

AUTOSPORT



GUGELMIN'S F3 TITLE

**NIELSEN WINS CURACAO F3000 ♦ ESTORIL ETC TO VOLVO
MOTORFAIR OPENS ♦ UNSER SHOW IN PHOENIX INDYCAR**

AUTOSPORT

PIT & PADDOCK 4

All the international motorsport news — No F1 calendar from FISA — Sprint events for Sportscar World series — Exclusive pictures from Motorfair — Spec tyre for F3000 — Who replaces de Angelis at Lotus? South African GP preview.

COMMENT 12

The major issue of the week: our comments — Your views expressed in our weekly crop of letters — Looking back in motorsports history with *Then as Now?* Catchpole attempts to brighten up your day.

ESTORIL ETC 14



Brancatelli/Lindstrom trounced the opposition to win in their turbocharged Volvo. Joe Saward reports from Portugal.

CURACAO F3000 16

John Nielsen emerged victorious from the non-championship F3000 race. Ian Phillips relates the story.

SPECIAL STAGE 20



All the national and international rallying news — FISA settles details of 1986 World Championship — Manx receives Euro boost — Blomqvist signs for Ford — Team news for RAC Rally — Vauxhall penalised for Nova irregularity.

PHOENIX INDYCAR 24

Keeping it the family way... Unser Sr won from Jr to make it a two-horse family fight at the final round. Gordon Kirby was our man trackside.

SPORTS EXTRA 28

All the national motorsport news — RAC/TT decider at Thruxton — Bellm's Silverstone exclusion — New Metro faces — Hessel to Racefax for Festival — A couple of close shaves at Brands.

SILVERSTONE F3 30



Marcus Pye watched Mauricio Gugelmin sweep to victory — and the F3 title — at Silverstone's championship finale.

SILVERSTONE TRIMOCO 33

An exciting race to finish off the Trimoco season. Tony Dodgins watched Andy Rouse just snatch victory from Dave Brodie.

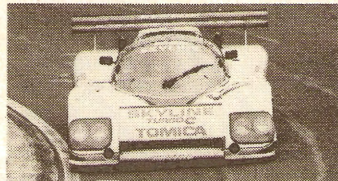
TVR 350i ON TEST 35

Mike McCarthy rediscovers past joys in the Series 2 version of TVR's 350i mobile.

FIFTH COLUMN 38

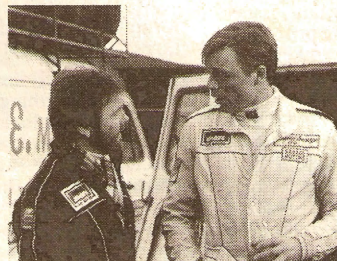
It's been a busy week for Alain Prost since clinching the World Championship title at Brands Hatch. Nigel Roebuck in conversation with the Frenchman.

NISSAN AND GROUP C 42



Kunihiko Akai takes a look at Nismo's involvement — and hoped expansion — in the Group C world.

WINNING STREAK 47



Val Shenton takes you behind the television cameras to see how Yorkshire TV's *Winning Streak* series — a soap opera with a rallying background — was filmed.

PREVIEW: AUDI NATIONAL RALLY 50



The final round of the Shell Oils/AUTOSPORT RAC National Rally Championship sees the regular crews take on some of the works stars as the series draws to a close in the mid-Wales forests. Keith Oswin outlines the prospects.

SPORTSCARD 52



Ken Johnson clinches American SuperVee title — Robertson comes out on top in Castle Combe's Star of Tomorrow counter — Season closing races from Silverstone, Brands Hatch, Castle Combe, Ingliston, Oulton and Cadwell Parks — National rallying round up — Rallycross wins for McAdden and Rennison.

FRONT COVER

Formula 3 racing at its best. In vain pursuit of race and series winner Mauricio Gugelmin, the cars of Cheever, Reid, van Kouwen, Evans and Scott jostle for position in the Silverstone chicane last Sunday. Report: p30. Photo: Jeff Bloxham.

NEXT WEEK

Prost goes racing again: can he win the South African Grand Prix? Read Nigel Roebuck's full report from Kyalami — Euro Group A finale from our man in Madrid — Full report from the final round of the Shell Oils/AUTOSPORT National Rally Championship in Wales — All the fun of Motorfair — PLUS our popular annual free spectator guide to the First Edition Formula Ford World Cup at Brands Hatch — as well as all our usual news and features.*

*These items correct at press time.

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F1 engines pegged at 1500cc turbo until 1990

Very little major Formula 1 news has come from the FIA Plenary in Paris last week. It appears, in fact, that FISA sidestepped all the important issues, including those of qualifying procedure, reducing horsepower or — you guessed! — the 1986 World Championship schedule. So don't book your holidays yet.

Endorsement was given, however, to the agreement among the teams (reached at the end of August) that the 1500cc turbocharged formula be retained until 1990. This does away with FISA's proposed 1200cc formula, consi-

dered by engine builders to be a fatuous blind alley.

Along with the retention of the 1500cc formula come fuel allowance limits of 195 litres (1986-87) and 185 litres (1988-90).

Jean-Marie Balestre was plainly unhappy that nothing close to concensus had been reached on any scheme to reduce both the dangers and the costs of qualifying. FISA, he said, was looking at three means of cutting engine power — pop-off valves, a restriction on the diameter of turbochargers units, and

restriction on air inlet. Should one of these prove both effective and simple to apply, it is possible that FISA would try to introduce it next season.

As for the calendar, the FISA Executive Committee could say only that 19 dates had been 'frozen' for Formula 1 use in 1986. These were listed in *AUTOSPORT* two weeks ago. We understand, however, that Zandvoort — absent then — is now tentatively back on its traditional late August date. FISA hopes to be in a position to announce a firm calendar in December...



Balestre — re-elected President.

Changes at FISA

As well as the modifications to its various championships, described elsewhere in *P&P*, FISA has made a number of other changes during Plenary Conference week in Paris.

■ Jean-Marie Balestre won unopposed and unanimous reelection to the position of President of FISA, for another four-year term. M Balestre was also elected President of the FIA (the parent body), replacing the retiring Prince Paul von Metternich.

■ Peter Cooper of our own RAC Motor Sports Association was reelected as a Vice-President of the FISA Executive Committee, as were Fernando de Baviere of the Spanish national body, Alexandre Dardoufas (Greece), Yoshio Takagi (Japan) and Mikhail Zolotarev (USSR). The Italian representative cedes his status as Vice-President but is replaced by Wilhelm Lyding (West Germany), Burdie Martin (USA) and John Roxburgh (Australia). The other Executive Committee members are the representatives of the national authorities in Argentina, Belgium, Brazil, Italy, Ivory Coast, Netherlands, New Zealand, Poland, Portugal and Sweden — plus the President of FOCA, the President of the Karting Commission and the President of the new FISA Constructors Commission, which is intended to replace the BPICA in liaising between manufacturers and FISA on competition matters.

■ Four British representatives will act as the Presidents of various FISA Commissions. They are Pierre Aumonier (Sportscar), Syd Watkins (Medical), Chris Belton (Calendar) and Les Needham (Off Road). Other Commission Presidents include Guy Goutard (Rally), Gabriele Cadringer (Technical), Jan Corsmit (Safety), Ron Frost (World Cup) and Giovanni Lurani (Historic). New Commissions are the Touring Car (under Jan Dekens) and Records (under Burdie Martin).

FISA stand on SA GP

From the annual FIA Plenary Conference in Paris last week, the FISA Executive Committee defended the governing body's decision, taken on September 13, to confirm the standing of the South African Grand Prix in the Formula 1 World Championship this year.

The statement read as follows:

In the light of various political demonstrations which have been organised concerning the Grand Prix of Kyalami (sic), and personal attacks against M. Jean-Marie Balestre (who on Tuesday October 8 was elected President of the FIA, and the following day President of the FISA), the FISA Executive Committee, the governing body of the sport throughout the world, declares that:

1. President Jean-Marie Balestre has no personal authority to cancel the Grand Prix at Kyalami.

2. This Grand Prix has been on the Formula 1 World Championship calendar for 22 years.

3. The 1985 calendar of the 16 Grands Prix was published in October 1984. Everybody knew the composition of this calendar, and nobody protested about the presence of a Grand Prix in South Africa.

4. The World Championship regulations oblige the FISA to respect the international calendar, and the drivers to take part in 16 Grands Prix.

5. During the Plenary Conference at which were assembled in Paris on Wednesday 9 October the representatives of the 64 member countries of the FISA, several of which are African countries, not one National Sporting Authority requested the cancellation of the South African Grand Prix.

Paris, 10 Oct. 1985

Streiff in F1 Tyrrell

Philippe Streiff will partner Martin Brundle in the Tyrrell-Renault team in this weekend's South African Grand Prix. The arrangement, made possible by Ligier's withdrawal from the race, is for Kyalami only. At Adelaide Streiff will be back in a Ligier, and Ivan Capelli, who made his Formula 1 debut for Tyrrell at

Brands Hatch recently, will return to Ken's team.

Tyrrell has offered Streiff a contract for the future, but we understand that the Frenchman is unwilling to commit himself for three seasons, and is hoping instead to remain as Jacques Laffite's partner at Ligier.

AUTOSPORT, OCTOBER 17, 1985



De Angelis — time for a change.



Gugelmin — Senna's choice.

De Angelis confirms his split with JPS Lotus team

Elio de Angelis has at last confirmed that he will be leaving John Player Special Team Lotus at the end of the season. "I've had six years with the team," he said last week, "and I'd like to think that one day I could come back. But now it's time for a change. I think it will be better for my career to go to another team for 1986."

The Italian declined to name his new team, but there is no doubt that he has signed for Brabham. It is thought that Riccardo Patrese's name is also on a Brabham contract — but we hear there is considerable opposition to this from the team's sponsor, Olivetti.

Brabham team manager Herbie Blash

had no comment to make when we spoke to him last week — beyond saying that he doubted there would be any formal announcement about drivers for a month or so.

Derek Warwick has high hopes of joining de Angelis in the 1986 team (and it is known that a Warwick-de Angelis pairing is acceptable to Olivetti), but rumours in France say that René Arnoux will partner the Italian. At a kart meeting in Switzerland at the weekend (where he took part in a celebrity race). René said that he would completing his 1986 F1 deal within 10 days — but he would not mention the team.

Senna wants Gugelmin in all-Brazilian line-up

Now that Elio de Angelis has confirmed his departure from Lotus (see separate story), who will partner Ayrton Senna in 1986?

Logically, favourite for the drive should be Derek Warwick, who tested the 97T impressively at Brands Hatch a few weeks ago, John Player, the team's major sponsor, are known to be keen to have a British driver in the team, and Warwick — also talking to Brabham at present — is the obvious choice.

However, Senna is unequivocally the Lotus number one in 1986, which

undoubtedly reduces the appeal of the vacant car for any established driver. Additionally, the Brazilian is believed to be less than keen on having Derek as a team mate.

In recent days rumours have grown that Senna is trying to persuade team boss Peter Warr to put Marlboro British F3 Champion Mauricio Gugelmin in the second car. Ayrton, who was at Silverstone to watch his fellow countryman on Sunday, shares a house in England with Gugelmin and his wife.

Four sprint events likely in expanded Sportscar series

FISA has made a number of positive changes to the format of its Group C sportscar series for 1986, including provision for up to four 'sprint' events in an expanded schedule for the Sportscar World Championship, now officially renamed.

Last week's FIA Plenary Conference in Paris approved a provisional calendar of 13 events, with new races at Estoril, Norisring and Surfers Paradise (see panel). Provision has been made for one additional event, and we understand that efforts will continue to find an American promoter willing to stage a championship round in the USA.

Of the 13 events now listed, nine will count towards both the Teams and the Drivers title, four towards the Drivers championship only. The promoters at these four — Mugello, Norisring, Brands Hatch and Shah Alam (Malaysia) — are being given the very interesting option of staging a traditional endurance event of 1000kms distance, or putting on a spectacular sprint race.

If they choose to run a sprint, they will have two further options. The format may be a race of either 180kms on one tankload of fuel, or 360kms with a single fuel stop. In the latter case, a driver change is clearly specified.

The basic concept of the sportscar sprint race, of course, was pioneered by the enterprising Gernot Leistner of the Motorsport Club Nuernberg for the now traditional blast on the short Norisring track, which is annually watched by about 75,000 spectators. Clearly, the German promoter will opt for the sprint format for his new championship event, and will be thinking along the lines of staging a separate event for Group C2 cars. Early indications are that a similar

event will be promoted at Mugello, but that Brands Hatch and Shah Alam are undecided.

The sprints will qualify for full Drivers championship points. There is a subtle difference, incidentally, in the fuel consumption parameters, the allowance being more generous for the sprints than for the traditional endurance events. The allowance for 1000kms races will remain the same next year at 510 litres (so that the cars may consume a maximum of 51 litres per 100kms), whereas the sprint allowance works out at 55 litres per 100kms. Disregarding pace laps, this will allow the turbo Porsches and Lancias to use a little more boost pressure.

As to the Teams championship races, Monza regains Teams status at the expense of Mugello which had it this

season. Estoril is an entirely new race, and Silverstone has been brought forward a week. This is to allow the ACO to hold Le Mans two weeks earlier than usual so as to avoid any clash with a Grand Prix. Mosport remains in the series, and is followed by a three-week gap; possibly this will be filled by a US 'sprint' event, although the new regulations permit a maximum of four such races qualifying for series points. Thus, Brands Hatch or Shah Alam would have to take the 1000kms option for a short US race to happen.

The Teams series will return to Nurburgring (alternating with Hockenheim), while the Japanese fixture is likely to be the last at the apparently doomed Fuji International Speedway. Surfers Paradise, the Australian track near Brisbane which came close to replacing Sandown Park this year, is to be lengthened and resurfaced for a firm Teams fixture in 1986.

Another major step by FISA is the doubling of the minimum prize fund for Group C events to US\$50,000, which should go a long way towards attracting teams that might otherwise be tempted to miss an FIA race in favour of a more lucrative national event, which is what happened at Brands Hatch last month.

So as to soften the blow for European promoters, FISA has also reduced their contribution towards the so-called Common Fund by \$8500 to only \$2000. Basically, the Common Fund represents contributions by the European promoters to help with the financial arrangements of the far-flung events, but recent experience has indicated that, if anything, the non-European races are more profitable than many of the European ones.



Gordy — looking for a drive.

Johncock comeback?

Former two-time Indy 500 winner Gordon Johncock was a spectator at Phoenix last weekend, and there told our American Editor that he is planning a comeback. Gordy, it will be remembered, made an abrupt decision to quit during qualifying at the Speedway last May.

For many years Johncock's name was synonymous with Patrick Racing, and there is some suggestion that he may return there. Another thought is that longtime team sponsor STP may break with Patrick and pay instead for a ride for Gordy elsewhere.

McLaren Indycar

From Phoenix our American Editor reports that it is now common knowledge that the link between Marlboro and McLaren International will be extended, in 1987, to include CART racing, with a new car designed by John Barnard (who was responsible, of course, for the highly successful Chaparral 2K Indy car of a few years ago).

In the meantime Marlboro intend to sponsor another CART team for 1986. Parnelli Jones and Vel Miletich, currently trying to reform their team, may be candidates for the money — with Al Unser Sr a candidate for the drive. . .

Works deal for Kraco

It looks now as though the CART team to receive 'works' March treatment in 1986 will be the California-based Kraco Racing, almost certainly running a one-car team for Michael Andretti.

Crew chief for the revamped outfit — which is very well funded — is said to be Barry Green, currently with Forsythe Racing. And if the deal comes together March's Adrian Newhey will act as Andretti Jr's race engineer.

Kevin Cogan, Michael's Kraco team mate this year, is now expected to partner Emerson Fittipaldi at Patrick Racing.

FIA SPORTSCAR WORLD CHAMPIONSHIP 1986

Provisional calendar	
Mar 16	Estoril P
Mar 30	Monza I
Apr 06	Mugello I
May 05	Silverstone GB
May 31	Le Mans F
Jun 29	Norisring D
Jul 20	Brands Hatch GB
Aug 03	Mosport Park CDN
Aug 24	Nurburgring D
Sep 14	Spa Francorchamps B
Oct 05	Mount Fuji J
Nov 23	Surfers Paradise AUS
Dec 07	Shah Alam MAL

Events in bold type will count towards both the Teams & Drivers championships. An alternative date (Apr 20) has been listed for Estoril.

More fuel for Le Mans 24 Hours

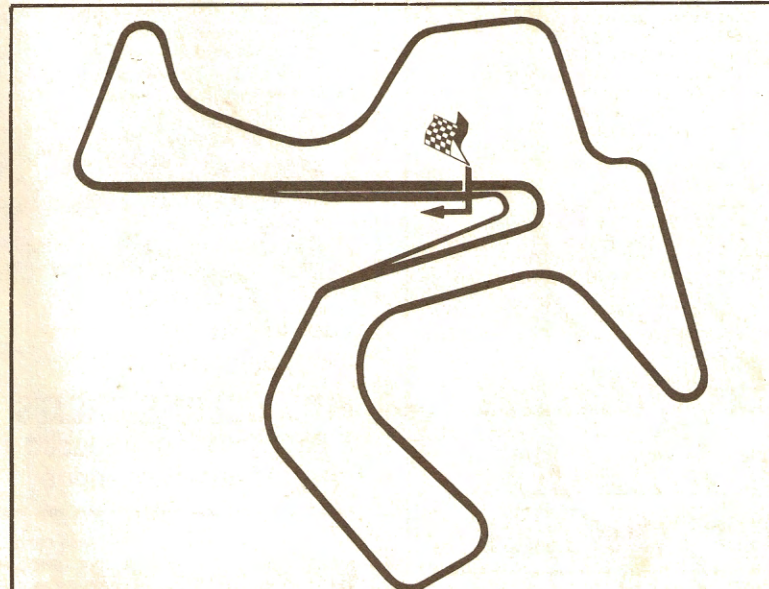
In what will be an almost universally popular move, FISA has announced that the fuel allowance for Le Mans will be increased next year, following criticism of the relatively low allowance in the 'economy run' race in 1985.

Group C1 (and presumably comparable IMSA GTP) cars will be issued with 2550 litres, or five times the 1000kms allowance. Considering the high speeds at Le Mans, this is a much more realistic figure, and represents an increase of more than 15 per cent over last June's allowance of only 2210 litres.

In Group C2, the cars will be able to consume 1650 litres on the same basis, compared with 1430 litres in 1985.

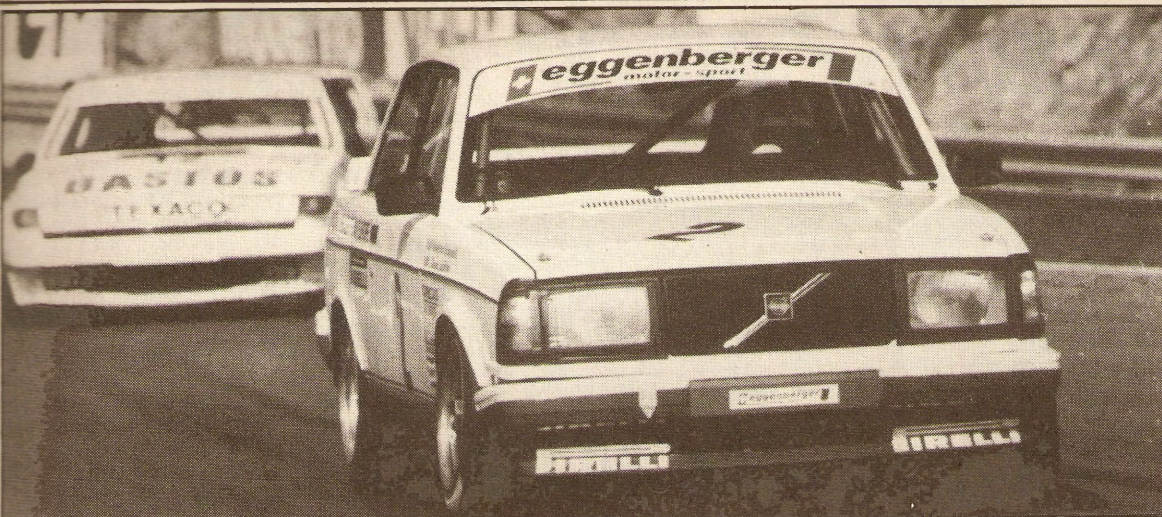
In June, the winning Joest Porsche 956 covered 5082kms during the 24 Hours.

Incidentally, FISA has also asked the ACO to show the chequered flag to the leading car — a sensible suggestion, if an optimistic one bearing in mind the circuit's record of crowd control. . .



New circuit at Jerez

A new, modern, motor racing facility is currently under construction near Cadiz in the Jerez region of Spain. The 2.6-mile layout has been devised through consultation with FISA circuit inspector Derek Ongaro, and the tarmac surface has recently been laid. The Motor Club Jerezano, promoters of the Circuito de Jerez de la Frontiera, plan to apply for F3000, etc and Renault Alpine Turbo cup fixtures next season.



The Brancatelli/Lindstrom Eggenberger Volvo on its way to ETC success after FISA's announcement that the cars are, indeed, legal.

ETC Volvos declared legal — and win championship

The controversy surrounding the homologation of the Group A Volvo 240 Turbo cars competing in the European Touring Car Championship was apparently resolved last week by the FISA Executive Committee in Paris. The cars were declared to be legal on Friday — and two days later, the Swedish marque secured the Drivers title in Estoril.

The affair has been going on for most of the current season, the central issue being whether the 500 'evolution' versions of the Volvo, as stipulated in the rules, were ever intended for sale to the public.

The 1985 evolution version of the 240 Turbo features different turbocharging, a water-injection engine with revised inlet and exhaust manifolds, and also aerodynamic aids. The inspection of the required 500 models was carried out by a FISA official in the USA.

However, it appears that none was ever sold to the public for 'normal' road

use. When rival teams expressed their concern over this situation, there was no official comment from Volvo, and FISA reacted by deciding, during July, to suspend the 240 Turbo cars after Sep 1.

Apparently, this decision was subsequently reversed by a FISA official acting independently, and the cars have raced since that date still in their evolution spec, although theoretically under suspension.

Last week's judgement by FISA seems finally to have resolved the situation and there now appears to be no question of the Volvo drivers losing championship points. A FISA statement, while stating that it appeared that certain cars had been modified after homologation, concludes: "Considering Art 251-2 of the present Appendix J, the Executive Committee has come to the conclusion, that Volvo did not violate the present texts."

However, FISA has also decided to alter the existing rule with immediate

effect, so that the relevant text will read, "Cars intended for the sale to the public must conform with the homologation form."

This text replaces "(Homologated) cars which are destined for normal sale to the public" and neatly puts the onus on the manufacturer, who will no longer be able to present modified cars for inspection, and then dismantle the modifications before selling them through the normal commercial channels.

Two days after the FISA decision was announced, Gianfranco Brancatelli and Thomas Lindstrom, the Italo-Swedish pairing who race the lead Volvo 240 Turbo of Rudi Eggenberger's Swiss-based ETC team, won handsomely at Estoril. With all their scores counting, they have therefore won the 1985 Drivers championship, having won six races in the series to the five of their nearest rivals, Tom Walkinshaw and Win Percy in the Bastos Rover Vitesse. Report: page 14.

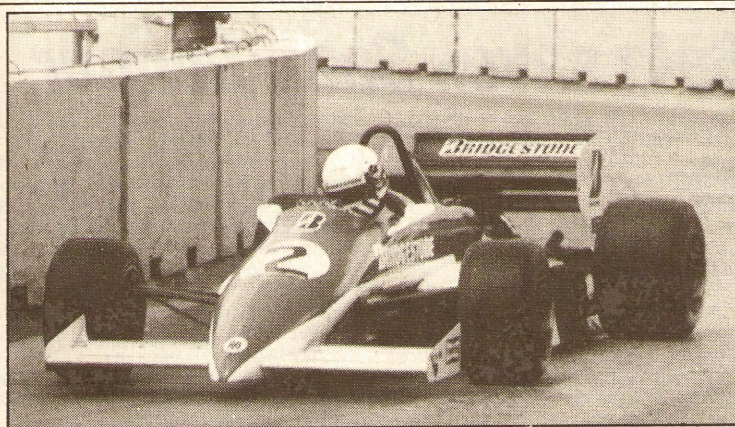
Gachot in the groove

Rapid Belgian Bertrand Gachot is virtually certain that he will contest the full British F3 championship next year, following his debut with Glenn Waters's Intersport Ralt at Silverstone last weekend. His race ended early, in the barriers at Club, but Waters and his men were pleased with his attitude and progress first time out.

Gachot qualified solidly in the mid-petitive midfield group (in which half a second would have gained him six places!), and started well, before getting too close to another car in the very fast right-hander. "I made a mistake through inexperience", commented Bertrand honestly, "and unfortunately the car simply did not forgive my error".

Co-sponsors of his graduation, with Marlboro — expected to fund him again in 1986 — were Econocom computers and *La Dernière Heure*, one of Belgium's most popular newspapers.

AUTOSPORT, OCTOBER 17, 1985



Control tyres for F3000

Avon Tyres last week confirmed their intention to tender for the contract to supply 'control' tyres for Formula 3000 next season, in answer to FISA's announcement that the present free tyre situation is to be abolished for 1986. The world governing body has invited tenders from all main manufacturers of competition tyres, but Avon — who have supplied the majority of teams in 1985 — are favourites to clinch the deal. FISA's ruling may anger Ralt boss Ron Tauranac, whose factory F2 and F3000 teams have been supplied, and sponsored by Bridgestone for several years. John Nielsen's Bridgestone Ralt is pictured winning Sunday's 1985 F3000 finale at Curacao. Report: p16.

F3 drivers to graduate?

A number of this year's Marlboro British F3 contenders are looking towards F3000 for their sport in 1986. Gary Evans and Cathy Muller are both discussing their options already, while Ross Cheever, Andy Wallace and Maurizio Sandro Sala have expressed their intentions to seek budgets over the winter. Dave Scott is also looking closely at moving up, again with his own small team.

"I can't wait to get my hands on something with a lot more power", grinned Wallace after Sunday's championship finale, "for I feel I've proved myself capable of handling it through my results this year".

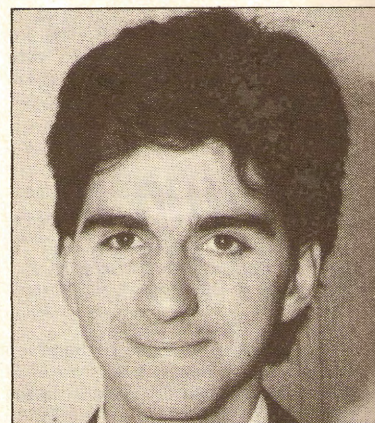
Mauricio Gugelmin, who narrowly beat Andy to the British title, may not have to take the European F3000 option (see separate story). Both Gugelmin and Wallace will receive a series of F3000 tests as part of their Marlboro prize course.

Reynard's Nova deal

Nova Engineering is to represent Reynard Racing Cars in Japan, handling sales, spares and service for the Bicestor marque, with immediate effect, from its Mount Fuji base.

The deal, finalised in the summer, was announced last weekend by Nova President Ryoichi Inose, who was Reynard's guest at Silverstone. His company has ordered an initial batch of four 853 F3 chassis, the first of which has a fitting kit for the new Toda Toyota power unit.

This car will be debuted at the Japanese GP meeting on November 3, before Kenneth Acheson takes it over for the Macau F3 festival.



Hill — F3 next year?

Running up the Hill

Damon Hill, winner of the frenetic Esso FF1600 finale at Silverstone on Sunday, was spotted in conversation with most of the leading British F3 team managers over the weekend. Impressive on his first test in an Eddie Jordan Racing Ralt mid-season, Damon is understandably keen to graduate next year, particularly since he has proved himself capable of beating anyone of late, with his Manadient/Ricoh Copiers Van Diemen.

All-star Macau GP entry

With four weeks remaining until the Intercontinental F3 championship encounter at the Macau GP (Nov 24), the entry list for the annual street circuit classic in the Far East is more or less finalised.

The traditional clash between the Marlboro Team Theodore and BAT rivals tops the bill, with Mike Thackwell, Emanuele Pirro and newly-crowned British F3 champion Maurizio Gugelmin carrying Philip Morris's hopes in Ralts against the Viceroy-liveried Reynards of

Martin Brundle, Roberto Guerrero and Johnny Dumfries.

Rene Arnoux's appearance in Murray Taylor's Flying Tigers Ralt-VW is eagerly anticipated, while John Nielsen and Jan Lammers (Watsons/Intersport RT-30s), and European F3000 champion Christian Danner (VW Motorsport Ralt) should guarantee fireworks.

Martini is represented by the Alfa-powered ORECA entry of Yannick Dalmas, plus Pierre Petit and Didier Theys, while Italian champion Franco

Forini, and rivals Fabrizio Barbazza and Alex Caffi are in Dallaras.

British championship contenders Andy Wallace, Russell Spence, Dave Scott and Ross Cheever are making the trip, as are German and Swedish champions Volker Weidler and Thomas Danielsson. Japan looks to Europeans Acheson and Eje Elgh (with new Toda and Tom's Toyota motivation in Reynard and Hayashi respectively) and Agri Suzuki's interesting works Nissan-engined Ralt for success.



Gilbert-Scott — F1 test offer.

RAM offers run to AG-S

Andrew Gilbert-Scott is to be given a day's testing in one of the Skoal Bandit RAM-Hart F1 cars at Silverstone shortly, by courtesy of John Macdonald. Gilbert-Scott, who put up his best F3 showing of the season last weekend, in Chuck McCarty's Systime Racing for Britain Ralt, has been watched with interest by the RAM Automotive boss in recent seasons.

Tingling in MTR RT30

Marlboro British F3 Class B champion Carlton Tingling was back in his racesuit for the first time since his August testing shunt at Silverstone on Sunday, to receive his accolade. The Jamaican, still nursing his damaged ankle and a very sore neck, decarded his crutches and collar for the occasion, on which he received an unexpected boost.

The championship sponsors, in association with Murray Taylor Racing, are to make available an A-class Ralt-VW RT30 for Tingling to run at Silverstone in a fortnight's time, when he will be sharing the track with MTR's Macau signing Rene Arnoux.

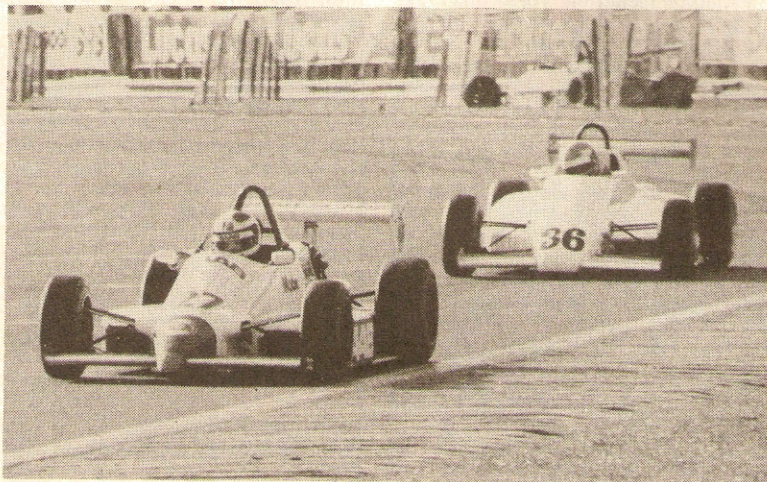
"We reckoned Carlton deserved the chance of a test drive", said Murray on Monday, "because he has gone very well this year with a private enterprise". Hopefully, the run will help to generate some finance toward's the Manchester-based driver's 1986 assault on the premier national series.

TWR loses court appeal against Shawcross costs

Tom Walkinshaw Racing has lost its High Court appeal against the demand of costs exceeding £70,000 arising out of the 1984 Shawcross Tribunal, set up under the auspices of the RACMSA to determine the outcome of the controversial 1983 Trimoco RAC British Saloon Car Championship. Following the hearing of the appeal, on October 8/9, the Tribunal's original ruling stands, and TWR will

have to meet the costs in full.

Judge Peter Gibson, presiding over the case, stated that the Shawcross Tribunal did have the power to make any order it deemed proper, and was within its rights in directing that the costs of the 1983 case should be wholly borne by the operators of the Austin Rover Group's team, whose Rover Vitesse cars were found to contravene Gp A regulations.



Maurizio Sandro Sala put on a dogged display, yet Saab's F3 future is uncertain.

Sala saves Saab honour

The return of Scan-Sport's Reynard-Saab team to the Marlboro British F3 series at Silverstone brought little improvement in the Brackley team's qualifying fortunes, although Maurizio Sandro Sala did finish a dogged eighth in Sunday's race, having started way back on the 10th row.

A leak in the throttle slide mechanism prevented the airbox from holding a vacuum at scrutineering, but 'Morris' went out in the knowledge that his time would subsequently be disallowed. He thus had to qualify in the slower

afternoon session, as did Julian Bailey whose engine ran a bearing early on.

The Saab engine installations in the Reynard chassis were extensively modified during the team's month long break from competition, and Sala's engine improved with the switch to Zytec management system, but a major development programme will be required over the winter if the 16-valve Saab power unit is to show its full potential in racing next season.

A decision on the future of the Swedish company's involvement in F3 is expected within the next few weeks.

F3 prizes for Esso men

Mark Blundell and Andrew King, champion and runner-up respectively in this year's BRDC Esso FF1600 championship, will be given F3 acclimatisation runs in an Eddie Jordan Racing Ralt RT30 at Silverstone later in the month, by courtesy of the series sponsor.

Blundell, leader of the RAC British FF1600 series with his Van Diemen, is expected to graduate to F3 next season (and has opened negotiations with some of the top teams), while the underrated King, a member of BRP's strong young squad, is also keen to move up.

BRIEFLY

■ On business in Phoenix, Frank Williams took the opportunity to look in on last Sunday's CART meeting at the one-mile oval — but had to leave before the race!

■ At Phoenix our American Editor heard a buzz that CART regular Geoff Brabham may be seen in the Australian Grand Prix — at the wheel of a third works Brabham-BMW...

■ Roberto Guerrero has re-signed for Dan Cotter Racing, and will run the entire 1986 CART schedule with new Marches.

■ FISA has redefined the various non-single-seater competition categories as Production Cars (Group N), Touring Cars (Group A), Sports Cars (Group B), Special Rally Cars (Group S) and Prototype Sportscars (Group C).

■ Following the accidents during the 1985 World Endurance Championships involving Manfred Winkelhock, Stefan Bellof and Johathan Palmer, Porsche plans to crash-test a Group C type 962C chassis in the near future, and will make the results available to FISA. The German national authority, the ONS is cooperating in the test.

■ FISA has legislated against the controversial 'double-skin' underbody on the Group C1 versions of the March 84G/85G sportscars. A communique states: "It has been decided to specify (in the Group C1 chassis rules) that no space may exist between the flat-bottom and the chassis-body unit." The change, which will affect such cars as the Cosmik Racing March-Porsche and the successful Nissan turbo engined Marches of the Hoshino and Hasemi teams, will come into effect on Jan 1, 1986.

■ Present at Silverstone for the Marlboro British F3 championship finale was Gabriele Seresina, head of the Reynard Italia concern, with his 1986 F3 team leader, 22-year-old Stefano Modena. The Italian Reynard agent has received his first 853 chassis, to be shaken down by the former World junior and European kart champion at Varano this week. The car is powered by a Novamotor Alfa Romeo engine.

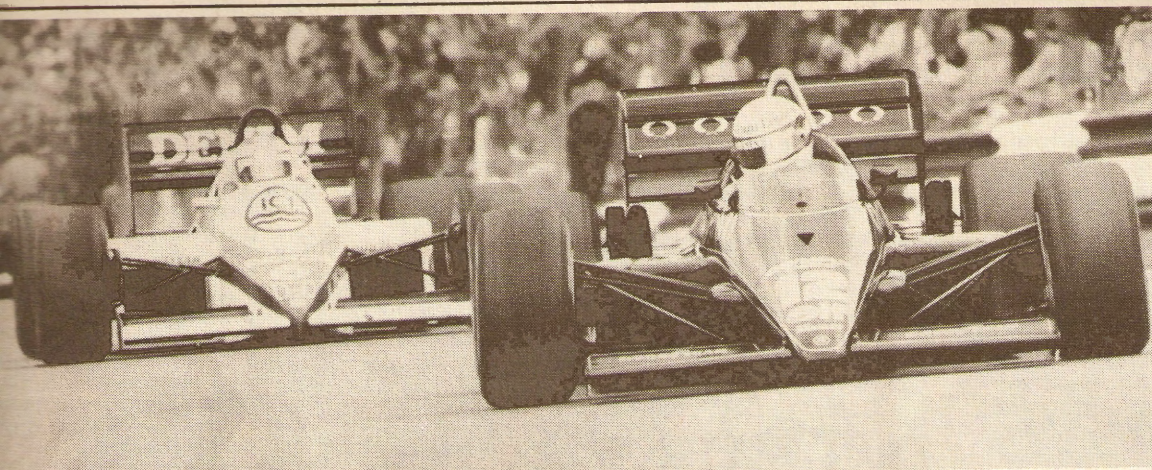
■ Madgwick Motorsport has concluded a deal to run Swedish F3 champion Thomas Danielsson at Macau, in a VW-engined Reynard 853. Negotiations are in hand to run a British hot-shoe alongside the rapid 20-year-old.

■ Anthony Reid's switch to David Price Racing's second Reynard-VW 853 at Silverstone last weekend was made possible by the late intervention of the Jim Russell Racing Drivers' School, which supplemented backing from Linn Hi-fi, Megas, TL Clowes and Systime Racing for Britain to secure the ride. The Scot is now seeking the finance for a second season of F3 in 1986.

Reid — seeking finance for '86.



Mobil



Senna leads Rosberg at Brands, but will the Lotuses be able to hold back the Honda-powered Williams at Kyalami?

Prost flat out at Kyalami

Despite all the speculations that the South African Grand Prix would be called off, 21 cars will be on the grid at Kyalami on Saturday afternoon. As we went to press, the only confirmed absentees were Renault, Ligier and RAM. Additionally, the Zakspeed will not be there, but then the German car was originally entered only for the European events.

New World Champion Alain Prost (see *Fifth Column* on page 38) says that, the title clinched, he can now get back to thinking about winning races again. At Kyalami and Adelaide, he says, he will simply go for it, and he believes his chances in South Africa to be excellent. Kyalami suits the McLaren well (Lauda and Prost finished 1-2 there last year), and Niki returns this weekend after

missing Spa and Brands Hatch.

Kyalami could well turn out to be one of the best races of the season. With the long straight down to Crowthorne horsepower—or top speed—is all-important, and could well give the Brabham-BMWs and Williams-Hondas an advantage over the McLaren-TAGs. It should not be forgotten that Nelson Piquet did an enormous amount of Pirelli testing at

Kyalami at the end of last season—not that in each of the last two South African Grands Prix the Brazilian has completed the first lap with no one else in sight...

Williams, though, are on something of a high at the moment, after their 1-3 result at Brands. Ayrton Senna was stunned by the power of the cars there—despite the fact that the Honda engines have lately raced with less boost, in the interests of reliability, Keke Rosberg and Nigel Mansell must both be front runners.

For all that, it would be no surprise to see the remarkable Senna take his seventh pole position of the year—even if the Lotus-Renault is unable to repeat the form in the race.

After their recently disastrous form Ferrari will be looking at least to finish the season well. Indeed Michele Alboreto, who finally lost all hope of the World Championship at Brands, was out in South Africa last week for a couple of days of testing.

In the absence of Ligier, Philippe Streiff will partner Martin Brundle in the Tyrrell-Renault team for this one race, returning to the French team for Adelaide.

Had the entry for Kyalami been very considerably reduced by withdrawals, there was some suggestion that both Tyrrell and Brabham would be prepared to run three cars. As it is, however, only the usual two-car teams will be operated.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 19 Kyalami (ZA)	FIA Formula 1 World Championship <i>Full preview above.</i>
Oct 20 Jarama (E)	FIA European Touring Car Championship <i>The season closer. Volvo already have the title tied up; so expect the TWR Rovers to be out for revenge and end the season on a high note.</i>
Oct 20 Croix-en-Ternois (F)	Marlboro French Formula 3 Championship <i>The penultimate round of the series should see Yannick Dalmas and Pierre-Henri Raphanel again in fierce contest, with Paul Belmondo out to snatch the spoils for a second time.</i>
Oct 20 Rockingham	NASCAR Winston Cup Grand National Championship <i>The NASCAR points system may seem quirky to the outsider, ie Bill Elliott has not tied up the series with 10 wins to points leader Darrell Waltrip's two, but it certainly keeps interest to the year's end. The Elliotts won't want to lose now, especially on the superspeedways.</i>
Oct 20 Fuji (J)	Fuji Grand Champion Championship <i>Sleek and fast, this new series provides good spectacle. Keiji Matsumoto won last time out and narrowly leads the series from Satoru Nakajima and Kazuyoshi Hoshino. All the F2 regulars take part.</i>

NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 20 Thruxton nr Andover, Hants	Racing Displays FF2000, RAC/TT FF1600, BARC/TT Junior FF1600, BARC Clubmans Sports, Wendy Wools Special Saloons, Monroe Prodsaloons, BARC/MGOC MGs <i>You can be sure that there will be fireworks in Hampshire. The FF2000 series may be settled, but there is a three-way battle in store between Mark Blundell, Bertrand Gachot and man of the moment Paulo Carcasci for the premier FF1600 honours. Survival of the fittest? Practice from 9.05 and racing starts at 13.30.</i>
Oct 20 Snetterton, nr Attleborough, Norfolk	Sabre Fabrications Pre '80 FF2000, BARC 1974-78 FF1600, National Mini Miglia and Mini Se7en, Champion of Snetterton FF1600, Duckhams Road Saloon, Jim Russell Racing Drivers School races <i>An eight-race programme to round off quite a few championships, with Jim Russell's internationally diverse students out to impress. Wil Arif and Jeff Greswell should be battling for the 1974-78 spoils, while AUTOSPORT's own Gary Barak will be a points contender. Qualifying from 9.30 and racing from 14.00.</i>
Oct 20 Lydden nr Folkestone, Kent	Libre, Tankerton Garage FF1600, Special Saloons, Hot Rods, bangers
Oct 20 Mallory Park nr Hinckley, Leics	<i>The final meeting in the Lydden circuit racing season. Practice from 12.30 and racing from 13.30.</i> Pre '74 FF1600, Unigas Champion of Mallory FF1600, Clubmans Register A Class

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Oct 20 Maasmechelen Belgium	FISA Internations Cup <i>More rallycross action from across the Channel.</i>
Oct 20 Bridlington, Humberside	Chequered Flag Beeford Autotest <i>Rounds of the RAC and ANCC Championships take place in the Princess Street car park</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.

BRIEFLY

■ The late David Purley's family has kindly agreed to allow Racing for Britain to present an annual trophy in memory of the very popular driver, killed in an aeroplane accident in the summer. To be known as the David Purley/Racing for Britain Trophy, it will be given to the driver who, in the opinion of the RfB Committee, shows most skill and sportsmanship in true Purley tradition.

■ Andy Rouse has already sold his Trimoco Saloon Car championship winning Ford Sierra, the turbo car destined for Andrew Maher in New Zealand. "Maher has asked me to come over to New Zealand and help with the initial sorting of the car and take part in the Wellington and Pukekohe races," said preparations expert Rouse. However, the four times saloon car champion will have to see how busy is his own business before accepting some winter sunshine.

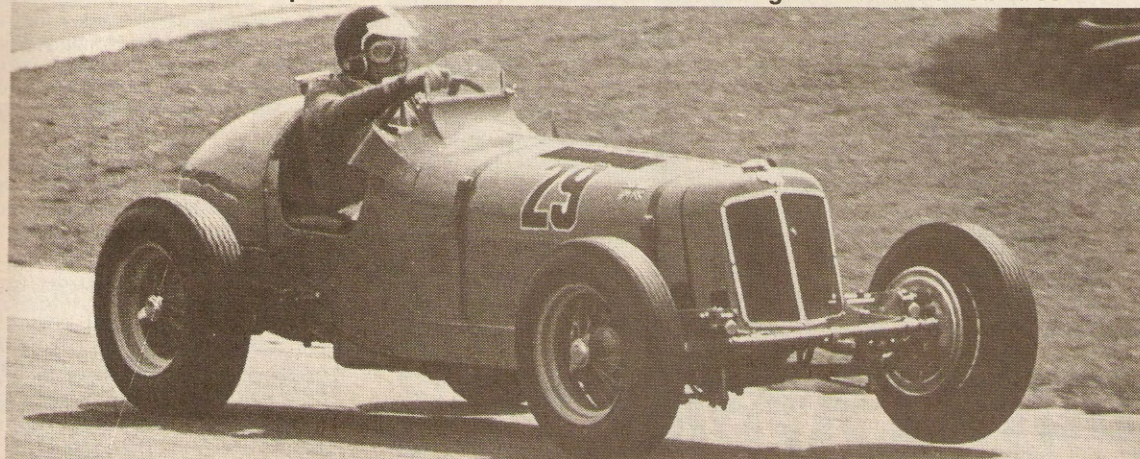
■ Dutchman Cor Euser, a Transatlantic commuter this season with FF2000 commitments in the States, made a brave showing in the leading Magnum F3 car at Silverstone. Having destroyed the Zandvoort pole-sitting chassis in a testing shunt at Club Corner the following week, badly dislocating his left shoulder, Cor started afresh with a new 853 last Friday, and did well to bring it home 12th, despite continued pain from his damaged arm.

■ Rumours persist that Van Diemen is planning to expand into the F3 market in the near future, although it is thought that the Norfolk marque will concentrate on its FF1600 and FF2000 machinery again next year. Ralph Firman's company previously dabbled in the senior category, of course, with revamped GRD chassis in the mid-'70s.

■ The Racing for Britain organisation had a successful presence at the Shell Oils Grand Prix of Europe meeting, selling more than £1000 worth of regalia, signing up 20 new members and raising funds in conjunction with Brands Hatch and Pirelli Tyres.

LONDON'S MOTOR SHOW
MOTORFAIR 85
 EARLS COURT OCTOBER 17-27

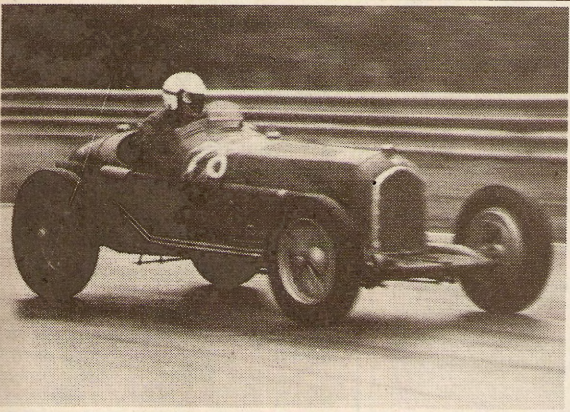
We continue our preview of the AUTOSPORT Grand Prix Racing Cars feature on stand 53.



Britain's major motor racing effort before the war was limited to a small number of ERAs, the name standing for 'English Racing Automobiles', which took part in *voiturette* racing — in effect the Formula 2 of its day, with a maximum capacity of 1½ litres.

The ERAs were the brainchild of a successful racer, Raymond Mays, and were designed by Peter Berthon, the engine being derived from the Riley straight-six. Their production ancestry didn't stop them being enormously successful in their class in the hands of such drivers as Mays himself, Richard Seaman (who went to drive for Mercedes-Benz), Earl Howe, and Prince Birabongse Bhanubadh of Siam (who shortened his name to 'B Bira', for obvious reasons!). In fact the car on display, ERA R5B, is still finished in the blue and yellow of Siam.

Although of fairly unadventurous design by Grand Prix standards, with a channel-section chassis and cart springs at each corner, they were highly competitive even after the war in F1 and Formula Libre racing, partly due to their incredible reliability and strength. At a present Historic race meeting, no fewer than 14 of the total of 17 that were built appeared on the grid. 'Remus', as Bira called his car, is owned by the Hon Pat Lindsay, and is reputed to give over 300bhp at the back wheels — fifty years after it first appeared!



The Alfa Romeo Tipo B (or P3, as it was nicknamed) is generally regarded as one of the greatest ever racing cars. Penned by a genius, Vittorio Jano, it featured a supercharged engine (with valvetrain in the middle, between two blocks of four cylinders) which initially gave 215bhp from its 2.6 litres. Another odd feature of the car was its transmission — the differential was directly behind the gearbox, and drive to the back axle was via a pair of propshafts to bevel gears in the axle. The intention was to give a lower driving position, but the Tipo B is still a lofty car with the driver sitting on the propshafts.

It was almost totally invincible in its first year, 1932, especially in the hands of the great Tazio Nuvolari. Alfa Romeo withdrew the cars from racing in 1933 for economic reasons but, when it looked as if Maserati might dominate, they brought the Tipo B back under the control of Enzo Ferrari for 1934.

This year saw the start of the 750kgs Formula 1, however, and soon the silver Mercedes and Auto Unions swept the Tipo B aside — but not before Nuvolari drove one of the greatest races ever seen, at the Nürburgring, to beat the Germans on their own home ground in what was, effectively by then, an obsolete car.



The first — and for some time the only — 'Grand Prix' was held on a circuit near Le Mans in 1906, while by 1908 'The Grand Prix' had become the pinnacle of motor racing, and had moved to a triangular 48 mile circuit near Dieppe. In 1907, too, an International Conference was arranged to settle on a universally accepted set of regulations for racing, and came up with the rules that minimum weight had to be 1100kgs (2400lbs) and bore 155mm (6.1ins) for four cylinder engines or 127mm (5ins) for sixes. Thus the 15, 17 and 19 litre monsters of the year before disappeared, but even so the average capacity of the entries for the 1908 GP was around the 12 litre mark. Considering the size and weight of these monsters, the skinny tyres, the dirt roads and the length of the races — winner Lautenschlager on a Mercedes took nearly seven hours to cover the 10 laps — it is no wonder that this period is called the 'Heroic Age' of motor racing. The 1908 Itala on display is one of the survivors of the race and, driven by Cagno, finished 11th. It also has a near-continuous racing history, including stints at Brooklands, and is one of the best-known cars in VSCC circles. It is owned by Jack Williamson.

What's on at Motorfair

Motorfair at Earls Court promises to be one of the most exciting shows ever in London. For a start, the stunning MG EX-E prototype which took Frankfurt and the Germans by storm will be the highlight of the Austin-Rover stand, and will undoubtedly attract the crowds. Running it a close second should be the Nissan dream car, the MID 4. Hidden under a rather bland exterior is some exciting engineering, such as a four-cam, 24-valve V6 engine, four-wheel drive, and even four wheel steering!

Coming down to earth, there is a host of new cars on display — and we mean 'new'. Such as the medium-sized Mercedes-Benz, large, luxurious and beautifully made cars with superb dynamics (expect a road test of one soon). You can't miss them — they look just like the 190, only bigger! Then there's the exciting new Saab 9000, a car as pretty as the current range is ugly, and it's near sister, the Lancia Thema. The name's the same, but the car's totally changed: Toyota's Celica is all new, a sleeker Celica with front-wheel drive.

From Italy there's the understated but stylish new Alfa Romeo 90, and the Italo-Japanese cocktail, the Arna, while from Spain comes one of the most interesting new marques — for that is what it effectively is — the Seat. With Porsche-designed engine and gearbox, Giugiaro styling, Karmann body engineering and VW know-how, this should be a range of machines to take Spain straight into the 1990s. Another strange name to British shores is that of Isuzu with their very attractive looking Piazza Coupe.

There are also plenty of modified, as distinct from brand new, cars on show. Most enthusiasts will, no doubt, head straight for the Ferrari stand and drool over the Testa Rossa and 308GTB and GTS, perhaps detouring via the Lamborghini stand to cast covetous eyes at the astonishing 4-valve Countach and the only slightly less desirable — and cheaper — Jalpa. Look, too, for the four-wheel drive versions of Ford's Sierra and Granada, a foretaste we suspect of much to come. BMW won't have their 4WD car at Earls Court (it's not due in the UK until late next year), but there is the fleet new 325i to be going on with. You can also see the revised Panther Solo, now with Cosworth power and four-wheel drive.

But this is also the year of Motor 100, and for the historic car enthusiast there is a magnificent display of old cars, from an 1892 Benz on down through the ages. On our own stand (53), there are 12 mouth-watering and extremely famous Grand Prix cars, which we've been featuring over the weeks — the 1908 GP Itala, the Alfa P3, the Bugatti Type 35, the ERA, the fabulous Auto-Union, the Talbot-Lago, the 250F Maserati, the P25 BRM, the Mk16 Lotus, the Lotus 49, the Ferrari 312T3 and, rounding the display off, the McLaren MP29.

See you there!

MOTORFAIR '85

Venue: Earls Court Exhibition Centre, Warwick Road, London SW5 9TA. 01-385 1200

Dates: October 17-27

Hours: 10.00-19.30 every day except last day: 10.00-17.00

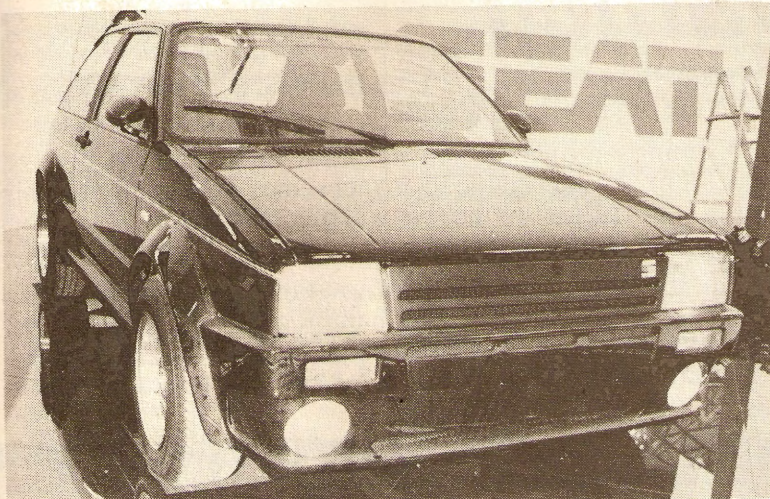
Prices: £6.00 opening day, thereafter £3.50 for adults, £2.00 for children and OAPs

Whichever way you slice it, the cramped spaces of Earls Court force the exhibitors to try harder than in the barren wastes of the NEC — and, by heaven, it shows.

There's more glamour and glitter and razzmatazz in West London than you ever get in Birmingham, and Motorfair 85 has to be one of the best shows ever.

On the ground floor the major manufacturers have gone to town, but it's upstairs that some of the best cars are on show. This year is the one chosen by the British to celebrate 100 years of the car, and there's a mouth-watering display of historic cars from the year dot — and, with no trade stands, there's plenty of viewing space.

Have a good look downstairs, but spend a lot of time browsing upstairs too: you won't be disappointed. These photographs — taken on Tuesday afternoon — provide just a taste of what there is to see. Our full Motorfair report will appear next week.

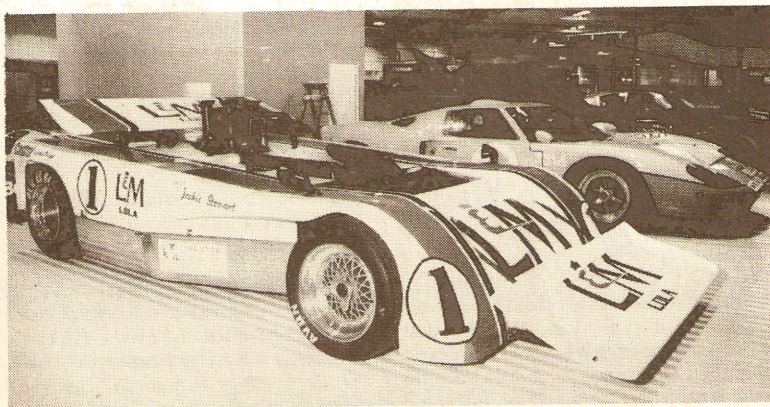


Hot little hatchback from one of the hottest marketing companies at the moment — this is the Seat Ibiza 1.5GTi, which has Porsche-designed engine, and a Giugiaro-styled body.

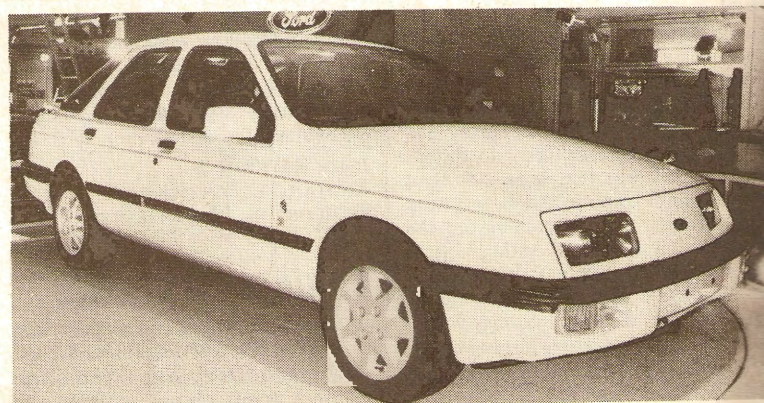


One to interest the rally enthusiasts is the Vauxhall Astra 4WD Rally, *née* the Opel Kadett 4WD — GM's answer to the Peugeot 205 Turbo 16, Audi Quattro Sport, Ford RS200 and others of that ilk.

Jackie Stewart had some successes in CanAm racing with this fearsome, and brutally ugly, Lola T260 (right) back in 1971, an effective rival for the all-conquering McLaren Group 7 racers. Not only have Toyota launched the new Celica (below), but they've put the experimental four-wheel drive GT-four on show too — a mirror underneath lets you study the mechanical layout.



Don't be put off by those ordinary-looking lines — the badges on the side and those alloy wheels tell you that this is the Sierra 4x4, a stunning performer in every respect, and a replacement for the XR4i. This is one of the many four-wheel drive cars which will appear on the scene fairly soon, although none from BMW or Mercedes-Benz is on show at Earls Court this year. Look for 4WD conversions too . . .



Positive steps

Generally speaking, last week's FIA Plenary Conference in Paris, reported extensively this week in *P&P*, has been disappointing with regard to Formula 1 racing. The FISA Executive has not been able to publish a provisional calendar for the 1986 Grands Prix and, in spite of very considerable discussion during the past two months, it has been unable to identify solutions to the problems of F1 qualifying which can satisfy a consensus of opinion.

We can sympathise with FISA, which recognises that outrageous power outputs from special qualifying engines have become a very serious problem. All manner of solutions have been suggested, and rejected on understandable grounds. AUTOSPORT hopes that FISA will not be discour-

aged, and will continue to pursue the matter with urgency.

On the other hand, we applaud the various measures which have been approved in a revitalised package for the Sportsscar World Championship. Having been captivated by the excitement generated by the annual 'supersprint' race at the Norisring, we are particularly delighted that the FIA's Group C series is to get the shot in the arm of its inclusion as a fully fledged championship race. The promoters at Brands Hatch, Mugello and Shah Alam now have the option to adopt a similar format for their championship events, and we urge them to take it.

Porsche versus Lancia versus Jaguar on the Brands Hatch 'Indy' short circuit? What a spectacle...

Perseverance rewarded

On Friday of last week, FISA announced the dates for the 1986 FIA European Rally Championship. AUTOSPORT is pleased to note that the Manx International Rally has attained the accolade of coefficient 4, the highest grade in the series.

Over the past few years, the organisers of the rally, headed by Neil Hanson, have worked hard to bring their event to this standard with various changes to the format. Some have been subtly made while others — such as the switch to an all daylight, lap system — have caused comment from several quarters, not always readily approving.

Nevertheless, as could be seen during last month's Tudor Webasto backed event, the Manx has now developed into a

typical European-style rally, and the FISA decision justifies all that the organisers have done.

Coming some way before the end of the European calendar, the Manx should be able to attract some of the championship front runners, a situation that will please sponsors, spectators and fellow competitors alike.

For the first time, Britain can now boast an important round of the European Rally Championship. Therefore we congratulate the Manx organisers, and trust that they will maintain the high standards they have set for themselves for some time to come.

CORRESPONDENCE

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

The rain at Fuji

Kunihiko Akai's report (Oct 10) on the Fuji 1000 ends with the question, why the European OSCAR teams would not race, although the Japanese teams mostly continued to the end.

As our Team Manager, Keith Greene, chaired an informal meeting of the OSCAR teams on race morning which led to their withdrawal from the race proper, I think an answer from our team might help.

Although the track was exceptionally slippery after a duration and intensity of rain rarely experienced in Europe, and cars were aquaplaning everywhere in the 7.50am warm-up, this was not really the problem. The drainage of the track was unable to cope with the downpour, and sheets of water were standing on the straight and at several other places around the circuit. I stood beside the grid an hour or so before the race started, and the water was over the top of my shoes!

The result was that huge clouds of spray were thrown up, and drivers were able to see virtually nothing beyond the car immediately in front. As the field was large and speed differentials amounted to 50mph on the straight, we felt unable to ask our drivers to risk entering a wall of spray at racing speeds with no way of telling what lay beyond — a multiple pile-up was our worst fear. To have gone

racing with such a densely packed field in these conditions would have been motor racing's answer to motorway madness, and after the lessons learned at Mosport and Spa, no one in OSCAR was in a mood to push their luck out to the ragged edge.

The Japanese crowd was tremendously sporting about the whole thing, standing patiently in the teeming rain for hour after hour, no one making tracks for the car park. We were glad that they could enjoy a quite exciting race in the end, after having a chance to see the whole field behind the pace car, and most of us in the paddock thought that Hoshino's super drive would have won him the race even if there had been no withdrawals.

Perhaps a point comes in motor racing where discretion amounts to faint-heartedness, but I believe that was not the case at Fuji, and that a shortened race made tolerably safe by the reduced size of the field was the best solution.

JOHN BRITTEN
RICHARD LLOYD RACING
SILVERSTONE, NORTHANTS

Eligible for points

As far as I can tell, no one seems to have considered whether Renault and Ligier will have to forfeit their World Championship points by not going to next

weekend's South African Grand Prix.

The rule states that, in order to be eligible for points in the Drivers and Constructors series, teams must contest all the rounds.

If this rule is not to apply, then surely Zakspeed and Jonathan Palmer would have been able to score points, even though they have done only the European races.

JOHN TATTERSALL
WARLINGHAM, SURREY

A good point, Mr Tattersall. We are informed by FISA that this very question is due to be discussed by the Executive Committee when it next meets, in December. Presumably, Renault and Ligier will plead force majeure on the grounds that their hands were forced by France breaking off diplomatic relations with South Africa. — Ed.

Brooklands — a monument lost?

The story in *Pit & Paddock* in your Oct 10 issue, concerning the uncertainty or otherwise of Brands Hatch's future, brought to mind an article I have recently read in *New Civil Engineer* magazine, concerning the unhappy history of Brooklands race track since the Second World War.

Brooklands is one of the most important monuments to the early develop-

ment of motor racing that this country has. It has survived many years, albeit in a very dilapidated condition. Situated near the M25 and next to the fast main-line rail service to Central London, it could surely, with the help of some visionary financing, have formed a centre for motoring history in this country.

Indeed, with substantial reworking of the surface, could we have seen Indycars in there element on European soil?

Much has recently been made of the restoration of a short section of the Members' Banking by a developer who is currently building an office block at the track. However, this work forms part of a planning deal which has resulted in the destruction of the most substantial length of banked track that has been lost to Brooklands since it was completed in 1907. Ultimately, both the district and county councils seem to be intent on turning Brooklands into a gravel pit.

ROBERT WALLIS
BEXLEYHEATH, KENT

By Jupiter!

I was interested to see your reference to Prof Eberhorst in your preview of Motorfair 85 (*P & P*, Oct 3).

Readers who plan to visit your exciting collection of GP cars may care to know that following Eberhorst's success with Auto Union, he went on to work with

AUTOSPORT, OCTOBER 17, 1985

ERA, designing a chassis to utilise Jowett Javelin running gear. This project led to the production of the Jowett Jupiter sports car of 1950. The marque's competition success was a fine tribute to his original design, and even today a small but enthusiastic band of competitors achieves creditable results. A class win in the recent Coronation Rally was the latest Jupiter conquest!

GEOFF MCAULEY
JOWETT CAR CLUB

Sticky problem

Through your pages may I appeal to makers of stick-on competition numbers to think of the hundreds of regular competitors whose cars need to wear different numbers weekend after weekend and therefore to start making numbers with low tack adhesive instead. The present viciously tenacious things take ages to remove and even then (provided they haven't brought all the paint off with them!) leave behind a gooey muck-collecting mess that is near impossible to get rid of. I have searched the competition accessories market to no avail.

How about it someone?

BILL GOODMAN
SELY OAK, BIRMINGHAM

Historical interest

As an amateur motor racing historian I wonder if there are any like-minded enthusiasts, professional or otherwise, who would be interested in the setting up of a British Motor Racing Historical Society?

The aims of the society would be:

1. The collection, preservation and cataloguing of historical material.
2. The publication of articles researched by members.
3. A register of articles researched by members.

I would be pleased if any potential members could write to me, giving details of their particular interests and any ideas they might have to help get the society off the ground.

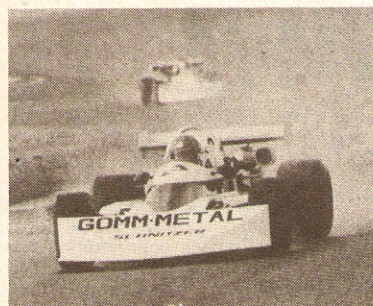
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CLEVELAND RS15 0EH

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Ten years ago this week (AUTOSPORT, Oct 16, 1975) our GP columnist Jody Scheckter, discussed various tantrums at the US GP and condemned Clay Regazzoni for holding up Fittipaldi while team mate Lauda escaped. This led, as mentioned in *Then as Now?* last week, to 'Regga' being black flagged and Ferrari team manager, Montezemola, punching the Clerk of the Course. 10 years on, the same blocking ploy — admittedly more temperate — was seen to be alive and well and living in the form of Keke Rosberg, at Brands Hatch Oct 6. Keke, of course, went without admonishment and it is difficult to imagine archetypal Englishman, Frank Williams, hanging one on the Clerk of the Course had he not ...

Meanwhile, Maranello fortunes are not matching up to those of a decade ago. Instead of Lauda winning a title, Alboreto has been losing one — the only fireworks from Ferrari at Brands emanating from the unfortunate Italian's turbo-charger.

The new Brabham Alfa BT45 was announced and it was, of course, the first Cheshington product to utilise the Milanese flat-12 engine. Although simi-



lar in appearance to the neat BT44, it was to be the main reason for team leader, Carlos Reutemann, seeking pastures new at the end of the following season.

Over at Vallelunga, Vittorio Brambilla (above) was an effortless winner of the two heat 25th Gran Premio Rome while Patrick Tambay had the biggest accident of his career, fortunately without injury. This was before he visited Monza in 1977 remember ...

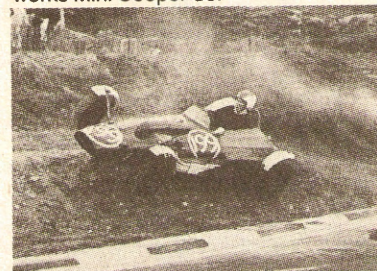
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Twenty years ago this week (AUTOSPORT, October 15, 1965), there was the Le Mans winning NART Ferrari 250LM of Jochen Rindt/Masten Gregory on the front cover. Pardon? I thought you said... Yes, quite. But there it was, and very nice too. But its relevance to the week's magazine? Twenty years ago the front cover was the only place AUTOSPORT could illustrate cars in colour, hence the Sarthe winner. Simple, eh?

The major news in *Pit & Paddock* that week, however, was Ford's announcement: to build a Formula 1 engine for Team Lotus in conjunction with Cosworth Engineering. At the time, Colin Chapman envisaged the unit to be of 3-litres capacity, unsupercharged, and to have at least 12 cylinders. Not quite, but near enough. The ubiquitous eight cylinder Ford-Cosworth DFV was the result, only retiring from Grand Prix racing this year. Next year Beatrice will spearhead Ford's latest attack on the GP world with the long-awaited four-cylinder turbo engine. Then as now?

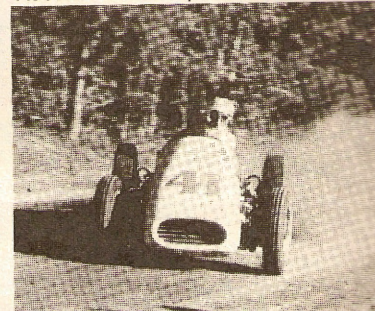
There was plenty of national racing reportage in the magazine that week, the BARC putting on a splendid show at Silverstone. A huge startline shunt — thankfully, no one was hurt — was a major talking point of the day. Spectacle seemed to be the order of the week, for B Cowley's 750 Special was caught on camera some feet wide and high of the tarmac on his way to a class victory (below).

Internationally, we had a report from Mount Panorama, Bathurst, the 'Armstrong 500' falling to the private Ford Cortinas in a 1-2 finish for the cars (Seton/Bosworth and McPhee/Mulholland) beating off the advances of the works Mini Cooper Ss.



30

Thirty years ago this week (AUTOSPORT, October 14, 1955), the competitors at the last Brands Hatch meeting of the year were faced with a serious proposition: to retrieve the outright circuit record from a motorcyclist... one John Surtees. This challenge was taken up by the cream of the 500cc competitors and the meeting was a cracker. George Wicken got the jump at the start of the final, but Jim Russell was soon past. Their pace was



so rapid that the magazine described the cars as looking as though they were on speeded-up cine film. The outcome was that Russell broke clear, but Wicken and Iver Bueb were involved in a furious scrap until Bueb burst by, setting the first sub 60s lap, although his car went sick last time round and Wicken came through for second.

The two other events that dominated the news were the Paris Salon and the Pikes Peak hillclimb. Second in age and tradition on the American calendar to only the Indianapolis 500, the Pikes Peak event saw a record time for its 12.42 mile course set by Bob Finney in his Frenzel Special. And three young whipper snappers by the name of Unser (Louis, Jerry Jr and Bobby) ran through to third, fourth and fifth respectively, while their uncle, Louis (above), a nine-time winner, had to make do with 11th...

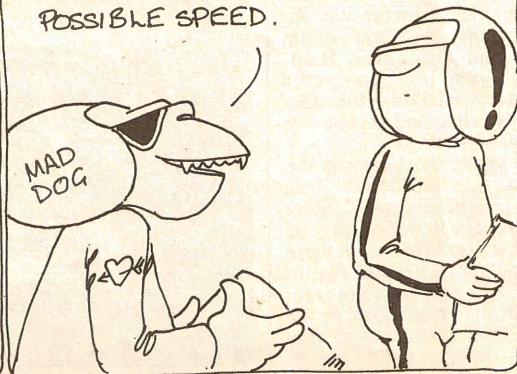
Twenty one years often signifies the 'coming-of-age', but in Paris in 1955, it meant the coming of a new Citroën, the first for 21 years. The DS19 was truly the star of the show. It was futuristic, entirely functional and seen to render half of the cars in production out of date. It was truly a car ahead of its time...

CATCHPOLE BARRY FOLEY

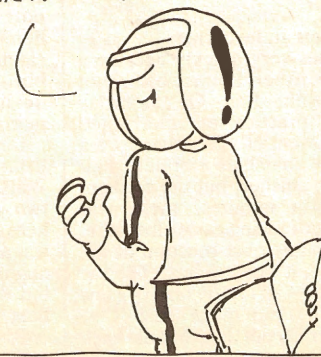
GREAT BOOK THIS - IT QUOTES FANGIO AS SAYING....



...THE BEST RACING DRIVER IS THE MAN WHO WINS AT THE SLOWEST POSSIBLE SPEED.



THAT MAKES DEREK BELL THE GREATEST CHAMPION EVER - HE WASN'T EVEN MOVING.





The rush for the first corner . . . Eventual winner Brancatelli keeps the Volvo's power down to ward off Walkinshaw's Rover and the rest of the pack.

Volvo's ETC crown

Last Sunday's exciting race at Estoril eventually saw another one-two finish for the Volvo turbo cars (now pronounced legal by Paris), the ETC title going, therefore, to Gianfranco Brancatelli and Thomas Lindstrom. However, the Rovers put up a strenuous fight, the lead in dispute throughout until a costly error in the pits gave the Swedish cars the race.

QUALIFYING

The hills above Estoril are the sort of place they use to film spaghetti westerns — just the sort of scenery for a showdown. A few kilometres inland from the palms and seafood of the glorious, sun-soaked coast, the circuit nestles under crumbling mountains, all heat and dust where the people of Lisbon come from, in their VW Brasiliats and Mercedes and BMWs of dubious vintage, to watch motor racing.

European Touring Cars have not been to Estoril since 1978 but, with motor racing in Portugal booming, this was an obvious choice. Of course, there have been changes: the track has been relaid and the pits rebuilt. There are the FOCA regulation size run-off areas, and in true FOCA fashion there is chain link everywhere. But there are still a few reminders that Group A is still relatively small-time.

What was this at the corners?

The haybales very quickly became a hazard. Hot weather, hot hay bales, hot cars. The result: fire. On Saturday morning, first practice was interrupted when a BMW went off. First there was a small fire, the marshals emptied their small fire extinguisher, but the car kept on burning. In minutes, there was £35,000 worth of racing car well ablaze. Despite the frantic over-reaction of the circuit firemen, it was too late. The car was burned out — all for the sake of a few haybales. That cannot make sense . . .

All this naturally put the schedule back

and the Clerk of the Course issued *comunicados* galore to keep everyone informed of progress. "The clerk of the race is implementing measures to prevent the official timetable of the afternoon section," they declared. What could they have meant? In the paddock they puzzled over that one, as they sought shade from the blistering sunshine.

In the last war, neutral Lisbon was the centre of intrigue and this weekend was no different. Come Friday night there was news from Paris. The Volvos were correct in their homologation, and despite a strong recommendation from the FISA Technical Commission to throw the cars out (a 9-2 vote), the cars were legal. Fair enough. The decision was greeted by their rivals with resignation, but this, of course, mattered little to the men at Eggenberger, who were suddenly in with a chance for the title. It is not their problem to worry about homologation, and Gianfranco Brancatelli did his usual trick and set a blistering pace on Pirelli D7s — the super qualifier. Pole was his, and no one was going to get near him.

Lining up alongside the Volvo on the front row was title challenger Tom Walkinshaw — just the same as at Zolder two weeks before. The Rovers were good here, the match of the Volvos, but there was a worry about tyres. Yes, the Pirellis might pick up extra rubber in the race, but the Dunlops might fall apart in the heat. Only the race would answer that one. "I don't think it's for me to

comment," said Walkinshaw of the FISA decision. But it hurt.

There were no great surprises in the top qualifiers: 'Branca' and Tom at the front, next up, Steve Soper and alongside him Ulf Granberg in the Luna Volvo. Yes, they were back again, but in a new form. This was *not* the Luna team we have seen all year, aside from the drivers and the team manager, everything else had changed. There was a new car, a new management system featuring a curious new device called 'traction control'. The brain of the engine let the driver do anything, but in the corners it took over. Do drivers need a brain these days?

The third row featured Jeff Allam alongside Pierre Dieudonné: a Rover versus a Volvo again. Pierre had his first try at Pirelli qualifying rubber here — Sigi Muller usually qualifies this car — and on this occasion the two drivers split the tyres. It would have been better to give both sets to just one driver, as both could do just half the job. They ended up sixth on the grid as a result.

The Schnitzer team was back once

more and Gerhard Berger and Roberto Ravaglia put their 635 in seventh slot; this time it was Ravaglia who set the time. The two are not so far separated . . .

Alongside the BMW, though, there was interest aplenty. A works Ford Sierra from Ford Koln with Klaus Ludwig and Klaus Niedzweidz (still hobbling after his recent accident) driving. No doubt about it, these are the cars for next year. Incredible in a straight line, but horrible in the corners, — remember the Volvos last year? —

The second Sierra was on the next row. German F3 man Manuel Reuter, teamed for this weekend with Portuguese veteran Mario Cabral, who used to race F1 way back in the early sixties. This was to be his first race in 10 years.

Thereafter more local men began to show. There was the Funador Volvo — a Portuguese Group A regular — and then the second Schnitzer Bee Em with Dieter Quester teamed with 1985 Portuguese champion, Manuel Fernandes. How did the car handle? "Brrrrrr," said Quester succinctly. It looked all over the place.

Further back the CiBiEmme entries were in action again, their drivers a few years older than the rest, but their engines good. Umberto Grano was back alongside Georges Bosshard, and Emilio Zapico was now recovered from 'old age' and partnering Maurizio Micangeli.

Class B was led, as ever, by the BMW 323i of Winni Vogt and Markus Oestreich well clear of the rest, while in the baby class the VW Golfs were showing well. This was a Golf circuit, no doubt about it, the Toyota Corollas well off the pace. Paco Romero and Xavier Mirander were well clear of the opposition.

For once, they all agreed, this would be a race of tyres: Pirelli versus Dunlop, with the Ford Sierras on Goodyears just for good measure. With the championship to settle . . .

RACE

All the politics of this year meant nothing as the grid came thundering through at the rolling start. The race was on — the title up for grabs. Brancatelli used all the power of the Volvo to take the lead, as expected, with Walkinshaw and Soper right with him.

Midway through lap 2, Walkinshaw made his move at the corner before the long straight behind the pits, he led as the cars crossed the line for the second time, Soper having followed him through to demote Brancatelli to third. Those early laps saw a battle royal as Walkinshaw tried to beat off the Volvo, with Soper, Granberg and Allam all in there, the five cars running nose to tail. A gap quickly appeared to Ludwig, who was having his work cut out keeping Berger and Dieudonné at bay. This was going to be a

The Portuguese pairing of Contes/San Nogueira led Class B before a spin two laps from the end.



real race.

The top five were just beginning to drop Granberg, when, on lap 12 as they came up to pass the first of the backmarkers, Walkinshaw came upon the errant VW Golf of Van Dalen. Tom was knocked into a spin out of the race, and suddenly Soper was in the lead, Allam having found a way through to second.

It was logical for Soper to drop the pace to allow Walkinshaw to catch up, and for five laps the two Rovers held the Volvo at bay while Walkinshaw really charged back through the field. Then suddenly Allam was ahead and away, leaving Soper to fight off 'Branca' — a curious manoeuvre considering the circumstances. "You'll not believe me," said Walkinshaw, "but there were no team orders until after the final stop." Orders or no orders, Jeff left Steve to keep Brancatelli behind him and set off on his own. Steve did just what was asked of him. It was a pretty fraught battle, Soper veritably flinging his car onto the main straight in his efforts to stay ahead of the Volvo. It was to take its toll. When Soper finally relinquished his place, Walkinshaw was right up there again, but Soper had ruined his tyres.

Brancatelli took second place on the 23rd lap but three laps later he lost it to the charging Walkinshaw, while Soper dropped away, his job done.

Behind all this excitement, Dieudonné had forced his way past both Berger and Ludwig and was by now in a fairly safe fifth, while Berger had to pit, his left rear in tatters, leaving Ludwig to fall back into the clutches of the Portuguese Volvo.

Class B was being led by a charging Bernard de Dryver, just clear of his Luigi team mates — Pedro Meireles who drove an inspired race — and Giorgio Francia. The BMW 323i of Vogt/Oestreich had already called into the pits with a broken accelerator pedal. In the baby class, Paco Romero in his Marlboro Golf was already building himself a healthy lead.

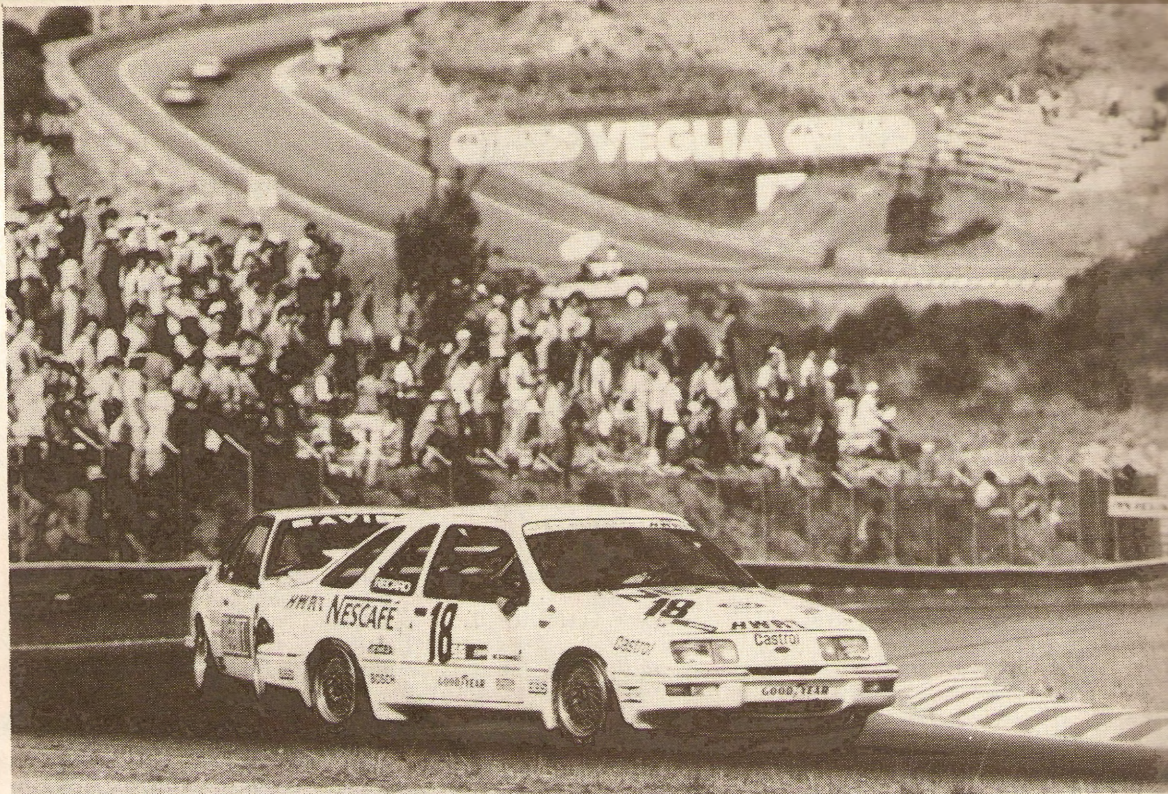
Back at the front, Walkinshaw — driving really well — was closing on Allam with Brancatelli unable to keep up the pace of the Dunlop runners. The Rovers, though, were planning on two stops. First in was Soper, his tyres wrecked on lap 36. Allam came in two laps later to hand over to Armin Hahne, and by then Walkinshaw was ahead again — with Brancatelli right on his tail. The team boss pitted just two laps later and suddenly Brancatelli had a big lead, with Hahne and Win Percy (who had taken over from Walkinshaw) battling it out with Dieudonné in the second Eggenberger Volvo.

Gradually the two Rovers pulled away, but Brancatelli was still ahead. . . . On lap 54, in came the Volvo for its scheduled mid-distance stop, and the Rovers were ahead again, Hahne just leading Percy. The two Rover drivers looked for all the world as if they were fighting it out. Surely not?

For 20 laps, the Rovers looked strong, Lindstrom, who had taken over from Brancatelli, unable to make any inroads into their lead. Further back, Granberg and Meireles contrived to produce the biggest dust cloud of the weekend when they tangled on lap 23, Pedro being very upset by the incident — this, after all, was his home event. Granberg himself just shrugged, "An Alfa moved over on me." A Volvo versus an Alfa — no contest. Both were out. Berger, in the meantime, was making dramatic progress after his early stop, fighting his way through to sixth place.

The Ford Sierras were in trouble — their handling in the corners increasingly exciting.

Up at the front, the Rovers had it all



Two Sierra turbos appeared in Estoril. This is the Reuter/Cabral example. Below: Too close to the haybales and this is what happens . . .

under control, Percy and Hahne both driving well to keep Lindstrom behind, with Dieudonné battling on although unable to make an impression in fourth. That was, until they came to their second pit stop. Disaster struck. Confusion over the radios saw Percy pitting and Hahne — some 20secs down — coming in behind. The Rover crew worked on the leading car as Hahne arrived. Two in at the same time. Then, a front left wheel stuck on the Walkinshaw/Percy car. In the chaos (and it was), the team overlooked Allam (who had replaced Hahne) in the second Rover. For a lap and a half the second Rover sat there, waiting . . . Then someone had the bright idea of sending Allam out for a couple of laps while the crew prepared for the stop — working on the Walkinshaw car at the same time.

The result? The two Eggenberger Volkos cruised away into a comfortable lead. Walkinshaw was stuck for almost five laps as the crew replaced the front left wheel assembly. Allam came in again two laps later for new rubber and a refuel, but by then it was too late . . .

In the excitement, it was easy to overlook the demise of the Soper/Joosen Rover with an oil leak.

There was to be no catching the Volkos. Walkinshaw, once his car was back together, had an impossible task, but battled on until another oil leak



brought about retirement on lap 93. The Volkos sailed on untroubled, the championship within their grasp. Berger had handed over to Ravaglia, and the leading Schnitzer BMW held third, although Allam was closing fast. The rest were out of it.

The Class B lead was inherited by the Portuguese Alfa GTV6 of Rufino Fontes and Bernardo San Nogueira when the Luigi cars fell out together, with transmission problems, while in the smallest class the Golf of Romero/Miranda continued on its way.

Allam closed on Ravaglia and was through, but just two laps from the end he

stumbled over a Golf and collected a puncture which demoted the only surviving Rover to fourth once more. It was all over.

The Volkos duly took the flag for their second one-two finish in as many weeks, and the title belonged to Brancatelli and Lindstrom.

Class B went to Rinaldo Drovandi and Marcello Cipriani at the very last minute when the Portuguese went off with just two laps to go, while the Spanish Golf of Romero/Miranda wrapped up the small class.

A fine race, no mistake. But a race of errors . . .

ESTORIL (P)

Oct 13, FIA European Touring Car Championship, round 13, 115 laps — 312.65 miles

Pos	Driver (Nat)	Class	Car	Result	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	C	2.0 Volvo 240 Turbo	3:37:42.25 — 86.16mph	1:48.74	1
2	Sigi Muller (D) Pierre Dieudonné (B)	C	2.0 Volvo 240 Turbo	3:38:12.40	1:50.11	6
3	Gerhard Berger (A) Roberto Ravaglia (I)	C	3.5 BMW 635CSI	3:39:24.91	1:50.58	7
4	Jeff Allam (GB) Armin Hahne (D)	C	3.5 Rover Vitesse	114 laps	1:50.05	5
5	Maurizio Micangeli (I) Emilio Zapico (I)	C	3.5 BMW 635CSI	112 laps	1:53.43	12
6	Antonio Rodrigues (P) Ferreira da Silva (P)	C	2.0 Volvo 240 Turbo	112 laps	1:52.36	10
7	Jose Perez (P) Joaquim Moutinho (P)	C	3.5 BMW 635CSI	111 laps	1:53.65	15
8	Umberto Grano (I) Georges Bosshard (CH)	C	3.5 BMW 635CSI	111 laps	1:53.47	13
9	Marcello Cipriani (I) Ronaldo Drovandi (I)	B	2.5 Alfa Romeo GTV6	109 laps	1:56.46	23
10	Rufino Fontes (P) Bernardo San Nogueira (P)	B	2.5 Alfa Romeo GTV6	108 laps	1:55.30	20
11	Paco Romero (E) Xavier Miranda (E)	A	1.6 VW Golf	108 laps — engine	1:56.93	24
R	Dieter Quester (A) Manuel Fernandez (P)	C	3.5 BMW 635CSI	18 laps — engine	1:52.96	11
R	Ulf Granberg (S) Ingvar Carlsson (S)	C	2.0 Volvo 240 Turbo	8 laps — accident	1:50.00	4
R	Manuel Reuter (D) Mario Cabral (E)	C	2.3t Ford Sierra Turbo	38 laps — engine	1:51.73	9
R	Eddy Joosen (B) Steve Soper (GB)	C	3.5 Rover Vitesse	57 laps — oil leak	1:49.74	3
R	Tom Walkinshaw (GB) Win Percy (GB)	C	3.5 Rover Vitesse	88 laps — oil leak	1:49.57	2

Fastest lap: Brancatelli, 1:50.12. Next round: Jarama (E) October 20.



With Mike Thackwell a non-starter, Ivan Capelli took the lead from the front row, with race winner John Nielsen, Claudio Langes and Christian Danner tucked in behind.

Nielsen enters the record books

The inaugural Curacao Grand Prix was without doubt a great success. The race itself was not especially close but racing cars around the historic Willemstad streets was excitement enough for hard-headed Europeans let alone the tens of thousands of locals watching their first ever motor race.

John Nielsen will go down in history as the man who won the first Curacao Grand Prix after a superbly consistent drive in the Ralt-Bridgestone. Team leader Mike Thackwell was crushingly dominant in qualifying but was the only one of the 20 cars not to start, the electrics failing on the grid. Ivan Capelli took the initial lead but after four laps Nielsen used the advantage of the perfectly tuned Ralt to take the lead he was never to lose over the 58 laps. After a long dice with an inspired Claudio Langes, Capelli took second place ahead of his tiring compatriot.

QUALIFYING

After months of 'will it, won't it?' questions, the mystery tour 14 hr flight from Europe to the little island of Curaçao in the Caribbean departed during the Grand Prix of Europe weekend. It was very much a journey into the unknown and arriving at 4 am local time in 85 degrees you felt as if you were in Willesden-on-Sea as oil refineries and tatty industrial buildings lined the road. Attractive the island is not, but pleasant it certainly is and the local populace extremely helpful.

The circuit was finished on Thursday morning to a typical F1 street circuit specification. Miles of concrete wall and

chicken wire fences transformed the streets of the historic downtown Willemstad into a 3.55 km circuit. Typically, it was narrow in places and bugged by chicanes, but for all that it was basically a good layout and well built. Quite whether it was entirely suitable for even the restricted power of F3000 was questionable, but, for sure, ideas of Formula 1 are entire fantasy.

Motor racing to the locals was entirely new and the Curacao GP meant little more than increased taxes and traffic chaos. The Sports Car Club of America provided all the key personnel, taking time to teach the willing locals the tricks of the trade. Between the SCCA and FOCA's hard working Robert Perry

everything ran smoothly, and for a first time event it ran almost without a hiccup. The timetable was deliberately flexible to ensure that there were never more objects on the track than the layout called for. Each accident or breakdown would bring out the black flag, it was agreed. A walking tour spawned fears of considerable carnage and everyone was determined that all 20 cars would make the grid somehow or another. In the event, there were remarkably few incidents, only three black flag situations occurring for crashes in a total of six sessions.

Two hour-long untimed practices opened the proceedings on Friday. The real shock and, ultimately disappointment, was that the track surface produced no grip at all. Initially it was just plain dusty, but when a line emerged through that, the age-old, sun-baked, diesel-drenched surface gave no purchase at all. Some corners had to be taken coasting at a walking pace and every stab of the throttle in any gear just created wheelspin and dust clouds. After the first hour, the whole idea of trying to race properly on the track was a music hall joke: "The only people who could perform here are Torvill and Dean," quipped Robert Perry.

Walking round the circuit it looked as though it might be quite fast, but Mike Thackwell was taking bets that top gear would be lower than at Pau. After two helmetless demonstration laps on Thursday he was claiming victory and, as he proceeded to bring the lead time down

each time he went out, he was proved correct. More quickly than anyone imagined after that first run, the cars gained traction — especially the Ralts — not to a perfect level, but to an acceptable one. Top gear was three down on Pau. This was a circuit to be attacked, according to one's level of grip.

After his championship disappointment, Thackwell was quite obviously determined to prove what most people will readily acknowledge: that he is the quickest and most fearless driver in the formula. Spectacular just doesn't begin to describe the way he hurled the Ralt around, lap after lap just centimetres from the walls on full opposite-lock, kicking up clouds of dust and never for one moment lifting his right foot. One of the chicanes he turned into a flat-in-fifth kink, pitching the car sideways to scrub off just enough speed and generate the grip to get through. The final chicane, a particularly nasty design, ninety left, ninety right concoction with not an inch of room to spare anywhere, was flat in third for the man who claimed pole by well over 1sec with just one flying lap. Halfway around his next lap the engine rattled and he pulled off smartly. With the team's only spare having just been installed in record time in team mate John Nielsen's car there was a mild panic in their pit but luckily the damage was confined to the metering unit, the local petrol/Avgas cocktail having eaten away the seals.

It always looked as though John
AUTOSPORT, OCTOBER 17, 1985

Nielsen would line-up alongside his team-mate, although, after the first session, the Dane reckoned the circuit was good enough only for karts. "Even F3 cars would be over-powered on this circuit," he said, but, being the professional that he is, got stuck in and until the final session matched Thackwell. Every other report on the incident sheets reported Ralt No 2 hitting the wall but, other than kinking a rim or two, no serious damage was done. "We are having to code the tyres on the inside walls so that we can keep a track of what he has got on, but it is a novel way of generating temperature," quipped team boss Alan Howell. "Every lap is a bit of an adventure," admitted John who coated the track liberally with oil just before the final qualifying when the skid plate punctured the oil tank. The track was closed for cleaning immediately and the Ralt team completed a miraculous engine and bellhousing/oil tank change in just under two hours so that he could contest the delayed final qualifying. Nielsen set the initial target time of 1m 43.213s, but traffic problems prevented any response to Thackwell.

Much of the Ralt advantage came from their exhaust/inlet trumpet combination which stretched the bottom end power well below 6000 rpm. The resultant progressive throttle response allowed their superior Bridgestone tyres to grip much better which was a real bonus. Nielsen did a back-to-back with small and wide bore pipes on Saturday morning and on the wide ones "the power came in like a turbo and I just sat there spinning my wheels in all gears like everyone else."

Shooting into second spot on the grid at the end of the session came man-of-the-moment Ivan Capelli. The little Genoa team could only afford one set of unsatisfactory race tyres for the entire five previous sessions, but once on Q-tyres Capelli showed his class and fully justified his growing and glowing reputation, his perfectly balanced car looking almost easy to drive in his hands.

Christian Danner got the inefficient timekeepers' nod over Claudio Langes for fourth place although the BS team admitted that fifth was probably their rightful place. Typically, the champion worked hard to find an aerodynamic set-up to improve his grip, but with the lightweight Marches it was always a struggle. Traffic, including a nose swiping Livio, ruined his best qualifying shots.

Claudio Langes did a most impressive job in the EJF March, being in the top four in every session. The 1984 Monaco F3 poleman showed a great aptitude for the circuit "but this was my first time on the qualifiers and I just did not make the best use of them." Confirming the Bridgestone superiority was Guido Dacco in sixth place in the San Remo March.

Even Avon's C tyre could not generate any worthwhile heat and all their runners had an uphill fight. The Onyx Donington-spec high traction set-up gave them a class advantage but it was not enough. Alain Ferté and Peter Gethin struggled longest to find grip with the ex-Hytten car, but they cracked it just in time and Alain was impressively quickest in class and the only man to get a worthwhile lap out of the E qualifiers. "But you know the car was really dangerous after just one lap..."

Johnny Dumfries looked a good bet for a high grid placing during practice, driving smoothly and cleanly in the second BS car. In the first qualifying session he hit the wall and in the second "just didn't get the best out of the qualifiers, probably because the session was stopped just as I got them up to temperature."



Mike Thackwell dominated practice, and so it was most galling for him to non-start.

His early season team mate Emanuele Pirro lined-up alongside him. He had been the quickest Avon man throughout but the set of Cs he used for his qualifying effort "just sent the handling all over the

place; the car was loose everywhere."

The heavyweight Lolas started to come into their own on this track as they were able to generate worthwhile tyre heat. Jean Mosnier picked up the

John Jones made an impressive debut on the tricky track. Michel Ferté follows.



financially deposed Alessandro Santin and Gabriele Tarquini for the weekend and they did him proud. Santin was always around the top Avon pace and his 10th slot was a good morale booster for the team.

Young Canadian John Jones was faced with a daunting task making his F3000 debut at this circuit. However he did an excellent job of work in the third Onyx car, never putting a foot wrong and consistently shadowing his more experienced team mates.

Italia International team mates Lamberto Leoni and Stefano Livio were only a hundredth apart, both lacking grip. Leoni missed the entire first day with a persistent electrical misfire and did well to catch up in the circumstances.

Michel Ferté blew his chances of a good grid position by taking an escape road and then stalling the engine. It took him fully 10 mins to persuade the bemused locals to push start him and by the time he got back to the pits for his new tyres it was too late.

Gabriele Tarquini's chances of enriching the Lola Road Show were thwarted when the Monk box started cutting in early during the final run, while the men who replaced him and Santin at San Remo, Aldo Bertuzzi and Fulvio Ballabio plodded around not always doing their best to keep out of the way. Eric Lang was safe but subdued in the John Connel-run Ekstroem March.

Roger Cowman brought along his Arrows for Slim Borgudd, praying that he would find a sponsor on the spot. This he did impressively, securing Citco Trust and Bank support, but for a while it looked as though it might be in vain as Slim put the car into the tyres on Friday. The little team patched it all up well and it ran throughout Saturday albeit "very spookily. There is just no traction at all," reported the Swede.

Pierre Chauvet shunted the second ORECA March seriously in the very first session, punching a big hole in the front bulkhead. He got through Saturday practice okay, but 5 mins into the final qualifying he took off a front and rear corner which made it an expensive outing for Hughes de Chaunac.

RACE

The circuit was packed to the seams and the atmosphere truly electric as the cars were pushed out onto the grid. The steel bands ceased and the Palm trees drooped with the weight of the gaily clad spectators.

Thackwell had again set the pace in the warm-up with Langes being his closest challenger. But the New Zealander's miserable run of luck continued; as the green flag waved to send the cars on the warm-up lap, the pole-sitting Ralt remained stationary, its electrics dead. The car was pushed away and defied all attempts to be revived.

Capelli took full advantage of the vacant pole slot, pointing his car through the apex of the left hand kink a few yards in front of him. There were real fears of a startline problem but to the relief of all concerned everyone got away cleanly except Lang at the back who couldn't engage first.

Sure enough it was Capelli in front at the end of the first lap with Nielsen snapping at his heels. Langes was almost alone in third with Danner and Dacco next up, the European Champion having gambled to start on a harder Bridgestone than everyone else. Alain Ferté was the first Avon runner, in sixth, ahead of Dumfries, Pirro and Santin. Jones headed the next bunch of Leoni, Livio and Tarquini with Ferté M. watching their antics with caution at a respectable distance. The rest were already a mile behind in the order Ballabio, Chauvet,

Bertuzzi, Lang and Borgudd, the Swede clobbering the wall at the last corner two laps later.

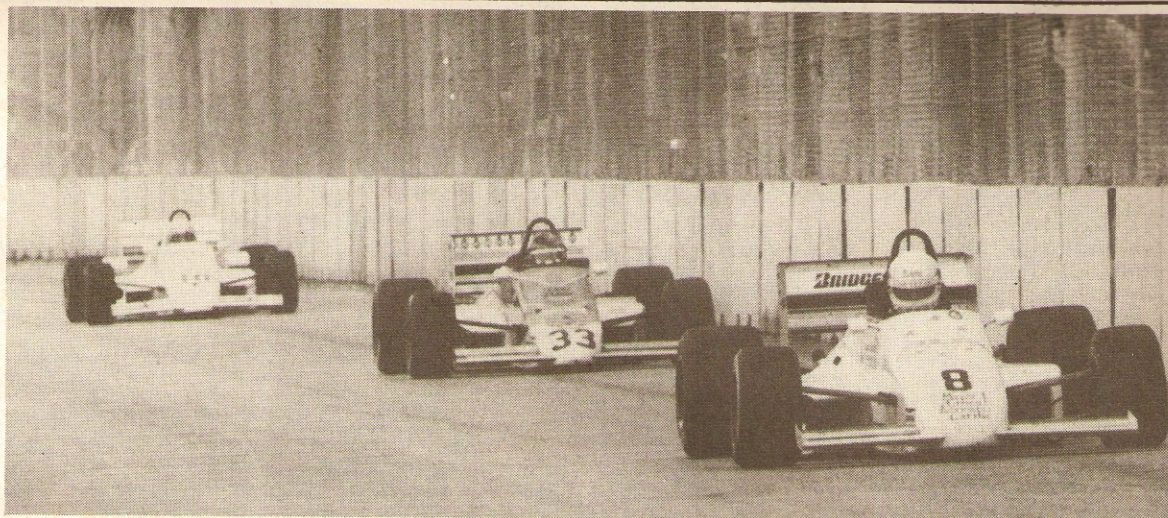
For three laps Nielsen pressed Capelli for all he was worth in a tremendously spectacular display. The only way through for the Ralt was going to be if Capelli made a mistake. But Nielsen made one first: "Going into the fifth gear chicane I got totally sideways, I don't know how I got through." He did get through and came charging back. Then he saw Capelli slide wide going onto the main straight and saw his chance, slipstreaming his way past at the end of the straight without too much trouble. "Capelli is one of the few drivers you can trust when overtaking and he didn't make it difficult." The little Italian hung on though and for two laps they continued to tear through the streets at breathtaking speed. Then Capelli made an error, spinning in the fast third gear downhill section, luckily without hitting anything but giving Nielsen the break he wanted. Four laps later the Ralt had an eight second advantage and it continued to grow at a second a lap.

Capelli's error meant that he now had Langes filling his mirrors and the two young Italians began a great dice. Danner's choice had proved a total disaster and he was having to fight to keep Dacco at bay. "I would have passed him for sure had I not spun," said the overjoyed Dacco who was bundled down to eighth place by a charging Pirro, A. Ferte and Dumfries. Ferte lost the Avon class lead when his brake balance went up the creek "sometimes all front, sometimes all rear working" but he hung in there. Santin was doing a great job in ninth keeping Dumfries in sight but once they had found a way past Jones, Leoni and Livio started to haul him in. Tarquini was moving up steadily, too, while Michel Ferte was still taking life most cautiously and not making any impression.

The antics right at the back were quite indescribable and Nielsen's real headache began as he began lapping the men who were ten seconds a lap slower than him but determined to hold their lines.

While the leading trio continued on their merry way Danner was in trouble in fourth place but by lap 20 he was 30secs behind Langes. Pirro had by now seen the best of his rear tyres and was under pressure from his rejuvenated team mate Ferte, the pair of them 15secs adrift of Danner. Dacco had worked his way back past Dumfries but then dropped back again, this time with a handling problem caused by a loose rear wheel which required pits attention. Quite amazingly by lap 20 there were still 19 cars running, the Cowman crew having rebuilt Borgudd's front suspension and sent him out again. The first permanent retirement was Chauvet who took the left front corner off his car for the third time on lap 21.

At half distance, 38 laps, Nielsen had a 25secs lead ahead of the inseparable Capelli and Langes. Danner was still a lonely fourth some 15secs ahead of A. Ferte who had passed and was quickly pulling away from Pirro. Dumfries was coming under real pressure from Santin in seventh, his race not destined to go beyond lap 32 when he brushed a barrier and broke a steering arm. Livio had worked his way onto Santin's tail by lap 17 but spun via a barrier down to 14th on lap 18. So now it was team mate Leoni ninth being caught by Ferte M, with Jones as his shadow. Livio was actually the next retirement brushing one wall too many on lap 31 just after turn one, leaving it parked prone on the track. Lang went out with a broken valve



Danner made a wrong tyre choice and lost out, while Dacco drove a spirited race and A Ferte finished fifth.

spring a lap later while Dacco's brave efforts ended in no reward when he lost all his gears on lap 40.

With Nielsen still well over 20secs to the good and Capelli edging away from the overheating Langes, the interest for the final 15 laps centred on Danner. First it was A. Ferte reducing a 17sec deficit progressively down to eight, the Frenchman quite unaware even at the end that his left front fin was pointing at the moon. "I was just giving it all I had got. The gearbox was virtually seized and the tyres were just terrible, so the handling didn't matter. I could not go any faster." The gap started to open out again by lap 50 but then Danner was catching Langes by huge chunks per lap. As well as trying to conserve his boiling engine "Panda",

whose last race was in F3 in May, was now feeling the effects of 90mins of F3000 racing. From 34secs on lap 52, the gap tumbled to single figures at the end but quite deservedly Langes got his place on the rostrum.

It sounded as though the entire 130,000 population of the island were cheering Nielsen as he accepted the 5ft tall trophy. He was as calm as ever after what had been a quite masterly drive. "With all those backmarkers around I was just praying for it to end. My car and tyres were quite fantastic but I felt sure my luck would run out passing somebody. It really was terrible getting past them." Capelli was a delighted and deserved second too. "John was quicker than me so I did not fight him when he

came past, I could have stayed with him if I hadn't spun and damaged my front tyres. It was hard work after that."

Alain Ferte drove his heart out to the end to win the Avon battle in fifth place overall and was the only other man not lapped by the dashing Dane. Pirro plugged on to the end, his rear tyres totally lacking in grip but he was a lap in front of Santin and Jones in seventh and eighth places both of whom had done a commendable job, Santin being speechless with exhaustion at the end. M. Ferte appeared to have been lined up to catch and pass them in the final 10 laps, as did Leoni, but the two of them didn't make it to the end. Leoni's brakes failed at the quick chicane (the quick people don't brake there!) on lap 46 while Ferte's electrics died a lap later. Tarquini had been cruising around very slowly for a few laps trying to allow his engine to cool when what was intended to be a diplomatic move to let Langes past him ended in disaster for Jean Mosnier's team. Tarquini moved off line and crashed heavily into Livio's abandoned car. "There's nothing left straight on it, even the engine and gearbox are twisted" said the distressed Mosnier.

All this saw Ballabio and Bertuzzi finishing ninth and 10th, their cars bearing battle scars where they had bumped and bored each other on their way to being seven laps down at the end. Bertuzzi took the law into his own hands in the pits and began to physically assault poor old Ballabio in a most childish fashion. After losing nearly 25 laps in the pits for his three lap service Borgudd brought some well-earned cheer to the Cowman team by at least bringing the Arrows home albeit in an unclassified position.



CURACAO

Oct 13, Formula 3000 non-championship race, 58 laps — 129.05 miles

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying	Pos
1	John Nielsen (DK)	Ralt-Cosworth/Judd RB20	Bridgestone	1-41:29.572	1:43.213	3
2	Ivan Capelli (I)	March-Cosworth/Mader 85B	Bridgestone	1-41:50.972	1:43.023	2
3	Claudio Langes (I)	March-Cosworth/Nicholson 85B	Bridgestone	No time given	1:43.760	5
4	Christian Danner (D)	March-Cosworth/Smith 85B	Bridgestone	No time given	1:43.696	4
5	Alain Ferte (F)	March-Cosworth/Peck 85B	Avon	No time given	1:46.174	7
6	Emanuele Pirro (I)	March-Cosworth/Peck 85B	Avon	57 laps	1:46.751	9
7	Alessandro Santin (I)	Lola-Cosworth/Nicholson T950	Avon	56 laps	1:47.532	10
8	John Jones (CDN)	March-Cosworth/Peck 85B	Avon	56 laps	1:47.990	11
9	Fulvio Ballabio (I)	March-Cosworth/Mader 85B	Bridgestone	51 laps	1:50.152	17
10	Aldo Bertuzzi (I)	March-Cosworth/Mader 85B	Bridgestone	51 laps	1:49.984	16
NC	Slim Borgudd (S)	Arrows-Cosworth/Smith A6	Avon	35 laps	1:53.656	19
R	Gabriele Tarquini (I)	Lola-Cosworth/Nicholson T950	Avon	49 laps—Accident	1:49.465	15
R	Michel Ferte	March-Cosworth/Mader 85B	Avon	47 laps—Electrics	1:48.647	14
R	Lamberto Leoni (I)	March-Cosworth/Mader 85B	Avon	46 laps—Brakes	1:48.087	12
R	Guido Dacco (I)	March-Cosworth/Mader 85B	Bridgestone	40 laps—Gearbox	1:45.890	6
R	Eric Lang (USA)	March-Cosworth/Smith 85B	Avon	38 laps—Engine	1:51.761	18
R	Stefano Livio (I)	March-Cosworth/Mader 85B	Avon	37 laps—Accident	1:48.097	13
R	Johnny Dumfries (GB)	March-Cosworth/Smith 85B	Bridgestone	32 laps—Accident	1:46.590	8
R	Pierre Chauvet (A)	March-Cosworth/Mader 85B	Avon	21 laps—Accident	2:04.993	20
NS	Mike Thackwell (NZ)	Ralt-Cosworth/Judd RB20	Bridgestone	0 laps—Electrics	1:41.895	1

Winner's average speed: 74.33mph. Fastest lap: Nielsen, 1:44.725, 75.83mph. Race leaders: 1-3, Capelli; 4-58, Nielsen.

FISA unveils new package for 1986 World Championship

The FISA meetings in Paris last week saw a number of important pointers for the future of the World Rally Championship, although for 1986, there will be few radical differences. The most significant point is that the manufacturers competition will again be over 11 rounds, with Sweden retaining its full status and factories scoring their best seven results. A revised points scoring system will also operate with greater benefits for winning events outright.

The 1986 calendar does not currently include the Ivory Coast Rally, and although the Executive has retained an option to include a 12th round (for the Drivers Championship only), subtle changes to the dates in the second half of the 1986 season would make it quite difficult to squeeze in any additional rallies. A final decision on the series can be expected at the FISA meetings in

December.

For the first time, FISA is also demanding greater commitment and for a manufacturer to be declared champion, they must have taken part in a minimum of eight rounds, with at least one outside Europe. In effect, this will make no difference to the current situation and the companies on the fringe will be able to capitalise on a small number of appearances through the year, without actually supporting the Championship. Manufacturers will now have to register for the series and nominate their drivers, although this latest request seems to be in order to afford all manufacturer's drivers at least a B seeding on World Championship events.

The revised scoring system will now give the top ten points on a scale of 12-10-8-6-5-4-3-2-1, with additional points gained for position in Group (as is

currently the case), of 8-7-6-5-4-3-2-1. The last change to the scoring system was in the late seventies.

The drivers Championship will retain its points scoring system (20-15-10-8-7-6-5-4-3-2-1), with the best seven finishes to count. Participation in at least one event outside Europe will also be necessary.

This will also be a requirement for the newly instigated Group A World Championship for Drivers, based on the same rounds as in the premier series. For this series, a driver's best six scores will be counted, and points will not only be awarded to those in the top 10, but to the top 10 within the Group, (10-8-7-6-5-4-3-2-1).

A final revision, is that the familiar Groups will now be given new names. For 1986, Group N will be called Production Cars; Group A will be called Touring Cars; Group B will be

Sports Cars; and Group S (of which there was no news but is still expected to be introduced in 1988), will be called Special Rally Cars.

1986 World Rally

Championship for Manufacturers.

Jan 18/25.....	Monte Carlo (MC)
Feb 14/16.....	Swedish (S)
Mar 4/9.....	Portugal (P)
Mar 30/Apr 3.....	Safari (EAK)
May 1/4.....	Corsica (F)
May 31/ Jun 5.....	Acropolis (GR)
Jul 3/9.....	New Zealand (NZ)
Aug 3/10.....	Argentina (RA)
Sep 3/7.....	1000 Lakes (SF)
Oct 12/18.....	San Remo (I)
Nov 16/20.....	Lombard RAC (GB)

*One more event may be included for the World Championship for Drivers.



Markku Alen powers the Delta S4 through the Scottish mud as the Martini team prepare.

Three Lancias for RAC Rally outing

The Lancia team spent most of last week in Scotland, testing their new Delta S4 in readiness for the Lombard RAC Rally. During the tests, conducted by Giorgio Pianta and Markku Alen, it was revealed that the factory has already completed 74 cars and that the RAC Rally debut is almost certain to take place.

"We intend to bring two Martini cars — for Markku and Henri Toivonen — and there may also be a third car on the event," admitted Pianta. "It is possible that Massimo Biasion will have a Totip

car from the Jolly Club."

The car's competition debut will take place on the Algarve Rally at the start of next month, the FISA having granted a special dispensation to the team to have their car scrutineered on the day of its intended homologation, October 31. Markku Alen will drive the car.

Inevitably, Alen was quizzed about recent links with Peugeot and, while the Finn admitted that his future with Lancia was not yet settled, sources in Europe suggest that he will remain with the Turin team for at least one more year.

Who drives second T16?

Peugeot boss Jean Todt is still not sure who will be driving his second 205 Turbo 16 on the Lombard RAC Rally, and hopes to make a decision next week. World Champion Timo Salonen is expected to lead the squad, but it seems the continuing discussion over Kalle Grundel's future may affect any appearance in

November.

Grundel seems to be swaying between Ford and Peugeot, and if he should choose the former, then Todt may be reluctant to run him. Whatever the final PTS line up, the British dealer backed team will have their first-evolution car for Mikael Sundstrom.

Blomqvist signs 3-year Ford deal ...

Stig Blomqvist has signed a three year contract to drive the RS200 for the Ford works team on the World Rally Championship. The company confirmed yesterday one of the least surprising pieces of the week's news, although there were still several loose ends that Ford's statement failed to tie up.

Firstly, it is yet unknown who will co-drive for the Swede, winner of last year's World Championship. His regular partner, Bjorn Cederberg, announced his retirement this year and no-one has yet been nominated as a replacement.

Secondly, while it is widely assumed that Kalle Grundel will also make the move to Boreham, the company were unable to comment on the story.

Certainly, however, Blomqvist's confidence in a car that is, as yet, unproven at World level, must boost the Boreham morale. It should also give them greater confidence of a good result on their World Championship debut event, the



Blomqvist — new boy at Ford.

Swedish Rally, where Blomqvist is a regular top finisher.

... but misses RAC?

The confirmation that Stig Blomqvist will join Ford next year (see separate story), seems to have pushed Audi's executives into reviewing their line-up for the Lombard RAC Rally. Speaking on Monday, Audi Sport boss Roland Gumpert, explained that the Swede was no longer a firm choice for the final WCR event of the season.

is decided at this moment." With Michele Mouton already probably tied up with the Sport Quattro being run by Audi Sport UK — as her final appearance for the team — Hannu Mikkola would be the most likely candidate for the drive.

If Blomqvist does not drive — he missed this event last year as well — then his co-driver Bjorn Cederberg will have prematurely retired from the co-driver's seat. As an interested spectator on San Remo, "Captain" was looking forward to his last event with the team.

He had already been nominated as the driver for a solo Sport Quattro S1 but Gumpert would only state that, "nothing

Euro series — no trimming

A FISA commission sat last week to discuss possible changes to the format of the European Rally Championship but, for the moment at least, have decided to take no action.

Suggestions that the coefficient three rounds would be dropped with the rallies being taken up in coefficients four and two, were unfounded (see separate story) and no trimming has taken place.

Euro boost for Manx event in 1986 calendar

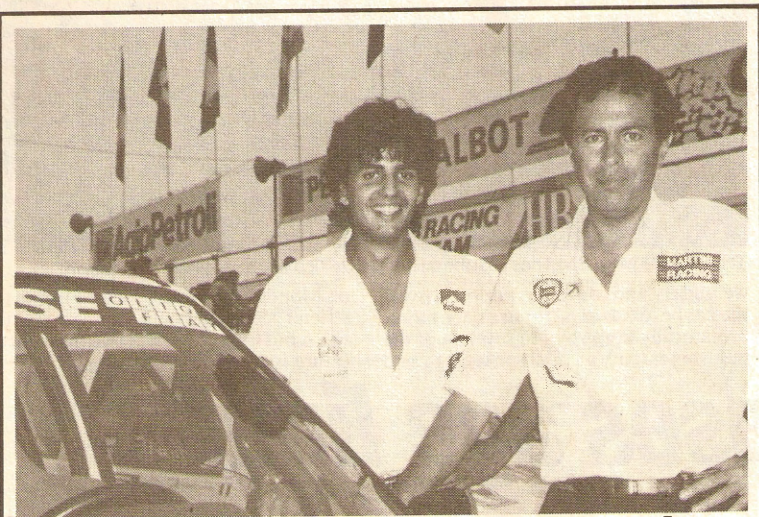
1986 European Rally Championship

Jan 1/6	Castrol Janner Rally (A)	2
Jan 23/26	Arctic Rally (SF)	2
Feb 7/9	Boucles de Spa (B)	2
Feb 20/23	Rallye Costa Brava (E)	3
Feb 21/23	Sachs Winter (D)	1
Feb 21/23	Hankiralli (SF)	1
Mar 21/23	Costa Blanca RACE Rally (E)	3
Mar 28/Apr 1	Circuit of Ireland (GB)	1
Apr 3/6	Garrigues (F)	4
Apr 12/13	Alpin Behra (F)	2
Apr 16/19	Costa Smeralda (I)	4
May 9/11	Haspengouw (B)	1
May 10/12	Zlatni Piassatzi (BG)	4
May 15/17	Elba (I)	3
May 15/18	South Swedish (S)	2
May 22/25	Volta Portugal (P)	2
May 23/25	Saturnus (YU)	1
May 29/31	4 Regions (I)	1
May 29/Jun 1	Hessen Rally (D)	2
May 30/Jun 1	Gunaydin (TR)	2
Jun 7/10	Scottish Rally (GB)	2
Jun 12/15	Sicily (I)	3
Jun 20/22	Rallye Corte Ingles (E)	2
Jun 27/29	24 Hours of Ypres (B)	3
Jul 4/6	Polish Rally (PL)	2
Jul 12/13	Skoda Rally (CS)	2
Jul 17/20	Hunsruck Rally (D)	3
Jul 24/27	Rally della Lana (I)	2
Aug 1/3	Madeira (P)	4
Aug 2/3	Rallye Vida (BG)	1
Aug 7/10	Rallye Deutschland (D)	2
Aug 25/27	Halkidiki (GR)	4
Aug 28/31	Rally Piancavallo (I)	2
Aug 30/31	Rally Hebros (BG)	2
Aug 30/31	Criterium Bianchi (B)	2
Sept 10/13	Manx Rally (GB)	4
Sept 11/14	Yu Rally (YU)	1
Sept 18/21	Principe de Asturias (E)	2
Sept 20/26	Tour de France (F)	3
Sept 26/28	Rothmans Cyprus Rally (CY)	4
Oct 13/19	Marlboro San Marino (RSM)	2
Oct 16/19	Antibes (F)	3
Oct 22/25	Rallye du Valais (CH)	1
Oct 24/26	Cataluna (E)	4
Oct 29/Nov 2	Rally Lois Algarve (P)	2
Nov 8/9	Rally du Condroz (B)	1
Nov 29/30	Rally du Var (F)	1

With the announcement of the 1986 European Rally Championship dates, the organisers of the Tudor Webasto Manx Rally will be delighted to see that their event has finally made the grade as a top line round of the series. Following the success of September's rally, the Manx will step up to coefficient 4 for 1986 and, with the rally taking place at a crucial point in the season, the entry should reflect the importance of the promotion. Conversely, however, the Rothmans Circuit of Ireland has slipped from

coefficient 2 status to the bottom rung of the ladder and this must be causing warning bells within the Ulster AC.

Elsewhere in the Euro calendar, the Swedish Rally loses its status altogether, no surprise to anyone that the World Championship event should not continue to play a part in the European series, and the Tour de France—a tip for World status in recent years—drops to coefficient 3 with the promotion of the Garrigues event.



Alessandro makes the grade

Cesare Fiorio, head of Lancia's motor sport involvement, at the start of the San Remo Rally with his 19 year old son, Alessandro. The youngster starred in the Uno Challenge run behind the main event, and won the event against a very strong list of aspiring Italians. The Uno competition has taken the place of the Autobianchi A112 series in which most of Italy's promising drivers spent some time.

One step forward

Ari Vatanen underwent another operation on his leg last week, and the surgeons were pleased with the result, the Finn hoping that he will get back home to this country in the near future.

"I broke my own record last week," explained Ari, "because I managed to walk—with the sticks—up and down the corridor seven times. The first few days, all I could do was stand upright, but now I am feeling a bit stronger."

Before his return to England, it seems there may be another operation required, but Vatanen's spirits are high, and as usual he was up to date with the latest news, and impressed by Walter Rohrl's San Remo success.

Meanwhile Terry Harryman—Vatanen's co-driver in the serious accident on the Argentina Rally—is also making progress, although the hospital recently discovered that he had a broken shoulder. With attention centering on the back injuries sustained by both men, and Harryman not complaining about his shoulder at the time, it seems this injury slipped through the various tests. After x-rays it was found to be broken, but is now progressing satisfactorily. Terry does not have to wear the neck collar all the time, and is optimistic about competing on the Lombard RAC Rally.

Stronger Group N

Since Group N regulations were first drawn up, the insistence that totally standard suspension components be retained has caused numerous problems. At the Paris meetings last week, the Technical Commission agreed that strengthening of the suspension will be permitted, and increased freedom allowed in the suspension springs used.

ARG confirm both Wilson and R-E-D

Austin Rover confirmed, as expected, that Malcolm Wilson has indeed signed for their World Championship team in 1986. Although the official announcement was made at the end of last week, we understand that the three year contract was actually signed during the recent Cumbria Rally.

The company also confirmed that R-E-D will run David Llewelin's Metro 6R4 for the Shell Oils RAC Open Championship next year from their

RAC Mantas to be run by Opel Eurohandler

The works Opel Mantas on this year's Lombard RAC Rally will all be entered under the banner of the Opel Eurohandler Team, three cars being run for Russell Brookes, Jimmy McRae and German star, Erwin Weber. The two British drivers will have their usual sponsors for

Widnes base. It has also been suggested that the Welshman gave his agreement to join the team some months ago.

With their driver line up now settled, the company turned its attention towards getting the required 200 cars built for the FISA inspection on October 31, the essential next step in the homologation process. By putting extra workers on the project, the number of cars built has now been pushed to 138 and it seems ever more likely that the car will make the deadline.

the event, while Weber will run in the Opel team colours.

GM Dealer Sport will be represented in the Group A contingent this year, various Opel Corsas and Vauxhall Astra GT/Es carrying their name.

Pharaohs: Al Hajri well in command

Saeed Al Hajri has so far dominated the Rothmans Pharaohs Rally in his British built Porsche 959 prototype. The 450bhp car has so completely outclassed the opposition that the Qatari driver held a lead of over 1 hour from Luciano Andreoto on Monday morning.

With that sort of performance, it might have been expected that Al Hajri's Rothmans Porsche team mate, Jacky Ickx, would also be at the head of the field but he had retired on the opening stage. An oil leak onto one of the twin turbos caused a fire and the car, built in Stuttgart, was completely destroyed.

Ickx, however, has since played an important part on the event which also counts for the Rothmans Mitsubishi Challenge. Pajero driver, Ahmed Al Halal, is currently leading the section after early problems with fuel feed. When the Pajero ran out of petrol during the second day, Ickx came to the rescue with one of the Porsche service trucks.

So far the rally has been a great success although there was a scare on Sunday when one of the medical crews came



Al Hajri—desert raider, under fire from the Egyptian Army when close to the Libian border. After a delay of a few hours, the rally continued and is expected to reach its planned finish in Cairo on Saturday.

Vauxhall are fined by FISA in Nova saga

Having had the homologation of their Nova Sport rescinded earlier this year as the required 500 units for the Group A evolution were not accountable for the FISA inspectors, Vauxhall have now had their wrists slapped firmly by the sporting body.

Early in July, the FISA decided that the company had not satisfied the requirements of homologation and therefore cancelled the car's homologation papers. Since then, competitors have been forced to use either the older Nova SR or modify their cars to Opel Corsa Sprint specification.

Vauxhall resubmitted the car for homologation with a view to persuading the FISA that the car was legal (it is allegedly only decalling that held up the process) but the inspectors have not been so keen to speed things along. Last week, however, the matter was resolved when FISA imposed a substantial fine of \$25,000 on the company and also suspended the car's homologation for six months.

Until the FISA confirm the fine details of their decision, Vauxhall are uncertain from when the suspension is applied but,



The Vauxhall Nova Sport has cost the company \$25,000 and a six month suspension.

we understand, once the period is over, the car becomes legal for use once more.

Naturally upset by the severity of the punishment, a Vauxhall spokesman said

on Monday, however, "We welcome the stricter control being applied by the FISA but trust that it will be consistent on future issues."

VW increases age limit

In line with FISA's Junior Team policy, the RAC MSA have decided to increase the upper age limit for the British youngsters to 27. Upon hearing that decision on Monday, VW Motorsport also opted to adjust their limit for drivers who wish to become part of the Volkswagen Junior Team to bring the two into line with one another.

Although the RAC MSA have made this decision, there is, as yet, no plan to follow the course of a Junior Team

Challenge in Europe although some events may be taken in. The RAC MSA have already stated that they feel a full blown attack on a series may prove financially prohibitive.

Commenting on their own decision, a spokesman for VW Motorsport at Milton Keynes said, "We feel that, with the RAC MSA opting for the higher age limit, we should follow suit. We therefore offer anyone who feel they might qualify for our team (see advert in

AUTOSPORT, September 12, for the qualification required) under the new limits, a chance to contact us. They must be in touch, either by letter or telephone, by October 21 at the latest."

In order to save time and trouble, full details should be available when making contact with Steve Bagnall at VW Motorsport, VAG UK Ltd, Yeomans Drive, Blakelands, Milton Keynes MK14 5AN. Tel: 0908 601407.

New club series

Road Sport, the new national motorsport monthly, has stepped into championship support immediately with the announcement of the Mick Briant Products/Road Sport Rally Challenge '86. The ten event series covers all categories from restricted to international with seven of the ten scores to count.

The awards for the overall champion will amount to a minimum of £500 (£200 for the co-driver) with money down to fifth place.

There will be three classes based on capacity and, as part of a special deal with SP Tyres UK Ltd, only Dunlop Tyres users will be eligible for championship points.

Full details of the new championship are available from Road Sport, C10/12, St Leonards House, St Leonardgate, Lancaster LA1 1NN.

Mick Briant Products/Road Sport Rally Challenge '86

Mar 1	Sutherland Dukeries
Mar 15	Colway Lakeland Stages
May 4	South West Stages
May 17	Autofit Stages
Jul 18/19	Marlboro Russek
Aug 21	Harry Flatters Rally
Sep 6	Sort Out Stages
Sep 21	Castrol Everhope Stages
Oct 4	Hytech Cheviot Stages
Nov 1	Nicolet Stages



Saddington takes Astra challenge

With a stunning drive to win the AC Delco Southbound Stages outright at Bruntingthorpe airfield last Saturday, Tony Saddington has clinched the 1985 AC Delco Astra Challenge. With one round still to go, the Containerships sponsored driver cannot be caught, despite the fact that several others are chasing for second spot. The other one-make series from General Motors, the Nova Junior Cup, is still wide open after the weekend. Chris Birkbeck won the round on Saturday but must still dispute the series on the Quip Stages with Graham Holden, Robert Harkness and John Underwood.

RAC AUTOSPORT
Shell Oils
NATIONAL RALLY CHAMPIONSHIP

Carlsson: Mazda RX-7 for Audi

This Saturday's Audi Sport National Rally will have its entry boosted by a singleton Mazda RX-7 for Ingvar Carlsson. After our preview had closed for press, a Mazda spokesman called to tell us that a late entry had been put in. It is anticipated that the Swede will run at number four on the road although he may not have that number on the door of the mid-engined racer.

The Ladas are coming

Terry Douce, the co-ordinator of the Lada Challenge, has confirmed that the series will run exclusively within next season's Shell Oils/AUTOSPORT RAC National Rally Championship. Both the 2105 (Group A) and 2101 (old Group 2) models will be eligible for the championship for 1300cc cars although all will have to use Colway Tyres.

The only event of the National series which will not count for the Lada Challenge is the Manx Stages as the Welsh International has been included. The Welsh has proved a popular addition to the Lada series and, with both events coming close to each other, it was felt preferable to retain the international.

All rounds will count towards the final score and a prize fund will bring £100 to the winner of each event, £75 for second, £60 for third and down to tenth place thus: £50, £45, £40, £30, £25, £20 and £15. At the end of the season, the top three drivers will receive £250, £200 and £150 respectively along with any bonuses that are accrued.

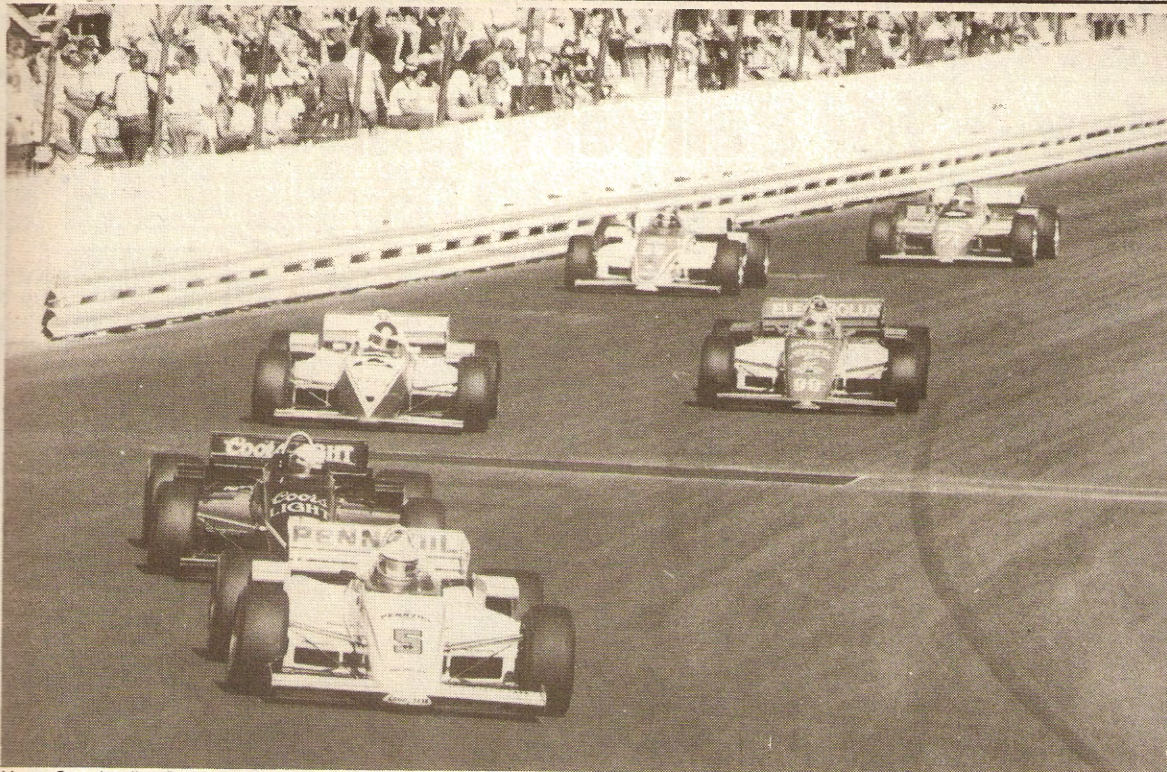
Open class

The RAC MSA have yet to decide whether or not to allow manufacturers to develop cars on the 1986 Open Championship (Special Stage, October 3). Event organisers and teams have been circulated for their comments and, while Austin Rover are apparently the only people against the idea, a firm decision about the 1986 plans has yet to be made.

RAC Skodas

The Skoda team will be making their traditional attack on the 1300cc class of the Lombard RAC Rally, this time with two Group B 130LR models from the factory and a Group A 130L to back up the effort.

John Haugland and Gerhardt Kalnay drive the Group B cars while the Group A machine is in the hands of Ladislav Krecek. Another of the Group B cars will appear in the hands of Ian Corner, a regular assistant to the works team on the Open series this year, who will be supported by SK Distributors.



Unser Sr — leading Brabham, Pimm, Andretti Jr, Garza and Brayton — was utterly dominant, running out winner by a full lap.

Father versus son

Al Unser Sr blew away the field at Phoenix last weekend. Dominant throughout on the 1 mile oval at the edge of the Arizona desert, Unser won by a full lap from his son, who drove an excellent race of his own from the fourth row. It was the fifth time this year the Unsers have shared the podium and the first time they have finished one-two.

The effect, in one fell swoop, was to remove all other contenders from the points race, leaving the 46-year-old father and his 23-year-old son as the only remaining disputants for this year's Indycar title. Disappointed non-contenders after the 150-mile race were Bobby Rahal (an unhappy sixth), Mario Andretti (a good third), Danny Sullivan (fourth) and Emerson Fittipaldi (eighth after a good, early run). The final and deciding race of the season takes place on a new, flat 1.7-mile track in Tamiami Park on the outskirts of Miami on Nov 9.

QUALIFYING

With the championship battle afire, the Indycar team descended on the hot, dusty little oval on the south-western reaches of Phoenix. Repaved this summer after the race was postponed from April because of the track's bumpy, disintegrating surface, the 150-mile race in memory of Jimmy Bryan is always a fierce affair. Short ovals like this encourage close running in heavy traffic so that it is very important for a driver to be able to change lines at will and to pass others on both the inside and the outside. Adaptability of driver and car is absolutely key on this type of track.

The fresh paving at Phoenix transformed the track with Rick Mears setting the pace in testing, lapping at a 157mph average. Following the previous weekend's race at Laguna Seca, however, Mears decided to stand down from driving at Phoenix so that Penske Racing could concentrate on running only two cars for championship-chasers Al Unser Sr and Danny Sullivan.

Mears and Unser Sr have been team mates for three years and enjoy a close, amiable relationship. Very similar in

many ways, the two drivers are deeply respected within the team and each holds a genuine respect for the other.

For Mears to stay out of a race that he knew he had an excellent chance to win was a remarkably selfless decision for a racing driver. It permitted his crack crew of mechanics to run Unser's car and put Mears in the position of acting as set-up man and psychological tuner for his older team mate.

"I'd only do this for one guy," commented Mears during practice. "Al deserves a real chance to win the championship and instead of standing in his way, I want to help him."

From the start of practice Unser was in keen form. He had not tested prior to the race (a fairly standard situation for Penske's 'third string' driver this year) but as soon as practice got underway, he

was the man at the top of time sheets. Using Mear's set-up and with his team mate leaning into the cockpit whenever he was in the pits between practice runs, Unser surprised competitors with his speed. Ultimately he took the pole by almost 0.2sec, averaging 161.885mph! It was his first pole in five years.

"The track is much smoother and faster," explained the polewinner. "It used to be that the track surface itself would be gradually coming apart all the time. But now it's completely different and feels much faster going into the first and the third turns. I think it closes up the difference in set-up you need to handle either end of the racetrack."

Qualifying was run in the heat of the day with Unser the first man to go out for the two, flying laps. Almost the entire field it transpired was to be two-tenths or so slower than their best times from practice.

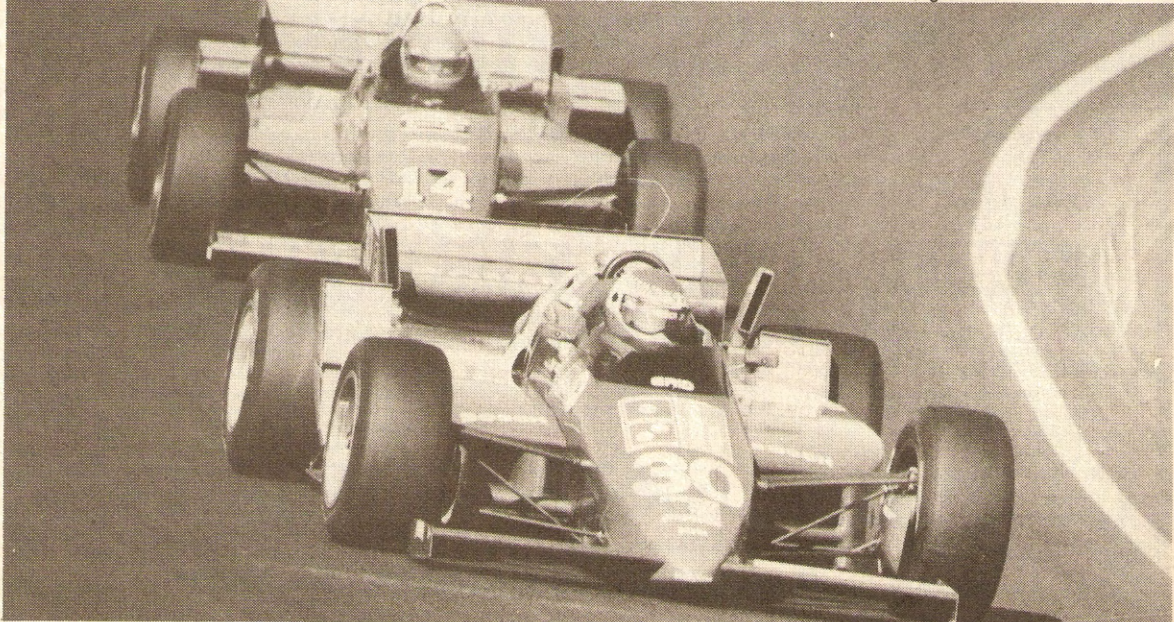
Second fastest qualifier was Bobby Rahal who had lapped, according to many watches, slightly faster than Unser in the final practice session at around 22.04s. Still needing every possible point in order to stay in contention for the championship this was the first time in four races that Rahal had not taken pole.

A very impressive third fastest was Emerson Fittipaldi. After a series of very disappointing qualifying efforts, this represented the Brazilian's best effort of the year. He and the Patrick team enjoyed a good test at Phoenix (he lapped at 23.2s) a few weeks earlier and badly needed a good race in order to stay in the championship picture. All weekend, Fittipaldi was joking that, "Maybe I should give up road racing and concentrate on ovals!"

Fourth fastest was Unser Sr's team mate Danny Sullivan. Mechanical problems put Sullivan into his spare car which was fitted with a superspeedway underbody (unlike Unser's car which had the 'Mk 3' March under-body previously used exclusively since mid-June by Rahal and the TrueSports team). Nevertheless, Sullivan was happy with his car ("Too loose in qualifying. My fault.") and confident of having a good race. "Although," he added, "Al is going to be hard to beat. He's really hooked-up here. He just might run away from all of us."

In addition to the four fastest qualifiers, there were two other championship contenders to consider. Mario Andretti qualified eighth fastest, directly ahead of point leader Al Unser Jr. Andretti felt he would be OK in the race, although like

Unser Jr mounted a late race charge, displacing Mario Andretti's Lola and closing in on his father, the latter reducing his boost.



most other drivers he wasn't unconvinced that Unser Sr might be in a class of his own.

Fellow Lola driver Unser Jr qualified less than 0.1sec slower than Andretti. On Friday he was at the back of the field a full 2secs off the pace, fighting a luridly handling Shierson Lola. Three different diff set-ups were tried on Friday but on Saturday the car was much better, and young Unser was confident of making a good finish in the points.

A surprise in qualifying was Scott Brayton who put himself on the inside of the third row in his second start with Hemelgarn Racing's Lola T-900. This is the car previously driven by Michael Roe and Quique Mansilla. Second-fastest qualifier at Indianapolis with his family-run Buick-powered March, Brayton underlined the fact that he is a fast, fearless oval driver.

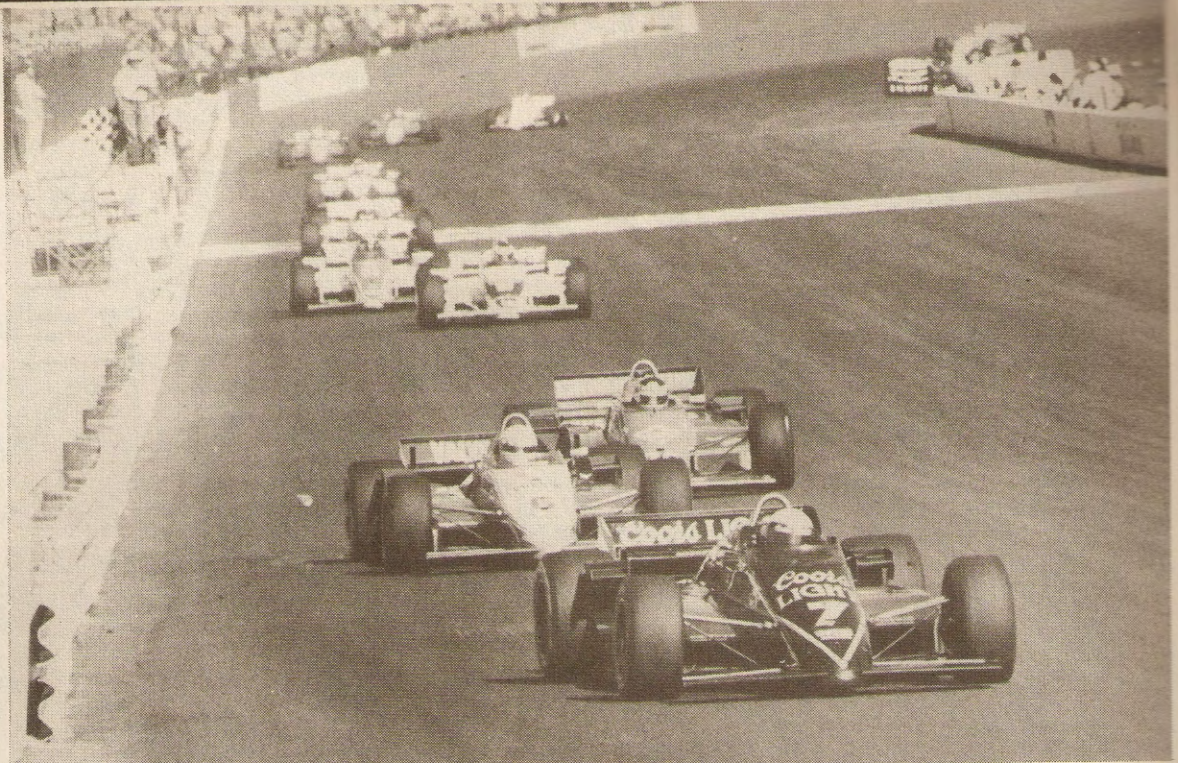
A man with similar attributes is Don Whittington, who again showed in Pat Patrick's 'wild card' seat alongside Fittipaldi. Whittington worked steadily up to speed in his first appearance at Phoenix and qualified beside Brayton on the outside of the third row. In the final, untimed session late on Saturday afternoon, however, he crashed in turn two. The hard-working Patrick mechanics therefore had to wheel out their spare car fitted with superspeedway underbody and pieces. Whittington started the car from the tail of the field.

Others to hit trouble included Tom Sneva and AJ Foyt. Sneva was again at the wheel at Dan Gurney's Lola and after just making the field he was disqualified because one of the hurriedly-rebuilt car's sidepods was too low. He was therefore added to the back of the field among the 'promoter's options'.

Foyt brought two March 85Cs to the race for himself and protege Mike Nish. The youngster was consistently faster than the old man only to be disqualified because one of Foyt's crewmen jammed a piece of metal into the engine's 'pop-off' valve before his qualifying run. Foyt himself scraped into the field in 22nd place and spent most of his time bemoaning his team's work habits. Not a very happy man these days. . .

Also stuck at the back of the grid was Kevin Cogan who fought a misfire in two cars on both days of practice. Team mate Michael Andretti was up on the fourth row beside his father while Cogan was stuck as the last of the promoter's options. Two places ahead of Cogan was Jan Lammers who was thrown in at the deep end in the Forsythe Lola with no previous oval track experience of any description.

Smack in the middle of the field was Jacques Villeneuve, pole winner and track record holder at Phoenix last year. The Canadian Tire team looks likely to fold at the end of the season and Villeneuve is dispirited, looking for work without any apparent success. He was the last of the qualifiers to break his own record as 1.5secs covered the entire field.



Brabham, Carter and Villeneuve all had rather undistinguished races (above) while Unser Sr overhauled his son in the championship running. The exultant pair (below) are now the only two in the title running.



Luyendyk into the wall with him, seriously damaging both cars. Rutherford didn't remember much after the accident and was taken to hospital for observation before being released.

It took some time to clean up the mess, the green flag finally being waved after 15 laps. Rahal immediately jumped away from the others, although it wasn't long before Fittipaldi and Unser Sr were able to inch up on him with Sullivan hanging on in fourth.

Further back Unser Jr attacked and finally passed Andretti Jr for fifth after 26 laps. Thereafter he began to pull clear of young Andretti who found himself coming under heavy pressure from his father and the impressive Brayton.

By this time the leaders were threading their way through packs of slower cars and slowly the tone of the race began to change. Both leader Rahal and fourth-placed Sullivan seemed less comfortable than Unser Sr and Fittipaldi through heavy traffic and on lap 36, Unser Sr suddenly established his superiority by zapping around the outside of Rahal and Fittipaldi in the second turn as they tried to lap Steve Chassey and A J Foyt.

"I took a gamble there," grinned Unser later. "But the car worked well up there and I had to go for it. I had blown the start and I wasn't going to make any other mistakes."

Right away Unser's yellow Pennzoil Penske/March began to disappear into a world of its own. In four laps Unser was 4secs clear of Rahal who continued to maintain a small cushion over Fittipaldi, Sullivan and a closing Unser Jr.

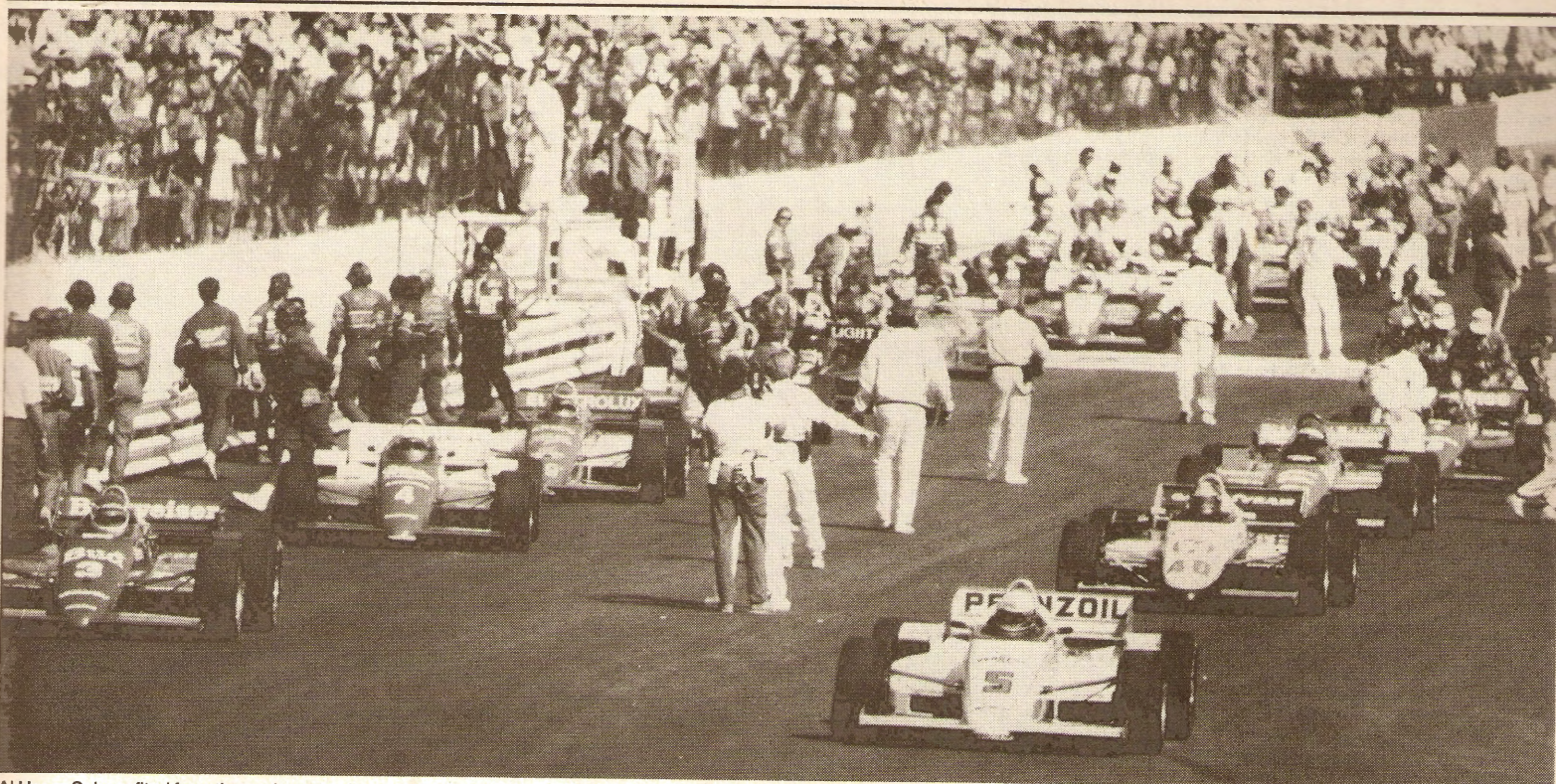
Lap 51 and Unser Sr lapped Foyt for a second time, the Texan promptly retiring in disgust. Four laps later Unser lapped Villeneuve in ninth place and after another five laps he had doubled Brayton and Andretti Jrs in seventh and eighth.

At the same time Fittipaldi attacked and passed Rahal for second as the TrueSports driver began to fade. Later, Rahal said the car handled perfectly but seemed to lack straightline speed. Some people suggested the team's use of a Torsen-Gleason differential made the car ineffective at the top of the groove in

RACE

Away from the rolling start Rahal took the lead as Unser missed a shift and lost second place to Fittipaldi on the run to the first turn. Rahal therefore took up what has become his customary position at the front of the field, chased by Fittipaldi, Unser Sr, Sullivan, Andretti Jr, Unser Jr (a good start) Andretti Sr, Brayton, Geoff Brabham, Pancho Carter and Villeneuve.

Before anything could really take shape the yellow flag came out on lap 3 when Johnny Rutherford and Arie Luyendyk crashed in the first turn. Rutherford had been fighting an ill-handling car all weekend and took



Al Unser Sr benefited from the assistance of teammate Mears who stood down for this race in order to help him. Incredibly it was Unser Sr's first pole in five years.

►► comparison to most other cars using the more traditional 'spool'.

Rahal also lost time on his first pitstop, catching his team unaware as he came down to pitlane because of a faulty radio. He was passed by Sullivan as the two cars accelerated out of the pits and when Unser Sr made a typically Penske perfect stop after 75 laps (exactly halfway), Rahal found himself a lap down in fifth place behind Sullivan, Unser Jr and Andretti Sr.

Through the middle stages of the race there was not a single yellow flag. The second yellow of the race finally came after 94 laps when Randy Lanier's car crawled to a stop at the exit of the second turn. Sullivan, Rahal and Fittipaldi took the opportunity to make additional pitstops to take on fresh tyres. Away from the restart there was immediately another yellow when Gary Bettenhausen crashed in the second turn.

Before the earlier yellow for Lanier's incident, Unser Sr had already lapped the field, including his son and Sullivan. The final restart of the 150-lap race took place with 39 laps to go.

Once again Unser's yellow car ran away on its own from Andretti Sr, Unser Jr, Sullivan, Andretti Jr, Fittipaldi and Rahal. The leader aside, the rest were all on the same lap and squabbling over second place.

Three laps after the restart, however, Fittipaldi had to pull in to change a deflating tyre. Only three laps from the end he had to stop again to replace another soft tyre, thereby nullifying his strongest performance of the year.

Meanwhile Unser Jr was really finding his feet. He soon attacked and defeated Andretti Sr, seizing second place and then beginning to reel in his father. Steadily Unser Jr left Andretti Sr, Sullivan, Andretti Jr and Rahal behind, as he closed inexorably on his father (a full lap ahead).

In the final laps in fact, Unser Sr saw his fuel warning light glimmer so that he turned down his boost for fear of not making the finish. That permitted his son to close hard onto his tail for the race's last two laps. Thus the two men from Albuquerque made this year's IndyCar

championship their own personal feud.

After the race, Unser Sr thanked Rick Mears for his help and assistance. He emphasised how well his car had worked all weekend, noting that a couple of small adjustments to roll bars and wings in the middle of the race made it perfect for the second half. As far as the family one-two and the battle for the title was concerned,

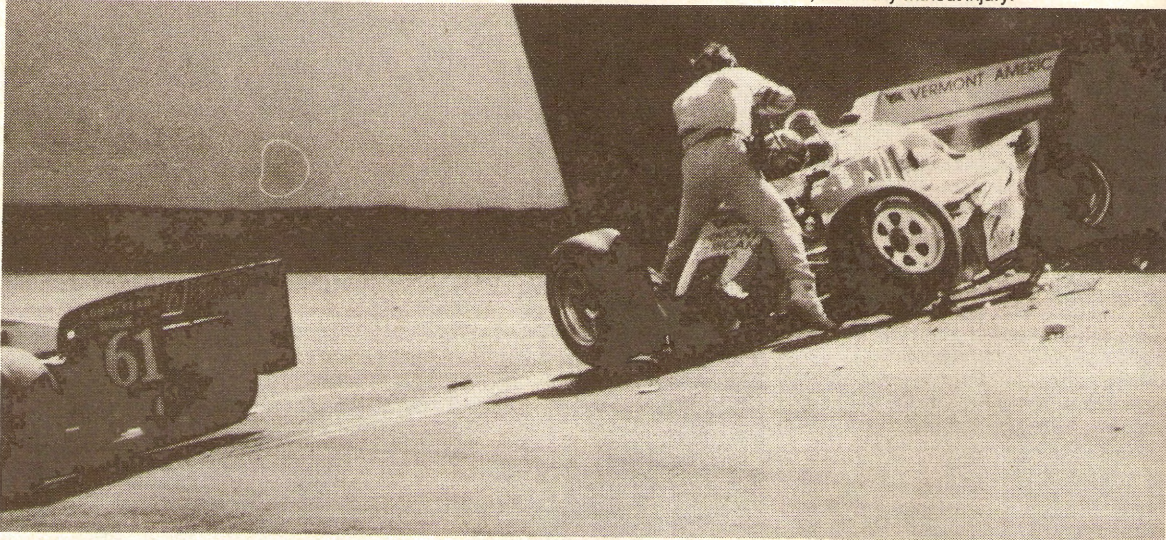
he was cool and calm but almost misty-eyed.

"I've never had the feeling that finishing like this with Al and racing together for the championship has for me right now," said Al Sr. "I had some one-twins with my brother Bobby and one time we raced for the championship, but that feeling is nothing like this. I don't

think even Al can understand my feelings. He would have to race against a son of his own to know what it feels like."

Said his son: "I'm so happy we're going to bring the championship home one-two. One of us will win regardless, but I don't care which one of us it is. This is so neat. The two Unseers are back on top, even though my name's not Bobby."

Johnny Rutherford's March 85C was wrecked when the unfortunate driver backed hard into the wall, thankfully without injury.



PHOENIX (USA)

Oct 13, Dana 150, CART/PPG IndyCar World Series, round 14 — 150 laps (150.00 miles)

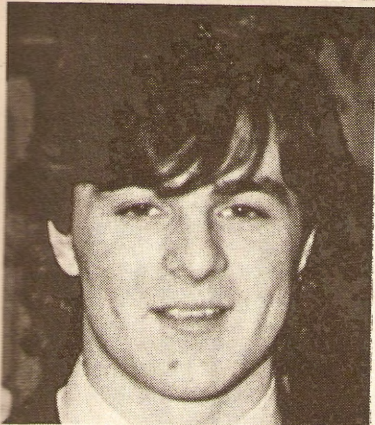
Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying	Pos
1	Al Unser Sr (USA)	March-Cosworth 85C	1-14:35.99 — 120.644mph	22.238	1
2	Al Unser Jr (USA)	Lola-Cosworth T-900	149 laps	22.960	9
3	Mario Andretti (USA)	Lola-Cosworth T-900	149 laps	22.908	8
4	Danny Sullivan (USA)	March-Cosworth 85C	149 laps	22.612	4
5	Michael Andretti (USA)	March-Cosworth 85C	149 laps	22.873	7
6	Bobby Rahal (USA)	March-Cosworth 85C	149 laps	22.409	2
7	Pancho Carter (USA)	March-Cosworth 85C	148 laps	22.966	10
8	Emerson Fittipaldi (BR)	March-Cosworth 85C	146 laps	22.474	3
9	Ed Pimm (USA)	Eagle-Cosworth 85CG	145 laps	23.341	18
10	Josele Garza (MEX)	March-Cosworth 85C	145 laps	23.291	16
R	Scott Brayton (USA)	Lola-Cosworth T-900	62 laps — vibration	22.661	5
R	Don Whittington (USA)*	March-Cosworth 85C	33 laps — handling	22.731	6

*Whittington started the race in his spare car in 22nd position.

Lap leaders: Rahal 1-35, Unser Sr 36-74, Unser Jr 75-77, Unser Sr 78-150.

Championship positions: 1, Unser Sr, 139 pts; 2, Unser Jr, 136; 3, Rahal, 116; 4, Mario Andretti, 114; 5, Sullivan, 106; 6, Fittipaldi, 104; etc.

Final round: Miami (USA), Oct 27.



Blundell — current series leader.



Gachot — needs a win.



Carcasci — dark horse.

FF title battle at Thruxton

The championship deciding final round of the RAC/TT British FF1600 championship at Thruxton this Sunday, Oct 20, promises to be a real cracker.

Currently leading the championship is '84 Grovewood Award winner and newly crowned Esso champion, Mark Blundell, with his Fleetray Racing/Abbey Life Van Diemen. Mark has been the most consistent points scorer this year but did not actually record the first of his three wins until the eighth round at Brands Hatch, and falls within reach of arch rivals Bertrand Gachot and Paulo Carcasci when dropped scores are taken into account.

Bertrand Gachot is three points behind Blundell with his Marlboro backed Pacific Racing Van Diemen when the deciding nine best scores are taken into account. Bertrand won three of the first six races, at Thruxton, Snetterton and Oulton Park but has not won since in the

15-race title chase. Not happy of late with his Gatmo power units, Gachot will win irrespective of others if he is first across the line at Thruxton.

The real dark horse, however, is works pilot Paulo Carcasci. Paulo, too, has won three races, including two of the last three, latterly his superb performance at the European GP meeting. Add to that Carcasci's victory in the European run-off at Zolder recently and the Brazilian is clearly on the crest of a wave. Although some 14 points behind Blundell, Paulo needs to drop only 3 points to his rivals' 10 in the event of a high score. Thus, intriguingly, he would be champion,

pipping both his rivals by a single point should he win at Thruxton with Gachot second and Blundell third. A win for Paulo with Blundell second, however, would make Mark champion.

Throw in the rest of the rapid RAC/TT men such as Damon Hill — himself in sparkling form, witness his win at Silverstone last weekend — Jonathan Bancroft, Ruari O'Coileain, Tim Jones and Johnny Herbert and the race promises to provide a thrilling climax to a truly competitive year. For full understanding of the various finishing permutations, see the table below:

SCORING PERMUTATIONS AT THRUXTON

	Now	Finishing position at Thruxton									
		1	2	3	4	5	6	7	8	9	10
Blundell	139	149	144	141	139	139	139	139	139	139	139
Gachot	136	146	141	138	136	136	136	136	136	136	136
Carcasci	125	142	137	134	132	130	128	126	125	125	125

*Table takes into account nine best scores

Lucky escape for Lawler



Lawler — injuries slight after 160mph crash.

Alo Lawler had a truly amazing escape at Castle Combe on Saturday, his McLaren M30 suffering a suspension breakage at around 160mph.

The accident happened on his 10th lap

of the first qualifying session for the Lep Group Libre finale, the nearside front corner breaking as the affable Irishman turned into Old Paddock, by far the fastest corner on the Wiltshire track. With no power of retardation or means of steering, the car ploughed into the bank, the following Roger Orgee reportedly seeing the car flying some 20ft into the air! Lawler was lifted unconscious from the car and taken to the medical centre where he came to, although he couldn't recall that afterwards, his first recollection being on a trolley in Frenchay Hospital, Bristol. Thankfully he suffered nothing worse than a black eye and seatbelt bruising.

Inspection of the car revealed the skid block on the left hand front corner of the monocoque to have worn away completely, Lawler's diagnosis of the broken suspension being compounded. The tub stood up remarkably well to the massive impact.

Present throughout the day were 300 Lep Group guests along with a similar number from Stelrad (joint sponsor of Lawler). Among the latter was a certain Murray Walker who enjoyed his first visit to the circuit. With John Brindley retiring in the race, the Lep Libre title went to the spectating Lawler.

Hardman in Anson tests

Peter Hardman shook down the new Anson SA7 FF2000 car (*Sports Extra*, Oct 2) at Silverstone a fortnight ago, and expressed himself highly satisfied with most aspects of the Bridgnorth-built machine, run 'straight from the box'.

A couple of minor modifications will be incorporated in production versions of the chassis, expected to make its race debut in the MCD/BBC Grandstand winter series, which is looking to be particularly strong this year.

Marc Hessel to Racefax

German driver, Marc Hessel will join regular drivers Jonathan Bancroft and Jeremy Packer in Mike Baker's Racefax team at the forthcoming Formula Ford Festival.

Currently third in the German FF1600 championship, Hessel will represent his country in the World Cup and remain with Racefax to spearhead their 2-litre effort next year, in both the British and European series.

Bancroft, meanwhile, is moving on after three years with the team, during which he netted 16 wins and two FF championships. After the Festival, he will contest the BBC Grandstand FF2000 series with Penistone prior to a full season of 2-litre next year.

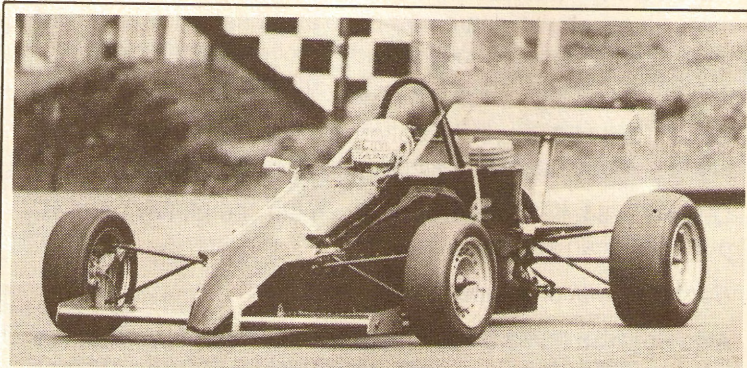
The liaison with Hessel comes after a meeting between Baker and the driver in Europe, where Baker as Sales Manager of Auriga engines converted Marc to the Chatham product from his regular Gatmo units and discussed plans for '86. This culminated in the 2-litre deal in an '86 spec' Reynard with power from Auriga of course, the engine a development of the unit currently used by the Zeus FF2000 car.

The team's other driver, Jeremy Packer looks likely to do a further season of FF1600 but plans are not finalised as yet.

Concern over Historic F3 incident

Historic F3 champion Keith Norman escaped with relatively minor injuries from an alarming accident at Brands Hatch on Sunday. The Ascot architect was running in second place on the last lap of the combined F3/FJunior event when he fell foul of a backmarker at Clearways. Norman's Brabham BT28 flipped in the incident, and, disturbingly, the rollover bar collapsed. Somehow the unfortunate driver suffered only concussion and hand injuries.

The car was subsequently examined by scrutineers who will present a report to the RAC, and in the light of recent tragic events it can only be hoped that their recommendations will contribute to more stringent historic safety regulations in the future.



ARC come to grips with Talon

Advanced Racing Concepts gave the prototype Talon FF2000 car another work-out at Brands Hatch last week, with Rick Shortle, Adrian Willmott and Tim Arnold taking stints at the wheel during the day. Following David Leslie's shakedown testing of the Lewes-built car at Donington last month, it is hoped to get Tim Davies in the SF86 within the next couple of weeks, by which time a representative race engine will be installed.

Thompson takes Quest delivery

Peter Sneller's Zeus Fabrications concern at Silverstone delivered the first of 20 Quest 86FF spaceframes to Mike Thompson's Maidstone *marque* over the weekend, and its associated Zeus Racing organisation plans to run two of the emerging FF1600 forces in championship events next season.

"We are building four of the Quest chassis, to FF2000 specification, and are looking forward to running the FF1600s. We are continuing with our own Zeus FF2000 project meanwhile, and will hopefully be running the Zeus Hire car in the BBC Grandstand winter series at Brands next month.

F2 Chevron for historic backers

Having become interested in historic car racing this year, through their sponsorship of Alex Seldon's Lola T160 CanAm car and T300 F5000 chassis, Stephen Davis and Nick Scarr of MDC Computer Systems are taking up the sport themselves next year.

The pair have acquired the ex-Len Bridge F2 Chevron-BDA B17C, with which to contest the HSCC Pre-'70 single-seater series, co-incidentally backed by Seldon's Guildford-based heating, ventilation and air-conditioning business. Scarr and Davis had their first go in the car, assisted by Alex, on the Brands Indy circuit last Wednesday.

The ex-Len Bridge Chevron B17C.



BRIEFLY

■ Following Danny Wright's maiden victory at Brands Hatch, there was a happy, but worried face in the paddock. It was that of father Francis. He had made a rather John Watsonesque promise. There was no going back, and after 10 years of residence, his beard was removed in a ceremony at the Kentagon. One wonders what he will have to do next time Danny wins!

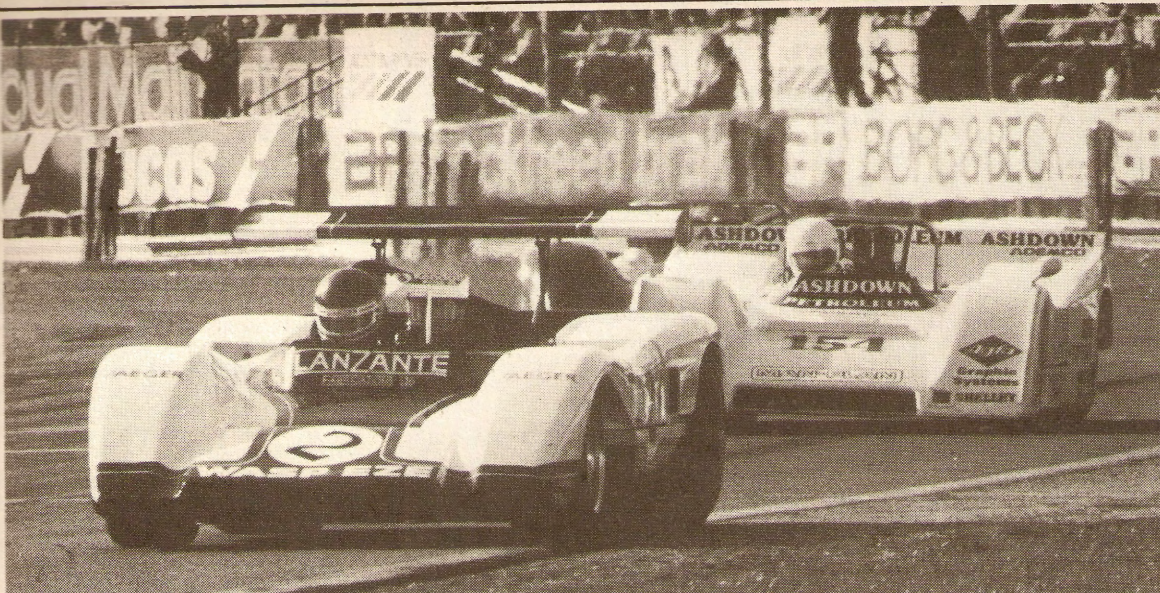
■ Jeff Gresswell was fortunate to escape with bruising and concussion from a rather nasty shunt at Snetterton while having a run in Peter Hardman's Madgwick Reynard 84SF with a view to purchasing the car for '86. Jeff fell foul of the notorious Russell Bend and is now happily on the mend although the car was beyond help. Happily, it was insured.

■ The Formula E Association are keen to point out that entries are still open for their non-championship race at the Formula Ford Festival on Oct 27th. Anyone needing further information should contact John Nicol at the BRSCC on (0474) 874445.

■ Currently scouting around in England with a view to contesting the top FF1600 championship next year, is rapid Dutchman Gerard van Uiter, who showed well in a recent brief run in Scott Stringfellow's Hippodrome Reynard at Mallory Park.

■ Well known at Castle Combe for his dulcet tones, Richard Davies announced on Saturday that he is to take up commentating full time. His previous experience includes the RAC and Welsh rallies, and his light hearted style of crowd entertainment is now available by ringing 'Dickie' on 0600-5517 (Monmouth).

■ Mark Goddard's F3 sponsors, Savoire Faire, specialists in guest entertainment at meetings, will be taking their hospitality bus to the Formula Ford Festival weekend at Brands Hatch, Oct 25-27. Any interested competitors/entrants with bodies to entertain should call Harvey Pallet on (0203) 327292.



The rear wing on Bellm's McLaren, seen leading Mike Wheatley, was 5cm too high, contravening a rule introduced mid season.

Bellm falls foul of new ruling

The post race disqualification of Ray Bellm's apparently victorious McLaren M8C cast a shadow over the final round of the HSCC Failsafe Historic GT championship at Silverstone on Sunday. The beautifully prepared, and usually well-driven CanAm beast won the race by a country mile, only to be disqualified because its rear wing contravenes an HSCC maximum height regulation, introduced after the GP support race in July

when the car was debuted in the spectacular series.

The team was told at scrutineering that the wing was 105cms high (the new rule allows a 100cm maximum), but could not affect modifications in time for the race. "I asked if I could run without being eligible for points or prize money", said Bellm, "and was accepted on that basis. It was only afterwards that I was told that I would be officially disqualified.

"I don't argue with that at all, but what really gets my goat up is that the club's inconsistent attitude on vehicle eligibility." It would appear, from the outside, that as long as your face fits, your car is eligible . . .

Paul Lanzante, who fields the Wasp-e McLaren, is now planning to modify the wing arrangement, prior to next season's 'big banger' series.

Weaver and Dron take up the Challenge

There were two new but well known faces at Silverstone last Sunday for the BCA Metro Challenge race: James Weaver (Austin Rover Finance/Esso) and Tony Dron (Gray-Woolfe Racing).

Weaver had accepted gladly series co-ordinator John Foden's offer of a run in the guest Metro on his return from Fuji's World Endurance counter, qualifying an impressive fourth fastest. "You know, I just love driving different cars," said James before the event. "I mean this year there's been Group C, F3000, F3 and now Metros! But it's so competitive in this series, I'm just pleased to be fourth on the grid. These cars are much more difficult to drive than they look." However, a suspect headgasket saw the



Weaver — he enjoyed the variety.

Roger Dowson prepared Howley engine car slip down the field to an eventual 10th.

Dron was another pleased recipient of someone else's beneficence when a

chance encounter with the car's owner, Chris Taylor, at Donington led to the drive.

The ex-Malcolm Harrison Metro is being prepared by Seacott Racing of Luton (preparers of Neil McGrath's Group A Rover) and is sponsored by Milton Keynes surveyors Chambers, Cook & Stillman.

"I was given £100 to donate to a charity of my choice if I would have a run in this car," said Dron after the race. "Unfortunately, the nearside CV joint broke and I had to retire after only three laps, but I enjoyed myself!"

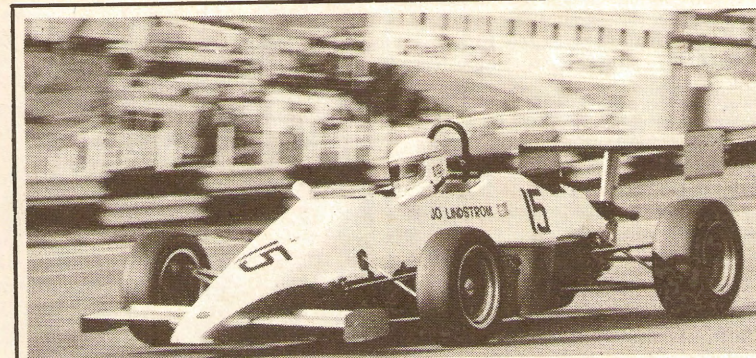
"This race was just a taster before a full session next year," added Taylor. "I'm going to have a go in the car myself."

Bancroft tries development 85FF Reynard

Reynard Racing Cars are set to unveil their all-new 1986 FF1600 contender at the First Edition Formula Ford World Cup and Festival meeting, later this month. Many of its components have already been tried on a modified version of this year's chassis. Although the 85FF had disappointed in European trim, the Bicester marque is confident of a return to the forefront next year.

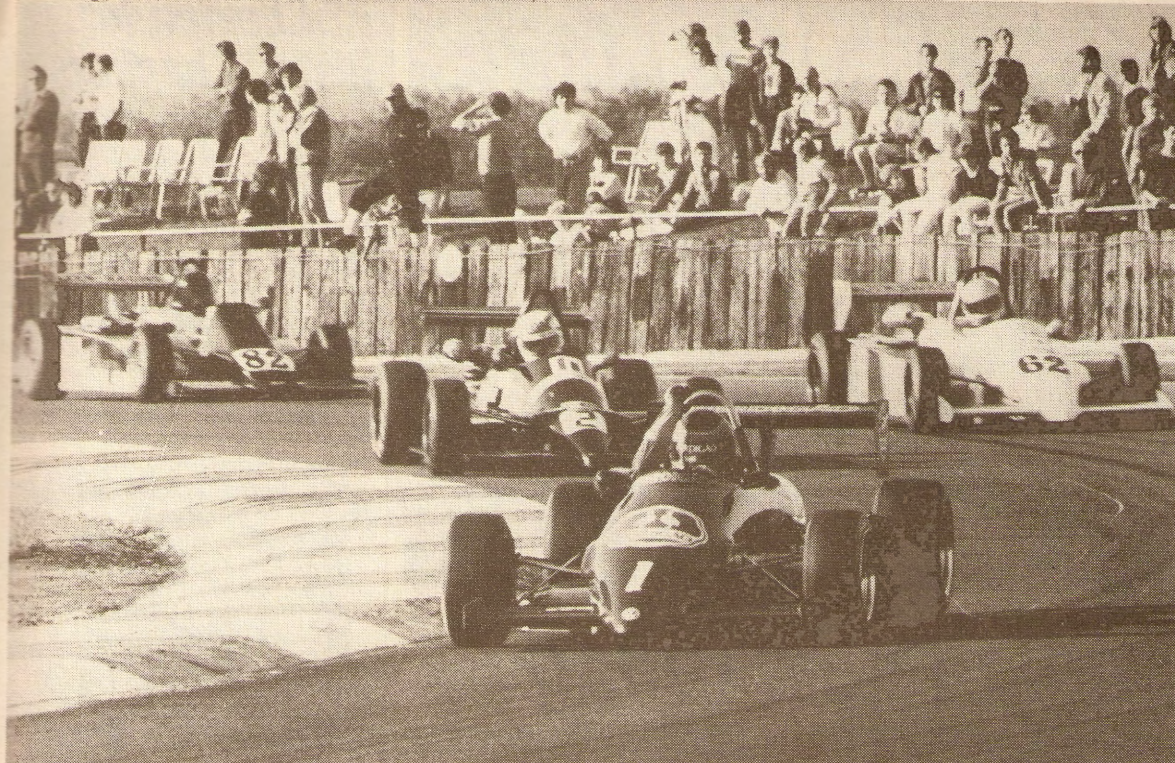
As part of the ongoing '86 evaluation programme, Jonathan Bancroft drove the 85FF test car — with '84-type rocker-operated rear suspension — at Brands Hatch last Wednesday, under the supervision of project engineers Paul Owens and Geoff Wyatt.

AUTOSPORT, OCTOBER 17, 1985



More FF2000 for Lindstrom

Promising young Swede Jorkin 'Jo' Lindstrom continued his programme with the works Argo JM17 FF2000 car at Brands Hatch last Wednesday, and looked good in the car, considering his relative lack of racing experience. "Jo's not been to the circuit before, so we're playing him in gently", said Anglia Cars's Nick Jordan, in charge of Lindstrom's British efforts, after his season in Swedish F3. Next stop for the Argo team is Thruxton this Sunday.



Mauricio Gugelmin was utterly dominant throughout, claiming a win, pole position and fastest lap en route to the championship.

Gugelmin's guarantee

Mauricio Gugelmin is the new Marlboro British Formula 3 champion, and a worthy winner, with three wins, five poles, nine fastest laps and a remarkable 17 points-scoring finishes from 18 rounds in the country's premier championship. The 22-year-old Brazilian sealed the honours with an immaculate victory in Sunday's Silverstone finale, earning Ralt Cars its fifth successive British F3 title, Dick Bennetts and West Surrey Racing their third in five years and John Judd's VW engines their 35th successive race win in this fiercely competitive series.

Andy Wallace went to the last race with a very tall order if he was to lift the crown for Swallow Racing and Reynard, and did everything within his power to turn the tables, the only man capable of challenging Gugelmin on the day. Magnanimous in defeat, the Briton left a fine impression on the audience.

QUALIFYING

All to play for, then, between Gugelmin and Wallace as this most protracted and complex title race reached its finale, seven months and 18 races on from that remarkable wet opener at Silverstone. Inevitably, all attention and pressure was focused on this eagerly awaited showdown all weekend, the best efforts of 36 'race' rivals assuming but secondary importance, at least on day one.

The out-psyching rituals began early on Saturday, very early, with the race for the scrutineering bay. West Surrey Racing seized 'pole' here for Gugelmin — arriving at 5.30am for 7.30 opening — and Mauricio repaid them with pole proper (his fifth of the year) when the spotlight was on him at a more civilised hour. In both instances, Swallow Racing and Wallace shadowed the championship leaders!

Conditions for qualifying were perfect. A cool crisp, morning half-hour saw Mauricio and Andy set unprecedented 'flat bottom' times, plunging deep into the 1m 25s bracket for the first time. The Brazilian's best (an improvement of nearly a second over his personal record)

even threatened Russell Spence's ultimate Avon-shod 'ground effect' F3 standard of 1m 25.26s. Such was the importance and urgency of his quest.

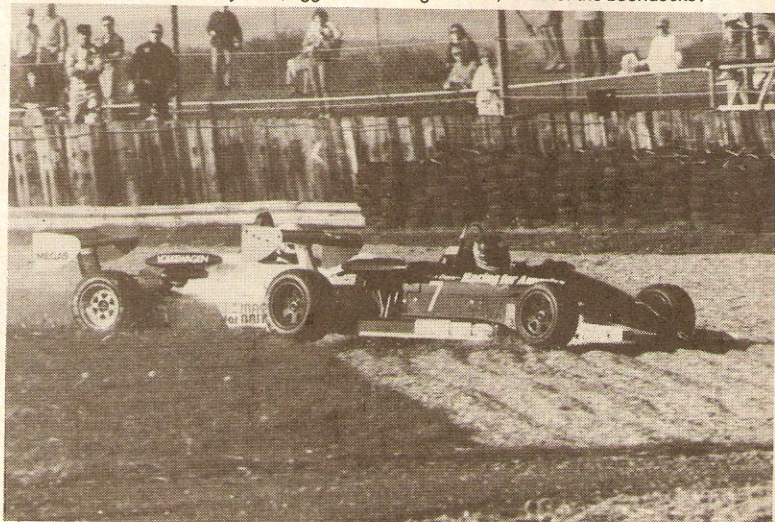
It all boiled down to nerve and preparation — mental as much as machine — in the first session. Either you went for it, recognising optimum track and atmospheric assistance, or you missed the boat and languished down the order on the capacity grid. Most drivers responded admirably, more dipping into the '26s' than ever before. But what about those front row men?

Gugelmin, confidence boosted by his Zandvoort win, had only sat in the Perdigao Ralt for 1½ days since, during which he made his mark at Silverstone with a 1:26.40 in testing. "We have made a couple of small detail changes and put in a fresh VW since then," explained team chief Dick Bennetts, "and Maurizio is very happy with the car." He was consistent, too, turning several laps at 1:25.5-6 in the 'once a season' morning conditions, and regular 1:26.0-1s on older rubber in the afternoon, when the circuit was never going to be as helpful. "The car is perfect, couldn't be better," beamed Gugelmin. "I have a great

opportunity tomorrow."

Local hero Wallace, tremendously encouraged by recent testing progress with Adrian Reynard at Snetterton and Silverstone (during which he took the much-improved 853 round in 61.6s and 1:26.5s respectively, their best yet) was but 0.04 sec shy of Gugelmin, having found another second in the morning, and knew there was still a little more to come . . . "I was baulked on my good lap," shrugged Andy, whom I have never seen look so confident, despite needing to win the race with fastest lap (his first of the season — to Gugelmin's present tally of eight!) to snatch the title, regardless of Mauricio's position. He slipped back 0.4sec later on — behind Spence in the afternoon order — "but we'll be all right tomorrow. Me versus him, there's no problem, never has been. I'm not worried about winning, only getting that fastest lap." Brave words, then, as he headed for Reynard's helicopter, and

Ross Cheever and Anthony Reid, aggressive chargers both, head for the boondocks.



home.

Dave Scott and Spence, fourth and third in the table, occupied the second row with their Ralts, Dave happy to have got his Swift Caravans car into the 26s at last on Friday, and come close to a 25 in qualifying. "We should have sorted our understeer at Stowe earlier," rued Scott, "but we're in good shape now, and I've not started this far up the grid on the GP circuit this year."

Spence was, by his own admission, "miles off" in the morning (which led to another rift in the Warmastyle team, and departure of ace mechanic Bent Husbond), but did a fine job after lunch, perhaps a better guide to race-day form. "I reckon I can run with them now. The car will run really well in traffic, and I can still take second place in the championship from Andy."

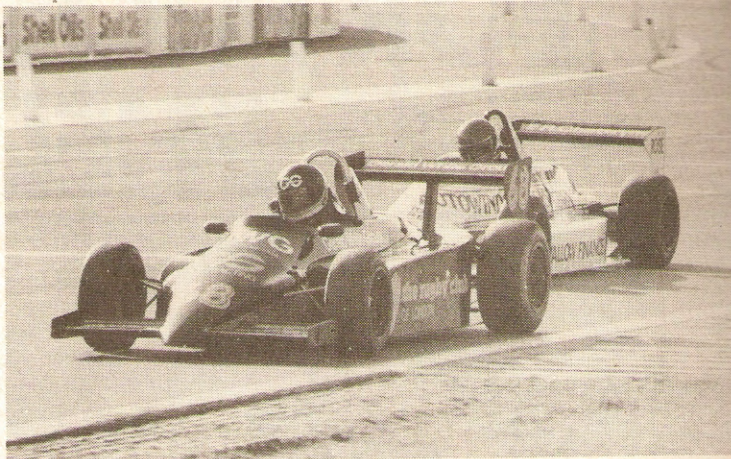
Anthony Reid, in Dave Price's second Reynard-VW for the weekend, qualified it fifth despite an early imbalance which made taking Club flat impossible. He slid off gently at Stowe later on, tweaking the nose of the Linn Hi-Fi/Megas/RFB car. The Scot was joined by Gerrit van Kouwen, who was puzzled to be stuck in the mid-26s despite no obvious problems with his Pegasus-Marlboro Ralt.

Gary Evans's untroubled MTR Ralt, in Wallspan Bedrooms livery for this meeting, shared row 4 with Andrew Gilbert-Scott, one of only three A class men to improve in the afternoon, "on old tyres!" The Systime team had the blue RT30 well honed mid-week, but come Saturday, with new rubber, the balance had curiously gone awry. Out came the old Avons, hey presto, Andrew was back in the ball park.

Perennially ninth, it seems, Mark Galvin wrung his best times yet from the Docking/Shorehill car, although unexpectedly high rear tyre growth forced mid-session ride-height changes in the morning. A great effort from the Irishman, almost matched by Cathy Muller in her Elf Reynard. Cor Euser, shaking down a brand new Magnum (and nursing an extremely painful shoulder, sustained when he wrote the old car off in testing last month) and Graham de Zille, now on van Kouwen's Ralt settings, completed the top 12.

After a shunt at Woodcote on Monday, Tim Davies could not eke the same (on the pace) times from the Dutton-run, Madgwick-owned Reynard-VW, which understeered for most of the day. Ross Cheever, quick in the corners, was otherwise 'lost' with Valour's new RT30 which John Upton's men, in desperation after myriad changes, put back to mid-season narrow track configuration in search of race-day speed.

Five star Giles



Butterfield again proved the class of the B runners, pole and victory his in the Pre '84 section.

Stover and Khan's overheating Alfa-powered car claimed the last points although a good dice further down saw Kempton and Earnshaw keep the Anson lads on their toes.

Pudwell found his car brakeless after an overnight engine change (!) while Smythe's first F3 outing of the season ended with a repeat of Saturday's boil-up.

Giles Butterfield was again the class of the Pre-'84 section, the tall Londoner achieving a fine chassis balance on Saturday to dip his Rugby Club-backed Ralt-Toyota RT3 into the 1m 28s bracket for the class pole. Ray Stover, Dick Parsons and Mark Goddard were snapping at his heels as ever, with Dutchman Hendrikten Cate an excellent fifth on his first visit to Silverstone with his van Duijnen/van Amersfoort Racing Ralt-Toyota, used to such good effect at Spa and Zandvoort.

Behind the fast-learning ten Cate, the RT3s of Terry Pudwell, Ian Khan and Steve Kempton led the closely matched Ansons of Bill Coombs and F3 debutant Steve Bottoms, then the Ralts of Wayne Earnshaw (ex-AG-S) and Mark Smythe in the 15-car division.

Butterfield wasted no time in establishing the lead he was not to lose — his fifth win earning him runner-up spot in the secondary series — with Goddard, Parsons (who had been hampered by a blocked fuel injector in qualifying) and ten Cate forming a train behind him as Stover fell away. The order among the leaders remained static, although gaps varied as some of the Class A spinners worked their way back up the order.

hotter day, we may have been in better trim, but there's only one winner. Mauricio drove a great race. He had all the pressure, with so much to lose, but he made no mistake. I did my best, but it was not enough. Congratulations to him . . ."

For many laps it looked like being a one-two-three result for cars 1, 2 and 3, but Spence came under increasing scrutiny from Gilbert-Scott, with the bit between his teeth and driving the race of his season. This duo circulated together from lap 3, but it was not until the closing stages that the going became heavy. A collision at Stowe saw AG-S launched into the air as his run on the outside was covered, but he gathered up the moment, forcing Russell over the chicane penalty

line twice in the last three laps. "It was all out war after the knock," declared the Warmastyle Ralt driver, who subsequently was demoted to 11th place, docked 20secs. Andrew had won third in the skirmish with a forceful display.

The battle of the race was over the minor placings, with Cheever, van Kouwen, the recovering Reid, Scott and Evans (who had lost ground in a moment on lap 2), plus Muller and Sala tagging along towards the end. Anthony bustled his way back onto Ross's tail in the course of nine laps, got the better of the American on the dash past the pits, only for Cheever to flick back inside him at Copse — "through an impossible gap", rued the Scot. With wheels locked, Ross drifted past the apex, into Reid, and the

two cars slid out of the race, but superficially damaged in the circumstances.

Gerrit gratefully accepted their places, with Evans and Scott in tow, ahead of the Cathy and Maurizio show, which had shaken off Euser, in agony after five laps with his shoulder injury. Harrington did a grand job in hauling his way back into the top 10.

After a spin in the first lap mêlée at Woodcote, Graham de Zille fought his way back up the order, as did Galvin. The Intersport team, meanwhile, had a torrid day, Fine pitting to remove greenery gathered in an excursion and Gachot depositing his RT30 in the fence at Club, caught out by being too close to another car after a promising first lap.

SILVERSTONE (GB)

Oct 13, Marlboro British Formula 3 Championship, round 18, 15 laps — 43.98 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Mauricio Gugelmin (BR)	A	Ralt-VW RT30	21:46.02	1:26.25	1:25.54	1
2	Andy Wallace (GB)	A	Reynard-VW 853	21:51.47	1:26.41	1:25.58	2
3	Andrew Gilbert-Scott (GB)	A	Ralt-VW RT30	22:06.96	1:27.15	1:26.73	8
4	Gerrit van Kouwen (NL)	A	Ralt-VW RT30	22:17.38	1:27.93	1:26.55	6
5	Gary Evans (GB)	A	Ralt-VW RT30	22:17.71	1:27.72	1:26.62	7
6	Dave Scott (GB)	A	Ralt-VW RT30	22:19.98	1:27.94	1:26.03	3
7	Cathy Muller (F)	A	Reynard-VW 853	22:21.15	1:28.21	1:26.98	10
8	Mauricio Sandro Sala (BR)	A	Reynard-Saab 853	22:22.34	1:28.17	1:27.95	20
9	Cor Euser (NL)	A	Magnum-VW 853	22:26.96	1:29.29	1:27.19	11
10	Steve Harrington (AUS)	A	Ralt-VW RT30	22:27.87	1:28.54	1:27.81	19
11	Russell Spence (GB)	A	Ralt-VW RT30	22:28.04*	1:27.16	1:26.06	4
12	Giles Butterfield (GB)	B	Ralt-Toyota RT3	22:42.21	1:29.40	1:28.92	23
13	Graham de Zille (GB)	A	Ralt-VW RT30	22:43.01	1:28.60	1:27.22	12
14	Mark Goddard (GB)	B	Ralt-Toyota RT3	22:51.21	1:30.11	1:29.66	26
15	Dick Parsons (GB)	B	Ralt-VW RT3P-84	22:53.27	1:30.35	1:29.35	25
16	Hendrikten Cate (NL)	B	Ralt-Toyota RT3-83	22:56.92	1:30.35	1:29.84	27
17	Ray Stover (USA)	B	Ralt-VW RT3-84	22:58.03	1:30.22	1:29.34	24
18	Mark Galvin (IRL)	A	Ralt-VW RT30	23:07.99	1:29.07	1:26.87	9
19	Ian Khan (GB)	B	Ralt-Alfa Romeo RT3	23:09.50	1:31.30	1:30.94	29
20	Harald Huysman (N)	A	Ralt-VW RT30	23:43.19*	1:28.31	1:28.13	21
21	Steve Kempton (GB)	B	Ralt-Toyota RT3-84	14 laps	1:31.72	1:31.28	30
22	Bill Coombs (GB)	B	Anson-Toyota SA4B	14 laps	1:31.47	1:31.97	31
23	Wayne Earnshaw (AUS)	B	Ralt-VW RT3-84	14 laps	1:31.98	1:32.57	33
24	Steve Bottoms (GB)	B	Anson-Toyota SA4B	14 laps	1:32.25	1:32.05	32
25	Kevin Jones (GB)	B	Ralt-VW RT3-83	14 laps	1:32.28	1:32.95	35
26	Eddie Kimbell (B)	B	Ralt-VW RT3-83	14 laps	1:32.60	1:33.30	36
27	Anders Ulsson (S)	A	Magnum-VW 853	14 laps	1:32.77	1:33.32	37
28	Terry Pudwell (GB)	B	Ralt-Toyota RT3-83	14 laps	1:31.02	1:30.79	28
29	Tim Davies (GB)	A	Reynard-VW 853	14 laps	1:28.20	1:27.30	13
30	Keith Fine (GB)	A	Ralt-VW RT30	14 laps	1:28.23	1:27.36	15
R	Ross Cheever (USA)	A	Ralt-VW RT30	10 laps — accident	1:27.93	1:27.31	14
R	R. Anthony M. Reid (GB)	A	Reynard-VW 853	10 laps — accident	1:27.70	1:26.23	5
R	Mark Smythe (GB)	B	Ralt-Toyota RT3-83	7 laps — overheating	1:32.15	1:32.75	34
R	Barrie Pusey (GB)	B	Ralt-Toyota RT3-84	1 lap — misfire	2:48.30	1:47.69	38
R	Bertrand Gachot (B)	A	Ralt-VW RT30	1 lap — accident	1:40.84	1:27.64	18
R	Julian Bailey (GB)	A	Reynard-Saab 853	0 laps — accident		1:27.47	17
NS	Victor Rosso (RA)	A	Reynard-VW 853	DNS — engine			
NS	Rob Wilson (NZ)	A	Ralt-Toyota RT30	DNS — engine			

Winner's average speed: 121.22mph. Fastest lap: Gugelmin, 1m26.25s, 122.37mph. Class B (Pre-March '84 cars): Butterfield, 1:16.22mph. Fastest lap: Butterfield, 1m29.40s, 118.06mph. Final championship positions: 1, Gugelmin, 85 (83) points; 2, Wallace, 76; 3, Spence, 64; 4, Scott, 52; 5, van Kouwen, 46; 6, Davies, 39; 7, Cheever, 28; 8, Evans, 26; 9, Huysman and Muller, 10; 11, Phil Kempe and Gilbert-Scott, 7; 13, Sala and Reid, 7; 15, Euser, 3; 16, Wilson, 2; 17, Dave Coyne and Fine, 1. Class B: 1, Carlton Tingling, 71; 2, Butterfield, 64; 3, Goddard, 63; 4, Stover, 63; 5, Mike Wright, 37; 6, Kempton, 35; 7, Parsons, 25; 8, Ross Hockenull, 23; 9, Godfrey Hall, 17; 10, Sean Walker and ten Cate, 15; 11, Coombs, 13; 12, Paul Stott, 10; 13, Jones and Pudwell, 5; 15, Ronnie Grant and Anton Sobriquet, 4; 17, Richard Morgan and Steve Allen, 3; 19, James Tolerton, Rodolphe Koentges and Khan, 2; 22, Earnshaw, 1. *Times include penalties.

Keith Fine spoiled his day by damaging the front suspension mounting beam on his Intersport/D'Hose RT30, but narrowly pipped his new team-mate, impressive F3 debutant Bertrand Gachot. Victor Rosso holed the oil cooler of the second Swallow Reynard in a moment at Stowe, while Julian Bailey felt his Saab 'race' engine tighten in the morning, thus had to substitute a heavier unit — with which he was ninth fastest in the generally slower session. Steve Harrington posted his best ever time, despite tyre stager.

An air intake sealing problem (see *Pit & Paddock*) saw Maurizio Sandro Sala's morning time disallowed, and troubled also were Harald Huysman (who went much quicker after lunch with the re-fettled EJR/Marlboro car) and Rob Wilson whose Toyota engine detonated, probably as a result of a fuel system malady.

RACE

Wallace signified his intentions by chopping towards poleman Gugelmin on the final warm-up lap, but Mauricio made the better getaway when it mattered, easing left once clear to give himself the best run at Copse, where many had forecast robust manoeuvring might influence the outcome of the race — and championship. Scott, behind Mauricio, had too many revs on as the lights changed, allowing the eager Reid to squeeze into a momentary third place, between him and the pit wall. Spence, out wide, snatched it back at the first corner, while Evans and Muller were away smartly. Not as well as Cheever, though, who blasted away from row 7, scything the rejuvenated Valour Ralt through to fifth by lap 2(!), while Huysman — even keener to impress early — was three rows up on his grid placing as the greens flashed on, and paid the price. All, incredibly, jostled through Copse safely, although Galvin's nose-fin was damaged.

Down the Hangar straight the leading bunch fled, pursued by the squabbling pack. Reid towed past Spence for third at Stowe, but already Gugelmin and Wallace were drawing clear, in a repetition of their practice performance. When Anthony outraked himself at Woodcote, bouncing wildly from kerb to kerb, he not only lost out immediately to Gilbert-Scott and Scott, but also to van Kouwen and Cheever as he fought to regain both control and momentum.

Evans and Harrington, in among them, arrived side by side at the chicane and could not filter through leaving Steve, on the outside, obliged to use the kerbing. He spun off it, and was collected by Bailey whose Saab car cannoned off into the fencing, leaving the equally fast-starting Sala as the team's only representative, embroiled in a fine tussle with Muller, Euser and Huysman.

Gugelmin was into his stride instantly, the balance of the Perdigo poultrey Ralt visibly superior to that of the green Reynard through the chicane, allowing him a big advantage in exit speed. Wallace was equal to the task of keeping up for three or four laps, but the 'looser' mechanical grip of his car was always going to tell against him in the end.

"My car went really well here in May, I won the June race on the GP circuit and have not looked back," said an elated Mauricio, quicker and faultless on the biggest day of his racing career. "Even if I had not made a good start, I felt that I was quicker than Andy. The car was so beautiful, thanks to a great team, that I knew I could win by driving smoothly, really concentrating."

Andy fought mightily in his wake, never relenting in his chase or resolve, despite a wayward car. "Had it been a



Dennis Leech made a fine start with the Vitesse to head the dash to Copse. He finished a fine third — the best non turbo.

The turbo tearaways

They say that motor racing memories stretch only as far as the last race and so it was fitting that Andy Rouse won the Trimoco season closer, his ninth win on the 12 race championship trail. Dave Brodie made him fight every inch of the way in the Colt Starion Turbo while Dennis Leech drove heroically to head the normally aspirated brigade. With Rouse already overall champion, interest centred on the middle class battle to be fought out between Richard Longman's RS Turbo and the John West Alfa GTV6 twins, Dooley and Kirby. This was resolved by Copse on the opening lap with Longman and Dooley both *hors de combat*.

QUALIFYING

With the Grand Prix meeting over and no special soft Pirelli D7s on hand for 'The Brode', it was Andy Rouse in the championship winning Sierra who claimed pole. Brodie gave it a good go late in the second session with Rouse circulating in tandem until the Sierra expired with an electrical fault.

Neil McGrath had equalled Brodie's time in the first session but was halted when a slave cylinder retaining bolt sheared and his clutch pedal went to the floor. Nevertheless, Neil was able to improve fractionally in the afternoon session to protect third spot from a spirited effort by Dennis Leech. Dennis and spannerman, Phil (Oops sorry, they're called engineers these days) had worked wonders to get the venerable Rover shipshape following Leech's Brands shunt, Dennis responding by getting the car around the GP circuit for the first time ever in the 1m39s. Leech recounted that the scrutineers thought that this was maybe a bit too quick and "weighed everything in sight. Quite amusing when you reckon I'm 100kgs overweight and running tyres which I used to qualify for the GP meeting at Brands... in '84."

A fine fifth in his quest for Class B honours, Richard Longman achieved his time with but one flying lap. Constantly plagued by an electrical misfire — pin-pointed to a fault in the complex Datapost RS Turbo wiring system — Longman subsequently blew the turbo. A job for the boys...

Alongside him on the third row was Frank Sytner's 635CSI which only appeared in the first session. Where was Frank on Saturday afternoon? "He's having a couple of pints and watching Bathurst on TV," joked his crew.

"Seriously, Frank has extracted all he can from the car and doesn't see the point in throwing more tyres at it."

The ever enthusiastic Pete Hall and Mike Newman shared row 4 with a Vitesse and BMW 635 respectively, ahead of a somewhat disgruntled Barry Sheene. Barry was at a loss to explain his predicament "I've got terminal understeer and can't get within 2secs of my time when I first drove the car here. All I can put it down to is the tyres, they're the only changed variable."

Jon Dooley — 1 point behind Longman and 2 ahead of team-mate Rob Kirby in the Class B table — shared row 5 ahead of fellow sardine Kirby. Beside Rob, Geoff Kimber-Smith was the Class C yardstick, under the lap record with his 16-valve Toyota Corolla GT. "The car has always had the straightline speed, but gradually we're getting there with the handling. I reckon that so long as I'm on my own on the circuit, I can easily outrun the Escort, but in traffic they're more agile."

Languishing in a lowly 13th position in the second BBW Motorsport Colt Starion Turbo was Kunimitsu Takahashi who had made the trip over from Japan to gain some experience of the car before racing it at the Fuji Group A event in November. The trip was somewhat wasted as the experienced Japanese was hampered by engine maladies all weekend.

Having an even more miserable time was the Brooklyn Motorsport team, a blown head gasket on Moss's car being emulated by the newly rebuilt unit in Hodgetts's RS1600i, reducing the Class C champion to the role of spectator.

RACE

With gaps on the grid which should have been occupied by Hodgetts and Crudington (starting a lap down from the pit lane with a bump start due to a duff starter motor), the green light unleashed a terrific start from Dennis Leech, the black Rover heading the field into Copse. Rouse and Brodie tucked in behind with Longman tight against the pit wall. Suddenly, Richard felt some outside assistance midway round Copse and found himself in the boondocks. He was joined there by the offending Sytner BMW and could only await the fates of Dooley and Kirby. The former, however, had not even got to Copse, Dooley out after 10 yards with a sheared propshaft. "All the more galling when I saw Longman out at the first corner," added a surprisingly perky Jon later. Kirby could

hardly believe his luck; by Chapel on the first lap all he had to do for the Class B title was finish.

Up at the front, Leech, Rouse and Brodie were three abreast through Chapel with the turbo cars pulling ahead down Hangar Straight. Rouse snatched the lead into Stowe and completed the lap with the Colt glued to his bumper, followed by Leech, McGrath, Hall, Sheene and then a gap to Takahashi who had made fine progress on the opening lap. Further back, Kimber-Smith's Corolla led the Class C battle but could not find a way round Brian Chatfield's Capri and fell back into the clutches of the Escort hordes.

Quickly the race settled into a series of detached battles. Brodie was right with Rouse and looking for a way by, while McGrath was crawling all over Leech but never quite made it by. Further down, Pete Hall's Vitesse had slipped ahead of Newman's 635CSI which was left to fend off the attentions of Sheene. By lap 6 Barry, too, had found a way by but was never able to shake off the Bee-Em.

Back to the baby class, and Richard Belcher had fought his way to the front despite an almighty moment on the grass at Club when he kept his foot in it and buzzed the motor up to 9500rpm! By this time the battle had lost Patrick Watts with a blown head gasket, Patrick none too complimentary about his rivals' 'racecraft' during his five laps out there.

A lap later Alan Curnow forced up the inside of Kimber-Smith at the Chicane and contact was inevitable, the Corolla spinning widely before resuming at the back of the bunch.

Just after half distance Brodie made his move, easing alongside Rouse into Club Corner, emerging from Abbey up to the Daily Express bridge in front. For a moment it looked as though he might make a break, but a lap later Rouse stormed up the inside into the Chicane to retake the lead. From that point on he was never headed although Brodie made a valiant attempt on the last lap, clipping the Chicane kerbing in an attempt to outrag the Sierra to the line.

Frankly, no one else was in with a sniff and half a minute back Leech capped a fine weekend by holding off McGrath's Castrol/Connells Vitesse. Pete Hall brought his similar ICS car home fifth ahead of Sheene and Newman's race long dice with Class B victor, Kirby, heading Takahashi's Starion which had suffered a repeat of its practice problems, sounding dreadful throughout.

McGrath was convinced that with new goodies, *à la* Walkinshaw, the Rover can still get the job done. Few others, however, are in agreement. Rather, as in Formula 1 five years ago, the turbo has truly arrived together with the cost escalation and complexities that accompany it. Whether desirable for the series or not, progress is irrevocable and should prompt the organisers to take a long hard look at the regulations for '86.

SILVERSTONE (GB)

Oct 13, Trimoco RAC British Saloon Car Championship, round 12, 15 laps — 43.98 miles

Pos	Driver	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Andy Rouse	A	2.31 Ford Sierra Turbo	24:55.12	1:38.45	1:37.67	1
2	David Brodie	A	2.0t Colt Starion Turbo	24:55:29	1:38.73	1:38.01	2
3	Dennis Leech	A	3.5 Rover Vitesse	25:25.11	1:39.56	1:39.84	4
4	Neil McGrath	A	3.5 Rover Vitesse	25:25.31	1:39.70	1:39.29	3
5	Pete Hall	A	3.5 Rover Vitesse	25:37.25	1:40.85	1:40.90	7
6	Barry Sheene	A	2.8 Toyota Supra	25:46.41	1:41.58	1:41.09	9
7	Mike Newman	A	3.5 BMW 635CSI	25:46.98	1:41.99	1:40.99	8
8	Rob Kirby	B	2.5 Alfa Romeo GTV6	26:30.62	1:43.85	1:42.62	11
9	Kunimitsu Takahashi	A	2.0 Colt Starion Turbo	26:38.32	1:42.67	1:45.45	13
10	Richard Belcher	C	1.6 Ford Escort RS1600i	14 laps	1:47.24	1:46.31	16
R	Frank Sytner	A	3.5 BMW 635CSI	0 laps — accident	—	1:40.42	5
R	Richard Longman	B	1.6t Ford Escort RS Turbo	0 laps — accident	—	1:40.10	5
R	Jon Dooley	B	2.5 Alfa Romeo GTV6	0 laps — accident	—	1:41.97	10
NS	Chris Hodgetts	C	1.6 Ford Escort RS1600i	Engine	—	1:48.21	21

Winner's average speed: 108.07mph. Fastest laps — Class A: Rouse, 1:38.45, 107.21mph. Class B: Kirby, 1:43.85, 106.63mph. Class C: Tony Crudington (Toyota Corolla), 1:46.33, 99.26mph. Championship winners — overall and Class A: Rouse. Class B: Kirby. Class C: Chris Hodgetts.



The introduction of Rover's V8 engine, plus a whole host of other revisions, justifies the 'Series 2' tag for the TVR 350i, but despite the changes, the car remains a Trad Brit sports car.

Traditional TVR values

It doesn't take long behind the wheel of the TVR 350i to realise that it's been around now in the same basic form for some 30 years. For sure it's like the woodman's axe which had four new heads and six new handles but was still the same axe — the TVR has had many new chassis, a whole heap of different engines, and umpteen other changes, but — in 350i form — it is still a Trad Brit sports car, warts and all. It isn't wildly sophisticated, but then neither is it horribly crude: it's a genuine, no holds barred, fun machine designed to give the maximum pleasure to the driver along with, be it said, the minimum of convenience.

The 350i came about because of the Arabs. The previous high performance model, the 280i turbo, was Ford-engined, which was a no-no as far as the Middle East (Israel excepted) was concerned. On the other hand, sitting on the shelf was Rover's lovely 3.5 litre fuel injected V8 (which has a heritage almost as long as the TVR) pushing out 197bhp at 5280rpm, and 220lb ft of torque at 4000rpm. Engine and car seemed to go together naturally, like love and marriage as the song goes.

It didn't take too much work to the TVR's multi-tube epoxy-coated backbone chassis to fit the V8 into the engine bay. Earlier this year TVR took the opportunity to introduce a whole raft of other revisions to engine and chassis mountings, suspension settings, interior trim and external appearances, all of

which justify a 'Series 2' tag.

Thus the 350i Series 2 Convertible has an almost classic TVR specification — but updated. Clothing the tubular backbone chassis (with five year anti-corrosion guarantee) is a two piece moulded glass fibre body, bonded together along the waistline. Front suspension is by upper wishbones, a locating lower tie-bar (whose chassis pick-up point has been moved forward to reduce steering kick back), 17 per cent stiffer coil springs and an anti-roll bar double the previous size. At the rear there are lateral links and trailing arms with the half-shafts acting as upper suspension links, along with coil springs and an anti-roll bar. Brakes are discs all round, those at the rear mounted inboard, steering is by rack and pinion, and fat, low-profile 205/60VR15 Good-

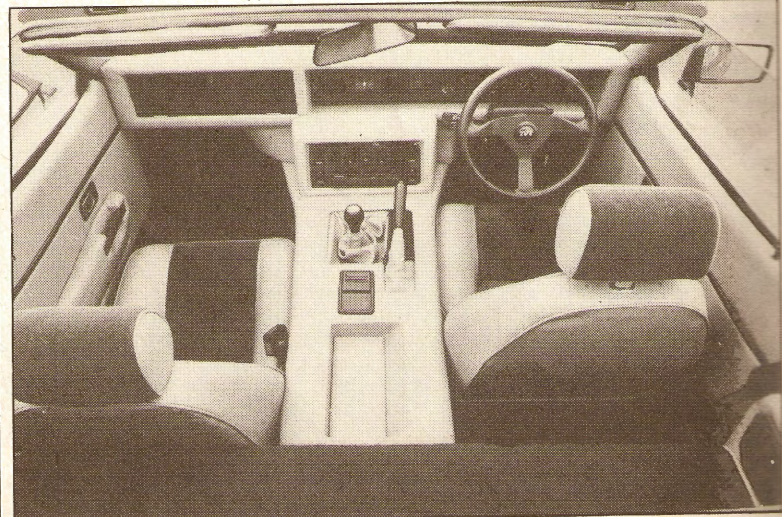
year NCTs are fitted to alloy wheels.

Near 200bhp in a car weighing 27.5cwt is a good formula for drag-strip acceleration, and the 350i proves to be very quick indeed in a straight line. TVR claim a top speed of 140mph, and a 0-60mph time of 6s: *Autocar* reached 136mph average on maximum speed runs, and 0-60mph in 6.6s. Not quite as good as claimed,

perhaps, but more than quick enough — as some comparison, the Morgan Plus 8 with the same engine only reached 123mph (brick wall aerodynamics didn't help) and a 0-60mph time of 6.5s.

Mind you, the TVR lets you know it's working when you push it. If the sheer rate of acceleration doesn't catch the eye

Seats are comfortable and supportive, and the gear lever well placed. Unlike former TVRs...



TVR 350 Series 2 Convertible

£16,540

Specification

Cylinders/capacity	V8, 3528cc
Bore/stroke	88.9/77.12mm
Valve gear	Pushrod ohv
Fuel system	Lucas L type injection
Power/rpm	197bhp (DIN) at 5280rpm
Torque/rpm	220 lb ft (DIN) at 4000rpm
Gear ratios	3.32, 2.09, 1.40, 1.00, 0.792:1
Final drive	3.54:1
Steering	Rack and pinion
Brakes	Discs all round
Wheels	7Jx 15in alloy
Tyres	205/60VR15
Suspension (F)	Independent by upper wishbones, lower arms, coil springs, anti-roll bar
Suspension (R)	Independent by lateral links, trailing arms, half-shafts, coil springs, anti-roll bar

Dimensions

Length	158ins
Wheelbase	94ins
Track (F/R)	56.5/56.7ins
Width	68ins
Weight	27.5cwt

Performance

(Autocar figures)

Maximum	136mph
0-60mph	6.6s
50-70mph (4th/5th)	5.9/3.8s
Fuel consumption (Urban/56mph/75mph)	N/A
Test consumption	20.2mpg

other hand, the instruments are tiny — and reflections off the glass in bright sunlight make them disappear completely — and the concentration of minor switchgear on the centre console can be confusing at first.

Living with the TVR is fine — if you're single. The roof, in two parts — a hard front section and a fold-down rear — is easy enough to lower and raise single-handed, but when the fore-part is stowed in the boot, along with the spare wheel, there isn't much room left. If you don't mind cutting down on footroom you can increase the behind-the-seats stowage area, but the TVR is no load carrier. Visibility with the roof up is generally better than you might expect — the rear three-quarter blind spots aren't too bad — and with it down it is, naturally, near perfect.

Summing up, the TVR rather reminds me of an old English sheep dog. It is friendly and compatible if you live in the country, but can be a real pain in the backside if you live in town. Still, it's one of those rare breed, a traditional English sports car, hairy-chested and dated, but still more fun per £ than any front-wheel drive tin box GTi. An acquired taste, perhaps, but I suspect that, once hooked, you'd be hard-pressed to change to anything more conventional. ■



Not for the family man... Space inside is limited, but the 350i is for fun wind-in-the-hair motoring.

isn't too bad in tight corners since, on average, the inside rear wheel spins and dissipates any excess power over traction, but in the faster ones a modicum — make that a lot — of care is required. You can enjoy yourself just as much, though, by treating it like a point and squirt machine, slow in, fast out.

One consequence of the excellent road manners, though, is a fairly hard ride. It's a lot better than it used to be — there's not nearly as much vibration as I remember from days of old — but you still feel any road irregularity.

Another memory I have of TVRs of old is that the cockpit could only be described as idiosyncratic: the gear lever, for example, was up around your left shoulder somewhere. With the 350i, matters have become more civilised. The seat is superbly comfortable and supportive, helped by the vast transmission

tunnel on one side and the door padding on the other — belts seem superfluous at times. And now the gear lever is placed so that it falls naturally to hand if you rest your left arm on the console, which means that changing gear is simply a matter of flicking your wrist around — though in fifth the lever itself comes perilously close to the handbrake. Footroom, squeezed by the backbone chassis, is at a premium, but there is just enough, though somewhere to rest your left foot would not go amiss. One thing which worried some taller drivers — though you soon get used to it — was the closeness of the top of the windscreen, a scant 6ins from your forehead.

In true Trad Brit fashion, the cockpit is finished in leather (optional) and wood, and speaking personally I love it — it makes a nice change from acres of plastic and high-tech digitalisation. On the

of by-standers, the gorgeous growl from the lovely V8 engine does: the terrible thing about it is that the surge forward using a lot of throttle is so irresistible that you tend to find yourself using it even in stop-start motoring, and the sight and sound of a low, red projectile rocketing from traffic light to traffic light has every policeman for miles around whipping out his radar gun and notebook. If you're an introvert, don't buy a TVR!

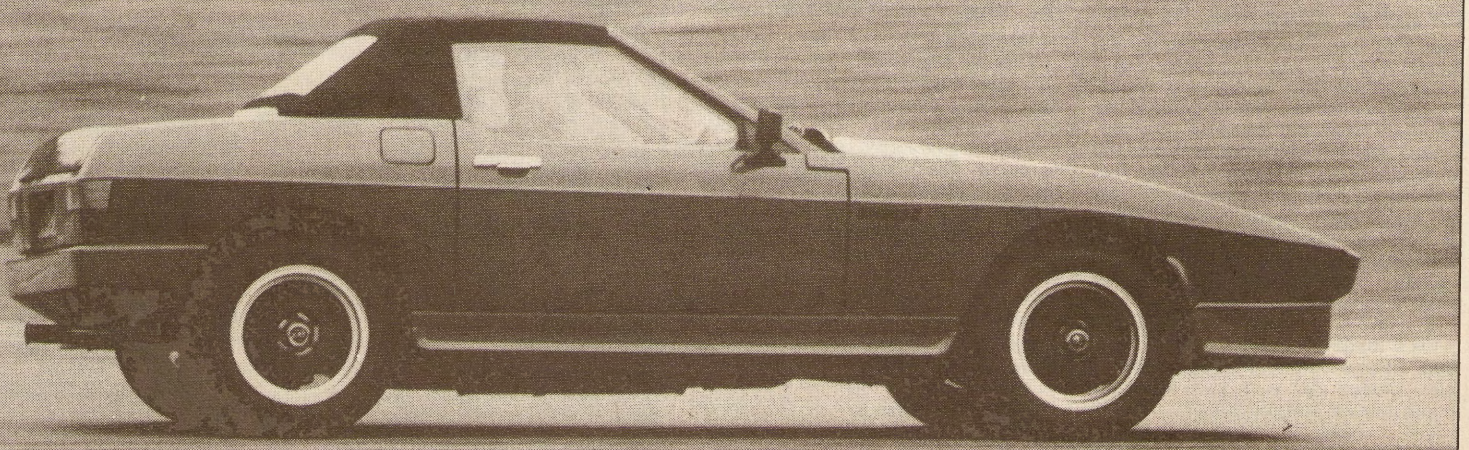
“It's hairy-chested and dated, but more fun per £ than any front-wheel drive tin box GTi.”

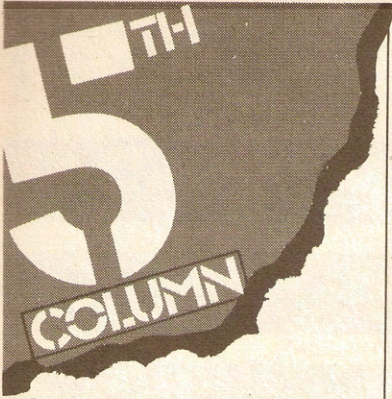
In fact the performance of the TVR is almost schizophrenic: find yourself an open bit of country road, sans much traffic, let it have its head, and before long you're keeping the engine way up in the rev band, aided and abetted by a lovely, crisp gearchange, and hurtling along for the absolute exhilaration of it. This is what TVR motoring is all about. On the other hand, if you exercise some discretion the engine is so docile and tractable you can almost use it as an automatic around town.

But the engine's flexibility is the best thing you can say about the low-speed performance of the car. The clutch is horribly heavy, the steering even worse — parking is a real chore, requiring the use of arm muscles you didn't think you had, and it isn't helped by a very poor lock. Add to that a low build and a fairly small door aperture (with the roof up) and you soon realise that, around town, you have to be relatively young and supple to put up with it.

But out on the open road the steering lightens up, the clutch can take snatched changes without a quiver, and you can belt round corners at a rather silly rate of knots. Using the very high cornering limits of the fat Goodyears you can simply boot it around, and it behaves superbly, roll-free, neutral and vice-less. It may not have the instant response of a Lotus, and require more muscle, but you'd really have to be trying some in a Hethel product in the twiddly bits to keep up with this Blackpool peer. In the wet it's another matter: with its almost square wheelbase to track dimensions, when the TVR does go, it does all of a sudden. This

Keeping the revs high up, crisp gearchanges, and hurtling along for the sheer exhilaration of it... That's TVR motoring in the Series 2350i model.





Champion du monde

"You know, when I stepped out of the car after the race at Brands, a French journalist said to me, 'Isn't it fantastic for France?' That's the way a lot of them think — I have found that throughout my career.

"Sure, I said, it's good for France — but wait a minute. It's my World Championship! Three years I tried to win it in a French car, and now I have won it in an English car, with a German engine, American tyres, Arab and Italian and American sponsors, and so on. So, please, remember that. The only French thing about the car, I said, was me — and I live in Switzerland! After all that — tomorrow — we can say, OK, fantastic for France . . ."

Alain Prost looked distinctly weary as he arrived for a celebration lunch in London at the end of last week. Five days he had been World Champion, and they had been gruelling.

After the race at Brands Prost flew to Paris for TV and radio interviews, then went out on a binge with Mansour Ojeh and others to rejoice in his triumph. There was no sleep at all that night, and the following morning he had more work in Paris. Back to London in the afternoon, and an appearance on *Wogan*.

This I was sorry to miss, for in the Irishman's temporary absence there seemed the ghost of a chance that the guests might be permitted to speak. This I was very sorry to miss when I learned that Selina Scott was standing in for *Wogan*. "Yes," Alain said, "I was very impressed . . ."

On Tuesday morning he was at the McLaren factory in Woking to say thank you to everyone, particularly those who rarely come to the races, and after that took a flight to Bordeaux. "For two or three months I had been planning to visit some of the leading chateaux — I knew I was going to be World Champion, and I wanted to buy some good wine for when I invite all the people at home to a party. Then I flew to Geneva, and Wednesday night I was able to spend in my own house."

Thursday morning: flight to Paris for a major press conference; in the afternoon another, in Brussels. Friday morning brought him back to London, and directly after the British conference it was back to Paris again. As I said, he looked a bit tired.

"I tell you, now I just want to get to Kyalami and back to motor racing," he said. "The championship is won, and that's great, but the last two races I haven't really enjoyed, to be honest. Driving 'tactical' races is not what I like to do, but the title was close, and everyone — Keke, Piquet — has driven this kind of

race in the same circumstances.

"Spa was the most difficult, because the car was so good. It was perfect, perhaps the best I've ever known, but the problem that day was the conditions. If it had been dry I would have won, no problem, I know that. But in the wet anything could happen, so I decided to be prudent. I knew Alboreto was out early, so the important thing was points — I have no regrets about it.

"You see, I wanted that title so much. It had become too important to me, both in my career and my life. It was important, if you like, to get it out of the way. Now I feel a great sense of relief. I can race in Kyalami and Adelaide now, and feel I can just go for it, which is much more natural to me.

"After Spa and Brands Hatch, some people in the team were disappointed, and I can't blame them. I know John Barnard was happy for me but . . . at the same time he knew we could have won in Belgium. Sometimes you have to do this kind of tactical race. But not very often, I hope . . ."

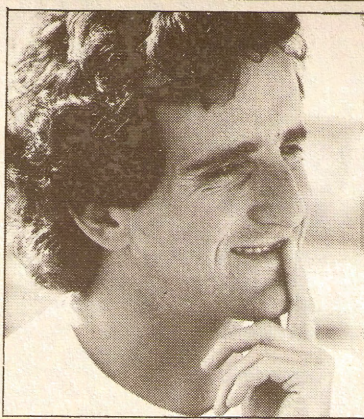
When Alain appeared on the Brands tower after the race he got a fantastic reception from the stands, and one which moved him very much. Perhaps everyone felt as I did just then, that this was justice at last for a man who should have been World Champion years ago. The scene could scarcely have been more different from the poignant post mortem press conference at Kyalami two years ago, when Prost and Gérard Larrousse faced a grilling from the French press (many of whom had been flown out to South Africa by Renault, in anticipation of glory). "I am not too much of a nationalist," Alain often says, and perhaps that afternoon played its part.

Earlier this year I left the circuit at Imola with Ron Dennis and Creighton Brown, and as we walked we chatted about the race. Prost had driven what he says may have been the best race of his life, fighting with Senna and judging his 220-litre fuel allocation so perfectly that the McLaren ran dry a few hundred yards after taking the flag. And there lay the problem. Its tank completely dry, the car was a few pounds under the weight limit. Strike Prost's name from the results.

"It would be awful," Creighton said, "if Alain were to lose the championship again this year — and by less than those nine points . . ."

The collective mood, though, was quite bright. A lesson had been learned, and Monaco was only a few days away. "We'll just have to make certain," Ron said, "that he doesn't need those points."

It is this positive approach which Prost so much appreciates at McLaren. "What I hated most at Renault," he says, "was that I couldn't get them to react quickly to anything. Everything was always so conservative. There was no response at all until things began to go wrong — and then there was panic! And after the panic



Prost — looking forward to racing again.

came the depressions. At McLaren it's not like that. Sure, things go wrong, but quickly they're forgotten. The team always looks ahead. OK, things were bad this weekend. Next time they will be good. That makes a fantastic difference to a driver."

During their two seasons together Prost and Lauda, while not becoming close friends, have got along well. The partnership has been an immense success.

"Being in a team with Alain," Niki says, "has been good and bad for me. For the first time I had a team mate who drives the same way I do, and for sure that helped with the development of the car. It meant we could share the pre-race testing and be fairly sure if the car was set up by one of us it would be OK for the other. So that was good.

"On the other hand," he adds, "for the first time I couldn't beat my team mate by finding a different set-up, a better one. We had the same, so it was a matter of trying to drive as quickly as him . . ."

For 1986, of course, Rosberg arrives to join Prost. "On a personal level," Alain says, "I am very happy with that. I like Keke. But he does have a driving style completely different from me, and maybe that could be a problem. For two years, you know, the spare McLaren has been in the pits on race day, ready for Niki or me, set up how we both like it.

"Maybe it will mean more testing work for both of us, but I don't mind that. This year, actually, I've done a lot more than in 1984 because Niki has done less. I don't blame him for that — he had won the championship, and found it hard to get new motivation this season. Keke I don't think will have that problem . . ."

Alain feels good about his championship particularly because, as he says, the overall competitiveness of the McLaren-TAG has been much less than in 1984: "Then, you know, Niki and I were often in a different race completely from the rest.

"This year the car has still been aerodynamically the best, I think. In

The McLaren personnel are justifiably jubilant as Alain chalks up his World title.



Austria and Spa it was like in 1984 — much quicker in the race than anything else. Where we have been in trouble is in horsepower, particularly in qualifying, where we have hardly any more boost than in the race.

"Qualifying, I think, has become ridiculous, stupid. We have had qualifying tyres for years, of course, but more recently other teams have been running specially built qualifying engines. Some manufacturers are spending all this time and money on two days which have nothing to do with the race, just so you can start a bit higher up the grid.

"So, all this effort goes into a starting position — and then the driver gets the revs wrong, maybe, gets away slowly or stalls. Two days wasted, gone. And if you have a good set-up for the race, you can usually find a way past the people who have concentrated on qualifying. For me, the weekend gets serious on Sunday morning, when we see the warm-up times.

"People say that McLaren have won a lot of races just because our fuel efficiency is good, maybe better than some other engines. So what? Maybe it's true, maybe I get upset sometimes when Piquet or Mansell are 30kph quicker through the trap in practice. On race day, though, I'm glad that Porsche have spent their time developing a race engine, rather than looking for another 200bhp for qualifying."

Brands, he says, was a great disappointment in terms of competitiveness. "In testing I did a nine-three at the end of the day, just putting on a set of qualifiers, running with normal boost and a tired engine. And it was easy! Then we get to the race, same car, same settings, same tyres — and it was just impossible to be quick. Eventually I did a nine-four, and that meant going over kerbs, everything. Motor racing is a mystery sometimes."

Will he change now, with number 1 on his car? "For sure I'm going to change, but I think it will be for the better. There will be a lot less pressure on me. I have the title, but there are always targets, which I find very important. This year, for example, I cannot beat the record for wins in a season, but I'm only one short of the points record. So that's the next target.

"I would like to be World Champion again, of course, but what I really want now is Jackie Stewart's record of Grand Prix wins. I need another seven . . ."

At his current rate — five or six a year — Alain will not be long meeting that target, too, but there is plenty of time, he says. Retirement is something he never considers. "I think there have been a lot of World Champions who have stopped too soon, then either come back or got bored with their lives. Until you have something else in your life, you should not stop. My ambition, eventually, is to stop racing and never have to work. I don't feel I'm working now."

As we spoke, he gnawed away at a fingernail, as Jimmy Clark used to do. "I suppose," he said, "I've been more relaxed this season — certainly much more than when I was with Renault anyway. But it's difficult when you're in a position to win the championship. In fact, I've never been really relaxed for the last 30 years! For now, I simply want to be happy with my World Championship. I don't want to worry too much about France . . ."

FACING PAGE

Above: Alain Prost was frustrated by his car's performance at Brands Hatch, but knuckled down to a tactical race. The rest is history. . . Below: Jacques Laffite reminded us of his abilities with a scorching drive through to third at record breaking pace, prior to retirement.





**POWERED by
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Canon

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NIGEL MANSELL - 1st EUROPEAN GRAND PRIX (BRAND)

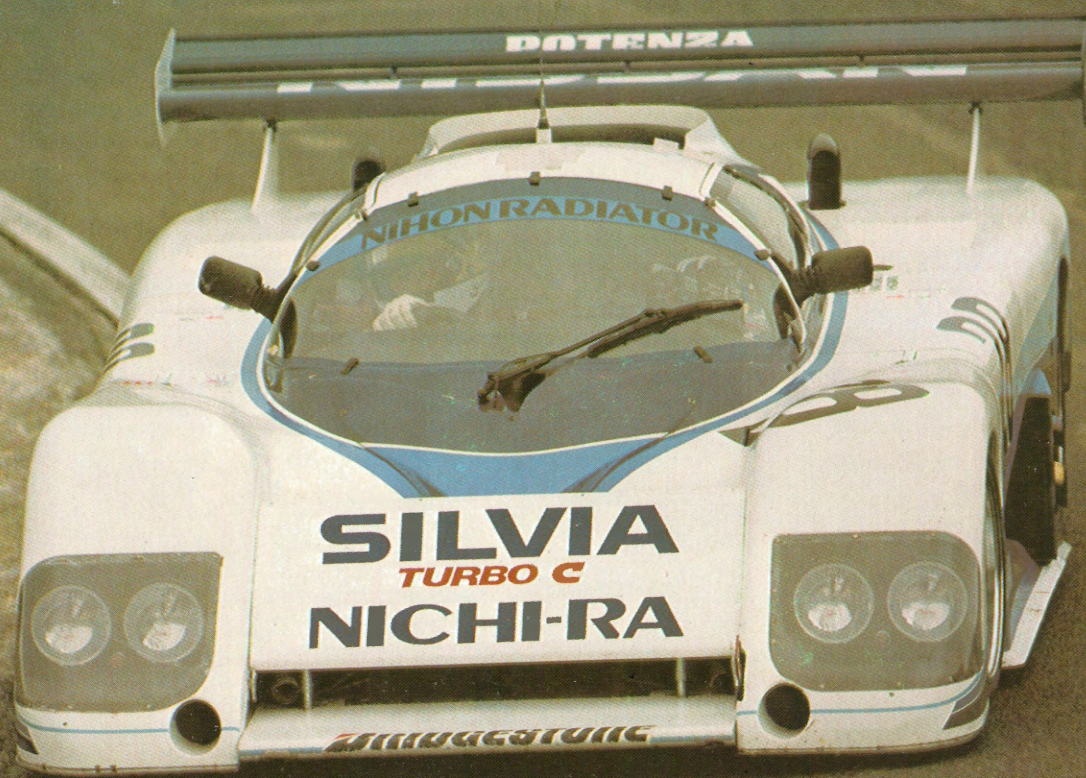
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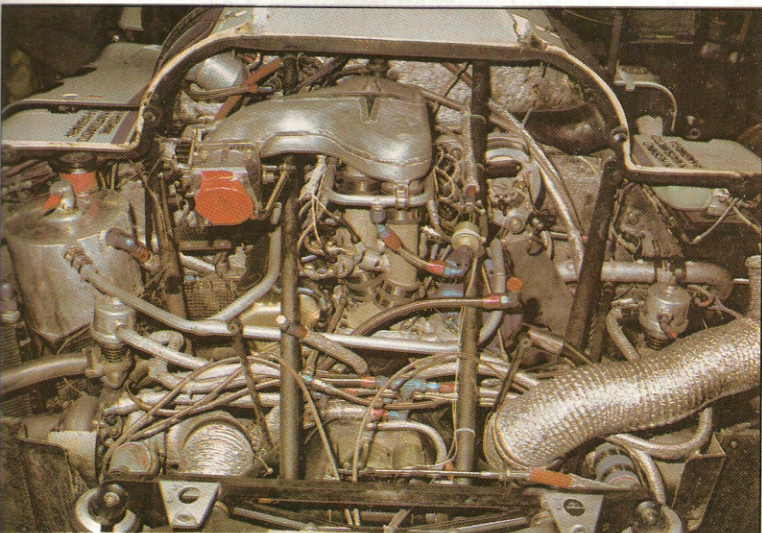


(MATCH) 1985 - WILLIAMS HONDA FW 10B **AUTOSPORT**



Kazuyoshi Hoshino scored Nissan's first World Championship event in track racing when he dominated the recent action at Fuji. Below: The new Nissan VG30 powerplant in the winning March 85G. Photos: Malcolm Bryan.

The sun has risen



There was no gloomier place in the world on Oct 6 than Fuji International Raceway. Torrential rain swept this bleak circuit all that day, flooding the track. All the European based Group C teams withdrew from the race but, two hours later, the joy was nonetheless unrestrained in the Nissan pits. Driving one of the factory supported March 85G cars, equipped with the superb Bridgestone storm tyres, Kazuyoshi Hoshino had driven the kind of race that convinced all who saw him that he would have beaten Porsche and Jaguar even if they had taken part. It was a massively successful World Championship debut for the latest Nissan VG30 sportscar race engine.

There is an old Japanese flag alongside the 'Nismo' flag in the president's office at Nissan Motorsport International Ltd, the sporting arm of Nissan which is located in Omori, in the south part of Tokyo. Yasuhara Namba, the president of Nismo, explained that the flag is there to remind him of the happy days of his youth: "I was in the navy during the war. I

loved the spirit of the navy — I know the army was very strict, but the navy was not, and we all had a happy heart. I wanted Nismo to be run with the same happy heart as I had experienced in the navy. That is why I had the flag mounted here with me, in this room."

Nismo, which was established almost exactly a year ago, is the flagship for all



Nismo's Yasaharu Namba and the navy flag in his Omori office. Below: The Nissan VG 30 engine was first used for racing in Bob Sharp's TransAm Fairlady cars. Bottom: Central 20 racing's Lola T-810 in action at Fuji.



Nismo's growing motorsports activities, including the new V6 sportscar powerplant.

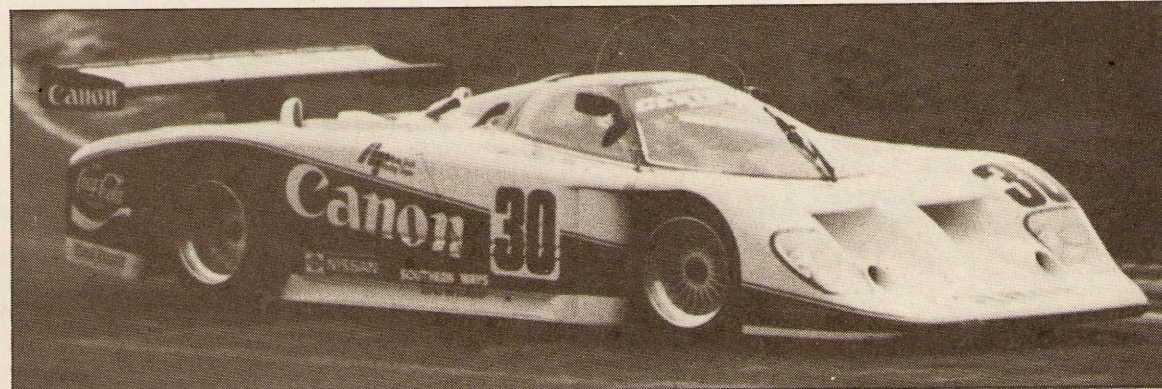
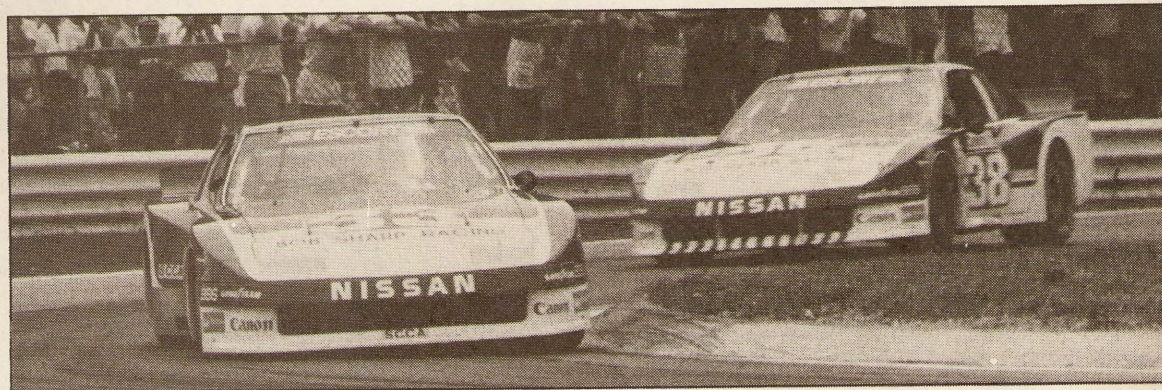
At the official launch of Nismo, last October, the former president of Nissan, Mr Ishihara, asked Mr Namba if he had watched the live television coverage of the Fuji 1000, which had been broadcast the day before. Mr Namba, of course, had not seen the coverage, because he had been at the Speedway, overseeing the Nissan powered Group C cars. Mr Ishihara pointed out to Mr Namba that the company had not come out of the television coverage very well: Nissan had been seen not only being beaten by Porsche, but also by Toyota. He warned that Nissan would have to show a far stronger potential in the 1985 Fuji 1000, and Namba got the message that he was being encouraged not just to put on a better show than Toyota, but to get Nissan onto the pace of Porsche, as well.

With this management attitude behind him, the new Nismo organisation has pushed very hard since that day to develop a new engine for Group C.

This is not to say that Namba has neglected the main business of Nismo, which has been to develop cars and engines for many types of competition, not just in Japan, but also in many other countries. Examples are the engine for Formula 3 (FJ20), and cars for Group A racing (Skyline, Silvia), Group A rallying (Fairlady), Group B rallying (240RS), and so on. Since Nismo was established, the orders for sport kits from the USA in particular have grown very quickly. A total of 60 employees at Nismo work flat out to meet the demand, and Nismo has had a first-year income of about £825,000.

The prestige discipline in all this activity is Group C sportscar racing. The recent, rain-soaked event at Fuji was the fourth race in the FIA World Endurance Championships to be held in Japan. The previous three had all been dominated by the factory Rothmans Porsche team. No Japanese manufacturers had been able to show themselves capable of matching the performance of the German cars, which have a wide and enthusiastic following in Japan.

Namba was well aware that, if his sportscar programme was to succeed, he had to pitch Nissan from the outset towards Porsche's level of performance. "I knew that Porsche had a very long experience in sportscar racing, and that no one could expect to improve on the way they were able to run their cars, team and personnel," says Namba. "But for a start, I wanted to be sure that in the 1985 Fuji race we could run our cars as fast as Porsche in at least some parts of the circuit, for example in the first corner, or through the hairpin, or in the very



important 100-R corner before the straight. However, if we continued to use the four-cylinder FJ20 engine for Group C, I knew it would be impossible to do even that. We needed more capacity than 2.1 litres. So we had to find a new engine."

Namba looked for a suitable power unit in the list of Nissan's production line engines, and came up with the reliable VG30, a V6 with a capacity of 3 litres which is used in the Fairlady, Leopard and Cedric/Gloria cars on the Japanese market.

Nissan's engineers responded by voicing their concern that the VG30 was a pure production engine, not necessarily suitable for racing development, especially in an area where big horsepower figures were going to be essential.

Namba heard that the VG30 was being used as a competition power unit in the USA, in the Bob Sharp Racing team of Fairlady 300ZX TransAm cars. Namba contacted Sharp to ask about the performance of the VG30 in the SCCA series, and received a disappointing answer. "Not reliable," said Sharp. "It blows up a lot. While we're talking, please send me over a more reliable one..."

Sharp, however, was already seeking

to improve the situation himself, and had been working since July 1984 with Electramotive, a computer company based in Los Angeles, California. The Electramotive organisation was beginning to make real progress with the electronics of the VG30 and, with Sharp's introduction, Namba made contact with the company. It was agreed that Nismo would build a double-turbo race version of the VG30 and Electramotive would undertake development and preparation in association with Namba's own engineers.

Electramotive Engineering is run by Don Devendorf, a 41-year-old engineer, with John Knepp and Wes Moss. Devendorf was the 1977 IMSA Racing Stock, 1979 IMSA GTU and 1982 IMSA GTO champion, always driving Datsuns race-prepared by Electramotive. The agreement with Nismo included a single-turbo engine for a new IMSA GTP contender, a Lola T-810, with backing from the USA company, Nissan Motor Corporation.

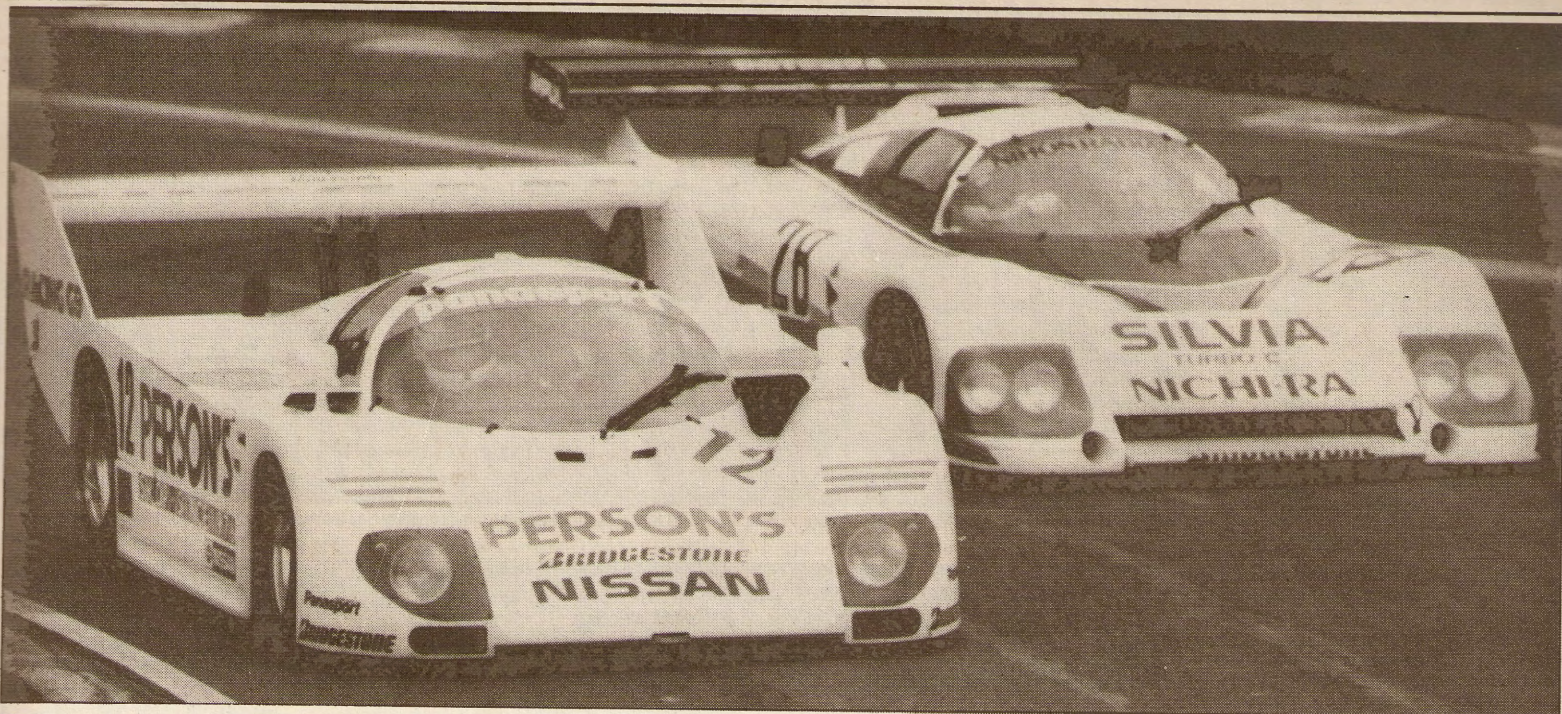
In Japan, Nissan would also supply the engine for Group C useage in a similar Lola to be run by the Central 20 team, and for two new Marches ordered specially for this application for Hoshino Racing and Hasemi Motorsports, run respectively by two longtime Nissan

factory drivers, Kazuyoshi Hoshino and Masahiro Hasemi. These cars would compete in a full Japanese national series as well as in the target Fuji 1000 round of the FIA World Championship.

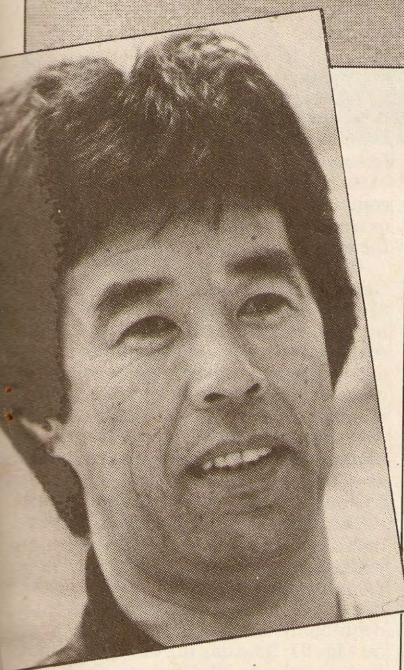
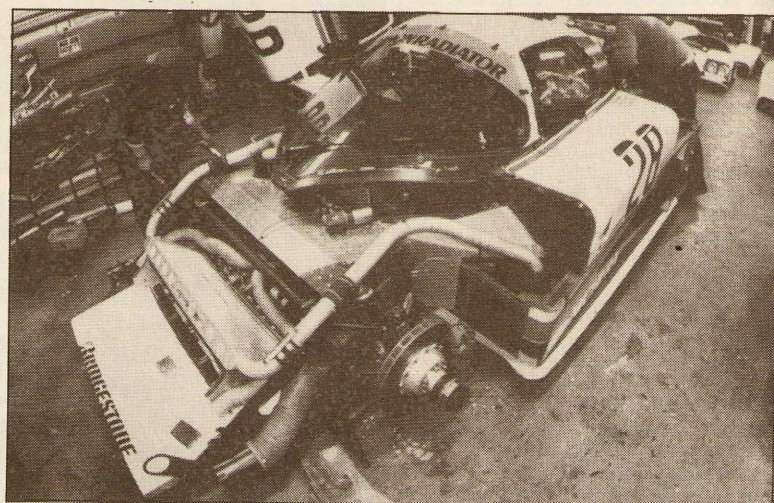
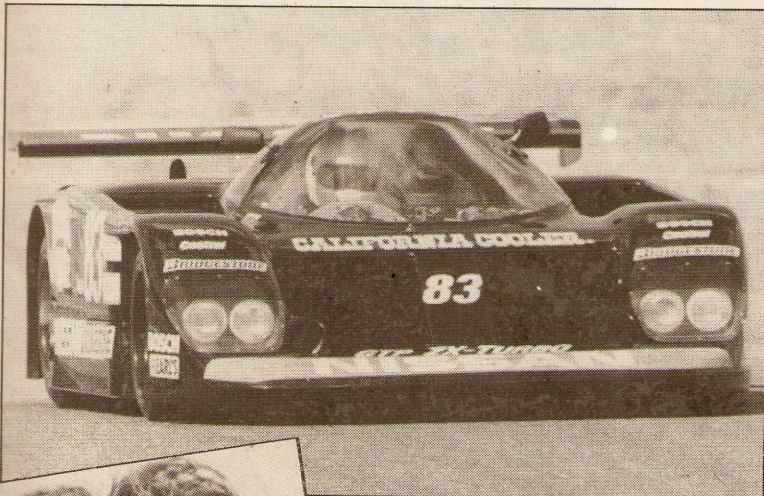
The chosen Nissan VG30 engine is a 60deg V6 with a capacity of 2960cc (bore 87mm, stroke 83mm), featuring the cast iron block as used in the Fairlady 300ZX road car, with aluminium cylinder heads and an Electramotive prepared, electronic control processor utilising Bosch fuel injectors. When the single-turbo engine was first seen in a sportscar, power output was officially estimated at 650bhp at 8000rpm and torque at 500ft/lbs at 5500rpm, on race turbo boost pressures.

The first car to appear was Devendorf's Lola, co-driven by Tony Adamowicz and sponsored by California Cooler, a low-alcohol drink. Known as the Nissan GTP-ZX Turbo, the car made its debut in the IMSA race at Laguna Seca on May 07, finishing in 11th place. Since then, however, Electramotive's IMSA bid has been spoiled by accidents.

Before the engine's Japanese debut, scheduled for Jul 28 in the Fuji 500, Namba visited California with drivers Hoshino and Haruhito Yanagida to test the unit in both a March and a Lola. He



The Nissan one-two at Fuji the Person's LM-05C, fitted with the four-cylinder FJ23 engine, came second to the VG30 powered Nichi-Ra March 85G. Below left: Don Devendorf's single-turbo Lola racing in the IMSA GT series in the USA. Right: The Hoshino Racing team prepares its victorious March.



▶▶ was sufficiently impressed to give the go-ahead for Fuji.

The Marches were driven by Hoshino/Akira Hagiwara/Keiji Matsumoto, and Hasemi/Takao Wada, while the Canon sponsored Lola was crewed by Yanagida/Aguri Suzuki. The VG30 engined cars started their career well, Hoshino qualifying third on the grid, Yanagida fifth and Hasemi seventh, opposed by the privately run Porsches and the factory supported Toyota Domes. All the cars, however, had mechanical problems in the race; the Hoshino March had gearbox trouble, the Hasemi car a broken exhaust and fuel line problems, and the Lola a ruptured oil tank. Only the Hasemi March finished, in 13th place, but Namba was nevertheless encouraged by the potential shown by the new engine.

His faith was rewarded in the Suzuka 1000 on Aug 25, when Hoshino beat the Porsches to pole position and led the race until the car was retired. Yanagida also retired, but Hasemi finished a strong third.

The WEC round at Fuji was the third outing for these cars, and they made the European teams sit up and take notice when Hoshino and Hasemi were fastest overall in the first qualifying session. They were ousted — narrowly — by the Rothmans Porsches of Hans Stuck and

Jochen Mass in the second session the next day, but by then the Nissan teams were doing fuel consumption tests, and had the knowledge that a point had already been made.

European withdrawal

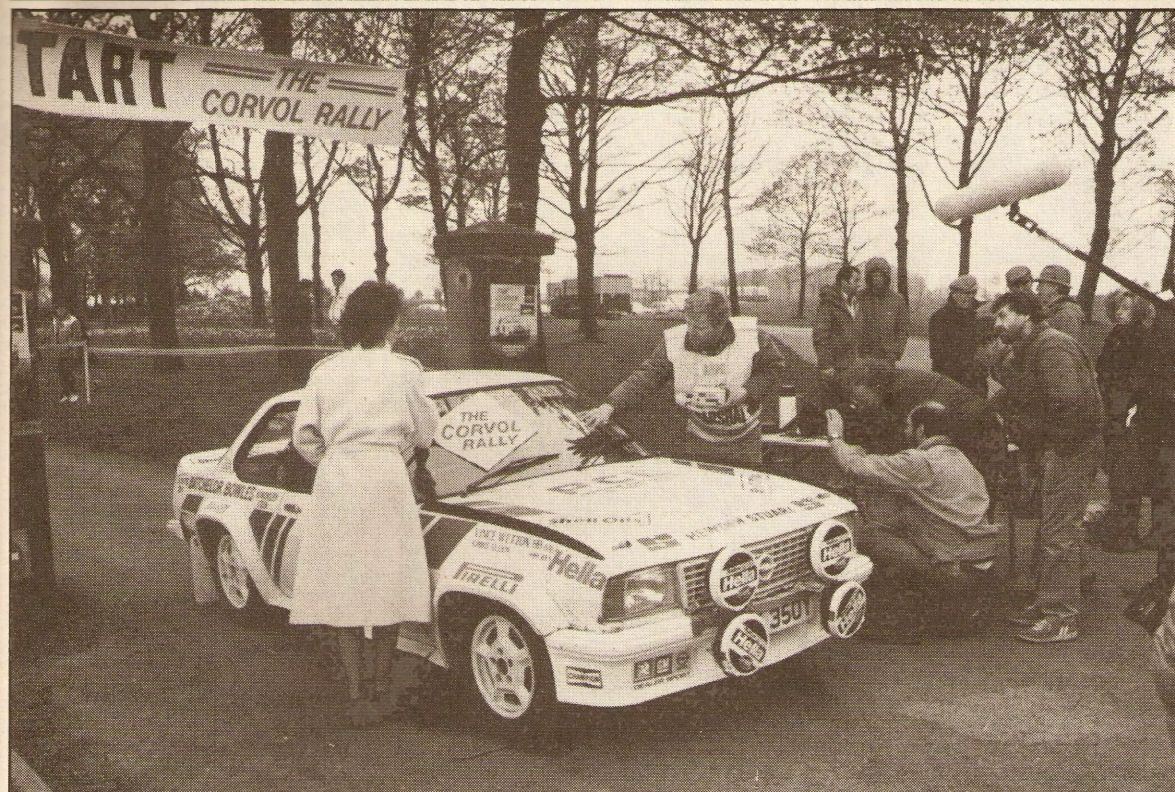
In the race, of course, all the European teams withdrew, and Hoshino put on a faultless performance on the 'wettest' of Bridgestone's three wet-weather tyre designs. These tyres are so effective in extremely wet track conditions that it is unlikely that the German-built Dunlops on the Porsches could have matched them, even if the Rothmans cars had taken the start. Hoshino's Nichi-ra sponsored March never missed a beat and, when the event was halted by the organisers after two hours, he had lapped the entire field after a remarkable solo effort.

Hasemi, whose Tomica March was on the less effective Japanese Dunlop tyres, gradually slipped down the order to finish fifth, leaving in second position the neatly constructed Person's LM-05C of Osamu Nakako, powered by the Nissan FJ23 engine, a 2.3-litre turbo four-cylinder. The Japanese LM also ran on Bridgestones.

The Canon Lola, on Dunlops, came home in eighth position after a mid-race collision, not far behind the best-placed Porsche in sixth.

Naturally the result delighted Nismo and its chief engineer, Kunihiko Kakimoto. But Namba is still ambitious: "Of course I am happy with the development of the VG30, and with the success we have achieved at Fuji. But I honestly believe that the VG30 is not the Group C engine we really want. We have to recognise that a production based engine has a limited performance potential. That is why I have instructed the Nismo engineering team to begin research into a thoroughbred racing engine. At the moment, I cannot say when we will have this purpose-built new power unit, but it will not be very far in the future — maybe in two or three years from now, I guess."

Before Fuji, Nismo executives had suggested that they would be at Le Mans next year provided that they were satisfied with the result of the Japanese round of the WEC series. Hoshino's memorable victory will have gone a long way towards convincing the Nissan board that the time for an assault on Le Mans has indeed arrived. The company is, however, naturally cautious, and the executives will also have mind that Porsche, Jaguar and the absent Lancia have still not been beaten in a straight fight. So sportscar racing fans must wait to see if Nissan will be at Le Mans next year with the VG30, or prefer to wait until that interesting new race engine is available.



Episode One: *The Winning Streak* is underway. The car is Vince Wetton's but the driver on the Corvol Rally is supposed to be Frank McShane.

Behind the screens

When Yorkshire Television announced in 1984 that they might be looking for a few rally cars for a new drama series, it seemed like a simple case of picking up the telephone and chat to a few friends. By May 1985 I was beginning to wonder if I had any friends left! In four short months we had used 203 rally vehicles for 21 days of filming; 26 different drivers had taken part in rally sequences, having travelled from as far afield as Exeter, Norwich, Bath, Cumbria, Colwyn Bay, Carmarthen and Southampton.

None of those figures include the vast commitment Austin Rover had in the series from the start with the Metro 6R4. Add support from Audi Sport UK, Peugeot Talbot and General Motors; trade support from Michelin, Pirelli, Andrews, Silkolene, Castrol, Shell, National Breakdown, Mintex and countless others who became involved and *The Winning Streak* got under way . . .

Elland Road football ground is the venue for this service area sequence.



After two false starts, filming finally began at the end of February. The scripts had been re-written, key roles changed, a new Producer was at the helm and the whole show got on the road. Glamour, portaloos and three course lunches are not immediately identified with Dalby Woodyard, but less than a week after the passage of the National Breakdown Rally, this incongruous scenario was taking shape. In the ensuing weeks the characters behind the scenes would show themselves to be every bit as colourful as those on the screen, sometimes more so!

The comfort provided by Hackness Grange was the prelude to hours of discomfort about to be endured in Dalby Forest, the woodyard, Dalby village, High Horcum, Harewood Hillclimb and Walton Hall. The Call Sheets spelt out in fine detail the Production team, the film crews, the artistes, and the extras. The Schedules illustrated every episode, scene, and page of the script to be filmed each day. It was daunting. Time and patience took on a new meaning.

In at the deep end from the very start were Austin Rover with the Metro 6R4. As a potential winner, the car still had to prove itself, but it certainly looked the part. There were in fact three such vehicles involved — a heavy commitment from a manufacturer not currently in the throes of international competition. The 'real' car was driven by Tony Pond, Colin Malkin, and latterly by Marc Duez. A replica stood in for all the static work, and a cut-away made provision for detailed interior shots. There was also ARG back-up from mechanics and service outfits, to keep the vehicles mobile and to provide the necessary 'props'.

My brief was simple — provide all the other rally machinery and necessary personnel. Eight days filming — nine cars each day, preferably some cars the same every day. There were varying degrees of enthusiasm! Silkolene went the whole hog, had a car sprayed

specially, provided the service wagon and the personnel for the full duration and by the end of the week they were feeling a bit jaded! The car had been used to harness cameras, had traversed every road in Dalby, and contained almost as much mud as the woodyard itself!

Peugeot Talbot entered with equal enthusiasm, brought Louise Aitken-Walker down from Cumbria to drive, and when she was unavailable, had Ian Hughes take the wheel. Des O'Dell even spent a day at Yorkshire Television studying the whole set-up. Audi were flattered by a single line in the script, and they too provided the car, the service back-up and David Llewellyn to drive.

A potential winner was wanted — to crash! From three cars offered, Vince Wetton's Ascona found favour, and a replica was built for the sequence. But that was for another day.

In the Woodyard, Kennedy's had set up two huge catering lorries, equipped to provide breakfasts, lunches and dinners each day. A tanker of water stood between them. There were two coach-drivers, two caravans, ladies and gents toilets, lighting equipment, sound equipment, props lorries, and a forty foot extending gantry for night lighting. Sandal Motors provided four-wheel drive vehicles to transport crews and Jon Sharpe (Clerk of the Course for the National Breakdown Rally) had the unenviable job of being in two places at the same time co-ordinating the expertise required to make it look like the real thing, with arrows, control boards, bunting, road blocks and so on.

There were perhaps a hundred people milling about, each with his own task and mostly ignorant of one-another's. Yet from this seeming chaos emerged a firm discipline with an ease which relieved tension and steadily created a happy working atmosphere.

Rally drivers discovered the art of sitting still, as cameras were moved perhaps half-a-dozen times for a different angle on the same shot. Dialogue was repeated and repeated. When silence was called for, one could literally hear a pin drop! A bird singing at the critical moment of the 'take'; an aircraft going overhead; someone moving in the bracken; an actor who muffed his lines.

While Peter Slight, Steve Magson, and Mike Metcalfe queued patiently behind Vince Wetton to start, and restart, the same stage, Alan Larkin took his Escort to a far flung corner to stage a jump, and the Sandal Motors Nissan was parked discreetly in a ditch! All in one day there were sequences from the fictitious Corvol Stages, the Lakeland, the Scottish, and an unidentified event.

If rally drivers were learning the boredom of 'takes' and 'retakes', the artistes too were learning the discomforts of rallying. "How do you release the handbrake?" asked one actor coyly. "I'm a nervous passenger in any car!" confided the co-driver as he nervously manoeuvred himself into the hot-seat and asked anxiously of the driver "Is it really safe?"

Moments later he hurtled down the track, round a bend and disappeared, tail hanging out between a row of vehicles. Ashen faced he slumped in the seat awaiting the next instructions. "Another take" called the unit manager . . .

After only two days the Production Assistant looked ruefully at the sky. The sun was shining but it was beginning to snow, and worse still, settle. "It might be normal for rallying, but it plays havoc with continuity!" Her troubles were only beginning. During the following days we had rain, fog, lashing winds and more snow, and weeks later on the real Lakeland Rally, overnight snow to a

depth of more than six inches made some stages impassable. This was supposed to be June and the Scottish Rally!

And down at yet another stage start with rain lashing across the valley, came the instruction "No wipers! No umbrellas!"

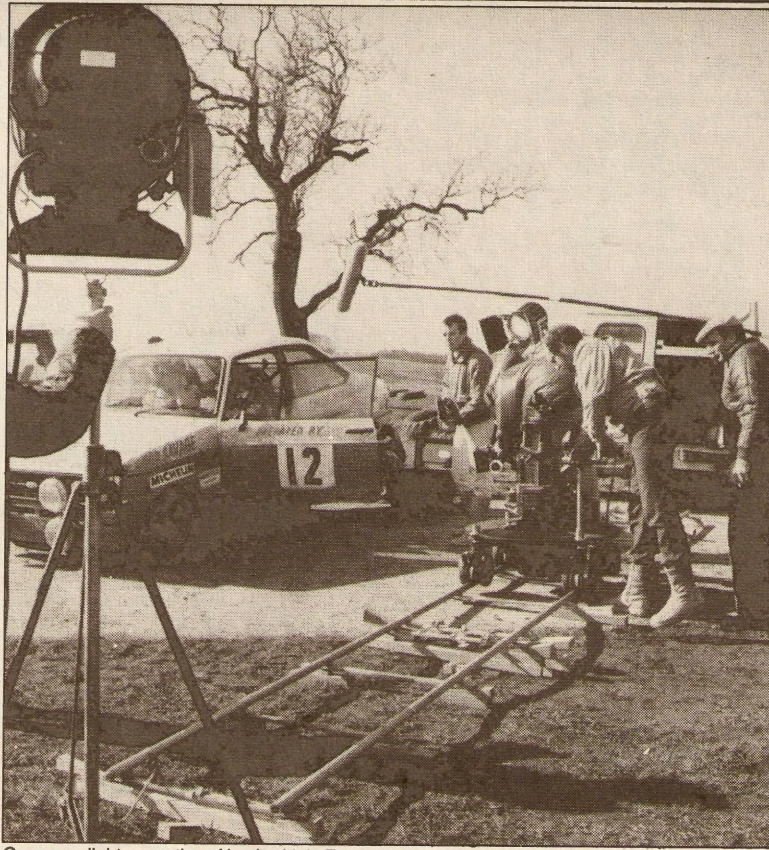
Eight o'clock on Sunday morning and the whole outfit had been moved up to High Horcum, and the picnic area. March is no time for a picnic! The Pirelli wagon, complete with awning, gave scant protection from the penetrating winds which blew from all sides on the exposed plateau. The whole area was enveloped in mist and despite valiant efforts to carry on regardless, each take became a drama in itself.

Brian Ford (Vince Wetton's mechanic) complete with woolly hat, moved in with the spare wheel for the Ascona as Frank McShane, Barbara Brookes and David Savage were engaged in conversation — a motor bike roared past! Take 2. Brian moves in again — the dialogue commences and a coach passes throwing up a fountain of spray. Take 3. Once more Brian — action — sound rolling — a fire engine drives through! Take 4. A convoy of military vehicles trundles past. Take 5 . . .

Mr Mud was called back. This insufferable man had a bucket of mud and a large brush, but the mud at Horcum was vastly different from that in Dalby — after one coat it looked like a flight of seagulls with diarrhoea had passed over. A special delivery was made from Low Dalby, mixed and duly flicked! The mud was flying after a few days of trudging through every track, many times, in the Woodyard. A screen was removed from one car to offer protection to the camera crew as Colin Malkin and Louise Aitken-Walker approached a hairpin right through a very large puddle. The theory was good . . .

There was also a sense that filming was being done back to front. At Walton Hall the cars were duly mudded up in the service area, only to spend the lunch break with Colin's cleaning equipment in readiness for the rally start, and clean cars. It was then that the hotel management went around at mid-day drawing all the curtains to create the fresh dawn.

For once the weather was kind as stuntman, Colin Skeeping, arrived to roll the Ascona. Vince Wetton became an interested spectator as he saw his car in duplicate. The previous day had been spent fixing the extras — trim which would easily be detached, lamp covers on a fragile wooden bracket which would



Cameras, light . . . action. Alan Larkin's Escort indicates that this is an early scene.

also fly off easily. For once there could be only one take and the ramp which would throw the car into a roll as it exited from a bend was carefully concealed. Vince would be at the wheel of the car as it hurtled down the track at speed and into a tightening left hand bend. The script had undergone several changes — first the accident was to be caused by a wild animal crossing the track. Then, it was rumoured, a photographer might have been the cause, but tender memories prevailed! A young person was next suggested, but that might bring rallying into disrepute. A puncture might upset the tyre manufacturers! The simple and obvious solution — make it driver error, too fast! Who better than Vince! At the critical point, the back hanging out, the camera would cut to the stunt driver as the mock-up car went over the edge. Tension mounted throughout the morning as every detail was checked and rechecked — who would be in the

co-driving seat? There was no shortage of volunteers, but we would all be upstaged by a dummy.

It is not easy to visualise the meteoric rise of a rally driver from the simple ranks of the Clubman, to win an International event against forceful 'works' opposition! But this is no ordinary driver; and after all, who had heard of David Llewellyn at the end of 1981? It can all be put down to artistic licence — the careful combination of imaginary events, the intimation that David Savage has taken part in far more rallies than we actually see on the screen.

In fact, the whole world was taking on a more fantastic aspect! Appleyards at Bradford was so often overlaid with giant 'Savage Motors' titles that even the genuine customers were apt to make their cheques payable to Savage Motors. Radio Aire slipped readily into the guise of Radio Wharfe, and Ternco Oil, rolled as easily off the tongue as Shell.

Interlaced with all the rally action were rehearsals in London, studio days in Leeds with as many as a dozen different room sets on the vast floor of Studio 4.

The expertise had gradually been increasing, as the demands of the drama became interwoven with normal rally action. The service areas afforded a vast landscape of vehicles and machinery — at Harewood, Walton Hall, and later at Elland Road.

Derek Hughes from PTS became invaluable at solving problems — "How do we lower the car more quickly to intensify the dramatic effect of David's anger?" he was asked. "We need power drills to speed up the wheel change". "How would the service area be lit at night?" "This seat is not secure." "That socket is wrong". Derek had all the answers.

It was all building up to another five day session — this time at Wharncliffe Wood near Sheffield, and the Mintex test track. Frank McShane, victim of episode two's accident was about to make his comeback. Gritting his teeth, and steeling his shattered nerves, he grips the steering wheel of his 'psychological dodgem car'. Vince is back behind the wheel, the camera crew retreat to the middle of the cornfield!

"We want about eight cars for Wharncliffe," requests Trevor Lowndes, "and we must have a Quattro!"

"Can you wait until after the Scottish?" begs Steve Bagnall at Audi UK. "No chance!"

"Will a Manta do?" I suggest. "What about a T16?" There wasn't one in the country, yet . . .

The days diminish to hours as each and every Quattro in the UK is tracked down, and eliminated. There's a shortage of clutch-plates, engines being rebuilt for the Scottish, and every other excuse. Judy from 'frocks' phones and asks for the inside leg measurements of the Quattro driver — I haven't found the Quattro yet, let alone the driver!

The net widens. David Oliver's machine is up for sale, still needs some work doing on the turbo, but might be made available in time. David Kynaston burns the midnight oil and the car arrives in Bradford on Sunday morning for the re-enactment of the start of the National Breakdown Rally. It is now the end of May. Throughout the countless hours not one accident has occurred with any of the rally vehicles. The final two days are spent at Sheffield. Chris Mellors and Mike Taylor both turn up trumps providing three cars apiece, all International quality.

The Metro is with us again, Marc Duez driving. The miles of tape have been reduced to yards, the control boards are looking dog eared. Only the artistes remain as good as new! Make-up applies the finishing touches.

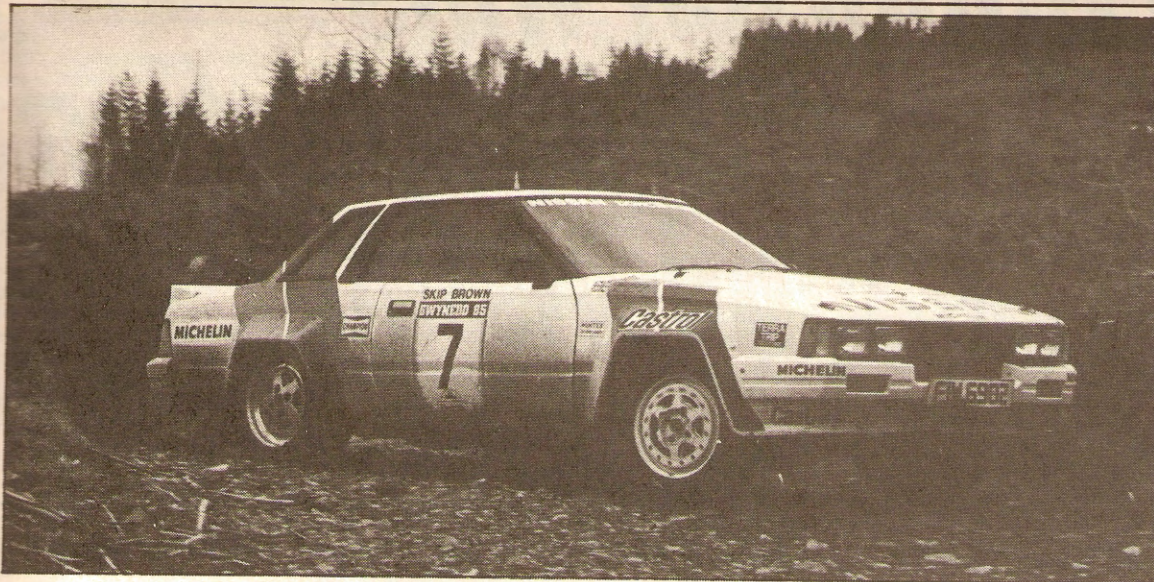
One final drama as the Metro goes off at high speed into the trees, and the cameras are not there! This was one scene which was not planned. William McBain emerges cautiously from the 'hot seat' as the car perches precariously on a rock. Smiling wryly he is full of praise for his driver, who has sized up the accident which is about to happen and, with split second anticipation, spins the car and puts it off backwards to minimise the danger to the crew! It took lifting gear and some very strong men on the end of a rope to extract the Metro, but it was still driveable, just.

All that remained was the champagne — ginger beer makes a poor substitute even if it is in the right bottle. In Dalby it lost its fizz but the crew made no such mistake when reconstructing the victorious National Breakdown finish.

And what next? Will there be a second series?

The stars and their doubles. L to R: Frank McShane (actor, Michael Cashman), David Kynaston, Tony Pond and David Savage (Benedick Blythe).





Mark Lovell, with the championship in the bag, will be looking to crown his season with outright honours on the Audi Sport National Rally.

Fast and furious finale

With the overall and Group A titles sewn up, this Saturday's final round of the Shell Oils/Autosport RAC National Rally Championship should turn out to be a free-for-all as the national crews take on the works teams. For this is the event which traditionally sees the factory teams get in some pre-RAC Rally testing on some of the stages that are to be used on the November classic.

Having said that, however, this year's event sees probably the lowest entry from the factories that has been known for some time. Ford decided long ago that they would not be out in Wales, Lancia have also opted not to give their new Delta S4 its World debut — despite having been in Scotland testing last week — and Audi are sending but one car to their own event, an older A2 Quattro for last year's National Champion, David Llewellyn.



Llewellyn — Quattro appearance.

The Austin Rover equipe, therefore, possibly offer the best hopes for a factory win and, with the team's World Championship debut still scheduled for the Lombard RAC Rally, a boost to their confidence would be well received. Tony Pond and Marc Duez are expected to head the line-up. It had been expected that a third car for Malcolm Wilson might be included in the attack but, with Malcolm's back still being treated following his helicopter crash, the time is perhaps better spent on the treatment table...

But, the depleted factory involvement might also allow some of the less favoured crews to have their day. Pentti Airikkala's stunning performance in Cumbria to take, not only Group A, but also fifth overall, could be repeated — especially as *Grandstand's* Steve Rider will be in the passenger seat. Andrew Wood gets his chance in a works Manta 400 and there have been suggestions recently that this may be more than just a one-off drive.

National Champion, Mark Lovell, has spent several of this year's rounds driving to ensure a finish and ultimately the title. With that objective achieved, it seems likely that the Castrol Sport Nissan will be given its head. If so, an outright win is not beyond the bounds of possibility. However, Willie Rutherford will be keen to finish the season on a high note to redress the disappointment of missing the title after an excellently driven year. With no small amount of 'needle' between the two drivers, some fun is assured...

Group A fell to Simon Davison on the Cumbria Rally but he is also in a good position to end the season in third place overall. A recent run of form from Darell Staniforth might be enough to snatch the 1600cc category from John Saint while Stuart Nicholls may yet force his way past Davison for the over 1600cc crown. Nick Edmond, Chris Tilly and David Clibbery will all field their Rovers in search of the large capacity Group A class while the Open class is a fight between Lovell and Rutherford.

The Skoda Trophy '85 will be decided in Wales this weekend and, while Neil Burton is left with little to do but stand up to win, Arthur Priestner has the chance to win by just one point if the cards fall right. Whichever way you look at things this weekend, therefore, there will be

plenty of action right through the field.

The switch of the rally base from Aberystwyth to Shrewsbury will actually change the event by only a small amount, the bulk of the action being contained within the traditional forests. But those who have endured the October dawn at the seaside resort in recent years will hardly mourn its passing. One thing which will not change this weekend, however, is the end of event party where all the rivalry — friendly or otherwise — will be forgotten. That takes place at the Radbrook Hall Hotel where the 1985 championship will be laid to rest.

SPECTATOR INFORMATION

Start: Shire Hall, Shrewsbury. First car away at 0830.
Dyfnant: Used at 1015 and 1500. Approach from A458 east of Welshpool. Take B4395 at Llangadfan and follow signs to 125/008150.
Dyfi: Used twice at 1130 and 1330. Approach along A470 south of junction with A458. At Aberangell turn east and follow signs to 124/846099.
Servicing: Will take place at the public car park behind the Wynnstay Arms, Machynlleth. Cars are due at 1100 and 1230.
Finish: Shire Hall, Shrewsbury at 1700.

MEDIA COVERAGE

BBC *Breakfast Time* are expecting to cover the rally for viewing on Monday morning and there is also a likelihood that TV-am's *Good Morning Britain* will be there as well. Otherwise, keep in touch during the day on *Cee'fax* (page 139) and on the *Eventsline* (061-246 8066).

Saturday's rally will be the last chance this year to win a copy of *Rallycourse*, but there will also be details of the end-of-season competition where a year's subscription to *AUTOSPORT* is at stake. Don't miss it...

CHAMPIONSHIP POINTS

Overall

1 Mark Lovell (Nissan 240RS)	152
2 Willie Rutherford (R-E-D 4x4T)	130
3 Louise Aitken-Walker (Ford Escort RS)	100
4 Simon Davison (Vauxhall Astra GT/E)	92
5 Chris Mellors (Ford Escort RS)	81

Group A

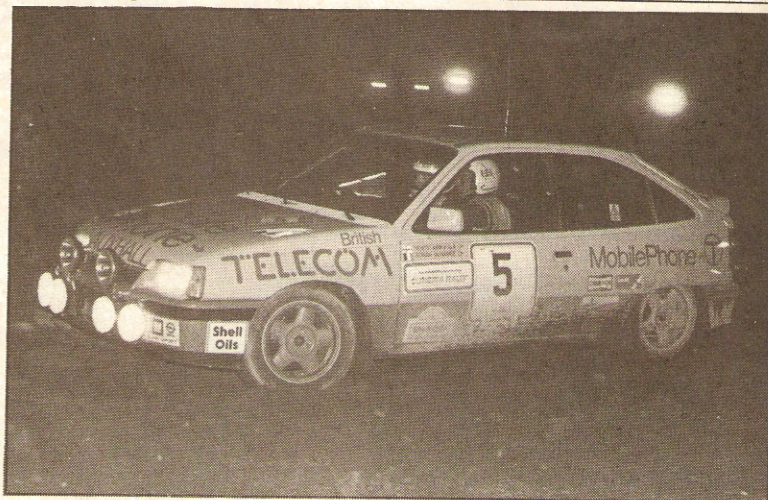
1 Simon Davison (Vauxhall Astra GT/E)	158
2 Graham Parkinson (Opel Corsa Sprint)	135
3 Stuart Nicholls (Vauxhall Astra GT/E)	114
John Saint (Toyota Corolla)	114
5 Darell Staniforth (Toyota Corolla)	106

Manufacturers

1 Toyota	74
2 Talbot	47
3 Vauxhall	38

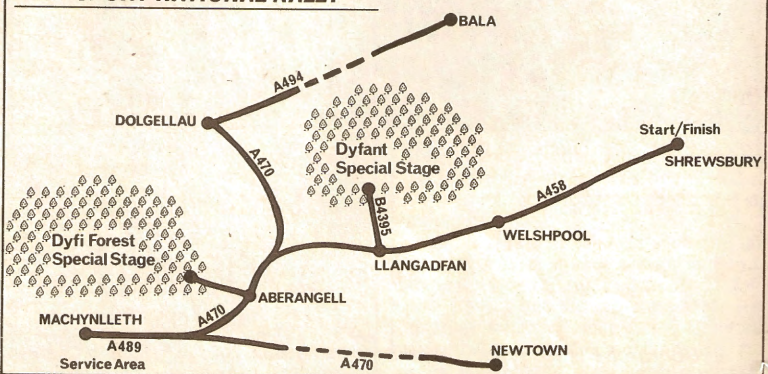
Skoda Trophy '85

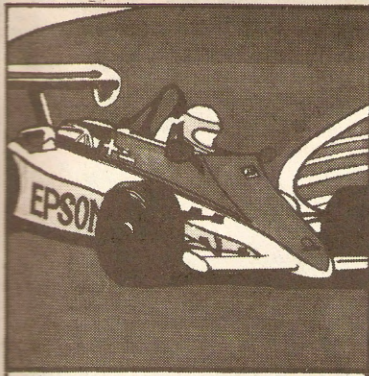
1 Neil Burton	33
2 Arthur Priestner	25
3 David Beveridge	15



Pentti Airikkala put in a stunning performance in Cumbria. Watch out for a repeat Welsh showing.

AUDI SPORT NATIONAL RALLY





INTERNATIONAL RACES

Sommi's day

BUENOS AIRES, Sep 08: The Buenos Aires Autodrome offers the possibility of over 10 different circuit variations, and the organisers very wisely chose No8, which is 2.14 miles long and has a multiplicity of corners with descending and ascending straights connecting them.

All through the weekend, long-served winner Gustavo Sommi and his Berta-Renault 18 dominated the scene, with Kissling, Scarazzini and Maldonado less than 1 sec slower than his 1m 17.998s practice time.

The event was programmed for 30 laps and Sommi led it from start to finish, with Scarazzini, Kissling, Croceri, Giacchino, Maldonado, Passadore, and ex-Formula 1 men Eliseo Salazar and Angel Guerra in close pursuit.

Lap 4 saw Kissling retire with a broken engine, while Guerra once again showed everyone that several racing seasons in Europe help a lot, by moving through to fifth on lap 8. Sommi in the meantime, increased his lead over Scarazzini, Maldonado and Croceri, who lost fourth place to Guerra on lap 26, and the little ex-Osella man was lucky to get a place on the podium when Maldonado retired two laps from the end.

Salazar retired early when he was involved in a second lap mêlée, while first Brazilian home was Pegoraro in sixth place.

ADT WATSON

BUENOS AIRES (RA)

South American F2 Championship

30 laps — 64.2 miles

1, Gustavo Sommi (Berta-VW); 2, Scarazzini (Berta-VW); 3, Angel Guerra (Berta-Renault); 4, Croceri (Berta-VW); 5, Giacchino (Berta-Renault); 6, Pegoraro (Muffatao-VW).

Fastest lap: Sommi, 1m 19.288s, 97.06mph.

Championship positions: Maldonado, 45pts; 2, Sommi, 29; 3, G Kissling, 21; 4, Croceri, 17; 5, Passadore, 12; 6, Guerra, 11.

Next round: Resistencia (RA)

Meat of the matter

PHOENIX, Oct 13: Jeff Andretti won convincingly at Phoenix, dominating the mainly processional race from pole to take his third victory of the season (his first since Cleveland in July).

Second, after a forceful run, was Davy Jones. Having qualified third, Jones dropped back to fourth in the early stages before a revitalised right foot saw him move back up and challenge, ineffectively as it turned out, Andretti.

Mike Groff followed Jones a further 2secs back while fourth was Ken Johnson, which was enough to wrap up the championship. This is the second successive SuperVee title the Provimi Veal team has won, having secured last year's series with Arie Luyendyk. Johnson's year has not been a noticeable one in terms of outright pace (he has won only one race), but his consistent points scoring finishes have been outstanding.

The first non-Ralt RT5 runner home was Didier Theys (10th), the Martini design having secured the slot beside Andretti on the grid. Theys maintained that position during the early part of the race before engine problems intervened.

PHOENIX (USA)

Robert Bosch VW SuperVee Championship, round 12

60 laps — 60 miles

1, Jeff Andretti, 35m31.56s, 101.334 mph; 2, Davy Jones, 60 laps; 3, Mike Groff, 60 laps; 4, Ken Johnson, 60 laps; 5, Jeff MacPherson, 60 laps; 6, Steve Bren, 60 laps.

No fastest lap given.

Final championship positions: 1, Johnson, 144pts; 2, Jones, 139; 3, Groff, 131; 4, Cary Bren, 118; 5, Andretti, 112; 6, MacPherson, 91; etc.

Davy Jones — forceful run to second.



A tale of two Jean-Louis

LEDENON, Oct 06: Jean-Louis Bousquet did what he has been threatening to do for most of this season when he brought his zippy little Renault 5 Turbo home to victory in the penultimate round of the French Production Car Championship at the spectacular Ledenon circuit near Nimes in southern France.

Another Jean-Louis, this time the Schlessler variety, did enough to clinch the French title with sixth place in his Marlboro Rover Vitesse.

Bousquet was chased all the way by the Mercedes of Alain Cudini and Dany Snobeck, with Schlessler's only championship challenger Xavier Lapeyre fourth ahead of another Mercedes with Alain Ferte at the wheel and then the new champion...

Schlessler — the cap says it all...



LEDENON (F)

French Production Car Championship, round 11

2 x 18 — 70.86 miles

1, Jean-Louis Bousquet (Renault 5 Turbo); 2, Alain Cudini (Mercedes 190E); 3, Dany Snobeck (Mercedes 190E); 4, Xavier Lapeyre (BMW M635); 5, Alain Ferte (Mercedes 190E); 6, Jean-Louis Schlessler (Rover Vitesse); etc.

Championship positions: 1, Schlessler, 224pts; 2, Cudini, 182; 3, Lapeyre, 175; 4, Snobeck, 170; 5, Bousquet, 111; 6, Gerard Bleyne (BMW M635), 106; etc.

Jeff's jaunt

SEARS POINT W-CAR: Supporting the TransAm was the W-Car circus and Jeff Wood led away from pole, leading every lap of the two 14 laps heat. He thus won the title. Out for a one-off showing was Juan-Manuel Fangio II, as part of a recce to the States where he intends to compete next year. Second was his reward. Jimmy Santos had run in second place in the first heat, but had a moment on some oil left by the TransAms and fell back to 14th place. Thus, his recovery to fourth behind Dan Marvin by the end was commendable.

JOHN ZIMMERMANN

SEARS POINT (USA)

West Coast Formula Atlantic Championship, round 9

28 laps — 70.644 miles

1, Jeff Wood (Ralt RT4), 41m58.49s, 100.981mph; 2, Juan-Manuel Fangio II (Ralt RT4), 28 laps; 3, Dan Marvin (Ralt RT4), 28 laps; 4, Jimmy Santos (Ralt RT4), 28 laps; 5, Roberto Quintanilla (Ralt RT4), 28 laps; 6, Mike Buckenham (Ralt RT4), 28 laps.

Fastest lap: Wood, 1m29.05s, 101.997mph.

Final championship positions: 1, Wood, 144pts; 2, Marvin, 138; 3, Ron McKay, 81; 4, John Richards (Ralt RT4), 78; 5, Quintanilla, 75.



NATIONAL RACES

Fitting finales

SILVERSTONE, Oct 13: Championship finals day at the Northampton venue once again, and it was a sunny Autumn day that greeted the healthy crowd and ensured some fine racing.

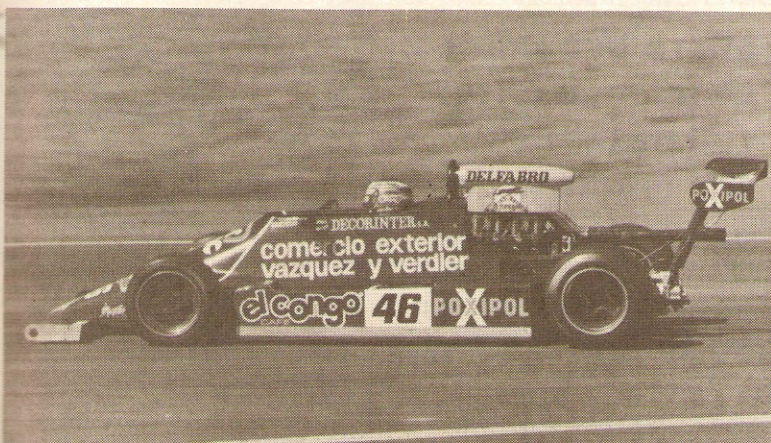
The Renault 5 Elf Turbo Cup race opened the programme and was something of a benefit run for inaugural champion, Rob Hall. Immediately in trouble was Andrew Thorpe who pulled off just past the pits. Meanwhile, David Grimshaw was the only driver to get anywhere near the flying Hall, but he, too, succumbed to mechanical dramas. Bill McGovern was thus promoted to second but under strong pressure from Steve Hine. Indeed, Steve fought his way by on lap 7, only to be repassed a lap later. Behind this duo, the world and his wife were contesting fourth, with Cox, Kay, Saunders and Salter blanketed together. Mark Hales had been up there, too, but was an unfortunate retirement with falling oil pressure. Another notable absentee was Andrew Ridgeley who piled into the 'boonies' at Stowe on lap 1.

Into the chicane for the final time, and Hall was passing the line as McGovern and Hine arrived, Bill on the inside. Steve, wisely decided against any heroics and settled for third, which became second when McGovern was excluded when his front wheel camber angle was found to exceed the permitted maximum. Cox, Saunders, Salter and Bradley completed the minor placings.

A marvellous Esso FF1600 counter produced the race of the day and sealed the championship — although this was never in much doubt — in favour of Mark Blundell. A five car train comprising Damon Hill, Mark Blundell, Johnny Herbert, John Village and Gary Ward quickly detached itself from the marauding pack. Hill was always in front after a fine start from the middle of the front row, but from the moment Blundell topped alongside into Stowe, the Ricoh Copiers Manadient Van Diemen had no rest.

From fifth over the line on completion of lap 1, Herbert had the Quest up to third by lap 5 and this became second as he slipstreamed past Blundell into Stowe. Blundell was back ahead next time round, having set a new lap record, but Herbert bettered the mark to reclaim the place on the very next lap. Not to be outdone, Mark stormed ahead again on the eighth tour with yet another lap record.

Into the final lap, and Hill still held sway, driving like a Silverstone veteran, protecting the inside line into the chicane for the final time. At least he thought he was, until his mirror revealed Herbert barreling down the grass on his right. Johnny realised he wasn't going to make it and flicked left to give himself a quicker



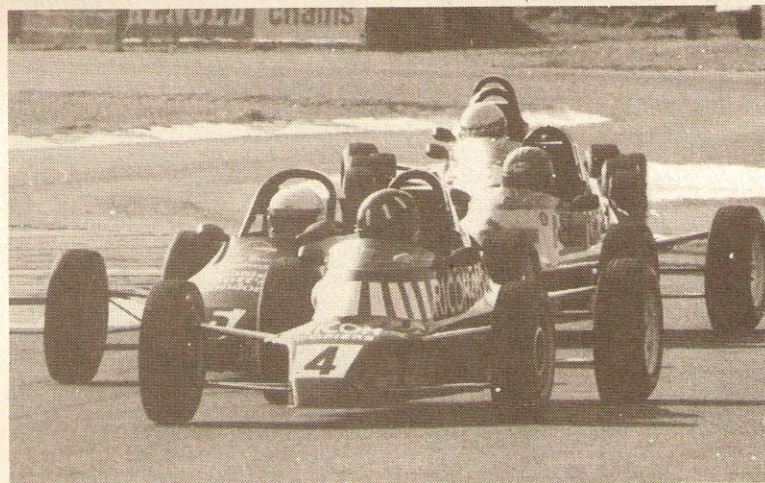
... through the chicane. Across the line they shot, as near to a dead heat as was possible. Herbert thought he had got up on the line, but on the timing beam, Hill was 0.01 secs to the good to claim a superb win and the 'Driver of the Day' accolade. Herbert and the Quest team originally appealed against the decision, but withdrew the protest and accepted the decision with smiles and good humour. It was good to see. Behind Blundell, Village and Ward, BRP protégés Seedhouse, King and Dewhurst made it seven RF85s, in the first eight.

Follow that as they say, and the BCA MG Metro Challenge boys did their best. Vic Covey made a fine getaway to lead down into Stowe, but it was Paul Taft who emerged in front. OBM team-mate, Roger Jones was next up, needing a secure placing to seal the championship, with Lewis, Carvell, Loudoun and James Weaver (having a run in the celebrity car) in close attendance. Already out as a result of a fracas at Copse were Malcolm Harrison, Robin Parsons, Rick Cutting and Dave Goodburn, while Tim Harvey was delayed and started a fine drive.

Covey, meanwhile, had audaciously outbraked Taft into the chicane, locking wheel in the process, but was soon back behind the Klaxon car. Jones fell back onto the clutches of Carvell and was passed on lap 6 before falling back to an eventual fifth — good enough to take the title from team-mate Covey. Harvey was charging fourth, while Tony Dron, too, had enjoyed himself before succumbing to a broken CV joint (see *Sports Extra*), while Laurence Bristow and James Head had a lurid slide and spectacular spin respectively while disputing sixth at the chicane on the last lap.

World Endurance C2 champion Raymond Bellm annihilated the outright historic GT record in practice in his sensational Waspeze McLaren M8C, and he was similarly untouchable in the failsafe championship finale, flinging the mighty Lanzante-prepared machine around with gusto. Alas his classy efforts were to count for nothing though, as the car was disqualified at post-race scrutineering for a wing height 'infringement' (see *Sports Extra*). Top honours thus went to Mike Wheatley, whose Ashdown Petroleum BRM had coated early 5-litre class winner David Franklin's customarily well-driven McLaren M6B with oil for much of the distance.

Having got the better of Chris Beauvoisin's Oyez Lola early on, Chris Aylett had a lonely run to his first class win with the Birkart Chevron B19, although Beauvoisin took class championship honours from Jim Wallis, who pun out on the warm-up lap. The pre-'68 5-litre division fell to Richard Budge both on the day and for the year) who there was a certain flamboyance about David Cutler's line through the Woodcote chicane . . .



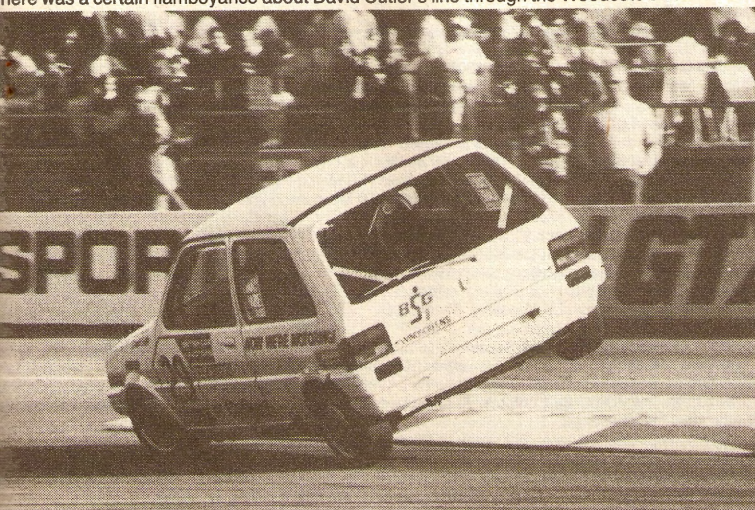
Damon Hill drove a superb race to win a race long five car battle by the slenderest of margins. He overcame metering unit problems in practice, rushing through from the back in his Chevron-FVA B8. His task was eased when Tim Goss's B8 boiled and Richard Dodkins spun at Copse.

Bobby Bell took the other class with a smooth drive in Paul Palmer's Lola T70 Mk3, untroubled once Nigel Hulme's later Mk3B had faltered with a flooded carburettor at the start. The Home Tune man could not resort to his van full of electronic goodies on this occasion, but struggled back to second in class, lights ablaze, to seize the most coveted HSCC title for 1985.

Following the two main races of the day, the Trimoco Clubmans competitors came out for a 10 lap thrash. The grid saw championship rivals Paul Gibson and Richard Mallock sitting on the front row, split by Scotsman John Fyda on a rare trip down south.

At the green, Mallock made a good start and looked to lead into Copse, but Fyda stormed round the outside of the championship pretender before scorching away to a dominant win, the Vision driver setting a lap record in the process. It was a crushing performance by a man virtually new to the circuit. Behind, though, Gibson and Mallock were racing hard, but it was not to last, Mallock's championship aspirations dashed at the end of lap 3 when he retired abruptly. Pressure off, Gibson cruised round to second, while Malcolm Jackson and Richard Groombridge disputed third.

Class B proved a tyre smoking affair at first, before Chris Karn took a decisive victory (and lap record), while tail enders Christopher Prangel and Mike McDermott kept the Woodcote grandstands happy with some heartstopping gyrations on lap 2. However, a potentially much more serious accident occurred at the end of lap 3 when he retired abruptly.



lap later when Sandy Watson and Chris Greville-Smith tangled on the entry to the chicane, Watson's scarperched rocket launcher style on top of the Phantom. Both cars cannoned into the barriers, Sandy Watson auditioning for a regular spot at Cape Canaveral, fortunately without injury.



SILVERSTONE

BRDC

Renault 5 Elf Turbo Cup race (10 laps): 1, Rob Hall, 18m58.03s, 92.74mph; 2, Steve Hine, 19m02.60s; 3, Dave Cox, 19m05.47s; 4, Roger Saunders, 19m05.84s; 5, David Salter, 19m06.33s; 6, Mike Bradley, 19m16.99s. **Fastest lap:** Salter, 1m51.87s, 94.35mph (record).

Esso FF1600 race (10 laps): 1, Damon Hill (Van Diemen-Nelson RF85), 16m37.58s, 105.80mph; 2, Johnny Herbert (Quest-ley FF85), 16m37.59s; 3, Mark Blundell (Van Diemen-Minister FR85), 16m37.74s; 4, John Village (Van Diemen-Aldon RF85), 16m38.29s; 5, Gary Ward (Van Diemen-Minister RF85), 16m38.30s; 6, Allan Seedhouse (Van Diemen-Auriga RF85), 16m44.24s. **Fastest lap:** Blundell, 1m38.22s, 107.46mph (record).

British Car Auctions MG Metro race (10 laps): 1, Paul Taft, 18m24.92s, 95.52mph; 2, Vic Covey, 18m25.90s; 3, Dave Carvell, 18m35.06s; 4, Tim Harvey, 18m37.78s; 5, Roger Jones, 18m40.30s; Laurence Bristow, 18m41.27s. **Fastest lap:** Covey, 1m49.37s (record).

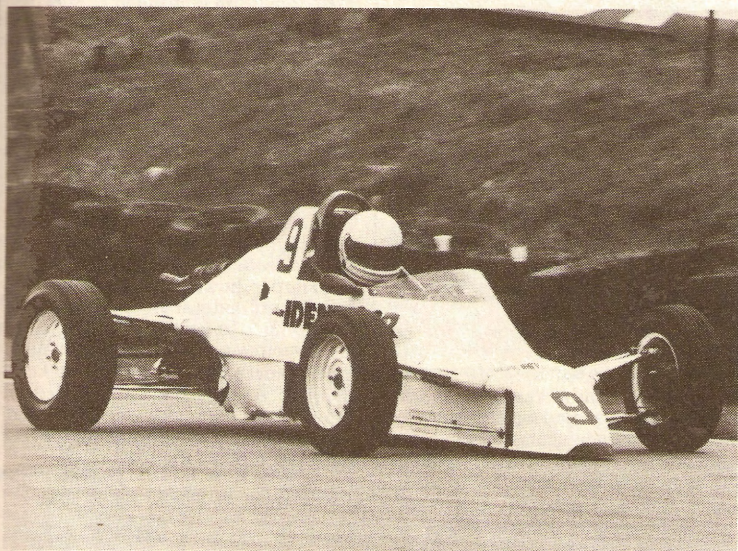
HSCC Fallsafe Historic GT race (12 laps): 1, Mike Wheatley (5.0 BRM-Chevrolet P154), 18m06.75s, 116.55mph; 2, David Franklin (5.0 McLaren-Chevrolet M6B), 18m10.83s; 3, Chris Aylett (1.9 Chevron-Ford B19), 18m47.24s; 4, John Foulston (5.0 McLaren-Chevrolet M8C), 18m48.14s; 5, Chris Beauvoisin (1.8 Lola-Ford T212), 11 laps. 6, Bobby Bell (5.0 Lola-Chevrolet Mk III GT), 11 laps. **Fastest lap:** Wheatley, 1m28.15s, 119.74mph. **Sports Racing Cars 2001-5000cc (1965-1968):** 1, Franklin, 116.11mph; 2, Colin Parry-Williams (5.0 Lola-Chevrolet T70 Spyder), 11 laps; 3, Tony Clinkard (5.0 Crossle-Chevrolet C75), 10 laps. **Fastest lap:** 1m28.68s, 119.02mph. **GT & Prototype Cars 1301-2000cc (1965-1968):** 1, Richard Budge (1.6 Chevron-FVA B8), 11 laps, 107.29mph; 2, Sid Marler (2.0 Chevron-BMW B8), 11 laps; 3, Malcolm Paul (2.0 Chevron-BMW B8), 11 laps. **Fastest lap:** Budge, 1m36.43s, 109.45mph. **Sports Racing Cars 2001-5000cc (1969-1970):** 1, Wheatley; 2, Foulston; no other finishers. **Fastest lap:** Wheatley. **Sports Racing Cars 1301-2000cc (1969-70):** 1, Aylett, 112.36mph; 2, Beauvoisin; 3, Don Shead (1.8 Chevron-Ford B16 Spyder), 11 laps. **Fastest lap:** Aylett, 1m31.5s, 115.34mph. **GT & Prototype 2001-5000cc (1965-1968) & 1301-2000cc (1969-1970):** 1, Bell, 109.51mph; 2, Nigel Hulme (5.0 Lola-Chevrolet MkIIIB), 11 laps; 3, Jim Gathercole (2.0 Martin-BMW BMT Coupe), 11 laps. **Fastest lap:** Bell, 1m35.19s, 110.88mph (record).

Trimoco Clubmans Sports race (10 laps) — Class A & overall: 1, John Fyda (Vision-Agra V85), 14m45.36s, 119.21mph; 2, Paul Gibson (Vision-Alan Smith V85A), 14m54.88s; 3, Malcolm Jackson (Mallock-Scholar Mk20B), 15m25.05s; 4, Richard Groombridge (Mallock-Chamberlain Mk24), 15m25.48s; 5, Peter Richings (Mallock-Chamberlain Mk24M), 15m27.01s; 6, Eric Paterson (Mallock-Swindon Mk27), 15m39.92s (inc 10sec penalty). **Fastest lap:** Fyda, 1m27.01s, 121.31mph (record). **Class B:** 1, Chris Karn (Mallock-Ford Mk1BBW), 9 laps, 101.28mph; 2, John Counsel (Mallock-Scholar Mk21), 9 laps; 3, John Davidson (Mallock-Nelson Mk20B), 9 laps. **Fastest lap:** Karn 1m41.84s, 103.64mph.

HSCC Atlantic Computer Pre '65 Historic Grand Prix Car race (10 laps): 1, John Brindley (1.5 Brabham-Ford BT10 t/c), 16m50.81s, 104.42mph; 2, John Harper (2.5 Cooper-Coventry Climax), 17m03.47s (inc 10sec penalty); 3, Max Samuel-Camps (1.0 Brabham-SCA BT10), 17m19.35s; 4, John Foulston (2.4 Ferrari 246 Dino), 17m20.60s; 5, Alf Skeels (1.5 Lotus 32), 17m57.20s; 6, Mary Foulston (Lotus-BRM 24), 18m02.24s. **Fastest lap:** Brindley, 1m38.60s, 107.05mph (record). **Class A:** John Pearson (Lister Jaguar Monzanapolis), 9 laps, 87.61mph. **Fastest lap:** Pearson, 1m57.30s, 89.98mph. **Class B:** Bill Roberts (Frazer Nash F2), 8 laps, 83.33mph. **Fastest lap:** Roberts, 2m03.37s, 85.55mph. **Class C:** Foulston. **Fastest lap:** Foulston, 1m42.23s, 103.24mph (record). **Class D:** Harper. **Fastest lap:** Harper, 1m40.06s, 105.48mph (record). **Class E:** Samuel-Camps. **Fastest lap:** Samuel-Camps, 1m41.66s, 103.82mph (record). **Class F:** Skeels. **Fastest lap:** Skeels, 1m44.38s, 101.12mph. **Class G:** M.Foulston. **Fastest lap:** M.Foulston 1m45.72s, 99.84mph.

CASTLE COMBE: STAR OF TOMORROW FF1600

Robertson proves his point



Stephen Robertson ran out the winner of the final Dunlop/Autosport SoT round of the year.

The final round of the Dunlop/Autosport championship attracted just 15 entries, and with newly crowned champion Jason Elliott electing not to appear it came down to 14.

Setting the pace in practice was Stephen Robertson, his Fleetray Van Diemen repaired overnight after a testing shunt had seen both nearside suspension rocker arms bent on Friday. Fleetray team mater Phil Andrews was happy to be in the middle of the front row, while on the outside was Adrian Willmott whose Westwood Commercials backed Van Diemen would have gone faster, but excessive weight in the cockpit restricted his performance! Well that was his excuse anyway...

Gary Ayles put his ex-John Pratt Reynard onto row 2, with Danny Wright alongside, after a troubled practice, which had seen the front anti-roll bar break which pitched him off, bending a rear rocker. Gary Thomas headed the third row, feeling his engine to be down on power, but experimenting with a shortened tail section on his Van Diemen. Ringo Hine filled the middle of the row, the circuit regular completing just three laps in practice, while Nabil Marouf put the David Roy run Van Diemen onto the outside of the row.

The action started on the warm-up lap as the Fleetray pair, Andrews and Robertson had a low speed coming together at Quarry, both cars stayed locked together until physically parted by the marshals. When the race started, Quarry was once

more the scene of coming together, Colin Stevenson's Royale and Paul Spooner's Lola getting very intimate. Greg Hobbs and Mark Elliott spun trying to miss the mêlée. Willmott disappeared from the action on the opening tour, and it was Robertson who led from Ayles, Wright, Andrews and Marouf. The next group was led by Stuart Budd, his Cooper hire Reynard 85FF looking a positive handful — twitchy to say the least.

Wright's chances expired on lap 3, so now it was Andrews up to third but coming under pressure from Thomas who in turn had Marouf closing on him. Thomas demoted Andrews on lap 4, the latter then being pressured by Marouf, who, despite the fact that his car lost part of its exhaust at half distance, took fourth spot on lap 7.

Up front, Robertson had the measure of Ayles who shadowed closely, but without posing a serious threat.

The race ran its course without anymore place changes of significance, and Robertson was voted the Abrahams Driver of the Day, just reward for the youngster who missed a chunk of the season after that massive roll at Snetterton.

DUD CANDLER



CASTLE COMBE

Oct 12

Dunlop/Autosport 'Star of Tomorrow' FF1600 Championship, round 14

10 laps — 18.40 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Stephen Robertson	Van Diemen-Auriga RF85	11m19.2s	1m07.0s	1m06.1s
2	Gary Ayles	Reynard-Minister 84FF	11m20.4s	1m06.8s	1m06.7s
3	Gary Thomas	Van Diemen-Scholar RF85	11m33.5s	1m07.5s	1m07.2s
4	Nabil Marouf	Van Diemen-Scholar RF85	11m38.8s	1m07.9s	1m07.9s
5	Phil Andrews	Van Diemen-Minister RF85	11m39.8s	1m08.5s	1m06.3s
6	Stuart Budd	Reynard-Nelson 85FF	12m06.5s	1m10.5s	1m10.3s
7	Ringo Hine	Van Diemen-Scholar RF84	12m06.7s	1m07.5s	1m07.5s
8	Chris Solley	Van Diemen-Mountune RF80	12m12.3s	1m10.5s	1m10.6s
9	Paul Spooner	Lola-Auriga T644E	12m25.4s	1m09.6s	1m09.5s
10	Mark Elliott	Van Diemen-Ford RF81	12m27.2s	1m10.8s	1m11.1s
11	Colin Stevenson	Royale-Nelson RP29	9laps	1m14.8s	1m13.3s
R	Danny Wright	Van Diemen-Scholar RF85	2laps	1m07.6s	1m07.0s
R	Greg Hobbs	Lola-Scholar T644E	2laps	1m11.8s	1m10.1s
R	Adrian Willmott	Van Diemen-Scholar RF85	0laps		1m06.5s

Winner's average speed: 97.52mph. Fastest lap: Ayles, 1m06.8s, 99.16mph.

Stevenson's rocket

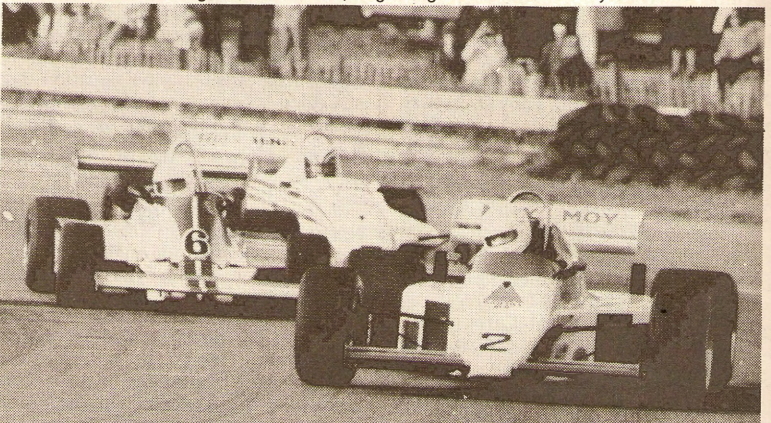
CASTLE COMBE, Oct 12: Some 600 guests of Alo Lawler's sponsors, the Lep Group and Stelrad, helped to swell a goodly crowd as the Wiltshire track held its final meeting of the year in glorious sunshine. Unfortunately, Lawler wasn't able to race, a huge shunt in practice (see *Sports Extra*) sidelining the affable Irishman, but close racing was generally the order of the day.

Opening proceedings, the Ronnie Scotts Club Sports car race featured a close scrap between John Kent's TVR and Craig Simmiss' Porsche. Despite issuing clouds of smoke, the TVR held on to the lead, but Simmiss claimed the championship. Rod Gretton's TVR took third having disposed of Richard Chiltern's Porsche which on occasions looked to be in control of the driver, rather than vice versa. While it ran, Steve Cole's Morgan +8 was the crowd's favourite, getting into some huge slides. The TR challenge, run concurrently, had a close

points situation, but Richard Marrant's TR6 hit troubles on the warm-up lap, and although he joined the race after several laps, he was powerless to stop Steve Clare winning, and thus take the title.

The modified Monoposto practice had seen David Cox well under the record, but despite winning the race, the Stonehouse surveyor couldn't prevent Brian Turner from taking the title, his nearest rival David Dudley strangely off the pace in fourth place. Place changes seemed to be against the rules, and after lap 1 the top four all held station, John Bradshaw being the other member of the group.

A fine assortment of GTs appeared, and what a race it was... Vince Woodman, making a welcome return to his local circuit in his Cologne Capri, had a super scrap with the Lotus Elan of Rob Cox. The big Capri would have the Elan climbing over it in the corners, but would power away on the straights. Eventually, Cox hit the front on lap 7, but on the final lap he popped and banged his way into retirement and Woodman went through to take a popular win. Richard Ward had held third in his ex-Bill Brown Elan, but a broken gearlever signalled his retirement. The closely matched Rod Birley and Andrew Wareing squabbled mightily. With James Stevenson gone, John Travis, Roger Orgee and John Brindley do battle.



CASTLE COMBE

BRSCC (SW)

BRSCC Ronnie Scotts Club Sports Cars/BRSCC TRDC race (10 laps)—Overall & Class C: 1, John Kent (3.9 TVR 390), 12m21.8s, 89.29mph; 2, Craig Simmiss (2.7 Porsche Carrera), 12m22.9s; 3, Rod Gretton (3.9 TVR 390), 12m29.7s; 4, Richard Chiltern (2.7 Porsche Carrers), 12m38.8s. **Class D:** 1, Dave Broadway (1.6 Lotus), 9 laps, 77.56mph; only finisher. **Fastest lap:** Richard Borthwick (1.3 A/H Sprite), 1m15.3s, 87.96mph. **TRDC cars:** 1, Steve Clare (2.5 TR6), 9 laps, 78.93mph; 2, Dave Robertson (2.5 TR6), 9 laps; 3, Andrew Hales (2.5 TR5), 9 laps. **Fastest lap:** Clare, 1m20.9s, 81.87mph.

Monoposto (Modified) race (10 laps): 1, David Cox (March-Ford 793), 10m21.8s, 106.52mph; 2, Brian Turner (Chevron-Ford B47), 10m26.9s; 3, John Bradshaw (Raffo-Chamberlain Mk 9B), 10m38.5s; 4, David Dudley (Reynard-Richardson SF77), 10m39.0s; 5, Anthony Green (March-Beattie 772), 11m11.6s; 6, Philip Anstruther (March-Holbay 743), 11m13.8s. **Fastest lap:** Cox, 1m00.7s, 109.12mph.

BRSCC Castle Combe Special GT race (10 laps): 1, Vince Woodman (3.4 Ford Cologne Capri), 11m01.4s, 100.15mph; 2, Rod Birley (3.4 Ford Sierra XR4i), 11m10.9s; 3, Andrew Wareing (1.9 Lotus Elan), 11m11.6s; 4, Robin Harvey (1.0 Davrian Mk8), 11m36.4s. **Class A:** 1, Woodman; 2, Birley; 3, Fred Henderson (5.3 Chevrolet Camaro), 9 laps. **Fastest lap:** Woodman, 1m03.8s, 103.82mph (record). **Class B:** 1, Wareing, 98.63mph; 2, Dave Broadway (1.6 Lotus 7), 9laps; 3, Nigel Boardman (2.3 Vauxhall Magnum), 8laps. **Fastest lap:** Rob Cox (1.8 Lotus Elan), 1m03.1s, 104.97mph. **Class C:** 1, Ian Hall (1.4 Davrian Mk 7A), 9laps, 89.98mph; 2, Bryn Morgan (1.2 Raylen Imp), 9laps; 3, Dee Knight (1.3 Greenfield Mini), 9laps. **Fastest lap:** Hall, 1m11.6s, 92.51mph. **Class D:** 1, Harvey, 95.11mph; 2, Simon Allaway (1.0 Hillman Imp), 8laps; no other finishers. **Fastest lap:** Harvey, 1m07.7s, 97.84mph.

Uniroyal Tyres prodaloon (Classes C/D) race (15 laps): Overall & Class C: 1, Sean Brown (1.6 Toyota Corolla GT), 19m44.1s, 83.91mph; 2, Franklyn de Karl Jones (2.0 Fiat Strada Abarth 130TC), 19m51.2s; 3, Barbara Cowell (2.0 Fiat Strada Abarth 130TC), 19m51.9s; 4, Vic Lee (1.8 VW Golf GTI), 19m52.1s. **Fastest lap:** Brown, 1m17.0s, 86.02mph (record). **Class D:** 1, James Kaye (1.3 Vauxhall Nova), 20m43.1s, 79.92mph; 2, Andrew Jeffery (1.3 Vauxhall Nova), 20m44.8s; 3, Andrew Franklyn (1.3 Vauxhall Nova), 20m58.7s. **Fastest lap:** Kaye, 1m21.0s, 81.77mph (record).

The Lep Group Formule Libre race (20 laps): 1, James Stevenson (3.0 McLaren-Cosworth DFV M29C), 19m08.6s, 115.34mph; 2, John Travis (3.0 RAM-Cosworth DFV 01), 19m20.7s; 3, Roger Orgee (2.0 Lyncar-Swindon BDX 79A), 19m58.0s; 4, Terry Mills (1.6 March-Ford 793), 18laps; 5, Pete Hammond (1.6 Lolamam-Cosworth Ford), 16laps; 6, Robin Palmer (2.0 Magnum-Toyota), 16laps. **Fastest lap:** Stevenson, 55.8s, 118.70mph.

Uniroyal Tyres Prodalanon (Classes A/B) races (15 laps): 1, Colin Blower (2.0t Colt Starion), 18m59.7s, 87.18mph; 2, Andy McLennan (2.0t Colt Starion), 19m13.9s; 3, Graham Scarborough (3.0 Ford Capri), 19m14.6s; 4, Martin Carroll (2.3 Mercedes Benz 190E), 19m15.1s. **Class A:** 1, Blower; 2, McLennan; 3, Dave Oates (2.0t Colt Starion), 19m56.1s. **Fastest lap:** Blower, 1m14.3s, 89.15mph (record). **Class B:** 1, Scarborough, 86.05mph; 2, Carroll; 3, Roger Eccles (2.3 Mercedes Benz 190E), 19m23.2s. **Fastest lap:** Carroll, 1m15.0s, 88.32mph (record).

Steve Llewelyn Motor Sport Spares FF1600 race (10 laps): 1, Howard Lester (Reynard-CES 83FF), 11m23.9s, 96.85mph; 2, David Llewelyn (Royale-Peter Harris RP36), 11m40.4s; 3, David Lewis (Reynard-Nelson 84FF), 11m41.5s; 4, Ringo Hine (Van Diemen-Scholar RF84), 11m44.8s; 5, Gordon Allen (Reynard-Minister 83/84FF), 11m52.7s; 6, John Hayden (Van Diemen-Nelson RF82), 12m00.5s. **Fastest lap:** Lester, 1m07.0s, 98.86mph.

TUK Monoposto Kent race (10 laps): 1, Peter Williams (Lotus-Ford 69), 11m23.5s, 96.91mph; 2, Alan Mugglestone (Merlyn-Falcon Mk 3), 11m24.7s; 3, Brian Mee (Royale-Minister RP26), 11m45.8s; 4, Andrew Broadley (Lola-Minister T622), 11m46.1s; 5, Maurice Cox (Davron-Ford SV79), 11m46.1s; 6, Tony Broster (Royale-Newbridge RP27), 11m46.2s. **Fastest lap:** Mugglestone, 1m06.8s, 99.16mph.

ly over the place, and power told, the hastily patched-up Sierra putting Birley in front. Championship winner Robin Harvey gave another super display as he took fourth in his 1-litre Davrian, having seen off John Pugsley who retired later anyway.

The were so many entries for the Uniroyal Production Saloon encounter, that it had to split into two races. There were 15 hectic laps for the smaller classes, with Sean Brown working his way to the front and then drawing away from his rivals. Karl Jones, Barbara Cowell and Vic Lee thus fought tooth and nail to be runner-up. Jones somehow took second, but it wasn't without its fraught moments, as his Strada couldn't seem to decide whether to over or understeer. The lady just fended off Lee who must have been pleased with the result, for it was the first outing since totalling the car at Brands last month. Uniroyal champion James Kaye took the tiddlers' class, his Nova enjoying a race-long dice with team mate Andrew Jeffery, the Scot actually getting in front at half distance.

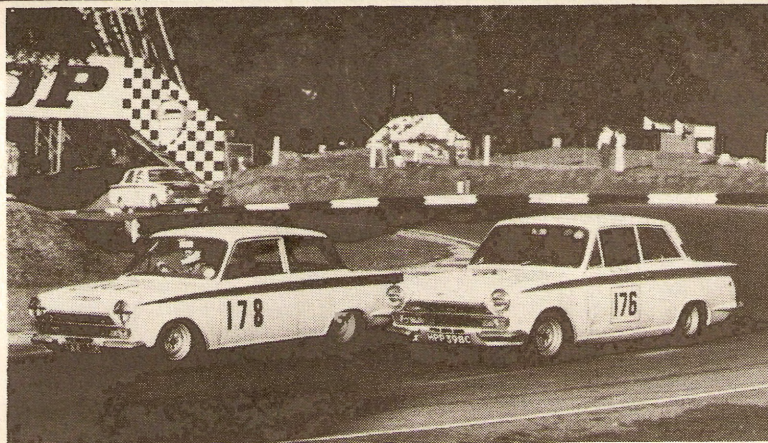
The Lep Group *Libre* race had just eight starters, but turned out to be a reward for two perennial hard triers. Scot James Stevenson rewarded his sponsors, Baker Oil Tools, by taking his McLaren M29C to a light-to-flag victory. He was clearly pleased, not surprising really, for his was a 1200 mile round trip. Northerner John Travis has spent the season trying to get his RAM 01 to handle properly — the car having been designed around Pirelli radials originally — and a self-made ultra-soft rear roll-bar now allows his Avons to work as they should. The only other competitive cars were those of John Brindley who lasted for four laps, and Roger Orgee who took third.

The bigger classes of the Uniroyal series contained a splendid entry, and while Colin Blower's Colt Starion was an untroubled winner, the similar car of Andy McLennan appeared to be in turbo troubles and he only just got the better of a race-long scrap with Graham Scarborough and Martin Carroll. Next up came Roger Eccles who fought through well after being dead last on lap 1, his Mercedes having a gearchange problem at the start. Scraps went on right down the field in this race, even last place being keenly contested.

Quarry corner saw the field split as the Steve Llewellyn FF1600 contenders arrived on the opening lap. Robert Davies spun at the front and in an instant several other cars were sidelined, the most serious being Katsumi Muraoka, whose McGregor speared the tyre wall and hit the armo beyond, head on. Thankfully the Japanese driver suffered no more than a bruised leg and shoulder. Howard Lester took his customary victory, but behind him a tense scrap for second place lost Alan Cooper on lap 4 as he spun trying to outrake Nabil Marouf. The latter was embroiled in a tussle with Ringo Hine, David Llewellyn and Gordon Allen. Hine spun at Camp at the end of lap 9, while the same corner saw Allen spin at the end of the last lap, Marouf finished second on the road, but was excluded from the results for excessive weaving.

The season ended with a TUK Mono-posto Kent race, and while Peter Williams just kept TUK sponsored Alan Mugglestone at bay, it was the six car dice for third place that everybody was interested in. It looked sure to end in tears, but somehow it didn't. At the flagfall they flashed across the line covered by less than 1sec, with Brian Mee at the head of the group. Congratulations gentlemen and roll on '86.

DUD CANDLER



Dave Piggott and Phil Wight swing through Druids in the shortened Pre'65 race.

Wright on!

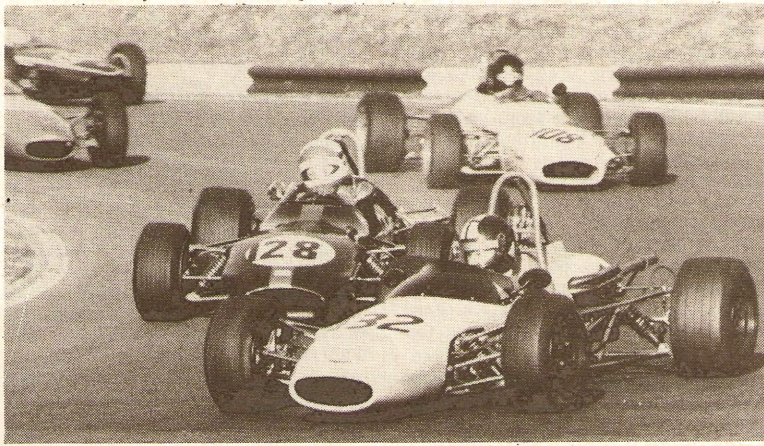
BRANDS HATCH, Oct 13: After the hectic World Championship fortnight it was back to normal at Brands with an enjoyable BARC run clubbie. With some 60 FF1600s present there was a mini Festival atmosphere.

The day opened with victory for Guy Woodward in the Powerscreen Sports 1600 round despite a strong challenge from Dave Orchard. Dave Kay was a distant third ahead of Paul Jeffries, while a spin by title contender Mike Sanders at

Paddock enabled Woodward to clinch the championship.

Practice for the well-supported TT/Junior FF1600 round was enlivened when Gary Thomas soaked the track with oil after a hastily completed morning engine change. Everyone was off the pace, but the unluckiest victim of the treacherous conditions was Dave Harkness who took a couple of corners off his recently repaired Laser in an argument with the Paddock Bend tyre wall. Jason Elliott did the best job on a slippery surface to claim pole position, 1 sec slower than the norm. He shared the

Race winner Tony Trevor heads Wright, Norman and the rest of the F3/F Junior men.



BRANDS HATCH

BARC

Powerscreen Sports 1600 race (10 laps): 1, Guy Woodward (Mallock Mk24), 8m27.3s, 85.41mph; 2, Dave Orchard (Centaur 14X), 8m27.6s; 3, Graham Kay (Phantom P80/84), 8m33.3s; 4, Paul Jeffries (Mallock Mk21/24), 8m38.8s; 5, John Watson (Mallock Mk23/25M), 8m41.6s; 6, Guy Binns (Mallock Mk27), 8m45.0s. **Fastest lap:** Orchard and Woodward, 49.4s, 87.71mph.

Townsend Thoresen Junior FF1600 race (10 laps): 1, Danny Wright (Van Diemen-Scholar RF85), 8m34.9, 84.15mph; 2, Adrian Willmott (Van Diemen-Scholar RF85), 8m40.4s; 3, Gary Thomas (Van Diemen-Scholar RF85), 8m43.1s; 4, John Hayden (Van Diemen-Nolan RF82), 8m52.6s; 5, Andrew Guye-Johnson (Van Diemen RF80), 8m59.5s; 6, Kevan Spencer (Reynard 84FF), 9m01.5s. **Fastest lap:** Stephen Robertson (Van Diemen-Auriga RF85), 50.0s, 86.65mph.

National Mini Se7en race (10 laps): 1, Gary Hall, 10m06.2s, 71.47mph; 2, Michael Jackson, 10m06.2s; 3, Russell Grady, 10m08.9s; 4, Chris Tyrrell, 10m15.4s; 5, David Goodridge, 10m16.5s; 6, Peter Kavanagh, 10m16.6s. **Fastest lap:** Jackson and Hall, 59.5s, 72.82mph.

JPS Champion of Brands Qualification race (10 laps): 1, Alan Cooper (Reynard-Minister 83/84FF), 8m45.0s, 82.53mph; 2, Mark Hazell (Van Diemen RF84), 8m45.6s; 3, Martin Cooper (Reynard-Nelson 84FF), 8m47.6s; 4, Miki Dee (Van Diemen-Minister RF82), 8m50.8s; 5, Joe Delnevo (Crossle-Philspeed 60FF), 8m53.9s; 6, Martin McGill (Reynard-Neil Brown 84FF), 8m55.2s. **Fastest lap:** Dee, 51.0s, 84.96mph.

Lenham Storage Formula Junior/Stuart Rolt Historic Formula 3 race (10 laps) — Overall: 1, Tony Trevor (Alexis Mk12), 8m40.3, 83.27mph; 2, Roy Drew (Cooper T59), 8m57.3; 3, Simon Brookman (Lotus 59), 8m57.3; 4, Lew Wright (Brabham BT28), 8m59.1s. **Formula 3:** 1, Trevor; 2, Brookman; 3, Wright. **Fastest lap:** Trevor, 50.3s, 86.14mph. **Formula Junior:** 1, Drew; 2, Alan Baillie (Lola MkV Ford), 9m04.5s; 3, Mike Littlewood (Mallock U2), 9m12.7s. **Fastest lap:** Drew, 52.3s, 82.84mph.

CSCC Pre '65 Saloon race (5 laps) — Overall and Class E: 1, Phil Wight (Lotus Cortina), 5m10.1s, 69.86mph; 2, Dave Piggott (Lotus Cortina), 5m15.6s; 3, Simon Saward (Lotus Cortina), 5m21.5s; 4, Les Nash (Lotus Cortina), 5m25.9s. **Fastest lap:** Wight, 59.9s, 72.33mph. **Class A:** Alan Mills (Ford Mustang GT), 5m35.8s, 64.51mph. No other finishers. **Fastest lap:** John Young (Ford Mustang), 59.7s, 72.57mph. **Class B:** 1, Pat Callis, (Jaguar Mk1), 5m50.9s, 61.88mph. No other finishers. **Fastest lap:** Callis, 65.5s, 66.16mph. **Class C:** 1, Andy Elcomb (Triumph 2000 Mk1), 5m34.4s, 64.78mph; 2, Dave Ramsbotham (Ford Cortina), 5m36.2s; 3, Chris Laws (Ford Cortina GT), 5m43.0s. **Fastest lap:** Elcomb, 63.3s, 68.45mph. **Class D:** 1, Greg Masters, (Hillman Imp), 5m40.1s, 63.70mph; 2, Patrick McCloy (Morris Minor), 5m48.5s; 3, Keith Lander (Hillman Imp), 5m50.9s. **Fastest lap:** Masters, 64.9s, 66.76mph.

JPS Champion of Brands FF1600 race (12 laps): 1, Gary Ayles (Quest-Minister FF85), 10m09.3s, 85.33mph; 2, Colin Stancombe (Lola T640/4E), 10m09.8s; 3, Len Bull (Van Diemen-Nolan RF84), 10m15.7s; 4, Chris Hall (Jamun-Minister T12B), 10m16.1s; 5, Andrew Stapley (Ray-Minister 85F), 10m19.2; 6, Derek Pring (Ray-Nolan 83F), 10m21.4s. **Fastest lap:** Stancombe, Ayles & Bull, 49.9s, 86.83mph.

Mini Miglia race (10 laps): 1, Mike Fry, 9m24.0s, 76.82mph; 2, Danny Allpress, 9m24.0s; 3, Gerald Dale, 9m24.3s; 4, Bev Comber, 9m33.6s; 5, Mark Jones, 9m40.1s; 6, Graham Chivers, 9m41.1s. **Fastest lap:** Dale, 55.3s, 78.35mph.

front row with Phil Andrews and Royale driver Tom Scanlon, the latter gratefully receiving an early Christmas present from the timekeepers! Stephen Robertson was next up with Gary Ayles fifth, the Burwash lad having a run in a new Quest FF85/86 and lining up ahead of Adrian Willmott and Danny Wright.

Robertson made the best start to slot in behind Elliott on lap 1 with Andrews, Ayles, Wright and Willmott in line astern behind. Gary Thomas was soon gaining places from his lowly grid position and was at the back of the leading group. With the front two braking away slightly, Ayles tried a run down the inside of Andrews into Paddock only to find himself on the grass as the door was firmly closed. The pair inevitably made heavy contact and bounced into the barrier, the others somehow avoiding them. Both drivers were extremely upset at the incident and had differing views as to its cause . . .

A lap later there was more excitement as a misfiring Willmott spun at Paddock, the '85 champion rejoicing behind the private RF82 battle of John Hayden and Lucy Rogers. Another lap on and Robertson had a big go at the leader on the way up to Druids. The Fleetry driver felt he had the corner but Elliott held his ground, the two sliding into the gravel after some wheel banging. As Robertson abandoned his RF85 with bent suspension a frustrated Elliott was unable to shift his undamaged car. They all said they were testing for the Festival, but this was getting too realistic!

The surprised beneficiary of all the drama was Danny Wright, the Oxford driver keeping it on the grey bits after a season of misfortune. Thomas had got up to second ahead of the recovering Willmott, with Lucy Rogers now steaming along in fourth. Wright held on to score a comfortable victory, and Willmott eventually took second when Thomas slowed with a puncture. Hayden regained fourth when Rogers made a mistake at McLaren on the last lap which also allowed Andrew Guye-Johnson through to fifth with the Fuji car of Kevan Spencer next up.

Gary Hall and Michael Jackson put on a tremendous show in the Mini Seven race, Hall getting the verdict in a photofinish which deservedly earned them a shared Driver of the Day award. Russell Grady was close behind in third with a flying Chris Tyrrell coming through from the back to take fourth.

With no less than 47 cars practising for the C of B round, a qualification race was run with the first five going into the main race. Alan Cooper led from the flag in his ex-Armelin Reynard to just hold off Mark Hazell and brother Martin with Miki Dee setting the fastest lap on his way to fourth and a place in the final.

Tony Trevor put his Alexis into the lead at the start of the combined Historic 3 and Formula Junior round, but was caught by Keith Norman's Brabham in traffic. Later, backmarker problems allowed Trevor to break clear, but after apparently settling for second Norman was tripped up by a slower FJ car at Clearways on the last lap. As the Brabham flipped into the gravel it was alarming to see that the rollover bar collapsed, the unfortunate driver somehow escaping with concussion and a broken finger. Thus Roy Drew inherited second overall and took the Junior spoils after outpacing the F3 of Simon Brookman and Lew Wright.

The pre '65 saloon boys were at it again. With the Lotus Cortina mob attempting (unsuccessfully) to go four abreast into the first corner, John Young was able to open out a handy lead in his

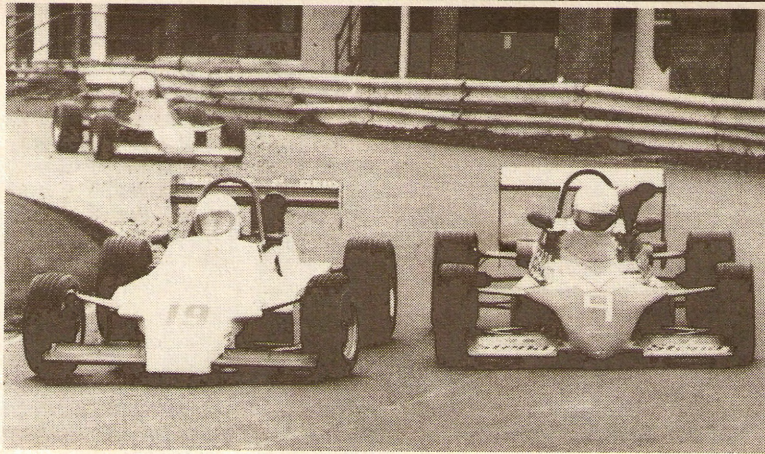
▶▶ immaculate Ford Mustang. However, on lap 4 he overcorrected a big slide at Paddock and turned sharp left into the tyre wall before somersaulting back onto the track. Seven grand to scrap in three seconds!

Although his seat had come adrift, Young was unhurt, but with the tarmac awash with petrol and an Anglia on its roof at Clearways the flag came out early with Phil Wight's well-driven Cortina in front.

The prospect of Gary Ayles and Phil Andrews on the front row of the JPS round was an interesting one(!), but only the Quest reappeared following the TT incident. Second row man Chris Hall took advantage of the gap to challenge Ayles into Paddock, but not before he had forced Colin Stancombe onto the grass as the field left the grid. Yet again a remarkably restrained piece of driving by Stancombe averted a major incident, the champion-elect slotting into third place ahead of Kevin Gillen and the fast starting Ted Whitbourn. Stancombe was soon into second and chasing Ayles, while Gillen retired at Druids after contact with Hall. Shortly afterwards Gary Thomas and Whitbourn tangled at the same corner, the furious Ray driver resuming with a smashed radiator. All this allowed Len Bull up to fourth behind Hall, the pair proceeding to enjoy a gentlemanly scrap. Neat red sidewalls on Len's rear tyres bore testimony to the closeness of the battle which eventually went to the Van Diemen driver. The leaders were still close but Ayles held off the wily Stancombe to score his first win for Quest by half a second, with Andrew Stapley picking up fifth behind Bull and Hall.

Meanwhile, Martin Cooper must have wished he hadn't made the final when he had a huge shunt on Cooper Straight (where else?) after he was launched over Mike Dee as a gaggle of cars tried to avoid a spinning Greg Hart.

The Mini Miglia contenders closed the day with yet another close finish, Mike Fry just jipping the ex-Carvell machine of Danny Allpress on the line with Gerald Dale setting fastest lap as he all but caught them both. **ADAM COOPER**



Harry Minty sends dirt flying as he dives inside Tom Brown for second place.

Binnie wins '85 finale

INGLSTON, Oct 6: Despite a damp practice, the weather cleared for the final nine race offering at Ingliston, sponsored by FF2000 pilot James Wilson's office group.

On a streaming track a full field of FF1600 qualifiers slithered about, but it was Duncan Hughes who stamped his authority, as such potential winners as Kenny Brown thumped the barrier and a somewhat dispirited Neil Cochrane spun, to be joined in retirement by Alex Knox, who used too much wellie. This left Kevin McCormick to collect second place, while Angus MacPherson seemed a secure third only to swap ends and present his place to Bill Pirie.

At the start of the Road Sports race, Iain Gardner's Lotus shot into the lead, with Graham McCallum's Porsche also passing Robin Gray's Caterham 7. Gray was now in his stride and leaned his 7 against the Porsche around Grandstand, after which McCallum had his motor go sick. So, Gardner took his 16th win of the season to herald his retirement from this class of racing.

INGLSTON

SMRC

FF1600 qualifying race (12 laps): 1, Duncan Hughes (Royale RP21), 13m27.3s, 55.12mph; 2, Kevin McCormick (Spartan 80/81), 13m30.4s; 3, Bill Pirie (Crosle 25F), 13m43.0s; 4, Ian Morrison (Crosle 32F), 13m57.0s; 5, Laurie Hughes (Van Diemen RF 7B), 13m57.6s; 6, Angus McPherson (Crosle), 13m58.4s. **Fastest lap:** Hughes, 65.3s, 56.18mph.

Robertsons of Edinburgh Road Sports race (12 laps) — Up to 1600cc and overall: 1, Iain Gardner (1.6 Ziggi Lotus 7), 13m14.9s, 55.98mph; 2, Robin Gray (1.6 Caterham 7) 13m32.3s; 3, John Mackie (1.6 Lotus Elan), 13m47.8s; 4, Ray Stewart (1.0 Clan), 13m57.5s. **Fastest lap:** Gardner, 64.4s, 57.58mph. **Up to 1600cc:** 1, Ed Chester (1.7 Dutton Phaeton); 2, Graham McCallum (2.7 Porsche 911); 3, Dougie Anderson (1.8 MGB GT). **Fastest lap:** Chester, 65.9s, 56.27mph.

James Wilson Office Group/Bernard Hunter Crane Hire Scottish FF 2000 race (12 laps): 1, David Duffield (Mondiale), 11m15.1s, 65.91mph; 2, Harry Minty (Van Diemen), 11m15.6s; 3, Tom Brown (Reynard), 11m18.5s; 4, Campbell Chisholm (Van Diemen), 11m19.6s; 5, Ken le May (Van Diemen), 11m39.0s; 6, Roy Wilson (Van Diemen), 12m00.1s. **Fastest lap:** Minty, 53.7s, 69.05mph.

Peugeot race for Road Saloons up to 1600cc (12 laps): 1, Olly Ross (1.6 Ford Fiesta), 12m41.4s, 58.44mph; 2, Iain Gardner (1.6 Peugeot 205 GTI), 12m50.2s; 3, Glen Mortimer (1.6 Hillman Avenger), 12m59.6s; 4, John Irvine (1.6 VW Golf GTI), 13m00.3s; 5, Mike Connon (1.6 Ford Escort), 13m07.0s; 6, Tom McCallum (1.3 Metro), 13m17.6s. **Fastest lap:** Ross, 62.2s, 59.61mph.

Marlboro/Hubert Mitchell Scottish FF1600 race (12 laps): 1, Cameron Binnie (Van Diemen), 10m40.4s, 69.46mph; 2, Roy Low (PRS 81F), 10m44.9s; 3, Willie Rose (Reynard 84FF), 10m47.4s; 4, Tom Brown (Van Diemen RF79), 10m53.0s; 5, Andy Sim (Reynard), 10m59.8s; 6, Colin Harper (Van Diemen RF 82), 11m00.1s. **Fastest lap:** Rose & Binnie, 52.3s, 70.90mph.

Rossleigh of Perth Historic Car race (12 laps) — Overall: 1, Kirk Rylands (3.8 HWM Jaguar), 13m11.2s, 56.24mph; 2, Keith Schellenberg (4.4 Bentley), 13m37.5s; 3, Keith McLeod (MGA), 13m38.6s; 4, Chris Chilcott (1.5 Frazer Nash), 11 laps. **Post-War:** 1, Rylands; 2, McLeod; 3, Hugh McCaig (Jaguar XK140). **Fastest lap:** Rylands, 64.8, 57.22mph. **Pre-War:** 1, Schellenberg; 2, Chilcott; 3, Peter Graham (2.5 Riley Special), 11 laps. **Fastest lap:** Schellenberg, 65.5s, 56.61mph.

U-Bix Clubman and Libre race (12 laps) — Overall and Clubmans A: 1, Kenny Allen (1.7 Vision V84A), 9m38.7s, 76.89mph; 2, Sandy Watson (1.7 Vision V85), 9m40.4s; 3, Les Duncan (1.7 Vision V85), 9m48.9s; 4, John Fyda (1.7 Mallock), 9m49.2s. **Fastest lap:** Fyda, 46.1s, 80.43mph. **Clubman B:** 1, Andy Smith (1.6 Vision V84B); 2, Frank Lethbridge (1.6 Mallock 16); 3, Bill Carr (1.6 Mallock 16/27B). **Fastest lap:** Smith, 50.9s, 72.85mph. **Sports 2000:** 1, Keith Bowmaker (Lola). **Fastest lap:** Bowmaker, 52.5, 70.63mph. **Libre:** 1, Campbell Chisholm (2.0 Van Diemen); 2, Alan Mutter (2.0 Van Diemen). **Fastest lap:** Chisholm, 49.6s, 74.76mph.

Sportstune Scottish GT Race (12 laps) — Overall and over 1000cc: 1, Ray Mallock (2.3 Ecosse C2), 9m40.8s, 76.57mph; 2, Jim McGaughay (2.0 FES Lancia-Toleman), 9m41.2s; 3, Bill Paul (2.0 AC 3000 ME), 10m19.9s; 4, Ron Cumming (3.4 Lotus Esprit), 10m35.4s. **Fastest lap:** McGaughay, 46.5s, 79.74mph. **Up to 1000cc:** 1, Eric Munnoch (1.0 Davrian Mk8); 2, Bob Milne (1.0 Imp GT); 3, Ricky Gauld (1.0 Davrian Mk7). **Fastest lap:** Munnoch, 50.7s, 73.14mph (equals record).

Luckpenny Restaurant Road Saloons over 1600cc race (12 laps): 1, Ian Bruce (2.2 Sunbeam Lotus), 12m01.1s, 61.71mph; 2, Ray MacDowell (2.2 Sunbeam Lotus), 12m15.3s; 3, Thomas Bell (Vauxhall Chevette), 12m30.2s; 4, Ronnie Stahl (2.0 Ford Escort), 12m31.0s; 5, Alistair Gray (2.0 Ford Escort), 12m32.0s; 6, Gregor Beith (2.0 Ford Escort), 12m44.7s. **Fastest lap:** Bruce, 58.9s, 62.95mph.

The Northern Bob & weave

OULTON PARK, Oct 05: A seven race programme concluded the BRSCC's '85 calendar for Oulton Park, the feature events being the championship deciding rounds of both the Dunlop-AUTOSPORT Star of Tomorrow FF1600 series and the Racing Displays FF2000 competition (see last week's issue).

First out, in surprisingly pleasant conditions given that this was October, were the full field of Formula E drivers who put on a thoroughly entertaining race. Wally Warwick had things more or less his own way after he had seen off an early challenge from Ian Slater. Slater in turn came under heavy pressure from Jim Kelly who finally barged past on lap 3. After looking as though he might threaten Warwick, Kelly eventually settled for second with Slater a further 2.5secs in arrears. Highlight of the race was the battle for fourth, which saw David Mellor just outdistance Malcolm Barfoot after early contender, Peter Childe, had spun into the barrier at Knicker Brook.

The modified section of the popular Alfa Romeo championship had come down to a straight confrontation between David North, the favourite, and Pietro Caccaviello. Both drivers had their neatly turned-out cars prepared by CP Motors but unfortunately for North, his Sud expired after two laps, when in a comfortable lead. Caccaviello thus picked up the pieces to claim the race and the championship after fending off Tim Stewart's GTV6 which snapped at his heels relentlessly throughout. Alan Marshall's Sud was the only other car on the same lap, with Nigel Cottee, Ian Johnson and Richard Drake behind.

Sean Breslin drove a demon opening lap to head a marauding band of Renault 5s, until heavy pressure from Mark Fish saw bodily contact and both men spinning at Lodge. As we had already lost pole man, John Richardson, on the opening lap (his bodywork fouling a tyre) Steve Jones was at the head of the field where he held off the recovering Fish by just over 0.5secs. Steve Poulter came home a secure third, clinching the championship in the process, while Breslin indulged in another quick spin at Lodge on the last lap before eventually getting to the line fourth, albeit with a somewhat disgusted look on his face. Jones was an enthusiastic winner, equalling the lap record *en route* and proclaiming his intention to contest the series again next year.

The Pre'74 lads put on what was undoubtedly the best race of the day with that man Bob Berridge coming out on top yet again. He certainly had to work for it, though, with Dave Porter's Macmarara Wally Warwick — won as he pleased.

The FF2000 race fielded but seven starters, and the race was commanded throughout by David Duffield. Tom Brown borrowed Robert Fraser's Reynard and briefly held second before an impatient Harry Minty snatched the line into Arena and set after the leader. A bent front aerofoil failed to deter his pace, and he finished 0.5sec behind. This left Brown third and Campbell Chisholm holding an easy fourth and easing away from Ken le May.

Olly Ross was back with a vengeance, and was strongly challenged by Alan Keith in the opening laps but the latter paid for his impertinence, with a spin and retirement. This elevated Iain Gardner to second, outstripping Brian Beverley and Glen Mortimer. A somewhat jet-lagged Tom McCallum three-wheeled his Metro, but succumbed to John Irvine who was charging through to fourth, giving Mike Connon the clue to do likewise.

After Cameron Binnie had led Willie Rose, Tom Brown and the leading FF1600s off on their final 12 laps, mayhem broke out in the mid-field eliminating the Gillander brothers and Ewan Buchan. On the restart, Binnie had Rose on his gearbox with Roy Low charging into third. Brown was a subdued fourth. Andy Sim started from the rear of the grid but streaked to fifth getting no respite from the attentions of Colin Harper.

The annual Historic race was somewhat thin in entrants and Grant Stephen led briefly before retiring his Elva FJ, leaving Kirk Rylands to take over in the HWM-Jaguar which was no match for the pace of the 1967 Vixen of butcher Charlie Munro. Keith Schellenberg hurled his 1927 Bentley at the circuit, eventually to oust the MGA of Keith McLeod, which left Chris Chilcott to battle past Peter Graham for fourth.

The Clubmans/Libre race provided a well judged victory for Kenny Allen leading home a trio of Visions including Sandy Watson and Les Duncan, John Fyda spinning out when challenging for the lead, his Mallock climbing back to fourth, ousting Jimmy Patrick. Campbell Chisholm was first Libre runner home.

The GT event promised a duel between Ray Mallock and Jim McGaughay but the Lancia Toleman never quite got to grips with the Ecosse C2. Bill Paul acquired third when Ron Cumming spent time pirouetting on the damp grass. Eric Munnoch took the 1-litre class.

The closing race for road saloons found the Sunbeam Lotus of Ian Bruce sieze the lead, in the absence of Hugh Chalmers and Jimmy McRae. Into second came the similar model of Ray McDowell, while Tom Bell had forsaken his Capri for a smart Chevette to hold third ahead of a gaggle of warring Escorts.

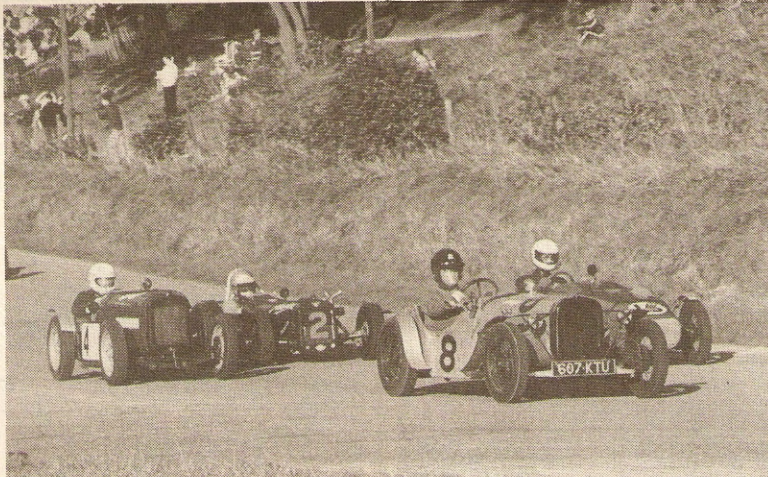
BILL HENDERSON



making a fine start from the middle of the front row and leading the opening lap before Berridge swept by. Starting lap 3, Porter was back in front again going down into Old Hall, but by Cascades, Berridge's white Lotus 69 held the initiative once more. Everything was a touch too fraught to last, and sure enough Porter spun into retirement at Cascades next time round. With him out of the way, Chris Whittingham homed in on Berridge, even getting alongside down into Old Hall on a couple of occasions before Berridge smartly shut the door in his face. Having just as intense a battle behind the leading duo were Brent Gilkes and Gary Strawbridge, the former pulling off at Knicker Brook with two laps remaining and leaving third to Strawbridge. Joining in to make it a three way fight were David Germain and Peter Hancock, but despite the efforts of these two, the trio remained in line astern to the flag. A fine advertisement for the healthy, competitive nature of the Pre '74 formula.

Bringing events to a close, the 108CC Rally Car race was won in dominant fashion by Phil Prince's Lotus Elan (a rally car?) from Kim Mather's unique twin-engined VW Scirocco. Mark Smithson drove a strong second half with his Colt Lancer Turbo, just failing to get on terms with Mather but comfortably heading Russell Gooding's Rover Vitesse. Further down David Cunliffe's Volvo 240 Turbo and Simon McGrory disputed the same piece of tarmac at Cascades with the latter recovering best to take fifth ahead of Ian Stanfield's Escort.

TONY DODGINS



Entries for the Austin 7 race come in all shapes and sizes: Dave Rees is to the fore.

Felix flies

CADWELL PARK, Oct 12: The finale of the season at Cadwell Park, at least as far as the cars are concerned, was this 750MC meeting, run on the short circuit, which is becoming ever more popular.

First race of the afternoon was for 750MC Modsports and although the grid was small, the racing was entertaining. John Moore started out in the lead in the Silkolene Turner but was soon passed by Robin Knight's Turner. After two laps at the head the gearbox in Knight's car seemed to stick and Moore took over as

the luckless Knight dropped back to fifth and last. Moore pulled easily away from Gavin Scott to the finish as Chris Watson and Fergus Oakley disputed third and fourth to the flag.

An assortment of Austin Healey cars came out for race two which was an Austin Healey Club Challenge round. Tony Elshof took the lead, but after the halfway point he retired and his constant pursuer until then, Bob Beaumont took over at the front and went on to win, despite breaking his gear lever early on, opening out a lead on Dave Holman. First road-going Sprite home was the Keith Pettit car, while George Holt took his big Healey 3000 across the line a whisker ahead of Chas Windridge's 100M which also took class honours.

Once more the *Kit Cars and Specials* contenders were split into two races, at the 1645cc mark, emphasising how interest has grown throughout the year. In the up to 1645cc race the Ginetta G4 of Tony Ingram went straight into the lead and stayed there. Bob Furness put his Westfield X1 into second spot, but was passed by Stuart Beddow's similar car after two laps. At the end he was a few tenths adrift, holding off a challenge from Gary Shillabeer. Chris Purchase came fifth and was almost caught by ex-Formula Fordster James Buckton before the latter went off at the Hairpin — his second 'off' of the day. He had started right from the back of the grid with a 10sec penalty — which made his progress all the more impressive. As it happens, sixth at the flag was filled by Tony Jones, also starting with a 10sec penalty alongside Buckton!

Roadgoing sports cars were led off the line by Graham Bryant's Morgan, but the Caterham of Robin Gray was soon by,

proving uncatchable once ahead. Bryant held onto second ahead of Jeff York, the latter coming under attack from Fergus Oakley who took third place exiting the Hairpin on lap 4. Then Paul Lucas challenged hard and briefly got past on lap 5. By the finish, however, York was back in fourth and Lucas had to be happy with fifth overall and a class win.

Forsaking his Pre '74 Lotus 69 Bob Berridge has acquired a Lola T640 for the Formula Ford Festival and gave it an outing. Proving that he is equally at home in a modern chassis, Berridge went straight into the lead and held on to the flag, keeping Mike Jordan at bay.

Peter Hancock slotted into third on lap 2, just ahead of Paul Morton and Emlyn Evans. Morton pushed Hancock hard and took third on lap 5 but then spun away down to sixth three laps later.

A gentlemanly Austin 7 race was decided both on scratch and handicap with the fastest car on the circuit joining many others in retirement. On the road Peter Hornby led in his Ulster-for five laps before retiring, Tim Myall (Pigsty Special) then took up the premier position but he too dropped out and left Don Rawson to take the flag. On handicap, Rawson fared not so well and the winner in this section was Vince Leek, who was fourth on the road.

An intense dice for the lead characterised the early laps of the Midget race with Lawrence Croydon-Fowler just a fraction ahead of Peter Felix, Peter Hiley, Simon Croydon-Fowler and John Bensley on the opening lap. Bensley lost his car approaching Mansfield Corner on lap 2 and spun well down the order as Hiley moved to second. Croydon-Fowler spun on lap 5 and Felix pounced to take the lead. For two more laps Felix held the front spot from Hiley, who took to the front on lap 7. On the final lap, Felix took the lead and pulled away to the flag as the Croydon-Fowlers disputed* second place. Lawrence outdragging Simon out of the Hairpin to claim runner-up placing with Hiley almost alongside.

Dave Preece started off the larger kit car race in fine style in his O&C Super Sport, but dropped back to fifth with a visit to the Hairpin escape road (ie. the long circuit up the Mountain). This adventure allowed Robin Atkinson a clear run home. Tony Blewitt filled second place a discrete distance behind. And Nigel James filled third until lap 7 when he dropped behind the battling quartet of Ted Marlow, Preece, Mark Hales (from a 10sec penalty), and Darrell Dixon. Just as James resigned himself to finishing seventh Dixon, Preece and Hales rotated gently together in best formation dancing style on the exit of the



OULTON PARK

BRSCC

Formula E FF1600 race (10 laps): 1, Wally Warwick (PRS-Auriga 81F), 15m36.3s, 90.58mph; 2, Jim Kelly (Crosle-Ford 25F), 15m39.7s; 3, Ian Slater (PRS-Peck 81F), 15m42.0s; 4, David Mellor (Crosle-Scholar 45F), 15m52.22s; 5, Malcolm Barfoot (Crosle-Scholar 32/35F), 15m52.25s; 6, Bryan Mullarkey (Van-Diemen-Minister RF80), 15m54.8s. **Fastest lap:** Warwick, 1m31.7s, 92.49mph.

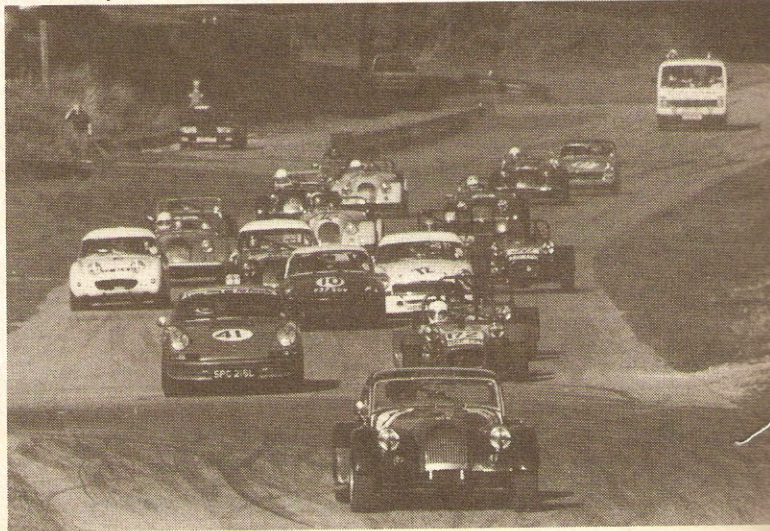
Alfa Romeo race (10 laps) — overall: 1, Pietro Caccaviello (GTV), 16m38.4s, 84.95mph; 2, Tim Stewart (GTV6), 16m38.5s; 3, Alan C Marshall (Alfasud Ti), 17m31.9s; 4, Nigel Cottee (Alfasud Ti), 17m39.9s. **Up to 1600cc:** 1, C. Ian Johnson (Alfasud Ti), 17m05.0s, 74.47mph; 2, Richard Drake (Alfasud 1.5), 17m15.2s; 3, Tony O'Connell (Alfasud Ti), 17m33.5s. **Fastest lap:** Johnson, 1m52.2s, 75.59mph. **Over 1600cc:** No starters. **Modified Classes. Up to 1600cc:** 1, Marshall, 80.63mph; 2, Cottee; No other finishers. **Fastest lap:** David North (Alfasud Ti), 1m38.0s, 86.54mph. **Over 1600cc:** 1, Caccaviello; 2, Stewart; 3, Roberto Giordanelli (Guilia Sprint GT), 17m21.2s. **Fastest lap and overall:** Caccaviello, 1m37.7s, 86.81mph.

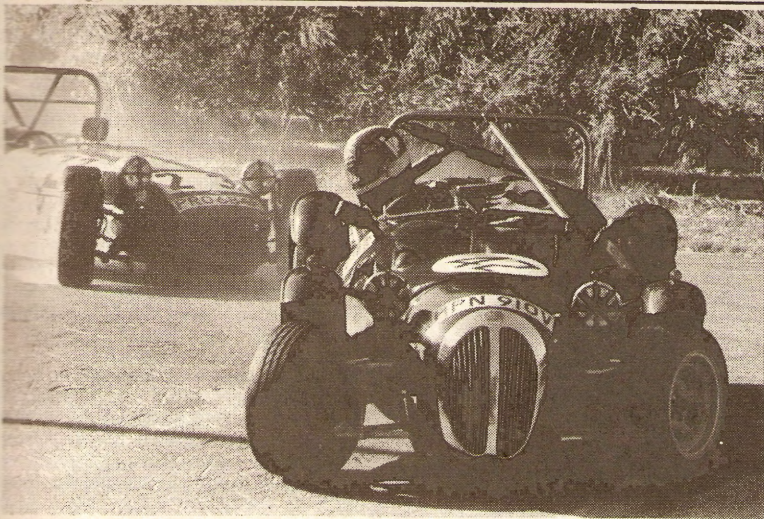
Charles Ivey Renault 5TS race (10 laps), 1, Steve Jones, 19m01.7s, 74.28mph; 2, Mark Fish, 19m02.4s; 3, Steve Poulter, 19m05.0s; 4, Sean Breslin, 19m25.1s; 5, Martin Hood, 19m35.9s; 6, Richard Bateman, 19m39.0s. **Fastest lap:** Jones, 1m51.7s, 75.93mph.

BRSCC Pre '74 FF1600 race (10 laps): 1, Bob Berridge (Lotus-Minister 69), 15m41.6s, 90.07mph; 2, Chris Whittingham (Dulon-Minister MP15), 15m41.7s; 3, Gary Strawbridge (Merlyn-Hansen Mk20A), 15m43.8s; 4, David Germain (Eldon-Minister Mk10C), 15m44.3s; 5, Peter Hancock (Merlyn-Ford Mk20A/25H), 15m44.6s; 6, Chris Woodcock (Dulon-Auriga MP15), 15m51.0s. **Fastest lap:** Philip Margerison (Van Diemen RS/RF73).

BRSCC/108 Car Club Rally Car race (10 laps) — overall: 1, Phil Prince (Lotus Elan), 17m30.3s, 80.75mph; 2, Kim Mather (VW Scirocco twin engine), 17m45.6s; 3, Mark Smithson (Colt Lancer Turbo), 17m48.8s; 4, Russell Gooding (Rover Vitesse), 17m54.1s. **Up to 1300cc:** 1, Paul Ceci (Fiat Strada), 18m14.1s, 69.76mph; 2, Dave Walton (Vauxhall Chevette), 18m36.9s; 3, Susan Beeckinor (Fiat 127), 18m59.7s. **Fastest lap:** Mick Friday (BL Mini), 1m55.0s, 73.75mph. **1301 to 1600cc:** 1, Prince; 2, Simon McGrory (Talbot Sunbeam), 18m02.6s; 3, Ian Stanfield (Ford Escort), 18m03.1s. **Fastest lap and overall:** Prince, 1m42.2s, 82.99mph. **1601 to 2000cc:** 1, Patrick Smyth (Ford Escort), 18m55.2s, 74.71mph; 2, Charlie Campbell (Davrian-Ford Mk8), 18m50.6s; No other starters. **Over 2000cc:** 1, Mather, 79.35mph; 2, Smithson; 3, Gooding. **Fastest lap:** Smithson, 1m43.4s, 82.02mph.

Graham Bryant's + 8 blasts into the lead of the *Sporting Cars Road Going* sports event.





Watson clearly has let ideas of greater things go to his head as he keeps his Kougars ahead of a 7.

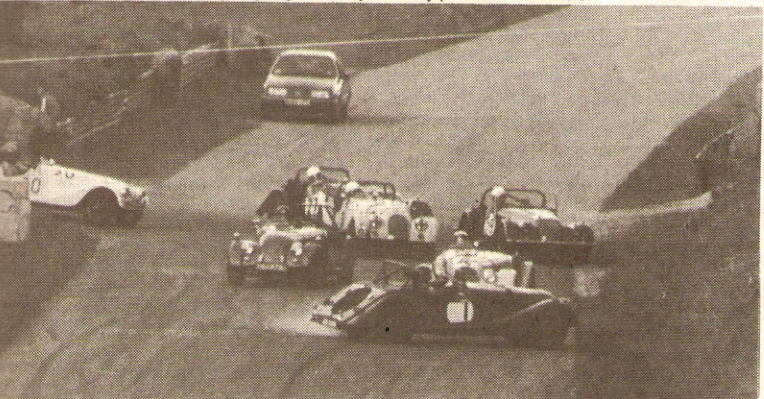
formation dancing style on the exit of the hairpin and James slipped past to reclaim third as Hales got going to take fourth ahead of Dixon, with Marlow in sixth.

home from start to finish by Grahame Bryant with Tony Morgan-Tipp filling around ahead of David Preece and Richard Bourne, the latter pair getting past Barrie Taylor in the closing laps.

PAUL BOOTHROYD

Massed Morgan variants were led

Fun and games for the Morgan gang, as Mary Lindsay poses an obstacle.



CADWELL PARK

750 MC

Austin Healey Club Challenge race — (10 laps) — Overall: 1, John Moore (1.8 Turner Mk1), 12m27.3s; 2, Gavin Scott (1.6 Lotus Europa), 12m53.1s; 3, Chris Watson (3.5 Kougars-Rover), 12m58.7s; 4, Fergus Oakley (1.6 Caterham 7), 12m59.3s. **1001-1600cc:** 1, Scott; 2, Watson; 3, Oakley; 4, Robin Knight (1.6 Turner Mk2), 9 laps. **Fastest lap:** Knight, 1m12.9s, 74.07mph. **1601cc and over:** 1, Moore. No other starters. **Fastest lap:** 1m12.0s, 75.00mph.

Austin Healey Club Challenge race — (10 laps) — Overall: Bob Beaumont (1.3 Sprite), 13m18.5s; 2, Dave Holman (1.3 Healey Mk2), 13m35.1s; 3, Peter Tyson (Lenham Healey), 14m08.0s; 4, Keith Pettit (Sprite Mk1), 14m27.9s. **Road-going Austin Healey 100s:** 1, Chas Windridge (Healey 100M), 14m36.5s; 2, Robert Shaw (Healey 100M), 9 laps. No other starters. **Fastest lap:** Windridge, 1m27.2s, 61.92mph. **Road-going Austin Healeys:** 1, George Holt (Healey 3000), 14m36.0s. No other starters. **Fastest lap:** 1m26.1s, 62.71mph. **Modified Big Healeys:** 1, Gary Miller (Healey M11A), 9 laps. No other starters. **Fastest lap:** 1m35.0s, 56.82mph. **Road-going Sprites:** 1, Pettit; 2, Roger Byford, 14m41.0s; 3, Nigel Binnett, 14m42.5s. **Fastest lap:** Dave Hardwick, 1m24.7s, 63.75mph. **Modified Sprites:** 1, Beaumont; 2, Holman; 3, Tyson. **Fastest lap:** Beaumont, 1m19.0s, 68.35mph.

Kit Cars and Specials Challenge race — Up to 1645cc — (10 laps) — Overall: 1, Tony Ingram (1.6 Ginetta G4), 12m53.5s; 2, Stuart Biddow (1.3 Westfield XL), 13m16.8s; 3, Bob Furness (1.3 Westfield X1), 13m17.5s; 4, Gary Shillabeer (1.3 Nimbus Coupe), 13m20.1s. **Up to 1300cc:** 1, Biddow; 2, Furness; 3, Shillabeer. **Fastest lap:** Furness, 1m18.8s, 68.53mph. **1300-1645cc:** 1, Ingram; 2, Tony Jones (1.6 Westfield XL), 13m57.3s; 3, Jonathan Westgate (1.6 Dutton B Plus), 14m10.5s. **Fastest lap:** Ingram, 1m16.1s, 70.95mph.

Sporting Cars Road-going Sports Car race (10 laps) — Overall: 1, Robin Gray (1.6 Caterham Super 7), 12m26.7s; 2, Grahame Bryant (3.5 Morgan +8), 12m54.8s; 3, Fergus Oakley (1.6 Caterham 7), 13m01.2s; 4, Jeff York (3.0 Porsche 911), 13m05.1s. **Up to 1330cc:** 1, Paul Lucas (1.3 Triumph Spitfire), 13m07.2s; 2, Simon Croydon-Fowler (1.3 Sprite Mk1), 13m40.9s; 3, Lawrence Croydon-Fowler (1.3 Sprite Mk1), 13m43.2s. **Fastest lap:** Lucas, 1m18.3s, 68.96mph. **1331-2060cc:** 1, Gray; 2, Oakley; 3, Mike King (1.6 Caterham 7), 13m34.8s. **Fastest lap:** Gray, 1m13.9s, 73.07mph. **Over 2060cc:** 1, Bryant; 2, York; 3, Bill Beadnell (1.8 MGB Roadster), 13m58.7s. **Fastest lap:** Bryant, 1m17.3s, 69.85mph.

750 MC FF1600 race (10 laps): 1, Bob Berridge (Lola-Osselli T640), 11m28.4s; 2, Mike Jordan (Lola T644E), 11m32.2s; 3, Peter Hancock (Merlyn-Minister Mk20A), 11m55.7s; 4, Emylin Evans (Royale-Auriga RP31M), 11m56.1s; 5, Andrew Markham (Lotus-Neil Brown 69), 12m06.3s; 6, Paul Morton (Royale-Minister RP33M), 12m08.2s. **Fastest lap:** Berridge, 1m08.6s, 78.71mph.

750MC Austin 7 Handicap race (10 laps): 1, Don Rawson (Sports Special), 16m11.8s; 2, Nick Lacy-Hulbert (Speedex), 17m00.4s; 3, Dave Tedham (7), 17m01.1s; 4, Vince Leek (7), 17m15.2s; 5, Dave Simpson (Special), 17m49.6s; 6, Richard Stanbridge (Ulster Replica), 9 laps. **Handicap:** 1, Leek; 2, Lacy-Hulbert; 3, Simpson; 4, Tedham; 5, Rawson; 6, Stanbridge. **Fastest lap:** Peter Hornby (Ulster), 1m31.7s, 58.88mph.

MGCC Midget race (10 laps): 1, Peter Felix, 13m39.6s; 2, L Croydon-Fowler, 13m41.2s; 3, S Croydon-Fowler, 13m48.2s; 4, Peter Hiley, 13m48.9s; 5, John Bensley, 14m10.6s; 6, Nick Adams, 14m16.8s. **Fastest lap:** Hiley, 1m21.2s, 66.42mph.

Kit Cars and Specials Challenge race — Over 1646cc — (10 laps) — Overall: 1, Robin Atkinson (2.0 Westfield X1), 12m39.9s; 2, Tony Blewitt (1.8 Davrian Mk8), 12m54.6s; 3, Nigel James (1.6 s/c Dutton Phaeton), 13m04.4s; 4, Mark Hales (3.5 Marcos Mantula), 13m05.4s. **1646-2060cc:** 1, Atkinson; 2, Blewitt; 3, Darrell Dixon (1.7 Sylva Star), 13m07.8s. **Fastest lap:** Atkinson, 1m14.6s, 72.38mph. **Over 2060cc:** 1, James; 2, Hales; 3, Ted Marlow (3.0 Dutton B Plus), 13m11.9s. **Fastest lap:** Hales, 1m15.5s, 71.52mph.

Richard Bourne Garages Morgan Sports Car Trophy Race (10 laps): 1, Grahame Bryant (3.5 +8), 13m01.1s; 2, Tony Morgan-Tipp (3.5 +8), 13m24.1s; 3, David Freeman (3.5 +8), 13m36.1s; 4, Richard Bourne (1.6 +4), 13m43.1s; 5, Barrie Taylor (1.6 +4), 13m47.4s; 6, Leigh Sebba (3.5 +8), 14m06.9s. **Fastest lap:** Bryant, 1m17.0s, 70.12mph.



NATIONAL RALLIES

Same again

Oct 13: Eighteen months after their first success on the event Colin Short and Gary Champion repeated the exercise on the Dimanche Tour, winning the 14 stage event by a handsome 76secs.

Seventy five per cent in the forest, the rest on tarmac was the menu for the 73 crews with much of the event on Ministry of Defence property near Camberley and the combined efforts of Guildford/Farnborough MCs produced a slick event with speedy results.

DIMANCHE TOUR

1, Colin Short/Gary Champion (Ford Escort), 3008s; 2, Richard Ive/Tony Watson (Ford Escort), 3084s; 3, James Kingswell/Wreford Piper (Ford Escort), 3118s; 4, Paul Burch/Robin Warman (Talbot Sunbeam), 3131s; 5, Rod Menzies/Phil Stanway (Toyota Corolla), 3166s; 6, Stuart & Sheila Palmer (Triumph TR7 V8), 3182s.

Rained off

Oct 06: With heavy continual rain making conditions increasingly dangerous Telford AC called off their Telford Stages with four stages remaining but there was no doubt about the winners, who had led from the start of the event held at Conover, near Shrewsbury.

Graham Middleton/Martin Jones finished half a minute ahead of the 55 crews having been 14 secs ahead after four stages when Roger Moran and Phil Matthews were joint second. Moran dropped out, leaving Matthews to have to contend with the charging Nick Beddoes and Richard Statham who finally finished joint third on times with Beddoes getting third on the tie break.

TELFORD STAGES

1, Graham Middleton/Martin Jones (Ford Escort RS), 1063s; 2, Phil Matthews/Anthony Ellis (Ford Escort RS), 1094s; 3, Nick Beddoes/Bob Duddle (Ford Escort RS), 1096s; 4, Richard Statham/Laurie Walker (Ford Escort 1600), 1096s; 5, Steve & Judy King (Ford Escort RS), 1113s; 6, Andy Navitt/Peter Holden (Ford Escort RS), 1130s.

Easy going

Oct 12/13: A 145 mile route in the Oswestry and Welshpool areas attracted 32 entries for the Whitchurch MC Raven Hotel supported event and at the finish Jim Bothwell and John Morris were comfortable winners — over 4 mins ahead of the field.

They collected £75 but second, third and fourth spots were fairly even. There was only one major retirement — Derwyn Evans/Doug Caulfield when they lost all their brakes just after petrol when in a position to challenge.

RAVEN HOTEL FIRELY RALLY

1, Jim Bothwell/John Morris (Vauxhall Chevette), 22m 36s; 2, Eric Weaver/Andrew Sankey (Ford Escort), 27m 00s; 3, Les Roberts/John Furniss (Ford Escort), 28m 01s; 4, Richard Suff/Michael Evison (Mini), 29m 16s; 5, Don Whitehurst/Geoff Williams (Ford Escort), 30m 28s; 6, Keith Wilde/Phil Clarke (Ford Escort), 31m 02s.

Luton's day

Oct 13: Vauxhall Astras took three top six places on the AC Delco Southbound Stages which was put on by South Derbyshire MC for 56 crews at the Bruntingthorpe airfield in Leicestershire.

Five stages totalling 63 miles gave crews plenty of opportunity to stretch their legs but none could stay with Tony Saddington/Andrew Bodman who won by 21secs, and when Graham Newby and Steve Easton were fourth and fifth the Luton battalions were happy indeed.

AC DELCO SOUTHBOUND STAGES

1, Tony Saddington/Andrew Bodman (Vauxhall Astra GTE), 65m 32s; 2, Paul Rogerson/Sue Hartley (Talbot Sunbeam), 65m 53s; 3, Andrew Burton/Keiron Patterson (Ford Escort), 66m 31s; 4, Graham Newby/Steve White (Vauxhall Astra GTE), 66m 54s; 5, Steve Easton/Steve Newman (Vauxhall Astra GTE), 67m 01s; 6, Robin Postings/Simon Cartwright (Ford Escort), 67m 06s.

Road block

Oct 12/13: The first of eight selectives on this Dutton Forshaw sponsored event was cancelled when the road was blocked by a non-competitor, but on the rest Phil & Mike Roach showed their class and won by 1m 31s.

This Welsh Division II Road Rally Championship qualifier only attracted 41 crews to a Cardiff start and a finish near Merthyr, the longest section being over the Hay mountain.

DUTTON FORSHAW CARDIFF RALLY

1, Phil & Mike Roach (VW Golf GTI), 7m 01s; 2, Bernie Harrison/Bob Shaw (Ford Escort), 8m 32s; 3, Lyn Rogers/Guy Woodcock (Ford Escort RS2000), 8m 46s; 4, Bob Hemmings/Peter Cartwright (Ford Escort RS2000), 9m 18s; 5, Steve Thomas/S. Briant (Ford Escort), 9m 51s; 6, M J Williams/R A Williams (Ford Escort), 18m 03s.

Repeat form

Oct 13: Dougie Watson-Clark and Ian Connolly won the Allerdale Forestry Stages for the second year running and in a repeat of last year they had a nail biting battle with Bill Lymburn — at least until the last stage.

At this point Lymburn and Alan Hutchinson, who has swapped quickest times with Watson-Clark all day, spun, lost 1min and was almost caught by third placed John Weir/Malcolm Irving. Sixty eight crews did nine stages in Hobcarton, Coomb and Wythop totalling 22 miles.



Watson-Clark — Allerdale winner again.

ALLERDALE FORESTRY STAGES

1, Dougie Watson-Clark/Ian Connolly (Ford Sierra), 25m 09s; 2, Bill Lymburn/Alan Hutchinson (Ford Escort RS), 26m 05s; 3, John Weir/Malcolm Irving (Ford Escort), 26m 20s; 4, Andrew Ludlam/Duncan Shaw (Opel Ascona), 26m 34s; 5, Willie & Dion Richardson (Ford Escort), 26m 44s; 6, David Lewis/Jimmy Burns (Ford Escort), 26m 45s.



First in the bag for Golden Wonder boy Ken, the Rover dominant throughout the Kingdom Stages.

Wood would

Oct 5: Following his third overall in Cumbria, Ken Wood scored his first victory of the season when he won the Wilsons U-Bix Kingdom Stages Rally, dominating the 46 stage mile event and finishing over 2mins clear of the 80 car field.

The big Rover led from the first stage and, despite a slight misfire, over the HMP Robotics Knockhill Stages was never seriously threatened. However, second place was up for grabs and featured a rare old tussle between Tom Muir in the Landalo Ascona and David Gillanders in his Volvo Turbo, the pair finally finishing just 3secs apart with Muir in front.

At first it looked as though the chase would be much more hectic but Alistair Brearley retired the Halleys Manta at the

end of the first test with fuel pump failure. Murray Grearson followed suit, one stage later, when a half shaft broke in the Escort and Gordon Smith ruined his chances of a good result when the Murrays of Afford Escort plunged off the road over a blind brow in Blairadam.

In the face of all this hectic activity, Doug Riach settled for a steady run into seventh overall, sufficient to keep him at the top of the KARS East of Scotland Championship points tables with one round to go.

JOHN FIFE

KINGDOM STAGES

1, Ken Wood/Peter Brown (Rover Vitesse), 51m 21s; 2, Tom Muir/Tom MacLaughlan (Opel Ascona), 53m 27s; 3, David Gillanders/Graham Neish (Volvo 240 turbo), 53m 30s; 4, John Shirley/Steve Sladdin (Ford Escort), 54m 43s; 5, Alistair Fletcher/Neil Chisholm (Ford Escort RS), 55m 31s; 6, George Gillespie/George Black (Talbot Sunbeam), 55m 45s.

Local knowledge

Oct 5/6: Jon Ingram/Andy Marchbank held a slender half time lead on this 165 mile north Wales routed event which counted for the Welsh Road Rally Championship (Division 1), but in the second half John Roberts and Ian O'Neill put local knowledge to best possible use and stormed through to win by 17 secs.

There were 13 selectives on the Clwyd Vale MC event which had 73 crews out on a dry night until they came to the Denbigh Moors — then the heavens opened. Fifty two crews got through ...

FARRINGTON TROPHY RALLY

1, John Roberts/Ian O'Neill (Ford Escort RS2000), 24m 30s; 2, Brian Price/Ryland James (Ford Escort RS2000), 24m 47s; 3, Will Morris/Mike Kidd (Ford Escort RS), 25m 26s; 4, Jon Ingram/Andy Marchbank (Talbot Sunbeam), 26m 03s; 5, Nigel Wakefield/Roger Allan (Talbot Sunbeam), 29m 23s; 6, Julian Todd/Peter Carter (Ford Escort), 30m 59s.

All change . . .

Oct 5/6: David Rees won this Port Talbot event in 1984 as a navigator and completed the double this year — from the driving seat. With Peter Davies he took his Ford Sierra to an anticipated victory as they were first away in an entry of 57 crews.

After a 100 mile route in the Llandov-

ery area they were two and a half minutes ahead and the main award went to the top novices Julian Kelly and Robert Thomas on their first road night event. They were 18mins ahead of the runners-up in a 26 strong category.

BUMPER TO BUMPER RALLY

1, David Rees/Peter Davies (Ford Sierra), 29m 54s; 2, Robert Oates/Ian Nicholas (Talbot Avenger), 32m 29s; 3, Greg Burgess/Jeremy Collins (VW Golf GTI), 33m 51s; 4, Michael Edwards/Steve Reece (Ford Escort RS2000), 33m 56s; 5, Tony Jones/Graham Baker (Vauxhall Firenza), 37m 22s; 6, Stuart James/Phil Llewellyn (Ford Escort), 38m 23s.

A big end

Oct 6: After 30 miles of action round a Ministry testing ground near Ringwood, the Avon Park Stages had a close finish with four cars finishing within 10secs of each other. Victory went to Dave Wilkes/Stuart Lacey in their Vauxhall Chevette ahead of a trio of Ford Escorts, but two crews who expected to be in at the death departed on the first stage, David Carter had steering trouble and John Minty went out with a malfunctioning gearbox.

AVON PARK STAGES

1, Dave Wilkes/Stuart Lacey (Vauxhall Chevette), 20m 26s; 2, Paul Evans/Jim Morris (Ford Escort RS), 20m 35s; 3, Ron Davies/Peter Vallis (Ford Escort RS), 20m 36s; 4, Bob Down/Neal Fuller (Ford Escort RS), 20m 36s; 5, Chris & Jeremy Toose (Talbot Sunbeam Lotus), 20m 49s; 6, Roy Gillingham/Peter Joy (TR7 V8), 20m 58s.



OFF TRACK SPORT

Champion Sam

Oct 5: Sam Bowden clinched the Northern Ireland Autotest Championship by winning the final round held at Eglinton in Co Londonderry. Second on the day and runner-up overall was Stephen Reaney. Between them they have dominated the Autotest scene in the Province this season. Third place went to former multi champion, Ken Irwin.

IAN LYNAS

EGLINTON AUTOTEST

1, Sam Bowden (Mini Special), 406.2s; 2, Stephen Reaney (Mini Special), 411.8s; 3, Ken Irwin (Mini Special), 413.2s; 4, Norman Ferguson (Mini Special), 436.6s; 5, Ralph Ewing (MG Midget), 474.6s; 6, Lee Lucas (Vauxhall Astra GTE), 490s.

Class winners: Bowden; Ewing; Eric Patterson (Mini), 499.0s; Lucas.

Final championship positions: 1, Bowden, 157 pts; 2, Reaney, 154; 3, Will Rutherford, 142; 4, Norman Ferguson, 139; 5, Robert Dickson, 137; 6, James Gillen, 119.

Gillen's gold

BURTONWOOD AUTOTEST, Oct 6: James Gillen clinched the RAC autotest championship with victory in the Knutsford MC organised event. His Mini Special was well suited to the wet and slippery conditions and he finished 27secs ahead of David Haigh who has been his closest rival throughout the year.

Malcolm Livingston suffered a rare defeat in the sports car class, being beaten by the spectacularly driven Dutton of Kevin Savage who revelled in the wet. John Wilson took the small saloons class in his Metro, with John North's Polo never far behind, and after an early penalty Arthur Robinson won the large saloons class in his Escort by 3 secs from Mike Jordan's similar car. The two Mini classes went to Dave Goodlad, with little opposition, and Mike Bennett who had David Sowman's 1275 Mini close behind all day.

DAVE ALLITT

James Gillen manoeuvres his Mini Special to the 1985 RAC Autotest championship.



BURTONWOOD AUTOTEST

BTD: James Gillen (Mini Special), 487.7s.
Class winners: Dave Goodlad (Mini 1098), 636.6s; Mike Bennett (Mini 1275); 574.6s; John Wilson (Metro), 543.4s; Arthur Robinson (Escort 1700), 559.9s; Kevin Savage (Dutton), 529.2s; David Haigh (Haigh Special), 514.5s.

Hill record

GOODWOOD, Sep 29: The London CC were graced with warm, sunny weather as they held the penultimate round of the BM Sport/BARC sprint championship. A maximum entry got their runs in, despite a delay in practice when members of the public were found walking the track around the Fordwater/St. Marys section.

The highlight of the day was a further lowering of the course record by Chris Hill, who double-entered his Mallock in both Clubmans and Sports Racing classes. All the Production classes had clear winners, but the Roadgoing division was rather keener in competition. Chris Greenen's Sealink Ferries backed Mini took the spoils in the smallest class, his opening run having to prove enough, for his girlfriend Christine Yates spun the car on her run, the immaculate machine being a bit battered around the front end. Gwyn Jones and Steve Smith were pushed as they took classes 6 & 7, while Chris Fulke-Greville was generously given an outing in the Carl Felix/Peter Huet Firenza in class 8, his TR7 V8 hors-de-combat after a recent rally in Ireland. Both the regular pilots had spins at the chicane on their later runs, but Felix took the class from Fulke-Greville.

Alan Smith loaned his old Davrian to Ken Banks/Doug Grinyer, their Imp still out of action following an inversion three weeks ago. Smith impressed his new sponsors Paws For Thought by taking yet another class win, his Stiletto seemingly unbeatable this year. A strong second run by Dennis Jellett saw him move from third to the head of class 10, while Bob Forth's Skoda clone was the pick of class 11. With Terry Nicholls' Gartrac Capri a non-starter, class 12 was taken by sprint stalwart Dave Bray. Hill had claimed the BTD award with a fabulous 82.21s second run, but his third, though not counting for results, was 82.15s! Thus the Clubmans class went to Neville Kaby's Mallock which pipped the troubled Beagle of Tony Broom. **DUD CANDLER**

GOODWOOD SPRINT

BTD: Chris Hill (1.7 Mallock-Nicholson McLaren Mk 24B), 82.15s (record)

Class winners: Kevin Farrow (1.0 Ginetta G15), 120.85s; Mike Heywood (1.6 Peugeot 205GTI), 111.53s; Keith Jarman (Ford Escort RS2000), 110.78s; Tim Hope-Frost (3.2 BMW CSL), 107.74s; Chris Greenen (1.3 Mini Cooper S), 108.76s; Gwyn Jones (1.6 Lotus Seven), 108.35s; Steve Smith (1.8 Dutton Phaeton), 107.40s; Carl Felix (2.3 Vauxhall Firenza), 103.24s; Alan Smith (1.0 Sunbeam Stiletto), 100.67s; Dennis Jellett (1.3 BL Mini), 103.96s; Bob Forth (1.9 Skoda S110R), 91.63s; Dave Bray (3.5s/c Opel Kadett-Flower), 93.61s; Neville Kaby (1.7 Mallock Mk 18B), 88.58s; Hill, 82.60s.

McAdden's first

SWINDON, Oct 06: Fiesta driver Sean McAdden scored his first ever outright victory during the rain sodden final round of the Swindon Rallycross Championship. Despite slippery conditions, blinding rain and poor visibility, McAdden was able to put his front-wheel drive superiority to good use on the tight Swindon track to lead home fellow Fiesta men Peter Brown and Alan Eckersley to clinch the Superfinal firmly in favour of the small engined cars. Brown's second place secured him the Swindon Championship, his first such title, and Eckersley netted the Formula D crown, his third this season.

Due to its clash with the activities at Brands Hatch, this Swindon Phoenix CC organised meeting (supported by North Wilts Engineering) attracted just 26 starters, but the racing was close.

The first runs commenced with the track still dry and favourite for the series Brown, immediately got into the swing of things with a win over McAdden. Betteridge was off to a flying start in race 2, but a puncture sidelined him as Bill Stewart netted the race from Porsche driver John Cavendish. Race 3 saw a skirmish on the start line as Mini driver Tony Robinson went for a small gap only to end up attacking Terry Thorp's Capri, both cars continuing.

Ivan Gill's first run in a new Metro came to an abrupt halt when he hit the tyres and suffered broken steering, while Mark Clayton took the Phoenix Hairpin a shade too tight and rolled his Mini. Damage was slight, and he was able to continue with the rest of the meeting. With the rain still holding off, Eckersley produced a rapid first run that saw him fastest overall on 2m 53.9s, a time that stood as BTD once the skies opened.

The odd spots of rain were beginning to fall as the second runs got underway and the track was already slower as Betteridge this time proved the fastest, but still 1.5secs down on Eckersley. Then the rain started to lash down, and the meeting lost Roy Dunstan, who was fighting a losing battle with gearbox and steering problems. McAdden, though, was getting on fine, and seemed to improve as things got worse.

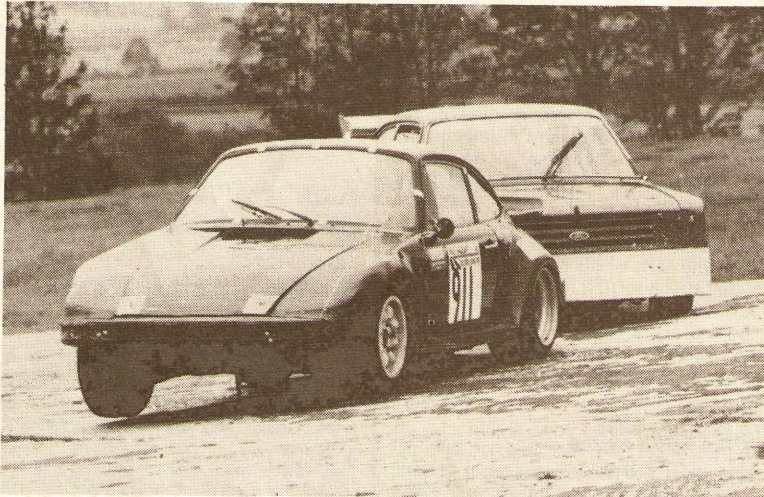
Having made it through qualifying after his roll, Clayton was missing from grid as the Division 2 B final got underway. Heller's Mini found better traction than the rear-wheel drive cars to lead the pack as they streamed through the first corner. Thorp spun as they exited the Esses and no-one could stop Heller from taking victory and thus qualifying for the A final. Eckersley took a flag to flag win in the Division 2 A final as Andy Tedder demoted Jeremy Crush to third on lap 2, this being the top three final order.

With lots of wheel spin, the more powerful Division 1 cars struggled for grip at the start of their A final, Brown just getting the better of Betteridge to take a lead he was never to lose. The Lotus driver then spun coming out of the Esses and Brown had a clear run to the flag. McAdden though was well placed for second spot ahead of the leading Escort man Bill Stewart, while Porsche driver John Cavendish was putting in a sterling effort at keeping Jensen's Rover at bay for fourth place.

McAdden had the better start over Brown in the Superfinal to lead all the way for his first rallycross win. Despite a tardy getaway, Brown held station in second spot ahead of Eckersley and the final order was sealed, Stewart continuing his good showing with a fine



Mark Clayton took a very tight line through the Phoenix Hairpin and has started to roll... Below: John Cavendish holds off the challenges of overall winner Sean McAdden in the heats.



fourth ahead of the battling trio comprising Jensen, Crush and Tedder, with Cavendish behind. **BILL MANTOVANI**

SWINDON RALLYCROSS

Swindon Rallycross Championship, final round.

Superfinal: 1, Sean McAdden (1.6 Ford Fiesta); 2, Peter Brown (1.6 Ford Fiesta); 3, Alan Eckersley (1.6 Ford Fiesta); 4, Bill Stewart (1.6 Ford Escort); 5, Erling Jensen (3.6 V8 Rover SD1); 6, Jeremy Crush (1.6 Ford Escort); 7, Andy Tedder (1.6 Ford Escort); 8, John Cavendish (2.8 Porsche 911).

Division 1 A final: 1, Brown; 2, McAdden; 3, Stewart; 4, Cavendish; 5, Jensen; 6, Dave Davies (2.0 Ford Escort); 7, Paul Jackson (1.6 Ford Escort); 8, Brian Betteridge (2.2 Lotus Esprit) retired.

Division 2 A final: 1, Eckersley; 2, Tedder; 3, Crush; 4, Mike Marchant (1.6 Ford Escort); 5, Basil Thomas (1.6 BL Metro); 6, Tony Westbury (1.6 Ford Escort); 7, Paddy Heller (1.0 BL Mini), retired; 8, Trevor Lawson (1.5 BL Mini), retired.

Division 2 B final: 1, Heller; 2, Mike Locke (1.6 Toyota Starlet); 3, Chris Herratt (1.6 Ford Escort); 4, Terry Thorpe (1.6 Ford Capri); 5, Richard Matossian (1.3 BL Mini); 6, Mark Clarke (1.6 Ford Escort), retired; 7, Dave Graves (1.3 BL Mini), retired; 8, Mark Clayton (1.0 BL Mini), did not start.

The luck of . . .

KEN WHARTON TRIAL, Oct 13: The Republic of Ireland's autotest team gained its first win for five years at the 29th running of the Ken Wharton International Autotest, run by the Hagley CC at Kidderminster.

The team of Peter Lynch (VW Buggy), Dermot Carnegie (Mini Special), Frank Lenihan (Metro), and Ron Mullen (Ford Escort XR3) led from the start and beat the Northern Irish team home by 43secs after the nine tests. Winners for the last two years, England were a disappointing fourth, although David

Broadchalke blues

GURSTON DOWN, Oct 6: The BARC (SW) attracted an oversubscribed entry for the final round of their championship, and at the start of the day the title could have gone to any one of half a dozen drivers. As it was, the weather played a vital part, with rain lashing across the Wiltshire countryside part way through first runs. By then, Derek Mullis had popped in a class winning run which netted him the title. And the BTD chase was led by Allan Warburton, the pale blue Mallock setting a time which left his rivals floundering.

Stephen Mundy had a couple of seconds in hand in the smallest of the Touring Car classes, while Mullis took 1500cc honours with much the same margin. The black Lotus Sunbeam of Hugh Trotman gave its usual superb display en route to the unlimited class honours, but he couldn't maintain his championship lead, a dropped score counting heavily against him. After regearing his Skoda for the sixth time(!) in two days, John Meredith was uncatchable in the 1300cc Special Saloon class, Mervyn Brake's Imp proving his closest rival. Colin Sainsbury's Chevette, bearing the scars of an 'off' at the previous weekend's meeting, was the sole starter in the unlimited class. A change of class for Geoff Simpson's lovely Ferrari Dino 246 proved a winning one, although Rob Taylor's Lotus Elan didn't surrender easily. The over 2600cc section saw Paul Channon take another victory, the AC Cobra having the Porsche of Jonathan Williamson as its nearest rival, although Nick Speers had looked fast until reaching Karousel where his blue Porsche promptly leapt the kerbing and vaulted into the bushes.

The one make classes for Morgan, TR and MG cars provided wins for Martin Bullen in the first, and Steve Ryland in the last, while the TR section was a humdinger. Keith Wigglesworth took the spoils by just 0.06sec from Neil Revington with Nick Morgan a further 0.04sec in arrears. As if that wasn't close enough, the next two were within 0.1sec of the third man.

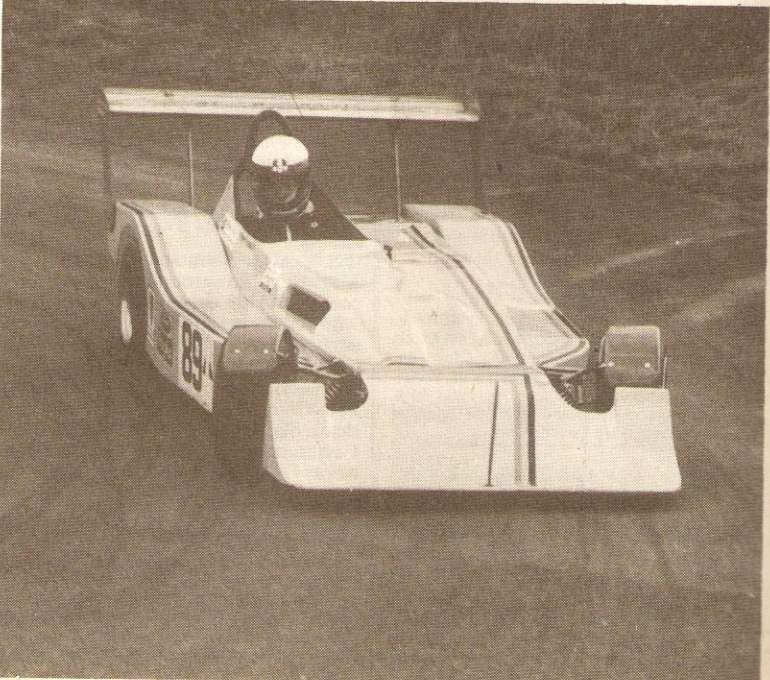
Haigh set the individual BTD. Thus, third place was taken by the 'Golden Oldies' team of Dick Squire, Ken Irwin, Ken Shields and Trevor Smith.

DAVE ALLITT

KEN WHARTON TRIAL

1, Republic of Ireland, 2289.3s; 2, Northern Ireland, 2332.2s; 3, Golden Oldies, 2352.7s; 4, England, 2367.4s; 5, Wales 2458.5s.

Allan Warburton set the fastest time of the day at the rain shortened Gurston event.



Rod Jolley got his huge Giron Alvis under his own Alvis/PVT record, but still had to settle for second best, the glorious sounding MG KN Special of Dick Summers being a little quicker. About this time, spots of rain appeared, but Ian Cameron wasn't going to submit the Modsports division, the former ASWMC champion's Lotus 7 being a bit too quick for the fibreglass bodied Morgan of Geoff Pickett. The Clubmans class had seen Allan Warburton take his run earlier, being shared car and, in the conditions that now prevailed, John Istead took the class over 5secs slower. Warburton's co-driver David Grace had a very real chance of taking the title, but it wasn't to be his day, and when he did get a time, the class record holder was nearly 10secs away from his mark. John Bateman's was another shared car, his dry run netting him the Sports Racing category, leading home the Phoenix of a hard trying John Frampton.

A vast entry of 500cc Racing cars was split into 'old and new' divisions at the request of the drivers, and in the former, Roger Jones put one over co-driver, Ron Warr to lead home the brave Roy Rainey who enjoyed her first outing in Dad's Mk 9 Cooper. The 'new' 500s gave John Corbyn his chance to avenge his defeat at the last meeting, the Suzuki engined Jedi buzzing its way to honours slightly ahead of Jon Perkins whose Jonnie Walker had vanquished it previously. The McBeath brothers frightened away their solitary rival in the 1100cc class, and with Simon getting a dry run, Andy was never in the hunt. The 1600cc section saw a good entry, but the expected front runners all failed to record a time due to various incidents (Barrie Dutton shedding a wheel near the top of the hill) and it was nice to see the elderly Nike of Pete Hannam pick up the spoils. Of the two cars in the unlimited class, only 'Doc' Willoughby appeared during the afternoon, and despite a crowd pleasing display, the Buick engined March's time reflected the conditions.

DUD CANDLER

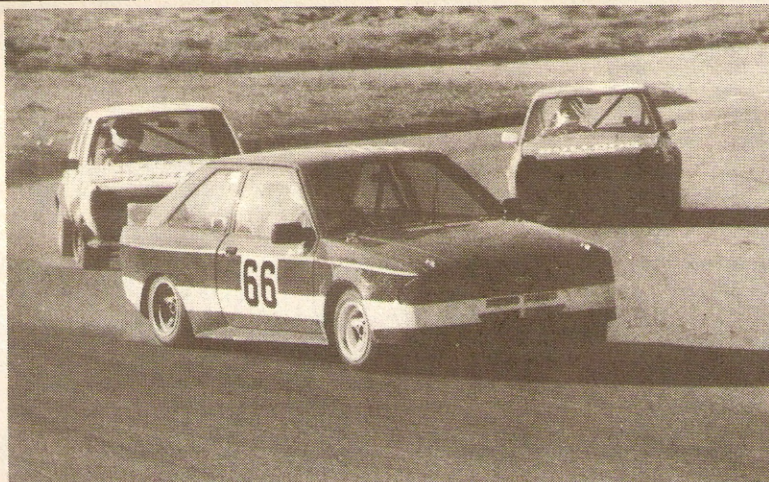
Derek Mullis clinched the Gurstun crown.



GURSTON DOWN HILL CLIMB

BTD: Allan Warburton (1.7 Mallock-Ford Mk 14/25), 32.65s.

Class Winners: Stephen Mundy (1.0 Hillman Imp), 48.78s; Derek Mullis (1.3 Mini), 40.65s; Hugh Trotman (2.3 Sunbeam Lotus), 39.57s; John Meredith (Skoda-Ford BDH S100F), 35.64s; Colin Sainsbury (2.3 Vauxhall Chevette), 39.97s; Geoff Simpson (2.4 Ferrari Dino 246GT), 41.34s; Martin Bullen (Morgan 4/4), 43.12s; Keith Wigglesworth (2.0 Triumph TR2), 44.98s; Steve Ryland (3.5 MGB Costello), 41.58s; Paul Channon (4.7 AC Cobra), 37.15s; Dick Summers (1.3 MG KN Special), 40.35s (**record**); Ian Cameron (1.6 Lotus 7), 37.30s; John Istead (1.7 Mallock-Ford Mk 14/18), 38.07s; John Bateman (1.6 Mallock-Ford Lotus Mk 21), 34.00s; John Corbyn (0.5 Jedi 1/84), 42.73s; Roger Jones (0.5 Cooper Mk 6), 41.02s; Simon McBeath (1.1 Delta-Hartwell T82), 34.75s; Pater Hannam (1.6 Nike-Ford Lotus Mk 6), 40.85s; Roger Willoughby (3.5 March-Buick DG84), 41.51s.



Mark Rennison carried on from Brands Hatch, in winning form ...

Rennison rules

LYDDEN, Oct 13: The first round of the Lydden Winter Rallycross Championship was held, rather incongruously, in gloriously sunny conditions. And it was won by Mark Rennison's 1.6 Escort after the quicker cars of Will Gollop and Mark Lloyd had been eliminated.

There had been considerable concern in the Rennison camp when it was realised that the Escort's tailgate had been left behind at the team's base near Darlington, but the driver elected to turn out for his first run without it, despite having missed time practice.

Several drivers were unable to start for a variety of reasons. The most notable of these was Trevor Hopkins who was unwilling to discuss in detail the last-minute problem which postponed the long-awaited debut of his RS200-based Escort: something to do with sponsorship? Also out were: Dimi Mavropoulos; John Smith; John Cross; and Terry Panrucker.

During the first qualifying runs one of the best races was in Formula C, when Sean McAdden's Fiesta led until Rennison's fuel-injected, BDA-powered RWD Escort raced ahead up Hairy Hill. Then Peter Brown's Fiesta nudged McAdden's car right round at the Hairpin, and from then on Brown chased Rennison to the flag.

The next race was even better. As Will Gollop's Saab surged away to record the fastest time of the day, Warwick Barnes' V8 TR7 and Brian Betteridge's Lotus Esprit were locked in combat until the last lap, when Betteridge pulled clear to finish second.

So, after the first qualifying runs Gollop was quickest, with Mark Lloyd more than 2secs slower and Ross Browning third.

Second time out, Rennison was again quickest in Formula C. Moving the engine forward had obviously paid off—even if the modifications had not been completed until 4am the previous day.

The more powerful Formula B cars featured in the best race of the afternoon. Mark Lloyd's 2.3 Escort made the best start, while Gollop was boxed in at the back. On lap 2, the Saab found more drive across the meadow and Gollop slipped ahead of Browning's Escort. Unfortunately the two cars were so close that Gollop was unable to flick the tail out to negotiate the swerve onto the tarmac, and he ran wide onto the grass. As they sped down to the Elbow, Gollop still on the grass, Browning cut across and then spun in front of the Saab. Contact was inevitable, and the Saab T-boned the

Escort fair and square. The two cars were able to continue, but Lloyd was well clear.

The winner of each final was automatically promoted to the next race, and so Vic Moyce, who is now driving the ex-Prentis Polhill Fiesta, found himself lining up for the B Final.

Warwick Barnes, who was enjoying himself immensely in the rorty TR7, romped away in the lead, chased by the Fiestas of Paul Bullivant and Barry Crump. Gary Baker's 2.6 Chevette was fourth until Moyce slipped past at Chesson's Drift on lap 2. Meanwhile, Bullivant and Crump were disputing second until Crump pulled away, accelerating better out of the hairpin. Further back Barry Willmott's Fiesta passed Baker, who promptly regained fifth place down Hairy Hill. So, Barnes' TR7 bellowed across the line to celebrate his best drive for some time, with Crump second and Moyce third. Bullivant's engine had expired at the last corner and he could only finish fifth behind Will-

mott.

Barnes formed up on the back of the grid for the A Final with Peter Brown, Brian Betteridge, and Colin Page, Mark Rennison and Ross Browning. The front row was occupied by Gollop and Lloyd. As they surged away together, Gollop held the inside line, but Lloyd pushed the Saab into a spin right across the front of the pack. Browning seized a temporary second place with Rennison already looming large in his mirrors, and Betteridge right behind. But Gollop was driving on top form and charging back towards the front. On consecutive laps he passed Browning on the outside and then snatched fifth from Brown. With two laps to go Rennison's Escort forged ahead of Lloyd's car to take the lead as they scrambled for grip across the meadow. Then Lloyd suffered a flat nearside rear tyre and began to slow. On the last lap Gollop hurtled down Hairy Hill hard on the heels of Betteridge only to find Lloyd limping into Pits Bend. The Saab under-steered around the outside while the Lotus slid sideways and collided with Lloyd's Escort. Gollop emerged in front and went on to finish a rewarding third behind Rennison and Browning. Betteridge made it to fourth place, with Brown fifth and Barnes sixth.

KERRY DUNLOP

LYDDEN RALLYCROSS

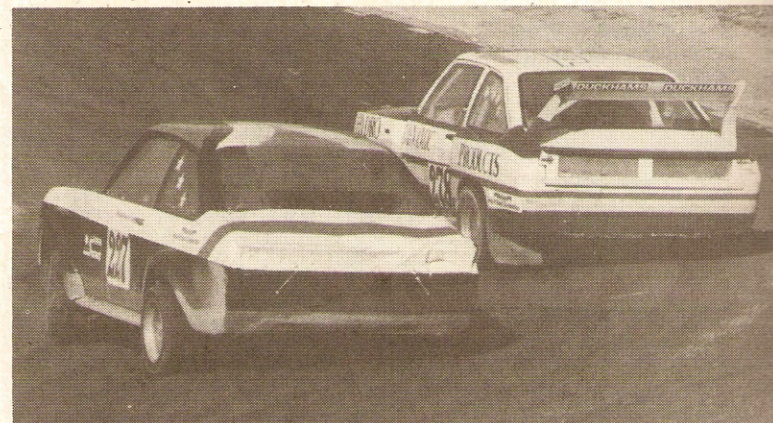
A Final: 1, Mark Rennison (1.6 Ford Escort), 4m 30.9s; 2, Ross Browning (2.1 Ford Escort); 3, Will Gollop (2.0 Saab 99); 4, Brian Betteridge (2.2 Lotus Esprit); 5, Peter Brown (1.6 Ford Fiesta); 6, Warwick Barnes (3.5 Triumph TR7).

B Final: 1, Barnes, 3m 43.7s; 2, Barry Crump (1.6 Ford Fiesta); 3, Vic Moyce (1.6 Ford Fiesta); 4, Barry Willmott (1.6 Ford Fiesta); 5, Paul Bullivant (1.6 Ford Fiesta); 6, Ray Houghton (1.5 BL Mini).

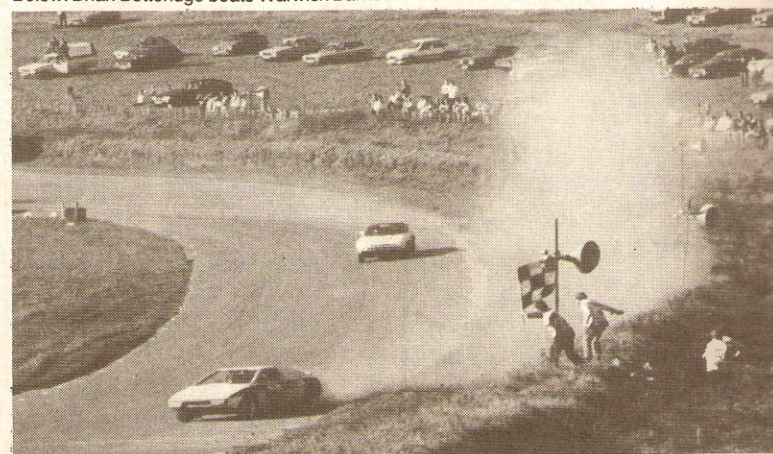
C Final: 1, Moyce, 3m 47.9s; 2, Willy Vevers (2.2 VW Beetle); 3, Bill Stewart (1.6 Ford Escort); 4, Bob Smith (1.6 Ford Escort); 5, Dave Ward (1.3 BL Mini); 6, Mike Marchant (1.6 Ford Escort).

Class winners: Barnes; Browning; Rennison; Crump.

The winners' times only were recorded.



Mark Lloyd (right) and Ross Browning chuck their Escorts right to the limit of their adhesion. Below: Brian Betteridge beats Warwick Barnes to the line in the heats.





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