

# AUTOSPORT



## MANSELL MAKES IT!

EURO GP: PROST WORLD CHAMPION ♦ AUDI WINS SAN REMO  
FUJI: BELL'S TITLE ♦ JAGUAR TRIUMPH AT BATHURST

# AUTOSPORT

## PIT & PADDOCK 4

All the latest news on the international racing scene — McLaren and Ferrari both to run at Kyalami — Tambay certain at Beatrice Lola — Palmer's 1986 Zakspeed deal — RAM team pulls out — Curacao F3000 latest

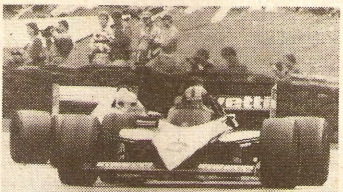
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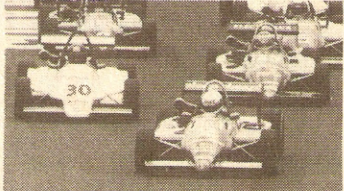
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Bobby Rahal took another victory in the CART series, but as Gordon Kirby records, it is Al Unser Jr who still heads the points table.

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## FRONT COVER

Nigel Mansell's Williams-Honda sends the sparks flying as he bottoms through Paddock Bend early in the European Grand Prix at Brands Hatch. Below: Race winner and series winner, Mansell and Prost on the rostrum spraying the champagne. Photos: Jeff Bloxham.

## NEXT WEEK

After the hectivity of last weekend with World Championship events around the world, we take a calmer look back at Brands Hatch and Sanremo — Nissan's new push in motorsports — The latest Ford Sierra 4 x 4 under scrutiny — Race action from the Curacao F3000 and European Touring Cars at Estoril — Silverstone F3 and Trimoco — Full preview to the final round of the Shell Oils/AUTOSPORT National Rally Championship. \*These items correct at time of going to press.

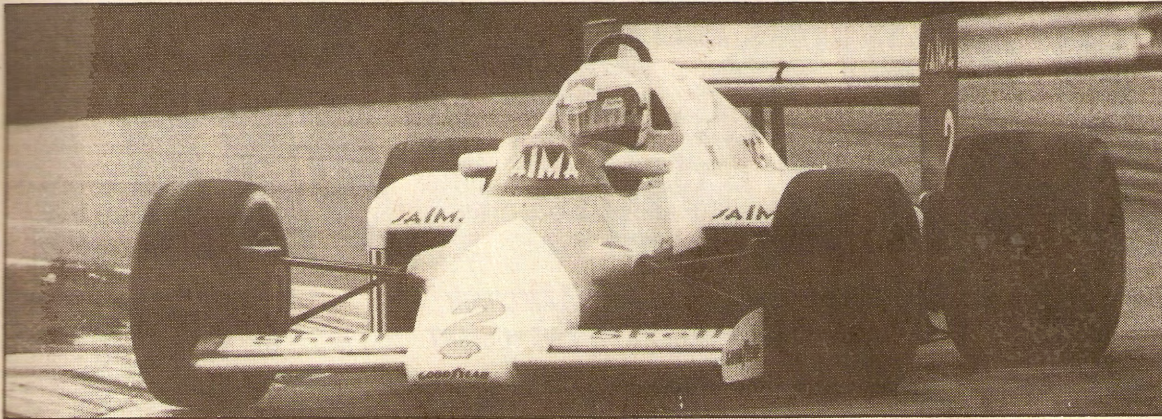
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Published every Thursday by: Haymarket Publishing (1980) Ltd. Editorial, Advertisement, and Circulation 38-42 Hampton Road, Teddington, Middlesex TW11 0JE (telephone: 01-977 8787; telex 8952440). Back Numbers & Subscriptions: Autosport Subscriptions Dept., Haymarket Publishing Ltd, 12-14 Arndell Street, London W8 (telephone: 01-937 7288). Subscription (per annum): UK £53, Europe and overseas surface £60, Airspeed USA \$115, Airspeed Canada/Mexico \$140, Airmail — Middle East £72.50, South America, Africa, India £83, Japan, Australia, Far East £93, USA \$160. US Mailing Agent: Expeditors of the Printed Word Ltd, 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280. Postmaster: send address corrections to Autosport, c/o Expeditors of the Printed Word Ltd, 527 Madison Avenue, New York, N.Y. 10022 (U.S. Mailing Agent). Printed in England by: Thamesmouth Web Offset, Basildon, Essex. Colour sections printed by: B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. Photosetting by: Quicksat, 184-186 Old Street, London EC1. Registered at the PO as a newspaper. Reprinting in whole or in part of any matter appearing in AUTOSPORT is forbidden except by permission of the publishers. © AUTOSPORT 1985.

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Prost eases the McLaren along to fourth, and the World title that has eluded him the past two seasons. Below: Alain — first French World Champion.

# World Champions Prost and McLaren for SA GP

Even though Alain Prost has now clinched the 1985 World Championship, McLaren's Ron Dennis confirmed that his team will definitely be taking part in the South African Grand Prix on October 19.

Both Prost and Niki Lauda have stated that they are not very happy about taking part in the race, but both the McLaren drivers confirmed that they are professionals and, if McLaren are going to the race, they will also be there to drive. "It would be unfair of me to say to McLaren that I will not race in South Africa after they have just helped me win the World Championship. I still have to try and help them win the Constructors' championship, even if my own feelings are that we should not be racing in South Africa at the moment," said Prost.



Although McLaren will be going, their sponsors Marlboro will not be active at the SAGP. All Marlboro circuit advertising has been removed from the track and the cars will be running without Marlboro identification.

Bobby Hartslief, who is organising the event, was at Brands Hatch to confirm entries for the race and said that, just before he left for Europe, he had also received a telex from Ferrari booking the track for pre-race testing at the end of this week.

The Alfa Romeo team, which was strongly rumoured to be missing the race, also confirmed at Brands that they will be going to Kyalami, which should ensure at least 20 cars on the grid.

So far, the only definite non-starters are the Ligier, Renault and RAM teams.

## Barcelona wants next Spanish GP

If the Spanish Grand Prix application for 1986 survives next week's FISA Executive meeting, the rumoured venue for the race is Montjuich Park in Barcelona.

This superb circuit was last used for Grand Prix racing in 1975, when the race had to be stopped early after Rolf Stommelen's Embassy Lola flew over the barriers.

Local spies report that Bernie Ecclestone has recently been in Barcelona and that plans for a permanent pits complex and improved safety facilities will make the circuit comply to FISA specification. It is also said that a longterm FOCA contract for a race has been agreed.

## Toleman undecided

Brian Hart confirmed at Brands Hatch that he is still awaiting the Toleman team's decision over engines next year. Toleman, on the other hand, are hoping to get backing to run BMW engines, and apparently the deal is still being negotiated which accounts for why one of BMW's racing directors was seen getting a lift to Brands Hatch in Toleman's helicopter.

To add to the mystery, a little bird was reported to have seen the new Alfa Romeo four-cylinder turbo engine in the back of a van heading off to the Toleman factory. The Alfa engine would be a lot more attractive financially for the team, but likely to be less competitive.

## Nigel — first past the flag?

Did Nigel Mansell pass under the yellow flag when he took first place from Ayrton Senna? The Williams passed the Lotus on the run down to Surtees while marshals were in the process of removing Nelson Piquet's damaged Brabham from the track.

At the corner itself double yellows were being waved, but Mansell was well in front before these were reached. Along Cooper Straight, however, there was a stationary single yellow being displayed, and there was a suggestion that Nigel had not quite completed his overtaking move as he passed this.

After the race there were rumours of a protest against Mansell from John Player Special Team Lotus, but Peter Warr denied that he had considered such a thing.

"First of all, Team Lotus has never issued a protest in 25 years — we don't want to win that way," Warr said. "And, let's face it, Mansell was going to win that race, anyway. The only man who could have beaten him was Rosberg.

"So there's that aspect to it. But I never thought of putting in a protest. What I did was have a quiet word with the Stewards afterwards about inconsistencies. These people treat us like naughty children, fine us if we don't turn up to their meetings where they tell us the rules we know anyway.

"We were told that British marshals are the best in the world, that they're

expert at flagging — that if they waved a flag, they meant it, and so on, that's quite true, and fair enough. But it was made very clear that no mercy would be shown to anyone who ignored flag signals.

"It seemed to us that Mansell had not completed his pass on Senna when he passed that stationary yellow. All I'm saying is that application of the rules in

motor racing seems to change from weekend to weekend. The Clerk of the Course on Sunday was Peter Cooper of the RAC — the same man disqualified Ayrton Senna from a Formula Ford race for passing under the yellow . . .

"I made my point to the Stewards very quietly afterwards, though. And there never was a question of a protest."

## Zakspeed retain Palmer

Jonathan Palmer was spectating at Brands Hatch, but still walking with sticks having been recently released from hospital following his crash in the Canon Porsche during practice for the Spa 1000 race. He said that it would probably now be another month before he could start testing again.

When he does, it will be with Zakspeed, for he confirmed that he has re-signed for another season with the German team, thus killing the rumour that Eric Zakowski was considering keeping his German driver, Christian Danner, for the coming season, after standing in for Palmer.

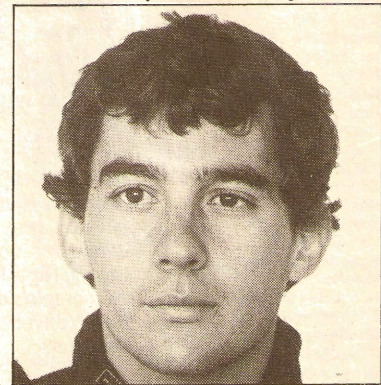
## Beatrice confirm Tambay

In what was probably one of the worst kept secrets in Formula 1, Carl Haas's Beatrice team finally announced at Brands Hatch that Patrick Tambay will be joining Alan Jones in the new Ford turbo powered Beatrice for 1986.

Like Jones, Tambay drove for Haas in CanAm, winning the title for the Haas team in 1977 and 1980. "Carl has helped my career more than anyone in racing. Driving for him in Formula 1 will be both

a pleasure and a challenge," said Patrick. "I have also worked with Teddy Mayer before when I drove for McLaren in 1978 — before he fired me," pointed out Patrick with a grin.

He was due to go for a fitting for his new mount the day after Brands Hatch and will probably begin testing the new Ford turbo engine at Ford's private test track in Arizona, right after the Australian Grand Prix.



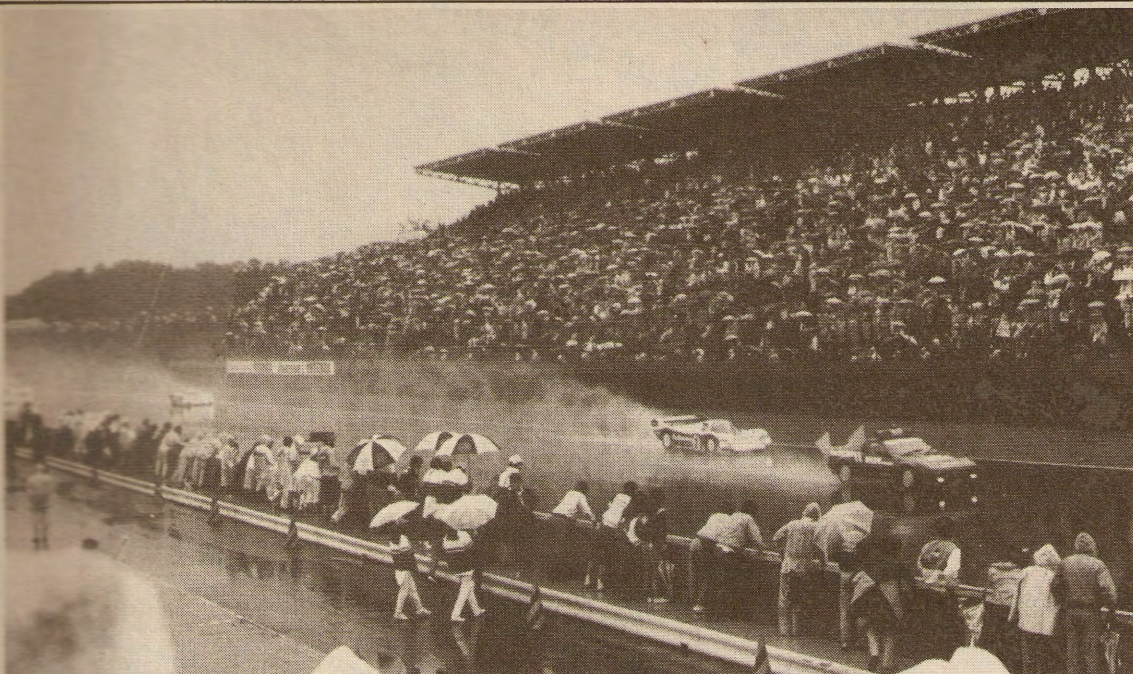
Senna — to South Africa

## Senna goes to Kyalami

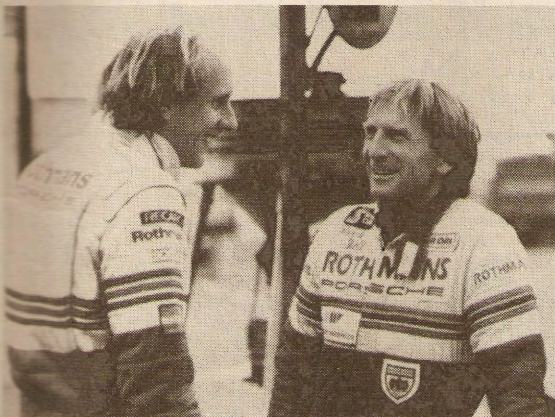
On Tuesday Peter Warr told us that Ayrton Senna would definitely be driving for Lotus at Kyalami.

During a recent trip home to Brazil Senna was widely quoted as saying he would not drive in South Africa. At Brands Hatch over the weekend he told us that the matter was unresolved, that he had not made up his mind.

"I think he is still hoping that the race will be called off," said Warr, "but it's not a matter of his making up his mind. As I said last week, we are under contract to race at Kyalami, and he is under contract to us."



## Bell and Stuck are champions



Hans Stuck (left) and Derek Bell are the 1985 World Endurance Champions. At Fuji in Japan last Sunday, after several exploratory laps behind a pace car (top), all the European Group C sportscar teams pulled out due to torrential rain, leaving the Rothmans Porsche team mates in the clear at the top of the points table. The 83,500 spectators stayed to watch Kazuyoshi Hoshino win a shortened race for March-Nissan. Report: page 14.



## No change at Brands

A national newspaper report last week, suggesting that motor racing could soon cease at Brands Hatch due to the sale of the circuit, was dismissed as "speculative" by a circuit spokesman at the weekend. The spokesman said that motor racing was secure at Brands Hatch in the foreseeable future.

Brands Hatch, Oulton Park and Snetterton are, or have been for sale. Six weeks ago, BAT Industries announced that it had received an offer for most of its subsidiary Greenwood Securities, which owns the three circuits and their operating company, Motor Circuit Developments. BAT said that it had given John Danny (the founder of Greenwood) time to match the offer.

On Thursday, *The Times* reported that Mr Danny had found a corporate partner prepared to join him in a bid for Greenwood, that selling Brands Hatch was likely to form part of their plans, and that the site had attracted the attention of supermarket groups seeking space for development.

The report concluded, "Although some football grounds have found it possible to accommodate developments within their boundaries, it seems unlikely that motor racing could continue after redevelopment."

Brands Hatch occupies a somewhat larger site than that of any football ground, and we cannot imagine why the newspaper could have formed this opinion. In any case, Mr Danny reacted to the report by saying, "No negotiations have taken place, and no negotiations are contemplated."

## Raphanel to Macau

The entry for the annual Macau F3 bash continues to chop and change by the week. Barry Bland 'phoned us on Monday to say that the ORECA team have substituted their young charger Yannick Dalmas with the newly crowned French champion, Pierre-Henri Raphanel. In addition, another rapid Frenchman, Michel Trollé, who was to have raced with the Avia team, has also pulled out, allowing Ross Cheever to get a race in a Valour team Ralt RT30.

With the inclusion of Raphanel in the line-up the Macau organisers have gathered all five of this year's major European national F3 champions.

## F3 debut for Gachot

Belgian based Luxembourgish Bertrand Gachot will make his F3 debut at Silverstone this weekend, at the wheel of an Intersport prepared Ralt-VW RT30. The mercurial Gachot, currently second in the RAC British FF1600 championship with his Marlboro-backed Van Diemen, is expected to retain his support for a full season of British F3 in 1986.

Bertrand's presence in the Marlboro finale will bring the number of dayglo Ralts in the field to three, Harald Huysman and Gerrit van Kouwen having flown the MWCT flag all year. Expect Gachot to show well under the guidance of Glenn Waters's team.

## Unser Sr unplaced for '86

Extraordinarily, the doors of the top CART teams are gradually closing on Al Unser Sr, yet to secure a ride for the 1986 season. Presently second on this year's trail, shadowing his talented son after a compact programme for Roger Penske, Unser Sr is as sharp as ever, and must surely gain a replacement seat with an established top-line team before the year is out.

The man from New Mexico has been talking to Pat Patrick for some while about a deal to run his STP-backed March alongside Emerson Fittipaldi, already re-signed for the equipe, but as yet no terms have been agreed. Also in line for the position, apparently, are Michael Andretti — strongly rumoured to be leaving Kraco — Tom Gloy and Kevin Cogan.

## Renault bound for Adelaide

Jean Sage of Renault confirmed at the weekend that he has found most of the money the team will need to take part in the final race of the season in Australia. The French electronics firm Thompson — who installed the on-board camera used on Tambay's car at Brands Hatch — will be backing the team for the final race.

But on Sunday night, after his disappointing showing in the race where he finished last, three laps behind the winner, Patrick Tambay was so frustrated by the bad handling of the Renault that he said he was seriously considering not going to Australia, even if Renault go.

"If it hadn't been for the camera on

the car, and the fact that there were 40 million people looking over my shoulder, I think I would have pulled out of the race at Brands," said Patrick. "The car was just undrivable and it was without doubt the worst race of my career. I don't want to go through that again in Adelaide."

Derek Warwick felt the same way about his car on Sunday morning. "We have worked very hard to set up such a bad car, and we have done well, but this is certainly the worst it's ever been," said a frustrated Derek. He counted himself lucky when his engine gave out with electrical problems four laps into the race.



Streiff — F1 future settled?

## Ligier line up settled?

Although Guy Ligier has not yet announced his drivers for 1986, Jacques Laffite confirmed he will be driving another season with the team next year.

Philippe Streiff is expected to be retained in the second car, following his impressive showing at Brands Hatch.

# Disarray on launch of American Racing Series

At Laguna Seca last weekend the American Racing series was announced for 1986. Intended to be a stepping stone 'B' series for Indy car racing, it was, according to our American Editor, greeted with a blend of derision and disbelief.

Although Robin Herd was not present at the announcement, the cars for the proposed series will use the March F3000 chassis, with suitably strengthened foot-boxes and double-skinned fuel cells. Power will come from 4-litre Buick V6 engines, giving around 400bhp. As U.E. 'Pat' Patrick is putting up the money, the cars will bear the name 'Wildcat', as did the Indy cars of his own construction.

Now here is the novel part (apart from basing a series on an engine highly undeveloped for racing. . .) All the cars will belong to Patrick, who will lease them to aspiring Indy drivers and teams for approximately \$175,000 per season.

No testing will be allowed, and the cars may not be altered in any way beyond fine tuning of roll bars, and so on. Hardly the way to learn about setting up a racing car. . .

Additionally, participants must pay a fee of \$3000 per race for their engine deal. The engines are to be drawn at scrutineering, then fitted by the mechanics, then returned after the race! There is no engine damage penalty.

We understand that Chevrolet were approached for engine supply originally, but declined, Buick then agreed.

Although CART President John Frasco is in favour of the project — and involved in it — other leading CART figures are totally opposed to it. Indeed, the series will not be sanctioned by CART, but almost certainly by the SCCA, if it happens! Ralph Sanchez, Frasco's partner in the Miami GP project, is to be the series coordinator.

# Colt Starion trio for the Far East

Mitsubishi Motors of Japan have announced that they will be entering three Mitsubishi Colt Starion Turbos at the forthcoming Fuji and Macau Group A events in November.

Two of the three cars will be prepared by BBW Motorsport, entrants of Dave Brodie in the Trimoco series this year, and it is the Englishman who will lead the team in the Far East, partnered by experienced Japanese driver Kunimitsu Takahashi. Takahashi will be getting to know the car this weekend at Silverstone where he will drive a second Starion alongside Brodie in the final round of the Trimoco series.

In the Far East Brodie and Takahashi will be backed up by Australian Colt driver Kevin Bartlett and the 1984 Australian Group N champion, Bradley Jones, while the crew for the third car has yet to be announced.

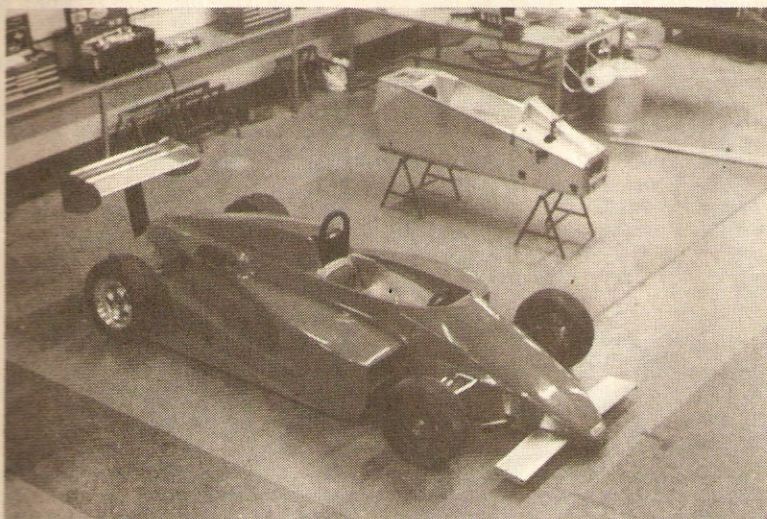
Prize money — a total fund of \$50,000 a race — is hardly attractive, and at the announcement no schedule of races was given. Details of TV coverage, though promised, were also passed over.

Present at the announcement were a number of SuperVee drivers and team owners, obviously concerned that the 'American Racing Series' will be to the detriment of their traditional standing as Indy car racing's back-up series.

Our man spoke to them afterwards, and found not one interested in the new series. Indeed he has found *no one* — driver or team owner — who intends to get involved with it.

"We have to find new American drivers," Patrick said to him. "Very important for the future of Indy car racing." Which seems strange coming from a man whose drivers are Emerson Fittipaldi and Bruno Giacomelli!

We await further developments.



Anson's increasingly popular SA6 SuperVee chassis at Pacemaker's Bridgnorth base.

# Anson FSV in demand

The recent performances of American Kim Campbell in the lone Anson SA6 FSV chassis have prompted renewed interest in the Bridgnorth *marque* from across the Atlantic. The Gary Anderson-penned car, much improved since Jerrill Rice drove it at the start of the season, has benefitted from revisions in the chassis, suspension and aerodynamics departments. Former FF1600/FF2000 man Campbell is now proving it to be very

competitive in the Bosch series.

Pacemaker, manufacturers of the car, have recently received several orders for replicas of the latest SA6, and are laying down a batch of 10 chassis for early delivery. Now that the ground-effect FSV chassis is apparently on the pace, it remains to be seen whether the flat-bottomed F3 derivative will respond to similar attention (see separate story).

# Brun team goes IMSA

Brun Motorsport, the Swiss owned, German based sportscar racing team, will embark on a short programme of Camel IMSA GT Championship racing in the USA next season.

Although the depth of the American involvement of Walter Brun's team depends on the sponsorship available on either side of the Atlantic, the team is looking at running at least one of its Porsches in about 10 IMSA events in 1986.

Currently the plan is to run a car for Oscar Larrauri and Massimo Sigala in these events, and also in five rounds of the FIA Sportscar World Championship. When its sponsorship plans are finalised, the team might run its second Porsche on a similar schedule.

Brun, like his fellow Porsche privateers, Reinhold Joest and Erwin and Manfred Kremer, is considering an entry in next month's Daytona IMSA finale so as to test the water.

# Tim's fresh Dutton deal

Tim Davies will be back on the Marlboro British F3 title scene again this weekend at the wheel of Madgwick Motorsport's Reynard-Volkswagen car which will be run by Richard Dutton Racing with backing from Autowindscreens. Having

raced a similar car for Swallow Racing earlier in the year, the Welshman dabbled briefly with an Alfa Romeo-engined version of the 853, but has returned to VW power for the Silverstone finale.

# Tom's new F3 Toyota

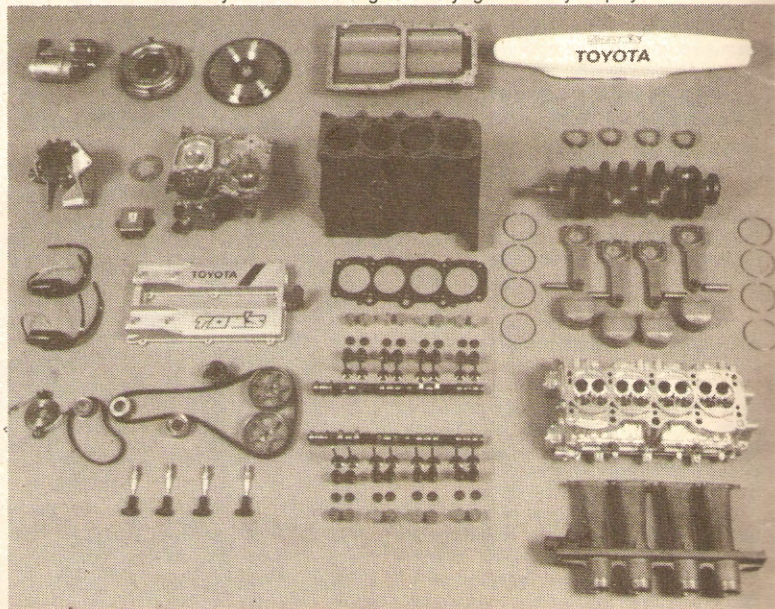
Tom's, one of the leading developers of Toyota competition engines in Japan, has recently announced its brand new F3 power unit, based on the motor giant's compact 2-litre 3S-GELU engine, introduced last summer.

The Tokyo specialists, well versed in the requirements of both sprint and endurance engines (with their own GpC cars in the latter discipline) have engineered a very light F3 derivative of the 3S-G unit, at 102kgs some 15 per cent lighter than the existing Toyota Nova-

motor engine, a mainstay of the formula since 1974.

The 'square' (86mm x 86mm bore and stroke) Tom's engine develops the regular 165bhp output at 5500rpm, yet has excellent torque to give an effective power band from 4000-6200rpm. Bosch mechanical fuel injection is standard, and the compression ratio is 12.5:1. The engine comes complete with clutch, starter and ignition and is competitively priced.

Tom's derivative of the Toyota Formula 3 engine is very light and very torquey.

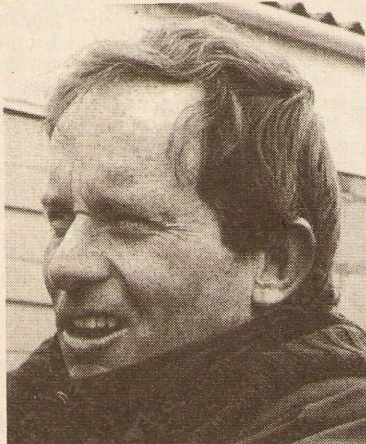


# F1 future doubtful for RAM as Skoal pulls out

As exclusively revealed in AUTOSPORT last week, Brands Hatch was the last outing for the Skoal Bandit RAM Formula 1 team.

"It is very disappointing not to be able to finish off the season and go to the last two races," said team boss John Macdonald, confirming the news. "We have given 1000 per cent this year and, although we have not got any results to show for it, what we have achieved has been on resources that other teams would not have contemplated.

"Skoal have been very good sponsors for us over two seasons and I am sorry that we have not given them any success. At the end of the day, whatever our mitigating circumstances such as engine problems and too many accidents, I have to admit that we did not get the job done. I think we had a very good package this year, a very good designer in Gustav



Macdonald — "given 1000 per cent".

Brunner, excellent Pirelli tyres and a good all-round team. But we did not have all the ingredients for success and, in the turbo era, it is very difficult to achieve anything unless you have everything right."

As for the future, Macdonald naturally wants to carry on, although he accepts that continuing in Formula 1 is unlikely. "I feel that we have got a lot to offer and we would be very willing to talk to other parties who would be able to supply the missing ingredients to enable us to compete properly in Formula 1. Realistically, though, we have to accept that trying to compete in Formula 1 as it is now, as a privateer, is virtually impossible.

"We have had to fight all the way and we shall continue to do so. But for the time being that may well have to be in F3000."



Jones — impressive at Snetterton.

## Jones gets Onyx chance

The 19-year-old Canadian, John Jones, will make his Formula 3000 debut with the Onyx team at Curacao. Onyx boss Mike Earle was very impressed with the FF2000 driver and TransAm class champion, who did 160 laps at Snetterton last week with a best lap of 56.4s, which is near enough equal to the best F3000 time at the circuit this year.

"He settled down very quickly and only spun once in the two days," reported Earle, who was impressed with his "exceptional car control. He was brought up on ice racing, and it showed!"

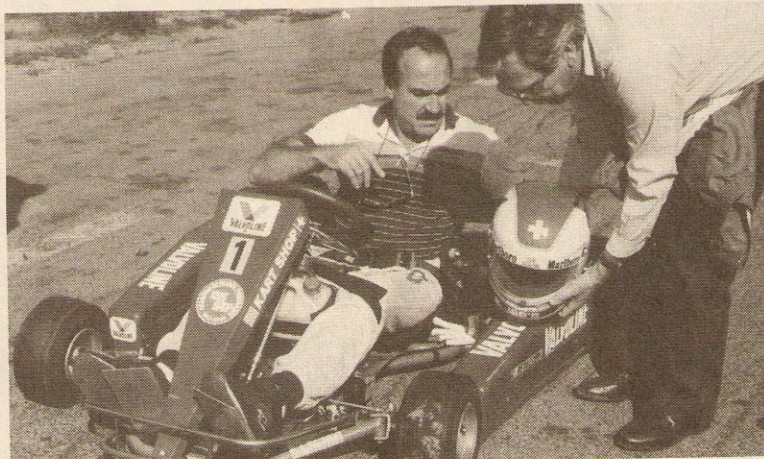
Joining Jones, will be Onyx's regular number one, Emanuele Pirro, and Alain Ferté, both in Marlboro sponsored cars for this non-championship event.

## Regazzoni to race kart

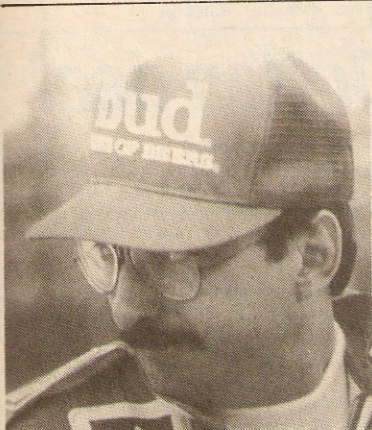
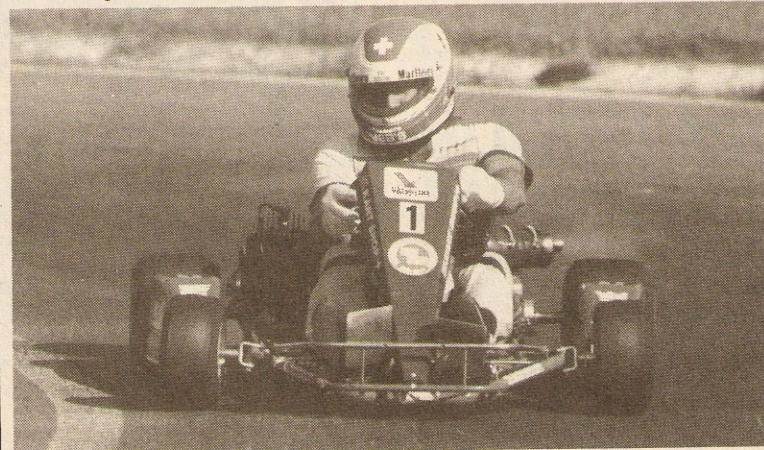
Clay Regazzoni is to make his racing comeback this weekend, five years after the horrific accident in the Long Beach GP which left him unable to walk. Clay will take part in a celebrity kart race at Wohlen, near Zurich in his native Switzerland, with all proceeds going to the Mexican earthquake disaster fund. Among his rivals will be fellow drivers Marc Surer, Teo Fabi and Gerhard Berger, skiers Marie-Therese Nadig and Bernard Russi and former World Cham-

pion side car rider Rolf Biland.

Regazzoni recently tested his mount, a very special 100cc Pulk chassis with hand-operated throttle and brake, at the circuit and thoroughly enjoyed himself. When the familiar red and white Jeps helmet comes out, Clay's old competitive spirit is never far away . . . 'Regga' has had plenty of circuit practice of late, too, pioneering a high-performance course for disabled drivers. You can't keep a good man down.



Back in the groove . . . Regazzoni out practising for the celebrity kart event in his Pulk chassis.



Rahal — TrueSports for '86.

## Rahal signs

Bobby Rahal, finishing the CART PPG Indycar World Series with a flourish, officially re-signed for Jim Trueman's TrueSports organisation for the 1986 season, last weekend. Rahal, winner of three of the last four rounds this year, will start out with a choice of Steve Horne-engineered Marches, in the colours of Red Roof Inns, before the much vaunted Ferrari comes on line mid-year.

## Mears sets Phoenix mark

In testing last week, Rick Mears became the first man ever to lap the one-mile Phoenix oval in under 23secs, then agreed to stand down from Roger Penske's formidable line-up for this weekend's race, to enhance team-mate Al Unser Sr's chances of taking the CART title!

Mears's March-Cosworth 85C hurtled round the tight Arizona course in 22.9s, an average speed of 159mph. Will the 160mph barrier be pierced at the penultimate round of this most competitive of championships Stateside?

For Unser, in the thick of battle with his son — and with Bobby Rahal closing in fast — Rick's sporting conduct brings a fresh confidence boost. Imagine an F1 driver withdrawing to aid a compatriot.

## Dumfries in BS March

Johnny Dumfries will return to Formula 3000 at Curacao this weekend. The championship winning BS Automotive team have agreed terms with their former van driver to drive their second car alongside Christian Danner.

"He will have exactly the same equipment as Christian, too," said team manager Mike Young last week, "including Bridgestone tyres and a fresh Alan Smith engine." Previously, in Thomas Kaiser's hands, the second BS car ran on Avons with a Swindon engine.

Dumfries raced in F3000 early in the year, first with the Onyx March team and then with Lola Motorsport, before he quit to concentrate on his Ferrari testing programme.

## Langes back at Curacao

Italian Claudio Langes, out of racing since he split with the Barron Tyrrell F3000 team in April, will return to the formula at Curacao.

Last minute negotiations saw him secure a deal with the Eddie Jordan Racing Team last week, replacing regular driver Thierry Tassin. This is no new partnership, however, as Langes drove for EJR's Euro F3 team at the beginning of last season.

# F3: Gugelmin or Wallace?

Mauricio Gugelmin or Andy Wallace? One of them will emerge from Sunday's Marlboro F3 finale at Silverstone as the new British champion. But which one?

Gugelmin — a five point advantage.



The Brazilian (22), last year's European FF2000 champion, is five points ahead of the Briton (24) as they enter the deciding round, but must discard a further point if he scores more than one at the weekend.

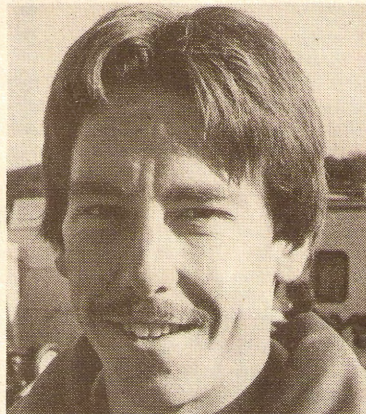
To snatch the title at the 11th hour, Andy must outscore Mauricio by four points on Sunday to make certain of the crown — on the basis of his superior number of wins in the case of a tie. Should Wallace win, with fastest lap, and Gugelmin finish second, Andy will be home and dry . . .

The South American has been in scintillating form in recent testing on the Grand Prix circuit, his best of 1m26.4s last week representing the quickest 'flat bottomed' F3 time to date. Undeterred, and spurred on by his rival's pace, the Oxford lad all but equalled this mark on Monday!

So it's all to play for, and both combatants are confident, despite the pressure. Gugelmin versus Wallace, Ralt versus Reynard, West Surrey Racing

versus Swallow — round 18 has all the ingredients of a classic encounter, with a capacity field not about to let the top duo have things all their own way.

Wallace — a good bet if it's wet?



## Silverstone tests boost Reynard hopes

The British F3 title aspirations of Andy Wallace, Swallow Racing and Reynard Racing Cars received a welcome boost on Monday, when both of Tim Stakes's drivers had a productive day under the guidance of Adrian Reynard himself.

Reynard engineered Victor Rosso's VW-powered 853 for much of the day,

Victor responding with a magnificent charge of 1m26.4s on the Silverstone GP circuit, his best lap equalling that of Ralt rival Mauricio Gugelmin last week. Wallace, suitably inspired, wound up just a tenth shy of Rosso, and two tenths better off than Tim Davies (Reynard-VW) and Spence in the quickest RT30.

Having won seven of the first eight Marlboro championship rounds this year, but drawn blank (in Britain) since Thruxton in May, could it be that the Reynard has found form in time to deal a decisive blow on Sunday? The marque will certainly be numerically stronger than before . . .

### BRIEFLY

■ The crowd figures for last weekend's Shell Oils Grand Prix of Europe were predictably impressive: a total of 120,000 over the three days, with 75,000 present on race day.

■ Now that RAM's F1 future looks uncertain (see separate story), rumours at Brands suggested that designer Gustav Brunner may move to Arrows.

■ The new Toda and Tom's-developed Toyota 3S-G F3 engines will be run in the forthcoming Macau GP by Kenneth Acheson (in Nova Engineering's Reynard 853) and Eje Elgh (in a Hayashi chassis) respectively.

■ Another name to be added to the list of manufacturers who are thought to be dabbling with the construction of a Formula 3 engine for the future is Nissan. We may well see their offering in '87 . . .

■ Clubmans driver Eddie Kimbell has hired Carlton Tingling's Pre-'84 championship-winning Ralt-VW RT3 for his F3 debut at Silverstone this weekend. Midlands property developers The Penman Group are underwriting the deal.



Schlesler — Production car Champion.

■ Last weekend at Ledenon Jean-Louis Schlesler wrapped up the French Production Car championship in his Rover Vitese. Amazingly, it is the first title Jean-Louis has won since he shared the French F3 championship with Alain Prost back in 1978.

■ Motor racing is to be featured on BBC Grandstand this Saturday at 1.10, 2.10 and 3.55pm. Action from the European GP supporting races at Brands Hatch and the James Hardie 1000 Australian touring car classic will be broadcast.

■ Eric Van de Poele clinched the Benelux FF1600 series at Zolder recently to add to his Belgian title. The former F3 driver (he raced in France with the Avia team) is set to return.

### Is this you?

AUTOSPORT is looking for a secretary to join our busy, sometimes frantic editorial office in Teddington. The successful applicant will be involved in the day-to-day running of the office, with a number of administrative responsibilities.

A bright tolerant nature is essential, an interest in motor sport an advantage. Applications should be sent, in the strictest confidence, to The Editor, AUTOSPORT, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, to arrive not later than Thursday, October 24.

## WEEKEND SPORT

### INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 12 Goldfields (ZA)	South African F2 Championship <i>The final round of the series, with Trevor van Rooyen already confirmed as the new champion.</i>
Oct 13 Estoril (P)	FIA European Touring Championship <i>Tom Walkinshaw will fly straight in from Bathurst in his bid to stop the Volvo quest for his title. The eventual outcome may be decided in the court room, though.</i>
Oct 13 Silverstone (GB)	Marlboro British F3 Championship <i>Mauricio Gugelmin will attempt to convert his series lead into the British F3 title, and the Brazilian has been looking quick and confident in recent testing. Only Andy Wallace can stop him, and don't count on it.</i>
Oct 13 Monthery (F)	French Touring Car Championship <i>Jean-Louis Schlesler clinched the series at Ledenon a week ago, but another Jean-Louis, Bousquet, scored a first win with his rapid Renault 5 Turbo 2. He could well do it again.</i>

### NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 12 Castle Combe nr Chippenham, Wilts.	LEP Open Libre, Dunlop-AUTOSPORT SoT FF1600, Monoposto and TUK Monopostp Kent, Production Sports Cars, Uniroyal Production Saloons <i>Jason Elliott has clinched the novice FF1600 series, while the Uniroyal series will no doubt see Colin Blower and Andy McLennan to the fore, although James Kaye has already claimed the title with his performance in the baby class. Racing from 1.30.</i>
Oct 13 Brands Hatch nr Fawkham, Kent	TT Junior FF1600, Historic F3, Clubmans, F Junior, Pre '65 Saloons, Champion of Brands FF1600 <i>The historic F3 cars will bring back memories of a bygone era, while the FF1600 brigade will provide plenty of close action in contemporary machinery. Colin Stancombe is already Champion of Brands, but Ted Whitbourn &amp; Co are bound to give him a good run. Racing from 2.00.</i>
Oct 12/13 Silverstone nr Towcester, Northants	Trimoco British Saloons, Esso FF1600, MG Metros, Historic GTs, Pre '65 GP cars, Clubmans <i>The traditional BRDC finals day at Silverstone will see a fine programme supporting the main F3 event. Andy Rouse will no doubt dominate Trimoco proceedings again, while Mark Blundell will be looking to wrap up the Esso FF1600 title. He can expect stiff opposition from the rapidly improving Damon Hill, though. Practice, Saturday, racing from 11.45 Sunday.</i>

### OFF TRACK

DATE/VENUE	EVENT/DETAILS
Oct 13 Lydden Hill nr Canterbury	Lydden Winter Rallycross Series <i>A chance to see the debut of Trevor Hopkins' 4WD Escort (see Sports Extra). Racing from 1.30.</i>
Oct 13 Coventry City Centre	Coventry Motoring Centenary celebrations <i>An enormous cavalcade of racing and sports machinery from various eras — and it's free, too. Streets close 1.00, cavalcade from 2.00-4.30.</i>

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



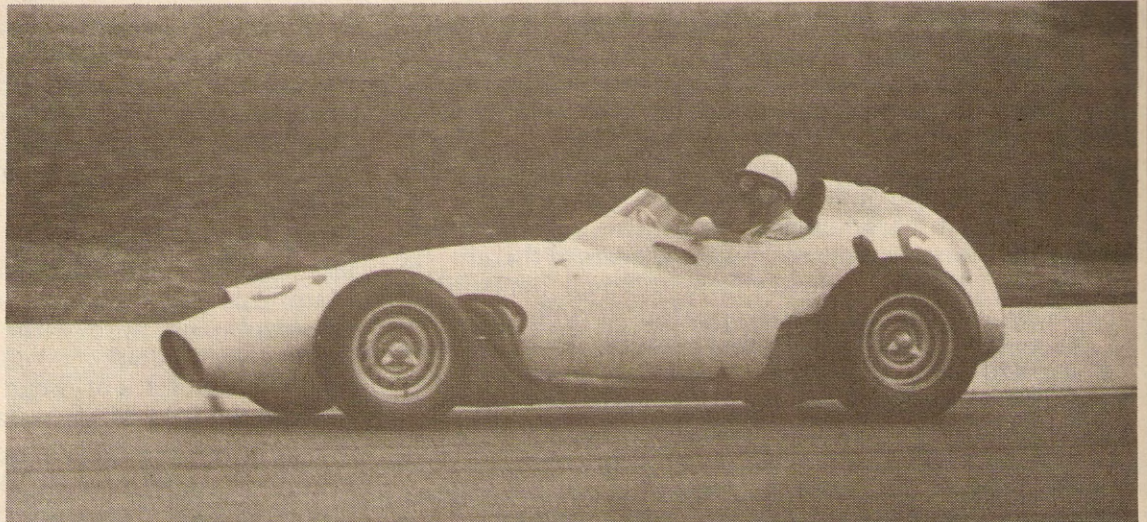
Alain Prost and Ayrton Senna were your favourites for victory at Brands Hatch, scene of the European Grand Prix, but to everyone's delight, it was Nigel Mansell who was first to see the chequered flag at an average speed of 126.527mph. So, the champagne this week heads to Slough in Berkshire. To Anne Rance, whose guess of 125.940mph was closest to Mansell's true average speed. Congratulations!

The season is nearing its end, and the penultimate Grand Prix will be held at Kyalami in South Africa where the last man to win was Niki Lauda at an average speed of 128.367mph. For a chance to win the champagne, bearing in mind that some drivers will not be going, send your predictions to: Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middx. One entry per person please.

LONDON'S MOTOR SHOW  
**MOTORFAIR 85**

EARLS COURT OCTOBER 17-27

We continue our preview of the AUTOSPORT Grand Prix Racing Cars feature on stand 53.

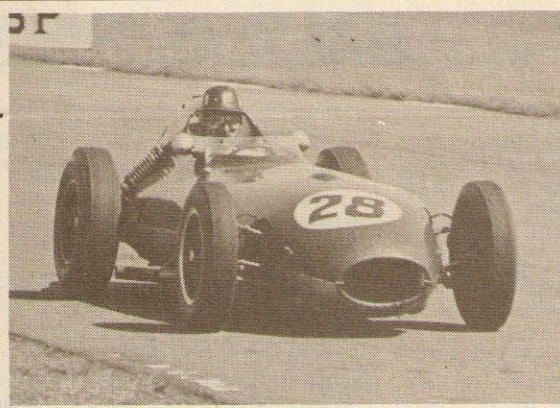


The BRM P25 of the late fifties — it survived from 1956 to 1960 — was as different as you could get from the preceding high-tech V16s (whose power output, be it noted, from a supercharged 1½-litre would not be out of place on a current F1 grid).

Under the guiding light of industrialist Alfred Owen, with design by Tony Rudd, the P25 initially showed much promise but — shades of the V16 — always seemed to go wrong. Such design features as oleo-pneumatic strut suspension and a single rear disc brake didn't help matters. Colin Chapman was called in to investigate, after which they improved somewhat, but not sufficiently to give BRM a World Championship, which would not come until 1962.

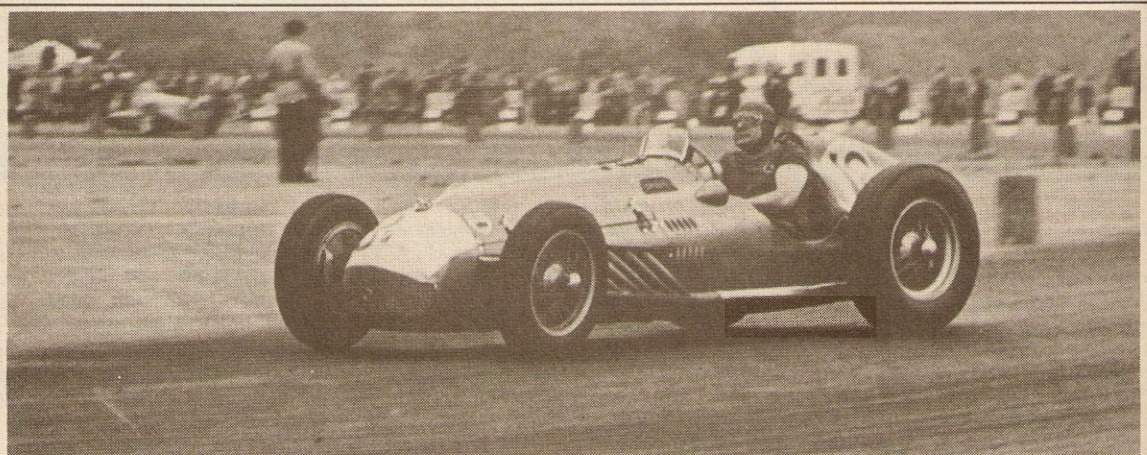
Nevertheless, in the hands of such greats as Mike Hawthorn, Jean Behra, Harry Schell, Jo Bonnier and Ron Flockhart they were capable of some inspired performances even if they were not running at the finish. By the end the P25 had been simplified and lightened and, with the adoption of coil springs and a plainer chassis they were, in 1959, the fastest and best-braked cars on the GP circuit.

The fine example on the AUTOSPORT stand is a 1959 P25 and is owned and raced by the Hon Amschel Rothschild.



The Lotus 16, like many others, was a Lotus that promised only to deceive. With a typical, ultra-light Chapman spaceframe, and an even more typical Frank Costin ultra-sleek bodyshell (which earned it the instant nickname of 'mini-Vanwall'), it was envisaged as a machine that could compete in both Formula 2 with a 1500cc Climax engine and in Formula 1 with a 2½-litre power unit. One of the original features was a demon gearbox — it was compact, light, and had a motorcycle type, positive-stop change. Alas, it was a disaster, and earned the nickname 'queerbox'.

The history of the car, in both F1 and F2, was one of failure after failure — so much so that, in the end, works driver Graham Hill couldn't wait to get away and drive for BRM. F1 efforts were hampered initially by the unavailability of 2.5 Climax engines, so the Lotuses had to race with 2.2-litre units, but even so they were very quick while they lasted. The 16 couldn't match the Ferraris, BRMs and Vanwalls on sheer speed, and at the time the Climax-engined Coopers were going from strength to strength. Colin Chapman read the writing on the wall, and his next F1 effort, the 18, was mid-engined, and more successful. The Lotus 16 on display is owned by the well-known Historic racer, Chris Mann.



When Anthony Lago — like Ettore Bugatti, an Italian living in France — went GP racing in the late thirties with his sportscar based, 4½-litre unsupercharged cars, it was a bit of a lost cause: they were no match for the Mercs and Auto Unions. Come the end of hostilities, however, with the Germans well out of it all, his heavy but reliable and torquey cars came well to the fore. Their major opposition came from the 1½-litre supercharged Alfas, Maseratis and — initially — Ferraris. Seldom the fastest cars on the track, they built their reputation on sheer lasting ability and that certain mysterious something that has spectators looking at a car and seeing a classic before their eyes.

Their greatest year was probably 1949, when Alfa withdrew from F1, leaving only Maserati, Ferrari and Talbot-Lago as the major protagonists in F1. Louis Rosier and Louis Chiron recorded wins at Spa and Rheims that year after all the Italian opposition had wilted. And the Talbot-Lago may well have been the last true dual-purpose car: in 1951 Louis Rosier won Le Mans in a 4½-litre Talbot-Lago, thinly disguised with cycle wings, while Pierre Levegh nearly pulled off the feat single-handed, he blew the engine comprehensively in the last hours. Derided by some as lorries, the Talbot-Lagos upheld French honour superbly. The example on display is owned by Anthony Mayman.

**NINIAN SANDERSON**

We regret to record the death of former Le Mans winner Ninian Sanderson, who succumbed to cancer in Glasgow last Tuesday (October 1) after a long and courageous battle against his illness.

Sanderson was one of the first Scots to race all over Britain after the War, campaigning a Cooper 500 with success against the likes of Stirling Moss, Don Parker and Eric Brandon. He later bought an Erskine Staride chassis, but upon the formation of Ecurie Ecosse, founder David Murray persuaded Ninian's father to get a Jaguar 'C' type, thus he became a mainstay of the team.

A hard driver, and tough opponent, Sanderson drove all over the world for the team, scoring some good wins, notably in the sports cars, although he occasionally drove Ecurie Ecosse's F2 Cooper-Bristol and Connaught.

In 1956, Ninian and Ron Flockhart emerged victorious at Le Mans with a Murray-run Jaguar 'D' type, and he finished second in the following season's Vingt-Quatre Heures with fellow Scot John Lawrence in a similar car.

After these career highlights, Sanderson spent more time with the motor trade businesses he ran in Glasgow, but he still enjoyed racing, competing at Le Mans for the last time in the early '60s with Peter Bolton in an AC Cobra.

Ninian worked tirelessly in recent years to raise money for cancer research, and he was proud to demonstrate Michael Nairn's Ecurie Ecosse 'D' type Jaguar at Ingliston last year. Ninian Sanderson may not have rivalled Jim Clark or Jackie Stewart, but he embodied all the grit and determination of the great Scots in international motor racing. He will be remembered with affection by all who knew him.

To his wife Dorothy, family and many friends, AUTOSPORT extends its sincere condolences.

**GRAHAM GAULD**



# Historic racing dangers

The terrible accident which befell poor Stephen Langton at Brands Hatch on Saturday must, inevitably, call into serious doubt the future of this type of Historic single-seater racing.

That what initially appeared to be a fairly innocuous incident, albeit on one of the faster parts of the Grand Prix circuit, should end so tragically was, in *AUTOSPORT*'s opinion, due to a combination of three circumstances.

These were, in chronological order: the unsuitability of fixed tyre barriers to arrest open-wheeled cars of this era; the lack of driver safety harnesses (and roll-over bars) in the majority of the cars; and the apparent unwillingness, or inability, of competitors to slow down sufficiently at the scene of a marked incident. These factors were directly and irrevocably responsible for the driver's death.

Such is the diversity of racing machinery that no single type of safety fence or barrier can possibly prevent, or even minimise, the effect of every accident, whatever the external influences. This we, like the competitors themselves, have to accept. All barriers are, of necessity, a compromise — hopefully the best one — with regard to the types of vehicle using the facility. The problems of stopping contemporary and Historic GP cars, for example, are as different as those of arresting 'racing cars' and motorcycles.

The case promoting the mandatory fitment of seat belts in all Historic cars, often lobbied over the years (usually in the light

of a serious accident), cannot be viable unless the cars themselves are butchered to accept roll cages. This their owners are not prepared to do, not only in the interest of maintaining the originality of a beautiful investment, but also because the construction of some chassis could not support such a structure. We also sympathise with their views.

What was unacceptable in Saturday's most public incident (ghoulishly publicised by the daily press) was the irresponsible lack of heed paid to vigorously waved yellow flags at the scene. Many cars came through at barely abated speed, drivers presumably unaware of the injured driver's position at the right verge. Onlookers could only gaze, stunned, as he was finally struck. Lack of circuit discipline is indefensible, and we implore the RACMSA to clamp down on it at once.

The governing body must do everything in its power to prevent a repetition of this incident, to the extent of threatening the owners of these delectable old cars that they will be permitted only to demonstrate, rather than race, them in future.

The marshals and medical officers performed their thankless tasks with commendable efficiency — as they can be relied upon to do at all British International meetings — but even their best work will continue to be in vain if common sense is to be abandoned on the track.

## CORRESPONDENCE

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

### Historic stand

You will doubtless remember a letter from me a couple of months ago (*Correspondence*, Aug 8) about the lack of safety in Historic Car Racing.

The grotesque death of Stephen Langton at Brands Hatch on Saturday, despite instant medical attention, who was thrown out of his car by a minor impact to be flung into the air by another hapless driver horrifically drives the point home. No historic car had roll-over protection. No historic car had driver restraint. No car had basic proven safety equipment.

My deepest condolences must go to the family, but my wrath is reserved for the uncaring HGPDA and the spineless RAC. There has been no reply to my original letter apart from friends' favourable comments. They were pleased somebody was taking a stand.

I shall be doing more than that. As I did not reveal in my letter, I have for seven years been a heavily-committed motorsport doctor and am now a committee member of BRSCC Brands Hatch. I lecture on road safety and have extensive road traffic resuscitation experience. I intend to do my utmost to prevent any unsuitable car racing — should a car not be suitable for retrofitting of rollcage and seat belts it stays in a museum.

I met a medical colleague of mine that fateful evening whom I had not seen for some time. His words were memorable, his face white: "I disagreed with your letter then, but, no longer."

DR ROWLAND COTTINGHAM  
ROYAL SURREY COUNTY HOSPITAL

### Road to recovery

Through your magazine I would like to convey my sincere thanks to the marshals, doctors and medical staff at Snetterton circuit, for their care and attention following my accident in the Lenham Storage Formula Junior race on September 29.

Special thanks also to Mike Harrison for his help in transporting my cars home, and my many friends for their good wishes and get well cards.

TONY STEELE  
HIGH BENTHAM, LANCASTER

### Warm thank you

I would like to thank all who turned out to marshal on this year's Andrews Heat for Hire Cumbria Rally. I was overwhelmed by the amount of support given by clubs from Scotland, Lancashire, Tyneside and Durham, as well as most of the clubs in Cumbria Motor Sport Group.

The Doctors and Rescue Teams did an efficient and speedy job, too; dealing with the few incidents we had and thanks to them. I would also offer thanks to those unsung heroes who closed the rally, collecting all the equipment and recovering all those competitors who had slid into the undergrowth.

My thanks must also go to Mike Little and our sponsors, Andrews Industrial Equipment, whose enthusiasm and energy helped produce a first class event, and brought us additional sponsorship from Carlisle Crest Hotel and Carlisle City Council. I hope that next year I may have

the pleasure of working with you all again to repeat the success of his year's event.

ALLEN CATHERS  
CHIEF MARSHAL  
ANDREWS HEAT FOR HIRE  
CUMBRIA RALLY

### Rewarding pace

After the Austrian Grand Prix this year, it struck me that I failed to see why Alain Prost was not well clear of Michele Alboreto on points, and why, before that race, the fabulous Ayrton Senna was stuck with just nine!

Isn't it high time that something were done to (1) make the drivers' championship fair, (2) make it more representative of *driver* performances, and (3) breathe new life into the World Championship struggle?

Prost had won twice as many races as anyone else, so why was he not well clear of them on points? Quite simply, his opponents should have to *win* some races to catch him up, not creep home in the points and bank on Prost's car letting him down. Equally, Senna's remarkable performances this season (excluding Portugal, of course) deserve much more than a mere zero. He is one of the most mistake-free drivers around, yet he is always on the pace, if not the pacesetter. If it is a *drivers'* championship, then Senna should not be penalised if his *team* can't quite get it all together for him. Performances like his should be rewarded in some way.

As I've said, after Austria, Prost and Alboreto were tied on 50 points apiece.

This tells us nothing: only that these two must be doing quite well! These points were just a fudge of all the battles that had taken place, offering no explanation, telling no story. And Senna: nine points — who would know that he wasn't having an awful time of it, like a Tambay or a Warwick?

I would like to propose a truly elegant and informative World Championship scoring system which is representative of *driver* performances. I call it a 'performance-related' system, as it utilises rewards for performances as well as results. It is very simple.

To begin at the beginning, before the first race of the season, each and every driver would have a score of 000 + 000 to his credit. Don't be alarmed. It means: zero wins, zero second places, zero third places, plus no laps at the very top of the official lap charts (that is zero hundred, zero tens, zero units).

That is all there is to it.

To get a driver's overall score, just add these together. For example, after Brazil:

Prost had .....	100 + 043 = 143
Alboreto had .....	010 + 009 = 19
Rosberg had .....	000 + 009 = 9
de Angelis had .....	001 + 000 = 1

(No one else scored).

These figures tell you a lot: That Prost had a convincing win, if not quite a dominant one. That both Alboreto and Rosberg gave him a fight, the former boosting his second-place score, the latter not able to finish in the top three. And de Angelis gets all he deserves (in my opinion) for his lacklustre third place; no points in *this* system just for 'being there', drivers must perform!

1	Frost	554
2	Alboreto	341
3	Senna	322
4	Rosberg	218
5	Piquet	143
6	de Angelis	120
7	Johansson	21
8	Lauda	13
9	Boutsen	10
10	Tambay	2
11	Laffite	2
	Therest	0

And herein lies the beauty of the system. To maintain his advantage, Prost must do some more winning — some more leading, too. Just one dominant performance (flag to flag) would bring Senna or Alboreto right up behind him, leaving very little (a mere 11 points) for the sweepers-up. Rosberg would need just two such victories; Prost's own team mate, three . . .

Obviously, if a driver is disqualified from the results of a race, as Prost was in San Marino, so his number should be ignored on the lap chart. And, if for any reason half-points are to be awarded, the best solution seems to be: score for the laps only.

But, if it's economy you're seeking in F1, look no further than the superfluous practice of qualifying, a blood sport in its own right, so divorced has it become from actual racing. Special motors and special tyres are not necessary, nor are two whole days to find a bogus 'winner', the poleman!

Apart from the first race of the season, all you have to do is take the list of fastest laps in the previous race and you have much the same result but with greater meaning, despite circuit differences. So teams could get by with a single day of sorting, getting the best from their cars in race trim. It only seems logical, even sensible: aim for that all-important fastest lap in this race, give yourself an advantage in the next . . .

For that first race, however, what's wrong with using the final order in the previous World Championship table?

As for the races themselves, let us not forget that it is the drivers World Championship in which most enthusiasts are interested. So let's see them race, and give them sufficient fuel (saved in practice, remember) to achieve the results as they would wish to achieve them. These are sprints, not marathons — so let them sprint!

JOHN STEWART  
MIDDLEHAM, NORTH YORKSHIRE

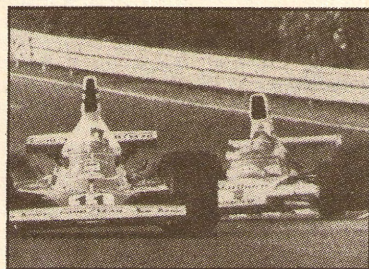
# 10

Ten year ago this week (AUTOSPORT, October 9, 1975) Niki Lauda won the American Grand Prix amid much acrimony arising from the behaviour of his Ferrari team-mate Clay Regazzoni. Lauda was being chased by Emerson Fittipaldi's McLaren, the two enjoying a fine battle until they came up to lap Regazzoni. He slotted his Ferrari between the two leaders and stayed there, which rather got in the way of the press on Brazilian (below). The Swiss was black flagged shortly afterwards which caused more trouble, this time in the pitlane, with Ferrari team manager Luca Montezemolo ending up thumping the Clerk of the Course. The F1 circus in full flow . . .

In Europe Bjorn Waldegaard took his Lancia Stratos to victory on the San Remo Rally and at the Silverstone Tourist Trophy Stuart Graham blew everyone into the weeds with his Chevy Camaro.

Elswhere, Mondello Park saw an FF1600 grid with a few choice names. The winner was David Kennedy, with Michael Roe, Bernard Devaney and Eddie Jordan all in there, while we carried a short story about Super Vee racing in Brazil, where, 'unknown to Europeans are Nelson Piquet and Alfredo Guarana.' I wonder what happened to Alfredo . . .

South America had another new name to follow in the footsteps of the Fittipaldis, Alex Ribiero and Carlos Pace — Ingo Hoffman who won the British F3 event at Oulton Park beating Ribiero, Larry Perkins, Gunnar Nilsson, Eddie Cheever, Stephen South, not to mention Rupert Keegan — none of them particular well known in those days.



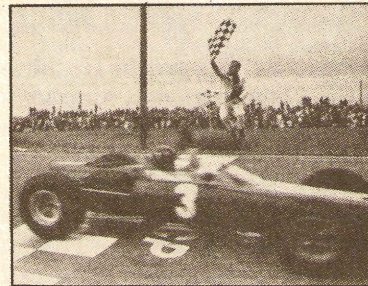
# 20

Twenty years ago this week (AUTOSPORT, Oct 8, 1965) the US Grand Prix was held at a 'proper' racing circuit — Watkins Glen. Graham Hill emerged the winner after challenges from Jim Clark — the new world champion, incidentally — and Jack Brabham were thwarted by mechanical problems. It was Hill's third consecutive USGP win at the 'Glen and it was a delighted BRM pilot who received Tex Hopkins' somewhat flamboyant rendering of the chequer (below).

Mario Andretti all but clinched the UAC crown with a second place behind AJ Foyt at the Hoosier 100, held on a dirt track at Indianapolis.

On the club scene, Francis Penn reported on a poorly supported clubbie from Aintree, which many people reckoned would be the last race at the northern circuit. Well, somehow, the former Grand Prix venue struggled on for a further 20 years.

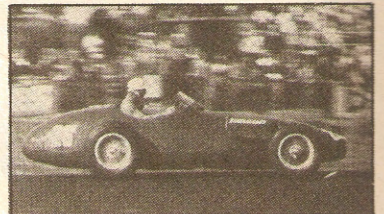
Monthery hosted the 21st Coupe du Salon International F3 race and this was won in fine style by Charlie Crichton-Stuart's Brabham-Ford. Second after a thrilling battle was Jean-Pierre Beltoise and the race served to shatter the illusion, held by some, that Crichton-Stuart could only perform to the best of his ability when running on his own without any pressure.



At Salt Lake, Craig Breedlove, Art Arfons and the Summers Brothers were all waiting to have a crack at the World Land Speed record but conditions were less than kind and allowed little action. During the long wait, however, Betty Skelton, driving one of Art Arfons' jet propelled machines raised the ladies' record to 277.62mph.

# 30

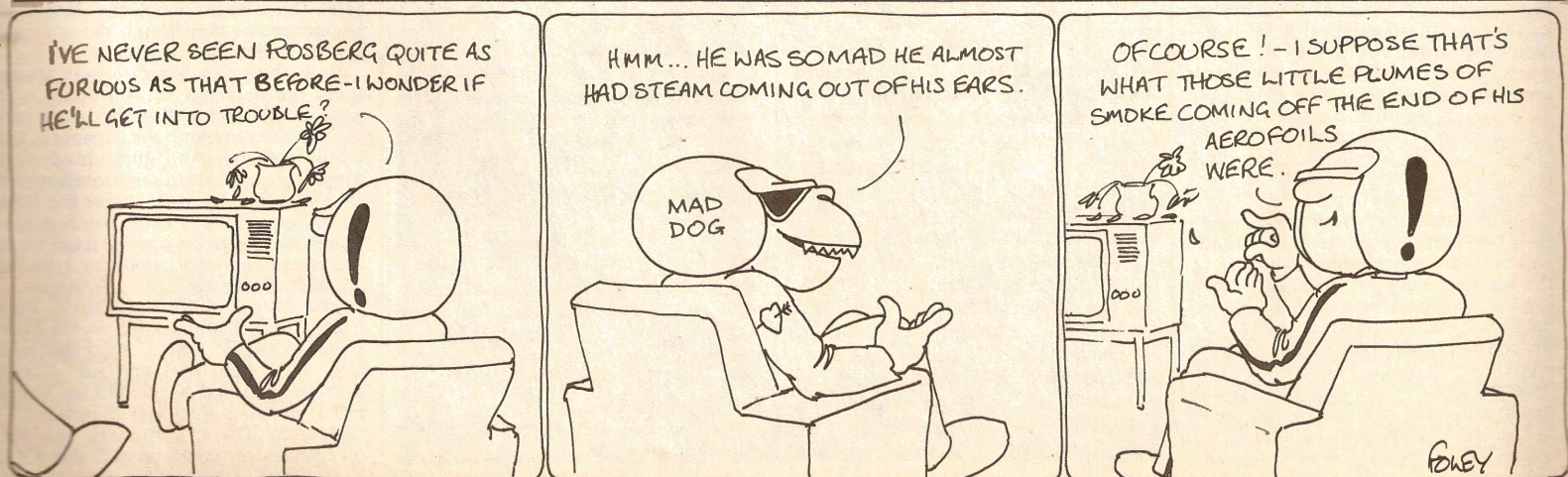
Thirty years ago this week (AUTOSPORT), October 7, 1955), Castle Combe broke into the world of International motor sport by hosting its first International, the Avon Trophy race for Formula 1 cars. The race may have been 55 laps (101 miles) long, but the story of the event was brief, with late entry Harry Schell (below) leading from start to finish in a Vanwall, his driving described as "fast, fearless and impeccable". Bob Gerard nipped into second place at the start in his 'oversize' Cooper-Bristol, but was soon back behind the more powerful cars of H Gould, Peters Walker and Collins. Walker's challenge was not to last as his rear suspension was seen as being "distinctly at cross purposes with the bumpier parts of the circuit". Collins went out, too, on lap 13, and the race order remained unchanged with Salvadori soldiering through to fourth with a broken bone in his throttle foot. Schell's fastest lap set a circuit record at 90.0mph, too.

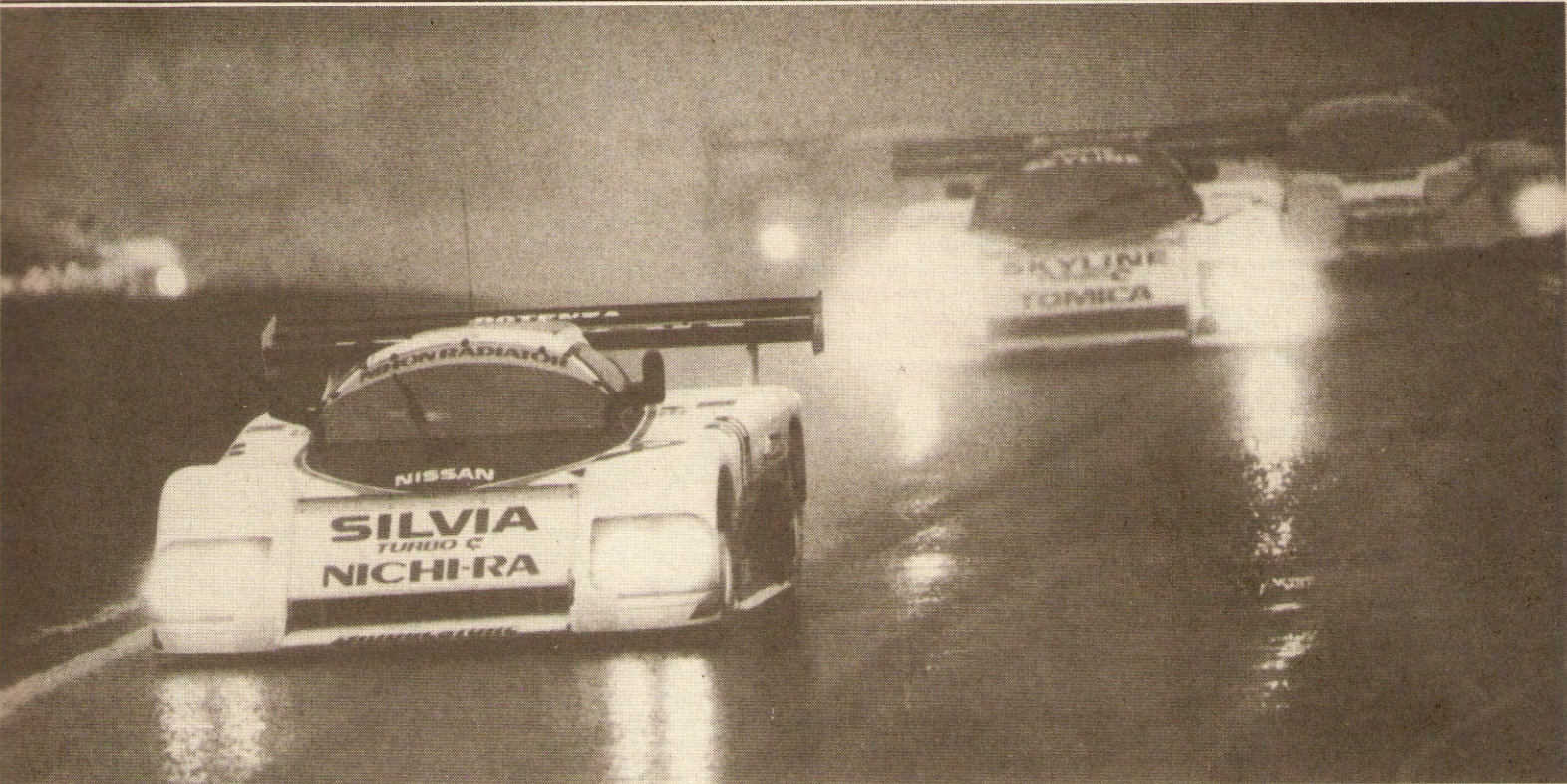


There was some really close racing in the support programme, however, with Colin Davis flying in the first F3 event, only to suffer a broken driveshaft on his Beart-Cooper, leaving the race to Ivor Bueb. Mind you, Davis had left his mark, taking the lap record from 83.01 to 84.71mph. The second F3 event was a Jim Russell benefit.

Meanwhile, his worship the mayor of Salisbury, Councillor Harry Pichanick officially opened a new 2.4 mile road racing circuit at Marlborough Stadium just outside Salisbury, Rhodesia. Racing through Watling Street, Gwebu Bend, Duikers leap and Lomagundi Kraal (pronounced 'crawl' but one was not to believe this), PHE West won the opening race in his Morris Minor.

## CATCHPOLE BARRY FOLEY





The conditions were absolutely abysmal for the race, but through it all came the Nichi-ra March-Nissan of Kazuyoshi Hoshino, winning by a lap.

# Virtuoso performance

In torrential rain, a remarkable drive by Kazuyoshi Hoshino was all 83,500 spectators had to cheer in last Sunday's controversial World Endurance Championship race at Fuji International Speedway in Japan. After qualifying his March-Nissan third fastest behind the works Porsches, Hoshino lapped the entire field to win the shortened race in spectacular style. The result was a triumph for the new Nissan V6 Group C engine and for Bridgestone tyres, which equipped the first three finishers.

The conditions were so appalling that the European teams declined to take part, since Jochen Mass and Jacky Ickx had to win at Fuji to keep any title hopes alive, this meant that the championship was clinched in Japan by Derek Bell and Hans-Joachim Stuck, their team mates at Rothmans Porsche.

## QUALIFYING

The regular World Endurance Championship teams were shaken during qualifying at Fuji International Speedway — and not just by the two earthquakes which rumbled beneath the local town of Gotembe. "I certainly didn't expect the Nissan cars to be that quick!" said Hans Joachim Stuck after the first official session on Friday. "We used more time than we had thought, setting up the car, but it is OK. The Nissans have made quite a target, but I reckon I should be able to beat them tomorrow if all goes to plan."

Both the factory Porsches were given their fuel consumption tests on Friday, and the team was caught on the hop by the two best Japanese challengers. Not only Stuck, but the entire European entourage were surprised and deeply impressed by the performance of the latest 3-litre Nissan V6 engines that powered the two fastest cars in the opening session.

The first man to get under the qualifying record (1:17.49 set by the late

Stefan Bellof last year) was Kazuyoshi Hoshino with a very fine 1:16.92. This was an impressive performance, the more so because Hoshino's March was over 100 kilos over the C1 limit, and probably 90 kilos heavier than the Rothmans Porsches. The weight of the Japanese run March 85G suggests that the twin-turbo Nissan VG30 powerplant produces rather more than the 710bhp for qualifying claimed by Nissan's Yasuhara Naha, especially on a turbo boost pressure of 1.8 bar. About 1.2 bar is used for racing, when the engine apparently produces a reliable 675bhp.

Practice, in fact, did not go all Nissan's way. On Thursday, when Keiji Matsumoto was driving the car, a fuel leak resulted in an engine bay fire. He stopped the car on the slope of the first corner and

got out, forgetting to put it into gear. Burning, the March rolled on down the track, and it ran into the Team Ikuzawa Canon Dome driven by James Weaver.

The Dome was lightly damaged but the March finished up in a sorry state, so that the team had to cannibalise parts from its spare 85G chassis to make the repairs.

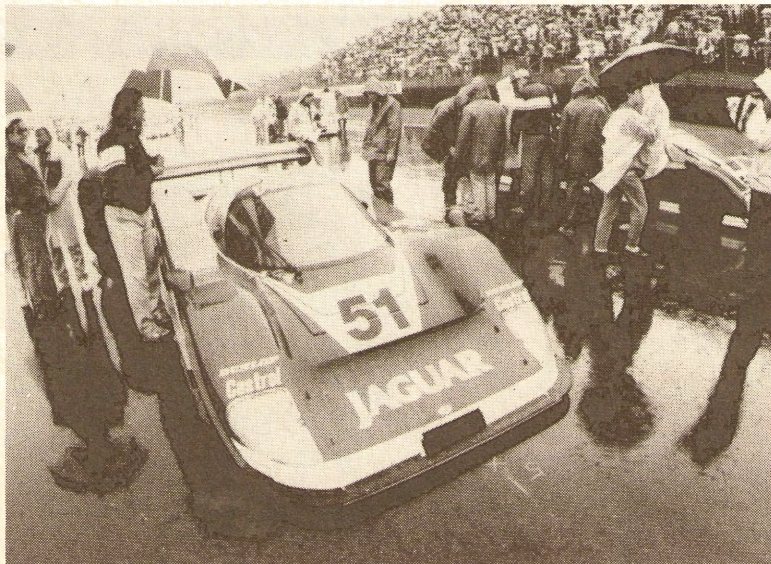
Like the factory-backed Hoshino entry, Masahiro Hasemi's March 85G ran here with the controversial 'double-plate' underbody removed, reverting to the original 85G-type flat-bottom. "There is enough downforce," said Hasemi, "but we can go much more quickly with the double-plate, so I'm disappointed that the scrutineers won't allow it." Hasemi was also disappointed with his lap time: "My quick lap was interrupted by the Advan Porsche, which got in the way and I could only manage 1:14.45. I could have beaten Hoshino's time, no problem." Any chance of slipping on another set of soft Bridgestones was lost when Hasemi decided to stay with what he had, fearful of a repeat of his Thursday problem, when his VG30 engine overheated during the untimed testing, and melted a piston.

Both the crack March-Nissan teams spent the Saturday session doing race tests, and the factory Porsche drivers had their chance to bump the Japanese cars off the front row. And Stuck's prediction came true. He shot an unbelievable 1:15.92, almost 1½secs under the 1984 pole. The delighted Hans-Joachim was joined on the front row by team mate Jochen Mass, who lapped in 1:16.36. Stuck's pole lap averaged 129.94mph.

The fastest non-works driver, fifth overall, was Paolo Barilla in the New Man/Taka-Q Porsche, sharing the third row with the black-and-red Advan Porsche qualified by Kunimitsu Takahashi, complaining of lack of power.

Best of Toyota's runners was the seventh fastest Tom's team Dome 85G,

Jaguar had a disastrous time in practice, followed by no race, of course . . .



in which the very quick Satoru Nakajima screwed up the boost to almost 2.0 bar so as to set his time. "You know," said Tom's director, Nobuhide Tachi, "the Toyota 4TCT engine is only a small-capacity four-cylinder, with two valves per cylinder. With this engine, it needs a big effort from the drivers to get near to a 1:18. So we're quite satisfied with 18.05 for Nakajima and 18.61 for Sekiya." The times were, indeed, impressive when you consider that the Dome probably had a power disadvantage of well over 100bhp.

Jo Gartner was dissatisfied with his eighth fastest time with the rarely seen Fitzpatrick team Carlton 100s Porsche, which he was racing for the first time since Le Mans. "We found it difficult to get a balance," said Gartner, "and the Yokohama qualifiers were not quite as soft as we had expected. But I'm pleased with Michael Roe — he's a good driver, and we'll show you some good form in the race."

Kenny Acheson and Johnny Dumfries shared the Canon Porsche, this a virtually new car replacing the one so badly damaged in Jonathan Palmer's accident at Spa. The car was completed only just in time to be flown to Japan, and it had to be shaken down at Fuji on Thursday. Acheson did most of the driving, because he knew the circuit so much better. "We tried a small Le Mans style rear wing on Friday, but stability became a real problem, so we'll run with the usual wing," said Kenny. "I found I could easily lap in the 1:19s on the Goodyear qualifiers, and 1:21s on race rubber. Johnny could run 1:22s on Q-tyres so I think we're in good shape for the race — especially with such a fantastic team."

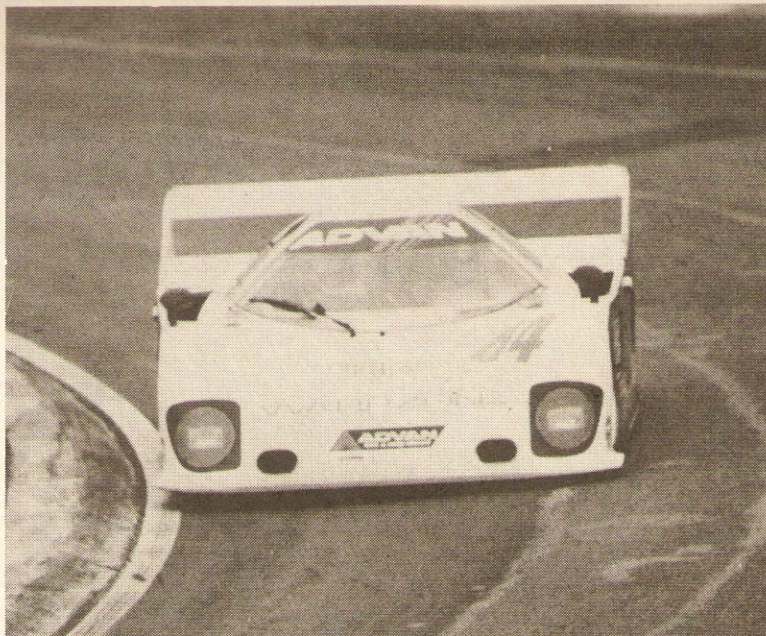
The second fastest Toyota powered car was the Ikuzawa Dome 85G, qualified by Weaver. The Thursday accident with the driverless March-Nissan damaged the front of the car, and the team 'lost' the perfect suspension setting. By Saturday, the car was beginning to run well again, according to Weaver: "It's much better than yesterday, but there's still something odd about the handling. It feels unbalanced." The team lost the last part of qualifying when the Toyota developed low oil pressure.

New recruit George Fouche set the 11th fastest time of the Trust/Iseki Porsche team, finding the car handling perfectly in race trim, but he and Vern Schuppan unhappy in the car when on qualifiers. Next fastest were the 'From A' team Porsche of Jiro Yoneyama, the Warpzone Dome-Toyota of Naoki Nagasaka, and the second Joest/New Man Porsche and Paul Belmondo and Maurizio de Narvaez.

On the eighth row, Haruhito Yanagida's Lola T-810 (another car with a factory prepared Nissan VG30 engine) was just faster than the works/Wacoal Dome-Toyota of Geoff Lees/Eje Elgh. Usually this car is one of the leading C1 entries on the Japanese scene, but for this big race it did not show its true potential. Lees: "We had understeer on Friday, so we put on a lot of wing for Saturday. But for some reason it didn't help."

Next in this big field of C1 cars were the Misakisppeed Dome 84G of Kaoru Hoshino and the Le Mans Company constructed, Nissan FJ23 powered Panasport LM05C, with Emanuele Pirro among its drivers. Pirro's progress was hampered by a blown engine on Friday.

Two more F3000 drivers, Mike Thackwell and John Nielsen, were again team mates, co-driving one of the TWR Jaguars. But both the green cars were in trouble during practice, suffering identical valvetrain problems in the V12 engines. Even before qualifying was under way, the cars were in the garages having the engines rebuilt. It was



Winner of the C2 class, the Lotec-BMW M1C of Kazuo Mogi/Toshio Motohashi in action. therefore a traumatic Group C debut for Steve Soper (sharing the other car with Hans Heyer), who had only a handful of laps on Saturday during which to get to know the car. The team was relieved to find the reassembled engines working well, but qualified the 'Tomcats' with circumspection.

Just slower than the Renoma team's Porsche 956, the locally entered Italya Lancia LC2 was down in 23rd place on the grid. Henri Pescarolo/Lucio Cesario had a factory loaned 3-litre engine, but it blew during the Thursday practice, so that they had to revert to a less powerful 2.6. This lost oil pressure on Friday, and at no stage did the drivers fit Q-tyres. Cesario, however, just contrived to go more quickly than the Rays team Dome-Toyota and the Cosmik March-Porsche of Anders Olofsson/Costas Los, joined here by Richard Cleare.

The slowest C1 car was the Gatoil Cheetah-Aston Martin which was out-qualified by the Labatts Gebhardt on this occasion, Frank Jelinski setting the C2 'pole' ahead of the twin factory Mazdas and the 1982-winning Auto-Baurex Lotec-BMW. The class was Surviving a mid-race collision that damaged

the nose of the Nissan Fairlady Lola T-180, Haruhito Yanagida brought the car home eighth.

completed by the Japanese constructed Mishima-BMW, the Roy Baker Tiga turbos and the Bartlett team's Chevron B62. The Fuji 1000 had all the ingredients: 25 Group C1 sportscars including works Porsches, Jaguars, Nissans and Toyotas, with the Japanese teams very well placed on the starting grid. It looked a very attractive race — but the weather forecast was for typhoon conditions on Sunday.

### RACE

And race day, sure enough, dawned with very heavy rain, reminding many of the conditions for the 1976 Japanese Grand Prix. If anything, the weather was worse this time. The teams had a warm-up from 0750-0810 in the morning and at 0830 there was a meeting between the team owners and the drivers to discuss the floods which were appearing all round the track. It was decided to request the organisers to postpone the race until after the scheduled start time of 1040, and to suggest that, if the weather improved, a shortened race

At 0900, the organisers met with the

teams and agreed a 1220 start for a race of 136 laps, which is 60 per cent of the originally scheduled 227 laps so that the event would qualify for full World Championship points and prize money. The organisers reserved the right to start earlier if the weather improved, so the cars were lined up on the grid for the introduction ceremony for the 83,500 spectators, huddled under the torrential downpour.

Four drivers' representatives — Hans Stuck, Jacky Ickx, Kunimitsu Takahashi and Yoshimi Katayama — then drove round with the FISA race steward, Alain Bertant. After much more discussion, the organisers announced that the teams would have five laps behind a pace car starting at 1245, so that the drivers could see the latest flooding for themselves.

This done, opinions among the drivers were mixed. One or two of the European based drivers, including Thackwell and Nielsen, recognised that conditions were very bad but said that they would race if demanded of them, eyeing the huge crowd and saying that they were, after all, supposed to be professionals putting on a show. But others — notably Stuck, who had had a violent, double-spin during the warmup — were adamant that to race would be to invite another sportscar racing disaster.

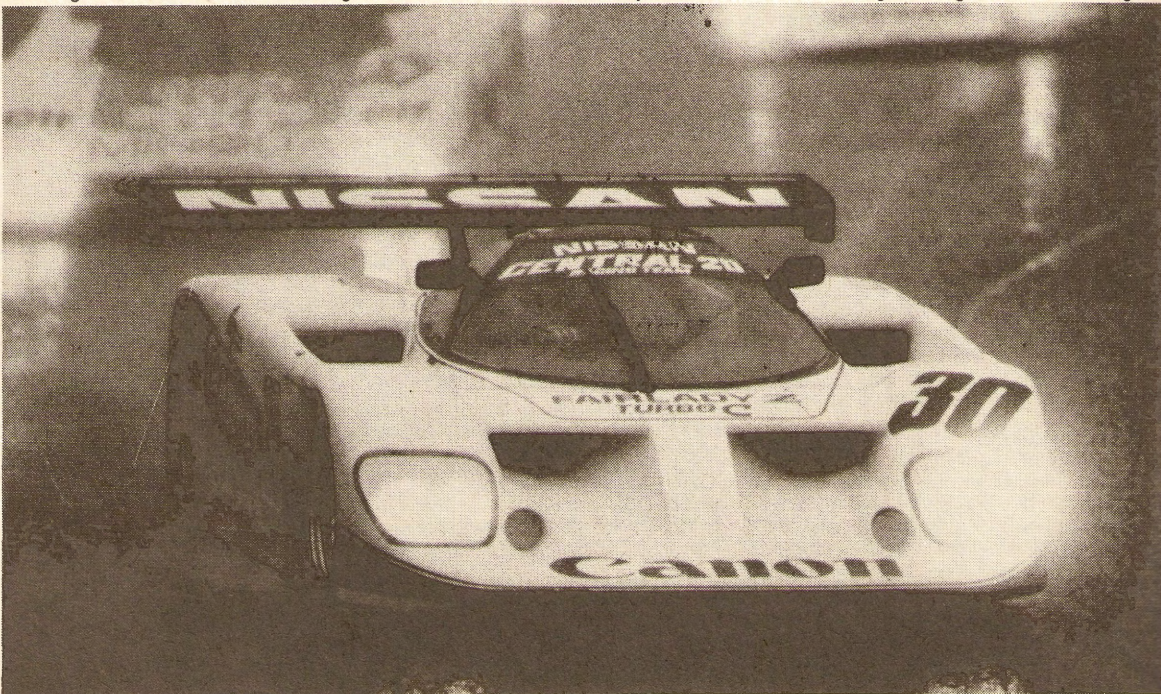
Eventually it was decided that the shortened race would start, with at least 10 laps under yellow conditions, the field following a pace car for about a quarter of an hour before being released. The Europeans, represented by OSCAR, decided that they could not race under any circumstances.

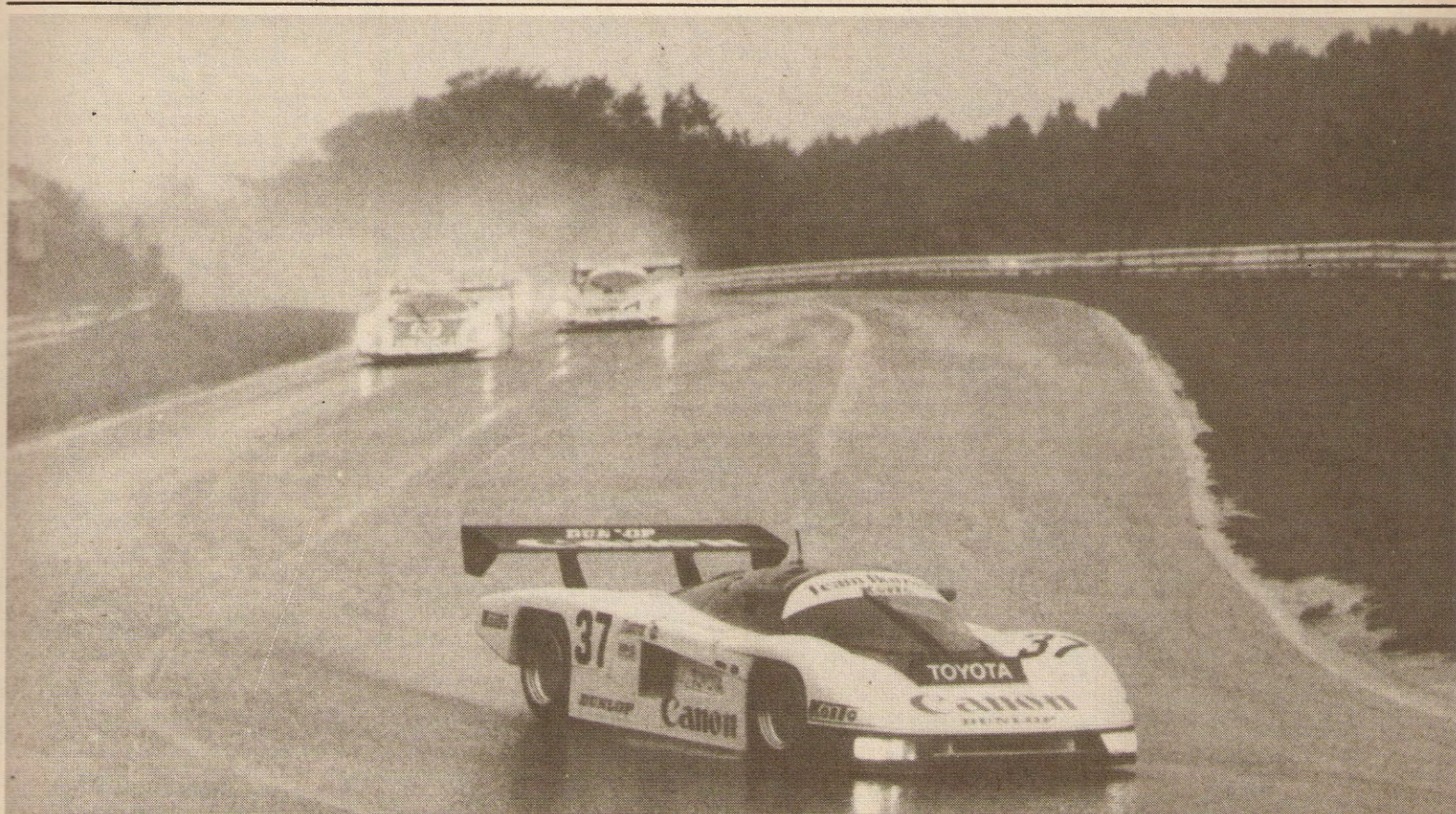
At 1355, the 'race' was officially started, but all 13 of the European entered cars had pulled off the track by the time the pace car had departed, as had the two Mazdaspeed C2 cars and the Italya Lancia.

As Stuck said, "I am really sorry for the organisers and all these spectators. I'm sorry for ourselves, too. But it would be madness to race under such terrible conditions."

When the pace car pulled off, and the field was released after 11 laps under the yellow, only 18 cars remained. From the start, Hoshino went astonishingly fast from the front, and Hasemi made it a March-Nissan one-two, with Takahashi.

►





The Canon Dome (with Tiff Needell at the wheel) ran strongly at first, but faded soon after when the torrential rain started to interfere with the electrics, and eventually finished 10th.

►► Sekiya, Schuppan, Needell and Lees giving chase.

Such was the pace of Hoshino on his impressive wet-weather Bridgestones that he went away from Hasemi at around 4 secs on every lap, Hasemi unable to keep up on his Japanese Dunlops. Takahashi's Yokohama shod Porsche came up to challenge Hasemi for second place, but the Advan Porsche spun at the entrance to the chicane when making its challenge, losing its third place to Sekiya's Tom's Dome-Toyota.

The Canon Dome of Needell began to misfire badly with water in the electrics, and he began to drop down the order.

Sekiya, though, was going well and he closed in on Hasemi, passing the March on lap 23 (or 17 laps into the race proper). Four laps later, the recovering Takahashi demoted Hasemi to fourth.

On lap 32, Hoshino spun spectacularly through 360 deg coming out of the hairpin, instantly regaining control, and maintaining his lead which had by now stretched out to 57 secs.

On lap 36, Takahashi brought the Advan Porsche into the pits, where it was later retired with soaked electrics.

Hoshino lapped Hasemi on lap 40, and at the same time the organisers announced that the race would be stopped at 1555 (after exactly two hours) due to the fog and mist which now accompanied the rain, and also the advancing darkness. Thus the event would run for 30 per cent of the distance, and qualify for half-points.

Hoshino did not care about the points! When he refuelled on lap 43, he decided to stay in the March and drive to the finish. He did 19 more laps, during which he drove superbly and lapped the entire field, conquering the awful weather and all his rivals. It was a great drive.

Near the end, Osamu Nakako made it a memorable day for Nissan by taking his LM05C past Nakajima's Tom's Dome-Toyota to claim second place, neither Pirro nor Akio Morimoto having actually raced the car. Behind Sekiya/Nakajima

the Warpzone Dome-Toyota finished fourth after losing its nose in a spin.

Hasemi, who struggled throughout on his less efficient tyres, also did not hand over to his co-driver in the single fuel halt, but dropped to fifth place by the end. Schuppan, the Team Trust Porsche misfiring badly, came in sixth in front of the Hoshino/Suzuki Dome-Toyota and the Lola-Nissan, which had had a

mid-race collision and damaged its front end. The Elgh/Lees and Needell/Weaver Domes, both badly affected by the water, completed the points-scorers at the end of an extraordinary race.

Afterwards, there was some resentment among the spectators that the Europeans had not taken part. Perhaps their feeling was best summed up by a remark by one of the Japanese drivers: "I

am a professional racing driver. If the organisers, whose judgement I must trust, had decided not to race, then I would have had no objection. But they decided to start the event, so I was happy to take part. I knew the dangers, and I could avoid them. I am a human being, and I can control myself when I am driving. Why could the Europeans not do this?"

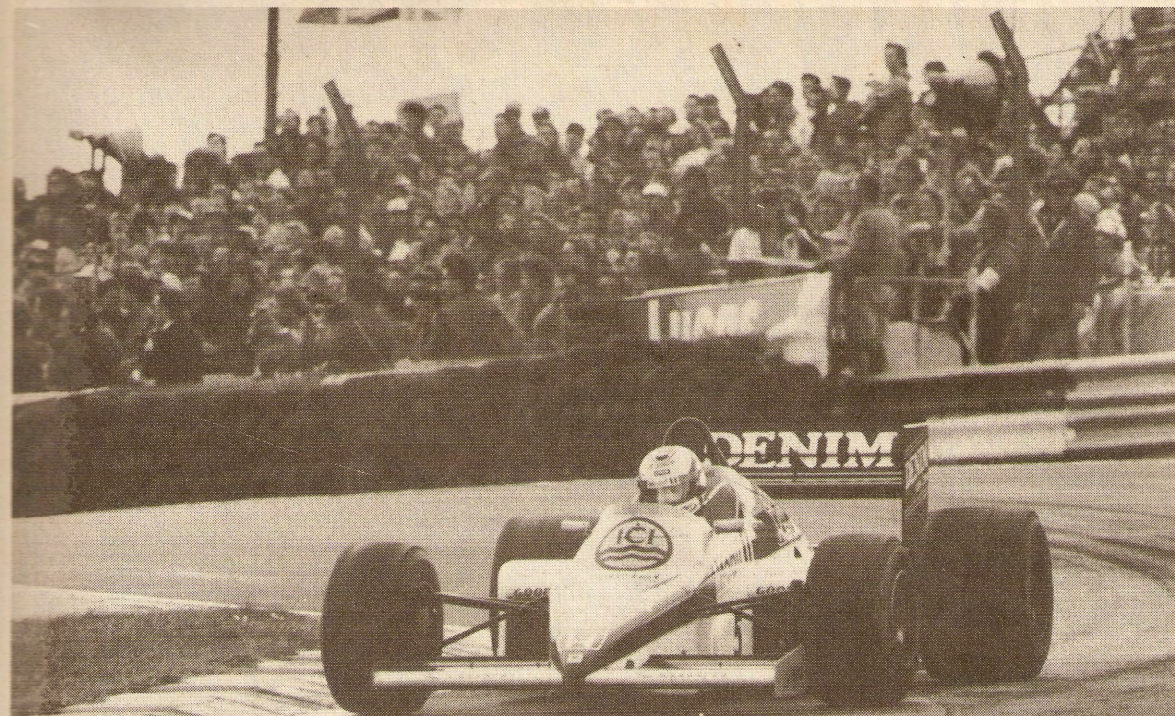
**MOUNT FUJI (J)**

**Oct 06, FIA World Endurance Championship of Teams, round 6/FIA Drivers round 9 — Stopped after 2 hours (169.76 miles)**

Pos	Driver (Nats)	Class	Chassis/Engine	Tyres	Result	Qualifying	Pos
1	Kazuyoshi Hoshino (J) Akira Hagiura (J) Keiji Matsumoto (J)	C1	3.0t March-Nissan 85G	B	.62 laps — 84.12mph	1:16.92	3
2	Osamu Nakako (J) Emanuele Pirro (I) Akio Morimoto (J)	C1	2.6t LM-Nissan 05C	B	.61 laps	1:21.35	18
3	Satoru Nakajima (J) Masanori Sekiya (J)	C1	2.1t Dome-Toyota 85C	B	.61 laps	1:18.05	7
4	Naoki Nagasaka (J) Taku Akaike (J)	C1	2.1t Dome-Toyota 85C	D	.61 laps	1:20.38	13
5	Masahiro Hasemi (J) Takao Wada (J)	C1	3.0t March-Nissan 85G	D	.60 laps	1:17.45	4
6	Vern Schuppan (AUS) George Fouche (ZA) Keiichi Suzuki (J)	C1	2.6t Porsche 956	D	.60 laps	1:19.73	11
7	Kaoru Hoshino (J) Toshio Suzuki (J)	C1	2.1t Dome-Toyota 85C	B	.59 laps	1:28.83	17
8	Haruhito Yanagida (J) Aguri Suzuki (J)	C1	3.0t Lola-Nissan T-810	D	.59 laps	1:20.58	15
9	Geoff Lees (GB) Eje Elgh (S)	C1	2.1t Dome-Toyota 85C	D	.58 laps	1:20.65	16
10	Tiff Needell (GB) James Weaver (GB)	C1	2.1t Dome-Toyota 85C	D	.57 laps	1:19.54	10
11	Kamiya Iwanalaya (J) Oneri Wenyapaimi (J)	GTU	2.1 Toyota RA-63	B	.57 laps	1:35.68	36
12	Hironbu Tatsumi (J) Norimasa Sakamoto (J)	GTP	1.3r Mazda SA-22C	B	.56 laps	1:33.29	34
13	Hitoshi Ogawa (J) Tsunehisa Asai (J)	C1	2.1t Dome-Toyota 84C	D	.56 laps	1:22.58	23
14	Kazuo Mogi (J) Toshio Motohashi (J)	C2	3.5 Lotec-BMW M1C	Y	.55 laps	1:26.49	29
15	Kenji Seino (J) Matsuo Kazama (J)	GT	1.3r Mazda SA-22C	D	.54 laps	1:34.87	35
16	Iwao Sugai (J) Hiroshi Sugai (J)	GT	1.3r Mazda SA-22C	D	.50 laps	1:40.17	37
R	Toshio Sawada (J) Satoru Sodeyama (J) Satoru Fujii (J)	C2	2.0 Mishima-BMW	D	.51 laps — accident	1:30.60	31
R	Kunimitsu Takahashi (J) Kenji Takahashi (J)	C1	2.6t Porsche 962C	Y	.34 laps — electrics	1:17.82	6
R	Robin Smith (GB) Martin Birrane (GB) Kenneth Leim (S)	C2	3.3 Chevron-Ford B62	A	.11 laps — withdrawn	1:31.78	33
R	Jiro Yoneyama (J) Hideki Okada (J)	C1	2.6t Porsche 956	D	.10 laps — withdrawn	1:19.95	12
R	Roy Baker (GB) David Andrews (GB)	C2	1.7t Tiga-Ford GC285	A	.10 laps — withdrawn	1:31.60	32
R	Paolo Barilla (I) John Winter (D) Marc Duez (B)	C1	2.6t Porsche 956B	D	.9 laps — withdrawn	1:17.69	5
R	Kenny Acheson (GB) Johnny Dumfries (GB)	C1	2.6t Porsche 956B	G	.9 laps — withdrawn	1:19.14	9
R	Anders Olofsson (S) Costas Los (GR) Richard Cleare (GB)	C1	2.6t March-Porsche 84G	Y	.9 laps — withdrawn	1:23.16	25
R	David Kennedy (IRL) Yojiro Terada (J)	C2	1.3r Mazda 737C	D	.8 laps — withdrawn	1:26.23	28
R	Yoshimi Katayama (J) Takashi Yorino (J)	C2	1.3r Mazda 737C	D	.8 laps — withdrawn	1:26.98	30
R	Michael Roe (IRL) Jo Gartner (A)	C1	2.6t Porsche 956	Y	.6 laps — withdrawn	1:18.92	8
R	Noritake Takahara (J) Chitomi Totani (J)	C1	2.6t Porsche 956	D	.4 laps — withdrawn	1:21.68	21
R	Mike Thackwell (NZ) John Nielsen (DK)	C1	6.0 Jaguar XJR-6	D	.4 laps — withdrawn	1:21.38	19
R	Steve Soper (GB) Hans Heyer (D)	C1	6.0 Jaguar XJR-6	D	.4 laps — withdrawn	1:21.47	20
R	Bernard de Dryver (B) Laurent Ferrier (F)	C1	5.4 Cheetah-Aston Martin G-604	D	.3 laps — withdrawn	1:25.84	27
R	Maurizio de Narvaez (BOL) Paul Belmondo (F) John Winter (D)	C1	2.6t Porsche 956	D	.3 laps — withdrawn	1:20.54	14
R	Frank Jelinski (D) John Graham (CDN) Stanley Dickens (S)	C2	3.3 Gebhardt-Ford 853	A	.0 laps — withdrawn	1:25.47	26
R	Derek Bell (GB) Hans-Joachim Stuck (D)	C1	2.6t Porsche 962C	D	.0 laps — withdrawn	1:15.92	1
R	Jochen Mass (D) Jacky Ickx (B)	C1	2.6t Porsche 962C	D	.0 laps — withdrawn	1:16.56	2
R	Henri Pescarolo (F) Lucio Cesario (AUS)	C1	2.6t Lancia LC2-84	D	.0 laps — withdrawn	1:21.85	23

**Fastest laps:** Not given. **Teams championship (final positions):** 1, Rothmans Porsche, 107; 2, Martini Lancia, 58; 3, New Man Joest Racing, 50; 4, Kremer Porsche Racing, 43; 5, Richard Lloyd Racing, 38; 6, Brun Motorsport, 28; etc. **C2 Teams:** 1, Spice Engineering, 110; 2, Ecurie Ecosse, 50; 3, Ark Racing, 46; etc. **Drivers:** 1, Bell & Stuck, 117; 3, Mass & Ickx, 81; 5, Bob Wollek (F) & Klaus Ludwig (D), 58; etc. **C2 Drivers:** 1, Gordon Spice (GB) & Ray Bellm (GB), 130; 3, Ray Mallock (GB), 75; etc. **Next race:** Malaysia 800, Shah Alam, Dec 01.

REPORT: NIGEL ROEBUCK—PHOTOGRAPHY: JEFF BLOXHAM



A weekend of jinx-breaking: Nigel Mansell finally notched up his first Grand Prix win, and Alain Prost won that elusive World title.

# Double tops

When the number 27 Ferrari came into the pits blazing, we knew that that championship was settled. Inconceivable that Prost would fail to get two points from three races. And an hour or so later we were hailing the new World Champion, a man who has looked it for a long time.

Alain, though, was not a serious contender for victory at Brands Hatch, his McLaren never quite itself all weekend. Senna and Lotus were the sensation of qualifying, but threatening were Piquet's Brabham and the Williams duo. On lap seven Rosberg spun, trying to pass Senna, and Piquet hit him. It was left to Mansell to deal with the Lotus, which he managed without problem.

Nigel did the job perfectly, and must be wondering now why it always seemed so difficult to win a Grand Prix.

## QUALIFYING

Two years ago, for the first Grand Prix of Europe at Brands Hatch, Elio de Angelis put his Lotus on the pole, his time a shade over 1m12s. For the last British Grand Prix there Nelson Piquet had the Brabham, and he was into the tens. But no one was near Rosberg's 1-09.54, set during practice in '82, and the outright lap record—set in July 1980—still stood to Pironi's Ligier. Keke and Didier had only the paltry power of a DFV at their disposal, but these were the ground effect years, when the cars were virtually as quick through Paddock as approaching it. There are straights at Brands, of course, but whereas at a place like Imola the accent is on horsepower, at Brands grip is all. It is, as Alain Prost remarked during practice, very difficult to set a car up here.

Still, in testing he gave us a sign of things to come. Running with qualifiers, but not much boost, he did a lap with the McLaren in 1m09.30s, and that was the first ever under Rosberg's old mark. In qualifying, Alain said, we might be doing high sevens—certainly low eights.

For the World Champion elect, though, such matters were of academic

interest this weekend. What mattered was beating Alboreto to the title. He needed only to come away from Brands with another two points more than Michele, and the thing was locked away. "Unless the weather is chaotic, though, like at Spa, I will go for the win. I want to win the championship with style. . ."

That was Prost's view of the weekend. Senna's priorities were simpler still. "After Portugal, you know, I had my own thoughts of the championship—why not? Then I had all those races where I was quick, but the car broke, so it was finished for me this year. I won at Spa—was nice—and now I want to end the season well. Pole position here? Could be in the sixes. . ."

Was he serious? "I'm serious. . . A lot depends on how the car is. I didn't like it testing here, when we were not too quick, but Ducarouge has done a lot of thinking."

So, too, he had. When Derek Warwick had that day in the 97T the other week no thought was given to going for a time. It was 120 laps of hard work, tiny adjustments, going through Duca's ideas list. And Warwick was vastly impressed: every change seemed to make the car a little bit better.

Last Friday morning Senna said the car felt wonderful—"It's quick, and it also feels safe when you're going quick. In testing it did not. Engine is good. You know, I think we might do a good time this afternoon."

Coming to the end of the session, Rosberg and Piquet were the men to aim at, both of them under Keke's old record, albeit not by much. Nelson, slightly the quicker, had lapped in 1-09.204. Out went Ayrton for the second run. His first had been fastest at the time, but he had been baulked by Capelli's Tyrrell—"I lost a thousand revs, no boost."

A lot of drivers had hedged their bets, taking a set of Cs and a set of qualifiers, but Senna gave that no thought. Qualifiers for both runs. One warm-up lap, two, then the hot one was on. As he flashed through at the end of it, Peter Warr's face registered first disbelief, then pure delight: "One-eight-oh-two!" No one could quite take it in, but it was true. Ayrton had undercut the rest by more than a second.

**PROST: "Unless the weather is chaotic I will go for a win. I want to win the championship in style."**

"Was a good lap, but not a perfect one," he said, not out of breath, not sweating. "We still have a bit of understeer we need to get rid of for tomorrow—and in two places I was not that precise. . . But the car is fantastic—the best car I've had all year. This is not a place for accidents, you know, but when the car is so safe you can still go more—it offers you the possibility to go more. Tomorrow should be even better."

For the rest that was a bit demoralising, but a lot of them responded well. Lotus had an 'oven' at Brands for pre-heating the qualifiers, and Rosberg reckoned that was definitely one up to them. "It's a problem getting the fronts up to temperature while the rears are still good," he said. "Starting with the

temperatures even is a big advantage—good for Lotus. . ."

On Saturday Williams, too, were into pre-heating tyres. And that, together with changes to the cars and a track that was getting quicker, brought both Rosberg and Mansell down into the low eights—where Senna had been the day before. . .

Piquet, wildly polluting the Kent countryside with the BMW's dense black 'qualifying' smoke, suddenly moved his Brabham into a new realm, the sevens. And briefly we thought his time—1-07.482—would stand as the pole. But already out was Senna, warming up for his last run. Had the understeer been taken care of? I asked during the lunch break, and Ayrton nodded and smiled.

Now came the lap. One chance to get back pole position. To have the benefit of the whole thing, I watched it on a TV monitor in the paddock, and even by Friday's standards the black car's entry speeds were daunting. Flash by Prost at Hawthorn without even what Warwick calls "a psychological lift," a wheel off at Westfield, on through and down to Clearways, over the line—stop! And Warr went through his routine again. Senna had lapped in 1-07.169, for Brands Hatch's first lap at over 140mph.

"I lost maybe a fraction with Prost—was not his fault—and I made a mistake at Paddock, was a leedle bit wide. Otherwise, in the sixes, no problem. Understeer is gone. The car is perfect! I pushed, you know, tried very hard, but maybe I did not get the most out of the car. . ."

And the race? "Mmmm, I tried only the spare car in race set up, and I didn't like it very much. Was not set up well, balance was wrong. But my car in race trim I think will be OK. Everyone is speaking about stopping for tyres in the race, you know, so having the balance right will be everything."

I have, I know, gone on at some length about Senna and Lotus. To do other would be to give a false impression of how Brands was last Friday and Saturday, of just how one man dominated, psychologically and otherwise. Some drivers, particularly Piquet and the Williams pair, truly gave everything, but Keke summed it up on Friday afternoon: "We can go quicker, but we ain't going to beat Senna. . ."

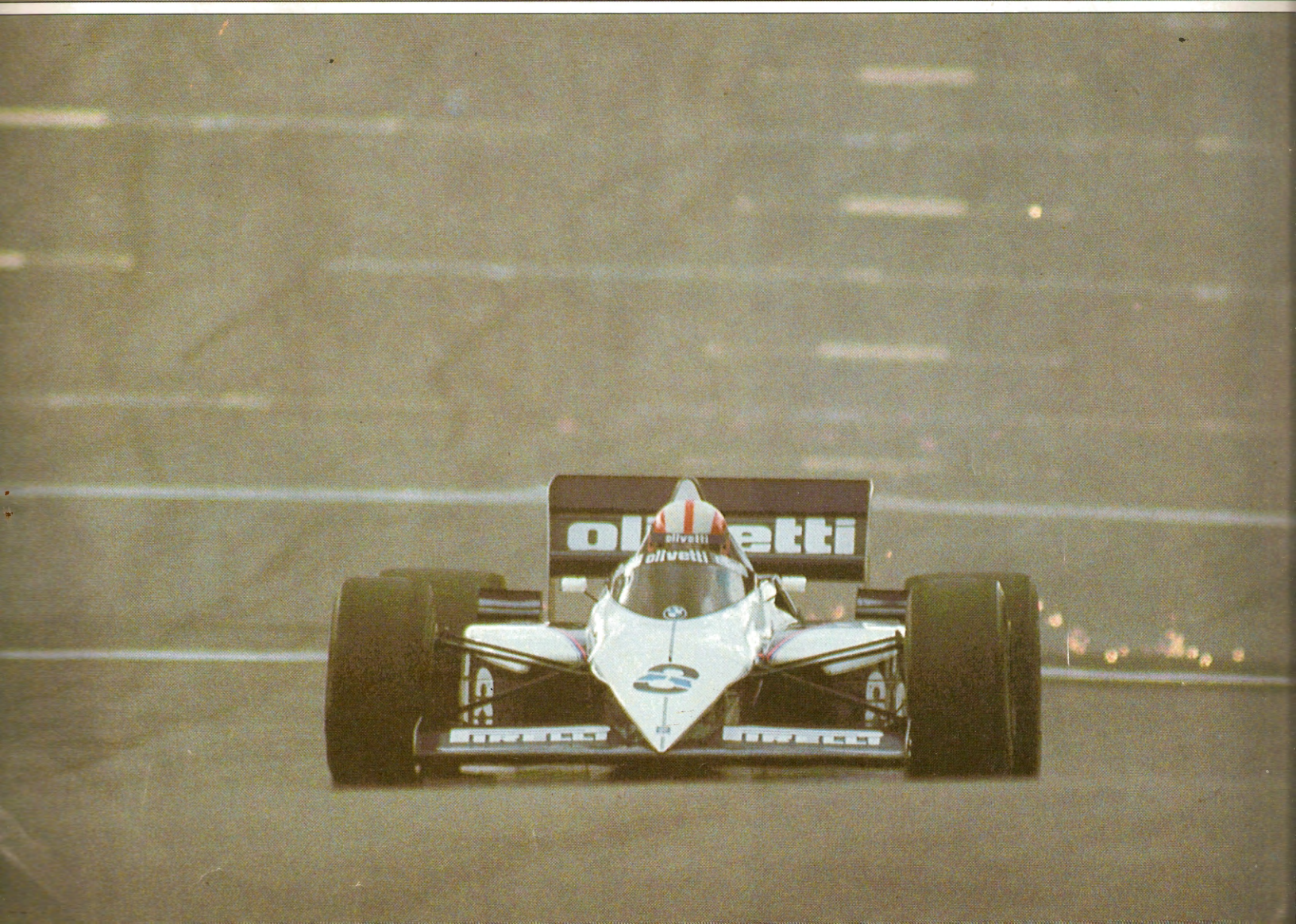
The other Lotus man was not so happy at this one of his very favourite tracks. Elio began badly, crashing at Westfield early in the Friday morning session. Damage to the car, confined to nosebox and front suspension, was not too bad, but on impact de Angelis cricked his neck, which remained painful through the weekend. Having done so little running in the morning, he began first qualifying on a set of Cs, then had gear selection problems when the qualifiers were on.

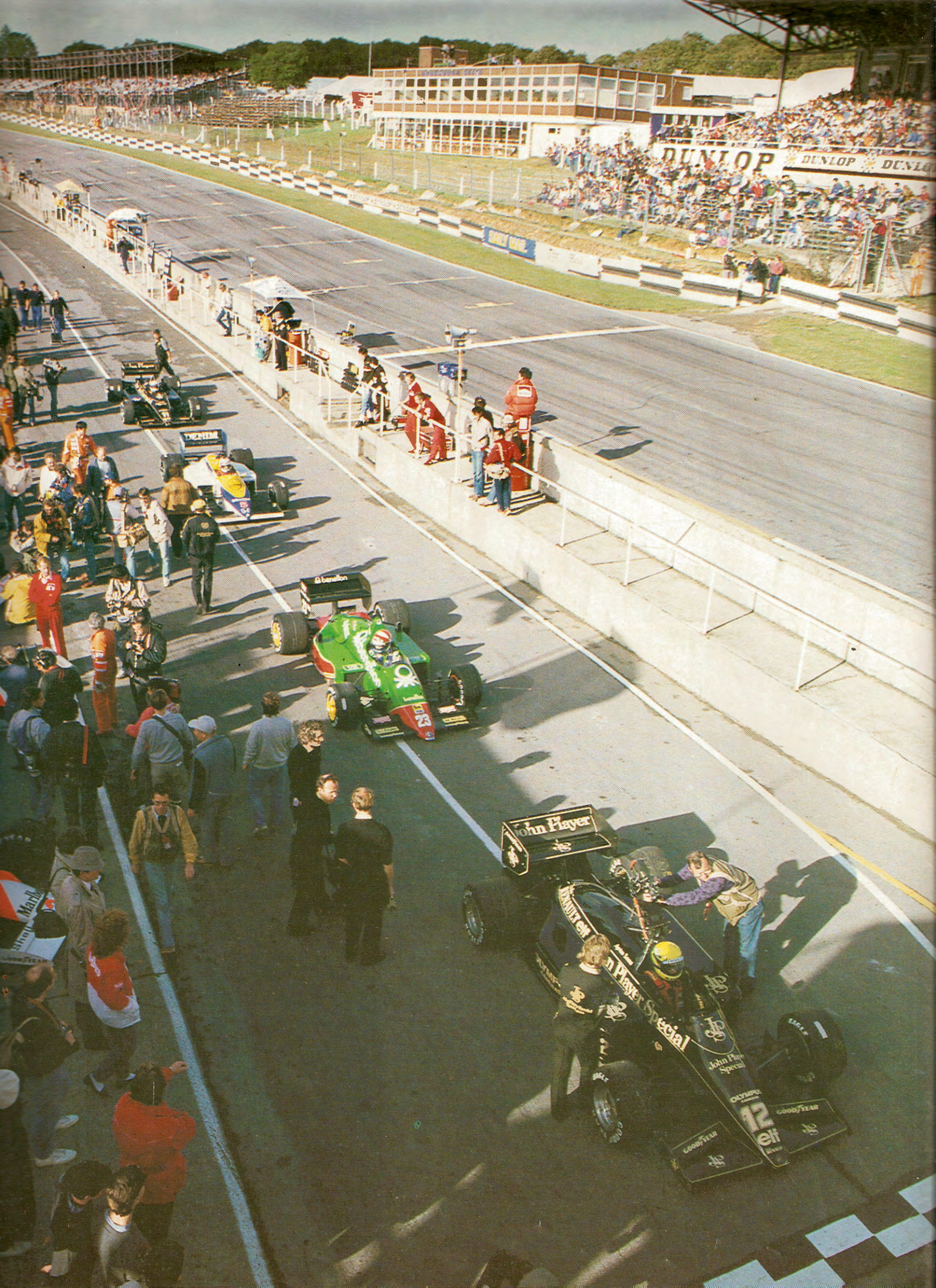
A broken CV joint on Saturday morning cost further precious track time, but he improved by a second and a half in the afternoon to move himself up to ninth. He was, however, all but three seconds from Senna, and hardly pleased with life.

Piquet it was who joined Ayrton on what used to be 'the front row', and the Brazilian, while not as content as his countryman, none the less had few complaints about his Brabham-BMW. "We're good on power, good through the

## FACING PAGE:

Above: The new World Champion Alain Prost guides his McLaren into Druids. Below: Marc Surer's Brabham bottoms out at speed. The Swiss was one of the stars of the race, but retired from second place.







►► fast corners. Where we really lose out is on turn-in to the slower ones. Pirellis? Qualifiers are working well here, and I think we will be OK in the race."

In the last session Nelson, juggling with his qualifiers, made no fewer than five runs, the last three heroic but fruitless. He was less than thrilled at being ousted by Senna, and promised to give the opening laps his best shot. . . .

Marc Surer, whose form has been excellent of late, was only half a second adrift of Piquet on Friday, fourth fastest in spite of losing time during the morning with a misfire. "What's more," he said, "I think I can stay there tomorrow." But it was not to be, severe brake problems keeping him from any improvement. In the circumstances he did well almost to equal his earlier time, but he dropped three places down the grid.

As a team, Williams were in the best shape, Mansell and Rosberg both qualifying in the top four. Following satisfactory tests both at Donington and the Brands short circuit, the cars were now in 'FW10B' specification, with entirely new pullrod rear suspension (with double wishbones), and new gearbox casing. In addition, repositioning of the electrics allowed for a lower engine cover.

The spare car, though, was not updated, and this Mansell was obliged to use on Friday morning, his race car hobbled with a misfire. That being the case, he started in the afternoon with a set of Cs on the T-car, then took the race car on qualifiers.

"My first quick lap was ruined at Westfield by de Angelis, then there was a brief shower of rain, so with one thing and another I had to do four laps on my qualies," Nigel reported. "On the last one they were unbelievably blistered, but I had to keep on with it. . . ."

Out of Clearways on that last lap the car looked almost as if it had a puncture, so viciously was it darting about as it came up to the line. "I lifted right off," Mansell said, "but even so, I almost didn't make it through Paddock!"

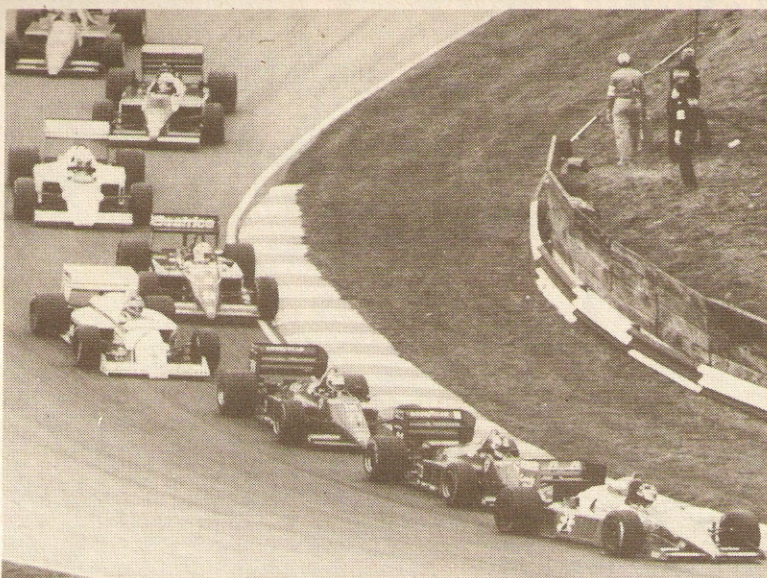
"Lifted right off is, of course, a relative term. The Williams-Hondas were spectacularly impressive in a straight line, with Nigel fastest of all through the start line speed trap. Believe this if you can: over 191mph — with Paddock awaiting.

That wild lap was Mansell's fastest on Friday, but the following day he improved by two and a half seconds to pip Rosberg for third spot. "I wasn't happy with the handling this morning," he said. "Felt there was something amiss somewhere, so before the last session they changed everything! We still don't know what the problem was, but I knew it was cured as soon as I got in this afternoon. They did a fantastic job for me." He didn't do a bad one for them.

How were the ribs? "Oh, a bit sore, but nothing to worry about. Adrenalin takes care of it. You forget about it when you're in the car."

Keke, too, was happy enough in fourth place. "The new back end is definitely better, and I didn't have any problems today — just wasn't quick enough for some reason." He, like his team mate and, it seemed, half the drivers in the race, had a lurid moment with F1 debutant Capelli on Friday. On the way up to Druids, in fact, the Williams and Tyrrell lightly touched. Had Rosberg given him a brake test? "Who, me? No, I must have missed a gear or something. . . ."

I felt extreme sympathy for the young



The first lap, Laffite leads the Ferraris, Boutsen, Jones, Prost and Brundle onto Cooper Straight.

Italian in practice. He sat in the Tyrrell — his first F1 car — for the first time on Friday morning, and had to learn about a new car, turbocharged engines, qualifying tyres, twice as much horsepower and Brands Hatch all in one day. Talk about baptism of fire. As he found his feet, of course, he wasn't running fast enough to get the tyres up to temperature, so the whole day was something of a nightmare. All that said, however, he was rather a man to keep away from. "It's rotten for him," said team mate Martin Brundle. "I mean, here, of all places. It's not easy to keep out of the way, even if you've got a bit of experience."

If Senna rocked Brands Hatch with his performance, it wasn't exactly a surprise. We have become used to Ayrton and his qualifying times. What was a surprise — a shock, even — the showing of Philippe Streiff, fifth fastest in the Ligier. He was in the top half few on Friday, but not many expected him to stay there. But on Saturday he pipped no less than Prost, with a stunning 1-09.08.

"We learned a lot when we came testing here two weeks ago," he said. "We seemed to find some good settings then, and they're still working this weekend. I can't tell you why I'm so high up! I like this circuit, for sure, and the car is really nice here. Also, I think Pirelli's qualifiers are good here."

After the final session he reported an 'incident' which could have had nasty repercussions. It seems that the Ligier's gearbox bellhousing broke as Streiff approached Hawthorns on his last flying lap. "The back of the car just locked completely," he said shaking a limp hand in time-honoured 'near thing' style, "and I spun — twice. Very lucky, you know. I was absolutely flat when it happened, and touched nothing!"

As Philippe had said, Ligier indeed had a good answer for the particular problems of Brand Hatch. Jacques Laffite, whose disinterest in qualifying is a matter of record, took the final place in top 10! Are you listening in Stoke Poges?

And so we come to the centre of attention at Brands, Jacques's great mate and the man with one hand on the World Championship. Alain coped well with the pressure and the interviews, but drew the line at Sunday morning. "Tomorrow I want to be relaxed. If the race goes well, I speak afterwards — a lot!"

By Saturday afternoon he was reasonably sure that the race would go well, particularly since Alboreto, the only other championship contender, looked no kind of threat at all. But Friday and Saturday were not great days in the

Trist/McLaren tradition. In qualifying prim Alain never did get the car to his liking.

"I can't understand it," he said. "We were here testing, put a set of qualifiers on the car at the end of the day, and did a nine-three, no problem. And I can't get near that time — there is really not much grip. It can't be the track — look at the others — and we've tried the same settings as before. . . ."

Race engineer Steve Nichols confirmed it: "The car is as it was — except that the dampers are a different kind. He's going to try the spare with the same type he had before. . . ." But that wasn't the answer, either. By the end of Saturday Prost's best was still more than a tenth from his testing time.

"I'm not going to get upset about it. At least I've got the race set-up OK, I think, and this weekend that's what matters. I know the public would like the championship to go to the last race, but I've been through all that! I want to settle it here. . . ."

Team mate for the weekend, of course, was John Watson, replacing the injured Lauda. During the unofficial sessions John looked very smooth and easy on the track, if obviously well out of practice. Two years away is a long time. During qualifying on Friday John was 17th fastest, but surprisingly failed to improve in the last session, and slipped back to 21st. We have, it should be remembered, seen him win from back there! Obviously that wasn't going to happen this time, but several had money on him for a points finish — which is what McLaren wanted.

Had Gérard Toth agreed, of course, the number 1 McLaren would have been driven by Derek Warwick, a man who now knows how good the Lotus is. As it was, however, Derek had to make do with the Regie's RE60B again — and he liked it more than he expected, lapping in 1-09.913. "And that," he assured me, "is absolutely it for that car. I don't think I could go any quicker."

Apart from a lurid moment with Alliot at Clearways — "He's on the right, going slowly as if he's going in, and I'm on a flyer. Suddenly he boots it, and flicks off left in front of me!" — practice was pretty straightforward for Derek, who was a full second faster than Patrick Tambay, who finished up 17th.

"The car's not bad here," Patrick said. "Better than some places, certainly, but still without much grip. And, if I'm honest, my mind isn't really on it now. . . ." On Saturday morning it was confirmed that Patrick will partner Alan

Jones in the Beatrice-Ford team in 1986. Riccardo Patrese, pole man at the recent Brands Hatch WEC race, was never going to duplicate the feat last weekend. Although he invariably shines at this circuit — remember that he outqualified Piquet to lead the opening laps of this race in '83 — he had only the old Alfa Romeo 1984 with which to work this time. With that in mind, 11th on the grid was a good performance.

More than a second slower was Eddie Cheever, with a customary tale of Alfa woe. "I was on what I felt was a really good lap on Friday, and a turbo went two corners from the end of the lap. I mean, I expect this to happen, but why couldn't it have waited another few seconds?" And on Saturday Cheever's freshly-installed V8 refused to run cleanly over 9000 revs.

Arrows made no progress on Saturday, and that was enough to drop Boutsen and Berger down to, respectively, 12th and 19th. After Friday Thierry was up at the good looking end of the grid, and was pleased with a trouble-free session. "Today, though, I didn't make any progress, really, half a second or something. I was blocked on one lap, but still I should have been quicker."

Both Arrows, it should be said, looked very wayward as they scrambled to put down their BMW power, proceeding through the long curve behind the paddock in a series of skips and slithers.

The same had to be said of the Ferraris. You remember Ferraris — red cars that used to be competitive. Red cars that dominated a race as recently as June, won one as lately as August. Well, here we are in the autumn, and everything has gone wrong for Maranello. By Saturday evening Johansson was 13th, Alboreto — a man supposedly going for the title — two places below him.

During the first Brands test days, a few weeks ago, Stefan surprised everyone — including himself — by recording the fastest time of all, reporting that the car's behaviour over the Brands bumps was far better than he had anticipated. He lapped in 1-10.30 on that occasion, but last weekend neither he nor Michele could get near that.

"That car," Johansson said, "was one of the 'old' ones. Remember that now we've gone a different route, with the new front suspension and everything. My car seems to be functioning OK — we're just not quick enough. I don't think my engine is running as well as during the test for one thing, and we can't get the power down. Instant oversteer. It's not great," he went on, "with full tanks, either, but I think we can improve the set-up for that. We have to do better in the race. . . ."

**ALBORETO: "No way, is there? We are simply not in condition to fight."**

Alboreto was like a man resigned to having lost the championship. "No way, is there? We are simply not in condition to fight. I have to hope that Alain doesn't finish, but if he retires I still have to be in the first four to have any chance. And the traction is terrible. Just spinning wheels everywhere."

Nor was there even the traditional reliability to fall back on. At Spa both cars' engines expired in the opening laps, and at Brands Michele had two fail upon him, one each day.

▶▶ Between the Ferraris — “No, Comendatore, don’t hang up!” — was the Toleman of Piercarlo Ghinzani, this week faster than his team leader. Delayed with a loose fuel line during the first morning, Alboreto’s close friend had no real problems thereafter, and did a fine job to qualify ahead of Michele. The Toleman dramas at Brands were all the property of Fabi.

Twenty minutes into the first timed session Teo crashed coming out of Druids. It was a carbon copy of Brundle’s testing accident, and the damage was similar, front wheel folding back into the monocoque. Practice was stopped for 15 minutes while the mess was cleared up, and Fabi then got held up on his second run, now in the T-car.

On Saturday Pirelli suddenly remembered they had a new qualifying tyre, the 41, previously given only to Brabham. One set was handed over for Teo — who had shown very well on race tyres during the morning — but sadly the Italian wasted them, shunting again, this time at Paddock. Not surprisingly, he was down in an unrepresentative 20th on the grid.

On Saturday morning Martin Brundle felt good about his chances of qualifying in the top 10. “The car is *much* better now. We had a very good test day here the other week — even though I shunted at the end of it. What’s made the difference is that we’ve gone softer on springing, which seems to have got rid of that snap oversteer we had. Another thing is that we’ve changed the steering ratio, so that now it’s much lighter — and that obviously makes it much more drivable.”

In the final session Martin improved by half a second, but others made bigger gains, unfortunately, and he slipped away to 16th, Capelli qualifying the other car in 24th.

There were troubles again for Alan Jones and the Beatrice-Hart, but at least the Australian was able to get in rather more track time than in Monza. He split both his qualifying sessions into a set of Cs and a set of qualifiers, readily



Streaming down Paddock Hill, Eddie Cheever leads the impressively quick Philippe Streiff.

admitting that his lack of experience on the qualifiers was a problem: “To be honest, I just didn’t get the best out of them. In fact, I was quicker both days on the Cs.”

Jones had problems with gear selection and a misfiring engine, and did well in the circumstances to get down to 1-13.084, which qualified him 22nd,

immediately in front of Philippe Alliot’s RAM. “He just wasn’t quick enough,” commented John Macdonald. “We’ve had no engine problems this weekend, and he’s done 110 laps over the two days. . .”

The back row belonged to Christian Danner, again subbing for Jonathan Palmer in the Zakspeed, and Pierluigi

Martini in the Minardi-Moderni. Danner, plagued by gearbox problems throughout, was disappointed, but at least in. The one and only non-qualifier was Huub Rothengatter, who raised the tempo of Friday morning by spinning out of Clearways and onto the pit straight—a feat emulated by the beleaguered Capelli.

**RACE**

No doubt about it. John Webb and his team have been phenomenally fortunate with the elements over the years. We have seen no wet Grands Prix at Brands Hatch since 1966.

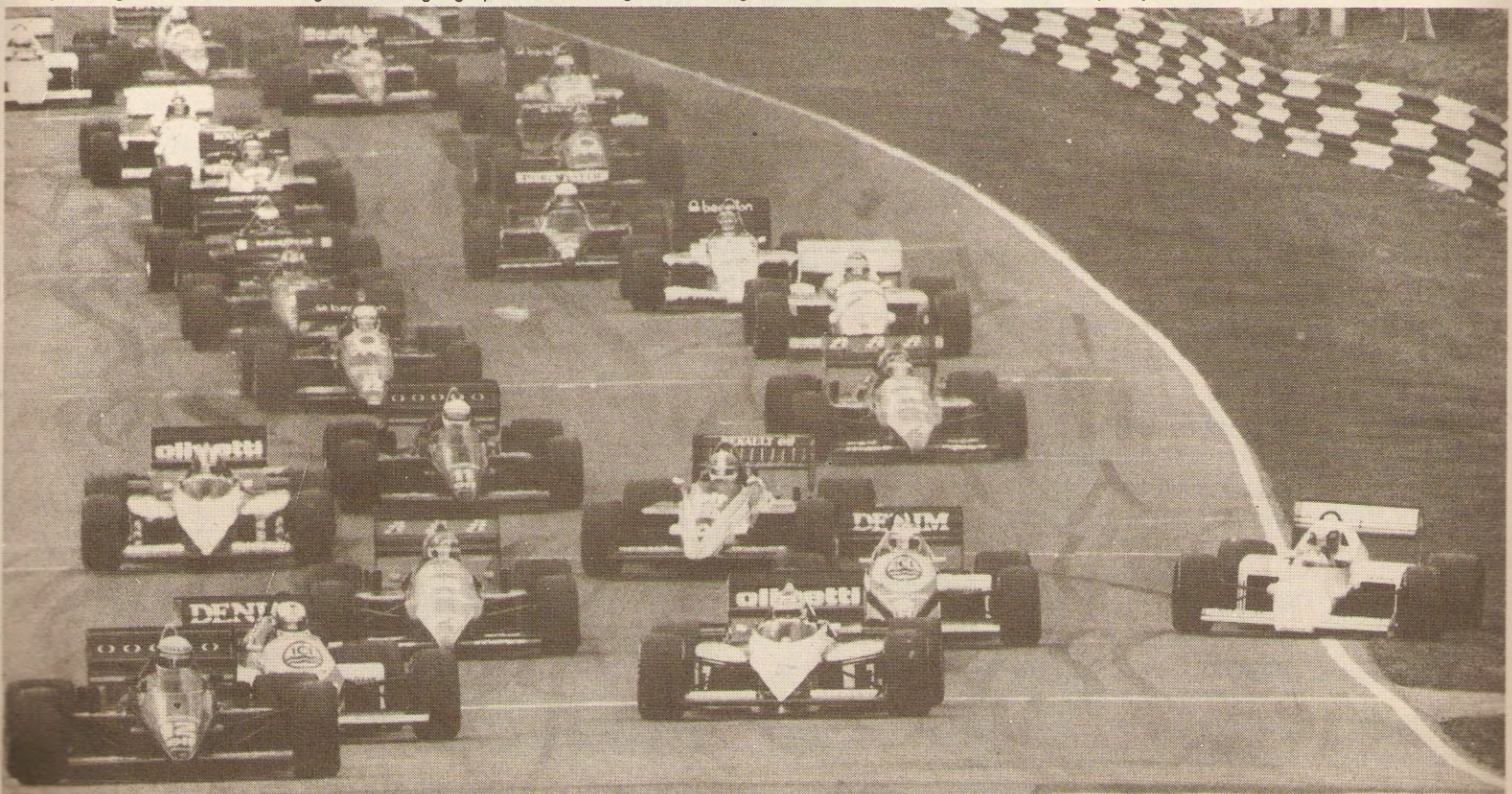
All through last week, however, the forecasts for the weekend were dismal. It would be chilly, we were promised, with frequent showers, some heavy. And while we escaped with splatterings of rain through the qualifying days, a dreary Sunday, they said, was guaranteed.

True enough, the morning indicated no repeat of the perfect autumn race day of two years ago. It was dry, even sunny occasionally, but clouds littered the sky. Who knew how it would be, come 2.15.

Nelson Piquet had no wish for a wet race, but at least Pirelli are no longer at a point where they need heat to be competitive. The morning warm-up was run in the dry, but the temperature was distinctly cool, and in the conditions the Brazilian was easily quickest, at 1-12.333 more than a second clear of Senna, followed by Prost, Rosberg, Surer—and the Ferraris of Johansson and Alboreto. Were the Italian cars in good shape for race day—or were they running without full tanks?

Over the long lunch break we watched the air display — captivating, as usual — and looked on with curiosity as a Citroen 2CV was hauled into the air by the crane at Bottom Bend. Quite why remains a mystery. A man with a strong rubber band attached to him chose to pitch himself from the top of the crane, very nearly bouncing back into the jib. Quite why also remains a mystery. However — at 1.45 all become serious again.

The lights are green and Prost is on the grass swerving to get past a slow starting Keke Rosberg. The Frenchman lost traction and was swamped by the midfield men.



Out they came for the final warm-up laps. Were tyre stops to be an integral part of this race? Opinions were divided. At one extreme you had Senna, who planned to run non-stop; at the other Warwick cheerfully suggested he would be coming in several times! "The car's terrible this morning, perhaps worse than I've ever known it. Undrivable." But he can, of course, see an end to it now.

Most Goodyear runners went for a mix of three Cs and a B at the left rear, Prost alone playing it ultra-cautious with a B also on the left front. Brundle, de Angelis and Jones chose Cs all round.

Away from the start Rosberg was slow, and Prost — immediately behind the Williams — had to take to the grass to miss him. While Keke's engine came on strong finally, hurtling him away towards Paddock, Alain was engulfed by half the field. Not a good start to the most crucial race of his life. At the end of lap one he was down in 14th place.

Senna and Mansell arrived at the first corner all but side by side, Ayrton sticking resolutely to his inside line so that Nigel had to back off a little. The Lotus used every bit of road available to it out of the corner, and went up to Druids with a clear lead.

## ROSBERG: "I ruined my own race, so I thought I'd give my team mate a hand."

Having lifted a little, Mansell was at Rosberg's mercy into Druids, and there the Williams pair swapped places, Nigel running wide over the grass and being passed out of the corner by Piquet. The opening seconds of the race were busy indeed.

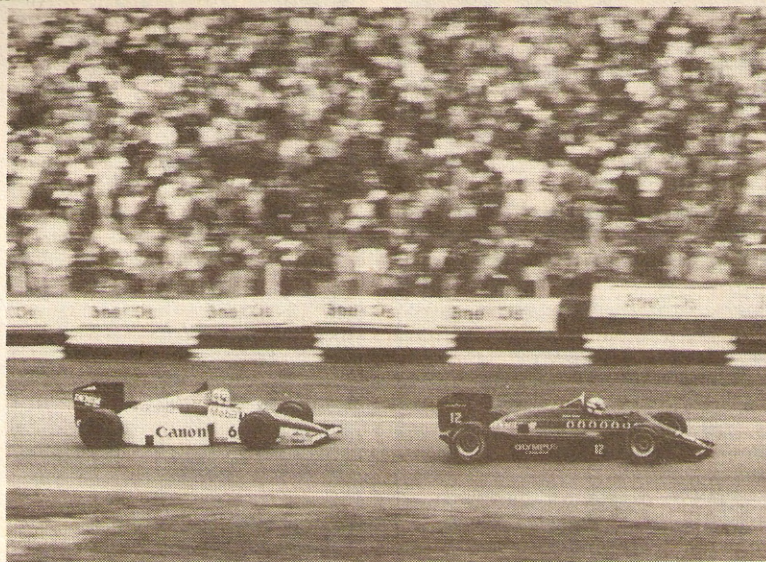
As they came into sight at the end of the first lap we knew that Senna had a fight on his hands. Rosberg was right on the tail of the Lotus, and there followed half a dozen furious laps, with Piquet close behind the Williams, and Mansell catching the Brabham! Very quickly this quartet detached itself from the main body of the pack.

They were lurid laps indeed, Keke frequently taking a run at Ayrton into Surtees (I still can't think of it as anything other than South Bank), and not quite making it. On lap seven he was closer than ever, coming in very quickly on a tight line — and he spun. Nelson was left with nowhere to go, the front of the Brabham clouting the left rear wheel of the Williams hard enough to bend the front suspension. While Rosberg found first gear, and set off again over the grass, Piquet was left in the middle of the road, engine dead.

For the spectators, of course, this was a shame. For Nelson it amounted to a tragedy, for he had looked in great shape, sitting there easily while Ayrton and Keke scrapped. We saw later just how good the Pirellis were at Brands on Sunday, saw Surer's Brabham up into a comfortable second place. This could have been one of those days when Piquet simply drives away.

As Rosberg slowly made his way to the pits with a punctured left rear, Mansell now moved up to challenge Senna for the lead. And he was about to receive a chunk of help from his team mate.

Keke lost exactly a lap with his spin and 20-second stop, powering from pit lane as Ayrton and Nigel were coming out of Clearways. Up to Druids the number 6 Williams chopped across to the right in front of the Lotus — precisely on the line



Above: Rosberg about to challenge Senna for the lead as they power past the packed South Bank. Below: Rosberg spins and is hit by Piquet, Senna is away.

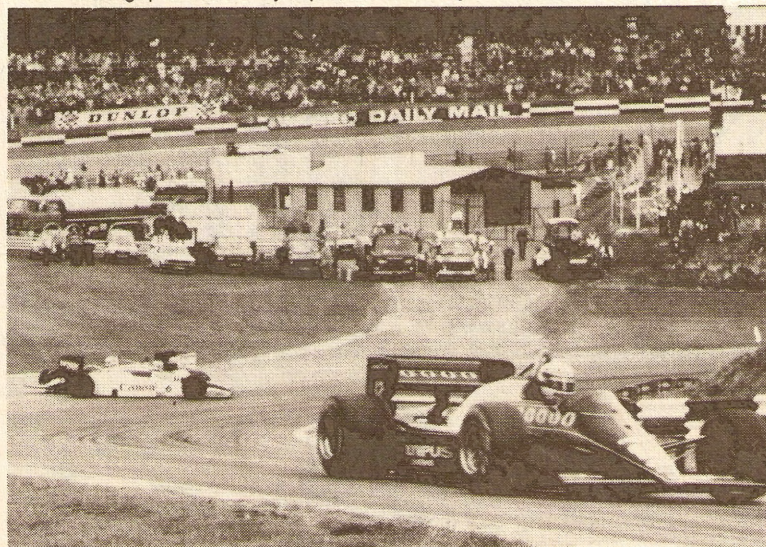


PHOTO: KIM REINWICK

that Senna had been using to keep Rosberg back . . .

Down through Bottom Bend Keke was still in front, and now Nigel was right with Ayrton. On the approach to South Bank the lead changed hands, and the crowd went crazy. "I'd ruined my own race," Rosberg said later, "so I thought I'd give my team mate a hand . . ."

Clearly, though, there was rather more to it than that. Keke was plainly out to hamper Senna, and without a lot of subtlety. Did he blame Ayrton's door closing for his spin?

"No, no, it wasn't that," he said. "At the end of the day it was down to me — I was the one who spun, wasn't I? It was a bit like the incident I had with Tambay in

Long Beach a couple of years ago — I probably shouldn't have been where I was, but I was there! He took his line, and we very nearly had a shunt.

"The problem was that Nelson was right behind — on Pirellis — and I had to build a lead over him in the early laps. I was a million miles an hour quicker than Senna, but I couldn't get by him. He was weaving and blocking me into Hawthorns, and into Druids he took the inside line — and that's it for overtaking at Brands. There isn't anything else left. All I could try was Surtees, which I did every lap."

Rosberg was very cheerful about it afterwards, without apparent rancour, but he made it clear that Senna's tactics

Rosberg struggles round to the pits, his left rear tyre in shreds.

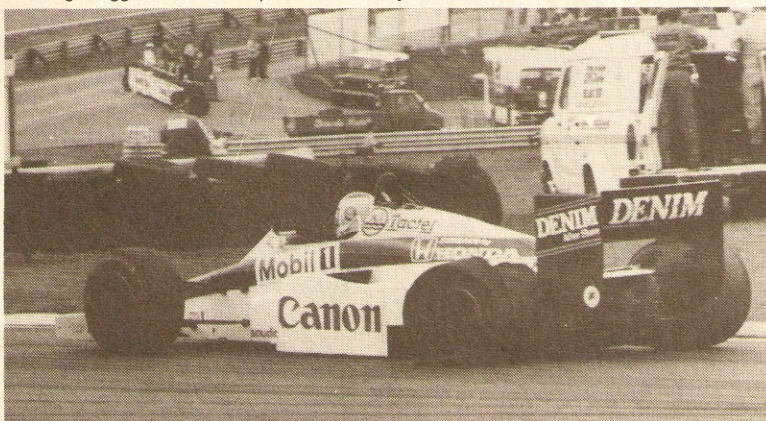


PHOTO: ANDREW SHAW

had not impressed him.

"After eight years in Formula 1, it seems I need to go back to F3 for a month to learn how to drive race cars. You get big eyes when someone starts weaving at 180mph — you're not used to that. I'll admit it, I don't have the balls to start banging wheels at that speed, and that's what it would have led to if I hadn't backed off on the occasions when I was going to go by . . ."

Senna, as you might expect, saw it rather differently.

"He was not upset because of the spin. He committed himself, and he left it too late. I think he knows that. My car was fantastic under braking, and there was no way he could pass there. He'd already tried, but this time he was closer.

"No, he was complaining that I was weaving in front of him. I said, 'Come on, I was in front — I do my own line'. There was no need for him to do what he did after his pit stop. Mansell would have won, anyway. I had not the power to keep him back."

"I think Keke did that because he was hot of the moment — normally he wouldn't try anything like that. He stopped completely in front of me . . ."

Here we are, nearly 10 laps into the race, and hardly a word about anyone out of the first four. They had taken all our attention. Martini had parked the Minardi against the bank at Clearways, but there had been nothing unusual to distract from the battle at the front. Let us recap a little.

In the slightly chaotic start Prost, of course, was left behind, but others — notably the Ferraris — benefited from it. Johansson and Alboreto had got away well, running seventh and eighth in the early laps. After the Rosberg-Piquet shunt, Stefan also got by Surer and moved into fourth, but Michele was unable to go with this pace, and began to fall away. Prost passed him for sixth place on lap nine, and the championship was obviously settled. If Alboreto failed to score, his rival needed only a fifth place to be sure.

Ten laps: Mansell, Senna, de Angelis, Johansson, Surer, Prost, Laffite, Alboreto, Brundle, Cheever. Already changing into jeans and sweater was Warwick, the Renault out with a terminal misfire, at least sparing Derek the ignominy of drifting round among the backmarkers for the afternoon, as team mate Tambay was obliged to do.

On lap 12 the disconsolate Alboreto came in, took on new tyres and rejoined. Two or three minutes later he was back — and in dramatic circumstances. Halfway round the circuit the Ferrari had suffered a turbo failure, and the resultant fire was considerably fiercer than usual. Perhaps unaware of the extent of the blaze, Michele kept on going, rather unwisely bringing the car to the pits. At crawling pace the fire took real hold, and the driver stood in his seat, preparing for a swift exit. Happily, the marshals effectively dealt with it. And on his radio Prost received the good news.

Not that Alain was having a relaxed afternoon. On its B/C tyre combination, the McLaren was notably more slithery than we are used to seeing, and Laffite was closing in on his friend's sixth place, which he took on lap 18. On the move also was Surer, who passed both Johansson and de Angelis to move up to third.

The man really worth watching at this point, however, was the redoubtable Rosberg. Having helped Mansell into the lead, he then unslapped himself on lap 13, and was flying along.

"It was," he said later, "absolutely the hardest drive of my life. There was nothing to lose after the stop — just go for

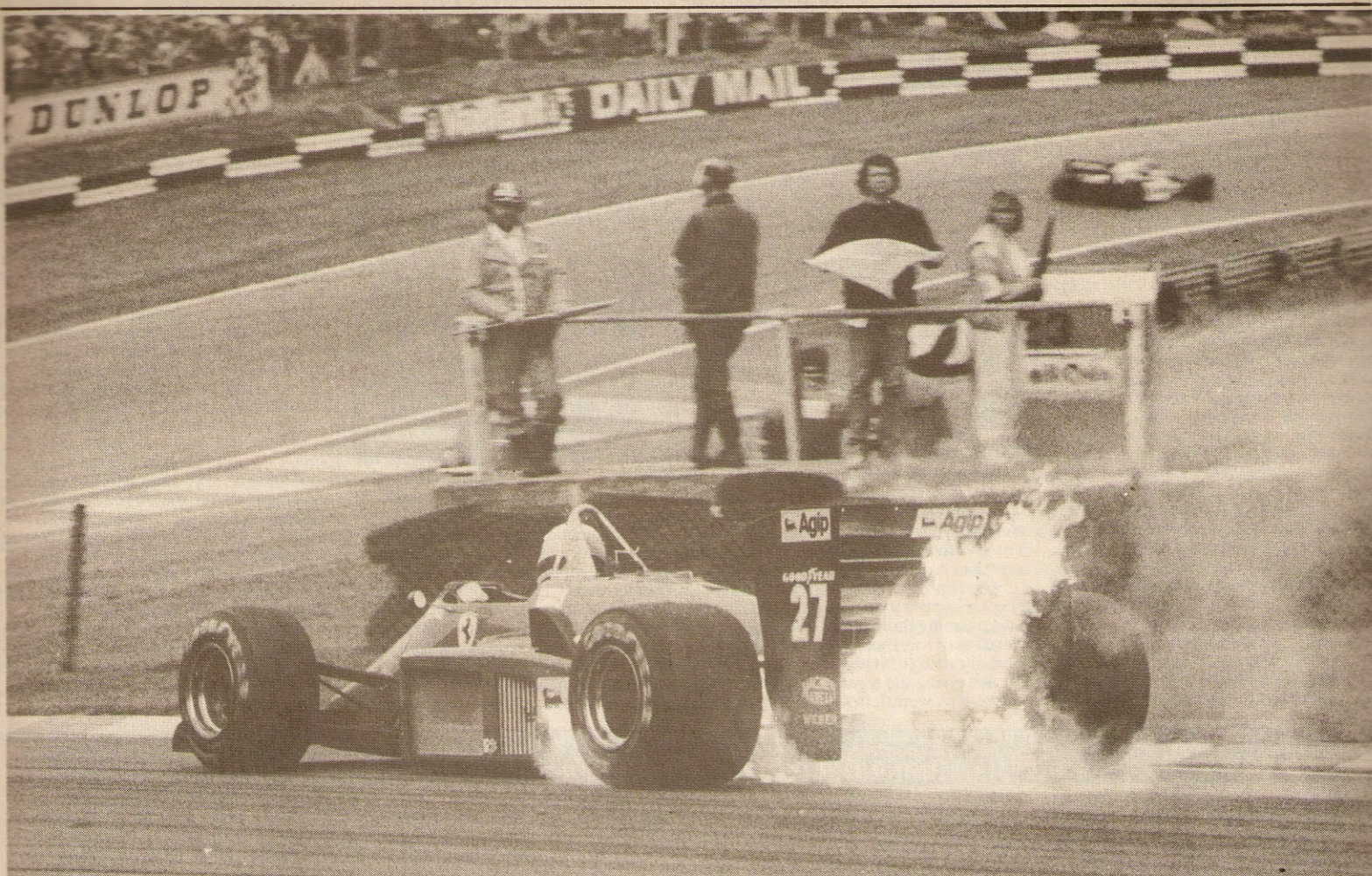


PHOTO ANDREW SHAW

His World Championship hopes are over. Michele Alboreto tours round into the pits, his car blazing furiously. After that, Prost just had to cruise for home and the title.

►► it. And I drove every lap like a qualifier. Nothing left." Having rejoined in 23rd place, he was up to 17th by lap 20, 10th by lap 30 and clearly aiming for points.

All but matching him for pace now was his former team mate. "Give Jacques a competitive car," Keke has always said, "and he'll match it." So it was this day. Laffite might have been outqualified by Streiff, but in the race he simply left him behind. Having passed Prost and Johansson—in the course of half a lap!—he then easily dealt with de Angelis. Quite obviously a JS25 on Pirellis was a good thing to have at Brands. Now it seemed only a matter of time before he caught Senna and Surer, who were debating the question of second place.

There was a lot of sympathetic applause for Jones as he came in to retire the Beatrice, which had a holed radiator. The car might lack many things at the moment, but from the start of the race we had seen the driver of old, mixing it with the Tolemans, Alfas, Arrows and so on. A pity it didn't last longer.

Watson, sad to say, did not look like the driver of old sitting behind Tambay's wretched Renault endlessly before finally moving by.

Despite their grid positions, I had expected the Tolemans—good on full tanks and Pirelli race rubber in practice—to show well in the race, but neither Fabi nor Ghinzani made much headway, and both were out before half-distance, Piercarlo's oil pressure taking a dive, Teo's breaking an exhaust valve.

Soon after mid-race they were joined by Brundle's Tyrrell-Renault, which Martin had driven superbly from the start. At the time of his retirement he had hauled it up to seventh, looking good for his first points of the season. "It was a water leak," reported chief mechanic

Roger Hill. "A Tyrrell water leak, I'm afraid . . ."

On lap 35 Surer succeeded in doing something which Rosberg had not managed: he passed Senna on the dipping straight down to Hawthorns. "For sure he put the boost up," Ayrton said afterwards, and perhaps he did. What- ever, the Brabham was now second, the Lotus third.

It was third for only a lap. Next time round Laffite's Ligier overtook it at precisely the same point! Jacques's charge was continuing without respite, but it was to take him no further. He had been asking a lot of his Pirellis, and they were beginning to show it. He didn't lose anything to Surer, but never looked

likely to catch him.

All this time Prost had been circulating quietly in seventh place, unable really to come to terms with Johansson in front of him, and on lap 38 he came in for tyres, this time going with the popular combination of three Cs and a left rear B. Once back into the race he began lapping very fast indeed, de Angelis his first target.

On lap 51 there was a groan as Laffite peeled off into the pits for some fresh Pirellis. The stop—extremely slow at 20 seconds—dropped him from third to eighth, but still Jacques's spirit was alive and well. He hurtled back into the race, putting in three consecutive laps at under 1-12, the fastest of which was to stand for

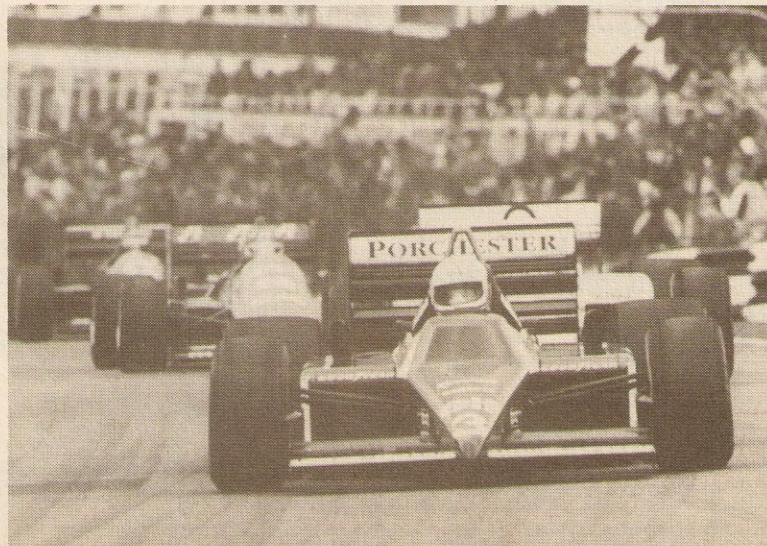
the rest of the race.

Most good things come to an end, however. There was smoke from the Ligier as it completed lap 57 (1-11.679!) and much more at the end of 58 (1-12.429, nevertheless. . .) Next time round Lafferty was in for good, engine finished. He got a fine reception from the stands.

Johansson's equally good drive had ended a minute or so before. It had been a typical Stefan race, hard and fast from

**SENNA: "Mansell would have won today even without Rosberg's help. He deserved it."**

Martin Brundle drove a fine race to get up to seventh in the Tyrrell-Renault before retiring.



the start, making the very most of a poor car, but now the Ferrari was out with alternator failure.

As the race went into its last 15 laps, the pattern seemed fairly set, the only question being how high Rosberg's magnificent drive would take him. He was sixth on lap 60, but de Angelis was not far ahead—and nor, for that matter, was Prost, who had become embroiled in a battle between Streiff, Boutsen and Patrese, none of whom was about to cooperate with him.

For several laps Alain—his lap times suddenly four seconds slower—was trapped. In normal circumstances he would simply have cut through them, but this was not one of those days. He had to finish.



**GRAND PRIX OF EUROPE**

**Race data:**

**75 laps of 2.614 mile circuit**

**Weather:**

**Cool, dry**

**Distance:**

**196.050 miles**

**October 6, 1985**

**FIA Formula 1 World Championship, Round 14  
Circuit: Brands Hatch (GB)**

**Winner:**

**Mansell, Williams FW10B**

**Average speed: 126.527mph**

**Previous result:**

**Lauda, McLaren MP 4/2**

**Average speed: 124.406mph**

**Fastest lap:**

**Laffite, Ligier JS25**

**1:11.526, 131.566mph**

**Existing record:**

**Pironi, Ligier JS 11/15**

**1:12.368, 130.015mph**

**ENTRIES**

No	Driver (Nat)	Car/Chassis	Engine
1	John Watson (GB)	McLaren MP4/2B-04	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-02	TAG V6 turbo
2T	Alain Prost (F)	McLaren MP4/2B-03	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 014-03	Renault V6 turbo
4	Ivan Capelli (I)	Tyrrell 014-02	Renault V6 turbo
5	Nigel Mansell (GB)	Williams FW10B-06	Honda V6 turbo
5T	Nigel Mansell (GB)	Williams FW10-03	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10B-07	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-09	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-07	BMW S4 turbo
8	Marc Surer (CH)	Brabham BT54-06	BMW S4 turbo
9	Philippe Alliot (F)	RAM 03-02	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-03	Renault V6 turbo
11T	Elio de Angelis (I)	Lotus 97T-02	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-04	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60B-08	Renault V6 turbo
16	Derek Warwick (GB)	Renault RE60B-03	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-05	BMW S4 turbo
17T	Gerhard Berger (A)	Arrows A8-02	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-04	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185T-05	Hart S4 turbo
19T	Teo Fabi (I)	Toleman TG185T-03	Hart S4 turbo
20	Piercarlo Ghinzani (I)	Toleman TG185-04	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 184BTB-03	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 184TB-02	Alfa Romeo V8 turbo
24	Huib Rothengatter (NL)	Osella FA1G-02	Alfa Romeo V8 turbo
25	Philippe Streiff (F)	Ligier JS25-04	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-05	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-085	Ferrari V6 turbo
27T	Michele Alboreto (I)	Ferrari 156/85-083	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-086	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-04	Motori Moderni V6 turbo
30	Christian Danner (D)	Zakspeed 841-02	Zakspeed S4 turbo
33	Alan Jones (AUS)	Lola THL1-02	Hart S4 turbo
33T	Alan Jones (AUS)	Lola THL1-01	Hart S4 turbo

**LAP TIMES**

FRIDAY		SATURDAY		WARM UP		RACE	
Weather: cool, dry		Weather: cool, dry		Weather: cool, dry		Weather: cool, dry	
Driver		Driver		Driver		Driver	
Senna	1:08.020	Senna	1:07.169	Piquet	1:12.333	Laffite	1:11.526
Piquet	1:09.204	Piquet	1:07.482	Senna	1:13.417	Prost	1:11.655
Rosberg	1:09.277	Mansell	1:08.059	Prost	1:13.452	Rosberg	1:12.022
Surer	1:09.762	Rosberg	1:08.197	Rosberg	1:13.604	Mansell	1:12.583
Prost	1:10.345	Streiff	1:09.080	Surer	1:13.612	Senna	1:12.601
Streiff	1:10.396	Prost	1:09.429	Johansson	1:13.613	Surer	1:12.862
Mansell	1:10.537	Warwick	1:09.904	Alboreto	1:14.253	Johansson	1:13.353
Alboreto	1:10.877	Surer	1:09.913	de Angelis	1:14.354	Cheever	1:13.620
Boutsen	1:10.918	de Angelis	1:10.014	Mansell	1:14.767	de Angelis	1:13.793
Patrese	1:10.963	Laffite	1:10.081	Fabi	1:15.219	Watson	1:14.007
Warwick	1:11.014	Patrese	1:10.251	Alliot	1:15.348	Patrese	1:14.317
Brundle	1:11.296	Boutsen	1:10.323	Streiff	1:15.355	Berger	1:14.391
Johansson	1:11.309	Johansson	1:10.517	Ghinzani	1:15.416	Brundle	1:14.462
Laffite	1:11.312	Ghinzani	1:10.570	Boutsen	1:15.668	Streiff	1:14.476
de Angelis	1:11.530	Alboreto	1:10.659	Berger	1:15.808	Tambay	1:14.571
Berger	1:11.608	Brundle	1:10.731	Brundle	1:15.993	Boutsen	1:14.583
Watson	1:12.496	Watson	1:10.934	Patrese	1:16.010	Piquet	1:14.649
Cheever	1:12.766	Cheever	1:11.500	Watson	1:16.125	Alboreto	1:15.224
Fabi	1:13.024	Berger	1:11.638	Jones	1:16.167	Capelli	1:15.538
Tambay	1:13.048	Fabi	1:12.090	Tambay	1:16.593	Fabi	1:15.595
Ghinzani	1:13.517	Watson	1:12.516	Warwick	1:16.747	Ghinzani	1:15.946
Jones	1:14.050	Jones	1:13.084	Cheever	1:16.804	Alliot	1:16.141
Alliot	1:14.355	Alliot	1:13.537	Capelli	1:16.923	Jones	1:16.390
Danner	1:15.947	Capelli	1:13.721	Danner	1:17.272	Danner	1:19.150
Martini	1:16.842	Danner	1:15.054	Martini	1:31.057	Martini	1:21.352
Capelli	1:16.879	Martini	1:15.127	Laffite	1:31.109	Warwick	1:28.545
Rothengatter	1:16.994	Rothengatter	1:18.022				

**STARTING GRID**

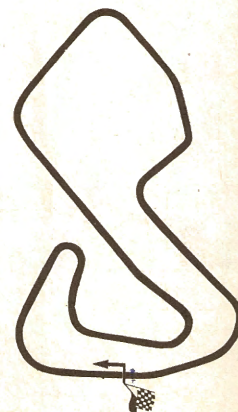
12	Senna	1:07.169
7	Piquet	1:07.482
5	Mansell	1:08.059
6	Rosberg	1:08.197
25	Streiff	1:09.080
2	Prost	1:09.429
8	Surer	1:09.762
16	Warwick	1:09.904
11	de Angelis	1:10.014
26	Laffite	1:10.081
22	Patrese	1:10.251
18	Boutsen	1:10.323
28	Johansson	1:10.517
20	Ghinzani	1:10.570
27	Alboreto	1:10.659
3	Brundle	1:10.731
15	Tambay	1:10.934
23	Cheever	1:11.500
17	Berger	1:11.608
19	Fabi	1:12.090
1	Watson	1:12.496
33	Jones	1:13.084
9	Alliot	1:13.537
4	Capelli	1:13.721
30	Danner	1:15.054
29	Martini	1:15.127

**RESULTS**

Pos	No	Driver	Car	Laps	Time/Retirement
1	5	Mansell	Williams-Honda	75	1-32:58.109
2	12	Senna	Lotus-Renault	75	1-33:19.505
3	6	Rosberg	Williams-Honda	75	1-33:56.462
4	2	Prost	McLaren-TAG	75	1-34:04.230
5	11	de Angelis	Lotus-Renault	74	
6	18	Boutsen	Arrows-BMW	73	
7	1	Watson	McLaren-TAG	73	
8	25	Streiff	Ligier-Renault	73	
9	22	Patrese	Alfa Romeo	73	
10	17	Berger	Arrows-BMW	73	
11	23	Cheever	Alfa Romeo	73	
12	15	Tambay	Renault	72	
13	8	Surer	Brabham-BMW	62	Turbo
14	28	Johansson	Ferrari	59	Alternator
15	26	Laffite	Ligier-Renault	58	Engine
16	30	Danner	Zakspeed	55	Turbo
17	4	Capelli	Tyrrell-Renault	44	Accident
18	3	Brundle	Tyrrell-Renault	40	Waterleak
19	19	Fabi	Toleman-Hart	33	Engine
20	9	Alliot	RAM-Hart	31	Overheating
21	20	Ghinzani	Toleman-Hart	16	Oil pressure
22	33	Jones	Lola-Hart	13	Holed radiator
23	27	Alboreto	Ferrari	13	Turbo
24	7	Piquet	Brabham-BMW	6	Accident
25	16	Warwick	Renault	4	Misfire
26	29	Martini	Minardi-Moderni	3	Accident

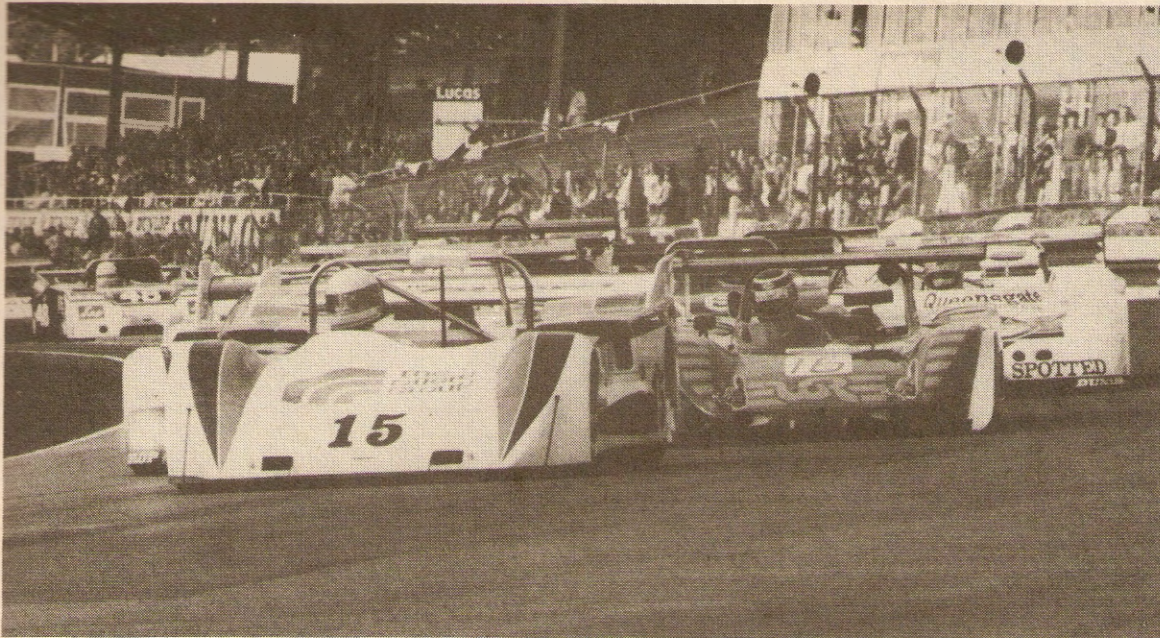
**WORLD CHAMPIONSHIP POSITIONS**

DRIVERS	POINTS	CONSTRUCTORS	POINTS
1 Prost	72	1 McLaren-TAG	86
2 Alboreto	53	2 Ferrari	77
3 Senna	38	3 Lotus-Renault	71
4 de Angelis	33	4 Williams-Honda	47
5 Rosberg	25	5 Brabham-BMW	26
6 Mansell	22	6 Renault	16
7 Piquet	21	7 Ligier-Renault	13
Johansson	21	8 Arrows-BMW	10
9 Lauda	14	9 Tyrrell-Ford	4
10 Tambay	11		
11 Laffite	10		
Boutsen	10		
13 Surer	5		
Warwick	5		
15 Bellof	4		
16 Arnoux	3		
de Cesaris	3		



**TECHNICAL DATA**

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



Otford Group chairman, Jim Wallis scored a fine win with Mike Wilds after the demise of the Foulston/Brindley Lola.

## Otford's home rule

The Otford Group's magnificent Lola-DFL T286 earned its keep at Brands Hatch on Sunday, comfortably winning the company's own Thundersports spectacular in the capable hands of James Wallis and Mike Wilds. After a frustrating season with the promising device, the local men swept into the lead shortly after half-distance (and another controversial Pace Car situation (see *Sports Extra*)), Wilds easing the Langford & Peck-engined, BSR-run Lola to its first victory — at the event of the year, clear of the 2-litre class winning Tiga-BMW of Ian Taylor/Peter Lovett and the omni-present Texas Chevron-DFV of Tony Trimmer/Richard Piper.

John Foulston and John Brindley again looked to have the F1-support race in their pocket, but Foulston's GP jinx struck again, the CanAm Lola breaking a driveshaft in the pit lane.

5.7-litre Chevrolet-motivated CanAm car, Flux astounded everyone with a tenacious charge into the 23s — and on to the front row — while the Bob Salisbury-run Otford team was content with a place on the second rank, after slight overheating worries. Ian Taylor stepped up to join the sleek white machine, PLR Racing's Bob Houghton-run Leica Tiga-BMW (already a winner of two Thundersports races this year) equipped with a 'works' 2-litre BMW unit for the meeting.

Tim Lee-Davey and Neil Crang lost a lot of time on Friday when another upright (the last of their old batch) broke on the Spice-Tiga, but ascended the order well on Saturday, whence they bumped the Texas Homecare Chevron-DFV of Richard Piper/Tony Trimmer —

a very evenly balanced pairing — back a place. Piper was delighted with the Neil Edwards-prepared B26/36. "The handling's the best it's been", enthused Richard, keen to maintain the team's excellent record with the car.

The oil pump belt (which also drives the water pump on the 1800cc Hart turbo engine) snapped on Will Hoy's eighth lap, forcing the Sonneborn & Rieck/City & Commercial Communications-supported Chamberlain Engineering team's Tiga back to the paddock before 'new boy' David Leslie could acclimatise himself to the potent machine on Friday. "We couldn't take the risk of running it up again, but hopefully we'll be out again tomorrow. It rather depends on what Mr Hart finds . . ." commented a worried Hugh Chamberlain.

Brian Hart was soon in evidence, scratching his head, and the decision was taken to whisk the power unit back to his Harlow factory post haste. It was rebuilt overnight, with a new crank and two new con-rods, and rushed back by Gareth Chapman for refitting. A turbo failure then limited Leslie's lappery, but all was sorted out for the race. That the pair qualified seventh was amazing in the time!

The Xerox Lola-BDG of Mike Blanchet/Bob Juggins was afflicted with a worrying roll-oversteer characteristic throughout qualifying, and they lost time with a duff starter solenoid. On Avon tyres for the first time, they would start eighth, ahead of Tech-Speed's beautifully rebuilt Toj-BMW (with Bob Evans partnering Sean Walker and finding the steering too low geared on his initial acquaintance) and the sinister-looking March-DFV of Valour Racing pair Paul Jackson and Rob Wilson. A broken master switch hobbled its progress on day 1, while CV joint failure spoiled the March's second run.

A quartet of Chevrons were next up, headed by the Lep Group-backed B26/36-Hart of Mike Catlow/Duncan Bain which ran trouble-free, unlike the Giroflex B31/36-BMW of Chester Wedgewood. John Morrison flew in it early on Friday, but a fault in the alternator stranded him with drained electrics next day. The Scottish-based B36-DFV of 'Stingbrace' and fellow Italian Rainieri Randaccio (useful Chevron 2-litre exponent back home) and Tony Gordon's valiant North Downs Instruments B19-FVC were in there too, the latter co-driven effectively, as ever, by Chevron boss Roger Andreason.

Further down the order, good efforts were posted by Dick Mallock — despite an overheating fault on the works/Apsen clothing U2 Mk27 — and Scots Laurence Jacobsen/Dr Hugh Chalmers, the latter sampling Brands for the first time. Simon Hadfield set the best ever Chevron B6/B8 time to qualify the oldest car in the race — Michael Schryver's pretty Renshaw-backed GT — very comfortably, its owner backing him up well with a personal best. A puzzling misfire hampered John Lowe's unique March-Volvo, while the Chevron-Mazda of Les Blackburn/Nick Oatway needed more sorting.

Evan Clements and James Thomson were the class of the Sports 2000 entry come Saturday evening, their Metropolitan Factors Royale overhauling the Blue Hawk Shrike of Mike O'Brien/Robin Donovan to take the class 'pole'. The Lola of Alastair Lyall/Chris Knight was well in touch with the pacesetters, as was the Kelly Girl Shrike of Divina Galica/Gary Brabham, which had its clutch disintegrate on Friday. With David Sears racing a GpA Ford Sierra, Rick Morris was drafted into Nick Ward's Royale, also in with a good chance on Sunday.

### QUALIFYING

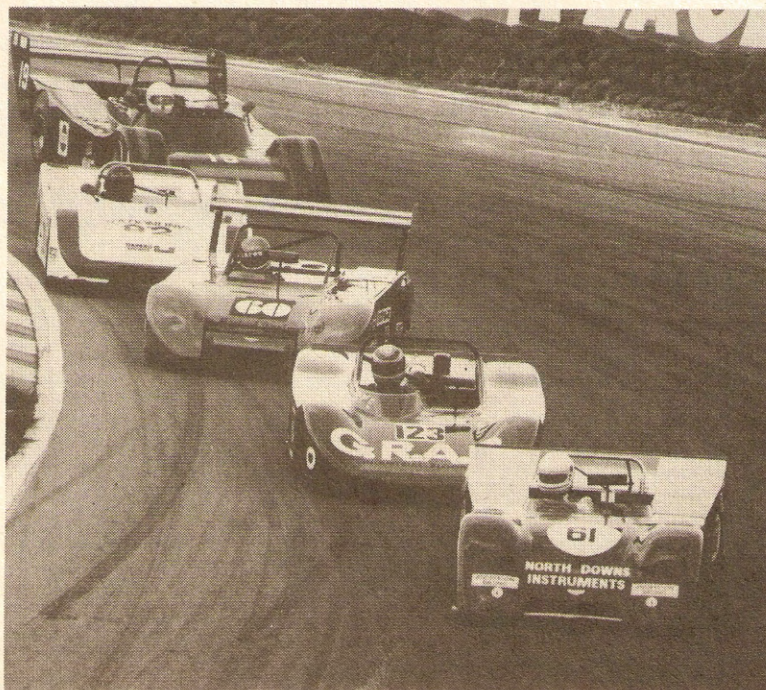
On Brands Hatch's Grand Prix support bill for the third successive season, last weekend's shorter 'super sprint' type event predictably attracted the season's biggest and best Thundersports entry, no fewer than 40 cars arriving for first qualifying on Friday. All but two would make the cut, to provide a capacity grid for Sunday morning's first major feature.

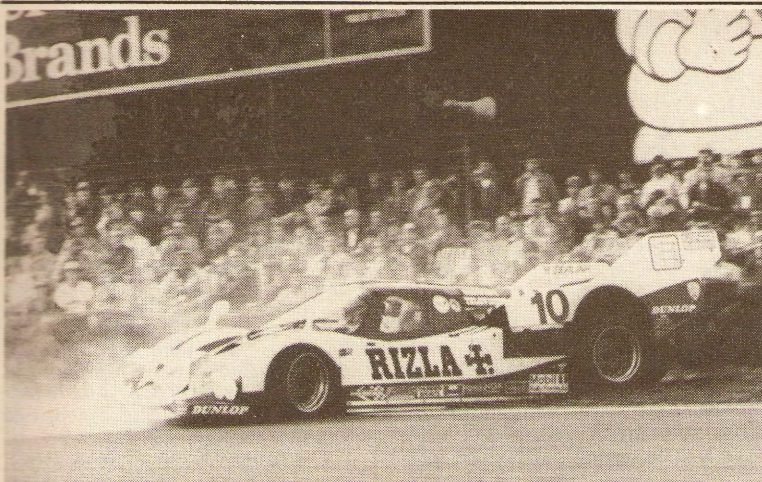
Despite the title of the series, only John Foulston's macho VDS-bodied Lola T530 really thunders, although with five shrill-sounding Cosworth DFV/DFL-powered chassis, the whispering Tiga-Hart turbo, a raucous Mazda rotary-engined car or two and a horde of strong 2-litre cars for competition, no one was predicting a runaway win for the Failsafe-backed red monster.

Indeed the talk of the first session was the proximity of Ian Flux (Weeble Racing Lola-Mazda T594C) and Mike Wilds (in the race sponsor's immaculate 3.3-litre Lola-DFL T286) to John Brindley's best in the Foulston car, just 0.56sec blanketing the trio overnight. Brindley, whose two-year-old lap record stood at 1:25.58, pulled out all the stops on Friday, dipping deep into the 1m21s bracket, to which his rivals had no answer.

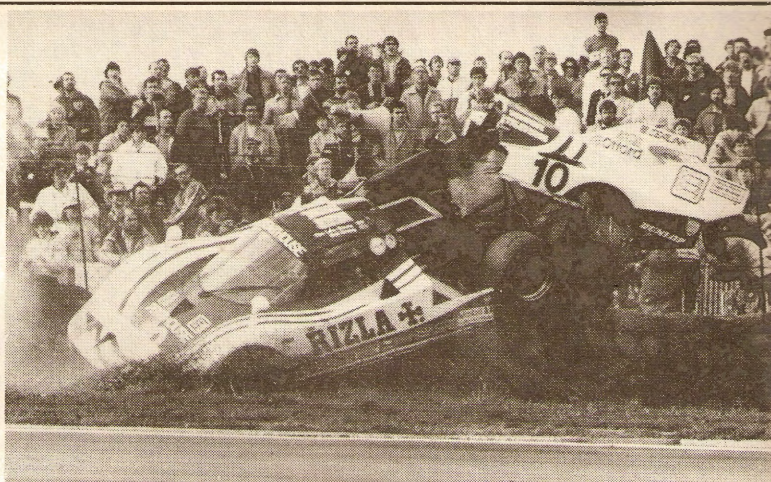
Unable to match the consistent 160mph plus startline trap speeds of the

Variety is the spice of life for Gordon, Lyall, Jacobsen, Higgins and Wilson at Paddock Bend.





Photos: Alison Watt



A suspected suspension failure pitched Tim Lee-Davey's Tiga into the tyre barrier at Clearways, the car spinning uncontrollably as it crossed a camber change.

▶▶

## RACE

The atmosphere at the start of any Thundersports race on the wonderful Brands GP circuit is very special, but on Grand Prix day itself, with a full grid playing to a packed auditorium, there's nothing quite like it on the domestic racing scene. This is the one they all want to win so desperately, the one which cements sponsorship deals and brings widespread exposure. Even the overseas media, present for the Grand Epreuve, cannot help but take note.

As the BMW M635 Pace Car peeled into the pits, Foulston kicked the throttles of his big Chevrolet wide, and the awesome Lola surged over the line, clearly ahead, to start the 30-lapper, with race sponsor Wallis eagerly lunging into the large gap vacated by the T530 inside Flux's angry sounding Mazda-powered car. Lee-Davey started superbly too, muscling his way past Ian Taylor's Tiga-BMW to place the Derwent TV Tiga alongside Flux at Paddock.

Flux's iron resolve saw him get back at Jim, sailing round the outside of Druids to threaten Foulston as Lee-Davey thrust the GpC Tiga inside the Otford Lola for third place. Hoy was charging along too, despite having to run on the electric fuel pump after the mechanical one had packed up moments before the start. Wallis, Tony Trimmer in the Texas Chevron-DFV and Taylor tucked in behind Will on the opening lap.

Foulston had already extended a sizeable cushion as the field streamed back from the country at Clearways, but Flux dived for his pit with a serious misfire after buzzing the engine beyond 12,000rpm — they normally use 11,000 — in his exuberant efforts to stay with the leader. The rotor arm was shattered and that was that for the giant killers.

The order changed dramatically on the third lap when Hoy abandoned the troublesome Tiga turbo, its gear linkage broken, and Lee-Davey had a huge shunt at Clark Curve, from which he was fortunate to emerge with little more than a shaking. The Spice Tiga swapped ends very quickly as it traversed the change in the track's camber, and smote the barriers hard, backwards, the car rearing up and crashing down again. A small fire was immediately doused, but the car was badly damaged. The team suspected another suspension failure.

With Taylor and Trimmer testing each other, and Foulston pulling effortlessly away up front, Wallis settled into a consistent stride as planned, and was the first to make his routine stop — at the 10-lap minimum mark — handling the fourth-placed Lola to Wilds. Mike resumed 11th, after a slick 18.8s stop for the

BSR team, and wasted little time in clawing his way back up the lap charts.

The order, then, was Foulston, Taylor, Trimmer, Walker in the Toj, Blanchet, Jackson, Catlow, Brian Robinson (Grange), Andreason (in Gordon's Chevron, and shortly to switch to the S2000 B63), 'Stingbrace' and Wilds, with the rest led by Harrower and Dodd-Noble, a lap down on the flying Foulston. When James Thomson lost control of the class-leading S2000 at Paddock though, the complexion of the race suddenly altered.

It took the marshals some time to remove the Royale from the track after its visit to the barriers, the rear of the chassis destroyed and sitting on the deck. The Pace Car was eventually summoned — picking up the second-placed Taylor — by which time the emergency was over, but cover was given for three laps while the car was dragged away. Foulston and Trimmer dashed in under the yellows, but their replacements Brindley and Piper were held, in common with many like-minded others, at the end of the pit lane, awaiting the next passing of

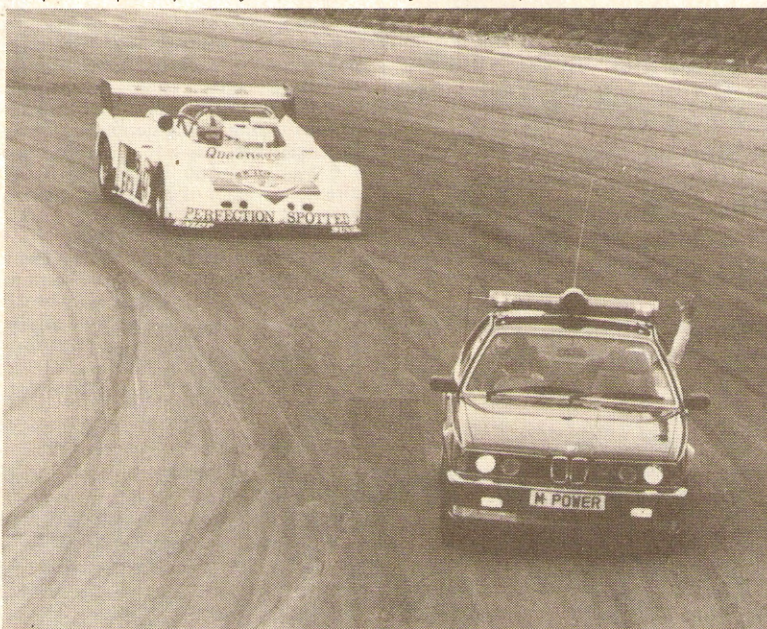
the convoy.

Far from enjoying the lap's lead he had anticipated when his partner alone was free of the Pace Car's restriction, Brindley would have to work hard to rescue the situation. Then another cruel blow was struck. Rather than overheat the engine, John switched off for a minute. The crocodile came into view again, and now on his lap, he punched the ignition, engaged second to start the Lola rolling, then banged it into first to shoot away, only for a driveshaft to shatter. Brindley kept going, completing the event with drive on one wheel. He was still classified fourth.

Wilds, in his element, carved his way through the leaders, many pitting only now, to seize the advantage on lap 17, and was soon able to lap Brindley's hobbled car. All he had to do was reel off the remaining laps consistently, mindful of the traffic, to take a popular victory on his home circuit, and a first for the Otford team at this discipline. Mike nursed the car, changing up early, extending his braking distances, making sure, with Lovett some 18secs behind at the flag.

Peter drove very well to overcome Piper and Evans, whose Toj developed a worsening electrical misfire and fell to fifth ahead of the trundling March-DFV of Rob Wilson. Jeff Wilson continued Robinson's good work in the Grange, to beat Bain's Chevron (which lost its time in the pit confusion) and the Xerox Lola, still handling badly. Mike O'Brien converted Donovan's run into S2000 victory, by a lap once fuel system maladies had delayed the GRAB Lola of Lyall. Gary Brabham made it a one-two for Richard Owen's marque, with the Harrington/Andreason Chevron a steady third.

The pace car picks up Ian Taylor in the controversy that rather spoiled the race.



## BRANDS HATCH (GB)

## Oct 6, The Otford Group Thundersports Trophy Race, 30 laps — 78.41 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	James Wallis (GB)/Mike Wilds (GB)	A	3.3 Lola-DFLT286	47:02.42	1:23.70	3
2	Ian Taylor (GB)/Peter Lovett (GB)	B	2.0 Tiga-BMWTS85	47:20.04	1:24.57	4
3	Tony Trimmer (GB)/Richard Piper (GB)	A	3.0 Chevron-DFV B26/36	47:25.11	1:25.61	6
4	John Foulston (GB)/John Brindley (GB)	A	5.7 Lola-Chevrolet T530	29 laps	1:21.73	1
5	Sean Walker (GB)/Bob Evans (GB)	A	2.3 Toj-BMW SC205	29 laps	1:26.96	9
6	Paul Jackson (GB)/Rob Wilson (NZ)	A	3.0 March-DFV 75S	29 laps	1:27.91	10
7	Brian Robinson (GB)/Jeff Wilson (GB)	B	2.0 Grange-Hart T85	29 laps	1:31.41	20
8	Mike Catlow (GB)/Duncan Bain (GB)	B	2.0 Chevron-Hart B26/36	29 laps	1:28.72	11
9	Mike Blanchet (GB)/Bob Juggins (GB)	B	2.0 Lola-BDG T598C	29 laps	1:26.93	8
10	Robin Donovan (GB)/Mike O'Brien (GB)	C	2.0 Shrike-Ford P15	28 laps	1:33.40	24
11	Ian Harrower (GB)/John Piper (GB)	B	2.0 Huron-BDG 002	28 laps	1:31.23	19
12	'Stingbrace' (I)/Raineri Randaccio (I)	A	3.0 Chevron-DFV B36	28 laps	1:29.16	13
13	Hugh Chalmers (GB)/Laurence Jacobsen (GB)	B	2.0 Chevron-BDG B61	28 laps	1:30.82	17
14	Tom Dodd-Noble (GB)/Colin Pool (GB)	B	2.0 Chevron-BDG B26/36	28 laps	1:30.91	18
15	Mike Sanders (GB)/Richard Mallock (GB)	B	1.7 Mallock-Ford U2Mk27	28 laps	1:29.89	15
16	Roger Andreason (GB)/Tony Gordon (GB)	B	1.8 Chevron-FVCB19	27 laps	1:29.75	14
17	Divina Galica (GB)/Gary Brabham (AUS)	C	2.0 Shrike-Ford P15	27 laps	1:34.55	28
18	Scott Harrington (USA)/Roger Andreason (GB)	C	2.0 Chevron-Ford B63	27 laps	1:39.04	40
19	Robert Speak (GB)/John Webb (GB)	C	2.0 Tiga-Ford SC82X	27 laps	1:35.69	33
20	Rick Morris (GB)/Nick Ward (GB)	C	2.0 Royale-Ford RP37	27 laps	1:35.26	30

Winner's speed: 100.00mph. Class winners — over 2000cc: Wallis/Wilds. Fastest lap: John Foulston, 1m22.10s, 114.60mph (record). Up to 2000cc: Taylor/Lovett, 99.38mph. Fastest lap: Taylor, 1m25.08s, 110.58mph (record). Sports 2000: Donovan/O'Brien, 92.88mph. Fastest lap: Galica/Brabham, 1m33.19s, 100.96mph.





Andy Rouse takes the lead at Paddock Hill Bend with Brodie and Sears behind him. The Colt driver was to move ahead and lead, but not win.

## Andy's triple crown

It just goes to show the importance of tyres in modern saloon car racing. After a season of deteriorating rubber Dave Brodie decided to switch to Pirellis — and what a difference that made. 'The Brode' was never going to be caught by the two Ford Sierra Turbos of Andy Rouse and David Sears. That was until the second to last lap when there was consternation round the circuit as Brodie spun at Surtees. An action replay on the last lap saw the Starion down to third and Brodie had to watch as the Fords crossed the line nose-to-tail, while Mike Smith, who had secreted himself in the commentary box after his Ford Escort RS Turbo had died, told the crowd what a good day Ford were having. The title was won and for Rouse it was a special day: three championships in a row.

### QUALIFYING

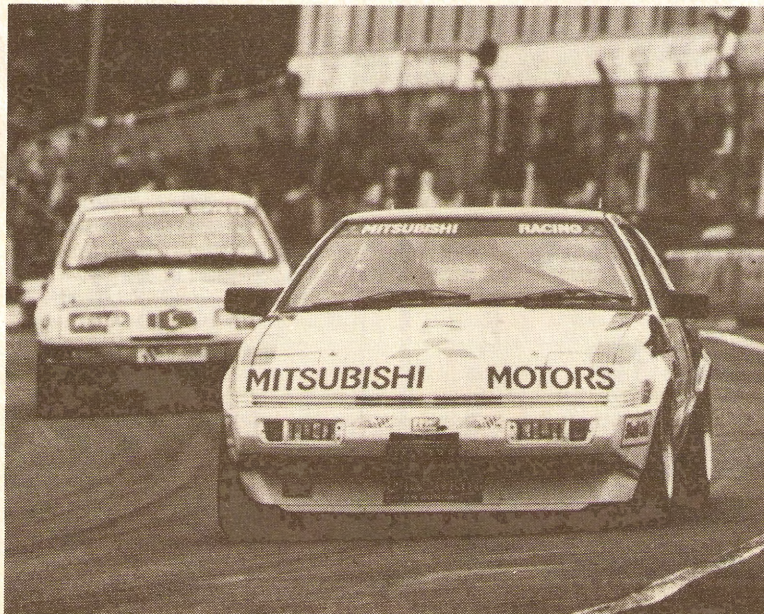
Grand Prix time again, and the Trimoco men put on their best overalls, polish up their cars and go for the big result. The sponsors like that. Away from the Grand Prix cars in some far distant paddock the Trimoco men gathered. There's no Boss clothing, no Porsche design, but a more familiar picture of no money and no tyres, but this is a big meeting for the saloon men. As usual the grid was bumped up in size with some interesting entries, but strangely missing from the line up was Graham Goode in his Nissan Bluebird Turbo — the class championship leader. No sight, nor sound. The TWR entry for Steve Soper never materialised, with Soper out in Japan for the Fuji 1000kms and the Walkinshaw organisation overstretched with Fuji, Bathurst and French Production cars at Ledenon.

Still, we had a good field, and the mood was one of optimism. There are signs of a resurgence in Trimoco, talks are going ahead to improve things next year — new cars, new sponsors and hopefully some stability in the regulations. Something positive at last. That, however, is the

cameras running and even the commentators gave their larynxes a rest and first practice took place with an accompaniment of all the latest chart-toppers.

The man setting the pace in qualifying was Dave Brodie — as we have come to expect. There was nothing much to worry the Brode, but what was this? Pirelli tyres, and good Italian ones at that. The Colt qualified on D5s, probably the best tyres in Europe apart from the unobtainable 17" Dunlops seen on the European Rovers. "It was interesting on radials," commented Brodie, "the car was very twitchy turning in, but once in the corner it was really quick." Testament to the twitchiness of the rubber was a couple of spins — one in each session — but pole

The switch to Pirelli rubber gave Brodie the chance to show the Colt at its best.



future, but this year when the Trimoco men came out, there were no television was safely his. Lining up alongside on the front row was the man with the championship to settle — Andy Rouse in his ICS Ford Sierra Turbo. "I was not entirely happy with the set-up," he bewailed after the Friday practice, although a change of axle ratios cheered him up on Saturday, but he was certainly having to work hard, "Silverstone was a piece of cake compared with this." Here they had to work hard.

In a surprising third slot was Frank Sytner. 'Fearless' was delighted with his Pirellis, and set his quick time on D7 superqualifiers on Saturday. The years of the BMW 635CSI may be coming to an end, but it really is a beautiful car to watch. "I'll miss the old girl," muttered Frank nostalgically. Well, at least the Bee Em is going out in style.

Alongside Frank on row 2 was David Sears in the second Ford Sierra Turbo who spent much of qualifying cruising along behind Andy Rouse with a film camera on board following the team leader. His first session was spoiled by fluctuating boost, but come Saturday he had bumped himself up the grid, surviving a very lurid moment at Paddock — sideways all the way down the hill!

Neil McGrath was in third after the first session, but the Rover driver was bumped down to fifth in the second. Praying for rain didn't work. . .

Richard Longman led Class B comfortably, the Ford Escort Turbo incredibly quick through the speed trap — the third fastest overall. The Datapost driver was suffering gearbox problems on Friday, but come Saturday he was flying — here was his chance to steal the class from the absent Goode.

Denis Leech was driving his heart out, as ever, in his distinctive black and orange Rover — almost a vintage car these days, but his progress was halted dramatically in the second session when a wheel came adrift coming through Graham Hill Bend.

And where was Barry Sheene? There are probably more succinct ways of putting it, but decorum dictates that he was in trouble. The Hughes of Beaconsfield team were trying out a brand new engine management system and it just did not work, and to compound the problem the second session saw dire vibrations and a lowly eighth place, only just ahead of the leading Alfa Romeo of Jon Dooley. Jon arrived for practice in a suit, set the time, put his suit back on and left. "Some of us have to work as well, you know."

At last, Mike Newman has solved his engine 'brain' problems, but early in the second session Mike had a couple of spins, the second one damaging the front of his car.

Further back Chris Hodgetts led the small class by almost 2secs with the rest of the Ford Escort troops more evenly matched. Mike Smith was back in action in his Ilford Ford Escort RS Turbo, this time with considerably more power than at Silverstone, "It was a levelling experience," he commented, "if you've ever tried waterskiing, you'll know what I mean, the power is phenomenal, I was just hanging on" The car itself came from Ford at Boreham and began life as a rally machine — the ride height wasn't quite right, and it was maybe 40 bhp down on Longman's car, but it was still really quick in a straight line. Mike had but one session to qualify, having to miss the second while recording *The Late Late Breakfast Show* for the Beeb on Saturday.

There were three other new runners: Barry Barnes in one of Terry Drury's ageing Alfas — "In theory, this is an ex-Rouse car," explained Terry, "Well,

the back pillar at least!" Barnes had a crunching accident at Hawthorne in the second session, modifying the venerable Alfa some more. David Grimshaw had a Prodsaloon Escort RS Turbo—blatantly short on power, and the last qualifier of all was Alex Postan in a Renault 5 Turbo entered by Joe Simons Racing and sponsored by Elephant Memory Systems. The car ran on its usual Michelins, but it was certainly interesting to see that the model could be a good Trimoco runner with a little work.

**RACE**

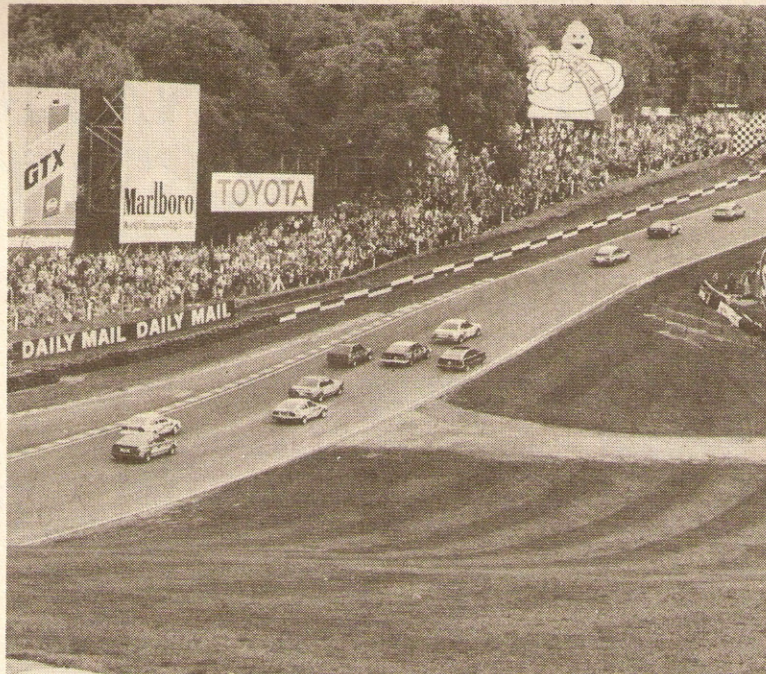
It took a while for the crowds to be appeased. They cheered their new hero Nigel Mansell to the echo and wouldn't get off the track! Overhead the F1 boys did their usual post-Grand Prix impersonation of the evacuation of the American Embassy in the Saigon in their helicopters and the Trimoco men sat around hoping they would get a race before it got dark.

Finally, the cars reached the grid — or some of them — gone already was Barry Sheene, his Supra fumbling to a stop at Graham Hill Bend on the warming-up lap. The end of another unhappy chapter for the team. Barry did not hang around to pass comment, jumped on his motorbike and headed for home. As the lights went green Brodie made a good start, but Rouse on the outside powered around the Colt to lead as they headed down Paddock Hill. Stuck on the grid was John Morris in his Escort, push started and pursued by a telltale trail of oil smoke — his would be a short race, indeed.

Rouse led those early laps, hounded by Brodie — the Pirelli D5 race tyres working really well. Behind them only David Sears was in touch — this was a turbo race. Frank Sytner led the normally aspirated field, his car on D7 super-qualifiers! "I've got nothing to lose," he confided before the race, "I might as well put on a show for the public." A commendable sentiment.

In the early stages Frank was chased by Dennis Leech, but after four laps Neil McGrath edged his Rover ahead leaving Leech to fall back to Mike Newman, his car patched up with copious quantities of silver tank tape, while Jon Dooley stuck his Alfa ahead in Class 2, turbos or no turbos. Richard Longman took up the chase, but on lap 3 slowed suddenly along Cooper Straight and pulled off with electrical problems. Out climbed the driver, up went the bonnet, in went the wires and having lost a lap he set off again. This left the John West Salmon Alfas running 1-2 in the middle class, separated by Pete Hall's ICS Rover. Chris Hodgetts in the meantime was walking away with the baby class pursued by Alan Curnow and Richard Belcher, until their tyres began to go off.

Back at the front, Brodie increased his pressure on Rouse and on lap 5 went



The cars head up to Druids for the first time with the three turbo men already ahead.

through at Surtees to lead, pulling away steadily. Hey, these Pirellis were good! Rouse and Sears ran in line astern unable to offer a challenge.

With 12 laps gone, Dennis Leech lost it at the bottom of Graham Hill taking to the armco with a crunch, while, behind, Dooley and Hall battled merrily: a big guy versus a small guy. High Noon. Rob Kirby could offer no challenge, his gearbox "frail" to say the least, while out was Mike Smith, his gearbox "grunged" and Tony Crudgington, his gearlever in his hand...

A touch of stability set in. A word, though, for the men at the back. Alex Postan, his little Renault laden with 110kg of weight after the scrutineers disagreed with him. He had misread the regulations. "Don't they all..." said Brian Jones pointedly in the commentary box. Ahead of the little Renault David Grimshaw struggled gamely with his Prod-saloon Ford Escort RS Turbo, having caused some amusement on the grid when he telephoned the commentator from his car. His sponsor? Why Racal Vodaphone, of course. Nice PR job boys.

Brodie looked to have it all sewn up, but what was this, Rouse was gaining a bit. The Brode was beginning to encounter problems with his rear brakes. With just a lap and a half to go, the Colt suddenly spun into the dust at Surtees. In a flash Rouse was through, but Brodie got it all back together ahead of Sears. And off they went into the country, all together. Here they were again steaming into Surtees and, would you believe it,

Brodie was off again, and Sears was through to second. Under the bridge they came for the final time, Sears right behind Rouse: a fairytale finish for Ford. Brodie, of course, was not a happy man, and you couldn't help feeling sorry for him. With those Pirellis this was his race.

Fearless Frank came home a distant fourth, his D7s not really acting like the super soft tyres they were supposed to be, while Newman was able to make up a place towards the end as McGrath slowed with dire wheel bearing worries. Pete Hall had won his battle with Dooley who duly took Class 2 even if his team mate Ron Kirby would have still been in with a chance of the class title if he had won the class — no team orders there, rather strangely. Richard Longman, once going again, set fastest lap and succeeded in catching and passing Dooley as they crossed the line — Richard one lap down, but making a point nonetheless.

And Chris Hodgetts did everything he could to try to beat Rouse to the title: a class win and fastest lap was all he could do, but Rouse had done enough and he had his third consecutive title in the bag. And let's not forget it is a third title for ICS as his sponsor. Pete Hall was well and truly over the proverbial moon.

And while the celebrations began in the Ford camp there was a very different scene in the Colt encampment. "Those Pirellis," said the new champion, "they really had the legs on us, we were scrabbling about trying to keep up." High drama, indeed, a fitting climax to a year of Trimoco soap opera.

**Trading places**

The first race on Sunday morning, as has become the norm these days at Brands Hatch, was the 'celebrity race'. This year we had a trophy from *Motoring News* and 16 invited rally and rallycross stars, plus star Brands Hatch Racing pupil Roger Dean and hot rodder Barry Lee (to replace the injured Malcolm Wilson). All were competing in Brands Hatch Racing's immaculate (for the time being) Ford Escort XR3is.

The grid was drawn by lot, and, as luck would have it, saw a rallycross man (Mark Rennison) on pole and next to him Pentti Airikkala, from the world of rallying. Five laps were allotted for practice to accustomise drivers to their steeds, and proved a fairly hectic affair. However, all survived in tact (despite a few minor indiscretions) to take their grid positions. And, perhaps, survive was the right term. Prior to practice, Mark Rennison saw the event as something of an enduro, rather than a sprint: "Five laps of practice! I'm going to be exhausted before I start. We don't usually do more than three at a time." Airikkala was also a little apprehensive: "I'm not looking forward to this — too much traffic," he said tersely. That aside, Pentti looked good for race victory.

Stationed at Paddock Bend, perhaps it was a little dangerous as the red and white pack sped towards the first turn, but fortunately Rennison remembered that this was the GP track and cranked the wheel right a little later than usual to make it round with Pentti just ahead. Mark Lloyd and Barry Hathaway followed closely as they all made it round that first bend without problem amid a flurry of screeching tyres, hot engines and overheating clutches. Perhaps even more miraculously, everyone was still in the race by Surtees as they approached the Indy circuit. At the end of that first lap, then, Airikkala still led, with Rennison looking for a way past. Druids proved to be the place, and that settled the race for the lead.

Behind, however, was a superb midfield scrap: tarmac, grass, doorhandles, bumpers and kerbing were all used in the battle for supremacy, but it was all good crowd-entertaining stuff. And, at the end of the seven laps, all 16 cars took the flag.

The champagne, then, went to a delighted Mark Rennison who proved man enough to the task while over £7000 went to charity. It might be more charitable, however, to redirect some of that money to BHR's fleet of Escorts; few were left unmarked. Local panel beaters are going to have a field day. **RALPH MORTON**



Action aplenty in the Celebrity event.

**Motoring News Trophy Race for Invited Rally and Rallycross Drivers — 7 laps**

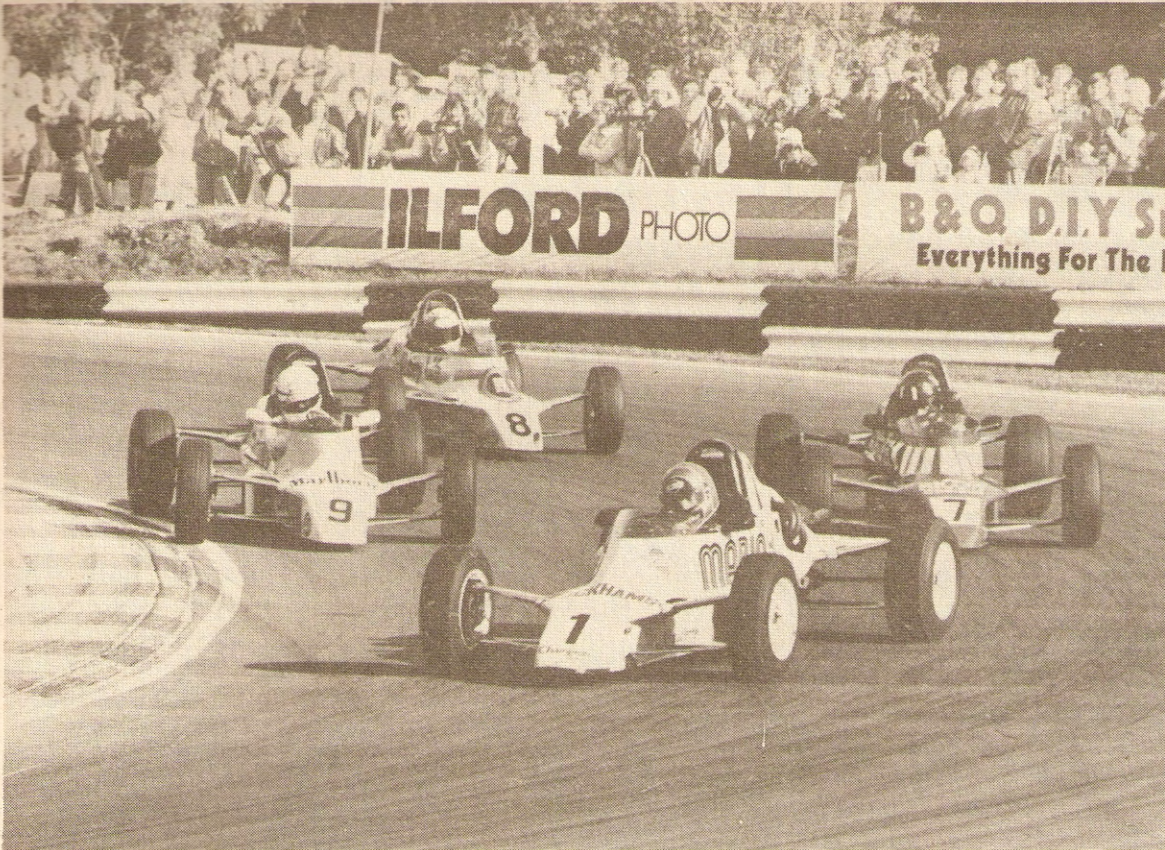
1, Mark Rennison, 7m25.98s, 68.00mph; 2, Pentti Airikkala, 7m 29.33s; 3, Rob Gibson, 7m 31.34s; 4, Barry Hathaway, 7m 32.89s; 5, Per Eklund, 7m 34.72s; 6, Mark Lloyd, 7m 36.98s; 7, Barry Lee, 7m 37.66s; 8, Piet Dam, 7m41.36s; 9, Jimmy McRae, 7m42.38s; 10, Stig Blomqvist, 7m43.35s; 11, Mark Lovell, 7m45.05s; 12, Trevor Hopkins, 7m45.40s; 13, Roger Dean, 7m45.57s; 14, Trevor Reeves, 7m46.50s; 15, Russell Brookes, 7m47.16s; 16, John Welch, 7m 49.01s.  
Fastest lap: Lee, 1m01.97s, 69.92mph.

**BRANDS HATCH (GB)**

**Oct 06, Trimoco RAC British Saloon Car Championship, round 11, 20 laps — 52.27 miles**

Pos	Driver	Class	Car	Result	Best lap	Qualifying	Pos
1	Andy Rouse	A	2.3t Ford Sierra Turbo	33:34.42	1:39.75	1:38.88	2
2	David Sears	A	2.3t Ford Sierra Turbo	33:34.62	1:39.99	1:40.47	4
3	David Brodie	A	2.0t Colt Starion Turbo	33:46.76	1:38.63	1:38.46	1
4	Frank Sytner	A	3.5 BMW 635CSi	34:23.64	1:41.94	1:40.29	3
5	Mike Newman	A	3.5 BMW 635CSi	34:40.40	1:42.03	1:42.59	10
6	Neil McGrath	A	3.5 Rover Vitesse	34:51.96	1:41.83	1:40.79	5
7	Pete Hall	A	3.5 Rover Vitesse	34:52.15	1:43.03	1:42.76	11
8	Jon Dooley	B	2.5 Alfa Romeo GTV6	34:52.86	1:43.32	1:42.52	9
9	Rob Kirby	B	2.5 Alfa Romeo GTV6	35:01.35	1:43.64	1:43.86	12
10	Chris Hodgetts	C	1.6 Ford Escort RS1600i	19 laps	1:44.52	1:43.90	13
18	Richard Longman	B	1.6t Ford RS Turbo	19 laps	1:42.45	1:41.17	6
R	Dennis Leech	A	2.5 Rover Vitesse	12 laps—accident	1:41.65	1:41.42	7
R	Mike Smith	B	1.6t Ford RS Turbo	5 laps—gearbox	1:46.72	1:46.00	18
R	Barry Sheene	A	2.8 Toyota Celica Supra	Did not start—ignition		1:42.13	8

Winner's average speed: 93.41mph. Fastest laps — Class A: Brodie, 1:38.63, 95.39mph (record). Class B: Longman, 1:42.45, 91.83mph. Class C: Hodgetts, 1:44.52, 90.02mph (record). Championship positions: 1, Rouse, 82pts; 2, Hodgetts, 76; 3, Graham Goode (1.8t Nissan Bluebird Turbo), 57; 4, Richard Belcher (1.6 Ford Escort RS1600i), 52; 5, Brodie, 50; 6, Alan Curnow (1.6 Ford Escort RS1600i), 46; etc. Next round: Silverstone, Oct 13.



Carcasci leads with Damon Hill and Bertrand Gachot disputing second place while Mark Blundell hangs in there — the Fordsters in action.

# FF slipstreamer

“At first you know, I was not really sure where the track went, so I just hung in there for a few laps and then I thought ‘This is OK’, saw a gap and just went”. It was that simple according to Paulo Carcasci, who was seeing the Brands Hatch GP circuit for the first time and followed up his Euroseries win of a week earlier with another superbly judged drive on the big occasion. The reason Carcasci was a touch uncertain of the circuit stemmed from the tragic Historic GP car accident of the previous day, which saw the RAC/TT boys reduced to a farcical 10mins of practice in near darkness. For all that, on the day, the country’s premier Formula Ford drivers put on a superb, clean, hard-fought race which provided fine entertainment for the enormous crowd.

## QUALIFYING

“Hey, I’m lucky to be doing this race at all. I’d totally spent my budget until Lucas CRV stepped in and helped me at the last minute”, bubbled the ever enthusiastic Perry McCarthy. In truth, he could probably have put a stock of their headlamps to as much use as the desperately needed bucks, for, when the cars were released on their enforced 10min session early on Saturday evening, visibility was severely limited. Had we been at Lords, bad light would certainly have stopped play.

Mark Blundell used his five laps to the best effect, claiming pole with his Abbey Life supported Van Diemen RF85 motivated, as of late, by the famous multi Festival-winning ‘Patch’ Minister engine. Championship rival, Bertrand Gachot lined up alongside with his Pacific Racing Marlboro-backed chassis, while Peter Rogers qualified a fine third with Howard Drake’s Laser HD85. Having recorded pole position for an earlier championship round at Oulton Park, Rogers proved, once again, that he

would have posed a strong series contender had he been able to find half of a reasonable budget.

Interestingly, the grid was to be a 2-2-2 formation instead of the usual 3-2-3, and so it was Damon Hill who claimed the other second row position with his Ricoh Copiers/Manadient Van Diemen. The similar works chassis of Paulo Carcasci and Ruairi O’Coileain shared the third row ahead of Jonathan Bancroft’s Racefax RF85 and an impressive performance from young Stephen Robertson. Tim Jones was next up with his LEP supported Milldent RF85 ahead of Johnny Herbert’s Quest and Ted Whitbourn, first of the Champion of Brands drivers.

## RACE

There were those who suggested that they would rather not be anywhere near Paddock Bend when the huge 38-car field was released on the opening lap, but all bar Paul Sleeman’s Jamun managed to successfully negotiate the first corner with Gachot pulling across from his outside front row berth to head the pack.

Across the line they streamed, with Blundell glued to Gachot’s gearbox, followed by Rogers. Carcasci, Hill, Herbert, O’Coileain, Jones and Bancroft in line astern. Next time around, the order was still the same with Carcasci looking for a way by Rogers and Bancroft crawling all over fellow Brands racing instructor, Jones. This ended with Bancroft spinning at Druids, “I was just a complete . . .”

Carcasci, meanwhile had nipped past Rogers and was right with the Gachot/Blundell war. Incredibly, Paulo headed the battle across the line on lap 3 having gone around the outside of Blundell into

Hawthorn and inside Gachot at Westfield. “They were so involved with themselves that they didn’t notice me and I was confident I could go for the gaps, so I did” understated the modest Brazilian. His move had lost Blundell and Gachot some momentum and Damon Hill took full advantage to relieve Blundell of third.

Behind the leading four, Herbert, Rogers, Jones and O’Coileain were involved in a similar tussle, Jones having eventually forced his way past Ruairi’s “rather wide” Duckhams Van Diemen.

At mid distance, the four leaders crossed the line as one with Gachot diving around in an attempt to bluff Carcasci. Paulo was having none of it and closed him down with a tight line at Surtees. Bertrand made the better exit, however, and momentarily the lead battle was four abreast down to Hawthorn. Gachot grabbed the lead back, but was immediately retaken by the works car. “I was not convinced about my engine today, you know. Paulo could almost pick his spot” added Gachot later. Damon Hill seized his chance again in a brave move, rubbing wheels with the Pacific Van Diemen into Dingle Dell and emerging a clear second.

Once past Gachot, Hill made a valiant effort to come to terms with Carcasci, the leading pair enjoying the luxury of a whole second’s advantage! Paulo, however, hung on grimly to score a superb win, and more importantly a win which gives him an outside chance of stealing the championship at the Oct 20 Thruxton finale, should Blundell and Gachot slip up. Behind Hill and Gachot, Rogers, coping well with a touch of oversteer on the Laser, surprised Blundell but slid wide at Clearways and let the championship leader retake a vital fourth. Rogers, however, did not see the chequer and steamed around Paddock where he collected the somewhat bemused Gachot, meekly trundling round on his slowing down lap. Both drivers saw the funny side in what had been a clean race and a fine advertisement for the formula at that. The only leading runner to fall foul of an incident was Herbert, whose Quest stopped on the penultimate lap with rear suspension damage. Some yellow paint in the vicinity led him to believe that O’Coileain’s nose may have been responsible.

With the final round of the series and the Formula Ford Festival to follow on consecutive weekends two weeks hence, Carcasci established himself as a contender for both and convinced everyone that yet another Brazilian is on the way.

## BRANDS HATCH

Oct 06

RAC/Townsend Thoresen FF1600 Championship, round 14

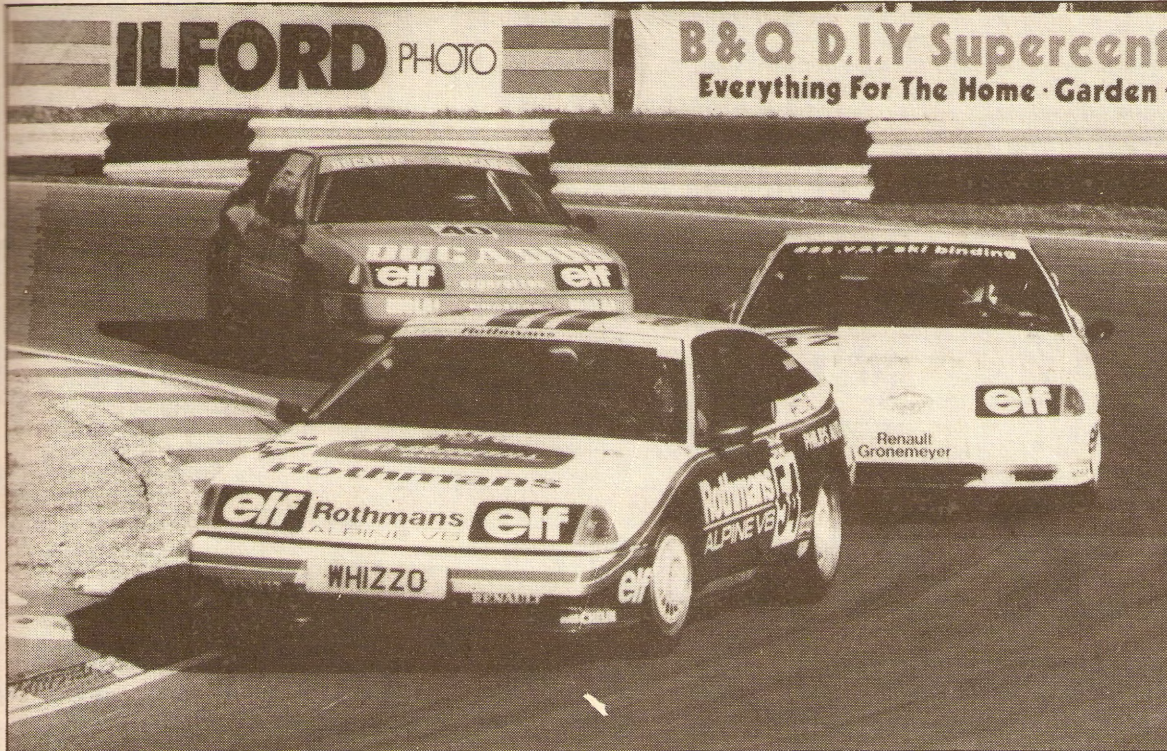
10 laps — 26.14 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos	
1	Paulo Carcasci	Van Diemen-Minister RF85	16m35.62s	1:37.92	1:38.13	6
2	Damon Hill	Van Diemen-Nelson RF85	16m36.12s	1:38.16	1:37.92	4
3	Bertrand Gachot	Van Diemen-Gatmo RF85	16m37.80s	1:38.50	1:37.79	2
4	Mark Blundell	Van Diemen-Minister RF85	16m38.72s	1:38.07	1:37.39	1
5	Peter Rogers	Laser-Auriga HD85	16m38.75s	1:37.97	1:37.80	3
6	Tim Jones	Van Diemen-Minister RF85	16m41.21s	1:38.48	1:38.98	9
7	Ruairi O’Coileain	Van Diemen-Minister RF85	16m41.32s	1:37.88	1:38.11	5
8	Kevin Gillen	Van Diemen-Scholar RF85	16m49.18s	1:39.09	1:39.62	13
9	Perry McCarthy	Van Diemen-Minister RF85	16m49.51s	1:38.68	1:39.86	16
10	John Booth	Van Diemen-Auriga RF85	16m51.86s	1:39.18	1:39.72	14
11	Rick Shortle	Reynard-Auriga 84FF	16m52.56s	1:39.49	1:39.39	12
12	Jonathan Bancroft	Van Diemen-Auriga RF85	16m52.64s	1:37.91	1:38.18	7
13	Philippe Favre	Van Diemen-Minister RF85	16m55.45s	1:39.31	1:42.09	27
14	Chris Hall	Jamun-Minister T12B	16m55.88s	1:38.98	1:40.70	22
15	Stephen Robertson	Van Diemen-Auriga RF85	16m57.50s	1:39.12	1:38.53	8
16	Len Bull	Van Diemen-Nolan RF84	16m58.25s	1:39.63	1:40.29	18
17	Ted Whitbourn	Ray-Minister 80F	16m59.49s	1:40.08	1:39.10	11
18	Colin Stancombe	Lola-Minister T640E	17m01.04s	1:40.38	1:40.44	19
19	Andrew Stapley	Ray-Minister 85F	17m01.20s	1:39.66	1:40.59	20
20	Jeremy Packer	Van Diemen-Auriga RF85	17m11.85s	1:38.22	1:40.70	21

Winner’s average speed: 94.50mph. Fastest lap: O’Coileain, 1m37.88s, 96.12mph. Championship positions: 1, Blundell, 139pts; 2, Gachot, 136; 3, Carcasci, 125; 4, Hill, 92; 5, Bancroft, 88; 6, Herbert, 70. Final round: Oct 20, Thruxton. \*Points from 9 best scores

REPORT: JOE SAWARD — PHOTOGRAPHY: JEFF BLOXHAM

# Whizzo Whizzo!



'Whizzo' fights his way to the front, here battling with Heinz Becker and Jesus Pareja as they round Druids early in the race.

Well, we knew they were spectacular cars, but this was really good and a victory for Barrie 'Whizzo' Williams against the massed ranks of the Renault Alpine regulars delighted the crowd. There was plenty of drama, locking up brakes, spins, rolls and collisions. Renault have hit on a winner. They may not be able to win F1 races, but in Alpine racing they are guaranteed a winner everytime. Good sound logic there!

The front row of the grid featured some less known names than usual — Jan Lammers was away in Fuji, and pole position fell to Renault veteran Joel Gouhier with German F3 man Altfriid Heger alongside with the regular front-runners of the Gaggia team, Massimo Sigala and champion Oscar Larrauri in third and fifth respectively split by the less wellknown Ferdinand de Lesseps. The fourth row was a Rothmans team monopoly Michael Bleekemolen fractionally ahead of 'guest' driver Barrie Williams.

The start was, as usual, a pretty fraught affair with de Lesseps making the best getaway to lead them through Paddock Hill Bend, followed by Heger and Sigala — rubbing door handles, while further back Jesus Pareja in his Ducados spon-

sored car took a very wide line indeed, way off on the old circuit. Through Surtees they all went and off into the country where Heger came to grief against the barriers at Dingle Dell and moments later the leader de Lesseps rolled his car at Stirlings. Gouhier dived for cover, so when they came through at the end of lap 1, it was none other than champion Oscar Larrauri leading! And behind him? His team mate Sigala! Bleekemolen had made progress in all the chaos and was third with Franz Fuchs in his wake and Barrie Williams up there mixing it. It was Bleekemolen who was the man to watch, though, storming through and passing Larrauri for the lead on lap 5. Oscar was dropping back and in tandem suddenly Sigala was slowing too, both cars starved of fuel. No Gaggia 1-2 Ferdinand de Lesseps flies out of the lead — and the race — on the first lap at Stirlings.



MIKE VALENTE

## Europa Cup Renault Elf Turbo Championship, round 10 20 laps — 52.27 miles

1, Barrie Williams, 35m22.16s, 88.87mph; 2, Heinz Becker, 35m24.71s; 3, Wolfgang Schutz, 35m27.71s; 4, Jesus Pareja, 35m29.91s; 5, Fred Krab, 35m35.60s; 6, Peter Obendorfer, 35m36.14s; 7, Joel Gouhier, 35m36.50s; 8, Franz Fuchs, 35m57.61s; 9, Knut Jaeger, 35m57.95s; 10, Michael Gabriel, 35m58.12s.

**Leading retirements:** Jurgan von Gartzen, engine, 12 laps; Oscar Larrauri, fuel pressure, 10 laps; Massimo Sigala, fuel pressure, 10 laps; Michael Bleekemolen, oil leak, 10 laps; Ferdinand de Lesseps, accident, 0 laps; Altfriid Heger, accident, 0 laps.

**Fastest lap:** Larrauri, 1m43.42s, 90.97mph.

today. Also charging in those early laps was Heinz Becker up from a lowly 13th on the grid. Exciting stuff.

But, what was this? Bleekemolen was getting very wild, rallying his way along the Cooper Straight in his efforts to stay ahead of Becker and Jurgan von Gartzen, who was beginning to look threatening. Next time round von Gartzen was ahead! Bleekemolen was dropping away with an oil leak and Becker was still in second. You could get to like this Renault racing, you never quite know what will happen next.

What happened next was that 'Whizzo' Williams, who had been keeping out of trouble suddenly began to close on Becker in second, by lap 10 Barrie was through and chasing the leader, cheered on by the crowd, who couldn't quite believe what was going on. Lap 13, and, stone me! Here was 'Whizzo' in the lead, von Gartzen having ground to a halt out at the back.

Another man to watch was Fred Krab in the third Rothmans car who was making good progress and was challenging hard for fifth, sneaking past Peter Obendorfer with five laps to go. Finally, the race seemed to settle down and there was no change in the top places for the last handful of laps. 'Whizzo' had done it — a more popular winner it would be hard to imagine...

## Mayman's misery

Anthony Mayman had the measure of the superb Historic Grand Prix Car Association gathering on Saturday afternoon, but there was no joy in his victory with Bruce Halford's Lotus 16. The appalling violence of the accident which claimed the life of Stephen Langton on lap 2 left everybody stunned. Few had the heart to continue after the stoppage — indeed some competitors pitted after but one more token lap — but Mayman eased away from Richard Attwood (in Nick Mason's Maserati 250F) to acknowledge the chequered flag on this grim day. Martin Morris, third in his faithful ERA, narrowly earned the Pre-War award after a dice with Rodney Felton's Maserati 4CL.

John Foulston had annexed pole position on Friday, with the ex-Obrist 1959 Ferrari Dino, fractionally quicker than the Lotus 16s of Mayman and Chris Mann. A third Lotus, Simon Phillips's car in the hands of Willie Green, would start from the back after a magneto problem in practice. Three 250Fs were ranged against the front row men. Attwood chased hard by Bobby Bell, and backed up strongly by Halford, pipped by the closely-matched Pre-War protagonists, Morris and Felton. The Connaughts of John Charles (C-type) and Gerry Walton (A) headed the solid midfield.

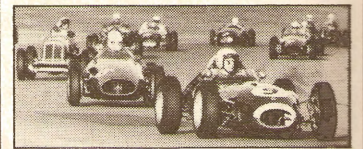
Mayman made the best start, with Mann and Foulston hot on his heels, but Chris was in trouble by Druids, his arm raised as John's wailing 246 and the howling Maseratis rushed by. The delightful display was forgotten, however, as the pack completed its first lap. Langton's Connaught 'B' crested the brow before Paddock, wheels locked, and slewed left into the tyre wall.

The green car bucked, flicking its experienced driver into the track and landed broadside on. Stephen was clipped almost immediately by a following car, and lay stranded by the right verge, marshals powerless to reach him in the traffic. Shortly afterwards, another unfortunate competitor, unsuspected, found Langton irrevocably in his path. The medics and rescue crews cannot be praised highly enough for their subsequent work, tragically to no avail. The respected Reigate man died later from his injuries.

The race was restarted to a broadly similar pattern up front, and results declared on aggregate of the two parts. The orders sadly mattered not at all.

MARCUS PYE

Mayman — an unhappy winner.



## Historic Grand Prix Car Association Historic GP Car race

6 laps — 15.68 miles

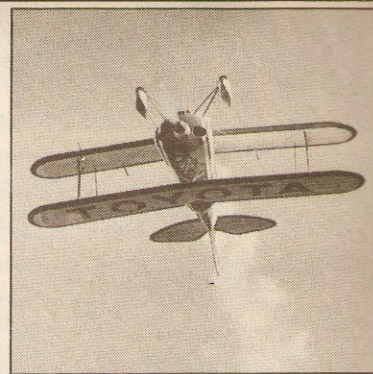
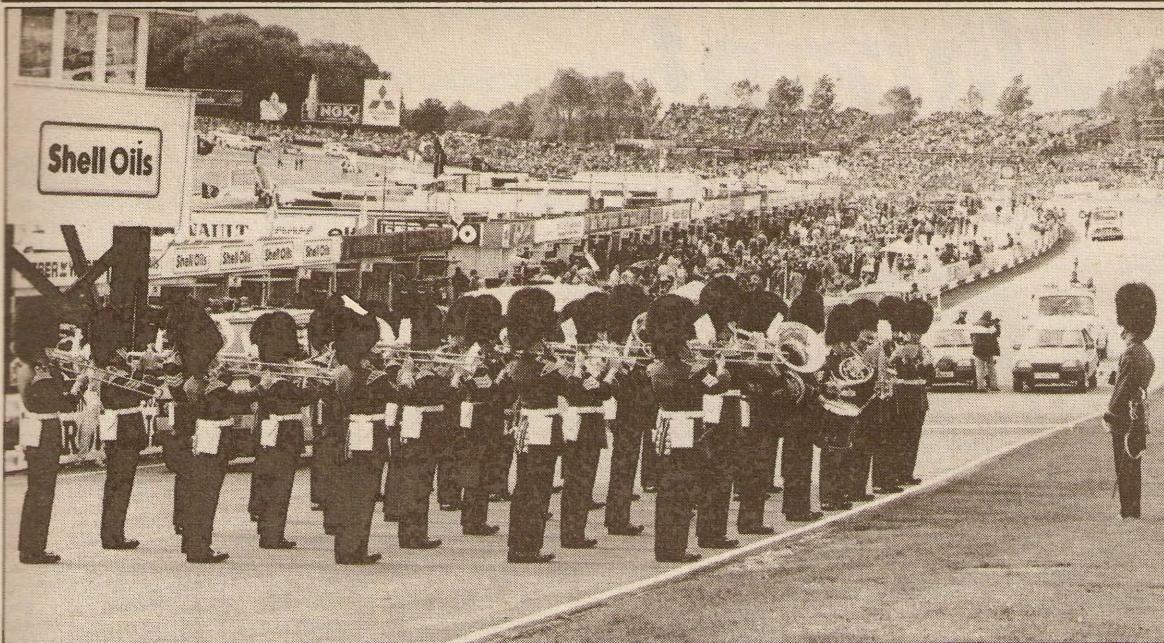
1, Anthony Mayman (2.5 Lotus-Climax 18), 10m41.47s, 88.00mph; 2, Richard Attwood (2.5 Maserati 250F), 10m53.70s; 3, Martin Morris (2.0 ETA 'B'), 11m24.42s; 4, Rodney Felton (1.5 Maserati 4CL), 11m29.23s; 5, Bruce Halford (2.5 Maserati 11m35.42s; 6, John Charles (2.5 Connaught 'C'), 11m37.81s; etc.

**Post-War cars:** 1, Mayman; 2, Attwood; 3, Halford. **Fastest lap:** Mayman, 1m44.85s, 89.65mph.

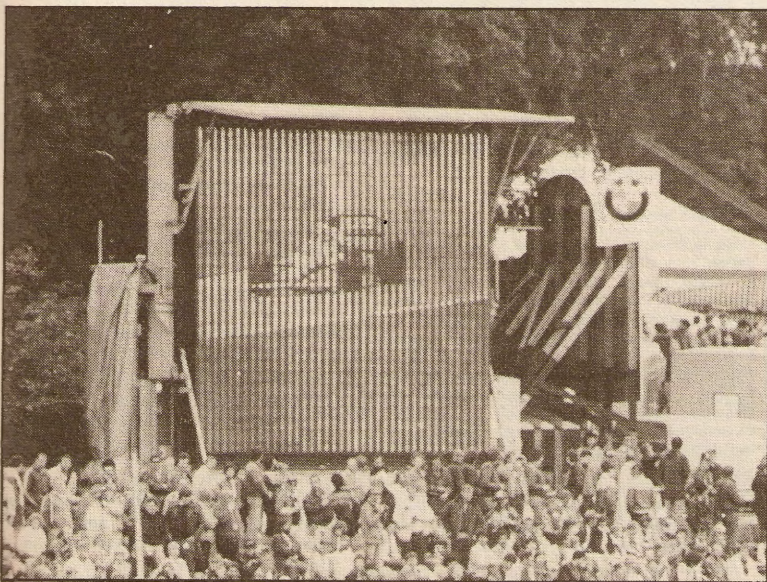
**Pre-War cars:** 1, Morris, 82.48mph; 2, Felton; 3, Paul Colbourne (1.5 Maserati 6CM), 11m53.40s.

**Fastest lap:** Felton, 1m50.54s, 85.11mph.

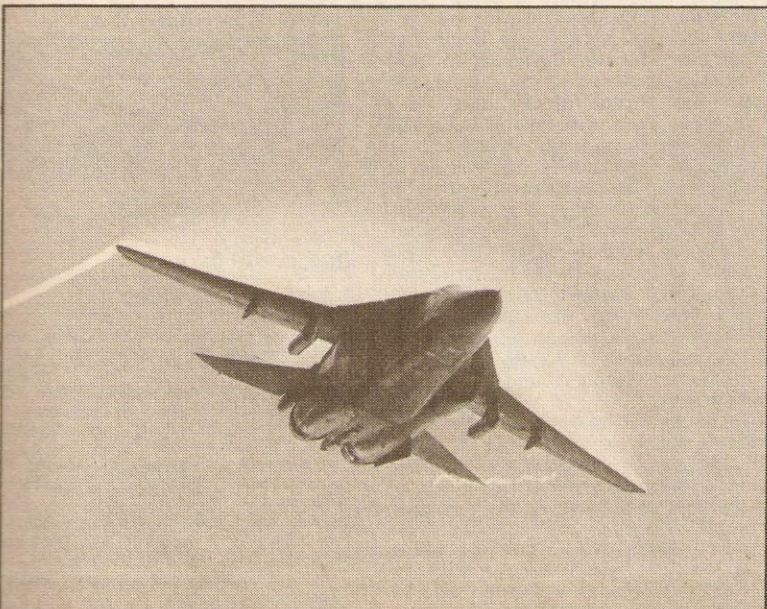
**NB:** Race run on aggregate of two parts (1 lap and 5 laps) following stoppage.



# Scene at Brands



Our two intrepid photographers, Jeff Bloxham and Michael Brown, were out at Brands Hatch last weekend clicking away with their cameras and soaking up the Grand Prix atmosphere. On this page, then, are some of the things they saw. Clockwise from right: Follow the bear ... Hofmeister's famous lager drinker was doing the rounds in the pits. ■ Little toys for big boys. Keke Rosberg gets in some extra practice with a miniaturised version of the Williams FW10. ■ Angelic upstart? The F-11 fighter plane with a sun-reflected 'halo'. ■ Starvision was back at Brand on the South Bank and was as popular as ever. ■ Keeping the crowds entertained at lunchtime, the Regimental Band of the Grenadier Guards played traditional march music. ■ With a rush of blood to the head, the Toyota Super Pitts displays its versatility with Brian Lecomber at the joystick. ■ Eager fans crowd the garages during the pits walkabout.





Walter Rohrl put in a superb performance on the San Remo Rally, the German car outclassing its French and Italian rivals on both gravel and tarmac. Below: Salonen hurtles along to second.

# The empire strikes back

After suffering numerous defeats at the hands of the French in the last year, Walter Rohrl and Audi turned the tables on the San Remo Rally last week. The German master utterly dominated the 27th running of this event, and when his Sport Quattro S1 proved reliable on both tarmac and gravel, the previously all-conquering Peugeot team could not respond.

Instead, Timo Salonen — already crowned the 1985 World Champion — settled for second, well ahead of the fleet of Lancia Rally 037s led by a spirited Henri Toivonen, who charged his way through the final night in the mountains above San Remo to sneak ahead of a demotivated Markku Alen. Yet again, the Italian fans had little to cheer, although this was yet another perfect performance from Rohrl.

The weeks around the time of the San Remo Rally are always fascinating with scandal and gossip about drivers changing teams always to the fore. This year was no different, with Markku Alen getting his fair share of attention after some bright spark confirmed that Jean Todt was eagerly trying to prise him away from Lancia for next year. Throw in suggestions that Mikkola has signed for ARG, that Kankkunen is leaving Toyota, and that David Richards has split his long term links with Rothmans, and the Italian motor sport magazines were having a field day.

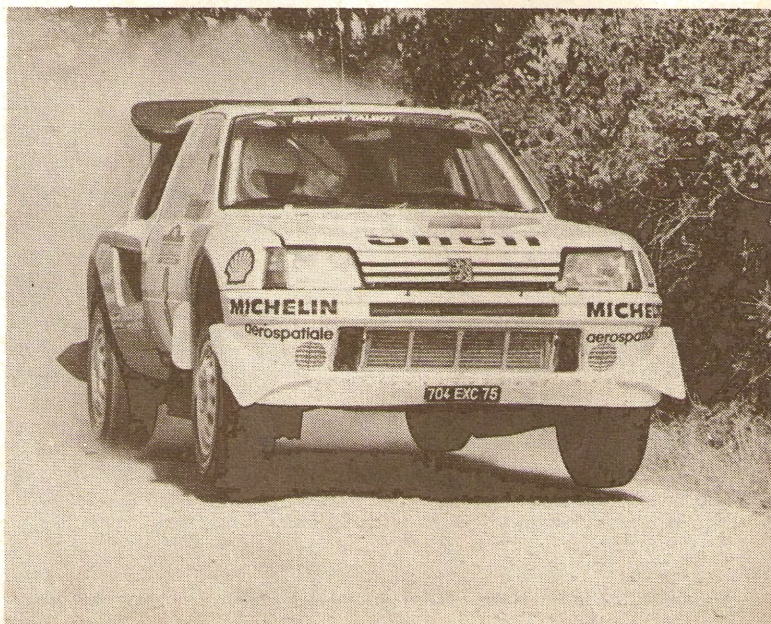
By the time that attention turned to scrutineering on the Sunday, most people had also sorted out such matters as FISA's proposed ban on helicopters, the 1986 calendar, and Group S, due for introduction in 1988. As far as the 1985 San Remo was concerned, the organisers had taken note of the string of incidents a year earlier, and to their credit had delayed the start by one day, so that the masses did not help create the traditional Sunday chaos on the first tarmac mountain stages behind the city.

A Monday morning kick-off with four tarmac tests and then the run south to

Tuscany eliminated that problem very effectively, while one other significant change this year was the considerably increased percentage of asphalt stages,

the 700km now made up of 45% tar and 55% gravel.

The opening hours of the rally were dealt with fully in last week's issue, and



## Audi

The 1984 World Champions have been having a rather lean year in 1985, so Ingolstadt continued its policy of running just one car in Italy, with Walter Rohrl/Christian Geistdorfer using a brand new Sport Quattro S1. The German spent some three weeks testing on both tarmac and gravel, hoping to improve the suspension specification, and the engine.

Most significantly, the new S1 can now be run with a free centre differential (as opposed to the locked version always seen on Quattros so far), so that for tarmac, the car does not run with a fixed 50-50 split, something which Rohrl considered an improvement. For the tarmac stages, the car used the water cooling system with jets onto the discs, but it was not required on the gravel. Instead of the sensor system which was used in Finland, the system was this time operated by a switch beside the co-driver.

Rohrl's testing had also changed the throttle response — in Finland the drivers complained that they had too much power too quickly. Team boss Roland Gumpert nominated 400bhp as the top figure but smiled when he did so, indicating perhaps that the car still gives nearer the 500 bhp mark.

Michelin tyres were used as usual, the company taking a stock of about 3000 covers for Audi and the two Peugeots, with S2 and the harder S3 used on the tar, but Audi opting for the newer M40 and M50 for most of the gravel work, the tyre offering a slightly higher profile.

## Peugeot

The new World Champions arrived in Italy with a fresh second evolution 205 Turbo 16 for Timo Salonen/Seppo Harjanne and Salonen's 1000 Lakes car for Bruno Saby/Jean François Fauchille, the French back after a long lay off since Corsica. The only new introduction for this event was a power steering system.

## Notes on the cars

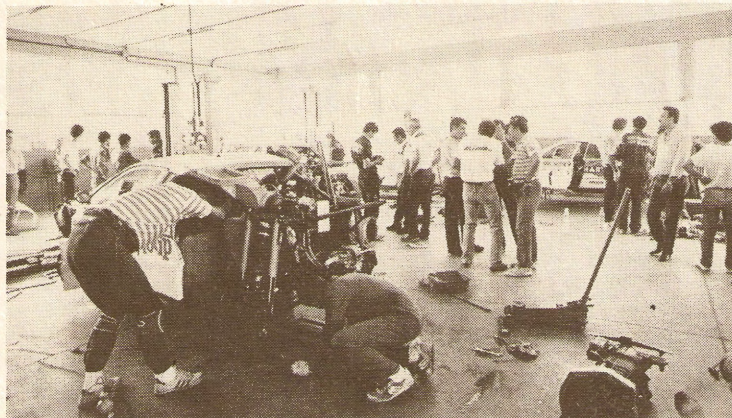


Franz Wittmann took the Group A Golf GTI to ninth overall and first in class.

Weighing about 960kg, and with 460-480bhp depending on the boost, Peugeot — like all top teams — arrived with two completely different suspension specifications for tar and asphalt. With very generous

servicing allowances between the different parts of the events, Peugeot changed brakes, suspension, and the centre differential, with a 25/75 split for both cars on tar and a 33 front/67 rear bias for gravel.

Lancia service — Biasion's Totip car is worked on (foreground), the works cars at the rear.



which made up the competition through Tuesday, and Wednesday, the older fixed diff was installed again, and Walter prepared to get on with left foot braking through the corners again.

He does not like such techniques, but he wasted no time in throwing down the gauntlet, and getting to the top of the leader board as the cars headed into Volterra for a short halt before continuing to Tirrenia for a night stop. Salonen had matched his pace for most of the way, but went for the M40 Michelin rubber on the penultimate stage of the leg, and regretted it.

"I tried them for the first time", explained the Finn in the crowded square of the ancient town, "and they are so completely different. I had not tested them and the car seems more nervous, maybe I have to learn . . ."

The longest face in that packed square belonged to Henri Toivonen. "It's better that I say nothing . . ."

His Lancia was not handling, Henri was convinced that its rather dubious heritage was making life difficult and about to start playing with wheel camber and castor angles in order to try and straighten the whole thing out. But he was not the only Turin man unhappy, because in contrast to recent years — when the Italian cars have always snatched the early advantage on the tarmac — they were all struggling.

"The times we are setting are something like 10 seconds slower than those we were recording two years ago. Something has happened with the tyres. I don't know what, but it's difficult," explained Markku Alen. "I've been off twice."

Just for a change, therefore, the Lancia drivers were a little happier on the gravel, and after the re-seeding on Tuesday morning, they were a little bit down the order and no longer running on the worst surfaces, the opening cars clearing the pebbles. Rohrl was, by now, first on the road, his Sport Quattro S1 attacking the winding, rambling roads. Spectating in this region is something very special, not just because there is inevitably a hectic race on the public road between 101 assorted motorbikes (most running without silencers of course), but because there are unbelievably opportunities to watch the cars for long distances, the dust floating upwards as the cars streak across the horizon, helicopter in attendance, and the crowd bubbling with excitement.

One such vantage point had the thousands cheering and hooting as Rohrl broadsided the Audi round a hairpin at least 1km away, the excitement building as he streaked towards the finish.

The route on Tuesday would take the cars south towards the evening halt in Siena, and this was the time when the battle for the lead was at its height. It was also the time when Rohrl put together an incredible performance, Salonen interrupting his rival just a couple of times. Service time is fairly limited on this event (other than the 2 hour breaks included between the tar and gravel), but now Peugeot seemed to be trying numerous alternatives in an effort to get back on level terms.

The engineers were trying different antiroll bar settings, and shock absorbers. They turned up the boost to its maximum setting to give another 20bhp, and still it was not helping the situation.

Tyre choice from Michelin was as that used by Audi except instead of basing the gravel requirements on the M40 and M50 options, the French generally expected to use the older M4 and (harder) M5 compounds.

## Volkswagen

The only factory to regularly chase Group A honours at World Championship level, VW arrived with their two Golf GTIs for Jochi Kleint/Werner Hohenadel and Franz Wittmann/Mathias Feltz. They are the cars used throughout the season, Kleint arriving immediately after having won the European Championship, Yu Rally. The 1800cc cars faced opposition from a number of semi-official entries including two Audi 80 Quattros, and a number of Fiat Ritmos.

## Lancia

The delayed introduction of the Lancia Delta S4 is causing problems for Cesare Fiorio's Turin based team, but a strong line up for the home event was obviously essential. Consequently, the official Martini line up of Markku Alen/Ilkka Kivimaki and Henri Toivonen/Juha Piironen used the same 037s last seen on the 1000 Lakes, with the same basic gravel suspension and engine specifications as seen in Finland.

Toivonen was not too happy with this car — it has been heavily crashed a couple of times — but at last engineer Giorgio Pianta had cured some of the braking problems on tarmac. After about 18kms the brakes were going off, so additional — BBS type — fins were made for the Speedline rims to direct air towards the discs.

Pirelli tyres were used, as always, and backing up the official effort was the semi-works Totip supported Jolly Club entered team of Massimo Biasion/Tiziano Siviero and Dario Cerrato/Geppi Cerri. This operation was run independently of the main effort, and also took responsibility for looking after the Fiat Ritmo 130TC of Italian Group A pace setter, Tiziano Chiti.

"After we turned up the turbo," explained Salonen afterwards, "we ran into tyre problems, and so we turned it back down again." The tyre problems were rather odd, and caused by the very hot, dry conditions. Some parts of this region have been without rain for about four months, and the high speeds were causing some odd difficulties. On a couple of occasions, the tread actually peeled off, and just before reaching Siena on Tuesday night, Salonen had a puncture.

"We heard the noise," explained Salonen, "and so we stopped for Seppo to get out and look. He saw the tread had gone but that the tyre was still inflated, so we decided to carry on to the finish. Then we got a puncture, and so the helicopter crew helped change it, but with everything, we lost about 3 minutes."

It was the little break that Rohrl had been looking for, and he arrived at the old Plaza del Campo in Siena on Tuesday with a 4½ min lead.

"I'm surprised that I am leading at this stage," he announced, going on to talk about his feeling of the S1.

"Really it is like the original Sport," he continued. "If I lift off in a corner, then I can feel the extra weight in the rear — 70kg — pushing the tail out, but it is still very similar. The spoilers really only make a big difference on very fast sections or on jumps. I am also pleased that we brought only one car to this rally, because it means that all the mechanics concentrate their efforts on this one."

Certainly, Audi's old policy of fielding big numbers of works cars when they were desperate for victory had rarely worked well, and now the slim-line (by

Audi standards), team was concentrating, and getting results.

As the marshals in Siena — garlanded by jackets, armbands, hats, whistles and so on concentrated on themselves, and occasionally allowed the odd lost soul to drive into *parc ferme* without realising it, the stream of survivors recieved the inevitable applause, but already the field was thinning down, just 44 cars left in the competition.

The Rohrl versus Salonen struggle had drawn these two well clear of the opposition, Markku Alen holding third place as leading Lancia man, heading Toivonen, Biasion, Saby — still with some engine problems — and Dario Cerrato spread out over about 9 minutes. Gianni del Zoppo's Italian entered first evolution 205 Turbo 16 was eighth at this point, but he had hit the front end on the opening tar and would roll the car before the finish, so although he would make it home, he hardly covered himself in glory.

Top Group A driver was now Franz Wittmann, the Austrian Volkswagen regular lying ninth, his team mate Jochi Kleint having been quick early on, but driving into a house and then flying home in disgust. Audi's representatives in this category included David Llewelin/Phil Short in an 80 Quattro but their promising start fell on the first gravel stage when the distributor broke and they were stranded. Their team mate Bruno Bentivogli had hoped to win the Group but he too would retire, leaving his opponent Tiziano Chiti to contest the lead with Wittmann for much of the way and then retire with steering problems in the difficult final sections.

The top ten in Siena was completed by Werner Grissmann, the burly Austrian in an ex-works Quattro A2 and chucking the car around all over the place.

There was quite an odd air of good humour around the service points at this stage. "For me, it is like a holiday,"



Henri Toivonen produced a sparkling late-stage run to displace the dispirited Markku Alen and claim third place.

explained Nini Russo, Cesare Fiorio's right-hand man at Lancia. "Because with the 037 there is not much chance, it's time for Audi and Peugeot to work." The Germans — with good reason — were obviously on something of a high, this being the first occasion in many months where there was real confidence in the camp. The French? Well, they were already World Champions, and maybe they privately reckoned that the picture could change before the end, as Audi have struggled to find reliability in recent times. The weather also may have helped, because while the farmers were

looking for rain, the Championship circus was enjoying a little bit of summer weather for the change.

One other important point which contributed to the atmosphere was the reliability of most of the top cars. Apart from the occasional gearbox change (one each for Salonen and Alen, both of whom had heard "noises"), most of the action was taking place in the stages. Those with incidents to report included Saby, still unhappy and explaining that his car was too nervous at the back, so that he spun at the wrong moment and continued his backward progress.

The only really sobering moment came from Dario Cerrato's Totip camp, the Italian having gone wide on one corner, and striking a spectator, so that an ambulance was called and the stage stopped for a while. This was not Cerrato's first minor accident, but the further he went, the closer he came to matching the other Lancias' times.

Wednesday's schedule would be fairly lengthy, re-starting at 6 o'clock in the morning, taking in some stages in the south round Monte San Savino, and then heading north again — stopping to keep



	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		
Rohrl.....Sport Quattro S1	8.25	13.18	10.39	8.04	7.51	10.59	7.10	10.26	7.43	10.51	6.57	5.37	7.31	7.52	5.36	7.18	7.40	11.16	5.38	8.39	8.47	11.33	7.11	11.09	5.31	5.06	6.59			
Salonen.....205 Turbo 16	8.25	13.21	10.39	8.07	7.52	10.56	7.19	10.25	8.00	10.52	7.03	5.45	7.38	7.57	5.37	7.23	7.54	11.28	5.43	8.41	8.46	14.26	7.29	11.21	5.35	5.09	7.03			
Toivonen.....Rally 037	8.35	13.43	11.01	8.16	8.17	11.32	7.32	11.18	8.09	11.09	7.08	5.52	7.43	8.09	5.46	7.35	8.15	11.39	5.49	8.52	9.04	11.44	7.24	11.30	5.44	5.14	7.14			
Alen.....Rally 037	8.39	13.43	10.59	8.15	8.00	11.19	7.21	10.51	8.04	11.10	7.08	5.50	7.41	8.06	5.43	7.31	8.03	11.41	5.52	8.51	9.05	11.46	7.23	11.33	5.45	5.17	7.09			
Cerrato.....Rally 037	8.43	13.29	10.48	8.15	8.13	11.30	8.01	10.49	8.24	11.20	7.20	5.58	7.51	8.19	5.53	7.42	8.12	11.52	5.55	9.02	9.07	12.02	7.39	11.42	5.52	5.18	7.19			
Biasion.....Rally 037	8.28	13.32	10.51	8.10	8.11	11.24	7.28	10.51	8.19	11.15	7.11	5.57	7.51	8.10	5.52	7.42	8.05	11.49	5.57	9.03	9.10	12.06	7.29	11.38	5.46	5.15	7.14			
Del Zoppo.....205 Turbo 16	8.53	13.49	12.44	8.26	8.25	11.30	7.29	10.40	8.24	11.11	7.11	5.55	7.46	8.19	5.54	7.41	8.22	11.49	5.59	8.58	9.18	12.07	7.39	11.50	5.58	5.21	7.20			
Grissmann.....Quattro A2	9.22	14.52	11.38	8.57	9.55	12.35	8.21	17.06	8.52	11.49	7.49	6.21	8.17	8.54	6.16	8.11	8.53	12.46	6.31	9.59	9.53	13.17	8.47	13.01	6.44	5.57	7.44			
Wittmann.....Golf GTI	9.42	15.11	12.07	9.11	8.52	12.20	8.21	11.41	9.05	12.17	7.59	6.36	8.39	9.27	6.29	8.29	9.16	12.49	6.32	9.49	10.01	13.07	8.19	12.50	6.29	5.50	8.00			
Tchine.....Manta 400	9.35	15.08	12.39	9.32	9.35	13.17	8.44	12.27	9.34	12.45	8.13	6.51	8.42	9.22	6.38	8.38	9.20	13.40	6.52	10.22	10.26	13.17	8.55	13.26	6.47	5.56	8.08			
Saby.....205 Turbo 16	8.27	13.16	10.40	8.01	8.17	11.26	7.33	10.40	8.22	11.21	7.15	5.59	7.46	8.14	5.45	7.39	8.09	11.45	5.54	CANCELLED	9.02	9.10	13.08	8.00	11.54	5.54	5.18	7.17		

	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
Rohrl.....Sport Quattro SI	7.17	9.25	7.07	8.05	5.00	9.57	11.27		25.23	25.26	9.58	13.42	15.17	13.09	18.17	10.39	14.06
Salonen.....205 Turbo 16	7.22	9.25	7.13	8.08	5.04	10.04	11.29		25.43	25.16	9.35	15.15	15.06	13.28	18.00	10.41	13.59
Toivonen.....Rally 037	7.39	9.21	7.29	8.28	5.07	10.23	11.42		25.32	25.18	9.31	13.30	14.57	12.52	17.52	10.19	13.32
Alen.....Rally 307	7.38	9.33	7.27	8.24	5.08	10.21	11.44		25.56	25.35	9.40	13.40	15.05	13.06	18.12	10.36	13.57
Cerrato.....Rally 037	7.38	9.37	7.29	8.23	5.09	10.16	11.45		25.35	26.29	10.47	13.24	15.18	13.09	18.29	10.45	14.20
Biasion.....Rally 037	7.34	9.32	7.25	8.27	5.09	10.17	11.39		25.28	25.38	9.45	13.39	15.01	12.59	18.03	10.55	14.18
Del Zoppo.....205 Turbo 16	7.35	9.40	7.32	8.29	5.23	10.46	12.21		27.00	27.39	10.23	14.28	16.03	13.43	18.59	11.05	14.53
Grissmann.....Quattro A2	8.02	10.32	7.59	9.10	5.40	11.22	13.13		28.40	28.58	11.36	16.20	16.51	14.20	20.19	11.46	15.41
Wittmann.....Golf GTI	8.21	10.31	8.16	9.19	5.41	12.55	12.45		29.02	29.13	11.21	15.43	17.18	14.58	20.51	12.20	15.46
Tchine.....Manta 400	8.31	10.59	8.25	9.39	5.47	11.45	13.18		29.59	29.19	11.20	15.41	17.33	15.36	21.39	12.27	16.55
Saby.....205 Turbo 16	7.26	9.35	7.17	8.21	5.05	10.11	11.33		25.31	—	—	—	—	—	—	—	—

Bold type indicates fastest time.

Llewelin — Italian trip ended with engine failure.





▶▶ the locals happy in Pisa, and then heading back to San Remo with that long trip round the autostrada making it the early hours of Thursday before most people reached their hotel beds.

At the front, Rohrl continued to star, although ever conscious that a small problem or a puncture could alter the positions, he was cooling the pace a little, upset perhaps, that Salonen and Peugeot had opted out of the battle. For Audi boss Roland Gumpert there were a few worrying moments when slight overheating persisted, but regular oil changes helped ease the condition so that when Rohrl parked the car under the leaning Tower of Pisa, with the gravel part of the event complete, he could look back with satisfaction at that section of the rally. He had been fastest on 26 tests. Salonen — previously the dominant force on gravel stages this year — took just four fastest times...

German personnel smiled in the knowledge that the Sport Quattro S1 was proving such a force, while certain other team managers passed rather more derogatory remarks about the 1200kg machine, and put most of the performance down to the driver. They underlined that Rohrl knows this rally so well, and Salonen last started it back in 1981. There was a growing feeling that some drivers really knew the stages very, very well. Almost like the Finns know the 1000 Lakes.

Of Lancia's squad, Massimo Biasion spent nearly one month on his recces, and after his recent promotion to the works team (see *Special Stage*), he was anxious to mix it with the Martini men. He had been doing just that, but was ever more concerned about an overheating engine, and a bit of a head cold which had troubled him since the start.

With enormous service time available in San Remo before the all-day Thursday halt, the Jolly Club team were able to concentrate on the car problems, before sending their man off to the sea front *parc ferme* in the early hours of Thursday morning. The organisers may have changed the opening sections of the rally, but they were not going to spoil the traditional last lap of the mountains, with 10 stages, making up 250kms still to go.

Rohrl's lead, as he prepared to head up towards San Romolo on Thursday evening was 5m22s, Salonen another 3 mins clear of Alen, with the only real excitement promising to come from the Toivonen versus Biasion battle which would most likely keep Saby (sixth), Cerrato, del Zoppo, Grissmann, and Wittmann in their places.

But almost immediately that promise floundered when Biasion was delayed for 13 mins on the road up the mountain by an electrical problem. Working furious-

ly, the mechanics eventually sent him on his way, he hounded up to the start of SS36 and then found an enormous queue of cars waiting to start the stage. The spectators had been at it again, as Rohrl detailed when he cruised into the San Romolo service point before midnight, the first 43km test having been cancelled.

"It's like a rubbish tip, people have thrown anything and everything onto the road. It is so dangerous..." The idiots had also started a fire, which required the local services to control, so that the stage was cancelled.

In the chaos which is so often a part of this final night the drivers were again pleading with the organisers to consider their responsibilities, while the organisers were trying to work out ways of getting the whole thing back on time.

Although Rohrl expressed displeasure at the situation, others at Audi were perhaps not so upset. As the longest stage in the rally, the first Ronde would have taken a terrible toll on the Audi's brakes. With the water cooling system (which directs cold water onto the discs), there has been a tendency for the units to crack so for this night normal discs were used, without drilled holes, and Rohrl commented that he even had problems driving at normal speeds up to San Romolo. The team did not have any cracked discs on this rally, but that cancelled Ronde could have made the difference.

Ever conscious of the car's weaknesses, there were no more heroics from the German before the finish on Friday morning, but there was a typical Toivonen charge which saw him fastest on the last seven stages of the rally. He likes this area, has always gone well here and was aware that a top three finish would ensure that he retained his A seeding.

If they had been outclassed everywhere else, the Lancia men had their hour on Friday, as Salonen had a few more problems when the rear differential broke at a stage start, and the mechanics did a demon change in 11 minutes after the test. Then the gearbox lost the third ratio with two stages to go, and a decision was made to leave it, and not chance running out of service time.

Saby, who had started so well, and then struggled finally succumbed during the night with a cylinder head problem, so instead of the cool confident air which has existed in Peugeot all year, there were a few furrowed brows in the camp.

Poor old Saby therefore arrived at the Poggio holding control above San Remo on Friday morning at the wheel of a Peugeot 505 Diesel, and a very long face indeed. Around him were hundreds of local children cheering the winners, Rohrl and Geistdorfer preparing to head a queue down the road into town.



Grissmann attacked aggressively in his ex-works A2 Quattro, and was rewarded with eighth

Third into the control was Alen, "but, you know," he barked with all his usual urgency. "I have no motivation. Why take big risks? For me third or fourth is the same thing, and I know that now I will do a four-wheel-drive programme, and this car is finished. I have driven some stages in the 4WD car and so I understand what I'm missing. This 037 is very good, but it's old, I'm like a tourist... But Henri was very quick in those last two stages, incredibly fast."

Sure enough, Toivonen was sitting behind quietly grinding from ear to ear. Yet again he had finished an important event in style, and yet again the mountains behind San Remo had been a happy hunting ground. As the convoy moved off down to the waiting crowds on the sea front, Markku waved Henri through into third place, the youngster getting a big welcome from the fans at the finish line. But whereas Henri had starred on the last

night, Walter Rohrl and Christian Geistdorfer had been inch perfect all the way, breaking Salonen's attack and then maintaining a sensible race with all of Walter's familiar confidence. In the background floating about 10ft off the ground was Roland Gumpert. "Yes, I was confident that we could win... we are not finished with our development, the car will get better..." It was all confidence and smiles, the morning sunshine highlighting what must be one of Gumpert's most important successes. This was the team's first win against real competition for about 18 months, and it came at the right moment. Jean Todt, Gumpert's Peugeot opponent, meanwhile, explained that they were disappointed, had hit some unexpected troubles, and that plans were already being made to return to Tuscany immediately to start testing. From now on, it seems as if victories could come a little harder.

SANREMO RALLY (I)

Sep 29/Oct 5

World Rally Championship for Drivers, and Manufacturers, round 10

1	Walter Rohrl/Christian Geistdorfer	Audi Sport Quattro S1	B	7h10m10s
2	Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo 16	B	7h16m39s
3	Henri Toivonen/Juha Piironen	Lancia Rally 037	B	7h18m02s
4	Markku Alen/Iikka Kivimaki	Lancia Rally 037	B	7h22m43s
5	Dario Cerrato/Giuseppe Cerri	Lancia Rally 037	B	7h25m35s
6	Massimo Biasion/Tiziano Siviero	Lancia Rally 037	B	7h33m33s
7	Gianni del Zoppo/Betty Tognana	Peugeot 205 Turbo 16	B	7h53m02s
8	Werner Grissmann/Jorg Pattermann	Audi Quattro A2	B	8h15m16s
9	Franz Wittmann/Matthias Feltz	Volkswagen Golf GTI	A	8h15m47s
10	"Tchine"/Pierre Gandolfo	Opel Manta 400	B	8h28m56s

Group B overall: Results as above. Up to 1600cc: No finishers. Over 2000cc: As above.

Group A overall: 1, Wittmann/Feltz; 2, Georg Fischer/Harvald Gottlieb (Peugeot 205 GTI), 8h43m13s; 3, Marco Russolo/Roberto Bignoni (Volkswagen Golf GTI), 8h50m52s. Up to 1300cc: 1, Uyo Amealio/Franco Rossi (Autobianchi A112), 10h35m12s. No other finishers. 1300cc to 1600cc: 1, Fischer/Gottlieb; 2, Roger Biediger/Christiane Waldmann (Peugeot 205 GTI), 9h56m41s; no other finishers. 1600 to 2000cc: 1, Wittmann/Faltz; 2, Russolo/Digoni; 3, Walter Franco/Roberto Dotti (Opel Manta GT/E), 9h01m49s. Over 2000cc: 1, Raffaello Fidanza/Marzia Fanfani (Alfa Romeo GTV6), 10h50m05s; no other finishers.

Group N overall: 1, Matteo Bozzo/Robeto Ferrando (Fiat Ritmo 130), 9h27m53s, Bertrand Pierrat/Marie H Lapeyre (Fiat Ritmo 130), 9h34m46m; 3, Bernard Pons/Dominique Le Corre (Volkswagen Golf GTI), 9h42m52s. Up to 1600cc: Francois Garin/Renato Sottile (Toyota Corolla), 9h46m22s; 2, Ewald Klein/Gunther Witzmann (Toyota Corolla), 9h57m38s; 3, Antonio de Luise/Roberto Chiti (Peugeot 205 GTI), 11h28m43s. 1600cc to 2000cc: 1, Bozzo/Ferrando; 2, Pierrat/Lapeyre; 3, Pons/Le Corre. Over 2000cc: No finishers.

Starters/finishers: 98/33.

Rally leaders: SS1, Salonen; SS2, Saby; SS3, Rohrl; SS4 Saby; SS5 to SS45, Rohrl.

Leading retirements: David Llewelin (Audi 80 Quattro), engine, 4 stages completed; Jochi Kleint (VW Golf GTI), accident, 7 stages, Tiziano Chiti (Fiat Ritmo 130), steering, 36 stages.

Stage analysis

	1st	2nd	3rd	4th	5th	6th
Rohrl	29	6	2	3	3	—
Salonen	7	26	3	3	—	2
Toivonen	7	2	9	9	3	5
Saby	2	—	10	1	7	7
Biasion	—	4	2	13	11	9
Alen	—	3	18	9	5	7

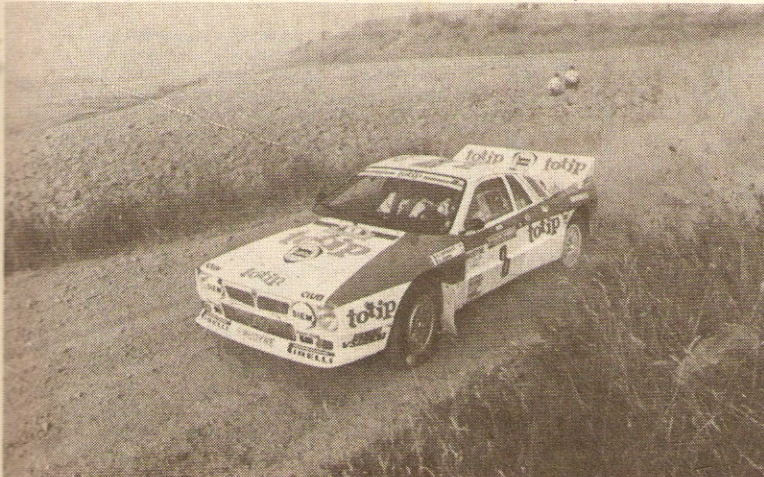
Rally timetable: Start in Sanremo On Monday, September 30, at 0800 for 618km and 8 stages totalling 111km on tar and gravel arriving Tirrenia on Monday at 2140. Re-start second leg on Tuesday at 0600 for 529km including 16 stages (all gravel) totalling 199km, arriving Siena at 1850. Re-start third leg at 0600 for 773km and 11 stages (gravel) totalling 139km, arriving Sanremo on Thursday at 0030. Re-start fourth leg Thursday at 2100 for 419km including 10 stages (tarmac) of 253km arriving in Sanremo on Friday, October 4 at 0856. Total distance planned was 2340km with 45 stages (2 cancelled for safety reasons), of 703km. Stages are split between tar (45%) and gravel (55%).

World Championship for Drivers, after round 10: Salonen, 127; Blomqvist, 75; Rohrl, 59; Vatanen, 55; Toivonen, 28; Saby/Biasion, 23; Alen, 22; Kankkunen/Ragnotti/Mehta, 20.

World Championship for Manufacturers after round 10: Peugeot 142; Audi, 126; Lancia, 52; Nissan, 50; Renault 38; Toyota, 34; Volkswagen, 29; Porsche, 24.

Next round: Ivory Coast (Drivers Championship only).

Dario Cerrato, this year's European Champion, recovered from an early accident to finish well.

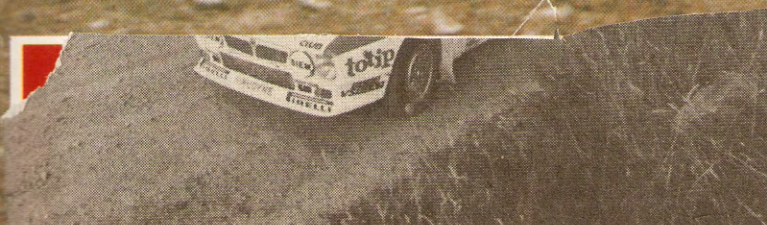


# SIMON DAVISON & DAVE NICHOLSON IN

## WINNERS OF GROUP A SHELL



### QUAIFE (GEAR KIT & DIFFERENTIAL) ENGINE BUILT & MAINTAINED BY PETER KAYE PREPARA



**Rally timetable:** Start in Sanremo On Monday, September 30, at 0800 hrs. on tar and gravel arriving Tirrenia on Monday at 2140. Re-start second leg on Tuesday at 0600 for 16 stages (all gravel) totalling 199km, arriving Siena at 1850. Re-start third leg at 0600 for 16 stages (all gravel) totalling 139km, arriving Sanremo on Thursday at 0030. Re-start fourth leg Thursday at 0600 for 16 stages (all gravel) totalling 139km, arriving Sanremo on Friday, October 4 at 0856. Total distance was 2340km with 45 stages (2 cancelled for safety reasons), of 703km. Stages are split 55% gravel (55%).

**World Championship for Drivers, after round 10:** Salonen, 127; Blomqvist, 75; Toivonen, 28; Saby/Biasion, 23; Alen, 22; Kankkunen/Ragnotti/Mehta, 20.

**World Championship for Manufacturers after round 10:** Peugeot 142; Audi, 126; Renault 38; Toyota, 34; Volkswagen, 29; Porsche, 24.

**Next round:** Ivory Coast (Drivers Championship only).



Techn

# THE JOHN DEE TRANSPORT ASTRA GTE AUTOSPORT CHAMPIONSHIP



ONS. CAR PREPARED BY MIKE TAYLOR DEVELOPMENTS

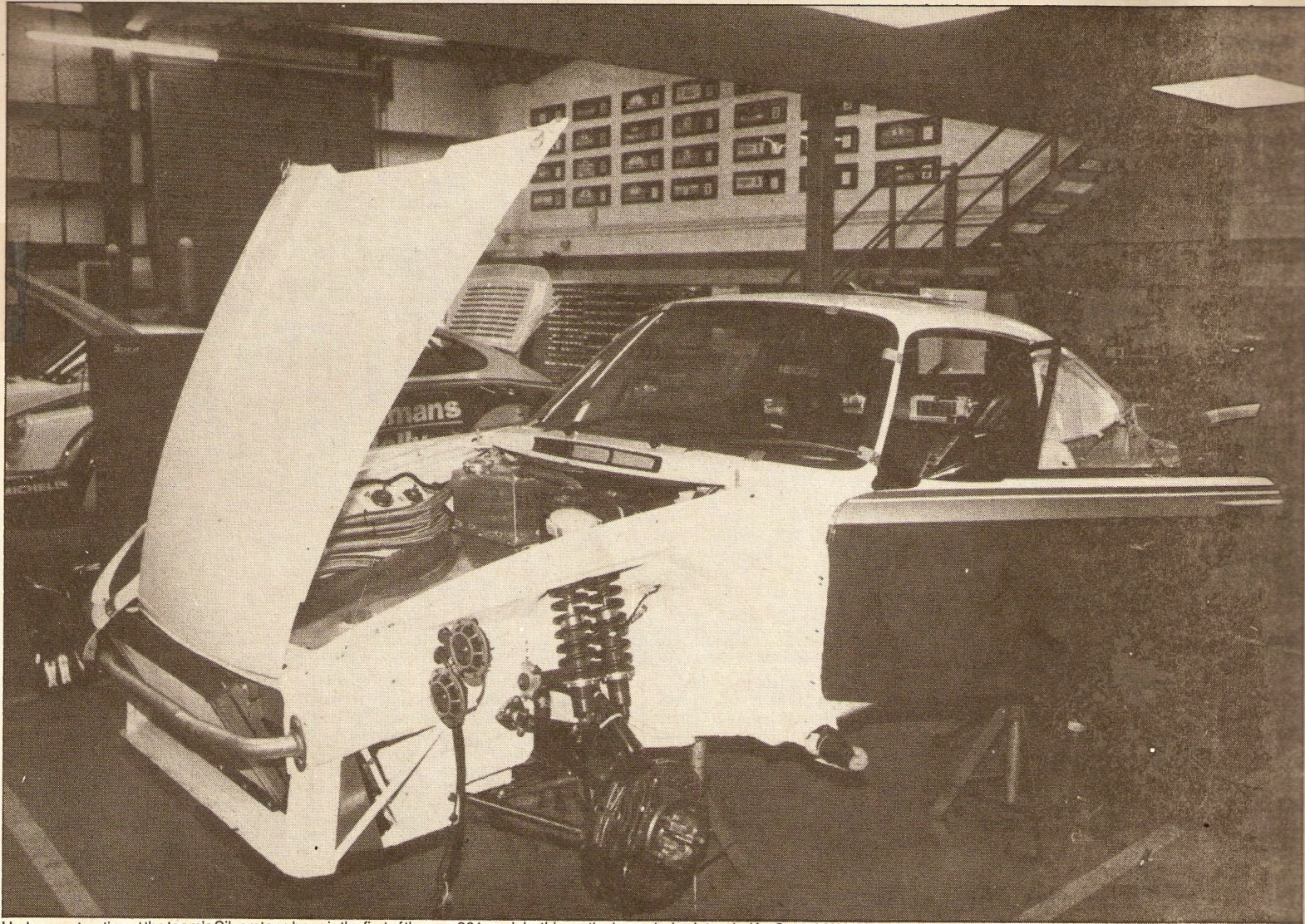
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the same system as the production 959 a  
central multiplate fluid transmission  
clutch is mounted just behind the front  
differential. A shaft comes out of the  
front of a conventional Porsche rear  
transaxle unit and runs through a torque  
tube to the front differential. There is no  
centre differential, the Porsche system  
simply requiring a clutch to feed in drive  
to the front differential. The trick is to  
control the circumstances in which the  
front axle is fed the load. ►

BY MARTIN HOLMES



Under construction at the team's Silverstone base is the first of the new 961 models, this particular car being intended for Saeed Al Hajri.

# Space age Porsche

Due to make its debut on the Pharaohs Rally this month, will be the long-awaited competition version of the Porsche 959, which in prototype Group B evolution form is to be known as the Porsche 961. This is the first-ever twin turbo rally car and is derived from the space-age 959 which is probably the most technically advanced road car yet built.

Two 961s are at present under construction, one by the parent factory in Stuttgart for Jacky Ickx to drive and the other at the Silverstone workshops of the Rothmans Porsche Rally Team for the Qatar driver, Saeed Al Hajri. Whereas the German car will be new, the British-built car is being modified out of the normally aspirated, non-electronically activated 959 which was driven (and crashed) by Jochen Mass on the 1985 Paris-Dakar raid.

The engine in the 961 is based on the production 959 motor which itself is developed from the 956/962 racing units. The flat-six unit has four-valve water cooled cylinder heads, which make the engine taller and heavier than the 911 units on the Paris-Dakar cars. The block fits almost exactly into the rear of a 911/930 Turbo but is about 50kg heavier than the 911SC RS which the team has previously rallied. Without fuel, the weight distribution of the 961 is about 40% front/60% rear, almost exactly the

same as the 911SC RS. The twin turbocharging system closely follows the production 959, one turbo fitted next to each head but each operating through one huge, common intercooler which then feeds both cylinder banks. The left-hand turbo works all the time and the wastegate for this is mounted, as usual, in parallel. Up to a certain electronically determined boost level, the right-hand turbo does not operate at all — all the exhaust gases go only to the left hand turbo. Above that boost level, a waste-

gate opens the route to the right hand turbo and passes half the gases in that direction. Thus giving throttle response. The left hand wastegate controls the overall boost level, the right hand is responsible for shutting off the right hand turbo. This is so effective that when the engine is idling, the right hand exhaust does not even get warm.

Because the right hand wastegate is in series with the turbocharger, only one exhaust comes out of the right hand side of the car, so there are three, not four, exhausts coming out of the back. The engine is 2.8 litres (4-litre class, after applying the 1.4 turbo coefficient), but the power of the engine depends entirely on the instructions coming from the electronic control box. The box being installed for the Pharaohs has been developed specifically for 85 octane fuel to give about 370bhp, less than the road version (about 450bhp) while the full competition version will give about 650bhp.

Installing the water cooling for the cylinder heads presented great difficulty. The water radiator, alongside the oil radiator, is in the front of the car, which means (including a breather pipe) no fewer than five fluid pipes pass through the car, and this has involved fitting a false floor under the co-driver's feet. The

Pharaohs cars have had extra fuel tanks and spare wheels installed, so after losing space to the enlarged transmission tunnel, internal room is now very limited. The intercooler is mounted above the engine outside the bodywork in the space beneath the rear wing, which on the standard 959 cars and the 1985 Paris-Dakar prototypes was void. The engine is electronically controlled by a Bosch Motronic system (similar to the Audi Quattros) installed in two boxes, one for the normal Motronic ignition timing and fuel injection management and the other concentrating on boost controls, both mounted behind the co-driver's seat. The only mechanical control is the throttle pedal!

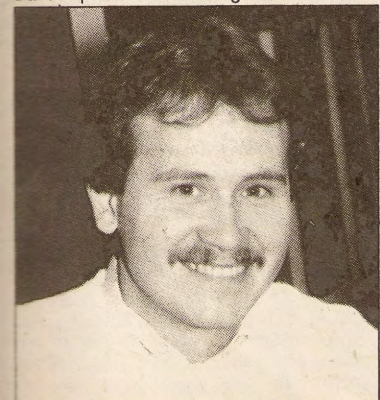
The special feature of this car, according to Chief Engineer, Dave Lapworth, is the electronic transmission control. In the same system as the production 959 a central multiplate fluid transmission clutch is mounted just behind the front differential. A shaft comes out of the front of a conventional Porsche rear transaxle unit and runs through a torque tube to the front differential. There is no centre differential, the Porsche system simply requiring a clutch to feed in drive to the front differential. The trick is to control the circumstances in which the front axle is fed the load. ▶

►► The rally cars are fitted with a steering column-mounted, four-position control lever, just like the production 959s. On the production cars these settings are intended to cater for snow, ice, rain and dry tarmac, but for competition purposes the options are still subject to experiment. Each position takes information from different sources which activate different operations of the clutch, starting from situations where the transmission is almost fully locked front-to-rear, like an Audi rally car. By operating the lever different conditions are monitored. In the production "dry" setting, the sensors monitor road speed and throttle position, so that understeer can be altered by clutch loadings at different speeds. In the production "ice" position the same sensors are consulted but activate different clutch settings. It is also possible to arrange a fixed percentage front-to-rear which takes away much of the sophistication of other settings and which is more akin to the Ferguson torque split system, and the percentage torque splits can also be varied by a potentiometer on the dashboard. In case of electronic failure, there is a master cylinder (rather like a hydraulic hand-brake cylinder) which enables the front differential to be manually loaded as required, which can also override the electronic system even when it is working.

At this time, there is no real decision how the systems will be used in competition. Porsche themselves do not, even now, have any definite idea what a competition driver should need, either.

Mass's car arrived at Silverstone rebuilt by the factory after the accident in the Sahara, a completely new body having been attached ahead of the front axle line. After arrival, the rear chassis was completely revised to take the new suspension pick-up points. Unlike the front suspension which (apart from the uprights and steering angles) is the same as the 959, the rear chassis on the 961 is completely different. Much longer links are fitted, the mounting points for both the top and the bottom rear wishbones being a long way inside the line of the chassis rails, well into the engine compartment. This gives much more travel for the same degree of variation in wheel angle. The wheelbase is also lengthened by about 20mm although the engine position is unchanged. This is achieved by angling the driveshafts rearwards. Coil springs are fitted all round, four in the front and two at the rear. There is now nine or 10 inches of suspension travel, about double that of the old 911. The double front springs even up the loads on the front wishbones and the double shock absorbers give longer effective life. The brakes are similar to 911 with staggered piston size calipers designed for endurance racing, both front and rear brakes being mounted on the leading edge. All four suspension uprights are identical

Dave Lapworth — Chief engineer.



A 'hack' version of the 959 was driven on this year's Paris-Dakar Raid, but the real thing is very different.

and designed to be interchangeable.

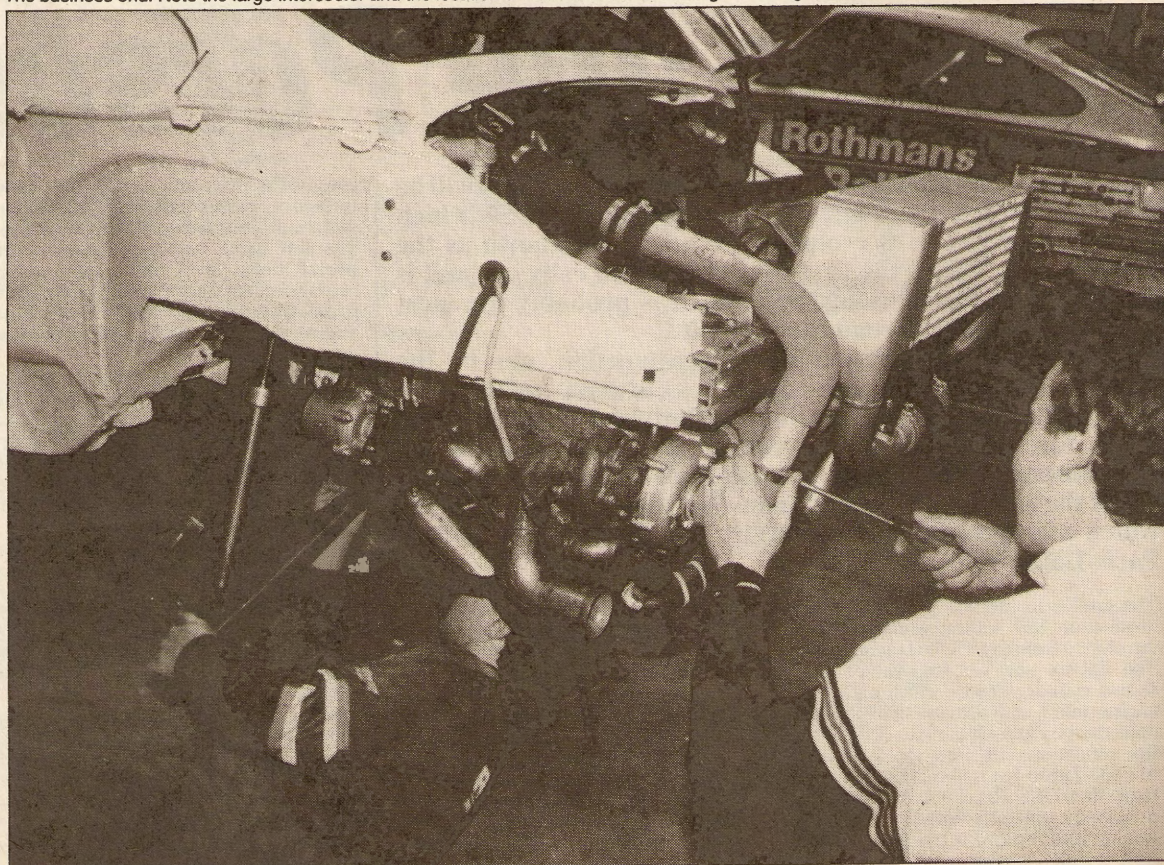
The total weight of the Pharaohs cars currently being built (including 200 litres of fuel tank) is about 1400kgs, including the desert type tyres, but it is expected that the rally version would eventually be built in the 1100-1200kgs region, 1100 being the minimum allowed under the current Group B rules for the 4-litre class.

Like the new Audi and Opel competition cars, the gearbox is a six-speed unit. The production car is fitted with a six-speed to cater for the very wide speed

range — the rally car takes advantage of this feature in order to have a closer set of ratios with a lower top ratio and lower final drive gears. For European-style rallies, the final drive ratios may be lower still. For the Rothmans car, Michelin have developed big (unnamed) tyres for the Pharaohs of 205/16 size, designed as a high-speed Range-Rover tyre, whereas the German car will run Dunlops. Six-inch wide wheels are being used for this event (the German team may go to seven inch rears), with special centre-lock wheels.

With many parts of the body still using 911 items the 961 is an amazing mixture of the new and the old. One suspects it could be years before the potential of this model in off-road competition can be fully explored, but considering the 911 is still capable of winning international rallies almost twenty years after it was introduced, time seems to be on Porsche's side. Currently the car is being prepared with the existing Group B rules in mind, but the ideas contained in the car will hold good in almost any set of regulations.

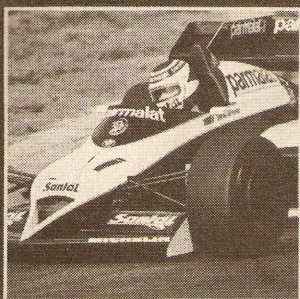
The business end. Note the large intercooler and the location of the left hand turbocharger. The right hand unit takes the power up to 650bhp.



BOOKS

**BRABHAM**

THE GRAND PRIX CARS  
by Alan Henry



Marlboro AUTOCOURSE

**BRABHAM — The Grand Prix Cars**  
By Alan Henry

Published by Hazleton

Hardback, 284pp, £14.95

Never before properly documented in a single volume, the story of the Brabham Formula 1 team is getting big. Before it gets too big to handle, the publishers of *Autocourse* have come up with the third of their marque series and, like the others, it is especially notable for outstanding value for money.

The Brabham Grand Prix story began in 1960, when Ron Tauranac came over to England from Australia so as to set up in business with Jack Brabham, the reigning World Champion who had been a close rival in hillclimbs back home in the early fifties. The idea was to set up as a production racing car manufacturer, building cars for the junior formulae. During the next decade, of course, this activity became very successful, and there were many victories achieved in privately owned Brabhams in Formula 2 and 3. This book, however, is concerned only with Formula 1 — and this is where Tauranac found himself, earlier than he had expected.

After winning the World title for John Cooper in 1959-60, Brabham left the team and ran his own Lotus 24 in 1961, asking Tauranac to busy himself with designing and building the first Formula 1 Brabham. The BT3 made its debut at the Nurburgring in August 1962.

The first victory for the B-T partnership came in the Solitude Grand Prix in Germany with the BT7 in July, 1963, the first Grande Epreuve win (by Dan Gurney) at Rouen the following June. The team established itself immediately as entirely competitive, and there was no question that the World Championship was within reach. And in 1966 it all came together as Jack became the first man to win the World title with a car bearing his own name.

The story is told with immaculate attention to detail, although this is not a technical book. The races are described with the utmost care and at times the book is in danger of becoming overly factual. However, the author saves the day by including a very large number of anecdotes.

He has also been well served by the main characters in the story, who appear to have cooperated with enthusiasm. If you look for them, the book is full of direct quotes revealing all kinds of titbits about the team and its personalities.

Of special interest are the descriptions of the period from 1969-72, when Brabham (another World Championship — Denny Hulme's — in the bag) was easing out of the company, and Tauranac was first proposing a partnership with Bernie Ecclestone, and then selling Motor Racing Developments to

him in its entirety. This not only marked the end of Brabham as a production race car constructor, but also signalled the beginning of a new era, both for Brabham and for Formula 1 as a whole.

While Ecclestone continued to maintain Brabham's standing as a front-running team, he had to wait a while before Nelson Piquet achieved the marque's third and fourth World Championships, in 1981-83.

Scoring high marks for the commitment of the author, the book adds even more for the quality of its huge number of photographs. The research has obviously been painstaking: otherwise the reader would have had no opportunity to study such pictures as Tauranac competing in an Australian hillclimb in 1951 with the original RALT special; of Brabham, famously and disastrously, understeering off the road at the last corner of the 1970 Monaco GP, under pressure from Jochen Rindt; of Bernie Ecclestone in the cockpit of the F3 Cooper at Boreham in 1951; of Gordon Murray hillclimbing a Clubmans car in South Africa; of Rick Mears testing a BT49 at Riverside in 1980. There is even an early engineering drawing of the infamous BT46 'fan car'.

Particularly praiseworthy is the selection of colour photographs, which include several from the early years which are of the highest quality. More information about the cars would have been welcome in the form of appendices, and many readers would have wished to see more technical photographs. But *Brabham — The Grand Prix Cars* will be a valued addition to the collection of every F1 enthusiast, and at a snip of a price.

ROLLS-ROYCE HERITAGE TRUST



**IN THE BEGINNING**

the Manchester origins  
of Rolls-Royce  
Mike Evans

HISTORICAL SERIES No 4

**IN THE BEGINNING — the Manchester origins of Rolls-Royce**

By Mike Evans

Published by Rolls-Royce Heritage Trust

Softback, 169pp, £5

This, the fourth volume in the Rolls-Royce Heritage Trust's Historical Series, covers Royce's childhood and early experiences, his days in the electrical business, the foundation of the Rolls-Royce motor car company, and finally looks at what remains of the period. It is divided into two parts, all the words in the first with references to the pictures in the second.

What a fascinating little book! If at times it seems rather vague this is because the facts simply aren't known, so the author has had to take educated guesses, but there is no one better qualified to do so than Mike Evans who is Chairman of the Trust. It is as detailed a survey as it would seem possible to be, so I hope the author won't take it amiss when I say that the best part are the pictures.

Quite apart from the photos of the cars

*Apollo Race & Rally Wear Limited*

**CAPTION COMPETITION**

**SEPTEMBER WINNER**



**You can squeeze as hard as you like, luv — they don't call me World Endurance Champion for nothing.**  
Adrian Muldrew of Workington, Cumbria.

**RUNNERS UP**

Double entendres, puns and smut abounded in your answers to last month's caption competition, the picture of Derek Bell in some difficulty (ecstasy?) obviously appealing to plenty of you. Our postbag was simply overflowing, but congratulations to Mr Muldrew, who was eventually adjudged the winner after some careful sifting through the entries. So, Mr Muldrew, one of Apollo Race & Rally Wear's jackets is on its way to you.

As to the rest of the answers: one of the most popular was along the lines of Andy Couchman's reply from Great Rislington, Gloucestershire: "Han(d)s Stuck!" Otherwise there was such as Harry Foster's (from

Honiton, Devon), who suggested: "She must be on the other brew, 'cos she's got the part I can't reach." While some suggestions from the office included: "Cough please!" and "Dong Perignon" (thank you very much).

Enough of this, the best of the rest appear below:

**Oh I see, that's double de-clutching.**  
A J Reid of Blundellsands, Merseyside.  
**Don't keep telling me your Hans Stuck, miss, I know you're not — he's a lot taller!**  
D J Scotford of Folkstone, Kent.  
**So that's what they mean by 'heat shrink'!**  
Lawrence Phillips of New Barnet, Hertfordshire.

**Lowenbrau — not lower down!**  
Alan Green of Bexleyheath, Kent.  
**I don't pop my cork for every girl I meet.**  
Sharon Williams of Leominster, Herefordshire.

**FISA's official masseuse narrowly misses getting her Hans Stuck.**  
M Trigg of Stafford, Staffordshire.

**Would it help if I gave it a shake, Derek?**  
John Richardson of London, SE6  
**It's alright dear, this is the one thing public schools make us expert at.**  
Brian Drew of Great Missenden, Buckinghamshire.

**You think that's bad — the next thing he does is spray it over the photographers.**  
Steve Lambard of London, E17.

**What do you call one that size, Derek? A magnum, or a Colt 45?**  
Adrian Hamilton of Carnwath, Lanarkshire.

**Aha! A flexible monocoque.**  
Willie Vass of Alesh, Ross-shire.

**Thanks sweetheart. Now I know why those F1 boys don't fancy pop-off valves!**  
N A Partridge of Orpington, Kent.

**OCTOBER CAPTION COMPETITION**

Mr Muldrew, our congratulations to you. One of Apollo Race & Rally Wear's jackets is your prize. All you have to do to win the same is send a funny caption to the picture below of Bruce Forsyth and Jackie Stewart. Entry form overleaf.



There are shots of some of the paperwork involved, pictures of the factory at various stages of its career, while quite fascinating are the sketches by Royce himself (and some rather vicious caricatures of him — he was, apparently, a very hard task-master!). It is really the pictures that make the words come alive, so that towards the end you feel you know the people involved. The saddest part of the book comes in the tail — shots of the factory being demolished. It wasn't worth preserving architecturally, and seemed to be something of a 'dark Satanic mill', but still...

MM

**ROLLS-ROYCE — the Derby Bentleys**

By Alec Harvey-Bailey

Published by Sir Henry Royce Memorial Foundation

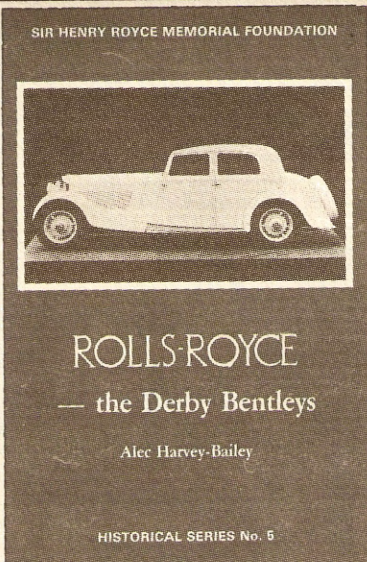
Softback, 73pp, £5

This is the fifth title published by the Sir Henry Royce Memorial Foundation, following on from *Rolls-Royce — The Formative Years 1905-1939*; *The Merlin in Perspective*; *Rolls-Royce — The Pursuit of Excellence*; and *In the Beginning — the Manchester Story* (reviewed above).

The book has been written by Alec Harvey-Bailey, who has spent, with his father before him, all his working life with Rolls-Royce. He was much involved with the 'Bensport' project, and as a youngster enjoyed rides in the experimental and prototype models.

There is no one better qualified, then, to write about the takeover of the ailing WO Company by Rolls-Royce, drawing on his memories of working at RR, and having researched his subject thoroughly from the records held by the Royce Foundation.

The book is undoubtedly aimed at RR enthusiasts, and will be invaluable as a reference book. *The Derby Bentleys*, however, is not for light reading, the author dealing with his subject matter in a thorough — but certainly not turgid — manner. Indeed, the author's feel for his subject shines through, much of the text enlivened with detailed little anecdotes. For example: 'The only disappointing Bentley V was the



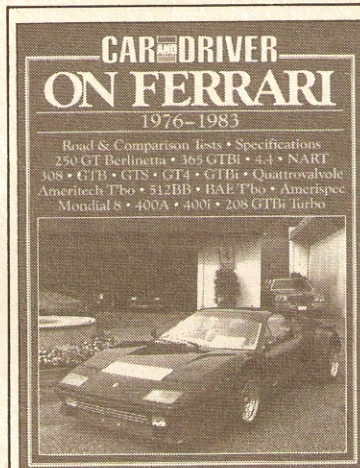
drophead coupe 10-B-V, which always had a nasty scuttle shake, whereas the saloons were rigid and free from wing and headlamp shake. 10-B-V finished up after the war as a Transport Department hack at Derby and the writer used it on aero business. Once one got used to the shake it went quite well, as witness a run from the Old Talbot on the A5 south of Towcester to the Derby works in an hour and sixteen minutes one quiet summer evening."

Illustrations include some racing shots — an important part of the Derby Bentley's history — such as ER Hall on the 1934 Ulster TT and B-35-AE leading the Hon Brian Lewis's 4½-litre Lagonda through Newtonards in one of the classic Bentley/Lagonda duels.

The book — like No 4 in the historical series — is available from the Sir Henry Royce Memorial Foundation, The Hunt House, Paulerspury, Northamptonshire, the price including p&p.

For those of you interested in joining the Foundation, membership is available at £5 per annum, the Foundation housing a vast collection of official historical documents, records of over 50,000 Rolls-Royces and

Bentleys, together with memorabilia and exhibits covering the period 1904-1975. Details available from the Foundation.. RNM



**On Ferrari: the US view**

The Surrey based Brooklands Books concern continues to publish its reprints from American magazines with some gusto, the latest offerings being in the Car & Driver series. The three recent books are on Ferraris — a subject close to the hearts of most AUTOSPORT staff — the titles being *On Ferrari: 1955-1962*; *On Ferrari: 1963-75*; and *On Ferrari: 1976-1983* (pictured above). Models covered in our review copy include the 250 GT Berlinetta, GTB, Quattrovalvole, BAE Ferrari 512BB Turbo and many more.

Obviously, the quality suffers at times, but then that's the penalty for reprinting from the renowned US publication *Car & Driver*. All three books retail at £5.95 from specialist bookshops or can be ordered directly from Brooklands Books at 'Holmerise', Seven Hills Road, Cobham, Surrey. Price, including p&p in this instance, is £6.50.

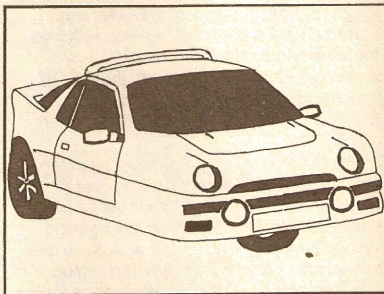
**BRIEFLY**

■ Publishers Dalton Watson are preparing a definitive guide to the prices of all 'collectable cars'. They describe this project as a 'marriage between an encyclopaedia and the Glasses Guide, and is to be published annually. The first edition should appear in February next year.



■ Watch out for Screen Sport's *Turbo* magazine on cable television which goes out each Wednesday night. If you missed yesterday's offering, then the programme will be repeated on Friday night at 1705 featuring Zolder ETC action (above) and Formula Ford 2000 and 1600 from Ireland's Mondello Park.

■ Those of you interested in the social and environmental aspects of the motor car might like to take a look at *The Car*, a critique assembled by Ott Aicher at The Boilerhouse in the V&A Museum, London SW7. Admission is free, the exhibition running from Oct 17-Nov 24 from 1000-1730 weekdays, and 1430-1730 Sundays (closed Fridays).



■ Mr AP Lawrence from Bideford, Devon, obviously has a keen sense of humour. He sent us this little jotting (above) as a comment on the Ford RS200's build problem at Reliant — did the man from Boreham say four- or three-wheel drive?

**Apollo Race & Rally Wear Limited**

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*. Please circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

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NAME S M L

ADDRESS

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Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Thursday, October 31, 1985.



**Grand Tourers: Ferrari & Alfa**

Osprey's successful AutoHistory series continues with Ken Gross's profile on the SWB Ferrari 250 GT sportscar, an indexed, 136pp book produced to the usual format. A special chapter deals with the racing career of this famous car, which began in March 1960 and resulted in the first major victory in the Tourist Trophy at Goodwood in August. Competition results and chassis numbers are contained in one of the appendices. The photographs are good but none of those in colour is contemporary, an annoying failing. Also in the same series is David Owen's similar treatment of the Alfetta GT, which includes quite a lot of competition material from 1974 onwards. Both retail at £7.95.



# The great collection

The International Automobile Heritage Club sent us these lovely stamps recently, which are part of a collection of British Commonwealth philately to be published shortly to commemorate the car's centenary. The collection features 300 of the most significant cars since 1885, and the Heritage Club has enlisted the services of such motoring historians as Doug Nye, Denis Jenkinson and Beverley Rae Kimes as well as six Grand Prix drivers Dan Gurney and Phil Hill to compile an interesting narrative to accompany each car.

The publication is to be called *The World's Greatest Car Collection*, and apart from the collection of stamps will feature a selection of colour plates depicting the all time classic cars, and profiles of the leading figures in motoring history.

The above stamps show Jackie Stewart's Monaco winning Tyrrell-Ford, the Scotsman dominating the race to give him a commanding 14 point lead in the World Championship. Which he went on to win, of course. The other stamp shows Ron Flockhart at Le Mans, where he and Ivor Bueb took the Ecurie Ecosse Jaguar D-Type to victory in the classic 24 hour race, covering 2732.36 miles at an average of 113.85mph.

We await the book with interest.

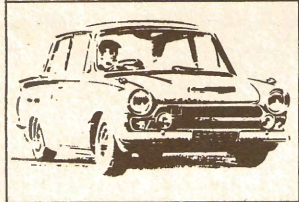
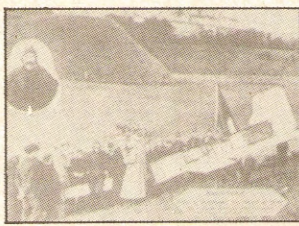
# Calendar cars

Looking for an early Christmas present idea? Then you might be interested in a calendar celebrating the car's centenary.

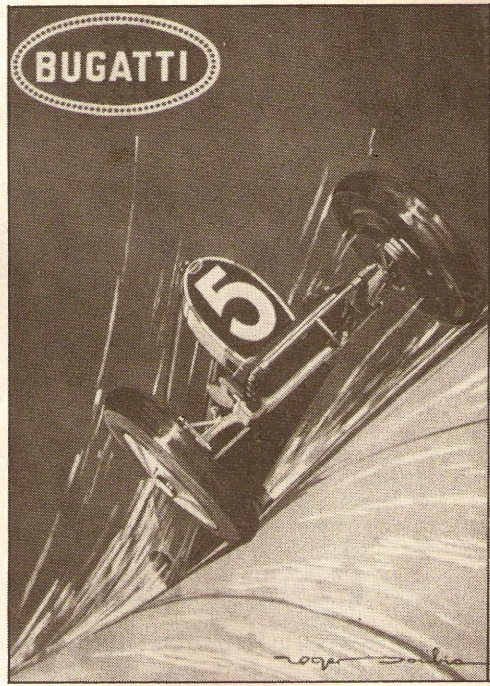
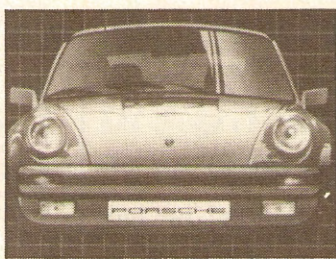
Published by Royle Publications in association with the National Motor Museum, *Historic Cars* depicts 12 cars — including 1930 Bentley 4½-litre, 1957 Gullwing Mercedes 300SL, and the motor vehicle's forerunner, the Benz of 1885 — all drawn by Steve Farmor and with short notes on each vehicle.

A pleasant calendar, it retails for £4.25 and should be available now.

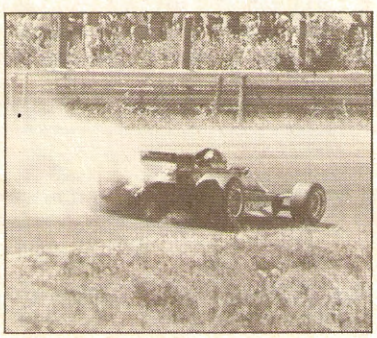
# Picture postcard presentation



If you remember, we published some of the postcards you had sent us for the *Who, What, Where, When?* competition (Apr 4). This month we are showing you some more, mostly of a highly graphic sort. Clockwise: French postcard with impressionistic Bugatti (Tim Hobbs of Shropshire); Porsche road car (Tim Whittington of East Sussex); Raunchy frau and Mercedes 190E (Tim Hobbs again); Lotus Cortina (David Missions of Kent); and, finally, seeing how much you enjoyed the Brands air display last weekend, a postcard celebrating Bleriot's crossing of the Channel (FR Maynard of Kent).



# WHO, WHAT, WHERE, WHEN?



A good mailbag was received for last month's *Who, What, Where, When?* competition to win one of Page & Moy's £40 travel vouchers. And first out of the hat from a goodly selection of correct answers was Louis Rusman, who pointed out the following facts:

**Who:** Mario Andretti.  
**What:** JPS Lotus-Cosworth 79 (chassis 3).  
**Where:** Anderstorp, Sweden.  
**When:** Swedish Grand Prix, June 17, 1978.

Congratulations, then, Mr Rusman, your prize will be winging its way towards you in Holland.

Louis also pointed out that Mario was pictured retiring from second place, having been passed by eventual winner Niki Lauda eight laps earlier in the controversial Brabham-Alfa Romeo BT46/2 'fan car'. Andretti, using a development Cosworth, was pushing hard to keep up with the flying Lauda when the engine suddenly blew. "All the gauges were fine," said Mario after the race. "It just let go for no apparent reason — a piston or cylinder lining, I think."

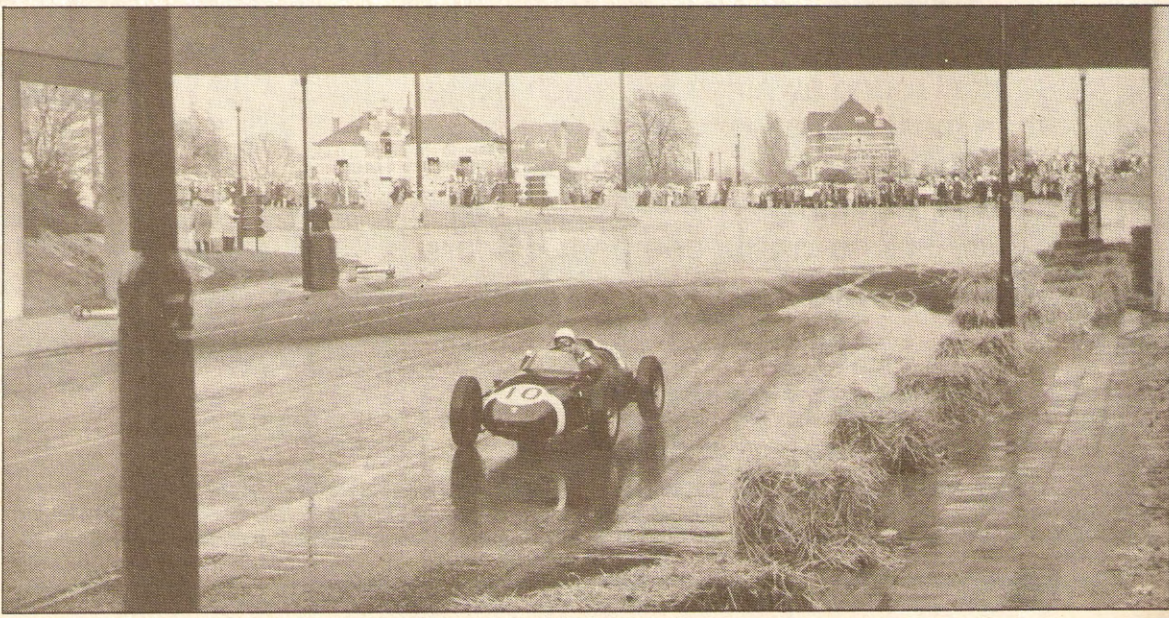
Indeed, one of the reasons we chose the photograph was its resemblance — at a quick glance — to the race winning car. This race was to be, however, the ill-fated fan car's only

# PAGE & MOY LTD

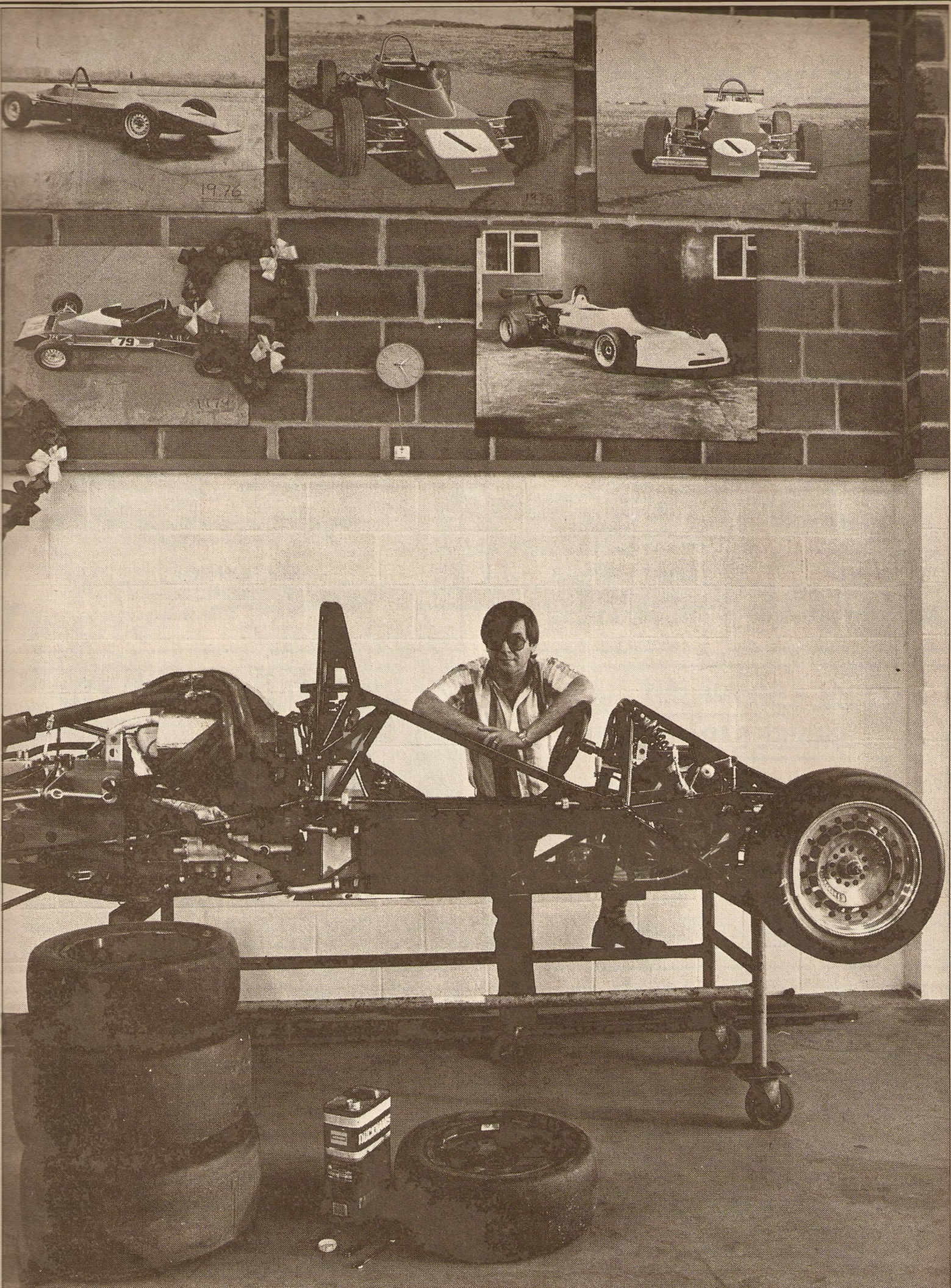
victory, for it was subsequently banned.

Behind Lauda, Andretti's team mate Peterson kept the crowds alive with a stirring drive back from 17th (after an early pit stop to change a puncture) to third after a last lap side-by-side duel with the Arrows of Riccardo Patrese.

So to this month's *Who, What, Where, When?* competition. All you have to do is identify correctly *Who, What, Where, When?* in this superb picture from our archives and you could be the winner of a Page & Moy travel voucher. Answers on a postcard only to AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by last post on October 31.







*Ralph Firman at the Van Diemen workshops, Snetterton.*

## "I HAVEN'T CHANGED MY OIL IN TWENTY YEARS."

*Ralph Firman, Managing Director Van Diemen International.*

**B**ACK IN 1966, my Sunbeam Alpine might have needed a bob or two's worth of work done on it, but it never went short of oil.

You see, I was working on the Brabham Formula 3's at the time, and we were sponsored by Duckhams. The way the cars' engines were running, there always seemed to be some unused oil left over at the end of a day's racing.

Well it seemed a shame to let that last drop of Duckhams go to waste, particularly when my old Alpine ran so smoothly on it.

But then I suppose that was the whole point of them sponsoring us. They wanted to prove that the standard Q 20W/50 oil you could buy in any garage could handle motor racing stresses. And it did. It impressed me.

Then when Formula Ford came out in the late sixties, it really gave Duckhams a chance to prove a point.

I mean, if Q 20W/50 could protect a standard Ford Cortina engine when it was being thrashed round Silverstone, it could really work wonders for the average family saloon on a Sunday afternoon drive.

For Duckhams, it was a real chance to show off. Except, of course, not everybody believed the oil was the same.

So I remember the guys from Duckhams would invite people who doubted them to race meetings, and tell them to buy a can of Q 20W/ 50 from their own local garage on the way.

Then they'd bring them down to the pits, and we'd let the disbelievers pour the oil they'd brought into the racing engines.

They believed it after that!

Anyway, by the time we'd built the first Van Diemen in '73, Duckhams and I were like old friends. So, we were more than happy to run our new cars on their oil.

If anything it was Duckhams who were taking a risk, sponsoring new cars with no track record. But it paid off.

That first year Donald MacLeod won the BOC Championship for us, bless him.

And the rest, as they say, is history.

The cars have always done well. And we've been very lucky with drivers (Moreno and Senna both started off with us, you know).

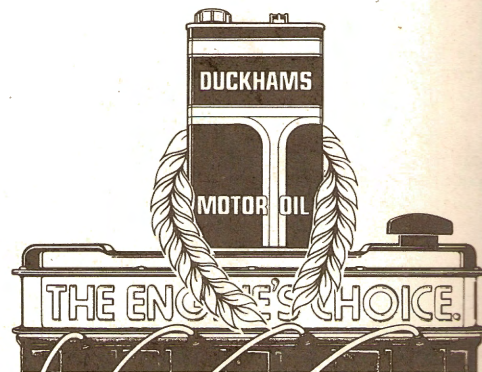
In fact, with the exception of one or two seasons, Van Diemen have won at least one major championship a year.

We've changed our design quite a few times, but we've never changed our oil. Except when Duckhams Hypergrade™ came out in 1982. (Funnily enough, that's the year we won five Championships, including the RAC and the P&O).

But I'm afraid I can't really tell you why we've run so well on Duckhams. It's never given us any problems, so I just take it for granted.

All I do know is I'd recommend it to anyone. Even my own son.

He's ten, and he's just started racing go-karts. Guess whose oil he's running on.



*Hypergrade is a trade mark of Alexander Duckham and Co, Limited.*

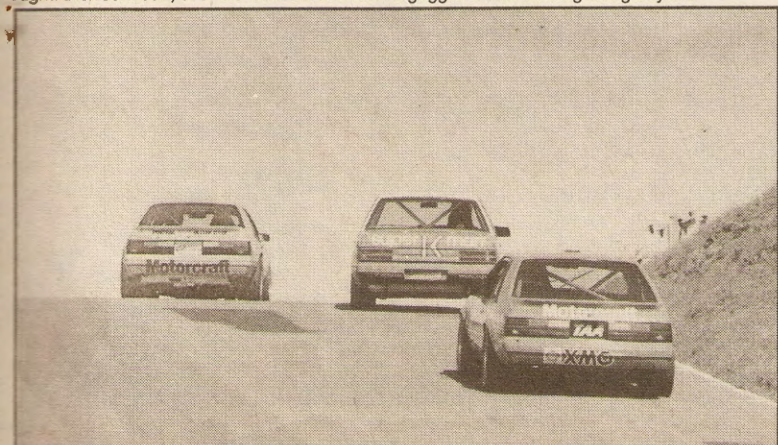


The Armin Hahne/John Goss Jaguar XJS came home to a splendid victory at Mount Panorama beating the Fords, Holdens, BMWs and Volvos. The glory shared by a German and an Australian.

# The Mountain lions roar

As expected the James Hardie 1000kms was a real cracker of a race. In the end everyone was happy the Europeans had shown their hand and given the Australian men a new baseline to aim for in the future, but there was an Australian in the winning car as well. It was a fantastic race, dramatic right to the end, with Peter Brock retiring his Holden Commodore from second place just a handful of laps from the end. The day, though, belonged to Jaguar, Armin Hahne and John Goss. There were 30,000 people up at Mount Panorama to watch the event and millions more watched on television. Next week, we can see it all on TV over here. It's going to be worth staying in for . . .

Right: Dick Johnson, ever the local hero. Below: a gaggle of cars hurtling along Skyline.



QUALIFYING

It was a smaller field than usual, despite the opportunity to run in three Group A classes, but the introduction of Group A certainly gave the James Hardie 1000 a big freshen up, with a much wider variety of cars than was usual in the good ol' days of Ford versus Holden.

Arriving to set an example on how things should be done was the three-car Tom Walkinshaw team of XJS Jaguars, dusted off from last year's ETC, and generally regarded well before the event as the cars to beat. Walkinshaw repaid a promise made to John Goss last year to give the former touring car champion and Australian Grand Prix winner a ride this year. Walkinshaw was invited by Goss to run at Mount Panorama last year in Goss's ageing XJS Group C car, but the clutch let go on Walkinshaw on the starting line and the car was promptly re-arranged by the following traffic.

Aussie Ron Dickson also got a start, having been the prime mover in getting the TWR Rovers to Bathurst last year. Goss was paired with Armin Hahne, and Dickson with Jeff Allam, while Walkinshaw's partner was Win Percy.

One of the disappointing non-starters was the Eggenberger team's Volvo, which was withdrawn because of ETC commitments, and which was to have been driven by Thomas Lindstrom and Gianfranco Brancatelli, while Ulf Granberg, who was to have driven the New Zealand volvo of Mark Petch alongside the regular Robbie Francevic, was also a no show. It was a case of the disappearing Swedes . . .

John Bowe, the reigning Australian Formula Mondiale champion, was called into the Mark Petch team, having driven the Volvo for the first time at Sandown Park in the Castrol 500. The team had more than its share of little dramas. "On Wednesday, it was going just great, but then on Thursday it would just not hold turbo boost," said Petch. "We eventually found a leaking manifold gasket, and then on Thursday night, as planned, we changed to the race engine, which we thought would be a bit stronger.

"On Friday morning in qualifying it lost boost again, so we stripped everything pertaining to the boost between sessions and we seemed to fix it. John Bowe and Robbie were both faster, but when we bolted on good tyres, we were told we were not allowed out because we were dropping oil."

Melbourne enthusiast Bob Jane sponsored the appearance of regular Schnitzer ETC drivers Roberto Ravaglia and Johnny Cecotto in a Greg Siddle-organised BMW team. they got down to business in a workmanlike manner. During their first timed qualifying runs the 'mule' engine was discovered to be losing power. "It was too risky to try to change engine between practices, so we just had to stay with it," said Siddle.

Hardies Heroes is the controversial final 'top 10' qualifying session on Saturday, in which each of the cars is given two one lap blasts to settle the front of the grid, it's a real crowd puller. This year though we had a curious situation indeed. Local hero Dick Johnson had two fully paid up entries in the race for identical Ford Mustangs and both made it to the top 10, one for himself while new co-driver Larry Perkins qualified the other, although only the two drivers were nominated for the race. "Nope," Dick told the organisers, he didn't want to pull one car out to let someone else have a Heroes run. He thought he might start both cars in the race. After Hardies Heroes he decided on one car. . . .

So, for the first time ever, there were 11 Hardies Heroes: John Goss, Tom Walkinshaw and Jeff Allam in the three



Coming up the Mountain the Ken Mathews/Robert Muir Holden Commodore leads the Bob Holden/Glenn Clark Toyota Sprinter.

Jaguar/Rover Australia XJS coupés, 1.3 secs clear of the rest; Jim Richards (*the man this year in Australian saloons in his Frank Gardner-run JPS BMW 635SCi*); Allan Grice in a Commodore; Johnson and Perkins in the Ford Mustangs Francevic in the Volvo; Peter Brock and John Harvey in the Holden Dealer Team Commodores and Ravaglia in the Bob Jane T Marts BMW.

It was unusual to see Brock so far down the order and there didn't appear to be a great deal he could do about it. He was having tyre troubles, his Pirellis moving on the rims, upsetting the balance and producing violent vibration problems. he had a steering rack tighten up and to cap it all he ran over some wreckage on Thursday. The team was busy on Friday night. "It was like an overnight stop in the Paris-Dakar last night," said Brock on Saturday morning, "we just left the badges and the ignition key and changed everything else . . ."

The team brought up some new shock absorbers on Friday night from their Melbourne base in an effort to cure the car's handling, while the engine of the second HDT Commodore crewed by John Harvey and David Parsons had to be changed when the timing chain broke. Brock's engine was stripped and checked as a precaution.

In trouble of a different kind was Allan Grice. On Thursday he had a huge accident in his test Commodore, when he hit wreckage from Ken Lusty's crashed Commodore, swatted a bank and cannoned into the offending car. Grice suffered badly stained tendons in his right ankle which required painful ice-pack-and-exercise treatment for four hours that night. "The foot's not bad if I push one pedal down at a time," he explained, "but it's a bit painful if I have to heel and toe."

All was seemingly well in the Walkinshaw camp, but the pit gossip was that brakes were a concern. It was admitted there would have to be a pad change during the race, and that the cars would have to make an extra stop.

The JPS BMWs were showing their usual form with Richards setting fourth fastest time while George Fury, settling into the team's second car alongside Neville Crichton complained of excessive understeer.

Outside the top '10' Peter Janson, sharing Gary Willmington's privately entered Jaguar XJS was not having a good run. "Our pussy needs to be sent to the vet!" he commented.

Come Saturday Hardies Heroes proved few surprises with Walkinshaw pulling out a demon lap to take pole despite a brake fade problem with a time of 2m18.82s on his first run. He did not go out again. Jeff Allam was second with a 2m19.91s. Goss was bumped down the grid by a very hot lap from Dick Johnson (2m20.64s) while Allan Grice maintained his good form to grab fourth sport.

Francevic got his Volvo around in 2m20.83s picking up a puncture on his second aborted run. Goss had to abort his second run after he survived a big moment just over the downhill Skyline section when he grabbed the wrong gear. He had a heart stopping moment as the car bumped over a kerb and came back across the track towards a bank.

Behind Goss came Richards, Perkins, Ravaglia and Parsons with 'King of the Mountain' Peter Brock the last of the '10'.

RACE

The grid in the cloud-filtered Sunday morning sun was a good mix of cars; Jaguars on the front row, a Mustang and a Commodore on the second; Volvo and Jaguar on the third, local imported BMW 635CSis on the fourth, and Commodore and BMW on the fifth, ahead of the two works Ralliart Starions, which were being driven by Kevin Bartlett/Peter MacKay and Brad Jones/Peter Fitzgerald.

The race was a much more exciting affair than many people were expecting, and when the Walkinshaw and Allam Jaguars took the lead right from the

standing start, it looked as if predictions of a Jaguar walkover were correct. It wasn't to be the case, as the Allam car pitted on lap three, and was wheeled away. According to Walkinshaw, a stone had shattered a headlight, and the glass had been ingested by the air intake, damaging the valve gear.

Goss, who had started in the third car, was content to take it easy during the early laps. He reckoned the cars had been held too long on the grid and most were overheating and had seen water coming from beneath the engine of Allam's car. Goss had turned his engine off until just 40secs before the start, but when the flag dropped his water temperature was still at 130 deg.

Holding on tight to the leading two Jaguars in the opening two laps was the Volvo of Robbie Francevic, but it was quickly passed by the fiery Allan Grice, working Warren Cullen's Commodore along very smartly. With just five laps gone the car stopped out on the track with a broken distributor drive. Grice eventually managed to get it back to the pits, where a new distributor was fitted. Although, later in the day the car crashed out at the top of the Mountain on lap 114.

The Francevic car, which held on to the leaders tenaciously for two hours, completed only 122 laps after problems began to set in. First, the diodes in the alternator went, and during the repair work, the radiator was holed. Later, the electrical problems manifested themselves in fuel pump troubles.

When Grice's car dropped out of the chase, it was Walkinshaw, stroking along easily, from Francevic, Dick Johnson in his Mustang, Brock, Jim Richards in the lead JPS BMW 635CSi, Goss, and the Starion of Kevin Bartlett. The other Starion had been lost during an opening lap incident, and the Bartlett/MacKay car was later to be slowed by a leaking gearbox seal, which necessitated a stop for extra oil.

After 12 laps Goss had worked his car into second position ahead of the Volvo, ▶

and the Jaguar effort again looked to have stabilised.

The locals continued to have odd problems; Johnson's Mustang began smoking and it pitted with plenty of oil dripping around the engine bay after about 15 laps. He lost five minutes while a split oil cooler was replaced. Later, out of the front running. A little later, co-driver Larry Perkins aged a little when he felt the car go strange immediately after taking over at the wheel. He backed off and eased the car around to the pits, where it was jacked up on the left hand side, and to the surprise of the wheel-changer, the wheel dropped into his hand. No wheel nut!

Thirty two laps into the race and the Jaguars made the first of their stops, a little earlier than expected. Walkinshaw, who had been holding a 10secs lead over Goss, came in first and the car was out again 37secs later refuelled, retired, and with Win Percy at the wheel. Goss came in on the next lap and Hahne left 33.7secs later.

Walkinshaw was seen looking thoughtfully at his Dunlop front tyres, where blistering badly on their inside edges. The next set of tyres had strips grooved off, which appeared to overcome the excessive heat build-up.

The stops left Richards in the lead in the BMW which has reigned supreme in Australian racing this year, ahead of Brock and Francevic, with the two Jaguars fourth and fifth, ahead of the Ravaglia/Cecotto BMW, which was running nicely, although apparently down on power. Ten minutes later Brock was in for a routine stop, and stayed in the car.

A couple of laps later, disaster struck the JPS BMW team. George Fury, in the second car, had been following Richards around in a sort of loose convoy. Suddenly Richards's car disappeared off the track at Hell Corner coming to rest deep in the sandtrap, parking alongside a Mustang which had gone in earlier. Jim had hit a patch of oil. No sooner had his car stopped than Fury hit the same oil, went the same way off the track, and would have stopped in the same place — except Richards's car was in the way.

Fury's BMW hit Richard's car, and as far as BMW was concerned, that was it. The cars were eventually man handled back onto the track by marshals after the drivers had cleared the sand away from the wheels with their hands. From then on Richards and co-driver Tony Longhurst drove mightily to an eventual fourth place, three laps behind the winners.

By this stage, the race was settling down, as some of the "lunch shift" drivers began their jobs of keeping the lap times up and the cars out of trouble.

The two Jaguars hadn't taken long to find their way back into the lead, being followed by Brock, doing a much better job than many people had expected following his less than happy qualifying sessions; Ravaglia/Cecotto, Francevic/Bowe, Harvey/Parsons, the Charlie O'Brien/John English BMW 635 CSI — which was running an engine bought on Thursday from Neville Crichton — and the Commodore of Denny Hulme/Ray Smith.

High noon was when the first of the problems hit the Francevic Volvo, taking pressure off the Jaguars, which after 2hrs 38mins of racing came in for a scheduled stop for tyres, fuel, driver change and a front brake pad change. Walkinshaw's stop took 50.7 seconds and that of Hahne and Goss a mere 47.4 seconds. The smooth running of the Jaguars was soon interrupted however when Hahne came in with the seat broken in the lower back area, and the top was tie-wrapped in place before Goss went out. It was a



The Volvo of Robbie Francevic and John Bowe ran well in the early stages, but succumbed to multiple mechanical problems in mid-race.

source of discomfort for the rest of the race, and affected the drivers' ability to corner quickly.

About the same time the Hulme/Smith car retired with a broken valve rocker and bent pushrods, and the Harvey/Parsons car went out with a broken timing chain.

Meanwhile, the Colin Bond/Gregg Hansford Alfa Romeo GTV6 was running like clockwork. Bond had made a demon start and was about eighth on the first lap (having qualified 20th), and the car was now running in the top 10, eventually finishing eighth, and comfortably winning the 2000-3000cc class.

Five hours into the race and it was obvious that the lead Jaguar was losing oil, and when it made a pit stop there was plenty dripping from beneath the nose of the car. A stone had punctured the oil cooler, and an attempt to pinch the leak

with pliers didn't work. Ten minutes were lost while a new cooler was fitted, and Walkinshaw then began lapping at a blistering pace, consistently in the back through the field. At about the same time Peter Brock's fine run hit trouble. Earlier when David Oxtan had been in the car a stone thrown up from another car had broken the windscreen, and Brock found it gradually caving in on him. When it looked like dropping into his lap, he stopped, after radioing his crew and asking it to check on the regulations concerning removal of windcreens.

They couldn't find out in time that the rules required the back window to be removed if the windscreen was removed, so after a couple of laps with the windscreen out, Brock was ordered into the pits for the back window's removal. This took only 6.5secs, although mecha-

nic Martin Lott, who went in through the back door to assist the operation, appeared in danger of joining Brock out on the track . . .

Brock too began a spirited, all-or-nothing drive, catching and passing the Cecotto/Ravaglia BMW to take second place with just 13 laps to go . . .

He was gradually pulling in Goss, who was having trouble holding himself in place as a result of the damage of the driver's seat. But there was no way, with 10 laps to go, he was going to pull in a half minute deficit.

Three laps to go, and suddenly the Commodore's engine ran out of puff on the last hump of Conrod Straight, with a broken timing chain suspected — the same problem as with Harvey's car earlier.

Brock wasn't too disappointed, 2m22sec bracket, as he worked his way through, feeling that he had shown his critics the HDT was still capable of building a car which could run on the pace, and could outlast the bulk of its rivals.

Goss ran to the flag some 47 secs ahead of the Ravaglia/Cecotto BMW, while the third-placed Walkinshaw completed 160 laps, finishing 20secs ahead of Richards. Behind the JPS BMW were two other similar cars: the well handled car of Kent Baigent and Neal Lowe, which completed 159 laps, and the Australian BMW of Jim Keogh and Garry Rogers.

Winner of the 2000cc-3000cc class was comfortably the GTV Alfa of Bond and Hansford, while John Smith and Andrew Price won the up to 2000cc class in their works entered Toyota Corolla, the only car in this category to be classified a finisher, on 148 laps.

Peter Brock had a dramatic race, ending in retirement with just three laps remaining . . .



BATHURST (AUS)

Oct 06, James Hardie 1000, Australian Endurance Car Championship, round 4, 163 laps—625.92 miles

Pos	Driver (Nat)	Car	Result	Qualifying	Pos
1	Armin Hahne (D) John Goss (AUS)	Jaguar XJS	6:41:30.19	2:20.91	6
2	Johnny Cecotto (VZ) Roberto Ravaglia (I)	BMW 635CSI	6:42:17.66	2:22.56	9
3	Tom Walkinshaw (GB) Win Percy (GB)	Jaguar XJS	160laps	2:18.82	1
4	Jim Richards (AUS) Tony Longhurst (AUS)	BMW 635CSI	160laps	2:21.39	7
5	Kent Baigent (NZ) Neal Lowe (NZ)	BMW 635CSI	159laps	2:24.38	12
6	Jim Keogh (AUS) Garry Rogers (AUS)	BMW 635CSI	159laps	2:25.64	16
7	Dick Johnson (AUS) Larry Perkins (AUS)	Ford Mustang	159laps	2:20.54	3
8	Colin Bond (AUS) Gregg Hansford (AUS)	Alfa Romeo GTV6	158laps	2:26.65	21
9	Kevin Bartlett (AUS) Peter McKay (AUS)	Colt Starion	157laps	2:24.60	13
10	Barry Jones (AUS) Tony Mulvihill (AUS)	Holden Commodore	156laps	2:27.32	25
R	Peter Brock (AUS) David Oxtan (NZ)	Holden Commodore	160laps—engine	2:24.49	11
R	Robbie Francevic (NZ) John Bowe (AUS)	Volvo 240 Turbo	122laps—electrics	2:20.83	5
R	Allan Grice (AUS) Warren Cullen (AUS)	Holden Commodore	114laps—accident	2:20.66	4
R	John Harvey (AUS) David Parsons (AUS)	Holden Commodore	96laps—engine	2:22.56	10
R	Jeff Allam (GB) Ron Dickson (AUS)	Jaguar XJS	3laps—engine	2:19.91	2

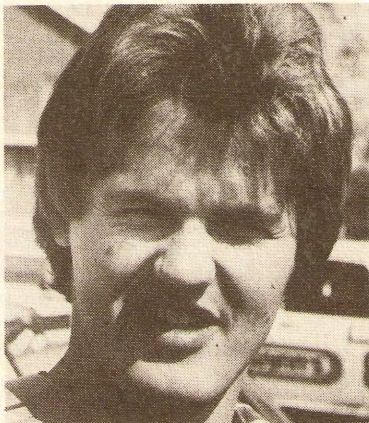
Winner's average speed: 93.536mph. Fastest lap: Hahne/Goss, 2:21.86, 97.448mph.

# Wilson set to join the ARG World challenge

Austin Rover are expected to announce this week that Malcolm Wilson is to complete an all-British trio of drivers for the 6R4 World Championship challenge in 1986. The Cumbrian driver, originally expected to join the Ford team next year, has been considering his decision for some weeks but is now apparently close to signing a firm contract.

With the ARG concern rapidly building their stocks of the four-wheel-drive Metro, a three car team for both the Audi Sport and the Lombard RAC Rally is a strong possibility. The other members of the RAC team are expected to be Tony Pond and Marc Duez.

Wilson, currently recuperating from a crash landing when flying his recently acquired helicopter, will be partnered on his World series programme by regular



Above: Malcolm Wilson. Below: The 6R4 being built at the Longbridge production line.



co-driver, Nigel Harris.

The build programme for the 6R4 is currently well under way but the October 31 deadline is still perilously close and there can be no hitches in the next week or so if the car is to meet the Group B requirements. At Longbridge last week, where the cars are being built, John Davenport admitted that time is tight. Nevertheless, a team spokesman told us on Monday that they were further encouraged by the situation after the weekend and the chances were higher.

Suggestions at Brands Hatch over the weekend indicated that R-E-D had indeed clinched a deal (*Special Stage*, September 19) to run the Metro 6R4 for David Llewellyn next year although no contract had been signed . . .

# GpS: No decision

Although the FISA Technical Commission had expected to discuss the proposed regulations for Group S recently, it seems that no progress was made, and that it will now be December before any firm guidelines are drawn up.

The new category is intended to form the basis for World Championship rallying starting in 1988, and the FISA Executives are keen to ensure that the manufacturers involved are in agreement, and avoid a controversial situation.

Today (Thursday), the FISA Plenary will, however, make some decisions regarding the 1986 calendar, and although no major change are likely, there have been continued rumblings that the Ivory Coast counter (an unpopular round of the Drivers series), is on its way out, with a replacement (in America?) a possibility . . .

# Bettega trophy

The Trophy Attilio Bettega is to be held in Bologna this December, over a 1600m rallycross type course, with virtually all the major factories represented. Promoted in memory of the Lancia driver, over the weekend of December 14/15 at Bologna Fair, the idea is to raise money for charity with a string of the world's top drivers.

Lancia will have both Alen and Biasion in Delta S4s; Peugeot will have Salonen; Audi, Rohrl; Renault will have Ragnotti, and Tony Pond is also expected with a Metro 6R4. The course is

an artificial winding track, on gravel and tarmac, with jumps, and designed for both television and on-event spectators. After qualifying — which will be completed in the style of Indianapolis with one car completing five laps and the best counting — the fastest will go into a knock-out competition, leading up to the Final. For these sections of the competition, a pursuit system will be used. Sources in Italy suggest that this first competition could be the forerunner of similar events in France, Germany, and Britain.

# Porter back to Ford

Jim Porter is to return to Boreham as rally co-ordinator for the Ford works team next year. Roger Clark's former co-driver has spent the last few years working at the RAC MSA where he has taken a more full-time role as RAC Rally route co-ordinator. He was recently the man behind the Hong Kong-Beijing Rally and had been, at one time, linked with the job of running American

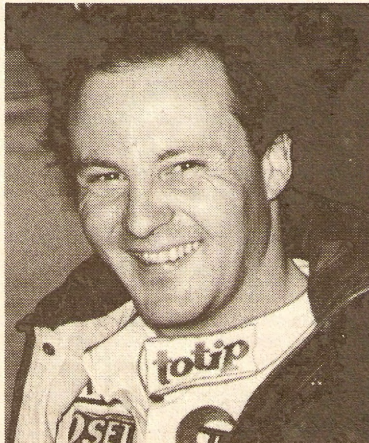
rallying with the SCCA.

Porter, 45, will be responsible for all details of the team's World Championship programme and Peter Ashcroft is reported to be 'delighted' at having him back with the team. Porter's last competitive outing alongside Clark was in 1981 when the pairing brought an Escort home in fifth place on the Manx International.

# Biasion's break

With continuing speculation surrounding the future of Markku Alen (see separate story), Cesare Fiorio announced last week that Massimo Biasion would be part of the official Martini backed team for a number of World Championship rallies in 1986. The team will use the four-wheel-drive Delta S4 in the competition next year, and this promotion to the factory effort comes after a number of very promising drives in a Jolly Club run Rally 037.

Massimo Biasion — works drive.



Biasion and co-driver Tiziano Siviero have threatened to win a major event for some time — his best result coming on the Portuguese even in March this year when he finished second behind Salonen's Peugeot. He has led a number of world counters however, and was ahead of his Turin mates in Italy last week on San Remo, until engine problems intervened.

# Alen's future with Lancia is still under discussion

Quizzed incessantly by the Italian press corps at his post-event press conference, Peugeot boss Jean Todt stayed calm, nominating his December conference as the place for any announcements. Markku Alen was top of everyone's list but, answering questions as to whether he would like to have Alen in his squad, Todt replied: "Yes, we would like to have him at our table."

For the Finn to joint PTS for 1986 however, he would have to be bought out of his current Martini Lancia contract (which runs until the end of the next season), and the Italians would be unlikely to freely dispose of their number 1 man, who has been with the Turin team for nearly 12 years. A meeting between the chief of Fiat, S Ghidella, Cesare Fiorio, and Alen in Turin last week does indicate that there could be major changes on the way.

Today (Thursday), Alen is expected to



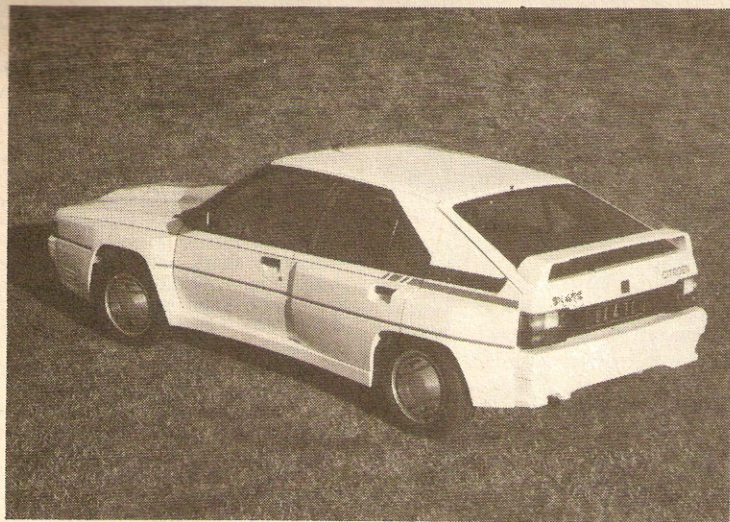
Alen — is his future secure?

conduct further tests of the new Delta S4 in Scotland, and perhaps when this latest work is complete, he may have a better idea of where his future lies.

# PTS post mortem

After the San Remo defeat for Peugeot, team boss Jean Todt had to admit to a number of failures during the event, and immediately organised another test session in Italy later this week. The second evolution 205 Turbo 16 was struggling to keep up with Rohrl's Sport Quattro S1,

and so a group of engineers will spend three days with Timo Salonen in Tuscany, looking at tyres and suspension. On the rally, the Finn tried the latest M50 option from Michelin, but found it difficult to get used to the different handling characteristics.



## Monte debut for BX

Citroën are to begin production next month of their four-wheel-drive, 2-litre turbocharged BX model with a view to getting Group B homologation in time for a World Championship debut on the Monte Carlo Rally next January. Hydropneumatic suspension, power steering and servo disc brakes are included in the package which should give a 0-100Kph time of 7.5 secs. The car should be available for sale at around FF240,000 (about £20,000) and will be in road trim. The competitions department are to produce an evolution model for their rally team which should include Philippe Wambergue and Jean-Claude Andruet.

## European Motorsport back BTRDA series

After two years without a major sponsor, the BTRDA Gold Star Rally Championship has found someone to support it. European Motorsport, well known as sponsors of former BTRDA Champion, Trevor Smith, have agreed to back the series for 1986. Although the deal is for one year only, it is hoped that the partnership will continue for many years to come, thus ensuring a safe future for

this important rung on the ladder of club rallying.

Details of the eight event series, which retains reverse seeding for 1986, were released in our September 12 issue but, since then, the BTRDA have announced that the Cambrian Rally — based on Llandudno — will be the previously unnamed final round.

## Richards and Rothmans

Although various parties are suggesting that Rothmans and long-time consultant David Richards have parted company, it seems as if this is not the case. In fact, Rothmans has had an internal re-organisation and instead of one central controller for the various international

operations, the funds are now allocated to the different countries. Richards is currently finalising plans for the various programmes and confident that Rothmans cars will appear in Ireland, France, the Middle East, and, hopefully, this country.

## Scottish retains sponsor

Lloyds Bowmaker have agreed to sponsor the Scottish Rally in 1986, the third year in succession that the finance company have supported the event. Hugh Dewar of the RSAC was clearly delighted at the news last week when he said, "We have built up an excellent working relationship with the company over the last two year and are confident that, with this early announcement of

their involvement, we can plan an outstanding rally."

Next year's event will count for the European, Shell Oils RAC Open and Esso Scottish Championship, starting on Saturday June 7 from Glasgow, returning there on Tuesday June 10. There will be 280 stage miles included, along with some completely new tests.

## Pharoahs challenge

Jacky Ickx and Saeed Al Hajri head the Rothmans Porsche attack on the Pharoahs Rally Raid which starts from Cairo today (Thursday). The two drivers will be at the wheel of the new Porsche 959, a twin turbo, four-wheel-drive car intended for eventual homologation into either Group B or Group S and detailed

fully on page 53.

The rally also counts for the Rothmans Mitsubishi Challenge Cup and therefore a team of Pajeros — similar to those which dominated the Paris-Dakar event earlier in the year — are also on their way to Egypt.



## Shell Oils

NATIONAL RALLY CHAMPIONSHIP

## Wood's 400

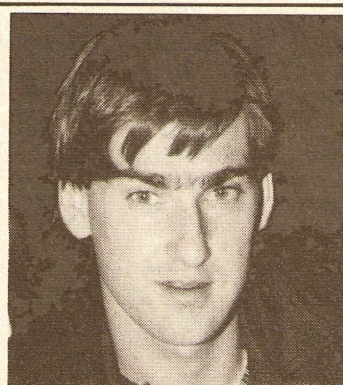
Andrew Wood will drive a Manta 400 on the Audi Sport National Rally, the first time that the Scot has driven one of the cars in competition. He did, however, test a Manta back in March when he proved very competitive with Jimmy McRae. The car for the final round of the Shell Oils/AUTOSPORT RAC National Championship will be the one driven by Russell Brookes in Cyprus.

Among the GM attack on the rally will be Pentti Airikkala in the Telecom Astra, partnered by Steve Rider of BBC *Grandstand* fame. Former British Autotest Champion, Russ Swift, is also taking a guest co-driver on the event. The left hand seat of the Nova will be occupied by the delightful form of gymnast-turned-TV presenter, Suzanne Dando.

## Skoda rush

Following the recent announcement of concessionary rates for the new Skoda 130L Group A car, Skoda GB have been inundated with requests for details and were happy to tell us on Monday that only one of the six cars available for drivers in next year's Skoda Trophy '86 has still to be placed. If your name is not on their list, an early call to Bill Hunt on 01-253 7441 is advisable.

■ Congratulations to Dave Cozens, secretary of the Audi Sport National Rally, on his marriage last Friday to Jan. We wish the happy couple a long and happy life together.



## Call up for Toivonen

After his storming drive on the San Remo Rally, Henri Toivonen returned home to find that the Finnish army will be requiring his services for the next 11 months. Military work is compulsory in the country, but it is not expected that his National service will interrupt his driving so much.

He expects to be allowed time off to meet his commitments to Lancia, and it also seems as if he may not even have to do too much physical work, the category in which he has been placed, apparently concentrates heavily on paperwork...

### BRIEFLY

■ John Buffum won the Uniroyal Alcan 5000 rally in America last week at the wheel of his Audi 5000 Quattro. Lee Sanderson was second in the Mazda RX-7 with Gene Henderson's Honda third. Stephen Emerson, from Ireland, finished 15th on his first trip to the States in a Colt Sigma.

■ Vince Wetton may be switching allegiance for next year. It seems that the likeable Midlander has not been offered a support package for his Ascona 400 from GM Dealersport and that a switch to Nissan — possibly in Mark Lovell's National Championship winning car — is a possibility. We understand that Phil Collins has also been refused support as GMDS are not keen to back obsolete cars, which the Manta is now apparently designated.

■ Friday October 25 would seem to be a good date to be staying at the Southlands Hotel, Scarborough. Apart from being able to watch the Quip Stages the following day, the evening entertainment will include 'The confessions of a rally driver' featuring Chris Lord, Vince Wetton and Mike Broad...

■ Ken Wood is expected to take delivery of his new, clubman's specification, Metro 6R4 this week and, once the Golden Wonder paint scheme is dry, the car's first run could be on the Sprint Tyres Trossachs Rally on October 26. Another 6R4 is likely to be heading north of the border, we understand, to be piloted by David Gillanders.

■ Bjorn Waldergaard won the 2-litre class of the recent Swedish Mobil Economy Run driving a Toyota Camry.

■ James Ingleby and Campbell Roy raised £600 for the Live Aid appeal with their efforts on the recent Hong Kong-Beijing Rally in a Ford Sierra 4x4.

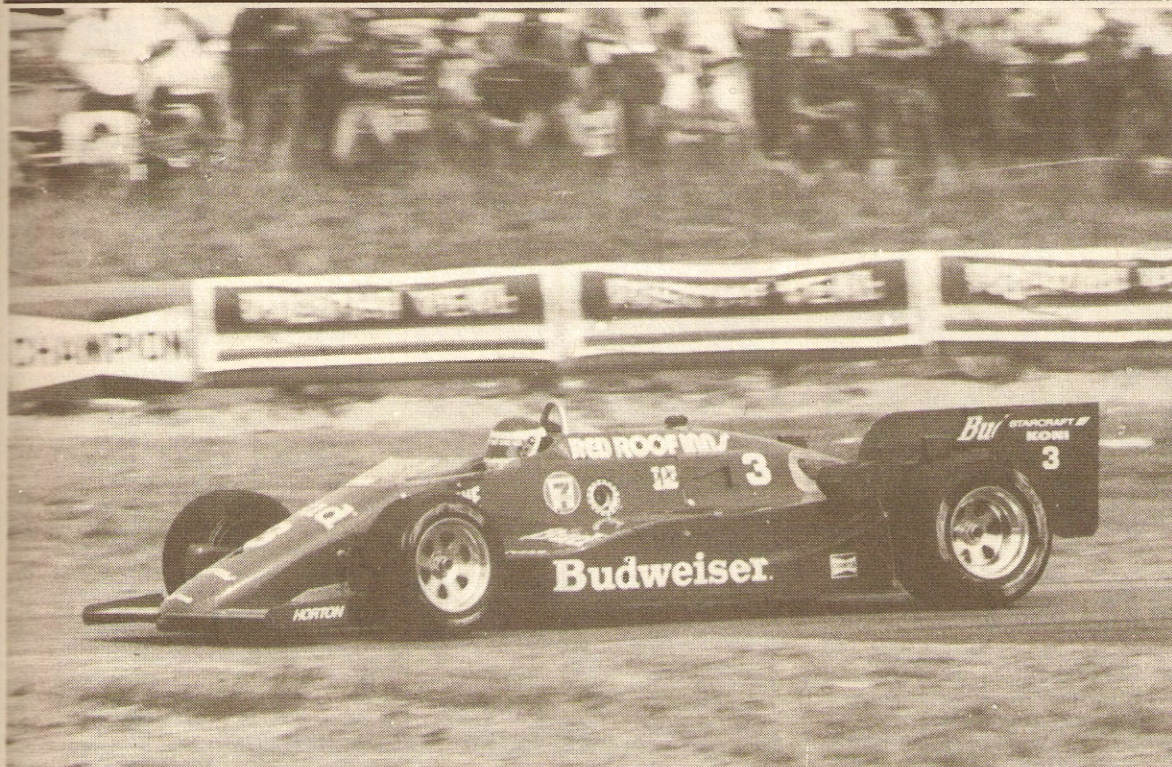
■ Pat Messer is intending to collect some more awards when he takes the Shenpar Sunbeam ti out on the Lombard RAC Rally. Having achieved several good results with his Group N 205 GTI, Pat has decided to move up to Group A for this event.

■ Leading Cypriot driver, Vahan Terzian, may be seen in Britain on November's Lombard RAC Rally. Gary Hicks is currently preparing a Nissan 240RS for his use but is seeking a sponsor for the effort. This will be Terzian's first RAC Rally and will be a major change from the type of event that he frequently wins in his native country in a similar car. Interested backers can contact Hicks on 0483 235661.

## Appeal rejected

The RACMSA heard George Marshall's protest against the organisers of the Tweedies Daihatsu Autumn Stages last week but ruled in favour of the club stewards. The problems arose when road penalties were cancelled for a particular section (a direct reversal of a decision made in similar circumstances on an earlier round of this year's Esso Scottish series) after some co-drivers had failed to read an official notice.

The RAC MSA chose not to rule against the stewards' decision, effectively condoning inconsistent standards, but Marshall accepted their ruling. The decision therefore leaves Murray Grieron at the head of the table with 181 points, Marshall second with 176 and David Gillanders third with 160.



Rahal did it again on Sunday, his third win in four races. This time, though, he had a fight on his hands.

## Bobby closes in

For the third time in four races, Bobby Rahal was the dominant Indycar driver. On the fast Laguna Seca road course last weekend, Rahal won again, after starting from the pole and leading most laps. He therefore looms as a major championship contender with but two races to go.

Beyond those bare facts, however, the big crowd in northern California saw one of the most exciting Indycar road races ever. During the final 40 laps a five-car train squabbled hard over the lead followed at a very short interval by two more cars. In the closing laps trouble hit three of the leaders — Mario Andretti, Danny Sullivan and Geoff Brabham — and Rahal retook the lead to win convincingly from Al Unser Sr, Al Unser Jr and Roberto Guerrero. This race, dear reader, will be remembered for a very long time by every soul who watched!

### QUALIFYING

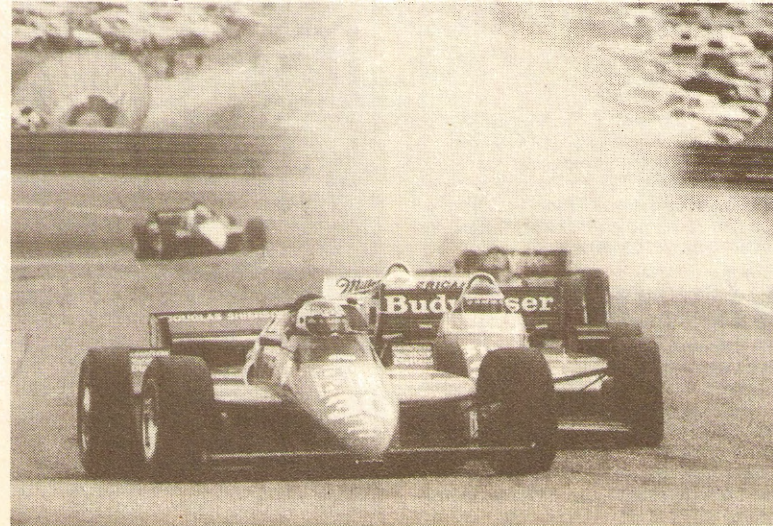
Laguna Seca is a classic 'big balls' road course. Only 1.9 miles in length, the track consists of a series of very fast left-handers climbing to The Corkscrew. There, the course descends abruptly to Turn Nine, the ultra-tight final corner onto the pit-straight. The place is narrow with little or no room for error. Run-off areas are minimal with a steep, rocky embankment closely bordering some of the fastest portions of the track.

Bobby Rahal was a convincing winner of last year's 300Km race at Laguna and it was Rahal who set the pace through most of practice and qualifying this year. Hot sun and a slippery track contrived to keep Rahal or anyone else from matching last year's times although the Budweiser/TrueSports/March driver outpaced his closest challengers by 0.3sec.

Driving a new 85C, freshly built two weeks earlier, Rahal was able to take his fourth pole position in a row. Smooth and precise, he was perhaps the only driver who did not resort to using his rev-limiter under hard acceleration out of Turn Nine and past the pits. In the final, untimed

practice session on Saturday afternoon, Rahal suffered a rare engine failure but he remained confident about his chances on the morrow.

Little Al, here leading Rahal, finished third to keep his lead in the CART Championship.



"We can definitely win tomorrow," he declared. "We're going to gamble a little on our set-up. Losing that last full tank session may have hurt us a little, but I think we're going to be OK. Still, there's another point for being on pole. Only 19 behind now..."

On the outside of the front row was Danny Sullivan. This was the eighth time this year that Sullivan has started from the front row. Penske Racing had a full fleet of five March 85Cs at Laguna with Sullivan being forced into his spare following a series of niggling mechanical failures in his regular car.

With Rick Mears confining himself to pace car driving, Al Unser Sr was back in Penske's Pennzoil-sponsored car. Never happy during practice and qualifying the championship-contending Unser qualified 10th fastest, just under a second slower than Sullivan.

Forming the second row behind Rahal

and Sullivan were Roberto Guerrero and championship leader Al Unser Jr. Guerrero lost time with two engine failures in his Cotter Racing March so that he also loomed as a strong raceday threat. Two weeks into life as a father, Roberto was driving as well as ever and hoping to escape the grip of unreliability which has dogged his tracks this year.

Unser Jr also looked good in Doug Shierson's Lola. On Friday he challenged Rahal for fast time before spending most of Saturday experimenting with different raceday set-ups. Cool, calm and confident, the 22-year-old youngster has completely recovered from his broken ankle and is going to be a hard man to dislodge from his position atop the point standings.

Fifth fastest was Kevin Cogan, continuing to show well in the last half of the season in one of the Kraco Stereos Marches. Team mate Michael Andretti was much less happy — ("No grip") — with both of his Kraco 85Cs and qualified more than a second slower than Cogan, therefore starting 13th.

Six and seventh fastest were Galles team mates Roberto Moreno and Geoff Brabham. On his second visit to Laguna (the other occasion coming in an IMSA GTU Toyota Celica), Moreno again looked fast and confident. In contrast, Brabham was unhappy with his car, although after much work by his mechanics he found it much improved in the final, full tank session.

Sharing the fourth row with Brabham was Mario Andretti. The defending champion struggled on Friday but got his Newman/Haas Lola going much better on Saturday morning only to have his engine blow up only minutes after the start of qualifying. Problems with the replacement kept him out of the final, untimed session. Having finished but one race since June, Mario is "currently fighting a tide of ill-fortune."

Completing the top 10 qualifiers were Arie Luyendyk and championship-chaser Al Unser Sr. Luyendyk looked brave and aggressive although perhaps a little too brutal in the ProVimi Veal Lola T900.

Others to watch included Jacques Villeneuve, back again after missing the last race on the Michigan superspeedway with the Canadian Tire/March team. Villeneuve qualified 11th ahead of Bruno Giacomelli, Michael Andretti and Emerson Fittipaldi.

Neither Giacomelli nor Fittipaldi was very happy with Pat Patrick's pair of Marches. Giacomelli has also been frustrated with his part-time role at Patrick Racing while Fittipaldi could feel his championship hopes fading at Laguna Seca.

Jan Lammers did well to qualify 16th in one of Forsythe Racing's Lola T900s. An engine failure at the start of Saturday's qualifying session dropped the Dutchman from 11th as he showed thoroughly competitive ability in his first proper Indycar start.

Regular Forsythe driver Howdy Holmes was forced to miss the race after coming to grief on the descent from The Corkscrew on Friday. Holmes apparently lost control of his car, slewed across the road, climbed a bank and rolled over. He was trapped in the car, briefly unconscious. One of the first people to get to the scene was a closely spectating Rick Mears who helped right the car and remove Holmes for a night in hospital.

Starting 19th was Rupert Keegan. The only Englishman in the field, Keegan was making his second Indycar start aboard one of the Machinists Union's pair of Marches. Keegan outqualified Johnny Rutherford as well as Tom Sneva, the latter switching from Eagle to spare Lola T900 on Saturday. AAR team mate Ed Pimm qualified 15th but crashed his



Eagle on Saturday afternoon following a shock absorber failure. Pimm's car was badly damaged and he therefore had to start from the tail of the failed in Sneva's discarded Eagle.

**RACE**

It was much cooler on Sunday than the previous two days. Clouds and banks of sea mist rolled in from the coast and a strong breeze made it downright cool by the time of the 2pm start. A large crowd packed into the rolling, mountainous surrounding countryside. In fact the crowd was claimed to be a record (60,000 plus) breaking the mark set five years ago for a motorcycle meeting starring Kenny Roberts.

From the rolling start Rahal got away in good order. Sullivan wasn't so neat, however, and both Guerrero and Unser Jr passed him on the virtually flat-out run up The Corkscrew. Unser Jr then outbraked Guerrero into The Corkscrew to snatch second place while Sullivan ducked inside Guerrero on the run down the hill back to the pits.

In trouble directly was Villeneuve (worsening ignition fault) and Michael Andretti who clouted Unser Sr in the tail on the second lap, bending a front wing and having to stop at the pits to have the damaged remnants removed. Also hitting early trouble was Andretti's team mate Cogan, who was blackflagged for loose bodywork after just four laps.

Thereafter the race quickly took shape with Rahal, Unser Jr and Sullivan running in close company at the front. After a short gap came Guerrero and Moreno, followed by Andretti Sr, Brabham, Luyendyk, Unser Sr, Giacomelli, Lammers and Garza.

By the 10th lap Rahal was beginning to pull ahead of Unser Jr and Sullivan. As they began to lap the slower cars Rahal began to increase his margin and by lap 20 had a 50 sec cushion to young Unser.

Lap 30 and Sullivan triggered the first round of fuelstops. Everyone stopped over the following six laps and back on the track Rahal continued to enjoy a comfortable cushion over Unser Jr and Sullivan. A little further back, Brabham had benefited from quick pitwork to pass Guerrero for fourth. Andretti Sr was menacing those two, followed at a short distance by Unser Sr, Moreno and Luyendyk.

Rahal now began to take control of the race, in a class of his own in traffic which is always an important factor at Laguna. After 40 laps he was 15 secs clear of Unser Jr and Sullivan and 10 laps later he had stretched his cushion to more than 21secs.

Behind the second and third placed men no quarter was being given as Brabham, Andretti, Guerrero, Unser Sr and Moreno remained in close pursuit. Lap 54 and Andretti found a path around Brabham while lapping Sneva. The following lap Unser Sr outbraked Guerrero into the last turn as both tried to lap Sneva.

At The Corkscrew Unser Sr tried to lap Sneva only to have the latter chop him. Unser carried on with only a slightly rumpled nose wing, while Sneva's car bounced over the kerbs and into the air. Sneva had to be helped from the wreckage and was dazed but unhurt. Guerrero, forced to lock-up in order to avoid the incident, consequently lost time and a position to Moreno.

With Sneva's car stuck in a precarious position in The Corkscrew, the stewards soon called for a full-course yellow and a pace car. Everyone took the opportunity to drive into the pits with Brabham timing it perfectly so that he was able to pass Rahal, Unser Jr and Sullivan during the pitstop shuffling. Deciding not to stop during this pace car episode was Moreno,

who took up station at the head of the field.

Leading the restart ahead of Moreno and Brabham were the lapped cars of Cogan and Randy Lanier. The green flag came with 33 laps to go — just enough perhaps, for everyone to go the distance without another fuel stop.

Lanier was quickly gobbled up by the leaders, but it took half a dozen or more laps for the snake of cars to find a way around Cogan's nosewing-less car. Moreno led for a few laps but his car's differential had broken during the yellow and after six laps under the green he pulled off — out of fuel and with a broken transmission.

As the leaders got around Cogan, one by one, Unser Jr was able to pass Brabham and take the lead as Moreno pulled off. With less than 30 laps to go the leaders' pace began to grow white hot as Brabham, Rahal and Sullivan howled along behind Unser Jr. A little further back Andretti was inching up on the first four, just clear of Unser Sr and Guerrero.

Twenty laps to go and Andretti had caught the others although his engine was sounding progressively rougher (an apparent electrical fault manifesting itself). At the same time a blanket of sea mist was being blown in from the north, bringing with it light rain.

As the laps wore on, the pace grew more and more frenetic. Brabham was driving with great aggression and tried to outbrake Unser Jr in a plume of smoke at the last turn with 14 laps to go. He completed the manoeuvre but was unable to hang on under acceleration away from the corner. Unser Jr repassed and

Unser Sr holds off Guerrero on his way to second place. In the title race he tails Jr by just three points . . .

hung onto his tenuous lead.

Two laps later Brabham tired the same move causing both himself and Unser Jr to scabble wide at the apex. In a flash Rahal saw his chance and dived inside both cars to seize the lead. Immediately Rahal made a break for it, pulling clear of the others who continued to fight among themselves.

Unser Jr had dropped to fourth place behind Brabham and Sullivan in the incident at the last turn. He had been doing all he could to keep the others behind him and now, his rear tyres gone off, he was powerless to do much about the rest of the leaders. As the first three pulled away, Unser Jr had to contend with advances from Andretti Jr and his father.

Less than 10 laps to go and third-placed Sullivan began to trail a thin haze of oil smoke. His car's transmission oil cooler had broken and on lap 93 Sullivan was shown the black flag. At the same time Andretti and Unser Sr were attacking Unser Jr, both of them passing the Shierson Lola under acceleration out of the last turn.

Andretti was in deep trouble, however, as his engine grew rougher with each lap. Four laps to go and he was passed by Unser Sr and on the following lap his car burst into flames, coming to a stop just short of the finish line.

Even as that was happening, Brabham was also in trouble. Suddenly his engine blew-up as he approached the last two cars on his 95th lap. Banging his steering wheel in frustration, Brabham pulled into the pitlane to retire.

Meanwhile the starter was waving the

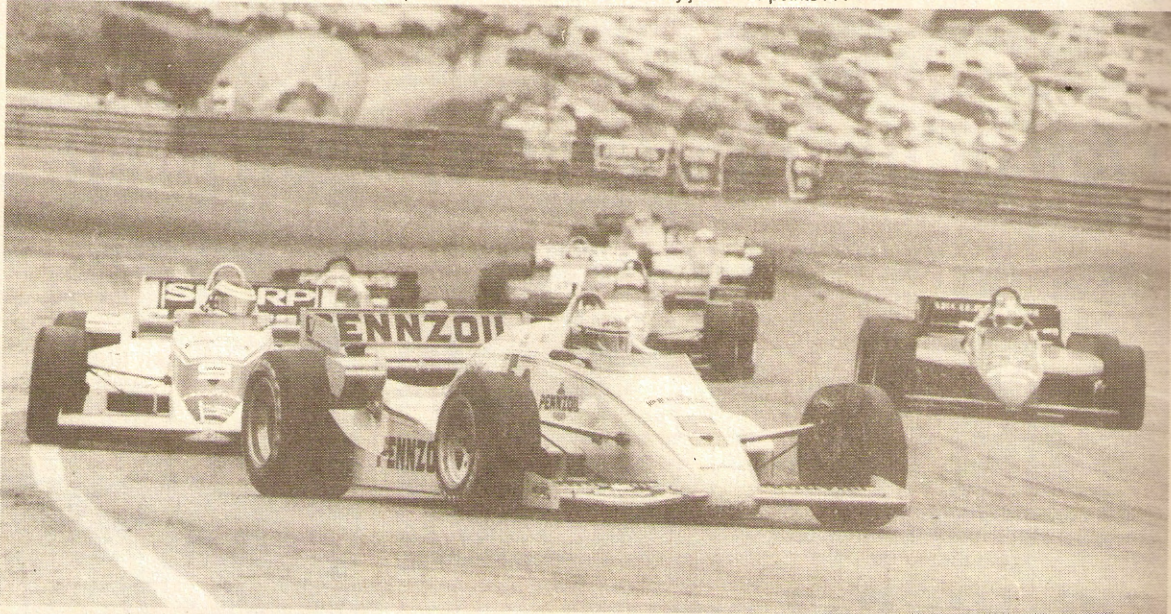
black flag vigorously at Sullivan, who ignored the command for three laps before coming in for an inspection after 97 of 98 laps. Sullivan tried to rejoin but his oil-less transmission was beginning to lock-up so that he limped around to the finish in fifth place, behind Rahal, Unser Sr, Unser Jr and Guerrero. Later Sullivan was given a one-lap penalty for ignoring the black flag, dropping him to eighth place.

Out front Rahal was recording his third win in four starts which moved him from sixth to third in the point standings. The Unsers *Pere et fils*, dogged finishers both, continue to hold down the two leading positions in the point standings. This was the fourth time this year they have shared the victory podium.

Fourth place went to Roberto Guerrero who made the finish for the first time in four months! An excellent fifth was Lammers, who dogged Guerrero's tracks from one lap astern in the closing stages. Sixth was Giacomelli's mishandling Patrick March ahead of Josele Garza.

Salvaging a few points were Sullivan in eighth and Brabham and Andretti Sr who were classified in 10th and 11th places (points go down to 12th). Emerson Fittipaldi was an early retirement from the race with a turbo failure after making no progress from his midfield starting position.

With Phoenix next Sunday and the season-closer at Miami on Nov 9, the championship is between Unser Jr, Unser Sr and Rahal with Andretti and Sullivan needing strong finishes at Phoenix to stay in the picture. . . .

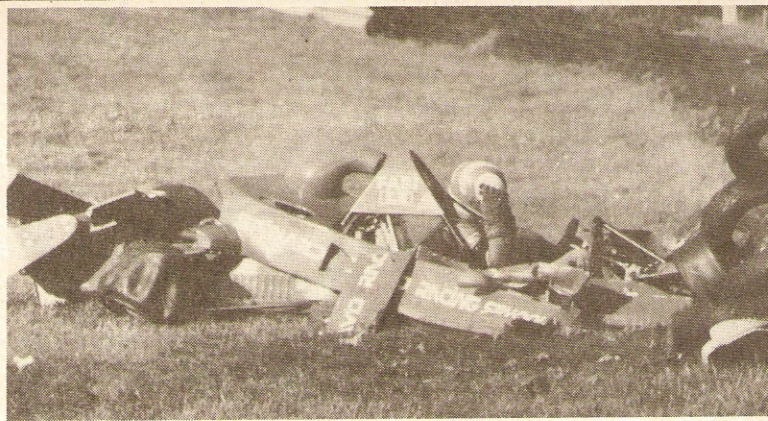
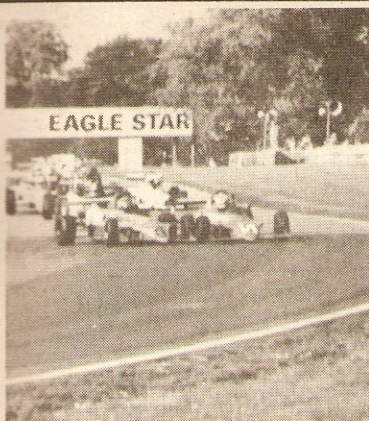


LAGUNA SECA (USA)

**Oct 06, Stroh's 300, CART/PPG Indycar World Series, round 13, 98 laps — 186.20 miles**

Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying	Pos
1	Bobby Rahal (USA)	March-Cosworth 85C	1:38:56.09	54.164	1
2	Al Unser Sr (USA)	March-Cosworth 85C	1:39:08.81	55.443	10
3	Al Unser Jr (USA)	Lola-Cosworth T900	98 laps	54.656	4
4	Roberto Guerrero (COL)	March-Cosworth 85C	98 laps	54.880	3
5	Jan Lammers (NL)	Lola-Cosworth T800	97 laps	56.043	16
6	Bruno Giacomelli (I)	March-Cosworth 85C	97 laps	55.744	12
7	Josele Garza (MEX)	March-Cosworth 85C	96 laps	56.034	15
8	Danny Sullivan (USA)	March-Cosworth 85C	97 laps*	54.478	2
9	Michael Andretti (USA)	March-Cosworth 85C	96 laps	55.873	13
10	Geoff Brabham (AUS)	March-Cosworth 85C	95 laps — oil leak	55.025	7
11	Mario Andretti (USA)	Lola-Cosworth T900	94 laps — engine fire	55.113	8
12	Rupert Keegan (GB)	March-Cosworth 85C	85 laps	56.488	19
R	Roberto Moreno (BR)	March-Cosworth 85C	69 laps — out of fuel	54.974	6
R	Kevin Cogan (USA)	March-Cosworth 85C	69 laps — accident	54.691	5
R	Tom Sneva (USA)	Lola-Cosworth T900	62 laps — accident	57.195	23
R	Raul Boesel (BR)	March-Cosworth 85C	51 laps — accident	56.065	17
R	Arie Luyendyk (NL)	Lola-Cosworth T900	50 laps — header	55.344	9
R	Emerson Fittipaldi (BR)	March-Cosworth 85C	40 laps — turbocharger	55.902	14
R	Jacques Villeneuve (CDN)	March-Cosworth 85C	17 laps — ignition	55.517	11

Winner's average speed: 112.923mph. Championship positions: 1, Al Unser Jr, 120pts; 2, Al Unser Sr, 117; 3, Rahal, 108; 4, Mario Andretti, 100; 5, Fittipaldi, 99; 6, Sullivan 94; 7, Sneva, 66; 8, Villeneuve, 54; 9, Rick Mears & Johnny Rutherford, 51. Next round: Phoenix, Oct 13. \*Driver given one lap penalty.



The tangle at Old Hall (left) saw Fabi fortunate to escape from a heavy frontal impact which totally destroyed his Richard Dutton Reynard.

## Fabi wins FF2000 title amid controversy at Oulton Park

Bertrand Fabi was confirmed as British FF2000 Champion at Oulton Park last Saturday, but his victory was somewhat marred by a first corner collision which claimed both himself and main championship rival Martin Donnelly.

The altercation happened in the braking area on the approach to the first corner (Old Hall) and saw both drivers slamming hard into the tyre barrier. Although both cars were extensively damaged, Fabi's impact was directly head-on, with the Canadian most fortunate to emerge with nothing more than a stiff neck, bruising and a severe shaking.

Immediately afterwards, the repercus-

sions began with Fabi's entrant, Richard Dutton, lodging a protest against Donnelly for dangerous driving. Donnelly lodged a similar protest, feeling that Fabi had simply driven into him. Mindful of the fact that Donnelly had to win the race in order to take the championship down to the wire at Thruxton in two weeks time, many people immediately sought to lay the blame at Fabi's door.

Drivers behind the accident, however, were somewhat undecided, pointing out that Donnelly (on the inside) was forcing Fabi wide well past the turn-in point for Old Hall. Martin, himself, felt that he was merely securing a quick line through

the corner and that Fabi was in no position to dispute the turn.

After much discussion between stewards, observers and the Clerk of the Course, who saw the incident from the starting gentry, the Dutton team's protest was upheld and the fee returned. It was considered, however, that Donnelly had suffered the loss of the championship as a result of the clash and the endorsement was seen as inappropriate. Donnelly's protest was thus turned down and his appeal fee forfeit.

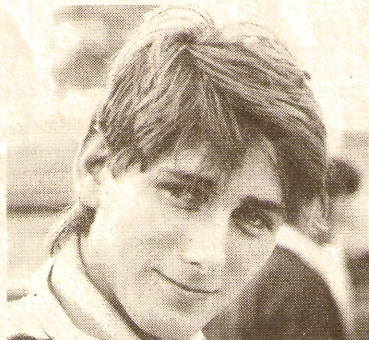
Such incidents, particularly in championship deciding situations, are always regrettable.

## Lindstrom tries development Argo

Swedish F3 driver, Joachim Lindstrom made a one-off appearance in Anglia Cars' development Argo JM17 chassis at Oulton Park in the penultimate round of the Racing Displays FF2000 series.

Lindstrom, from Malmo, had a successful karting career until undertaking a learning year of F3 in Sweden last year, where his Argo links were established. This year, however, the youngster acquired a Ralt with which he won a Swedish F3 round at Karlskoga and followed this up with a win in Finland.

Keen to keep his hand in during the Autumn and learn a British circuit in anticipation of a possible British F3 season next year, Lindstrom happily



Lindstrom — one off in revised Argo JM17.

obliged when offered a run in Argo's 1986 development chassis. The car featured revised rear bodywork and Nick Jordan explained that substantial revisions to both front and rear suspension had been made following extensive testing by current F3 and former Argo FF2000 driver, Anthony Reid.

In an admittedly weakened field, Lindstrom drove a fine race never having seen the circuit before, to bring the car home seventh.

## Elliott's SoT crown



Elliott — Dunlop/Autosport champion.

18-year-old Jason Elliott secured the Dunlop-Autosport Star of Tomorrow

FF1600 title at Oulton Park last Saturday with a secure third place behind Phil Andrews and championship rival, Gary Ayles.

Elliott contested a handful of races last year at the wheel of a Van Diemen RF83 which he had actually acquired before his 17th birthday, and tested at Mallory, Donington and Oulton Park. A former kartist, Elliott has translated his immediately apparent speed and promise into race wins this year, scoring at Cadwell Park, Castle Combe, Oulton Park, Brands Hatch and Donington.

A season of senior FF1600 will follow next year after Jason has tried his luck against the big boys in the Oct 27 Formula Ford Festival and World Cup at Brands Hatch. AUTOSPORT wishes him our sincere congratulations and best wishes for the future.

## Alamaki is reinstated

Finland's Matti Alamaki has been reinstated as winner of the European Rallycross round at Maasmechelen, Belgium on Aug 11.

It was reported in *Sports Extra* (AUTOSPORT, Aug 15) that Martin Schanche had stopped a lap early and removed his helmet thinking that the race was finished. He had been leading at the time, and, on realising his mistake had shot off after Alamaki sans helmet.

Later, Schanche had successfully persuaded the organisers that he had seen a chequered flag, and it was this fact that led them to award the Norwegian the race. Alamaki subsequently appealed and it is this appeal that has recently been heard, and upheld.

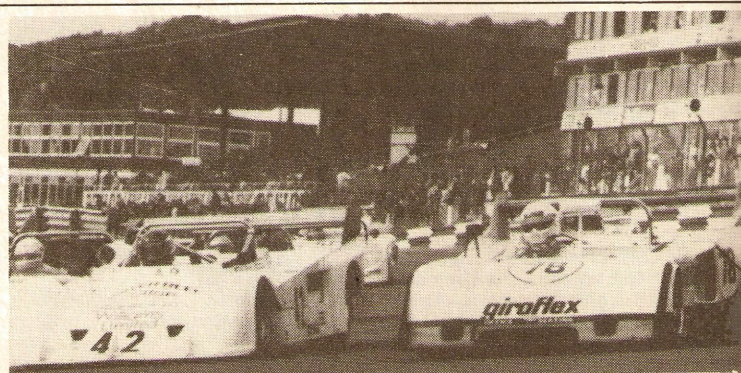
### STEPHEN LANGTON

It is with considerable shock, and a deep sense of loss, that we record the death of Stephen Langton in a freak, million-to-one accident during the HGPDA curtain-raiser to the European Grand Prix at Brands Hatch.

Stephen, 46, from Reigate, Surrey, was one of the arch-enthusiast historic racing drivers. His earliest races that we can recall were in an Invicta, while he also shared a Lotus 19 and an Aston Martin DB3S with his friend John le Sage. He is probably best known, however, for his exploits in the black and gold ex-Bill Moss/John Coundley Lister-Jaguar which he campaigned extensively, in the process of winning the FIA Championship in 1983. He had recently been seen behind the wheel of the Connaught and Rod Tolhurst's CanAm T160 which, as with the Lister, he drove with considerable verve and aplomb.

He was a specialist in veteran and vintage cars, subjects on which he had encyclopaedic knowledge, and was an inveterate runner in the Brighton Run. Bluff, ebullient, he was a familiar figure in VSCC and HSCC paddocks, always friendly and above all generous. We would like to extend our deepest sympathies to his wife, Elizabeth, daughters Amanda, Samantha and Charlotte, and son Soames.

MIKE MCCARTHY



## Sportsmen are sidelined

Two competitive teams with more than their share of troubles during last weekend's Thundersports meeting at Brands Hatch were John Williams/John Sheldon with their Tiga-BDG S82 (left) and Giroflex Racing with the Chevron-BMW B31/36 (right) of Chester Wedgewood/John Morrison. The latter pairing enjoyed a good run in Friday's qualifying session, but managed only one lap on Saturday before an obscure electrical fault stranded Morrison on the circuit, while the Tiga was plagued with a misfire throughout qualifying. On Sunday, Wedgewood managed but four laps before his throttle linkage broke, and the Staniforth Williams PR/Silver Reed machine was delayed by a puncture, only to go out with low oil pressure as Sheldon took it over. Sometimes the odds are stacked against you...

# More Brands Pace Car problems

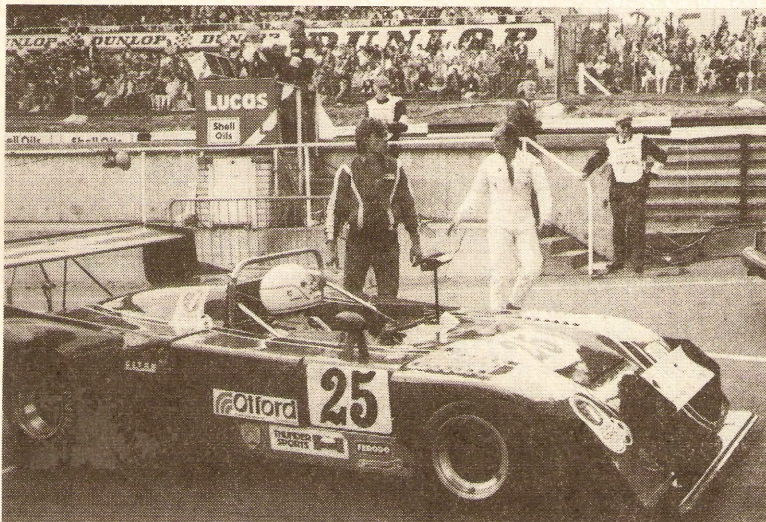
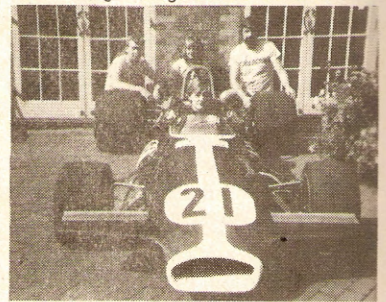
## BRIEFLY

■ John Foulston must be wondering what he must do to win a race at a Grand Prix meeting in Britain? The most prolific winner of historic and Thundersports events for the past three years, the computer magnate always seems to be thwarted on the big day. Last weekend, his withdrawal from the sad Historic GP car event and subsequent Thundersports problems bring his total of GP support races without a win to 10. Will he break his jinx in 1986?

■ We hear that New Yorker, Bobby Carville, who contested selected rounds of this year's British FF2000 series with first Argo and then Penistone, will stay Stateside next year where he will do SuperVee with the Provimi Veal team.

■ In order to keep motor sport in his life, currently 'shelved' HSCC Pre '70 runner, Marcus King, has opened a restaurant with a racing theme called 'Slicks Diner' down in Taunton, Somerset. So, if you are in the area, why not drop in at the Courtyard, St James Street for a bite, or a 'racy' cocktail, even, and Marcus might tell you all about his plans for '86 with his Brabham BT30...

Marcus King — burgers and Brabhams.



Randaccio's Chevron is prevented from leaving the pitlane during the pace car incident.

a result.

The pit lane was opened, correctly, each time the train of cars passed, yet Bob Evans rejoined his Toj-BMW near the front of the queue, ahead of Piper's Texas Chevron, not at the rear as obliged to do. This was but one irregularity which went unnoticed in the confusion. Having seen his erstwhile leading car break a driveshaft on its way back into the race, Foulston resolved to protest the organisers's handling of the situation, and several competitors signed his petition.

'Stingbrace', particularly aggrieved at John's car blocking his Chevron, formally protested the Failsafe car, to be told by the Stewards that the point he raised was "not relevant enough." "It was wrong to

park in the fast lane," continued the pseudonymmed Italian, "but we, and others, were penalised. I have a lot of fun in Thundersports, and want to bring some friends over to race next year. It's a good series, but a pity to see it spoiled like this. It doesn't really matter about our place today, but the rules should be better."

All round the paddock, teams asked rivals as to their relative positions, and most, of course, had a reasonable idea. When the official results were issued there were a few raised eyebrows, but most accepted the verdict graciously. Firmer control is needed, please, for 1986, if the current level of interest is to be maintained!

remove the gearbox, so once the optimum setting is found that's how it stays. Hopkins indicated that he would like to get the car handling like a Fiesta, unlike Martin Schanche's or John Welch's Escorts, which drift the rear end out more like a rear-wheel drive car. "The Quattros use 50/50 split and the Escorts 40/60" explained Hopkins. "We may have to put some more to the front wheels though, we'll have to see".

The gearbox is a 5-speed Group A derivative and a unique feature of the car is that it can be worked on quite easily while still in the car. Part of the inner wing has been cut away under the front nearside arch to expose the gearbox end-plate, through which the gear cluster can be easily withdrawn.

Suspension is independent and fully adjustable all round, the front being Group 2 Fiesta. Wishbones make up the adjustable rear axle (the diff height can also be altered) and Bilstein shock absorbers are used on all four corners.

Braking is by single Lockheed calipers acting on ventilated discs, the front again being Group 2 Fiesta and brake bias is cockpit adjustable.

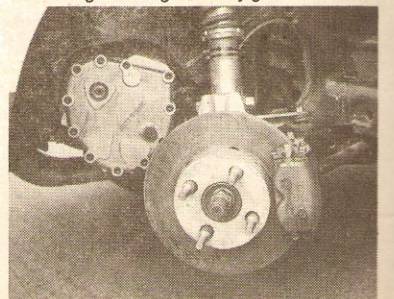
The heart of the car is its Ford BDT power unit. Similar to the 1700T, the four cylinder engine has now grown to 1803cc and is fed by a Garrett turbocharger. Hopkins was reluctant to disclose anything about the engine save that the power output was in excess of 400bhp plus, "lots more if needed". The torque figure was also not for release, but it is understood that the forte with this particular engine is in its ability to develop "... an awful lot of low down torque..." which will help it away from the line. The fuel system uses twin injectors per cylinder and a Bosch Motronic engine management system is

employed. The engine runs about 1.5 bar (24 lb/in<sup>2</sup>) of boost variable from a control on the dash, "Padlocked" said Hopkins!

As expected, the shell is fully strengthened and incorporates a 1700T roll-cage. Work on preparing the bodysheet commenced at Gartrac and was completed by Hopkins and his mechanic, Keith Fowler, with some finishing off by Gordon Spooner Engineering. Only the bonnet and bootlid are currently of Kevlar, the rest of the body is all metal, but it is expected that for next season the flared wings will also be Kevlar.

Hopkins' sponsors of the last couple of years, Plasmor, are continuing their support of the new car which could well take 'Hoppy' to his fifth British title next year. Slightly shorter than an Xtrac, the 4WD turbo Plasmor Escort was having the finishing touches applied at 'Spooners' before being taken to Boreham for testing. The car will appear in anger for the first time at the Lydden meeting this weekend (Oct 13) before being taken to Belgium on the 20th, when Hopkins leads the British team to the International Cup event at Maasmechelen.

Inner wing cut-out gives easy gearbox access.



The incident which brought out the Pace Car in Sunday's Otford Group Thundersports race at Brands Hatch, sparked off a great deal of controversy and ill-feeling among the surviving competitors, coming as it did in the critical 'middle third' driver change period of the mini-endurance event.

Many teams felt that the lengthy detainment of their cars in pit lane led to confusion of the running order and results, and — while it is not their prerogative to question the motives of the organisers — voiced their opinion that the Pace Car might have been sent out sooner, or not at all, to better effect.

Simplified, the facts are that James Thomson crashed his Sports 2000 Royale heavily, on the right hand side of Paddock Hill bend, and was released from the battered chassis with concussion. He was transferred to hospital, where he remained overnight for observation.

The Pace Car was not despatched immediately, but the Clerk of the Course felt the necessity to send it out while marshals finished shifting the damaged car behind the barriers. The BMW picked up Ian Taylor, lying second in Peter Lovett's 2-litre Tiga, effectively inviting John Foulston to gain a lap on the few cars which he had thus far failed to 'double'.

Many drivers saw the situation as the perfect time to pit, Foulston among them. When he halted the big Lola for John Brindley to clamber aboard, it was parked in one of the lanes, not on the pit apron. The Italian-driven Chevron-DFV (now in the hands of Randaccio) was prevented from leaving the pits by the obstacle, and lost 75secs — not to say the chance of a strong finishing position — as



Trevor Hopkins' new Escort owes much to direct Ford development based on special projects.

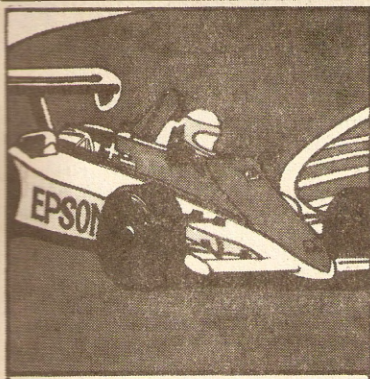
## Hoppy's 4WD Escort

One of the longest awaited 'secret projects' of the rallycross world finally broke when the wraps were taken off the very special new Ford Escort that four times and reigning British Champion, Trevor Hopkins, will campaign.

The car has strong links with Ford and Boreham, engine and transmission being pure Ford development, drawing heavily from such projects as the still-born 1700T and the later RS200. As in their rally development, Ford were not keen to make a move in public until they were happy that everything was just right. In effect, this new 4WD turbocharged Escort marks Ford's unofficial return to rallycross after their withdrawal from the sport more than 10 years ago.

The car is different from the 4WD Escorts currently seen in that the engine and gearbox are transversely mounted unlike the Xtrac cars with their conventional North/South arrangement. The Ford developed 4WD transmission incorporates three differentials, two being housed in the front and sharing the same housing as the gearbox. Equal length drive-shafts are used all round (the fronts by Quaife and the rears from Mike Edean), whilst a three-piece propshaft takes the drive to the rear, Sierra type, viscous LSD.

The drive is currently split 50/50 between front and rear, but this will be altered as necessary during testing. To alter the drive split it is first necessary to



## INTERNATIONAL RACES

## Here comes Davy Jones

LAGUNA SEGA, Oct 06: Davy Jones scored a dominant win in the Super Vee race supporting the Indycar counter in California. Raceday was cool and blustery, and sea mists swept in intermittently to make this spectacular track all the more daunting. The New Yorker has thus closed up on championship leader Ken Johnson with just one round of the series remaining.

There was a big field of 29 cars — mostly Ralt RT5s — but second place fell to Didier Theys in the Martini MK47 ahead of Ralt America driver Cary Bren, Jeff MacPherson and Mike Groff, with Jeff Andretti in the second Ralt America entry sixth and Johnson a lowly eighth.

Like its big brother CART racing this year's Super Vee series is building to a spectacular finish with Johnson, Jones, Cary Bren and Mike Groff all still in the picture as they head for the final race of the year at Phoenix, Arizona in seven days time...

## COLUMBUS: IMSA GT

## No rubber reward

Klaus Ludwig's Ford Mustang Probe sat on pole again, with the Porsche 962 of Bob Wollek/Mauro Baldi right alongside, their front row positions important with a healthy field of 32 prototypes (11 of them Camel Light contenders) lined up for 136 laps of the twisty Ohio street circuit, with second gear corners predominant and just two long straights.

The Ford challenge was not to yield reward, however, for having led, its race was run with broken transmission after 57 laps. Out too, was a very disappointed '85 IMSA GT champion, Al Holbert. Al needed to win this race to pick up a \$100,000 prize from Goodyear for any driver completing the 'Ohio double' — winning both at Mid-Ohio and Columbus. Don't forget that Ohio is rubber country, as BF Goodrich have their home here, too. Holbert lasted all of five laps before a driveshaft broke and then the transmission blew, too...

Jaguar, also had a turn at the front, with Bob Tullius leading for three laps before coming in for a regular pit stop on lap 47. Chip Robinson took over, but never finished the next lap, being struck by ring and pinion problems.

So, it was to be a Porsche 962 benefit, again. The event was turned into a three-way battle when one of the BF Goodrich cars, that of Jim Busby/Rick Knoop, had its engine blow on one of the straights. The car then caught fire and a full-race caution period took place. It was here that the race pattern was set, as Price Cobb pulled out a 30sec advantage when the pace car pulled off, making his break as the other chargers were caught midway down the concertinaed pack.

## LAGUNA SEGA (USA)

### Robert Bosch/VW SuperVee Championship, round 11

33 laps — 62.70 miles

1, Davy Jones (Ralt RT5), 34m07.14s, 110.26mph; 2, Didier Theys (Martini MK47), 34m09.79s; 3, Cary Bren (Ralt RT5), 33 laps; 4, Jeff MacPherson (Ralt RT5), 33; 5, Mike Groff (Ralt RT5), 33; 6, Jeff Andretti (Ralt RT5), 33; 7, Scott Aitcheson (Ralt RT5), 33; 8, Ken Johnson (Ralt RT5), 33; 9, John Stephanus (Ralt RT5), 33; 10, Steve Bren (Ralt RT5), 33; etc.

Fastest lap: Jones, 1m01.30s, 111.58mph.

Championship positions: 1, Johnson, 132pts; 2, Jones 123; 3, C. Bren, 118; 4, Groff, 117; etc.

Next round: Phoenix, Oct 13.

## Yarborough & Ford hit back

CHARLOTTE, Oct 06: After a run of Chevrolet victories in recent weeks the Ford Thunderbird drivers hit back in the NASCAR race, the Miller High Life 500, at the Charlotte Motor Speedway, North Carolina, round 25 of the NASCAR Grand National Series.

The race was won by Cale Yarborough in his Hardee's Thunderbird with Bill Elliott second in his Coors sponsored version. The best the Chevrolet men could do was third for Geoff Bodine, with championship challenger Darrell Waltrip fourth.

Charlotte is a 1.5-mile banked oval and as well as being the most complete race facility in the world — the first turn has 35 condominiums overlooking the track! — it is the home of stock car racing with most of the teams having their workshops nearby.

With just three rounds to go Waltrip leads Elliott by only 20pts. There are 175pts minimum for a race win. It's neck and neck as the good ol' boys move to Rockingham, North Carolina for the American 500 next weekend.

## CHARLOTTE (USA)

### Miller High Life 500

### NASCAR Winston Cup Grand National Championship, round 25

333 laps — 500 miles

1, Cale Yarborough (Ford Thunderbird), 333 laps; 2, Bill Elliott (Ford Thunderbird), 333; 3, Geoff Bodine (Chevrolet Monte Carlo), 333; 4, Darrell Waltrip (Chevrolet Monte Carlo), 333; 5, Joe Rutman (Chevrolet Monte Carlo), 333; 6, Tim Richmond (Pontiac Grand Prix), 333; etc.

Next round: American 500, Rockingham, Oct 13.

## Heat & dust

GOLDFIELDS, Oct 05: With Trevor van Rooyen having already clinched the South African F2 championship at Killarney on Sep 14, the DAW team withdrew immediately from racing, leaving van Rooyen with no car to drive in the final race of the year at the Goldfields circuit 200kms south of Johannesburg in the Orange Free State. It is a flat and featureless circuit with a long straight 1km long prone to high winds and dust storms. With spectators burning up in the sunshine in the 104 deg temperatures Wayne Taylor scored a totally dominant, but melancholic victory over just seven cars, with some 20secs in hand in the 18 lap race over Bernard Tilanus with John Moni almost a century behind, and only two other finishers.

It was the last ever South African F2 event with the news that next year the series will change to CanAm, which is being greeted with horror by the locals among them Mick Jones (late of Ford Boreham), "The idea of making a straight crossover from F2 to CanAm — with the intention of using the F2 machines with enclosed bodywork — is a bloody joke. There isn't a wind tunnel in South Africa and anybody attempting a quick car with the regulations is going to find something slow and with the handling of a tortoise on heat!"

The pessimism at the race was alleviated somewhat by a fabulous FF1600 race featuring some fraught battling between Leon Williams, Basil Mann, Gawie Gouws and Ian Hertz — all four being covered by 2.5secs at the flag.

COLIN WINDELL

## GOLDFIELDS (ZA)

### South African F2 Championship, round 12

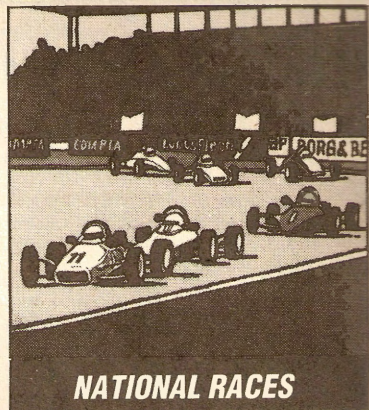
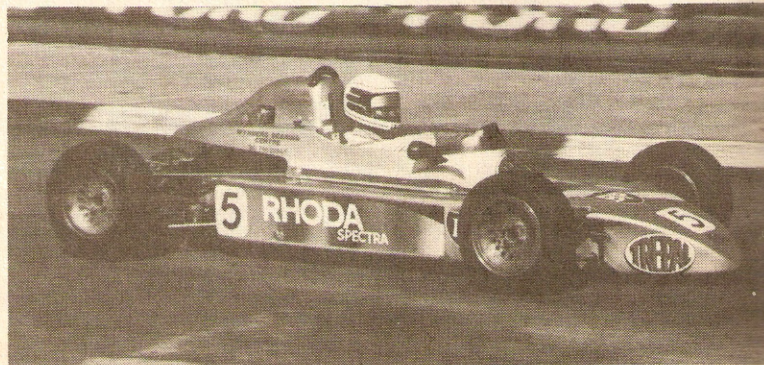
18 laps — 46.87 miles

1, Wayne Taylor (Lant RR86), 25m03.6s, 112.24mph; 2, Bernard Tilanus (Ralt RT4), 24m24.6s; 3, John Moni (March 842), 26m17.1s; 4, Bill Maloney (Lant RR85), 17 laps; 5, Keith Horwood (March 822), 16 laps; no other finishers.

Fastest lap: Taylor, 1m22.86s, 113.77mph.

Final positions: 1, Trevor van Rooyen (Maurer MM83), 154pts; 2, Taylor, 113; 3, Tilanus, 88; 4, Moni, 47; 5, Dave Charlton (Lant RR85), 21; 6, Ivano Moavero (March 832), 16; etc.

The promising Leon Williams again scooped South African FF1600 honours, but it was close.



## NATIONAL RACES

## Irish glory

KIRKISTOWN, Sep 28: With the STP-backed FF1600 Championship remaining in the balance to the last lap of the final race, the 500 Club's final event of 1985 provided a fitting end to what has been, in the main, an exciting season of racing in Northern Ireland. Even the sun made one of its rare appearances over County Down.

With the Irish FF2000 championship decided, there was a small but select grid of machinery for the first race, which featured the works Mondiales of Dennis McGall and Colin Lees on the front row. Lees made the best start with team mate McGall slotting in behind with Leslie Wright, Joey Greenan and Tommy Reid in close attendance. At the Hairpin on lap 2, however, the two Mondiale men had a coming together which resulted in McGall taking the lead, while Lees was left to contemplate things from the tail of the field. A couple of tours later, Wright, getting used to the ex-Rick Morris Reynard, was right up with McGall, and after several heart-stopping laps, during which doors were slammed rather than closed, the Newtownards man moved ahead, finishing just 1sec clear at the flag. Behind these two, Greenan had his mirrors full of Reid until the latter lost his nose-cone and fell away to be pipped by Ivor Greenwood on the line.

Kerry Lawless, brother of Irish Hill-climb Champion Shay, made no mistakes about winning the Formula VW 10-lapper in his Project from the championship-winning Sheane normally driven by Liam O'Sullivan which, on this occasion, was in the hands of his brother-in-law Johnny Flynn.

Two races in one for Formula E FF1600 made for confusion for all concerned. This was a round of both the Kirkistown and the English championships, and 'Mr E' alias Ian Smith had assembled a strong contingent from across the Irish Sea: To minimise the danger of the two groups getting in the way of each other's championship chances, it was decided to run the Irish from the front of the grid with the English forming up behind. Unfortunately the

## COLUMBUS (USA)

### IMSA Camel GT Championship, round 16

136 laps — 312.8 miles (500Kms)

1, Drake Olson/Price Cobb (Porsche 962), 3h46m08.61s, 82.992mph; 2, Bob Wollek/Mauro Baldi (Porsche 962), 8.374secs in arrears; 3, Pete Halsmer/John Morton (Porsche 962), 136 laps; 4, Jim Trueman/Ludwig Heimrath Jr (Alba-Cosworth), 132 laps; 5, Bob Akin/Dennis Aase (Porsche 962), 123 laps; 6, Jim Downing/John Maffucci (Argo-Mazda), 123 laps; 7, Charles Morgan/Bill Alsup (Royale-Buick), 123 laps; 8, Don Bell (Argo-Buick), 116 laps; 9, Ken Knott/Mike Carder (Argo-Cosworth), 115 laps; 10, Gianpiero Moretti/Steve Millen (Momo-Cosworth) 107 laps.

Fastest lap: Olson, 1m32.50s, 89.494mph.

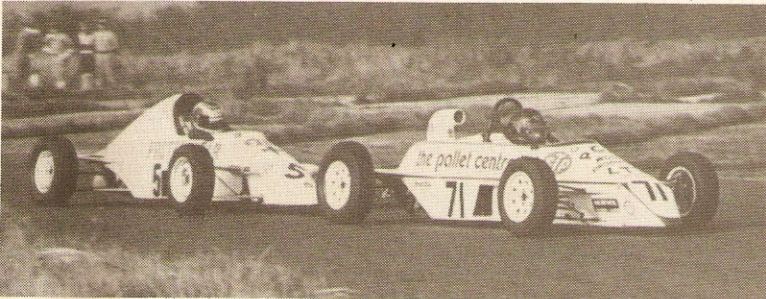
visiting brigade were unfamiliar with Kirkistown starting procedures, and were left with their engines stopped when the race began.

Not too surprisingly, therefore, Tom Graham streaked off and was never headed, although newcomer Michael Woodside got close on occasions. All eyes, however, were on the progress of Richard Peacock and his old, but very rapid, Crossle 25F, which, having been caught napping at the start, proceeded to carve through the field in fine style to finish third on the road at the finish, winning the 'English race' in the process. Towards the end, an Anglo-Irish aerobic manoeuvre involving Derek Daly and Brian Mullarkey removed both from contention at Colonial.

Once William Ogle's indecently fast Lotus 7 had removed itself from contention with head gasket problems, Simon Brien had no problems winning the Knockdene Garages Historic race with his immaculate Crossle. Jackie Cochrane's big Sunbeam Tiger rumbled round to claim second from the well driven Lotus 7 of Alex Furphy and the beautiful little Lotus XI of Paddins Dowling.

While all this was going on, however, the thoughts of all were on the final round of the STP FF16000 Championship. Martin Boyle started the day with a two point advantage over Alan McGarrity, and put his Mondiale on pole, with McGarrity's 'works' Crossle alongside. Boyle led from start to finish, but McGarrity was never more than half a car's length away in a hard, clean fight which took them clear of the pack. On the final lap, a last ditch move by the Crossle driver on the way into the Hairpin didn't quite come off, and Boyle took the flag by

Martin Boyle and Alan McGarrity put on a real race for the STP honours, Boyle winning.



KIRKISTOWN

500 MRCI

**FF2000 race (15 laps):** 1, Leslie Wright (Reynard-Nelson 84SF), 14m58.6s, 89.90mph; 2, Dennis McGill (Mondiale-Loynings M85T), 14m59.6s; 3, Joe Greenan (Mondiale-Drysdale M85T), 15m13.1s; 4, Ivor Greenwood (Reynard-GRD 84SF), 15m17.9s; 5, Tommy Reid (Van Diemen-Reid RF83), 15m18.5s; 6, Colin Lees (Mondiale-Neil Brown M85T), 15m26.3s. **Fastest lap:** Wright, 59.0s, 91.28mph.

**Isaac Agnew Formula VW race (10 laps):** 1, Kerry Lawless (Project), 11m53.8s, 75.51mph; 2, Johnny Flynn (Sheane), 11m56.2s; 3, John Hughes (Scarab), 12m15.2s; 4, Nigel Mehaffey (Sheane), 12m15.9s; 5, Frankie McVeigh (McVeigh), 12m16.7s; 6, Paul Conroy (Cheetah), 12m17.7s. **Fastest lap:** Lawless, 1m10.0s, 76.94mph.

**Formula E FF1600 race (15 laps) — Part 1 (Irish Class):** 1, Tom Graham (Crossle-Minister 40F), 16m16.5s, 82.73mph; 2, Michael Woodside (Crossle-GRD 32F), 16m19.0s; 3, Lawrence Knox (Crossle-Aldon 45F), 16m33.7s; 4, Tommy Reid (Crossle-Reid 45F), 16m33.9s; 5, Brian McMonagle (Crossle-Ford 32F), 16m51.9s; 6, Ciaran Sheridan (Crossle-Ford 32F), 16m53.5s. **Part 2 (English class):** 1, Richard Peacock (Crossle-Scholar 25F), 16m28.9s, 81.69mph; 2, Dave Mellor (Crossle-Scholar 45F), 16m51.8s; 3, Phillip Mergerison (Van Diemen RF73), 17m13.7s; 4, Alan Raine (PRS-Neil Brown RH01), 17m25.1s; 5, Malcolm Barfoot (Crossle-Scholar 35F), 13 laps; No other finishers. **Fastest laps — (Ireland):** Graham, 1m04.2s, 83.89mph. **(England):** Peacock, 1m04.6s, 83.37mph.

**Knockdene Garages Historic cars race (10 laps):** 1, Simon Brien (1.6 Crossle 16F), 11m25.8s, 78.53mph; 2, Jackie Cochrane (4.2 Sunbeam Tiger), 12m22.5s; 3, Alex Furphy (1.5 Lotus 7), 12m23.9s; 4, Paddins Dowling (1.1 Lotus XI), 12m34.4s; 5, Edmond Cassidy (2.6 Austin Healey 100), 9 laps; 6, Maurice Cassidy (1.8 MGB), 9 laps. **Fastest lap:** Brien, 7m06.3s, 81.23mph. **Handicap race:** 1, E Cassidy, 2, Ian Moore (1.8 MGB), 3, Derek Walker (1.3 MG Midget).

**STP FF1600 race (15 laps):** 1, Martin Boyle (Mondiale-Aldon M85S), 16m11.2s, 83.18mph; 2, Alan McGarrity (Crossle-GRD 60F) 16m11.6s; 3, Graham, 16m16.7s; 4, Fionn Murray (Crossle-Minister 60F) 16m18.6s; 5, Alan Murray (Crossle-Minister 60F) 16m21.5s; 6, Reid, 16m21.5s. **Fastest lap:** Boyle, 1m03.9s, 84.28mph.

**Prodsaloons race (10 laps):** 1, Phil Sparkes (2.5 Alfa Romeo GTV6), 12m17.5s, 73.03mph; 2, Maurice Mitton (2.0 Ford Escort RS2000) 12m29.9s; 3, Frank O'Rourke (3.0 Opel Monza) 12m40.4s; 4, George Dixon (3.0 Ford Capri) 12m42.1s; 5, Gordon Kellitt (1.6 Ford Escort XR3i) 13m04.4s; 6, Bob Montgomery (1.3 Opel Corsa) 13m08.3s. **Class winners:** Sparkes, Kellitt and Montgomery. **Fastest lap:** Sparkes, 1m12.0s, 74.80mph.

**Thoroughbred Sports Cars Handicap race (10 laps):** 1, Harry Friar (1.8 MGB), 12m38.6s, 59.13mph; 2, Derek Walker (1.3 MG Midget); 3, Moore; 4, Ava Cassidy (1.6 MGA); 5, E. Cassidy; 6, Malcolm McHenry (1.3 MG Midget).

**Formula E FF1600 Match race, England v Ireland (10 laps):** 1, Graham, 10m48.0s, 83.11mph; 2, Woodside, 10m48.7s; 3, Peacock, 10m56.3s; 4, Reid, 11m07.7s; 5, Mellor, 11m08.6s; 6, Brian Mullarkey (Van Diemen-Minister RF80), 11m09.5s. **Fastest lap:** Graham 1m03.8s, 84.41mph. **Score:** Ireland, 43pts; England, 35.

0.4secs — a bigger lead than he'd had at any other time.

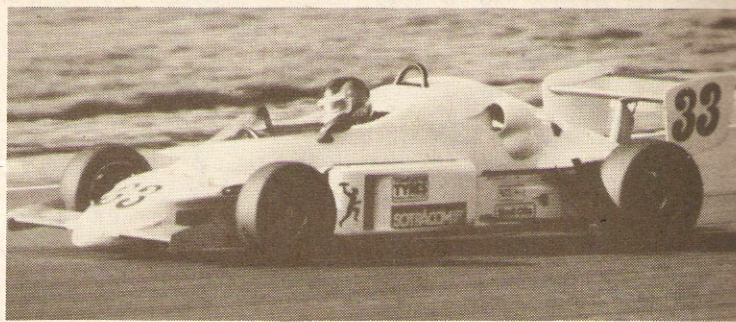
Tom Graham had another gritty drive into third place, while a similar giant-killing performance from young Michael Woodside came to an end when he spun out at the chicane. Also out, albeit rather more dramatically, was visitor Roger Eccleston, whose Van Diemen made rather violent contact with the chicane tyre barrier. The Crossles of Fionn and Alan Murray took fourth and fifth after running together for most of the race, though Alan almost got bounced by Tommy Reid on the line. Jonathan McCall, son of Mondiale director Dennis might well have finished in the top half dozen in what was only his second race, but fell foul of the 'no kerbing' rule at the Chicane and was black flagged.

With just seven Prodsaloons on the grid, things were a bit quieter for their race, although not when Phil Sparkes' winning Alfa GTV6 passed by. The sonorous beast put on a convincing display to win at a canter, the only real interest coming from Maurice Mitton's efforts to get his Escort RS2000 past Frank O'Rourke's big Opel Monza, after starting from the back.

A handicap for Thoroughbred sports cars saw Harry Friar score his first ever win in his immaculate MGB GT with regular sparring partners Derek Walker and Ian Moore next in line.

The final race was a repeat of the earlier Formula E action, although this time, all the drivers were ready for the start. The finishing order at the head was the same too, with Graham winning from Woodside, and Peacock putting on another fine display to finish third. This was enlivened by a team battle between the English and Irish. **RICHARD YOUNG**

## OULTON PARK: RACING DISPLAYS FF2000



Neil Cunningham was out again in the Rondeau, netting eighth place.

## Incident and settlement

As the Racing Displays British FF2000 teams arrived at Oulton Park for the penultimate round of their long 20-race haul, the man with the most clear cut task was Martin Donnelly with his Rushen Green Reynard. Martin simply had to win and also claim the additional points for pole position and fastest lap in order to leave himself master of his own destiny at Thruxton's final round on Oct 20.

With the Irishman quite a fan of the demanding 2.3-mile Oulton circuit, the first hurdle was successfully negotiated with the RGR '84 SF safely on pole some 0.2secs ahead of arch rival, Bertrand Fabi.

It was Fabi around whom most of the pre race controversy circulated. After spending his fine season to date with Trevor Hegarty's Penistone equipe and claiming the European championship, the Canadian defected to the rival Richard Dutton team for the Euro round at Zolder a week previously, subsequently deciding to see out his British season with the Grantham based team. Some mooted that Dutton's 84SF was "newer" than Bert's Penistone chassis, while others talked about a possible F3 deal for next year. Whatever, all the man himself would say was that he was impressed with the Dutton set-up and was looking to tie up the championship before flying back to Canada on Monday. All the same, it seemed a strange way to repay Penistone's year long efforts. Sentiment, they say, has no place in motor racing.

Peter Hardman shared row 2 with Dave Coyne's Duckhams Van Diemen while John Pratt's similar Manadiant car was back on the inside of row 3, some 0.6secs from Coyne. This was something of a surprise as Pratt is regarded by many as something of an Oulton specialist. Ross Hockenbuhl, Felipe Machado and Peter Meyrick were next up, while heading row 5 was none other than Joakim Lindstrom in a revised version of the Argo JM17 (see *Sports Extra*).

As the start approached, there was much speculation over the opening lap scramble down to Old Hall. So long as Donnelly did not

finish the race, Fabi was champion. Enough said. As the lights blinked green Fabi and Donnelly got away as one and were more or less even as they reached the turn in point for Old Hall, Martin fractionally ahead. What followed in the next few yards settled the championship in Fabi's favour. In such a situation it is always difficult to lay the blame irrevocably at one driver's door and in such circumstances as existed here it would be easy to blame Fabi. The simple facts are that the two Reynards collided and smashed heavily into the tyre barrier. (see *Sports Extra*) Donnelly was out in an instant, helmet off and walking disconsolately back to the pits, head down. Fabi, meanwhile, was worryingly still in the cockpit of the absolutely totalled Dutton chassis. After the impact he initially found it difficult to breathe and it was with much relief that he was eventually lifted out of the car, onto his feet and away to the medical centre for a check in the course ambulance.

Everyone was disappointed that the championship had not gone down to the wire, but someone who was not about to lose too much sleep about it was Dave Coyne, his works Van Diemen circulating steadily ahead of the field, although under threat from Peter Hardman. Behind these two, Ross Hockenbuhl was a comfortable third ahead of John Pratt and Peter Meyrick. Hardman was inwardly cursing his start, as clutch slip had caused him to tap the brake in order to hold the car on the line, just as the green light lit. . . Although now able to run with Coyne, Peter was not totally happy with the Madgwick car's handling and could not mount a serious challenge. Coyne, thus, gratefully accepted the spoils with Hardman 1.5secs adrift. Hockenbuhl was a further 3 secs in arrears in a race which had little to offer in the way of entertainment. The top five positions did not alter throughout, but Machado in the second Madgwick 84SF managed to pip Lindstrom's Argo for sixth on the final tour.

All in all then, something of an anti-climax and with no sign of the Swift. Roll on the Grandstand series! **TONY DODGINS**

## OULTON PARK

Oct 05

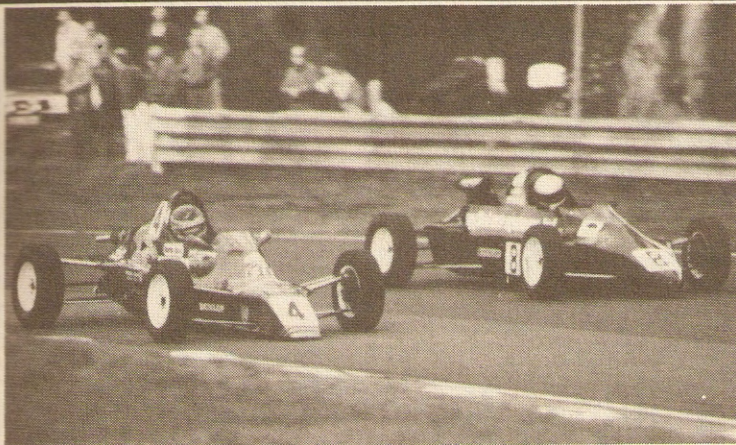
## Racing Displays FF2000 Championship, round 19

15 laps — 35.34 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Dave Coyne	Van Diemen-Neil Brown RF85	20m30.7s	1:21.3	1:20.7	4
2	Peter Hardman	Reynard-Neil Brown 84SF	20m32.1s	1:21.0	1:20.7	3
3	Ross Hockenbuhl	20m35.5s	1:21.6	1:21.5	6	
4	John Pratt	Van Diemen-Neil Brown RF85	20m39.0s	1:21.5	1:21.3	5
5	Peter Meyrick	Reynard-Neil Brown 85SF	21m02.5s	1:23.4	1:22.3	8
6	Felipe Machado	Reynard-Neil Brown 84SF	21m05.4s	1:22.6	1:22.0	7
7	Joakim Lindstrom	Argo-Neil Brown JM17	21m06.5s	1:23.1	1:23.4	9
8	Neil Cunningham	Rondeau-Neil Brown MS86	21m13.5s	1:23.4	1:23.9	10
9	Dave Nichols	Van Diemen-Neil Brown RF82	21m37.6s	1:25.7	1:25.4	11
10	Adrian Cunliffe	Van Diemen-Bob Salisbury RF82	14laps	1:30.3	1:37.9	14
11	Morgan Ollerenshaw	Royale-Minister RP30	14laps	1:31.0	1:29.7	12
R	Martin Donnelly	Reynard-Neil Brown 84SF	Accident	—	1:20.1	1
R	Bertrand Fabi	Reynard-Neil Brown 84SF	Accident	—	1:20.3	2
R	Phil Hoyland	Crossle-Ford	—	—	1:31.6	13

**Winner's average speed:** 103.37mph. **Fastest lap:** Hardman, 1m21.0s, 104.71mph. **Final round:** Oct 20, Thruxton.

OULTON PARK: STAR OF TOMORROW FF1600



Phil Andrews dives inside a troubled Gary Ayles, going on to win.

# Jason's title clincher

A somewhat unpopular decision by the organisers saw the Champion of Oulton and Dunlop/Autosport Star of Tomorrow Championship rounds amalgamated to form one race. This was to be the decisive round of the SoT championship and the calculations were out in the Ayles and Elliott camps in order to take stock of dropped scores. There were many possible permutations but Jason was the undoubted favourite, eight points to the good prior to the race.

It was Phil Andrews, however, who stole everyone's thunder in qualifying with a pole time 0.4secs clear of Ayles with Gary Thomas's RF85 joining these two on the front row. Elliott headed row 2, complaining of slight oversteer, while Adrian Willmott lined up alongside him with a much more general complaint. "It's simply the car" he said.

Heading the Champion of Oulton competitors was Roger Eccleston's Reynard 84FF which shared the third row with Mike Parkes' newer version and Graham North's Lola.

Ayles got away to a storming start heading Andrews and Thomas with Elliott in hot pursuit. Suddenly, midway round lap 2, Ayles dropped to fourth, troubled by an inability to obtain third gear. The problem stemmed from morning qualifying when he had found himself clutchless. The resulting GBH to his gearbox had stripped third gear and the talented youngster found himself having to jump from second to fourth gear.

Benefiting from Ayles's problem, Adrian Willmott had his Van Diemen through into



STAR OF TOMORROW CHAMPIONSHIP

third but an excursion onto the grass demoted the luckless quarry owner, who called it a day after three laps. Thomas also was going backwards, passed by the plucky Ayles with Elliott, determined to wrap up the championship, glued to his gearbox. Behind these two, Simon Wayne's Gola backed RF85 was heading the Champion of Oulton regulars and enjoying a fine scrap with Chris Latham's Reynard.

Further down the field Michael Tingate was embroiled in a close scrap with Andy Welch and Steve Stratton and after being for so long the meat in their sandwich, nipped past on the last lap.

At the front, Andrews had things very much his own way easing away to a comfortable 12 sec victory over Ayles. Behind Gary, Elliott was all but sawing his gearbox in two in an effort to get by, but eventually had to be content with third which was good enough to clinch him the novice title in what is genuinely his first full year of FF1600 competition.

Chris Latham also had a happy day, making himself £1000 richer by carrying off the Champion of Oulton crown, although Ayles carried off the individual win as he had registered for both events. **TONY DODGINS**

# Apollo mission

**OULTON PARK, Sep 28:** Firmly established as a late season event the Lancashire and Cheshire CC 4 Hour Relay was run once again at the Cheshire circuit. Sponsored by John Wallwork Volvos the race attracted a full grid of 25 teams, made up of between three and six driver/car combinations and was run in brilliant sunshine.

Originally there were two supporting races to be run in the morning but the Champion of Oulton FF1600 round was deemed to have attracted too few entries and was cancelled, however the Lister XJ Challenge race had just nine runners and that went ahead: seven FF1600s would have provided more of a race...

Through the first corner Peter Litchfield took the lead of the small field of XJ runners in his (borrowed) XJS ahead of Iain Exeter and Roger Wilkinson with Paul Hands in fourth. For four laps the order was stable until Wilkinson retired. Meanwhile, at the back of the field, Mike Barker was being caught by John Rice. Lap 7 saw the main sort-out when the leader came up to lap the Barker/Rice battle at Clay Hill; Litchfield got onto the grass on the inside, half spun into Rice and hit the barriers on the outside of the circuit very hard with both ends of the car — Exeter thus inherited the lead even surviving a spin at Cascades.

On the stroke of 1.30pm the relay started and straight into the lead went the Porsche Club GB Players team chased by Apollo Racewear Team Chevron and the JDC Inter-Marque outfit. An early setback put the Chevrons to the back of the order with the Brian Taylor B16 having to commence a drive through the field to get on terms with the leaders on the road and try to beat the handicappers as well. The order at the front settled with the Porsche GB Turbo of Josh Sadler setting a blistering pace. Come lap 8, blistering was the term which came to mind as Jeff York's Porsche 911S exploded in a ball of flame at Old Hall. York quickly pulled the car off the circuit and the conflagration was soon doused by the marshals. It was repaired sufficiently to be driven back to the pits, while his place on the circuit was taken by Stuart Robinson (911S) who had to have an early pitstop to fix the bonnet — not a

good start for the Porsche Irregulars.

A full hour into the race and the Chevron team led on the road, a lap up on the Porsche Club GB Players, but the Carrera RS runners had moved through to third. Also starting to figure were the TVR Team who had taken the sixth slot while Team Ginetta were sliding down to soon vanish off the leader board. The handicap order saw Team TVR hit the front, with 'Last of the Summer Wine Goes Racing' (yes really) in Caterham 7s... in the second placing and early leaders the Ginettas, now in third.

Approaching the one and a half hour point and a flurry of spins failed to affect the running order to any great extent, the fleet Chevrons still hanging on to the lead over the Porsche Players, now on the same lap as the leading car.

Halfway through and order was static at the front although the Chevrons were being caught by the Porsche Players after the former had dropped back a lap in the last stint. On handicap standings, Club Automobile Porsche still held off the challenges of the Caterham clan.

A change for the lead occurred before the 2½ hour mark, the Porsche Players easing past the Chevrons and taking two whole laps off them. Club Automobile Porsche still ran out leaders on handicap with the consistent lappery of the EARS Escorts moving them through to second.

With just one hour left to run the Porsche hordes were split still by the Chevrons who were now back on the same lap and chasing hard. It was at this 3hr point that the order set for the duration of the race with the difference in laps widening rapidly — with the exception of the leading duo.

The major change on the road happened prior to 3½ hours with the Chevron set making it back into the lead with 131 laps run, the Porsche Players still being on the same lap however. On the run to the final flag the Chevrons were in great danger of the Porsche team catching them but just kept ahead. The third placed Carrera RS squad were five laps behind, Club Automobile Porsche a further three laps down and a fine run saw the TR Register take fifth on the road, 11 laps adrift of the winners.

The important handicap placings were also close at the front, Club Automobile Porsche taking honours over the EARS Escorts.

Not a classic 4 hour Relay but certainly enthralling for the contestants and interesting to follow on a Paul booth...

**PAUL BATHROYD**

The John Wallwork 4-Hr relay brought together Ginettas, Porsches and many more.



OULTON PARK

LCCC

**Lister XJ Challenge race (10 laps) — Overall:** 1, Iain Exeter (5.7 XJS), 17m52.7s, 79.07mph; 2, Paul Hands (3.8 XJ6), 18m12.8s; 3, Roger Bowman (5.4 XJS), 18m48.7s; 4, Mike Barker (5.4 XJS), 19m20.8s. **Road-going cars:** 1, Barker; 2, John Rice (5.4 XJ12), 19m21.6s; No other finishers. **Fastest lap:** Roger Mac (5.4 XJ12 Coupe), 1m45.6s, 80.32mph. **Race prepared Cars:** 1, Exeter; 2, Hands; 3, Bowman. **Fastest lap:** Peter Litchfield (5.4 XJS), 1m35.2s, 89.09mph.

**John Wallwork Volvo 4-Hour Relay Race — Positions on Handicap:** 1, Club Automobile Porsche Team (Michael Phillips/Richard Chilton/Chris Millard/Paul Ziller), 157 laps; 2, EARS for Racing Tyres (Steve King/Mike Pattison/Bob Nicolli), 157 laps; 3, Last of the Summer Wine Goes Racing Part 2 (Jeremy Coulter/Reg Price/Jez Coates/Simon Wheeler), 154 laps; 4, Team Ginetta (Eddie Falkous/Ian Higgins/Ron Woods/Peter Lee), 154 laps. **Positions on road:** 1, Apollo Racing Team Chevron (Alan Eisner/Peter Grant/Brian Taylor/Don Cressy/Colin Pool/Dave Beckett), 150 laps; 2, Porsche Club GB Players (John Piper/Josh Sadler/Norman McRoberts/Merv Sherlock), 150 laps; 3, Porsche Club GB Carrera RS Team (Simon Thomas/Neil Bainbridge/Peter Collard/Gavin Green/Keith Russell), 145 laps; 4, Club Automobile Porsche Team, 142 laps.

OULTON PARK

Oct 05

Dunlop/Autosport 'Star of Tomorrow' FF1600 championship, round 13

10 laps — 23.56 miles

Pos	Driver	Class	Chassis/Engine	Result	Best Lap	Qualifying
1	Phil Andrews	D	Van Diemen-Minister RF85	15m00.6s	1:28.7	1:28.5
2	Gary Ayles	D/O	Reynard-Minister 84FF	15m12.5s	1:29.9	1:28.9
3	Jason Elliott	D	Van Diemen-Scholar RF85	15m12.7s	1:30.0	1:29.0
4	Simon Wayne	O	Van Diemen-Scholar RF85	15m24.3s	1:31.1	1:30.7
5	Chris Latham	O	Reynard-Aldon FF84	15m24.5s	1:30.6	1:31.1
6	Gary Thomas	D	Van Diemen-Scholar RF85	15m28.3s	1:30.8	1:28.9
7	Jim Kelly	O	Van Diemen-Aldon RF84	15m29.7s	1:31.3	1:34.2
8	Malcolm Barfoot	O	Crossle-Scholar 32/35F	15m43.7s	1:32.7	1:32.7
9	Nick Hammerton	O	Van Diemen-Ford RF84	15m43.9s	1:31.4	1:32.0
10	Ron Hammond	O	Van Diemen-Scholar RF83	15m47.0s	1:33.1	1:33.3
11	Paul Spooner	D	Lola-Auriga T644E	16m00.7s	1:31.2	1:32.2
12	Michael Tingate	O	Van Diemen-Ford RF81	16m10.1s	1:33.9	1:36.0
13	Steve Stratton	O	Van Diemen-Scholar RF82	16m10.2s	1:34.1	1:36.6
14	Andy Welch	O	Van Diemen-Aldon RF81	16m10.7s	1:34.3	1:35.7
15	Noel Clegg	O	Sparton-Ford FF84	16m28.3s	1:35.7	1:35.5
R	Nigel Morris	O	PRS-Ford RH01	9laps	1:34.5	1:34.6
R	Roger Eccleston	O	Reynard-Minister 84FF	3laps	1:30.4	1:30.2
R	Adrian Willmott	D	Van Diemen-Scholar RF85	3laps	1:30.8	1:29.3
R	John Davis	O	Crossle-Scholar 60F			1:31.3
R	Mike Parkes	O	Reynard-Auriga 85FF			1:30.3

D = Dunlop-Autosport Star of Tomorrow. O = Champion of Oulton.  
**Winner's average speed:** Class D, 94.17mph; Class O, 92.94mph. **Fastest race lap:** Andrews, 1m28.7s, 95.62mph; Ayles, 1m29.9s, 94.34mph. **Final round:** Oct 12, Castle Combe.

## Birley's clincher

LYDDEN, Sep 20. The BARC road-going mod sports race, with mainly grids and close racing under a clear blue sky.

The opening race for mod sports cars was almost a formality for Dick Whittington and his 3.8 E-type. With Ron Greenfield starting 10 secs after the rest because the Davrian practised out of session, the strength of the opposition was substantially reduced, although Julie Thwaites drove impressively to finish second. The highlight was Greenfield's spectacular progress through the field, with the Davrian often on three wheels and occasionally on two. He eventually achieved fourth place behind Richard Ridd.

John Pugsley made a super start to lead the Wendy Woolls special saloon event from Brian Chatfield and Peter Baldwin, but inevitably the little Stiletto was soon overwhelmed as they sped down the Dover Straight for the second time. Next time round Baldwin also demoted Pugsley on the inside at Pits Bend and put the Stiletto onto the grass. David Enderby nipped past while Pugsley was bounding down the verge, and he soon latched onto the tail of Baldwin's Mini. From then on all three were locked in combat, and every time Enderby had a go at Baldwin, Pugsley drew alongside. Chatfield drove impeccably to take a worthy win, with Baldwin just a length ahead of Enderby.

Although Steve Brown's PRS was on pole for the BARC FF1600 round it was Roy Lewington (who has already clinched the championship) who made the better start. They were only inches apart as they skittered into the Devil's Elbow for the first time, just ahead of Andrew Guye-Johnson, when the young Van Diemen driver almost spun and pushed Derek Pullman onto the grass at the exit. Then Guye-Johnson was punted off the circuit at the Hairpin, and his RF80 hurtled down the paddock road, somersaulted end-over-end along the bank and finished up propped against the spectator fence. It was a miracle nobody was injured. The driver was out in a trice and the car was well clear of the circuit but the Rescue Unit truck drove out on to the circuit and the race had to be stopped. As the leaders arrived at the scene next time round Lewington was startled by the yellow and black flags waving and braked sharply, whereupon Brown ploughed into the back of the Lola and took off over its rear wheel, subsequently landing beside the immobile Lola in the middle of the track. Lewington was unable to continue, so Brown led the re-started race with Derek Pullman pushing him hard throughout. Dave Connor drove well to finish third despite copious understeer.

Steve Nicholls' Van Diemen RF82 made a perfect start to the Flint FF2000 event and beat the Delta TS82 of poleman Roger White to the first corner, but Peter Boutwood's getaway must have been equally as good; from last on the grid he was thought to fourth place behind Peter Ware at the end of lap 1! From then on the order remained the same, although White tried everything he knew, lunging around the outside at the Elbow, then switching to the inside. On the penultimate laps he thrust through on the inside at Pits Bend, but Nicholls shut the door firmly, causing White to cut across the apex. Boutwood was trying just as hard to pass Ware, and at the finish both pairs were nose to tail.

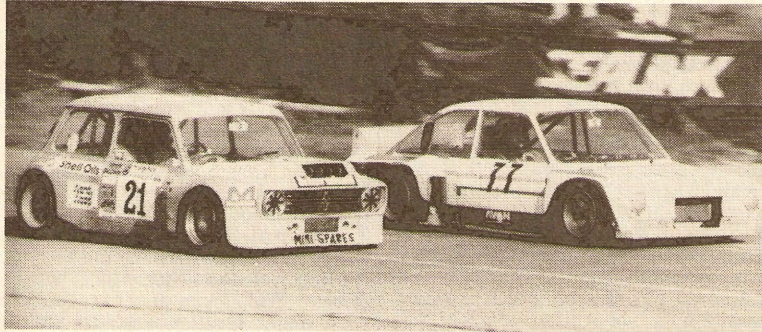
The surprise of the BARC Road-going Saloons event was John Groves, a former police patrol car driver turned driving

school proprietor, who managed a front row grid position with his 1.3 Metro — it was his first-ever race, and he is nearer 50 than 40! Steve Pattinson's Scirocco led to the first corner, with Groves tucking in behind Ian Trodd's Escort to hold third place. Next time round Groves ran wide at Pits Bend and dropped back behind the Golf GTI of Michael Willis and the 3-litre Capri of Angus Smith. While Pattinson steadily pulled away, Trodd eventually succumbed to the GTI.

John Pugsley made no mistake in the Lydden/BARC Special Saloons event, leading from the start. Pat Longhurst borrowed Julie Thwaites' Davrian to chase the leader all the way, although he was never close enough to challenge. Further back, Rod Birley's Curtis Holt Escort held on to take third place, despite a mid-race challenge by Pat Mannion's Stiletto. The leading positions remained unchanged throughout. Afterwards Birley found that he had clinched the Lydden/BARC championship by one point!

The *Formule Libre* event was tremendous entertainment. Dennis Humphries was beaten away from the line by Martin Mansell's Diamond MM1, but only after one lap Mansell ran perilously wide at the exit of Paddock Bend and Humphries jinked past to take the lead. Roger White also squeezed past, and Peter Boutwood latched on behind to complete the leading quartet. Mansell definitely had the fastest car in

John Pugsley strives to hold off Peter Baldwin. He lost this particular battle.



LYDDEN

DANG

**BARC (LHCC) Mod sports race (12 laps)** — Overall: 1, Dick Whittington (3.8 Jaguar E), 9m 16.5s, 77.62mph; 2, Julie Thwaites (1.0 Davrian Mk8), 9m 19.0s; 3, Richard Ridd (1.0 Davrian Mk7a), 9m 27.8s; 4, Ron Greenfield (1.0 Davrian Mk8), 9m 32.2s. **2001-4000cc:** 1, Whittington; no other starters. **Fastest lap:** 45.3s, 79.47mph. **1301-2000cc:** 1, James Whiting (1.6 Caterham Super Seven), no other starters. **Fastest lap:** 49.5s, 72.72mph. **1001-1300cc:** no starters. **850-1000cc:** 1, Thwaites; 2, Ridd; 3, Greenfield. **Fastest lap:** Thwaites & Greenfield, 45.8s, 78.60mph.

**Wendy Woolls Special Saloons race (15 laps)** — Overall: 1, Brian Chatfield (1.9 BMW 323), 11m 13.0s, 80.23mph; 2, Peter Baldwin (1.3 Marshall Mini-Ford), 11m 16.6s; 3, David Enderby (1.3 VW Karmann Ghia-Hart Ford), 11m 16.8s; 4, John Pugsley (1.0 Sunbeam Stiletto), 11m 25.4s. **Over 1300cc:** 1, Chatfield; 2, Rod Birley (2.0 Ford Escort); 3, John Devereaux (2.0 Ford Escort). **Fastest lap:** Chatfield, 43.9s, 82.00mph. **1001cc-1600cc:** 1, Baldwin; 2, Enderby; 3, John Fogwell (1.3 Maguire Mini). **Fastest lap:** Enderby & Baldwin, 44.4s, 81.08mph. **Up to 1000cc:** 1, Pugsley; 2, Ginger Marshall (1.0 Reliant-Imp); 3, Pat Mannion (1.0 Sunbeam Stiletto). **Fastest lap:** Pugsley, 44.4s, 81.08mph.

**Lydden BARC FF1600 race (12 laps)**: 1, Steve Brown (PRS-Brown 81F), 9m 18.4s, 77.36mph; 2, Derek Pullman (Van Diemen-Greenan RF80), 9m 18.8s; 3, Dave Connor (Royale-Minister RP26), 9m 23.0s; 4, Chris Pullman (Van Diemen-Auriga RF78/80), 9m 29.3s; 5, Len Marchant (Brabham-Brown BT21/28), 9m 32.3s; 6, Mark Pattinson (Royale-Luckhurst RP26), 9m 42.7s. **Fastest lap:** D. Pullman and Connor, 45.9s, 78.43mph.

**Flint Motor Engineers FF2000 non-championship race (10 laps)**: 1, Steve Nicholls (Van Diemen-Minister RF82), 7m 16.7s, 82.43mph; 2, Roger White (Delta-Neil Brown TS82), 7m 17.0s; 3, Peter Ware (Reynard-Minister SF79), 7m 18.3s; 4, Peter Boutwood (Lola-Minister T580), 7m 18.5s; 5, Derek Haimes (Royale-Minister RP27), 7m 34.5s; 6, Pete Northover (Reynard-Minister SF79), 7m 34.6s. **Fastest lap:** White, 42.7s, 84.30mph.

**Steve Raines Components BARC Road Going Saloons race (10 laps)** — Overall: 1, Steve Pattinson (1.8 VW Scirocco), 9m 19.5s, 64.34mph; 2, Michael Willis (1.6 VW Golf GTI), 9m 21.2s; 3, Ian Trodd (1.7 Ford Escort), 9m 22.5s; 4, Angus Smith (3.0 Ford Capri), 9m 23.4s. **Over 1800cc:** 1, Smith; 2, Doug Driscoll (2.6 Vauxhall Firenza); 3, Paul Lefevre (3.5 Rover SD1). **Fastest lap:** Smith, 55.1s, 65.33mph. **up to 1800cc:** as overall. **Fastest lap:** Willis, 54.8s, 65.69mph. **Sports Cars:** 1, Eric Hall (2.5 Healey Silverstone); no other starters. **Fastest lap:** 59.0s, 61.01mph.

**Kent Cams Lydden Astra BARC Special Saloons race (10 laps)** — Overall: 1, John Pugsley (1.0 Sunbeam Stiletto), 7m 40.0, 78.26mph; 2, Pat Longhurst (1.0 Davrian-Imp Mk8), 7m 45.7s; 3, Rod Birley (2.0 Ford Escort), 7m 50.9s; 4, Pat Mannion (1.0 Sunbeam Stiletto), 7m 51.6s. **2001-4000cc:** 1, Neil Denyer (3.0 Ford Capri); no other starters. **Fastest lap:** 50.8s, 72.09mph. **1301-2000cc:** 1, Birley; 2, John Devereaux (2.0 Ford Escort); 3, Rick Morris (1.7 Ford Escort). **Fastest lap:** Birley, 46.4s, 77.58mph. **1001-1300cc:** 1, Pugsley; 2, John Davies (1.3 BL Mini); 3, Paul Soames (1.3 Maguire Mini). **Fastest lap:** Pugsley, 45.3s, 79.47mph. **851-1000cc:** 1, Longhurst; 2, Mannion; 3, John Dewing (1.0 Hillman Imp). **Fastest lap:** Longhurst, 45.3s, 79.47mph.

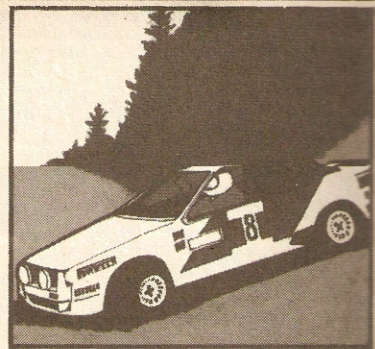
**Lydden/BARC Libre Championship (10 laps)**: 1, Dennis Humphries (2.0 Chevron-Toyota Novamotor B43), 7m 09.1s, 83.89mph; 2, Roger White (2.0 Delta-Neil Brown TS82), 7m 11.0s; 3, Martin Mansell (1.7 Diamond-Mason Ford MM1), 7m 11.7s; 4, Peter Boutwood (2.0 Lola-Minister T580), 7m 12.9s; 5, Steve Nicholls (Van Diemen-Minister RF82), 7m 13.3s; 6, Melvyn Coon (1.7 Mallock U2-Chambercoo Mk 20B), 7m 15.5s. **Fastest lap:** Humphries, 41.9s, 85.91mph.

**FF1600 Challenge race (10 laps)**: 1, Dave Connor (Royale-Minister RP26), 7m 51.8s, 76.30mph; 2, Gary Warner (Van Diemen-Minister RF80), 8m 00.8s; 3, Oscar de Vries (Van Diemen-Minister RF81), 8m 04.9s; 4, Cezar Fittipaldi (Van Diemen-Minister RF81), 8m 33.5s; no other finishers. **Fastest lap:** de Vries, 45.7s, 78.77mph.

the race and he quickly retook the runner-up spot. Soon the red Clubmans car was gaining visibly on the leader's F3 Chevron, especially up Hairy Hill. Just as it seemed that Mansell would wrest the lead, he left his braking too late at the Hairpin and almost ran on to the grass. Once again White drove past, but with a burst of power Mansell stormed back into second place as they rushed into Pits Bend. Humphries kept the hammer down, and the D & J Tyres Chevron flashed across the line for a clear win over White, with Mansell still back in third place and Boutwood fourth. Steve Nicholls homed in on Boutwood in the closing stages to claim fifth place, well clear of an unusually subdued Melvyn Coon.

A surfeit of Formula Fords seemed a good reason for an extra race, even if there were only four cars on the grid! The Benbom Brothers RF81 of Oscar de Vries got the jump over Dave Connor's RP26, and for the next three laps the Royale driver hounded the leader mercilessly. Then it all went wrong for de Vries as his wheels locked under braking for the Devil's Elbow. The Van Diemen slewed sideways, careered onto the grass and seemed to be heading for an almighty shunt, but somehow the driver gathered it all together before he hit the bank. Connor assumed the mantle of leader, and despite understeer went on to win his last race, as sadly his funds have run out.

KERRY DUNLOP



## INTERNATIONAL RALLIES

### Icelandic variety

**LJOMA RALLY, Sep 19/22:** Some of the most startling scenery of any rally anywhere greeted the five foreign entrants who joined the 23 Icelanders in this year's event. The rally was a stunning event, conducted on Iceland's public roads which are just about equivalent to forest stages in Britain—but without the roadside trees. There are other obstacles, though. Lava rock borders most of the tracks and is easily dislodged, leading to some startling punctures during the course of the event...

Conditions ranged from snow and ice to volcanic dust, sand, and razor sharp rock. And, the seeding was something of a lottery. Running number one was Peter Geitel the Finnish journalist who'd ended disastrously the year before when he took the wrong turning in one of the 60 or so river crossings, and then couldn't find the way out! This year he had little better luck, retiring on the second morning with a smashed gearbox.

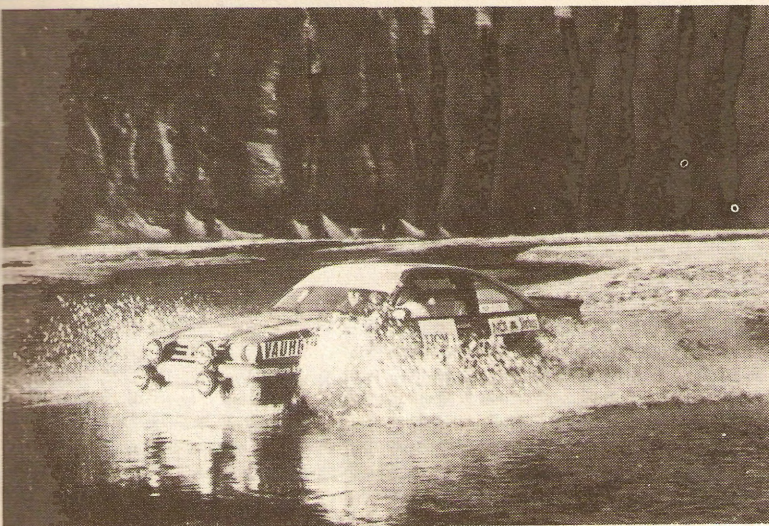
The leader of the Icelandic championship had been seeded number two but withdrew when it was clear his car wouldn't be ready. So running second was car three another Finn, Samu Vierimaa who eventually won the event. But it was a close thing, the car's cylinder head gasket blowing just 500yds from the finish. Chris Lord took his Audi Quattro across the water to set off at number four, co-driven by Birgir Halldorson, partner of the late Hafstein Hauksson, killed on the National Breakdown last year. But, he too lasted only until the second day.

The first Icelander in the line-up, for no apparent reason except perhaps that he was one of the biggest, was Eirikur Fridriksson in an Escort. But he only made it half way through the first stage before the transmission failed.

Most of the rest of the field was Icelandic, driving everything from Talbot Lotus to Subaru and Colt Lancers to four-wheel drive Toyota Tercels. The most surprising entrant was Orn Ingolfsson in his Trabant, which normally offers 26bhp but was upgraded to 50bhp! He spent the entire event being followed by the closing car! The other foreign entries included Ken McKechnie from Glasgow driving a Charlie Nichol hired Sunbeam Ti with an Icelandic navigator on his first ever event. He came sixth.

It was certainly a different event and if you're looking for one which is slightly unusual then this is definitely the one to try. The Icelanders are anxious for International recognition and although they've a lot to learn from the organisational point of view, they are enthusiastic and with the help of their army of sponsors are prepared to offer incentives and assistance to foreign entrants.

ALAN DOUGLAS



Saku Vierima/Tapio Eirtovaara splash their way to victory past Iceland's wild scenery.

### LJOMA RALLY (ICE)

1, Saku Vierima/Tapio Eirtovaara (Opel Manta), 7h45m13s; 2, Jon Ragnarsson/Runar Jonsson (Ford Escort), 7h53m45s; 3, Rikhardur Kristinnsson/Atli Vilhjalmsón (Toyota Corolla), 8h11m04s; 4, Olafur Sigurjonsson/Hallor Sigurjonsson (Ford Escort), 8h14m58s; 5, Thorhallur Kristjansson/Sigurdur Jensen (Talbot Lotus), 8h15m03s; 6, Ken McKechnie/Hilmar Gunnarsson (Sunbeam Ti), 8h32m42s.

### Lasse's bark

**STOP PASTILLES RALLY, Sep 28/29:** Since Antero Laine walked away with the premier championship and switched to Group A, the Group B honours have been up for grabs. The unfortunately named Stop Pastilles Rally (nee Lansirannikon Ralli) produced a most worthy result, however, as former champion Lasse Lampi stepped in to remind that he's lost none of his competitive edge.

Although Lampi was never seriously threatened, he had to keep an eye on young Tomi Palmqvist's private Quattro, which seemed to be delivering for once. The car has been bothered by persistent differential trouble, but this time the Finnish Junior Team member managed to hold second place for some time before the mechanical gremlins hit again. He deserves better. Thus, second place went to local man Timo Tuomi after a remarkable performance in an Opel Manta 200. Some of the stages might have been familiar to him, particularly as he was co-driver by a former clerk of the course, but even so his showing proved yet again what an underestimated driver Tuumi is.

Mika Arpiainen strengthened his claim for the Group A title with third overall, while championship leader Sebastian Lindholm tackled the rally in Ford Finland's Group N Escort. Swedish Junior Team member Henrik Morin gave valiant chase to finish less than 1min behind, which is credit, indeed, for the inexperienced visitor. Finally, the ever-green Kyösti Hämäläinen put in a softly-softly drive to bring his venerable Escort home 12th overall and second in Group 2. That was enough to clinch him the old category's championship title. Record books will reveal that this was Hämäläinen's 12th straight Finnish Championship!

ESAILLOIEN

### STOP PASTILLES RALLY (SF)

#### Finnish Rally Championship

1, Lasse Lampi/Pentti Kuukkala (Audi Quattro), 1h35m09s; 2, Timo Tuomi/Pertti Laaksonen (Opel Manta 200), 1h38m24s; 3, Mika Arpiainen/Timo Hantunen (Audi 80 Quattro—A), 1h38m45s; 4, Henrik Morin/Thomas Hallberg (Opel Ascona 2000i—A), 1h39m32s; 5, Hannu Degerth/Hannu Rättö (Ford Escort RS), 1h39m38s; 6, Sakari Kalliomaa/Simo Vainie (Opel Ascona 2000i—A), 1h39m46s.

### Keeping mum

**UNIROYAL CORK 20 RALLY, Oct 5/6:** Austin McHale and co-driver Christie Farrell in their Shell/Dealer Opel Team Ireland Manta 400 staged a dramatic second day fightback on the Uniroyal Cork 20 Rally to beat Billy Coleman's Rothmans Porsche by just 8 secs, and in the process the 30-year-old Dubliner clinched his second STP Tarmac Championship.

On the first of Cork's two days the Porsche had the edge, fastest on 10 of the 12 stages, over the open, fast and hilly ground, and was over 1 min up at day's end.

On the Sunday, however, the rally moved over towards Macroom with tighter, twistier tarmac favouring the Opel. Again there was a 20 miler done three times, the old Circuit of Ireland Lough Alloa stage, and that was really where McHale made his charge, fastest on seven out of nine stages. McHale stayed 'mum' about his super quick time, Coleman lulled into a false sense of security towards the end, so much so that the Porsche went on to finish ramp first, only to discover the truth.

Behind these two, Brendan Fagan's Lancia Rallye 037 never really fulfilled its promise, stuck in third gear for the first stage and then it slipped off the road and out of fifth place. The battle for third was in fact fought out between the Escorts of Frank Meagher and Ken McKinstry, with McKinstry coming out on top after young Meagher suffered a 2½ min puncture. Fifth place went to AJ Keating's Opel Manta 400 after a steady run in the ex-Bertie Fisher car and sixth to James Cullen after many gearbox and lack of brake dramas to his Escort.

Group A was led by David Appleby's Rover for most of the rally, but transmission problems saw him let a surprised Rossa McCosker take the category, and a step towards winning his class in the STP series. Notable retirements from the 62 starters included Pat Dunnion's Lotus Sunbeam with damaged steering, and Mal Stuart's Escort Turbo with a misfire and gearbox problems after a roll.

BRIAN PATTERSON

### UNIROYAL CORK 20 RALLY (IRL)

#### STP Tarmac Championship, round 6

1, Austin McHale/Christie Farrell (Opel Manta 400), 14.931s; 2, Billy Coleman/R Morgan (Porsche), 14.939s; 3, Kenny McKinstry/M Crowe (Ford Escort), 15.859s; 4, Frank Meagher/N Sweeney (Ford Escort), 15.926s; 5, AJ Keating/F Connolly (Opel Manta 400), 16.192s; 6, James Cullen/R Kennedy (Ford Escort), 16.996s.



OFF TRACK SPORT

### Ayers breadth

**WESTON SUPER MARE, Oct 06:** Having easily clinched BTM with a storming first run in his Lyncar-DFL, Ken Ayers was forced to work every inch of the way to take the final Warecrete run-off of the year from the turbocharged March-Rover of Roy Woodhouse.

Competition began with the Whitehead family's Chrysler Stiletto capping a splendid season by taking a 1-2 in the 1300cc special saloon class, Dave heading home wife Lynn by 0.2sec. Nic Mann once again dominated the over 1300cc class, the infamous Morris Minor topping 130mph at the end of the 547 yds.

The up to 1600cc modsports car class produced a dominant performance by South Western drivers, but also a surprise, for not even the redoubtable Ian Cameron could match the pace generated by autocross exponent Brian Fisher's Davrian. The first runs decided the over 1600cc class, a smooth start allowing Ken Snailham to annex the Davrian of a hard trying Dave Parr and Paul Channon's magnificent Cobra.

The battle for honours in the Clubmans class raged between the Mallocks of Rob Welch and Nick Whale, with the Cherry Willingham driver scooping his first major sprint win of the year by 0.16secs. Barry Groombridge ended a most successful season by taking his twin cam powered Mallock to victory in the 1600cc sports racing car class, ahead of Tony Brown. Unfortunately the large class contained just the Pilbeam of David Render, but the championship sponsor still gave everything on both runs.

The well supported 500cc single seater class produced a clean sweep for the infamous 'Walsall Wood Mafia'. Having broken a chain Brighton winner Brian Hurst bounced back to take third place, leaving team mates Steve Malin and Phil Jefferies to battle, Phil taking the spoils by 0.07secs. As expected, the incredible Brabham-Lyholm of Phil Kidsey and Paul Squires dominated the 1100cc class, Phil very close to Alan Richard's 10-year-old class record on the first run, although

his second nearly ended in disaster when the car snapped out of line at the top end of the course. Paul was 0.34secs down.

Rev limiter bashing runs from Tony Southall and Terry Clifford enlivened the 1600cc single seater class, the Mitchell Cotts March driver winning by 0.07secs. The Minwall Design GRD continued to impress, Martin Chittenden getting the better of Bill Norris's DBM.

Ken Ayers opened with a superb effort in the large capacity single seater class, approaching the course record. That time was to remain as BTM, for on the second outing a drive-shaft problem at 140mph caused the Brighton winner a heart stopping moment or two. An excellent opening run by John Hunt, at the wheel of Max Harvey's Chase Web Offset Pilbeam, also cracked the 12s barrier, to take second from Roy Lane.

The final Warecrete Championship run-off of the year saw David Keer completing the runners, failing by 0.05secs to match Tony Southall who was unable to repeat the class run result and missed the final points as his class compatriot Terry Clifford turned the tables. The Pilbeam driver was pipped for ninth spot by the Spalding Sport March of Rodney Eyles by 0.02secs en route to clinching third place in the Warecrete championship. Despite taking just one run in the Roy Woodhouse March, Keith Cox's first venture of the year into the sprint championship arena proved successful, the Midlander taking a secure eighth place, just 0.14secs astern of David Render who blasted his way to second overall in the series, the championship sponsor receiving the HSA Man of the Meeting award in recognition of his generous and enthusiastic support of the series. Event sponsor Paul Edwards slipped ahead of Render by 0.09secs and only failed to match Dave Harris by 0.1secs.

As before Roy Lane excited the crowd with some tremendous tyre burning starts which saw him taking fourth place, behind John Hunt who could not repeat his earlier sub 12s runs. Roy Woodhouse set the crowd buzzing in the first runs with a sub 12s effort which even Ken Ayers could not match, failing by 0.03secs. Woodhouse failed to match his opening effort by 0.01sec and so Ayers came to the line needing 11.96s or better to win. It had to be close, and was. The clock stopped at 11.96s! He had made it by 0.01secs at a timekeeper confirmed.

ROBIN BOUCHER

Paul Channon's glorious AC Cobra.



### WESTON-SUPER-MARE

#### Warecrete British Sprint Championship, round 12

BTM: Ken Ayers (3.9 Lyncar-Cosworth DFL MS84), 11.41s.

**Top 12 run-off:** 1, Ayers, 11.96s; Roy Woodhouse (3.5 March-Rover Turbo 77/782) 11.97s; 3, John Hunt (2.8 Pilbeam-Hart MP53/04), 12.13s; 4, Roy Lane (5.0 McRae-Chevrolet GM1), 12.21s; 5, Dave Harris (2.8 Pilbeam-Hart MP50), 12.40s; 6, Paul Edwards (3.0 March-Cosworth DFV 741), 12.50s; 7, David Render (2.5 Pilbeam-Hart MP43), 12.59s; 8, Keith Cox (3.5 March-Rover Turbo 77/782), 12.73s; 9, Rodney Eyles (2.5 March-Hart 772P), 13.31s; 10, Terry Clifford (1.6 Pilbeam-BDA MP45), 13.33s; 11, Tony Southall (1.6 March-BDA MS), 13.50s; 12, David Keer (3.9 Ralt-Rover RT1), 13.55s.

**HSA Man of the Meeting:** David Render

**Class Winners:** Dave Whitehead (1.3 Chrysler Stiletto-BDH), 14.62s; Nic Mann (3.5 Morris Minor-Turbo), 13.71s; Brian Fisher (1.5 Davrian-Ford Mk8), 15.75s; Ken Snailham (1.7 Lotus-Ford TC7 S1), 14.25s; Rob Welch (1.7 Mallock U2-Ford Mk21), 14.38s; Barry Groombridge (1.6 Mallock U2-Ford TC Mk16), 14.05s; Render, 12.70s; Phil Jefferies (0.25 Zip Shadow Sprint), 15.64s (record); Phil Kidsley (0.8 Brabham-BDA Lyholm), 13.70s; Southall, 13.29s; Ayers, 11.41s.

**Final positions — Warecrete British Sprint Championship:** 1, Ray Rowan, 80pts; 2, David Render, 65; 3, Rodney Eyles, 59; 4, Roy Lane, 52; 5, Ken Ayers, 51; 6, Paul Edwards, 43; 7, Roy Woodhouse, 38; 8, Stuart Ridge, 34; 9, Jonathan Toulmin, 17, 10, Peter Harper, 16. **Pubs 'n' Clubs British Sprint Leaders Championship:** 1, Jeremy Goodman, 69; 2, Mervyn Brake, 51; 3, Nick Whale, 40; 4, Rod Fisher, 39; 5, Tony Brown, 35; 6, Deryk Young, 33; 7, Rob Welch, 30; 8, Bob Claxton, 30; 9, Dave Hocknell, 29; 10, Dave Whitehead, 18.