:33.24	1:33.85	15
11	Stig Gruen	C	1.6 Toyota Corolla	19laps	1:35.64	1:39.48	18
R	Graham Goode	B	1.8t Nissan Bluebird Turbo	Accident	1:29.96	1:29.72	15
R	Geoff Kimber-Smith	C	1.6 Toyota Corolla	Engine	1:34.01	1:33.75	13
R	Jon Dooley	B	2.5 Alfa Romeo GTV6	Accident	1:37.23	1:29.10	5
R	Phil Dowsett	B	2.5 Alfa Romeo GTV6	Engine	No time	1:30.23	9
R	Terry Drury	B	2.5 Alfa Romeo GTV6	Engine	1:38.42	1:40.41	19
R	Patrick Watts	C	1.6 Ford Escort RS1600i	Engine	1:33.07	1:35.48	16
R	Andy Rouse	A	2.0t Ford Sierra Turbo	Turbo	1:29.19	1:28.39	3

Winner's average speed: 94.64mph. Fastest lap: Brodie, 1m27.56s, 96.86mph. Class B: Kirby, 1m29.79s, 94.46mph. Class C: Belcher, 1m 31.50s, 92.69mph.





The Neil Crang/Tim Lee-Davey Tiga takes the chequered flag to win the Gold Cup, some four laps ahead of its nearest opposition.

# Tigering Tim

Easy victory for Crang/Lee-Davey — Blanchet sets fastest lap — Many retirements — Good Sports 2000 battle — Report: JEREMY SHAW — Photography: JEFF BLOXHAM

Neil Crang and Tim Lee-Davey may not aspire to be the equals of such motor racing 'greats' as Stirling Moss, Jim Clark or Jack Brabham, yet their names will be added to an impressive role of honour as winners of the famous Oulton Park Gold Cup. Long-gone are the days when the Gold Cup was run as a prestigious and much sought-after non-championship Formula 1 race. Indeed, for the past three seasons this fine trophy has been chased by a host of club racing hopefuls as a round of MCD's interesting but hardly front-line Thundersports series. Without wishing to belittle the efforts of the 25 teams that contested Good Friday's 32nd running of the Gold Cup, the event was hardly a classic. Crang and Lee-Davey guided the latter's *Penthouse/Derwent* TV Group C2 Tiga-Cosworth to a convincing victory, four laps clear.

## QUALIFYING

The entry for the first of this season's Thundersports events was a good one. The total of 35 cars included a handful to be powered by Cosworth DFV engines, plus several other interesting prospects. The BARC North-Western Centre seemed justified in programming a couple of 10-lap heats to determine starting positions for the 64-lap feature event.

Sadly, though, a rash of non-starters included six over 2000cc cars and rendered the qualifying events a complete waste of time and money. The most significant of those absent on raceday was The Offord Group's glorious Lola-Cosworth T286, which was damaged in a monumental spin by Mike Wilds early on Thursday morning (see *Pit & Paddock*).

The day's practice was held mainly in very wet conditions, so grid positions for the heats carried little significance. For the record, though, Laurence Jacobsen deserves great credit for establishing the day's fastest time of 1m30.47s in the Iain Macleod-run Chevron-BDG B61 he shared with sports car veteran Tony Charnell. Fellow Scot John Fyda was only 0.22sec slower with Gus Young's ex-Graham Priaux Tiga-BDX. In the other division, Will Hoy humbled far more potent machinery by lapping the ex-Creighton Brown Sonneborn & Reick Mallock U2 Mk24B in 1m31.57s (sharing with Tony Lanfranchi, incidentally, whose first ever run in a Clubmans car this was), narrowly heading the new Lola-BDG T296 of Mike Blanchet/Bob

Juggins and last year's winning pair of Ian Taylor/Peter Lovett, debuting the latter's new Leica/Queensgate Tiga TC85.

Hoy made full use of his pole position to lead the 13 starters in heat one through Old Hall, although both Blanchet and Taylor were able to use their cars' superior power to move ahead on the undulating straight between Island and Knickerbrook. The two leaders remained in close order throughout the 10 laps, Taylor often able to close slightly under braking but never really looking likely to pass the Xerox Copy Centre Lola.

Not one but two slow punctures forced Hoy to cut his pace, although the Clubmans champion still finished fourth behind Chester Wedgewood's very tidy Giroflex Chevron B36, while Vin Malkie (Chevron B19) was fifth.

Neil Crang shot away from the heat 2 rolling start, powering between the front row Scotsmen to lead into the first corner. There was mayhem at Old Hall, however, as Fyda and Jacobsen tried to occupy the same piece of track behind the Australian. The two cars touched only lightly but that was enough to provoke Jacobsen's Chevron into a spin. Instantly, there were cars everywhere as drivers swerved in avoidance, although poor John Piper (Huron) was unable to avoid the gyrating Chevron, sidelining both on the spot. Fyda, undaunted, charged after the leading Tiga, losing very little ground until a misfire manifested itself and dropped the talented Scot some 20secs behind by the finish.

## RACE

Piper's Huron could not be repaired in time for the main race but all other 24 runners were present as the grid assembled, including Mike O'Brien's Shrike, which had ground to a halt before the start of his heat with a dud battery. Fyda's Chevron stopped at Island on the warm-up lap with low fuel pressure but got going again in time to chase after the field as they took the green flag. Smith this time used all his powers of anticipation to accelerate away into Old Hall as leader, although it took Crang only as far as Island to find a way past. The Tiga soon

established a clear margin as Smith fell back into the clutches of Taylor and Blanchet, who continued their heated tussle but with Ian this time in front. Briefly. On lap 3, Blanchet found a way past the Tiga, closed rapidly on Smith's Chevron and then moved up into second place on lap 6 under braking for the Island hairpin. The gap to Crang was now over 10secs but the Jerseyman stabilised this and even managed to set fastest lap.

By lap 15, however, Blanchet was in trouble. The wisp of smoke that trailed his Lola in the heat had returned, the oil leak now more serious as the lubricant was sprayed over a rear brake. He was, nevertheless, well clear of Smith by this stage, with Taylor even further back in fourth place but soon to be forced out with a failed pump. The real star of the race was Fyda, already up into sixth place and chasing after Mike Catlow in Duncan Bain's Lep Group Chevron B26/36, which retired after 21 laps with a chewed up driveshaft.

When Blanchet made an earlier-than-planned stop next time round — Juggins managed only another dozen laps before retiring the unsorted Lola with a major vibration — only Smith remained on the same lap as Crang. Fyda, magnificently, was up into third place before a driveshaft pulled out, while Hoy, running equally strongly in fourth place.

The leading Tiga made its scheduled stop on lap 31, Crang some 30secs to the good when he handed over to Lee-Davey. Smith thus took up the running until making his stop on lap 35. The Chevron, however, was also in trouble. The rear wing had collapsed, while the subsequent loss of fourth and fifth gears forced 'Stingbrace' to pull off on lap 44.

Up into second place, then, came none other than AUTOSPORT's Marcus Pye, who had relieved Wedgewood in the Giroflex Chevron. Marcus was also troubled by a lack of fourth gear but managed to limp home to the finish some four laps behind Lee-Davey, absolutely delighted with his second place and class victory. Chasing him hard at the end was Helen Bashford, who performed wonders after relieving Malkie. A broken fuel gauge sprayed each of the drivers and made life most uncomfortable, although Helen bravely fought home to the finish after a lengthy pitstop while they tried in vain to rectify the problem.

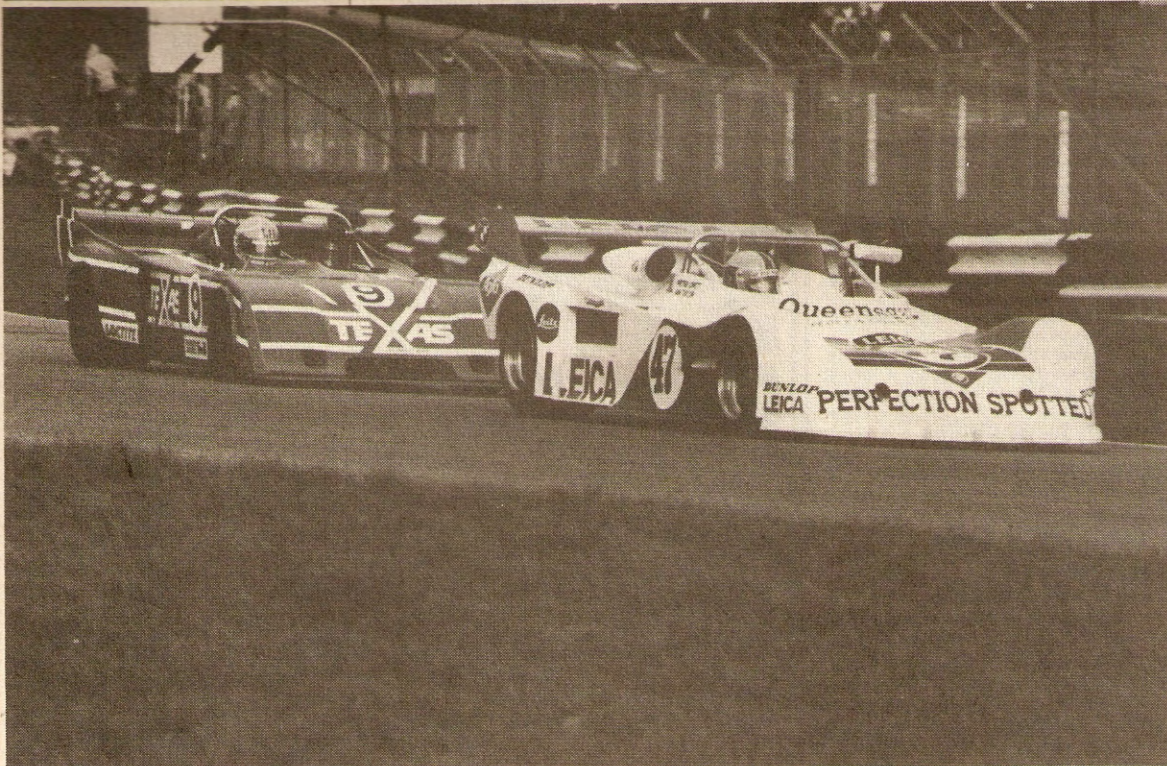
Nick Ward took over from Sears's excellent opening stint and was rewarded with a good class win, the Sports 2000 section actually providing much of the interest during the last half of the race. O'Brien had charged up as high as fourth overall before being among the last to pit on lap 36, although Robin Donovan understeered very wide at Cascades on one lap, ripping off the Shrike's under-tray, and subsequently retired with a damaged gearbox. Thus, Gary Brabham/Divina Galica brought their similar TechSpeed-run Kelly Girl Shrike into fifth overall ahead of the ex-Blanchet Lola-VW of Alan Minshaw/Tony Hill, the Roberts/Coombs Royale and an older S2000 Tiga driven by Robert Speak and Andrew Wareing.

### OULTON PARK (GB), Apr 5, Thundersports Gold Cup, 64 laps — 150.78 miles

Pos	Drivers (Nat)	Class	Chassis/engine	Result	Qualifying	Heat-Pos
1	Neil Crang (AUS) Tim Lee-Davey (GB)	A	3.0 Tiga-Ford Cosworth/Nicholson DFV GC84	1:27:48.77	13:09.95	2-1
2	Chester Wedgewood (GB) Marcus Pye (GB)	B	2.0 Chevron-Hart B36	60 laps	13:50.45	1-3
3	Vin Malkie (GB) Helen Bashford (GB)	B	2.0 Chevron-Ford/Richardson BDGB19	60 laps	14:20.04	1-5
4	David Sears (GB) Nick Ward (GB)	C	2.0 Royale-Chamberlain RP37	60 laps	14:24.20	2-4
5	Gary Brabham (AUS) Divina Galica (GB)	C	2.0 Shrike-Nelson P15	59 laps	14:39.51	1-9
6	Alan Minshaw (GB) Tony Hill (GB)	B	1.6 Lola-Volkswagen/Brabham T594	59 laps	4 laps	1-11
7	Bill Coombs (GB) Steven Roberts (GB)	C	2.0 Royale-Neil Brown RP37	59 laps	14:34.41	2-5
8	Robert Speak (GB) Andrew Wareing (GB)	C	2.0 Tiga-Speak SC82B	57 laps	14:09.35	2-8
R	Ross Hockenhill (GB) Paul Stott (GB)	C	2.0 Royale-Neil Brown RP37	Spun off (52)	14:29.28	1-8
R	Mike O'Brien (GB) Robin Donovan (GB)	C	2.0 Shrike-Neil Brown P15	Gearbox (51)	DNF	1-R
NC	Derek Palmer (GB) Martin Longmore (GB)	C	2.0 Chevron-Agra B52	51 laps	14:00.34	2-7
R	Robin Smith (GB) 'Stingbrace' (I)	A	3.0 Chevron-Ford Cosworth/Smith DFV B36	Gearbox (44)	13:44.25	2-3
R	Mike Blanchet (GB) Bob Juggins (GB)	B	2.0 Lola-Ford/Langford & Peck BDG T596	Vibration (35)	13:14.11	1-1
R	Will Hoy (GB) Tony Lanfranchi (GB)	B	1.7 Mallock U2-Hart Mk24B	Electrics (28)	13:53.30	1-4
R	John Fyda (GB) Angus Young (GB)	A	2.2 Tiga-Ford/Agra BDX SC80	Driveshaft (24)	13:29.07	2-2
R	Ian Taylor (GB) Peter Lovett (GB)	B	2.0 Tiga-BMW T85	Fuel Pump (18)	13:14.45	1-2

Winner's average speed: 103.02mph. Fastest lap (and Class B): Blanchet, 1:17.61, 109.28mph (record); Class A: Crang, 1:17.67, 109.20mph; Class C: Sears, 1:25.03, 99.74mph. (NB: First named driver started race, driver in *italics* drove in qualifying heat)

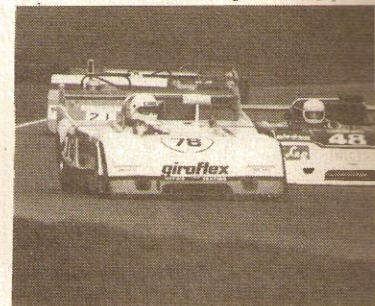




The Chevron B36 of eventual winner, Tiff Needell chases Ian Taylor in the second-placed Tiga-BMW TS85.

a broken rear wing and Bradley's Sports 2000 charge was halted with a broken terminal which took half an hour to repair.

Fast coming into the reckoning was Chester Wedgewood's Giroflex Chevron B36, and he swept past the Lanfranchi/O'Brien duel uncompromisingly.



Wedgewood's B36 — a strong fourth.

Around half distance the pace car was called into action once again with the Duncan Gray/Richard Lenyk car on fire down Hawthorn Straight. There was more excitement though. In the pits at the time for driver changes were Tiff Needell and Mike Blanchet. Blanchet screamed out just as the Taylor/Lovett Tiga swept into the lead but Piper, taking over from Tiff, was less lucky and had to wait until the pace car completed its tour. But, the three leading cars — Bob Juggins swiftly dealing with Lovett in the, by now, virtually brakeless Leica Tiga which was also being hard pressed by Piper — were covered by just 3secs.

By now the Xerox Lola was smoking badly, as it had at Oulton, but that was not the problem . . . Juggins suddenly found second gear gone and while he struggled to find another cog Piper swept by and immediately pulled cleanly away for overall honours. Lovett found his

# A bit of Needell

Needell/Piper win as Crang is black flagged — O'Brien/Donovan take S2000 class — Blanchet/Juggins third — Report: PAUL HARMER — Photography: STEVE JONES

A controversial pace car incident early in the *Daily Mail* Thundersports Trophy overshadowed an otherwise thrilling event. Oulton Park Gold Cup winners Neil Crang and Tim Lee-Davey, in the *Penthouse* Tiga Group C2 car, were making their presence felt behind the Texas Homecare Chevron B36 driven by Tiff Needell when the BRSCC pace car was alerted after only 10 laps. Swiftly, the Holman Blackburn/Nick Oatway Chevron B61 was rescued from the gravel trap at Clark Curve, and order restored, but Crang, line abreast with Needell behind the pace car, clearly was watching the gantry lights which went off as the pace car swept below . . .

Crang shot into the lead, the pace car slowed, pulled right and eventually reversed into the pit road from Paddock Hill Bend, leaving everyone mystified, except perhaps the charging Australian. Correct procedure, it seems, is for the pace car to continue for another lap before pulling into the normal pit lane entry — and Clerk of the Course, John Nicol, black flagged the offending Tiga and subsequently excluded it from the race. Crang maintains, and supported by a number of eye witnesses, that he was 'beckoned' on by someone in the pace car.

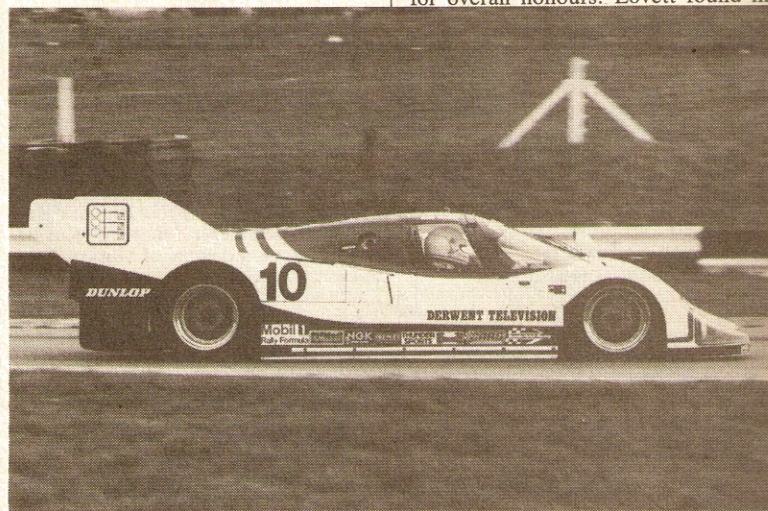
This unfortunate action blunted the excitement, although it was still a thrilling Thundersports episode — the first three finishers all on the same lap after 150 miles — the Crang/Lee Davey Tiga would have played a major part in the eventual results.

Thankfully, the rain which had dominated the Saturday afternoon and Sunday qualifying had gone, and there was even sunshine and a bright blue sky as Tiff Needell stormed the Texas Homecare Chevron into Paddock Bend to head the 22-car field. As Tiff made good his escape in the striking red/blue liveried B36, Mike Blanchet held a narrow second place from the imposing *Penthouse* Tiga GC84 with Neil Crang at the wheel. Crang was soon up to second and reducing Tiff's lead, while Blanchet lost third place after a finely judged move by Ian Taylor in Leica Tiga TS85.

Paul Jackson was a strong fifth in the opening laps in the Team Valour March, while Frank Bradley (having flown in from Thruxton) was holding down a sensational sixth place overall in the leading Sports 2000 Royale RP37 of Evan Clements. Some way behind Bradley, Tony Lanfranchi, (1.7 Mallock Mk24B) was being hounded by the

Sports 2000 Shrike of Mike O'Brien plus David Sears in Nick Ward's Rent Air Freight Royale RP37 which was showing signs of close contact and was ultimately brought into the pits for hasty cosmetic repairs.

With Needell, Crang, Blanchet and Taylor separated by around 10secs, and Duncan Bain making headway from the pack in the Lep Group Chevron B36, things were shaping up. But then the pace



The Lee-Davey/Crang Tiga GC84 was a strong contender until black flagged.

car was called in to slow the field and allow Holman Blackburn's Chevron to be moved from a potentially hazardous parking spot at Clark Curve. Crang 'enjoyed' a lap and a half at the head of the field before being hauled in, thus returning the lead to Tiff whose nearest rival was now Taylor in the PLR Tiga. Lanfranchi and O'Brien were now involved in a close scrap for third place — Jackson had pitted the black March with

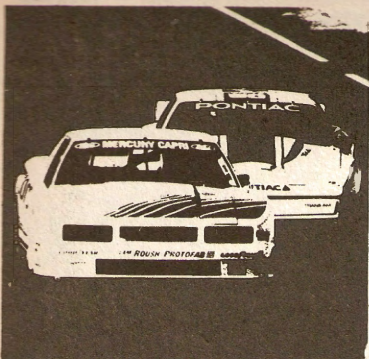
lack of brakes less of a problem than Juggins' gear selection and claimed second place and the up to 2-litre honours in the closing laps. One lap down on this entertaining threesome, Tony Gordon brought Chester Wedgewood's B36 home in a strong fourth overall while the Sports 2000 class fell to the delighted Robin Donovan — Easter marking his return to the track after an 18 month absence — in O'Brien's Shrike.

## BRANDS HATCH (GB), APR 7/8, DAILY MAIL THUNDERSPORTS TROPHY RACE, 58 laps — 131.38 miles

Pos	Drivers (Net)	Class	Chassis/engine	Result	Qualifying Pos	Heat/Pos
1	Tiff Needell (GB) Richard Piper (GB)	A	3.0 Chevron-Cosworth DFV B36	1:33.28.97s	1:41.37	1
2	Ian Taylor (GB) Peter Lovett (GB)	B	2.0 Tiga-BMW TS85	1:33.49.29s	1:46.22	8
3	Mike Blanchet (GB) Bob Juggins (GB)	B	2.0 Lola-Ford T598	1:34.14.67s	1:41.98	2
4	Chester Wedgewood (GB) Tony Gordon (GB)	B	2.0 Chevron-Hart B36	57 laps	1:50.48	12
5	Mike O'Brien (GB) Robin Donovan (GB)	C	2.0 Shrike-Nelson P15	55 laps	1:46.17	7
6	Gary Brabham (Aus) Divina Galica (GB)	C	2.0 Shrike-Nelson P15	52 laps	1:47.44	10
7	Simon Hadfield (GB) Michael Schryver (GB)	B	1.6 Chevron-Lotus B5	52 laps	1:57.62	19
8	John Bartlett (GB) John Williams (GB)	B	2.0 Chevron-Powertech B61	52 laps	1:55.69	18
9	Jimmy Patrick (GB) Eric Paterson (GB)	B	1.7 Mallock-Chamberlain Mk25	52 laps	No time	22
10	David Sears (GB) Nick Ward (GB)	C	2.0 Royale-Chamberlain RP27	51 laps	1:47.80	9

Winners average speed: 97.29mph. Fastest lap: Blanchet/Juggins, 1:26.14s, 109.22mph (record). Class A: Piper/Needell, 1:26.48s, 108.79mph. Class C: Frank Bradley/Evan Clements (Royale-Neil Brown RP37), 1:33.54, 100.58mph. First named driver set qualifying time.





## INTERNATIONAL RACES

### SUZUKA ENDURANCE

## Strike one . .

Britain's Geoff Lees and Sweden's Eje Elgh showed the Japanese the way home in the Toyota-powered Dome 84C in the opening round of the All-Japan Endurance Championship at Suzuka — giving the car its first victory.

The race, which took place in heavy rain was led away by the Porsche 962 of Kunimitsu Takahashi, from Hoshino, Sekiya, Elgh and Schuppan, with Yoshi-mi Katayama leading the C2 class. On lap 30 of the 85 lap race, Elgh took the lead, and although the Dome's Dunlops offered little grip the Europeans stayed ahead to the flag — Lees having to persevere without windscreens wipers or head lights in the gloom!

Second, on the same lap, were Hoshino/Hagiwara in a March 83G taking the position from the 962 of the Takahashis on the last lap, as the Porsche ran out of fuel. Schuppan took fourth place with Suzuki in the Iseki 956, ahead of the LM04C-Nissan of Matsumoto/Nakago. While the C2 class went to the sixth placed Lotec M1-BMW of Mogi/Nagasaka, with Class B being won by the Mazda-engined Collage 45 of Makio Nonaka.

KUNIIHIKO AKAI

### SUZUKA (J)

#### Apr 7 All-Japan Endurance Championship, round 1 85 laps — 500kms

- 1, Eje Elgh/Geoff Lees (Dorne-Toyota 84C), 3h35m59.06s, 86.81mph;
- 2, Kazuyoshi Hoshino/Akira Hagiwara (March-Nissan 83G), 85 laps;
- 3, Kunimitsu & Kenji Takahashi (Porsche 962), 84 laps;
- 4, Vern Schuppan (Porsche 956), 83 laps;
- 5, Keiji Matsumoto/Osamu Nagako (LM04C-Nissan), 82 laps;
- 6, Kazuo Nogi/Naoki Nagasaka (Lotec-BMW M1), 80 laps.

### BRISTOL NASCAR

## Double Dale

Dale Earnhardt became the second two-time winner of the '85 NASCAR season when he won the rain-delayed fifth round at Bristol, Tennessee.

The race to the line was between Earnhardt's Chevrolet and the Ford of Ricky Rudd. Having overcome the misfortune of losing his power steering after only 100 laps, Earnhardt closed on Rudd and took the lead following his last pitstop with 30 laps to go, winning by 1.14secs — moving into third in the series.

Third place was taken by '84 champ, Terry Labonte, moving him into the series lead, while erstwhile series leader, Geoff Bodine, was forced to twice change his rear axle, finishing 92 laps down. Darrell Waltrip ran with the pack, but retired after 187 laps, as did Bill Elliott and Neil Bonnett.

### BRISTOL (USA)

#### Apr 6 Valleydale 500 NASCAR Winston Cup Grand National Championship, round 5 500 laps — 266.5 miles

- 1, Dale Earnhardt (Chevrolet Monte Carlo), 500 laps;
  - 2, Rick Rudd (Ford Thunderbird), 500 laps;
  - 3, Terry Labonte (Chevrolet Monte Carlo), 498 laps;
  - 4, Ruddy Baker (Chevrolet Monte Carlo), 497 laps;
  - 5, Rusty Wallace (Pontiac Grand Prix), 495 laps;
  - 6, Kyle Petty (Ford Thunderbird), 495 laps;
  - 7, Lake Speed (Pontiac Grand Prix), 495 laps;
  - 8, Richard Petty (Pontiac Grand Prix), 495 laps;
  - 9, Bobby Hillin Jr (Chevrolet Monte Carlo), 495 laps;
  - 10, Ken Schrader (Ford Thunderbird), 489 laps.
- Next round: Darlington, Apr 14.

### NURBURGRING F3

## Nissen's revenge

The second round of the German F3 series took place on the Nurburgring, and once again poleman Volker Weidler had to settle for second place in his Martini-VW Mk45, trailing Kris Nissen's similarly powered Ralt RT30 home by 2½ secs, the latter recording fastest lap and the new Ralt's first victory.

Third place fell to F3 newcomer Manuel Reuter, with Spaniard Adrian Campos again taking fourth place in the works Volkswagen entry.

Weidler thus moves into an early lead in the German series, from Eric Bachart, Campos and Nissen.

Hans-Joachim Stuck opened the Interserie Championship with a win in the Jaegermeister Porsche 956, 23 secs clear of Jochen Mass' Blaupunkt example. The first Division 2 car (under 2500cc) home, that of Rolf Goetz, was in third place, two laps adrift. And smaller cars also came home fifth and sixth behind Niedzwiedz's Zakspeed.

Harald Becker set fastest lap in his Reynard in the German FF2000 race, as he overtook the front row cars of Peter Zakowski, son of 'Mr Zakspeed', and the Nigrin sponsored entry of Markus Oestereich, to win. The first two, Becker and Zakowski dominated the race, finishing 26secs clear of Oestereich.

### NURBURGRING (D)

#### Apr 7 German Formula 3 Championship, round 2 25 laps — 47.33 miles

- 1, Kris Nissen (Ralt-VW RT30), 38m47.09s, 98.65mph;
- 2, Volker Weidler (Martini-VW Mk45), 28m49.62s;
- 3, Manuel Reuter (Ralt-VW RT30), 29m04.55s;
- 4, Adrian Campos (Ralt-VW RT30), 29m15.02s;
- 5, Karl-Christian Luck (Ralt-Alfa RT30), 29m17.75s;
- 6, Walter Lechner (Ralt-VW RT30), 29m21.41s.

Fastest lap: Nissen, 1m07.87s, 100.41mph.

#### Interserie Championship round 1

##### 50 laps — 94.66 miles

- 1, Hans-Joachim Stuck (Porsche 956), 1h00m09.41s, 94.41mph;
- 2, Jochen Mass (Porsche 956), 1h00m32.63s;
- 3, Rolf Goetz (March-BMW 832), 48 laps;
- 4, Klaus Niedzwiedz (Zakspeed C1/4), 48 laps;
- 5, Roland Binder (Maurer), 47 laps;
- 6, Jan Thoele (Gebhardt CanAm), 47 laps.

Class winners: Stuck and Goetz. Fastest laps: Stuck, 1m02.36s, 109.29mph & Peter Stuerz (March-BMW), 1m04.37s, 105.88mph.

#### German FF2000 Championship 25 laps — 47.33 miles

- 1, Harald Becker (Reynard 84SF), 34m54.81s, 81.33mph;
- 2, Peter Zakowski (Reynard 85SF), 34m56.37s;
- 3, Markus Oestereich (Reynard 85SF), 35m22.52s;
- 4, Michael Kahnt (Reynard 84SF), 36m06.61s;
- 5, Frank Schmickler (Reynard 84SF), 36m07.13s;
- 6, Victor Rosso (Reynard 85SF), 36m08.46s.

Fastest lap: Becker, 1m20.78s, 84.37mph.



## NATIONAL RACES

### KIRKISTOWN

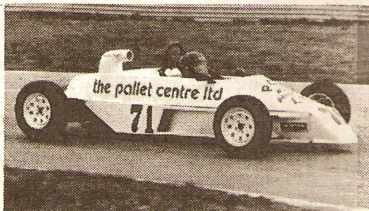
## On the Boyle

Proceedings started with a 12 lapper for Historic machinery, competing, this year under new rules and with a new championship, the Knockdene Garages series.

The rain started at much the same time as the first race, the Knockdene series race. William Ogle's Lotus 7 twin cam and Jackie Cochrane's rumbling Sunbeam Tiger, which had been ahead of the pack after practice, were unable to show their full potential on slicks. Ogle led briefly with Cochrane trying to keep up, but as conditions worsened, they had to give best to the little Crosslé 16F of Simon Brien who coped rather better with the streaming track and went on to win. In the later stages, Robert Rankin's Datsun 240Z was closing on the Crosslé. Ogle recovered as a dry line appeared to take third spot from Billy Paterson's enterprisingly driven Triumph TR6.

A very healthy field appeared for the Formula VW race which was even wetter. John Hughes was fastest in practice with his ex-Tom Wright Scarab, and, fitting his demon 'wet' tweak — front tyres on the back — ran away from most of the pursuers. Reigning champion Liam O'Sullivan stayed with Hughes early on in his Scarab, even getting ahead when Hughes outbraked himself at Colonial on lap 4, but as things got wetter he decided to settle for second place, finishing up more than half a second

Boyle — clear winner in Mondiale.



### KIRKISTOWN, Mar 30

**Historic Cars race (12 laps):** Simon Brien (1.6 Crosslé Ford 16F), 17m20.8s, 62.09mph; 2, Robert Rankin (2.4 Datsun 240Z), 17m22.6s; 3, William Ogle (1.6 Lotus 7), 18m48.3s; 4, Billy Patterson (2.5 Triumph TR6), 11 laps; 5, Jackie Cochrane (4.2 Sunbeam Tiger), 11 laps; no other finishers. **Fastest lap:** Ogle, 1m17.0s, 69.94mph.

**Formula VW race (15 laps):** 1, John Hughes (Scarab), 22m28.9s, 59.89mph; 2, Liam O'Sullivan (Sheane), 23m06.0s; 3, Ciaran Webster (Sheane), 23m12.6s; 4, John Mulholland (Beryln), 23m52.0s; 5, Robert McFarland (Sheane), 24m12.8s; 6, Norman Green (Project), 14 laps. **Fastest lap:** O'Sullivan, 1m20.5s, 66.90mph.

**Production Saloons race (15 laps):** 1, Norman Aston (3.0 Ford Capri), 20m40.3s, 65.13mph; 2, Phil Sparkes (2.5 Alfa Romeo GTV6), 20m47.8s; 3, Robert Barr (1.6 Talbot Sunbeam Ti), 27m17.0s; 4, Gerry O'Riordan (3.0 Ford Capri), 21m31.3s; 5, Frank O'Rourke (1.3 Opel Kadett), 21m53.6s; 6, Michael Armstrong (2.0 Opel Kadett GTE), 21m57.3s. **Class winners:** Aston, Barr and O'Rourke. **Fastest lap:** Sparkes, 1m19.2s, 68.00mph.

**Formula Ford 2000 race (20 laps):** 1, Colin Lees (Mondiale Neil Brown M85T), 22m19.7s, 80.40mph; 2, Joe Greenan (Van Diemen Nelson RF82), 22m33.4s; Dennis McCall (Mondiale Loynings M85T), 22m33.5s; 4, Ivor Greenwood (Reynard GRD 84SF), 23m03.0s; 5, David Kidd (Van Diemen Zagk RF82) 23m13.3s; 6, Ivan Thompson (Crosslé Aldon 46F), 19 laps. **Fastest lap:** Lees, 1m05.5s, 82.22mph.

**Formula Ford 1600 race (20 laps):** 1, Martin Boyle (Mondiale Nelson M84S), 17m49.4s, 75.54mph; 2, Vivion Daly (Reynard Dan Daly 85FF), 17m59.1s; 3, Tom Brown (Crosslé Minister 60F), 18m11.5s; 4, Tom Graham (Crosslé Minister 40F), 18m23.8s; 5, Lawrence Knox (Crosslé Minister 45F), 18m24.2s; 6, Michael Woodside (Crosslé Scholar 32F), 18m25.0s. **Fastest lap:** Brown, 1m09.9s, 77.05mph.

adrift at the finish. Both he and leader Hughes gesticulating furiously at the officials in race control as they passed during the final laps.

Behind them the track saw plenty of rotating VWs as car after car spun off on the puddles. Ciaran Webster, however kept it all together to take third spot.

Conditions had improved a bit for the Production Saloon race, but not enough to give the 'heavy metal' the kind of advantage it usually enjoys on the long straights of Kirkistown. Norman Aston blasted his big Capri into the lead soon enough, but for the first few laps he had Robert Barr's cheeky Sunbeam on his tail, with the 1300cc Opel Kadett of Frank O'Rourke not too far adrift in the third spot. All eyes, however were on Phil Sparkes, who started his big Alfa Romeo GTV6 from the back of the grid after dramas on the warm-up lap. Twice 'Sparky' battled his way through the field, only to go straight on at Colonial while on the verge of taking second place from Barr, and having to wait until the pack had gone by before restarting. When he made it and began to close on the leader, bits began to drop off the Alfa, and then, to make matters worse, he has another 'straight on' at Colonial, eventually settling for second place. Barr took third, from Gerry O'Riordan.

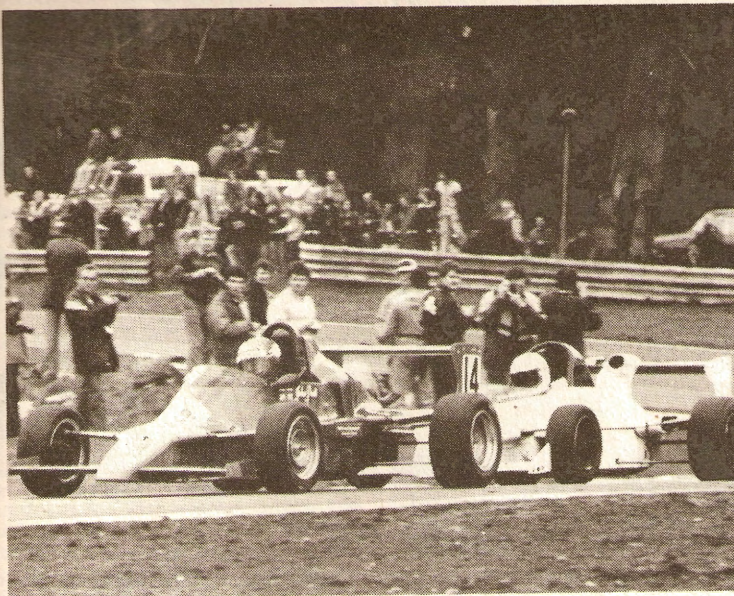
The two main single seater events were 20 lappers, and certainly the Yokohama Pacemaker FF2000 affair was hard fought all the way. Leslie Wright had surprised everybody, except, possibly, himself in practice with his extensively reworked Van Diemen RF83 and sat on pole ahead of the 'works' Mondiales of Colin Lees and Dennis McCall. Wright was aware, however, of a potential bearing problem in the Nelson behind his head, and had few hopes of finishing the race. And so it proved. The yellow car rocketed away from the bunch on the opening lap and had pulled out a lead of more than a second by the time the pack started lap 2. That was enough, however, and halfway round, Wright slowed and stopped with expensive noises coming from under the engine cover. Behind him, Joey Greenan (Van Diemen RF82) had made a flier of a start from the middle of the grid and was engaged in a torrid battle with Lees in the leading Mondiale. Lees got in front, and by dint of some fairly desperate moves, stayed there and began to draw ahead, while McCall closed on Greenan, to take up the battle where Lees had left off.

No fewer than four new Crosslé 60Fs started the final race of the day, the STP FF1600 thrash, but, oddly enough, the top end of the field seemed to be full of rather older 32F and 40F Crosslés at the end of the first lap. Alan McGarrity fell foul of Debtors Dip early in the race, but nobody could do anything about the flying Mondiale of Martin Boyle. Vivion Daly eventually pushed his 85FF up to second spot, while Tom Brown proved to be the best of the new Crosslé men with third place.

RICHARD YOUNG



OULTON PARK: RACING DISPLAYS FF2000



John Pratt and Peter Hardman battled hard early on, before Pratt broke away.

# Pratt's Good Friday

Following Dave Coyne's testing accident from which he was lucky to emerge with just bruising (see *Sports Extra*), the Racing Displays field arrived at Oulton Park on Good Friday with a chance to close on the spectating series leader.

Martin Donnelly claimed another pole position with the Rushen Green Van Diemen RF85 during a wet Thursday session and was joined on the front row by Swiss team-mate Tomas Jans. Heading the second row was none other than Finn Tomi Luhtanen with the Motiv Racing Reynard 85SF. This was easily the best performance from Luhtanen so far this season and lends credence to the view that the new Reynard chassis is very effective on a wet surface, even if it is not yet on the pace on a dry track. John Pratt was only fractionally slower with his Manadient Van Diemen RF85 ahead of Bertrand Fabi and recent Brands winner Peter Hardman, both in 84SF Reynards.

Further down, Emilio de Villota was having another run in a Madgwick Motorsport Van Diemen RF85, qualifying the car 11th, just behind Alvaro Buzaid's Eurostat Racing Services Van Diemen RF85. It was the first time the Brazilian had been to Oulton and he wished that practice had been dry. "I tell you, we are getting there, but I am making big changes to the car. The English way is to drive on very soft settings, but me, I like to have the car much stiffer. Last year, they say I am crazy because I run 100lbs harder

spring rates, but for me, this is good." As the lights changed, Donnelly made a superb start to lead into Old Hall from Fabi, Hardman, Pratt, Meyrick and Luhtanen. Team mate Jans was already in trouble with fuel feed problems making three visits to the pits during the course of the race. John Pratt's Van Diemen looked threatening, and brilliantly dived inside Hardman at Old Hall on the fourth lap. He then closed in on Fabi, displacing the Canadian on the sixth tour. Hardman, meanwhile, was doing his utmost to stay with Pratt and he, too, took Fabi on the ninth circuit.

Once past Fabi, Pratt began to reel in Donnelly (still with little experience of his new chassis in dry conditions). Coming into Lodge on the 10th lap, Pratt drew alongside and in a neat, precise manoeuvre, emerged from the corner first. From that point, Pratt was untroubled and went on to score a well deserved first victory in the 2-litre category.

Behind, Donnelly and Hardman were separated by a mere 0.5sec at the flag, the Lancastrian recording fastest lap in his efforts to take second place from the Rushen Green car. Bertrand Fabi continued his recent consistent showings, bringing home his Penistone Reynard 84SF a secure fourth ahead of the similar cars of Ross Hockenhill and Peter Meyrick. A lurid spin at Old Hall dropped Alvaro Buzaid's Van Diemen to seventh.

TONY DODGINS

## OULTON PARK, Apr 5, Racing Displays British Ford 2000 Championship, round 5, 20 laps — 47.12 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos	
1	John Pratt	Van Diemen-Nelson RF85	27:25.65	1:21.19	1:32.1	3
2	Martin Donnelly	Van Diemen-Nelson RF85	27:31.09	1:21.60	1:31.4	1
3	Peter Hardman	Reynard-Neil Brown 84SF	27:31.58	1:20.92	1:32.8	6
4	Bertrand Fabi	Reynard-Neil Brown 84SF	27:38.36	1:21.86	1:32.6	4
5	Ross Hockenhill	Reynard-Neil Brown 84SF	27:45.86	1:21.81	1:33.9	9
6	Peter Meyrick	Reynard-Neil Brown 84SF	27:49.20	1:21.90	1:33.7	8
7	Alvaro Buzaid	Van Diemen-Nelson RF85	27:52.76	1:22.05	1:34.3	10
8	Tomi Luhtanen	Reynard-Nelson 85SF	28:03.37	1:22.90	1:32.7	5
9	Bobby Carville	Argo-Neil Brown JM17	28:30.24	1:24.20	1:35.5	12
10	Emilio de Villota	Reynard-Neil Brown 85SF	27:27.63	1:25.04	1:35.1	11
11	Nicholas Owen	Reynard-Neil Brown 84SF	27:28.51	1:25.01	1:39.1	20
12	Barry Pomfret	Reynard-Neil Brown 84SF	27:42.54	1:25.29	1:36.6	18
13	Kim Dupont	Spartan-Nelson SA320	27:44.83	1:26.07	1:39.5	21
14	Giles Butterfield	Van Diemen-Neil Brown RF82	27:48.06	1:30.26	1:42.5	22
R	Stephen Pettitt	Van Diemen-BSR RF85	13 laps	1:22.82	1:33.5	7
R	Frank Bradley	Van Diemen-Neil Brown RF85	9 laps	1:24.18	1:35.8	13
R	Tomas Jans	Reynard-Nelson 84SF	8 laps	1:22.54	1:31.5	2
R	Danny Candia	Van Diemen-BSR RF85	3 laps	1:27.94	1:36.3	14
R	Costas Los	Reynard-Neil Brown 85SF	3 laps	1:27.88	1:38.9	19
R	Louis Karmios	Van Diemen-Nelson RF85	3 laps	1:28.17	1:37.2	16
R	Dave Nichols	Van Diemen-Neil Brown RF82	2 laps	1:32.24	1:38.4	18
R	Miles Johnston	Reynard-Scholar 84SF	0 laps	—	1:37.5	17

Winner's average speed: 102.73mph; Fastest lap: Hardman, 1m20.92, 104.81mph.

OULTON PARK: RAC TT FF1600

# Dashing Gachot

Peter Rogers was the undoubted star of qualifying for the second round of the prestigious RAC/TT British FF1600 championship at Oulton Park on Good Friday. The Amersham driver was debuting the new Laser HD85 and planted the car firmly on pole position ahead of five of Ralph Firman's Van Diemen RF85 chassis.

These were headed by Damon Hill's Ricoh Copier's example, from Bertrand Gachot's Pacific Racing Car, with Mark Blundell and Jonathan Bancroft comprising the second row.

Bancroft, hoping to capitalise on his first round win at Silverstone, unfortunately did not manage further than 150 yards before colliding with the Duckhams RF85 of Ruairi O'Coileain and ending his race against the armco. Gachot, meanwhile, had made a superb getaway and led into Old Hall with Johnny Herbert's Quest FF85, John 'Butcher' Booth (Van Diemen RF85) and Mark Blundell in hot pursuit. Rogers had also been involved in the battle before coming off worst and ending his race after an incident at Lodge. This enabled Gachot to make a break, the driver from Luxembourg looking

smooth and confident. Rick Shortle was an early pit caller making it an awful day for Mike Parkes Racing, whose other representative, Tim Jones, was sidelined with clutch problems.

Mark Blundell soon fought his way past John Booth and annexed second position on lap 5, its previous occupant, Johnny Herbert's Quest, coming past the pits with a very rough sounding engine and retiring a lap later. Paulo Carcasci was up to third by lap 7 but could never manage to find any breathing space with John Booth hounding him relentlessly.

At the front Gachot was able to maintain a fairly consistent 3sec lead, although in the closing three laps Mark Blundell launched a determined bid to get on terms, recording fastest lap and finishing just under 1sec shy of the Marlboro sponsored driver. Carcasci (who had taken a wheel off in practice after an excursion at Druids), got the better of his lively scrap with Booth to finish third, with Philippe Favre a promising fifth ahead of Mike Lindley's Reynard 84FF.

TONY DODGINS

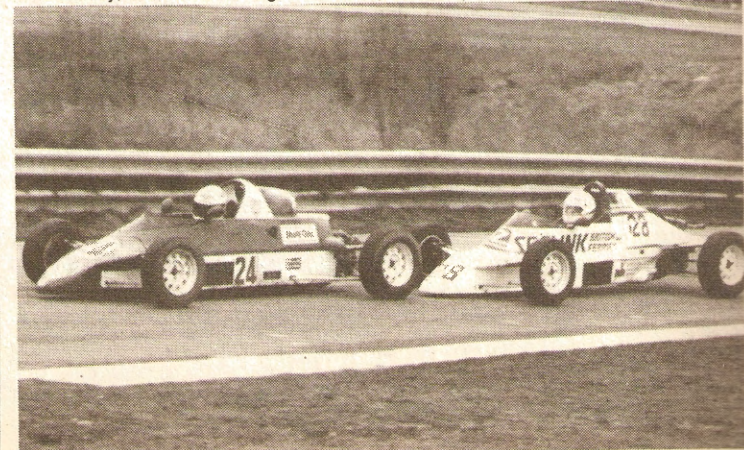


## OULTON PARK, RAC Townsend Thoresen British Ford 1600 Championship, 15 laps 35.34 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos		
1	Bertrand Gachot	Van Diemen-Gatmo RF85	22:18.47	1:29.39	1:28.45	3	
2	Mark Blundell	Van Diemen-Minister RF85	22:29.34	1:28.14	1:28.61	4	
3	Paulo Carcasci	Van Diemen-Minister RF85	22:45.88	1:29.26	1:28.65	6	
4	John Booth	Van Diemen-Auriga RF85	22:46.57	1:29.19	1:29.15	8	
5	Phillipe Favre	Van Diemen-Minister RF85	22:46.78	1:29.65	1:31.03	16	
6	Mike Lindley	Reynard-Mick Grant 84FF	23:03.34	1:29.65	1:29.94	13	
7	Damon Hill	Van Diemen-Minister RF85	23:14.01	1:30.44	1:28.44	2	
8	James Taylor	Reynard-Scholar 85FF	23:20.01	1:31.34	1:31.04	17	
9	Lindoro de Silva	Van Diemen-Gatmo RF85	23:33.10	1:32.14	1:32.35	20	
10	Angelo Campolo	Quest-Auriga FF85	23:37.54	1:32.42	No time given		
11	Alexander Arbis	Van Diemen-Minister RF85	23:39.26	1:30.03	1:31.82	19	
12	Andy Mathew	Van Diemen-Auriga RF84	23:46.30	1:31.55	1:31.20	18	
R	Jonathan Bancroft	Van Diemen-Auriga RF85	0 laps	—	Accident	1:28.63	5
R	Ruairi O'Coileain	Van Diemen-Minister RF85	0 laps	—	Accident	1:29.30	9

Winner's average speed: 94.34mph; Fastest lap: Blundell, 1m28.14s, 96.22mph.

Mike Lindley, seen here leading Kevin Gillen, ended up sixth.





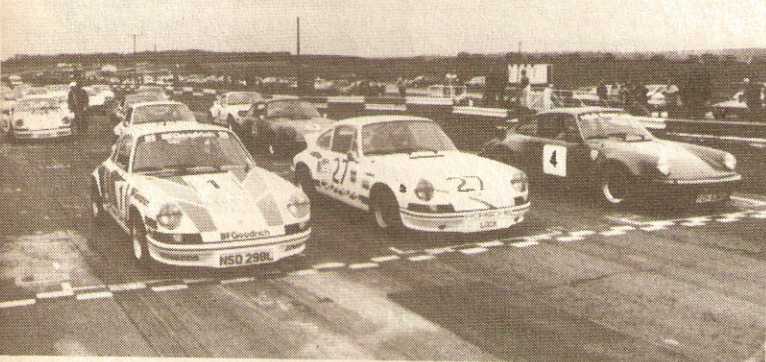
### Porsche power

The BRSCC's traditional Good Friday opener to Snetterton's season, provided excellent racing. Healthy grids assembled for each of the afternoon's seven races, while the two counters for the Porsche championship amassed a total of 42 cars to herald the arrival of the series' enthusiastic sponsor, Giroflex.

First onto the track to get things rolling — literally — were the Renault 5Ts for the second round of the Charles Ivey Challenge. The man to suffer the unscheduled acrobatics midway through the 10 lapper was the unfortunate Sean Breslin. By dint of the fastest lap Reslin had joined Mark Fish and John Richardson in a tight three way battle for the lead. No sooner had Sean reached second spot then he ran wide into the fields between Riches and Sear, the ex-David Kay championship winning car rolling end over end. The luckless driver emerged unhurt from the rear window opening.

After the accident Fish extended his advantage to 1.5secs and although Richardson clawed himself back onto the leader's tail for the final two tours it was Mark's race. Victory took the Harlow driver clear at the head of the points table after erstwhile joint leader Steve Poulter had endured a miserable day. He practised out of session, started

Taylor, Lock and Faure poised to lead away the large Class A Porsche grid.



### SNETTERTON, Apr 5, BRSCC

**Fountain Court Carriage Co. Norwich Trophy Race for Renault 5Ts (10 laps):** 1, Mark Fish, 15m27.9s, 74.37mph; 2, John Richardson, 15m28.4s; 3, Steve Jones, 15m44.2s; 4, Mark West, 15m47.5s; 5, Ed Tuijl, 15m52.9s; 6, Richard Bateman, 16m05.4s. **Fastest lap:** Bateman, 1m31.1s, 75.75mph.

**Metro Breakers Modified Saloon Car Championship race (10 laps) — Overall:** 1, Bill Griffin (BMW 323i), 12m34.9s, 91.41mph; 2, Barry Robinson (Rover SDI), 12m46.2s; 3, Rod Birley (Ford Escort), 13m03.8s; 4, Peter Wright (MG Metro), 9 laps **2001-4000cc:** 1, Griffin; 2, Robinson; 3, Joe Ward (Opel Monza). **Fastest lap:** Griffin, 1m14.3s, 92.88mph. **1301-2000cc:** 1, Birley, 88.04mph. No other finishers. **Fastest lap:** Birley, 1m15.9s, 89.74mph. **1001-1300cc:** 1, Wright, 81.85mph; 2, Ron Lowley (Fiesta); 3, Norman Terry (Mini). **Fastest lap:** Wright, 1m22.3s, 83.85mph. **Up to 1000cc:** 1, Nick Humphrey (Sunbeam Imp Sport), 12m55.3s, 80.11mph (9 laps). No other finishers. **Fastest lap:** Humphrey, 1m23.4s, 82.74mph.

**Giroflex Porsche Championship for Production Cars race, classes BCD (10 laps) — Overall:** 1, Barry Robinson (Carrera 3), 13m56.8s, 82.47mph; 2, Josh Sadler (911), 14m00.2s; 3, Paul Edwards (911E), 14m05.5s; 4, Keith Ashby (911SC), 14m19.1s. **Class B (179-208bhp):** 1, Robinson; 2, Sadler; 3, Ashby. **Fastest lap:** Sadler & Robinson, 1m21.6s, 84.57mph. **Class C (141-178bhp):** 1, Edwards, 81.62mph; 2, Michael Pickup (944), 15m16.1s; 3, D W Sutherland (911 Lux), 15m22.4s. **Fastest lap:** Edwards, 1m22.9s, 83.24mph. **Class D (Not exceeding 140bhp):** 1, Steve Kevlin (924), 14m44.1s, 78.05mph; 2, Dave Lentell (911T); 3, Graham Leask (924). **Fastest lap:** Kevlin, 1m25.9s, 80.33mph.

**Giroflex Porsche Championship for Production Cars race, Class A for cars exceeding 208bhp, (10 laps):** 1, Nick Faure (Turbo), 13m33.7s, 84.51mph; 2, Bill Taylor (Carrera RS), 13m34.6s; 3, John Lock (Carrera RS), 13m35.2s; 4, G R Watson (Turbo), 13m49.7s; 5, Gordon Blake (Carrera RS), 13m52.2s; 6, Peter E Collard (911 Carrera RS), 14m01.1s. **Fastest lap:** Taylor, 1m19.9s, 86.37mph.

**Champion of Snetterton FF1600 race (10 laps):** 1, Adrian Willmott (Van Diemen-Scholar RF85), 12m23.1s, 92.87mph; 2, Gary Thomas (Van Diemen-Scholar RF85), 12m23.2s; 3, Simon Davey (Van Diemen-Thorpe RF82), 12m31.1s; 4, Gary Knesevitch (Van Diemen-Auriga), 12m31.5s; 5, Gary Ayles (Reynard-Minister 84FF), 12m34.0s, 6, Steve Bottoms (Reynard-Scholar 85FF), 12m34.1s. **Fastest lap:** Knesevitch, 1m12.4s, 95.32mph.

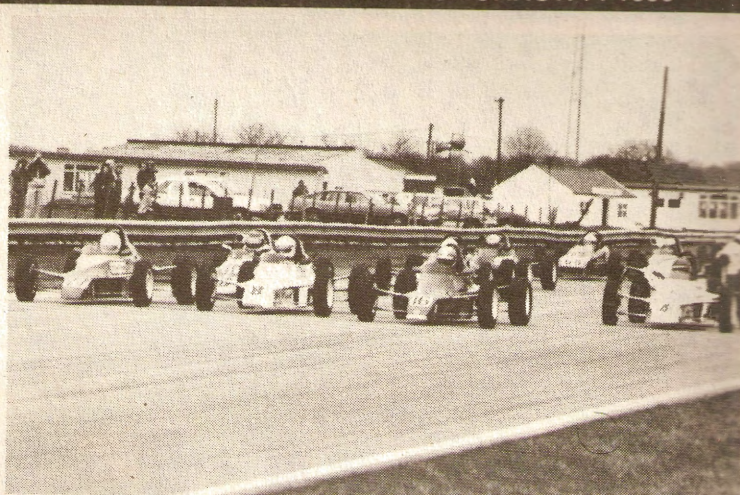
**The Scott Brown Challenge Open Series race (10 laps) — Overall & Group A:** 1, Steve Bradley (1.7 Ardmore), 11m51.9s, 96.99mph; 2, Chris Beauvoisin (1.8 Lola-Cosworth T212), 12m01.7s; 3, Stephen Collier (2.0 Chevron B42), 12m54.9s; 4, Richard Gilmour (Mallock U2), 9 laps. **Fastest lap:** Bradley, 1m08.2s, 101.19mph. **Group B:** Rod Birley (2.0 Ford Escort), 9 laps, 85.15mph; Paul Ziller (2.7 Porsche Carrera), 3, Richard Copeman (Mallock U2 Mk20). **Fastest lap:** Birley, 1m18.3s, 88.13mph. **Group C:** 1, Geoff O'Connor (2.7 Porsche Carrera), 9 laps, 80.98mph; 2, Nicholas Doxzi (2.7 Porsche Carrera). **Fastest lap:** O'Connor. **Group D:** 1, John Bensley (1.3 MG Midget), time not given; 2, Alex Beloken (1.6 VW Jetta GLI); 3, Len Foster (2.0 Triumph TR7). **Fastest lap:** Laurence Foster (2.0 Triumph Dolomite Sprint), 1m33.1s, 74.12mph.

from the back of the grid, and then retired early with mechanical bothers.

From the centre of the front row of the modified saloon car grid Barry Robinson departed with his Rover, intent on breaking Bill Griffin's hold on the Metro Breakers championship. However that was not to be, for after just 100 metres, and already well clear of his pursuers, Barry struggled with his gear change and was engulfed in the pack. Bill immediately made good an escape with his trusty BMW; quickly establishing a 10secs cushion which he maintained for a comfortable win. Robinson recovered to second place but in turn outpaced a spirited dice between Rod Birley (2.0 Ford Escort) and Milton Bishop, (3.0 Ford Capri). Bishop was forced to a stop halfway around the final lap when a throttle cable broke which left Birley, his car also troubled with fuel surge, to finish third and score his 11th successive class win.

The first of the Giroflex Porsche championship races for Production cars was for the three smaller classes. Robinson stepped out of the Rover into his Carrera 3 and proceeded to lead throughout. It was not an easy success though, for Josh Sadler (911), was his constant shadow, only heavy traffic on the last lap stretching the margin to 5secs at the flag. Paul Edwards, like Robinson and Sadler, a long-time Porsche exponent struggled vainly to stay with the leaders but in his class winning 911E was simply slower on the straight and finished a lonely third. Steve Kevlin (924) was the other class winner, sixth overall, the Goodrich man well

### SNETTERTON: STAR OF TOMORROW FF1600



The start of the novice season: Elliott, Willmott, Thomas and Andrews to the fore.

### Adrian's star turn

The opening round of this season's BRSCC FF1600 'novice' championship attracted 20 entries. In its 10th season, with AUTOSPORT's support for the fifth year, the Dunlop 'Star of Tomorrow' series is scheduled for 14 rounds at eight venues.

Not unexpectedly, the pace was set during the morning practice by the pair of Pine City Racing Van Diemen RF85s, Adrian Willmott's Westwood Commercial Vehicles car on pole from Gary Thomas's McAlister Homes backed version. They were joined on the front row by Tony Bottoms. The '83 Marlboro Challenge winner showed good form to head the Reynard 85FF contingent, his car Scholar powered for the first time, as was that of cousin and team mate Steve.

Springing something of a surprise was Jason Elliott. The 17-year-old Chesterfield driver on his first visit to Snetterton annexed the fourth grid slot which meant he shared row 2 with fellow Van Diemen RF85 driver Phil Andrews. Phil had already won at the circuit this year.

Sixth fastest, but destined to be a non-starter was Danny Wright. The Reynard 85FF driver had completed but three laps before damaging the car against the Russell barriers.

At the green light Thomas led away and was challenged at the first corner by Elliott. However, one corner later Jason tangled with Antonio Armelin. Elliott was delayed but Armelin was out on the spot. Thomas thus completed the opening lap well clear of Tony Bottoms, Andrews and Willmott. Aided by a mistake from Gary, Adrian was soon on to his tail. Two laps later the Batcombe driver snatched the initiative at Riches and immediately began to pull clear of his rival.

Behind Willmott and Thomas, Andrews joined Bottoms to battle for third place. The pair swapped positions frequently, and Phil secured the place on last lap.

Into fifth came Charles Hills after an impressive drive with the Team Touraco Lola T644 during which he had initially challenged Andrews.

Gary Ayles was a consistent sixth but he was being caught by Elliott late in the race — Jason having charged up from 11th position with a fine drive.

Willmott and Thomas shared fastest lap, but Adrian underlined with his analytical approach that at this stage of the season he is the one to beat.

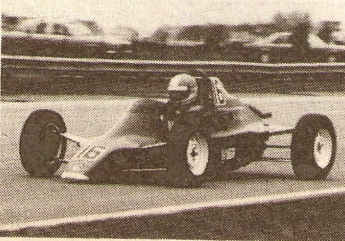
ANDY LEEDER

### SNETTERTON, Apr 5, Dunlop/AUTOSPORT 'Star of Tomorrow' FF1600 Championship, round 1, 10 laps — 19.17 miles

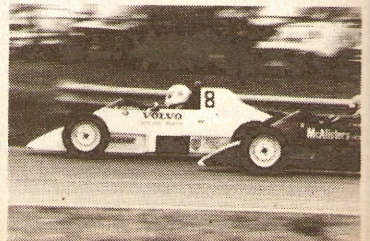
Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Adrian Willmott	Van Diemen-Scholar RF85	12:17.4	1:11.7	1:11.5
2	Gary Thomas	Van Diemen-Scholar RF85	12:20.3	1:11.7	1:11.9
3	Phil Andrews	Van Diemen-Minister RF85	12:24.0	1:12.6	1:12.7
4	Tony Bottoms	Reynard-Scholar 85FF	12:24.5	1:12.5	1:12.4
5	Charles Hills	Lola-Scholar T644	12:27.3	1:13.1	1:13.5
6	Gary Ayles	Reynard-Minister 84FF	12:32.3	1:13.7	1:13.5
7	Jason Elliott	Van Diemen-Harris RF82	12:35.7	1:12.7	1:12.7
8	Stuart Kestenbaum	Lola-Minister T644E	12:39.4	1:14.1	1:14.2
9	Steve Robertson	Van Diemen-Auriga RF84	12:55.0	1:15.7	1:15.2
10	Steve Bottoms	Reynard-Scholar 85FF	12:55.7	1:12.7	1:13.3
11	Dan Hornby	Lola-Nolan T640E	12:57.6	1:15.2	1:15.6
12	Ian Tychowski	Lola-Minister T642E	13:02.5	1:15.6	1:15.3
13	Malcolm Pyne	Van Diemen-Harris RF82	Not given	—	1:17.2
14	Thomas Scanlan	Royale-Dart RP92	Not given	—	1:21.0
15	Gary Paul	Van Diemen-Nelson RF80	Not given	—	DNP
R	Antonio Armelin	Reynard-Minister 85/84FF	—	—	1:13.2
R	Nigel Charles	Lola-Aldon T644E	—	—	1:14.3
R	Paul Roberts	Van Diemen-Auriga RF85	—	—	1:14.7
NS	Danny Wright	Reynard-Scholar 85FF	—	—	1:13.2
NS	Michael Valentini	Elden-Boss Mk24	—	—	1:22.4

**Winner's average speed:** 93.58mph; **Fastest lap:** Willmott & Thomas, 1m11.7s, 96.25mph. **Next round:** Silverstone, Apr 21. **Championship positions:** 1, Willmott, 12pts; 2, Thomas, 10; 3, Andrews, 7; 4, T Bottoms, 6; 5, Hills, 5; 6, Ayles, 4.

Gary Thomas led into first corner.



Willmott passes Thomas after a mistake.





clear of his rivals.

After the Dunlop-AUTOSPORT 'Star of Tomorrow' round the more powerful — over 208bhp — Porsches did battle in the second Giroflex race which featured a mighty three car scrap for honours.

The 3.3 Turbo of Nick Faure was up against a pair of 2.7 Carrera RSs piloted by Bill Taylor and John Lock. While Taylor and Lock are familiar with Snetterton — having both been in the winning team for the last year's Willhire 24 Hours — Faure was racing at the Norfolk venue for the first time in 17 years. The power of the Turbo car held sway — but only just.

Taylor got to the front only once on lap 8, but was quickly forced back down the order in a fraught manoeuvre. Faure exited Russell faster than Taylor and was forced to take the outside line as he began his attempt to regain the lead. Faure was forced ever wider and just squeezed ahead before the tarmac ran out. Nick proceeded to move sharply across to the inside and heavy braking ensued on the approach to Riches from which Bill emerged third behind John. At the close the order was Faure, Taylor and Lock, the trio covered by 1.5secs. Both Porsche races demonstrated the legendary reliability of the Zuffenhausen manufacturer, there was but a single non-finisher in each event.

The front running 'S of T' chargers came out again for the Champion of Snetterton FF1600 race. Ranged against Adrian Willmott, Gary Thomas and Phil Andrews were CofS regulars Simon Davey and Gary Knesevitch in their elderly Van Diemens.

Thomas made the best start to lead Davey, Willmott, Andrews and Knesevitch through the first corner. Early into lap 2 Willmott moved into second place while Andrews launched himself into retirement off the rear of another car. The Pine City Racing prepared pair pulled clear; Thomas for the fourth time in two Snetterton meetings leading a FF race but still looking for his first win.

On laps 7 and 8 Willmott briefly led; but each time Thomas reasserted himself. This pattern continued into the final two laps, but when Thomas went ahead as they sped down the Revett straight for the final time the race looked to be his. But no, Willmott scrambled inside as they dived into the Esses and as both cars slid wide Adrian grabbed the initiative, while Gary had no time to reply.

The first of this season's Scott Brown challenge races concluded the programme. This BRSCC open series is essentially for fun races with no championship at stake. Yet it motivated 22 runners, who were split after practice into four groups; each group essentially a separate race. Overall victory went to Steve Bradley.

**ANDY LEEDER**

Robinson — second in the Metro Breakers.



**CASTLE COMBE**

Vince Woodman and Jonathan Buncombe were convincing winners of the Thundersaloon event at Castle Combe on Monday, the Cologne Capri winning each half of the race. Other winners on a packed programme were David Gibson and Steve Everitt (Midgets), Bob Berridge (Pre-74. Formula Ford), Russell Grady and Mike Fry (Minis), Keith Atkins (FVee), Andrew Wareing (GTs) and Howard Lester (FF). Full report next week.

**THRUXTON**

**It's for you-hoo!**

A heavy shower of rain shortly before the start of the Ford Credit Fiesta Championship race certainly made life difficult for the drivers. Barrie Williams slithered away from pole position in his Goodliff Racing entry, but it was former Fiesta champion Lionel Abbott who was the first to show, leading at the completion of lap 1.

Michael Oughtred turns in early.



Graham Hathaway, the ex-rallycross champion, used his car control abilities to excellent effect in chasing after Abbott, while Brian Farminer also found a way past Williams, who went autocrossing with Ian Briggs at Church on lap 2.

By half distance, Abbott and Hathaway had managed to put some daylight between themselves and Farminer, by now secure in third place. Hathaway, though, could see his opportunity to gain victory in front of BBC TV cameras and took the lead with a breathtaking round-the-outside manoeuvre into the Club Chicane on lap 8. Hathaway almost allowed his British Telecom Fiesta to get

Well too early really . . .



away from him at the same place next time round but held on to score a fine win, chased hard by Abbott. Behind Farminer came Williams, who pulled away a little from Briggs in the closing stages, while Anthony Pownall emerged some distance back in sixth place.

**JEREMY SHAW**

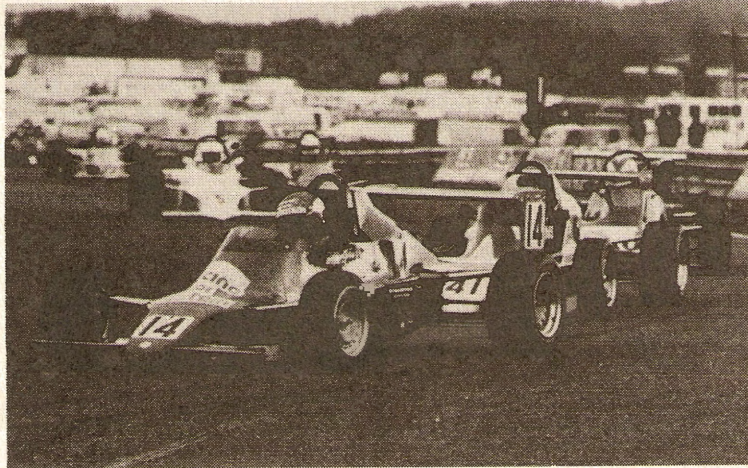
**THRUXTON, Apr 8, BARC**

Ford Credit Fiesta Championship race (10 laps): 1, Graham Hathaway, 17m 41.42s, 79.90mph; 2, Lionel Abbott, 17m 41.77s; 3, Brian Farminer, 17m 45.06s; 4, Barrie Williams, 17m 47.29s; 5, Ian Briggs, 17m 51.51s; 6, Anthony Pownall, 18m 06.70s. Fastest lap: Williams, 1m 43.98s, 81.56mph.

Abbott, Hathaway (the winner) and Farminer.



**THRUXTON: RACING DISPLAYS FF2000**



John Pratt, Dave Coyne, Bertrand Fabi and Peter Hardman on lap 1.

test day with the car," said Martin, "so there's an awful lot more to come." The Rushen Green/Frank Nolan Racing Van Diemen obviously wasn't working too badly, however, as Martin began to inch closer to the leader.

"I spent far too much time looking in my mirrors," said Pratt afterwards, having almost thrown away his hard-won advantage with a quick trip onto the grass at Church and then missed his braking point into the chicane on the penultimate lap. Nevertheless, John held it all together to the finish, despite being under severe pressure at the end.

Hardman found his tyres overheating and so drifted back in third place after ousting Fabi on lap 8, while Coyne held position ahead of a big group dicing for fifth until Alvaro Buzaid was able to find a way past on the last lap. Tomas Jans, Frank Bradley — having flown in from his Thundersports exploits at Brands and going well in his Tredaire Van Diemen — and Ross Hockenull were also embroiled in this scrap.

**JEREMY SHAW**

John Pratt — successful Easter weekend.

**Pratt's 2-litre double**

John Pratt endured what may be described as a 'character-building' start to his maiden season of FF2000, failing to finish in either of the first two races, but his fortunes certainly took a turn for the better over Easter weekend. A convincing victor at Oulton Park on Good Friday, John repeated the performance at Thruxton on Monday to move right up into the Racing Displays title chase.

The Manadient Van Diemen driver also qualified on pole position, just to complete his domination, John once again more than happy with his now properly-tuned RF85. Dave Coyne, his car repaired from an horrific mid-week testing accident, was happy to qualify alongside on the front row, just 0.03secs adrift, while the second row occupants were even more closely matched, Peter Hardman's Anglo-American/Richard Dutton Reynard 84SF just one-hundredth ahead of Bertrand Fabi's similar Penistone car. Way back in seventh on the grid was Martin Donnelly, the Ulsterman

stranded out at Church after only three laps with a broken fuel pump.

There was light rain falling as the field set off on their final warm-up lap, but not enough to warrant anything other than normal slick Yokohamas. Coyne made the best start, leading Pratt up to and through the complex, but Pratt was quickly into his stride and marched past around the fast 'country' section. Fabi brilliantly drove around the outside of Coyne under braking for the Club Chicane on lap 2, with Coyne obviously in trouble, a down-on-power engine causing him to swiftly fall away. Donnelly made rapid progress, ousting Hardman from third place on lap 3 and then finding a way past Fabi three laps later. "We still haven't had a proper

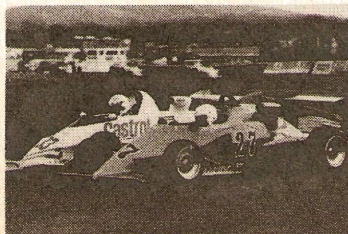


**THRUXTON, Apr 8, Racing Display British Ford 2000 Championship, round 6, 15 laps — 35.34 miles**

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	John Pratt	Van Diemen-Nelson RF85	19:54.23	1:18.70	1:18.49
2	Martin Donnelly	Van Diemen-Nelson RF85	19:54.53	1:18.52	1:19.13
3	Peter Hardman	Reynard-Neil Brown 85SF	19:59.59	1:18.89	1:18.84
4	Bertrand Fabi	Reynard-Neil Brown 84SF	20:03.13	1:19.06	1:18.85
5	Alvaro Buzaid	Van Diemen-Nelson RF85	20:09.80	1:19.26	1:18.96
6	Dave Coyne	Van Diemen-Nelson RF85	20:10.46	1:19.36	1:18.52
7	Tomas Jans	Reynard-Nelson 84SF	20:12.39	1:19.74	1:19.26
8	Frank Bradley	Van Diemen-Neil Brown RF85	20:12.52	1:19.25	1:19.05
9	Ross Hockenull	Reynard-Neil Brown 84SF	20:14.60	1:19.77	1:19.70
10	Stephen Pettitt	Van Diemen-Neil Brown RF85	20:27.78	1:20.08	1:22.02
11	Gary Dunn	Reynard-Swindon 84SF	20:29.27	1:19.91	1:20.42
12	Nicholas Owen	Reynard-Neil Brown 84SF	20:29.44	1:20.45	1:21.51
13	Bobby Carville	Argo-Neil Brown JM17	20:38.52	1:21.25	1:21.21
14	Barry Pomfret	Reynard-Neil Brown 84SF	20:39.84	1:20.99	1:21.12
15	Kim Dupont	Sparton-Nelson SE420	20:59.46	1:22.36	1:22.22

Winner's average speed: 106.53mph; Fastest lap: Donnelly, 1m18.52, 108.01mph; Next round: Apr 21, Snetterton.

Dunn and Luhtanen — midfield dice.





## Blower off

A fully subscribed MG Car Club B/C/V8 Championship race saw Terry Smith under pressure from reigning champion John Lodge and Colin Pearcy. Lodge overcooked it going into Druids on lap 3 and Pearcy collected a 10sec penalty and dropped behind Road Modified Class winner Grahame Davis and Richard Horn. In the final reckoning, with Lodge stuck in a gravel trap, Martin Dell secured the full race honours while Phil Conn took victory in the Standard class.

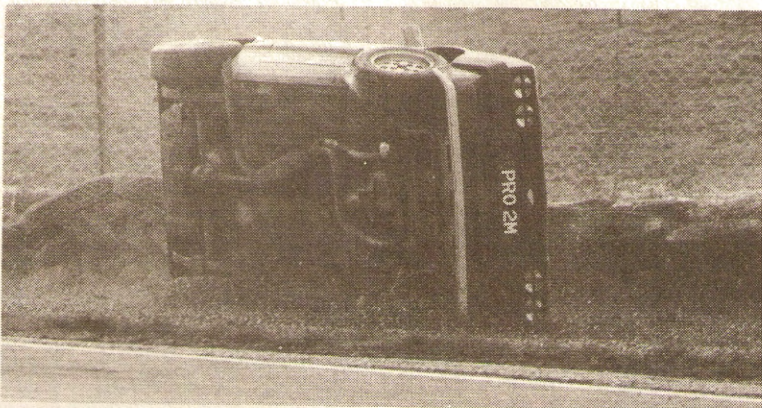
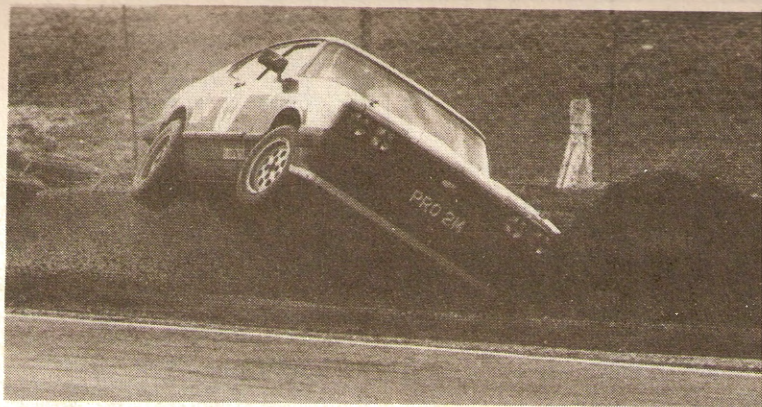
Val Musetti looked odds-on favourite in the stunt drivers' Ford Escort XR3i celebrity race but he spun first time through Paddock Bend and spent the rest of the race recovering. Even stuntmen cannot go four abreast into Paddock as Frank Henson found. Up front Dickie Beer used his *Dirty Dozen* film experience to good effect deftly guarding the lead from Colin Skeaping, while Musetti fought back to third.

There was a pitifully small turn out for the opening round of the Lep Group *Formule Libre* Championship and it looked as if it would be further depleted when Tony Trimmer's pole-winning Hutton Builders Lola T330 refused to fire and had to start from the pit lane. Trimmer was soon into third place and was gradually hauling in Alo Lawler's McLaren M30 and John Brindley's March 821. Lawler was hampered when his DFV began to falter on left hand bends and Brindley swept by to assume a huge lead. Late in the race Trimmer also passed the ailing Lawler, despite a flat battery depriving him of revs.

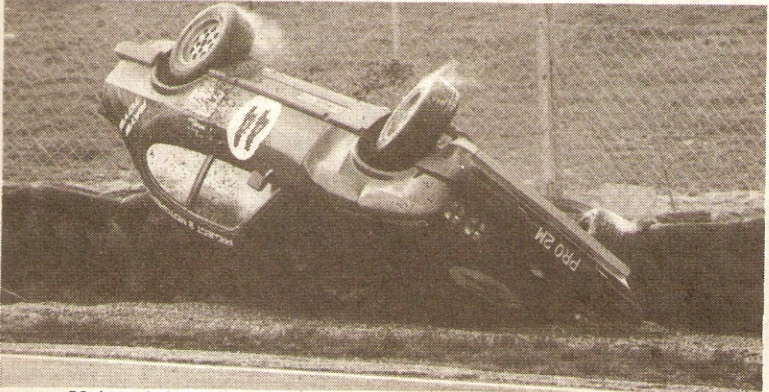
The new Anglo TransAm Challenge promised much, particularly with Rod Birley's Ford Sierra V6 finally making an appearance and it was the West Kingsdown driver who dominated the race until a puncture necessitated a pit-stop. Anthony Wolfe had made rapid progress from a pit lane start and took command on Birley's demise. Dick Scantlebury retired when his Camaro deposited its oil on the approach to Paddock Bend. Dick Whittington then gained second place in his Jaguar E Type while third place featured an interesting tussle between John Herman's Camaro and the BMW 530 of Barry Barnes.

An unusually tame JPS Champion of Brands counter came to life when series leader Colin Stancombe suddenly made a long range attempt to take the lead from Chris Hall's Jamun. Unhappily for Stancombe a backmarker chose that moment to perform a neat spin forcing him to ease off and settle for a safe second. Miki Dee survived a spin to take third place while Len Bull overcame a 10secs penalty for pre-judging the start to keep fourth.

Although it was dark and rain was threatening, the Uniroyal Production Saloons brought the meeting to an exciting close. Colin Blower in his new 2.0 Colt Starion got away, leaving arch rival Andy McLennan to fend off the rest. The conditions got trickier by the minute and a rare mistake by Tony Lanfranchi saw the GM Dealer Sport Opel Monza vacate the dispute for third place at Paddock Bend. McLennan gradually mastered the Opels and was handed a surprise victory when Blower slipped off at the treacherous Clark Curve ramming the abandoned Strada of motoring journalist Jesse Crosse. Graham Scarborough took a deserved second overall and class win ahead of John Cleland and Martin Williams (Toyota Supra). The 1301-2000cc class was a race apart — a fine early lead for Sean Brown's Toyota Corolla GT was gradually eroded first by Karl Jones in the Autocar Fiat Strada, and then by



Thrills and spills for sure in the Uniroyal Production Saloons race, as John Hammersley assaults Paddock Hill Bend in a spectacular fashion.



current Uniroyal champion Norris Miles after Karl went off at Hawthorns and Miles's last bend bid — a firm shove up the Corolla's boot — still did not remove the determined Brown.

PAUL HARMER

## SILVERSTONE

## Wheatley's barnstormer

A cold Easter Monday greeted visitors to Silverstone for an intriguing meeting organised by the BRDC in association with the HSCC combining some of the closest-fought contemporary formulae with an array of mouthwatering historic machinery.

The John Scott Insurance Historic Sports Car race got proceedings off to a fine start with a closely-fought battle between the Lister Jaguars of Stephen Langton and David Ham being resolved in favour of the former, with the similar example of Tim Cairns third. The up to 1450cc class was also well contested with Peter Walker just heading Brian Ashby (both in Lola Mk 1 Coventry Climaxes).

The third round of the Esso FF1600 championship promised great things with the top 10 qualifiers all within 1sec of each other. Eddie Irvine put the Lesley Drysdale designed Mondiale M85S on pole and duly led at the completion of the first lap from fellow front-row starter, John Booth.

Making strong early progress, however, was Damon Hill's Ricoh Copiers/Manadient Van Diemen RF85, the London driver soon ousting Booth and setting out in pursuit of Irvine. Herbert also promoted himself past Booth but could not stay with Hill who came round in front on lap 5 and held his advantage to the end. Herbert forced the Quest through into second on the seventh tour while a trio of Van Diemens had a tremendous tussle over fourth with all three cars recording the same time across the line.

The HSCC Classic Sports Car race resulted in a lights to flag win for pole position man Steve Hitchens (Lotus 23B Ford). He was chased in the early stages by the similar car of Alan Minshaw, who had a 'moment' on the third lap which dropped him to the tail of the field. Anthony Thompson's beautifully presented Lotus Elan therefore took over second place from Roger Ealand's chasing Marcos-Volvo. Minshaw recovered and drove through the field to claim sixth, but a highlight was the Class C battle won by Robin Longdon from Mike Harris.

The story of the third round of the MG Metro Challenge was a superb drive through the field from 11th on the grid from Chris Lewis. Eighth on the first lap, fourth by the second, second on the third, leading by the fourth, Lewis had a close dice with first round winner on the road, Dave Loudoun, before pulling out a 2sec lead by the finish.

The two OBM cars of Roger Jones and Vic Covey also enjoyed a close scrap, the former having worked his way through from 14th, with Bryan Dugdale fifth ahead of Malcolm Harrison and Peter Baldwin. *Daily Express* scholarship winner, Robin Parsons was an early fifth but slipped back, crossing the line neck-and-neck for eighth with last year's counterpart, Tim Harvey.

Next on the agenda was the eagerly anticipated first round of the HSCC Atlantic Computer Pre '65 Grand Prix Car Championship. With such precious machinery as the ex-Hill/Stewart BRM P261 (in John Foulston's hands) at stake, the damp greasy conditions were a nightmare for the drivers.

It didn't show, however, with Chris Alford and John Narcisi putting on a great display. Narcisi replied to Alford's early lead, his Brabham BT6 passing the Lotus 24 on the second lap but Alford was in front again next time round by dint of a splendid lunge down the inside of

## BRANDS HATCH Apr 7-8 (BRSCC)

**MGCC B/C/V8 Championship race (10 laps) — Overall:** 1, Terry Smith (4.2 MGB), 20m32.92s, 76.31mph; 2, Grahame Davis (1.9 MGB), 20m48.81s; 3, Richard Horn (1.8 MGB), 20m53.33s; 4, Colin Pearcy (3.5 MGB GTV8), 20m57.95s. **Standard:** 1, Phil Conn (1.8 MGB), 69.64mph; 2, Keith Hancock (1.8 MGB); 3, Phil Walker (1.8 MGB GT). **Fastest lap:** Conn, 2m09.1s, 72.65mph. **Road Modified:** 1, Davis, 75.34mph; 2, Horn; 3, David Ross (1.8 MGB). **Fastest lap:** Ross 1m59.54s, 78.71mph. **Full Race:** 1, Martin Dell (1.8 MGB), 70.50mph; 2, Doug Smith (3.6 MGB GTV8); 3, Anthony Binnington (1.8 MGB). **Fastest lap:** John Lodge (1.9 MGB), 1m57.13s, 80.33mph. **Modified V8:** 1, Smith; 2, Pearcy; 3, Rod Longton (3.5 MGB V8). **Fastest lap:** 1m57.13s, 80.33mph.

**Stunt Drivers Ford Escort Race — 10 laps (Indycircuit):** 1, Dicky Beer, 11m01.08s, 65.54mph; 2, Colin Skeaping, 11m01.41s; 3, Val Musetti, 11m01.94s; 4, Gareth Milne, 11m02.67s; 5, Mark Boyle, 11m04.88s; 6, Terry Forrester, 11m11.19s. **Fastest lap:** Jim Dowdall, 1m03.31s, 68.44mph.

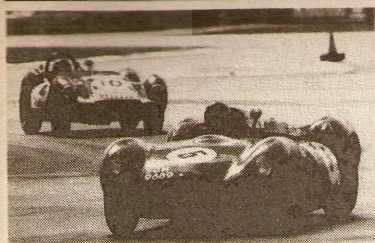
**Lep Group Formule Libre Championship race (20 laps):** 1, John Brindley (3.0 March DFV 821), 29m36.16s, 105.94mph; 2, Tony Trimmer (5.0 Lola Chevrolet T330), 29m58.95s; 3, Alo Lawler (3.0 McLaren Alan Smith DFV M30), 19 laps, 4, Roger Orgee (2.0 Lyncar BDX 79A), 29m51.35s (18 laps). Only classified finishers. **Fastest lap:** Brindley, 1m25.37s, 110.21mph (establishes record).

**Anglo TransAm Challenge Race (10 laps):** 1, Anthony Wolfe (5.3 Chevrolet Camaro), 18m13.52s, 86.04mph; 2, Dick Whittington (3.8 Jaguar E Type), 18m17.13s; 3, John Herman (5.3 Chevrolet Camaro), 18m26.30s; 4, Barry Barnes (3.2 BMW 530i) 18m27.53s; 5, Davide Bertorelli (3.0 Ford Capri), 19m24.47s; 6, Richard Belton (5.3 Aston Martin DBS V8) 19m24.56s. **Fastest lap:** Rod Birley (3.4 Ford Sierra GA-V6), 1m43.86, 90.68mph. (establishes record).

**John Player Special Champion of Brands FF1600 Series race (10 laps):** 1, Chris Hall (Jamun Minister T12B), 18m59.66s, 82.55mph; 2, Colin Stancombe (Lola Stancombe T642E), 18m59.80s; 3, Miki Dee (Van Diemen Minister RF82), 19m16.54s; 4, Len Bull (Van Diemen Nolan RF84), 19m28.25s (incl 10secs penalty); 5, Ted Whitbourn (Ray Minister 80F), 19m37.86s; 6, Dee Lovell (Van Diemen Scholar RF80), 19m38.63s. **Fastest lap:** Stancombe, 1m48.62s, 86.78mph.

**Uniroyal Production Saloon Championship Race (10 laps) — overall:** 1, Andy McLennan (2.0 t Colt Starion), 20m34.96s, 76.18mph; 2, Graham Scarborough (2.8 Ford Capri); 3, John Cleland (3.0 Opel Monza); 4, Martin Williams (2.8 Toyota Supra). **Over 3000cc:** 1, McLennan; 2, Rob Irving (3.5 Rover Vitesse); 3, Bob Nelson (2.0 t Colt Starion). **Fastest lap:** Colin Blower (2.0 t Colt Starion), 1m55.01s, 81.08mph. **2001-3000cc:** 1, Scarborough, 75.42mph; 2, Cleland; 3, Williams. **Fastest lap:** Tony Lanfranchi (3.0 Opel Monza), 1m56.79s, 80.56mph. **1301-2000cc:** 1, Sean Brown (1.6 Toyota Corolla GT), 21m25.92s, 73.16mph; 2, Norris Miles (2.0 Fiat Abarth Strada); 3, John Llewellyn (1.8 Vauxhall Astra GTE). **Fastest lap:** Brown, 1m59.95s, 78.44mph. **Up to 1300cc:** 1, James Kaye (1.3 Vauxhall Nova), 21m47.77s, 71.93mph; 2, Andrew Jeffrey (1.3 Vauxhall Nova); 3, Dave Yapp (1.3 Vauxhall Nova). **Fastest lap:** Kaye, 2m03.21s, 76.36mph (record).





The Listers of Ham and Cairns.

Woodcote. Indeed, the pair of them resembled a couple of duelling Formula Fordsters as they circulated nose to tail, eventually making contact at Becketts on lap 9. Alford spun, allowing John Foulston's BRM into second from where he almost caught Narcisi. John Beasley's Connaught B-type was fourth after a

close battle throughout with Christopher Mann's Maserati 250F.

The Trimoco Clubmans counter only got as far as Becketts on the first lap before a suspected braking problem for Kimber Crossley sent his Phantom P80 straight on, taking a further seven drivers with him. The race was stopped and restarted over eight laps with Martin Mansell assuming an early lead before being passed by Richard Mallock. Mallock came under strong pressure from Paul Gibson, none more so than at Woodcote on the last lap when delayed by a back marker, but hung on to win with Malcolm Jackson third ahead of Steve Bradley. Andy Smith's Vision claimed the Class B section in bizarre fashion, as Dave Orchard's class leading Centaur pulled up short of the flag to take his spoils and rendered his final lap invalid.

More than £1m worth of machinery formed a mouth-watering grid for the first round of this year's HSCC Failsafe Historic GT Championship. John Foulston claimed pole position with his mighty McLaren M8-Chevrolet, but amazingly Mike Wheatley's BRM T154 led across the line at the end of the first lap after a 'last of the late brakings' manoeuvre at Woodcote. Further down, however, Martin Bolsover's McLaren M6B spun and was rendered immobile by a clout up the rear and left stranded in the middle of the track. For a horrible moment it looked as though Foulston and Wheatley could do little else but pile into the stationary car as they came through on their second lap, but miraculously they managed to squeeze through on either side.

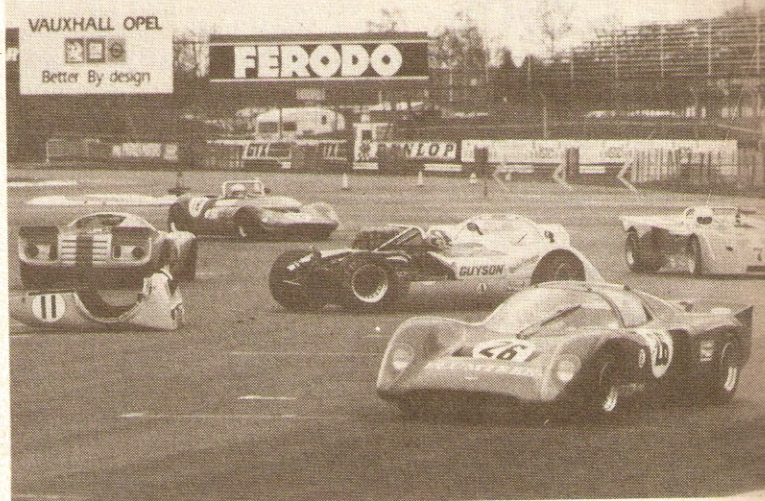
For the second race in succession, the event was stopped and restarted, this time over 12 laps. Foulston leapt into the

lead once more, ahead of Ray Bellm's Chevron B19 and Bobby Bell's Lola T70. Wheatley came through to second on lap 5 and overhauled Foulston eighth time around. David Franklin's McLaren M6 was a steady fourth throughout, while a bevy of Chevron B8s battled for Class B honours, won by Malcolm Paul.

Rounding off an entertaining day's racing, John Atkins' AC Cobra enjoyed a close battle with Roger Connel's TVR Griffith throughout the John Lelliott Post Historic Road Sports race. Although Atkins led throughout, the Cobra's winning margin was a mere 0.2secs. A further half minute adrift, Trevor Needham's Ginetta G4 was a lonely third, taking the under 2-litre honours. A last attempt by Connel to overhaul the Cobra resulted in fastest lap, but the Guildford driver had to be content with second.

**TONY DODGINS**

Bolsover is stranded at Woodcote as Pool, Fry and Clinkard look for a way past.



**SILVERSTONE: TT RAC BRITISH FF 1600**

**Building on experience**

The seriousness with which the RAC/TT championship is being taken could be gauged by the fact that although there was an earlier Esso FF1600 counter on the same programme, many of the leading runners opted to save themselves, and, probably more accurately, their cars, for the later RAC race. Included in this category was Esso series leader Mark Blundell, but it was Van Diemen team-mate Paulo Carcasci who headed the practice list.

Gary Ward's Reynard 85FF and Johnny Herbert (Quest FF85) gave the front-row a good ring of variety while the next nine positions were occupied by Van Diemens.

As the lights changed, the front row pulled away as one, but it was soon Herbert who emerged in front with that seasoned campaigner, John Village, snapping away at his heels. Carcasci was caught out at Becketts when Oulton winner Gachot braked sooner than expected and the Brazilian was left with nowhere to go, ending his race against the armco. Streaming down into Woodcote, Village had taken advantage of the mêlée at the previous corner to break clear and establish a lead which was to put the former European FF1600 champion out of reach. Gachot's Van Diemen suffered a quick spin at Woodcote before a gritty recovery netted ninth place and fastest lap.

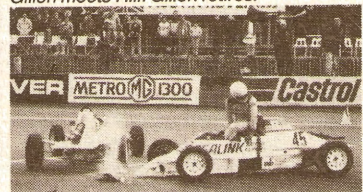
The first couple of laps were fraught indeed, with O'Coileain and McCarthy tangling at Woodcote and then next time

round Hill and Blundell both attempting a 'kamikaze' run down the inside of the third placed scrap between Favre and Bancroft, both of whom anticipated disaster and adjusted their line. Hill and Blundell ran wide, with Damon assaulting the back of Herbert's Quest which had been a strong second until finding itself in the catch fencing as a result. Peter Rogers was next to fall foul of Woodcote, spinning the Howard Drake penned Laser into the fence.

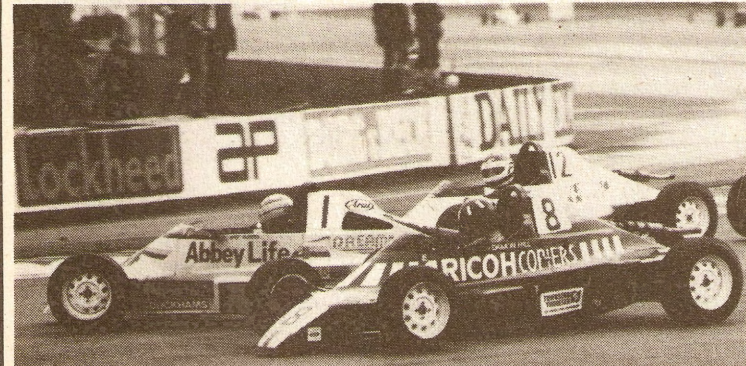
Gary Ward was matching his promising practice performance by running a secure second, while Favre spun out of his hard-earned third place on the sixth tour, leaving the place to a splendid drive from Alexander Arbis who took full advantage of a down-on-power Bancroft (a result of an earlier tangle with Herbert deranging his exhaust) to finish third. John Booth also nipped ahead of Bancroft to claim fourth with a recovering Blundell completing the top six.

**TONY DODGINS**

Gillen meets Hill: Gillen retires.



Blundell loses out at Woodcote with Hill and Favre close at hand



**SILVERSTONE, Apr 8, RAC Townsend Thoresen Ford 1600 Championship, round 3, 12 laps — 19.30 miles**

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	John Village	Van Diemen-Aldon RF85	12m34.0	1:01.9	4
2	Gary Ward	Reynard-Aldon 85FF	12m37.7	1:02.1	2
3	Alexander Arbis	Van Diemen-Minister RF85	12m40.3	1:02.0	11
4	John Booth	Van Diemen-Auriga RF85	12m41.2	1:02.1	14
5	Jonathan Bancroft	Van Diemen-Auriga RF85	12m42.0	1:02.6	5
6	Mark Blundell	Van Diemen-Minister RF85	12m42.2	1:02.1	8
7	Lindoro da Silva	Van Diemen-Gatmo RF85	12m44.2	1:02.2	17
8	Tim Jones	Reynard-Minister 85FF	12m45.1	1:02.2	16
9	Bertrand Gachot	Van Diemen-Gatmo RF85	12m47.9	1:01.4	15
10	Philippe Favre	Van Diemen-Minister RF85	12m51.6	1:02.2	7
R	Paulo Carcasci	Van Diemen-Minister RF85	DNF	—	1
R	Johnny Herbert	Quest-Auriga FF85	DNF	1:03.5	3
R	Peter Rogers	Laser-Auriga FF85	DNF	1:03.9	13

Winner's average speed: 92.12mph; Fastest race lap: Gachot, 1m01.4s, 94.28mph; Next round: Apr 28, Cadwell Park

**SILVERSTONE, Apr 8, BRDC**

**HSCC John Scott Insurance Historic Sports Car race (10 laps) — Overall:** 1, Stephen Langton (Lister 'Knobby' Jaguar), 11m10.8s, 86.29mph; 2, David Ham (Lister Jaguar Sports), 11m11.1s; 3, Tim Cairns (Lister Jaguar), 11m27.9s; 4, Don Shead (Lister SP Racing Chev), 11m49.9s. **Class A:** 1, Langton, 2, Ham, 3, Cairns. **Fastest lap:** Langton, 1m05.3s, 88.64mph. **Class C:** 1, Peter Walker (Lola S/R Mk1), 11m16.3s, 77.03mph; 2, Brian Ashby (Lola Mk1), 11m18.0s; No other finishers. **Fastest lap:** Walker, 1m12.6s, 79.73mph. **Class D:** Jem Marsh (Marcos GT Ford), 11m39.0s, 74.53mph; 2, Mel Clarke, (Porsche 356B), 11m44.8s; 3, Bill Roberts, (Fraser Nash Mk1 Br), 12m25.6s. **Fastest lap:** Marsh, 1m15.6s, 76.57mph.

**Esso Formula Ford Championship race (10 laps):** 1, Damon Hill (Van Diemen RF85), 10m37.3s, 90.83mph; 2, Johnny Herbert (Quest FF85), 10m41.9s; 3, Eddie Irvine (Mondiale M85S), 10m43.3s; 4, John Booth (Van Diemen RF85) 10m43.7s; 5, Allan Seedhouse (Van Diemen RF85), 10m43.7s; 6, John Village (Van Diemen RF85), 10m43.7s. **Fastest lap:** Seedhouse, 1m02.4s, 92.76mph.

**HSCC Classic Sports Car Championship race (10 laps) — Overall:** 1, Steve Hitchins (Lotus 23B), 11m31.6s, 83.70mph; 2, Anthony Thompson (Lotus 26R), 11m38.5s; 3, Roger Ealand (Marcos GT Volvo), 11m40.4s. **Front and Rear engined GT cars over 3001cc and Sports Racing Cars over 1601cc:** 1, Gordon Bruce (TVR Tuscan), 11m47.5s, 81.82mph; 2, Brian Cocks (Lotus 30), 12m04.8s; No other starters. **Fastest lap:** Bruce, 1m07.8s, 85.38mph. **Front and Rear engined GT cars from 1301cc and equal to 3000cc:** 1, Thompson; 2, Ealand; 3, Malcolm Ricketts (Lotus Elan 26R), 11m50.5s. **Fastest lap:** Thompson, 1m07.3s, 86.01mph. **Front and Rear engined GT cars up or equal to 1300cc:** 1, Robin Longdon, (Lotus Elite), 12m32.1s, 76.96mph; 2, Mike Harrison, (Ginetta G4), 12m33.0s; 3, Nick Overall, (Diva 10F), 11m44.4s. **Fastest lap:** Harrison, 1m12.5s, 79.84mph. **Sports Racing Cars up or equal to 1600cc:** 1, Hitchins; 2, Alan Minshaw, (Lotus 23B); 3, Nicholas Wheatley, (Merlyn Mk6A Lotus), 12m21.5s. **Fastest lap:** Minshaw, 1m06.6s, 86.91mph. **1965-68 Sports Racing & GT cars up or equal to 1300cc:** 1, Peter Trewren (Landar R6), 12m13.2s, 65.26mph. No other starters. **Fastest lap:** Trewren, 1m23.2s, 69.57mph.

**British Car Auctions MG Metro Challenge race (10 laps):** 1, Chris Lewis, 12m17.80s, 78.46mph; 2, Dave Loudoun, 12m21.30s; 3, Roger Jones, 12m23.30; 4, Vic Covey, 12m24.50; 5, Bryan Dugdale, 12m25.6s; 6, Malcolm Harrison, 12m25.8s. **Fastest lap:** Loudoun, 1m11.2s, 81.30mph.

**HSCC Atlantic Computer Pre '65 Grand Prix Car Championship race (15 laps):** 1, John Narcisi, (Brabham Ford BT6), 17m18.3s, 83.62mph; 2, John Foulston (BRM P261), 17m19.3s; 3, Chris Alford (Lotus 24 Coventry Climax), 1m27.2s; 4, John Beasley (Connaught B-type Alta), 18m02.4s. **Grand Prix Cars Viotruettes and Formula 1 Cars (Pre '65):** 1, Christopher Mann (Maserati 250F), 18m04.9s, 80.03mph; 2, Roger Sweet (MG NK/K3), 13 laps; No other starters. **Fastest lap:** Mann, 1m09.7s, 83.05mph. **Formula B cars (Pre '48) Formula 2 cars (1948-1953):** 1, Gerry Walton, (Connaught A8 'A' type), 13 laps; No other starters. **Fastest lap:** Walton, 1m20.8s, 71.64mph. **Front engined Formula 1 cars 1954-60:** 1, Beasley; 2, David Duffly, (Connaught B Alta), 14 laps; no other starters. **Fastest lap:** Beasley, 1m09.3s, 83.53mph. **Rear engined Formula 1 cars 1954-60:** 1, Rob Grant, (Cooper Climax), 14 laps, 73.07mph; No other starters. **Fastest lap:** Grant, 1m16.9s, 75.27mph.

**Trimoco Clubmans Sports race (8 laps) — Overall and fully modified engines up to 1700cc:** 1, Richard Mallock (Mallock U2-Mass Mk26/27), 7m46.5s, 99.27mph 2, Paul Gibson (Vision-Alan Smith V85A), 7m46.6s, 3, Malcolm Jackson (Mallock U2-Scholar Mk20B), 8m04.6s; 4, Richard Groombridge (Mallock U2-Chamberlain Mk24), 8m07.0s. **Fastest lap:** Gibson, 56.4s, 102.63mph. **Formula Ford 1600 engined cars:** 1, Andrew Smith (Vision-Nelson 85VB), 7m46.5s, 86.86mph; 2, Eddie Kimbell (Mallock U2-Neil Brown), 7m57.0s; 3, Trevor Clapton (Mallock U2-Jennetts), 7m59.4s. **Fastest lap:** Smith, 1m04.5s, 89.74mph.

**HSCC Failsafe Historic GT Championship race (12 laps) — Overall:** Mike Wheatley (BRM P154), 10m54.3s, 106.16mph; 2, John Foulston (McLaren-Chevrolet M8D), 10m54.9s; 3, Ray Bellm (Chevron-Cosworth B19), 11m03.1s; 4, David Franklin (McLaren-Chevrolet M6B), 11m28.3s; 5, Bobby Bell (Lola T70-Chevrolet), 11m34.6s; 6, James Wallis (Chevron Cosworth-B19), 11m39.4s. **Fastest lap:** Wheatley, 53.5s, 108.2mph. **Class results next week.**

**HSCC John Lelliott Post Historic Road Sports race (10 laps):** 1, John Atkins (AC Cobra), 11m04.7s, 87.08mph; 2, Roger Connel (TVR Griffith), 11m04.9s; 3, Trevor Needham (Ginetta G4-Lotus), 11m37.7s; 4, David Cheney (Marcos GT-Ford), 12m00.6s; 5, David Barraclough (Sunbeam Tiger-Ford), 12m12.1s; 6, Christopher Ross (Lotus Elan), 12m14.5s. **Fastest lap:** Connel, 1m05.1s, 88.92mph. **Class results next week.**





## NATIONAL RALLIES

### TELFORD SV STAGES

## More Evans

Rugeley rally crew, Dave Evans and Roger Whale, won their second event on the former RAF base at Stanmore, near Bridgnorth, within two months, when they took victory on the Telford single venue stages by 1min. Forty-seven crews tackled the 18 stages in poor conditions, and in the pouring rain Ian McGregor and Kevin Lloyd put their Mini into third place ahead of several far more powerful cars.

DEREK HILL

### TELFORD SV STAGES

#### Apr 7

1, Dave Evans/Roger Whale (Ford Escort), 27m31s; 2m Roger Davies/Andy Myott (Ford Escort), 28m31s; 3, Ian McGregor/Kevin Lloyd (Mini), 28m42s; 4, Richard Staham/Lawrie Walker (Ford Escort), 28m43s; 5, Manuel de Quileroz/Paul Bell (Ford Escort), 28m56s; 6, Nigel Webber/Phil James (Talbot Sunbeam), 28m58s.

### STONEHOUSE STAGES

## Butherway by the way

Ian Butherway and Alan Davies took full advantage of a misfiring engine in the Opel Manta of Steve Barber/Hywel Edwards, to win the Stonehouse Garage Stages at Pembrey. Fifty-four entries tackled six stages in awful conditions with the Heads of the Valley MC coping well on their first stage event. Barber and Edwards led for most of the day until their problem and the winners came through to beat them by 25secs.

### STONEHOUSE STAGES

#### Apr 7

1, Ian Butherway/Alan Davies (Ford Escort), 61m25s; 2, Steve Barber/Hywel Edwards (Opel Manta), 61m50s; 3, Bob Downen/Neil Fuller (Ford Escort), 62m00s; 4, Andrew Thomas/Alan Versey (Ford Escort), 62m17s; 5, G Truffler/L Rees (Ford Escort), 63m24s; 6, Tony Thomas/Mike Bowen (Ford Escort), 63m57s.

### KEETONER STAGES

## Splashing success

David Turnbull of Leeds collected his first ever rally win on the Keeton Harrier Stages which Rotherham MC ran at RAF Lindholme. In appalling weather, two crews dominated proceedings. Turnbull and Graham Kellitt put their Escort RS into a slight lead after the first two stages. But by the time stage 4 had been completed, they had dropped behind the Lepley combination of Gra-

ham and Richard. Eventually, with extremely heavy rain falling, the Lepley's Escort RS dropped to sixth, leaving the winners 30secs clear.

### KEETONER STAGES

#### Apr 7

1, David Turnbull/Graham Kellitt (Ford Escort RS), 3368s; 2, Charly Lamb/Mick Dent (Ford Escort RS), 3398s; 3, Robert Gant/Sue McNair (Porsche 911), 3409s; 4, Jonathan Grattor/Neil Rowley (Ford Escort), 3414s; 5, Vince Chapman/Stephen Thackray (Ford Escort), 3458s; 6, Graham/Richard Lepley (Ford Escort), 3460s.

### SARN HELEN RALLY

## Helen wheels

Running for the first time as a *Motoring News* and BTRDA championship event, Lampeter & DMC's Black Lion Royal Hotel Sarn Helen Rally was dominated by the RS2000 of Steve Hill/Dave Kirkham. It was run over 150 miles, all on map 146, divided into just four competitive sections, none of which strayed further than 12 miles from Lampeter. The event brought constant pressure to both drivers and navigators and there was a high casualty rate among the top runners. Both the 1984 event winner, Glyn Byard, and last year's champion, Gwyndaf Evans, retired, leaving Neil Jones to take a fine second place, albeit more than 5 mins adrift.



Gwyndaf Evans — out of luck.

Brian Price reverted to an RS2000 — his new Manta not finished — and came home third, over 3mins ahead of fourth placed Wil Morris. Ron Beecroft's hopes of a hat trick on the series died when he picked up a puncture, while Andy Ravenhill scored his best ever result with sixth place, completing an RS2000 dominated leader board.

Cumbria's Steve Egglestone increased his grip on the BTRDA 1300cc Challenge with 11th overall, Egglestone was navigated by Judith Flavell and looks set to continue the mixed crew domination of the class began last year by Kim Kirk/Sarah Coldwell.

DAVE ORRICK

### SARN HELEN RALLY

#### Apr 6/7

### Motoring News and BTRDA Rally Championships, round 3

1, Steve Hill/Dave Kirkham (Ford Escort RS2000), 43m18s; 2, Neil Jones/Alan Thomas (Ford Escort RS2000), 48m31s; 3, Brian Price/Ryland James (Ford Escort RS2000), 49m32s; 4, Wil Morris/Mike Kidd (Ford Escort RS2000), 52m56s; 5, Ron Beecroft/John Millington (Ford Escort RS2000), 53m16s; 6, Andy Ravenhill/Paul Watkins (Ford Escort RS2000), 54m50s.



## OFF-TRACK SPORT

### LYDDEN RALLYCROSS

## Gibson's off

Rob Gibson won the opening round of the 1985 RACMSA British Rallycross Championship at Lydden Hill following a very eventful meeting. The Porsche driver managed to set the quickest time of the day in qualifying but surprisingly failed to win his A final. That race went to fellow Porsche driver Dennis Atkinson from recent Croft winner Des Winks, after Gibson had dropped down the order having hooked his bumper onto John Smith's Porsche while trying for the lead. Eventually, Gibson and Smith did manage to free themselves, Gibson then putting in a sterling driver to make it back to third place. There were no such problems in the Superfinal and Gibson won with relative ease as Trevor Hopkins bought his Silkolene/Plasmore Fiesta home in second place despite a second lap puncture. The result gives Hopkins the early lead in the series. Third was Trevor Reeves from Winks, Mark Lloyd, Atkinson and Tony Proctor, who retired on lap three with a puncture. Rob Taylor was a non-starter due to problems with his Escort's engine.

The Astra MC organised meeting attracted a good entry. Following the demise of current champion John Welch due to both a persistent misfire and rear suspension problems, Gibson ruled For-

mula A while Hopkins did likewise in Formula B. There was a three way Battle in Formula C between Bob Brookes, Barry Hathaway and Trevor Reeves, the latter eventually winning the A final as a delighted Terry Sowden took the top Formula D honours in his final from Alan Eckersley and Graham Strugnell. Strugnell put in a very good run in that last race, working his Mini up through the field as Steve Caines was eliminated following an incident involving Brian Thornton, and then Thornton himself went out after rolling his Metro at the top of the Hairpin.

Erling Jensen made the finals on his first outing with his new Rover although Dave Illingworth was not quite as lucky with his new car, a Fiesta, and was forced to retire after the first runs with gearbox problems. Will Gollop was also an early retirement when his Saab hit Smith's errant Porsche in one of the heats and went off into the banking, badly damaging the front suspension.

BILL MANTOVANI

### LYDDEN HILL

#### Apr 8

### RACMSA British Rallycross Championship, round 1

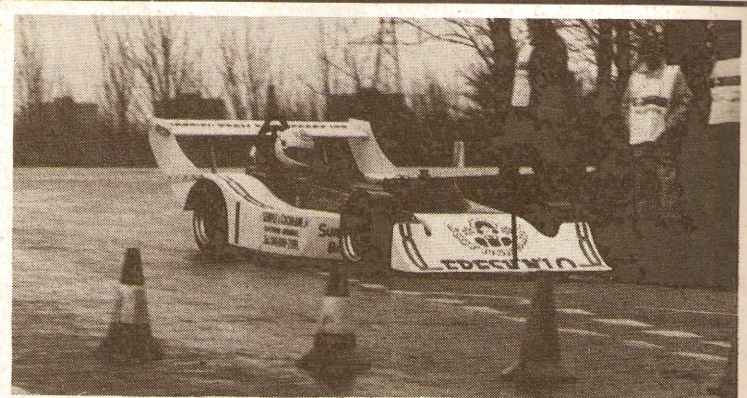
**Superfinal:** 1, Rob Gibson (3.2 Porsche 911), 5m 14.0s; 2, Trevor Hopkins (2.0 Ford Fiesta), 5m 20.5s; 3, Trevor Reeves (1.6 Ford Fiesta), 5m 20.9s; 4, Des Winks (3.5 Porsche 911), 5m 25.3s; 5, Mark Lloyd (2.1 Ford Escort), 5m 26.0s; 6, Dennis Atkinson (3.3 Porsche 911), 5m 45.0s.

**Formula A final 1:** 1, Atkinson, 5m 00.7s; 2, Winks, 5m 01.7s; 3, Gibson, 5m 08.4s; 4, Tony Proctor (3.4 Ford Capri), 5m 16.4s; 5, Erling Jensen (3.5 Rover SD1), 5m 19.2s; 6, John Smith (3.2 Porsche 911), 5m 21.4s.

**Formula B final 1:** Hopkins, 5m 06.8s; 2, Lloyd, 5m 08.6s; 3, Rob Taylor (2.1 Ford Escort), 5m 16.6s; 4, Ivan Moakes (2.1 Ford Escort), 5m 21.4s; 5, Ross Browning (2.1 Ford Escort), 5m 24.4s; 6, Dave Davies (2.0 Ford Escort) 5m 41.7s.

**Formula C final 1:** Reeves, 5m 17.5s; 2, Barry Hathaway (1.6 Ford Fiesta), 5m 24.0s; 3, Bob Brookes (1.6 Ford Fiesta), 5m 25.9s; 4, Tony Barty (1.5 BL Mini), 5m 27.4s; 5, Colin Rowley (1.6 Ford Fiesta), 5m 30.7s; 6, Barry Willmott (1.6 Ford Fiesta), 5m 35.4s.

**Formula D final 1:** Terry Sowden (1.6 BL Metro), 5m 25.7s; 2, Alan Eckersley (1.6 Ford Fiesta), 5m 35.2s; 3, Graham Strugnell (1.5 BL Mini), 5m 38.2s; 4, Barry Crump (1.6 Ford Fiesta), 5m 42.3s; 5, Len Payne (1.5 BL Mini), 5m 54.7s; 6, Steve Caines (1.6 Ford Fiesta), retired.

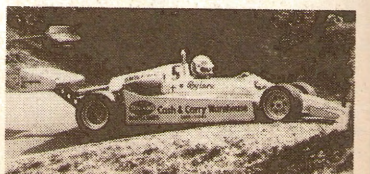


### HILLCLIMBS

Three hillclimbs took place over the weekend, at Harewood, Loton and Strathclyde, as opening rounds of the BARC, RAC and Grampian TV championships respectively.

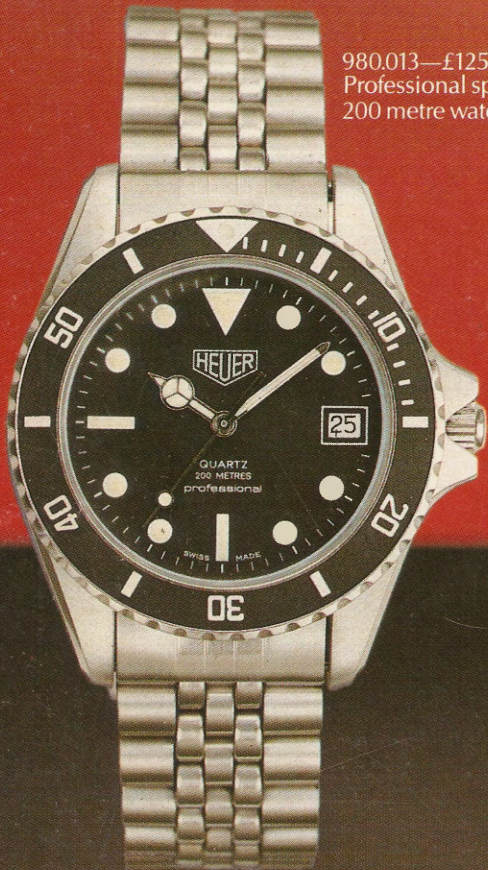
The weather did its best to disrupt proceedings at Harewood, but David Grace cruised through to a clear BTD. Nicky Porter (right) returned to win his class. The Loton event, on the other hand, was much closer with Dave Harris winning by just 0.18secs. Roy Lane (lower right) finished fourth. And the Strathclyde meeting was also wet with Scottish champion, Alex Graham (above) taking the spoils.

Full reports next week.





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