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ROVERS 1-2 IN TT ♦ CRAMER'S HILLCLIMB TITLE**





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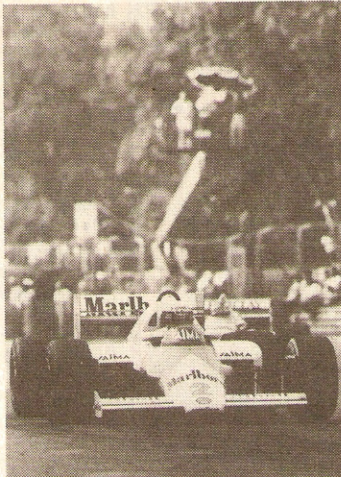
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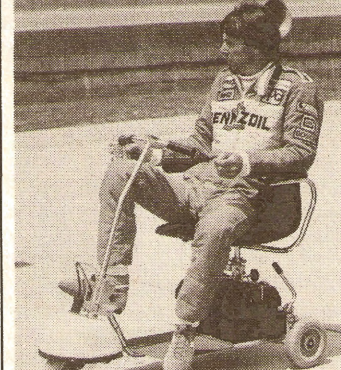
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FRONT COVER

Malcolm Wilson pitches the new Ford RS200 towards its debut win in Keilder last Saturday. Photo: Tony North. Lindisfarne report: page 36. Below: Alain Prost at Monza, winning for the 21st time. Surely this year he will become France's first World Champion? Photo: IPA. Italian GP: page 12.

NEXT WEEK

Prost goes for no 22 in Belgium: can he increase his series lead? Read Nigel Roebuck's full report — Prospects of a big British racing weekend with the WEC sportscar international at Brands Hatch and the exciting Euro F3000 finale at Donington — The Open series decided as we report the Manx — More ETC action at Nogaro — Plus all our regular news and features*
*These items correct at press time.

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Pressure growing for Kyalami GP cancellation

Kyalami promoter Bobby Hartsliel was an interested spectator at the Italian GP. He made it clear that the Republic's internal problems will not be allowed to interfere with the South African GP, which is scheduled to take place on its revised date of Oct 19.

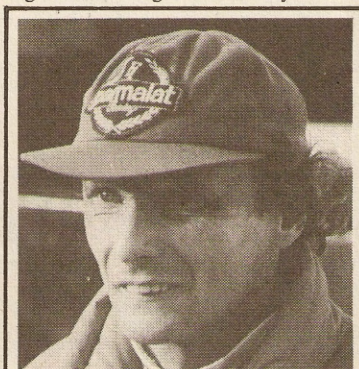
"I have already spoken to several of the teams," he told us on Saturday. "They tell me that if we pay, then they will race."

This was confirmed in Italy by Selwyn Nathan, Promotions Director of Southern Suns Hotels, the race sponsor, who added that the recently introduced exchange controls affecting the Rand will not prejudice the Grand Prix. "All our financial arrangements were made well before the recent restrictions," he said.

Hartsliel confirmed that the decision to bring the SA GP date forward by one month (to October), was made at South African request. There were worries that some teams and drivers might have been less anxious to compete at Kyalami if it had been the final race of the season. Nevertheless, all work on the circuit, in particular on the relocated pits complex, will be completed in good time for a FISA inspection planned for Sep 28.

Not surprisingly, considerable political pressure is being exerted outside South Africa to get the Grand Prix banned. One Italian political party has even approached Enzo Ferrari directly with a request to bring "maximum pressure" on FISA not to allow the race.

At Monza, a Ferrari spokesman even expressed concern that an extremist organisation might choose Kyalami to



Niki Lauda speaks out

The World Champion has strong views about the matter of the South African GP, and he has called for its cancellation. "It would be absolutely wrong to run the race in the present political situation," said Lauda. "I believe the Formula 1 gentlemen, once again, overestimate themselves by saying that they have to go because they have contracts."

commit a terrorist act similar to the atrocity at Munich during the 1972 Olympic Games.

FISA remains indifferent to such worries. President Balestre points to Art 6B of the International Sporting Code, which binds competitors to participate in all championship events "... except in the case of *force majeure* judged as such by the FISA."

It is evident, however, that not all of FISA's 80 member countries are anxious to comply with this strict ruling. It was learned at Monza that the Swedish Federation had asked Stefan Johansson not to race at Kyalami, and that the Brazilian government had requested Piquet and Senna not to take part.

Although Johansson was reluctant to comment on his situation, a possible escape would be for him to take out a non-Swedish licence. Piquet and Senna could do the same, but first they want to establish whether their government had decided to forbid them to take part.

A final obstacle to the South African GP could be a boycott threatened in Australia, where aircraft handlers in Adelaide are reported to have refused to unload racing cars and equipment arriving directly from South Africa. One solution, according to Hartsliel, would be to send the cars via Mauritius. But we understand that FOCA is more likely to send the cars back to Europe for rebuilds at home before freighting them onwards to Australia.



Rahal — career at the crossroads.

Rahal: the horns of a dilemma

While it had been widely expected that Patrick Tambay would join Alan Jones in the two-car FORCE Beatrice Formula 1 team next year, the word from America is that Ford have insisted that the second driver be of US nationality.

FORCE have a three year exclusive on the soon-to-be announced Ford Cosworth V6 turbo engine and, at the Sanair CART race last weekend, it was clear that Bobby Rahal and Danny Sullivan had both been approached by Carl Haas.

Sullivan, who had a good F1 season for Tyrrell in 1983, declined to comment on the situation but is known to have agreed to stay with the Penske team for a second season. This year's Indy 500 winner also has many peripheral US commitments next season, including his film debut.

Rahal, on the other hand, admitted that he was seriously considering the offer. As a member of Ford's IMSA team, he is well connected and he also knows that this is likely to be his best ever chance of getting into Formula 1. If Rahal did decide to quit the Truesports Indycar team, he might be forfeiting a chance to race the projected Ferrari.

Michael Andretti or former SuperVee star driver Ed Pimm are tipped to fill the vacancy.

Benetton: Alfa, BMW?

It is still not known which engine will power the Benetton Formula 1 cars next season, although we understand that Hart motors are unlikely to be chosen.

Ever since Luciano Benetton became involved in the Toleman team, first as sponsor and then as owner, there have been suggestions that the 1986 cars would have Alfa four-cylinder power (see separate story).

However, we now understand that BMW, already committed to Brabham and Arrows for next year, are prepared to supply a third team — and that Benetton is at the top of the list. Mr Benetton himself last week visited Munich to discuss the matter.

In the meantime, the Italian clothing magnate says he will announce within the next week whether or not he is to continue his sponsorship of Euroracing. The betting is against.

Q-engines on way out?

Top of the agenda at a meeting last weekend of the FISA Formula 1 Commission was the prickly question of F1 quality in engines. With 'race' fuel restricted to 195 litres in 1986 (the current limit is 220 litres), team managers anticipate an even greater divergence between the power requirements under race and qualifying conditions.

Unless some method of restricting the power of qualifying engines can be found, manufacturers like TAG and Honda will be forced to follow the example of BMW, Renault and Ferrari, who have special 'one-lap' qualifying engines which are built to an entirely different specification from their race engines.

A 'mole' at Monza reported that the F1 Commission had considered three possible methods of restricting lap speeds in qualifying, including a proposal that grid positions be decided by taking an average of each driver's ten fastest laps throughout the four sessions of qualifying at each Grand Prix.

None of the suggestions were addressed at the qualifying engines themselves, which prompted Niki Lauda to comment that the only method of putting an end to the use of Q-engines and tyres would be to decide grid positions solely on the basis of the results of the previous race.

In spite of a total lack of constructive ideas on the subject, FISA has promised that an announcement about controlling qualifying speeds will be reached at the next F1 Commission meeting, in Paris, on Sept 25.

Patrese and de Angelis set to sign for Brabham

Under pressure from his two heavyweight Italian sponsors, Bernie Ecclestone has recruited two 'home-grown' drivers for his 1986 Grand Prix team. Although the news will not become official for a couple of weeks, the drivers of the Olivetti-sponsored Brabham-BMWs next year will be Riccardo Patrese and Elio de Angelis.

It is now clear that Nelson Piquet's decision to sign for Williams was both a shock and an embarrassment to Ecclestone. Piquet, who claims to have completed a test-session mileage equivalent to almost 80 GPs this year alone, was willing to re-sign with Brabham, but only for a fee which he felt reflected both the hard work and the responsibility involved in being, effectively, the only reliable Pirelli development driver.

Ecclestone appears to have discounted Frank Williams's ability to meet the \$3.5 million retainer apparently demanded by Piquet. Instead, the Brabham boss was so convinced that his driver's only possible 'escape' route was to McLaren that he actually tried to make a bet with Ron Dennis on the subject.

When Piquet announced (in Austria) that he was on the verge of signing a contract, therefore, Ecclestone called the Brazilian's bluff. By the time he tried to resume negotiations, Ecclestone had already lost the services of the Man who won 13 GPs and two titles for him in the

space of seven years.

Like most of us, he is now wondering exactly where Frank Williams is going to find Nelson's salary ...

In a bid to sign up a top runner, Ecclestone even invited Niki Lauda to reconsider his retirement. After more than an hour's discussion with Ecclestone and his design chief Gordon Murray in Bernie's "Mobile Alcatraz" on Friday at Monza, Lauda declined the invitation. We understand that money was not discussed at the meeting.

While Nelson Piquet heads off for Williams, his long-time racing confidant, Murray, looks understandably long-faced.

The Brabham team has had a World Champion driver in residence since as long ago as 1978, and it is difficult to foresee either of the two new Brabham drivers rectifying this situation immediately. Patrese was actually fired by Brabham at the end of 1983, and de Angelis has been overshadowed at Lotus this year by newcomer Ayrton Senna. A major handicap, whose products he criticised when Lotus had a brief flirtation with the Italian company in 1983.

Nevertheless, Murray will be staying with Brabham in 1986. At Monza he formally denied that he wanted to quit racing, which effectively quashes reports that Gérard Ducarouge would be joining Brabham's design crew.

Jones to TWR Jaguar — but Brundle quits WEC

Alan Jones will replace Mike Thackwell in the TWR Jaguar team at the World Endurance Championship round at Brands Hatch on Sep 22. Thackwell will be racing in the final round of the European F3000 series at Donington that day.

But, sadly, it won't be Martin Brundle who will partner Jones. The English Tyrrell driver has been asked not to continue his Group C programme with the Jaguar team following Stefan Beloff's death at Spa.

"I'm sorry for Tom Walkinshaw," said Brundle at Monza, "but Ken Tyrrell has asked me not to drive in the WEC. He says he has too much invested in me. He has already lost one driver, he needs points for the travel money for next year and he can't afford to lose another, for whatever reason. So he's asked me — before he has to tell me — not to take part in any more WEC races.

"I was looking forward to driving with Alan Jones, too. I think we would have made a good partnership."

Jones is also still looking forward to driving the car: "I think it could be good

around Brands Hatch. I'm having a test day next week, when I'll find out what it's like. But I need racing miles and, contrary to what some people think, I like driving racing cars. I'd like to race

Jones — going Group C with Jaguar.



one of those Rovers, too. I'm going to be at home in England over the Brands weekend, and I'd just as soon be racing as sitting at home doing nothing."

Jones went on to say that he had had no objections from the Beatrice Formula 1 team. "I've spoken to Teddy Mayer and he doesn't object. I don't think that you can just turn your back on that type of racing because two people have been killed. It's like saying that you won't fly because a couple of 747s have crashed and a 737 caught fire."

Jones hopes to continue with Jaguar for the rest of the season. "I was looking forward to doing the Surfer's Paradise race — it's just up the road from where I live in Australia. But apparently that's been cancelled. But I hear there's a race in Malaysia, so I might go out there for a bit of a holiday and do that one."

Jones's partner for the Brands endurance race is not yet known, although Walkinshaw is known to be looking at various driver options and has one top-line driver in consideration. It will not, however, be Derek Warwick, who was originally mooted.



Unser Sr — no contract for '86.

Unser Sr unplaced . . .

Roger Penske confirmed last weekend that he will again run Rick Mears and Danny Sullivan in next season's CART Championship. Penske says he plans to run three cars in the 500 milers but there is no deal for Al Unser Sr. "I hope he can find a good place and I am trying to help him," Penske told our American Editor.

As stand in driver for the injured Rick Mears, Unser is in with a strong chance of adding this year's CART title to Penske's Indy win. After leading the most laps at Sanair last weekend, he is currently tied with Mario Andretti in second place, six points behind his son.

Testing of the Ilmor V8 engine continues in the back of a Penske March 85C and Paul Morgan confirmed at Sanair, "We will be there at the first race in 1986, and every one thereafter." The Penske and Patrick Racing teams will have an exclusive on the engine next season but in 1987 it will be on general sale.

. . . but Jr contracted

After another consistent run into third place in last Sunday's CART race at Sanair, Al Unser Jr took the points lead in the series. At the same time, the young Unser re-signed for Doug Shierson's Domino's Pizza team for 1986 in a deal which will be confirmed at their local race, the Michigan 150 in two weeks time.

Gasoline Alley '86

Work is underway to build a completely new pit complex at the Indianapolis International Motor Speedway to replace the old wooden pits which have stood at the Brickyard since 1941.

Gasoline Alley next year will feature three new pit blocks, each comprising 32 back-to-back garages. Beneath the new pits there will be two underground fuel tanks: a 10,000 gallon storage tank for methanol and a 1000 gallon tank for petrol (which is used by the Indy pace cars).

The entire project is expected to cost something in the region of \$3.5m and will be completed in mid-April ready for the start of Indy qualifying on May 3.

No more Alfa F1 chassis?

While there is continuing speculation that the Benetton (née Toleman) team may use the new four-cylinder Alfa Romeo engine in the 1986 Grand Prix season, it looks increasingly unlikely that we shall see any more Formula 1 cars from Alfa.

Recently there have been rumours that the Italian manufacturer, whose cars have been operated for the last three seasons by Gianpaulo Pavenello's Euroracing outfit, would return to F1 in its own right next year, but Italian sources at Monza reckoned against this.

We understand that the four-cylinder engine was due to have had a press launch over the weekend of the Italian Grand Prix — indeed, that invitations were printed but not sent out. Such was the revelation in the Communist daily *L'Unita*, and our Italian correspondent darkly suggests that this organ always knows exactly what is happening at Alfa Romeo . . .

Keegan to America

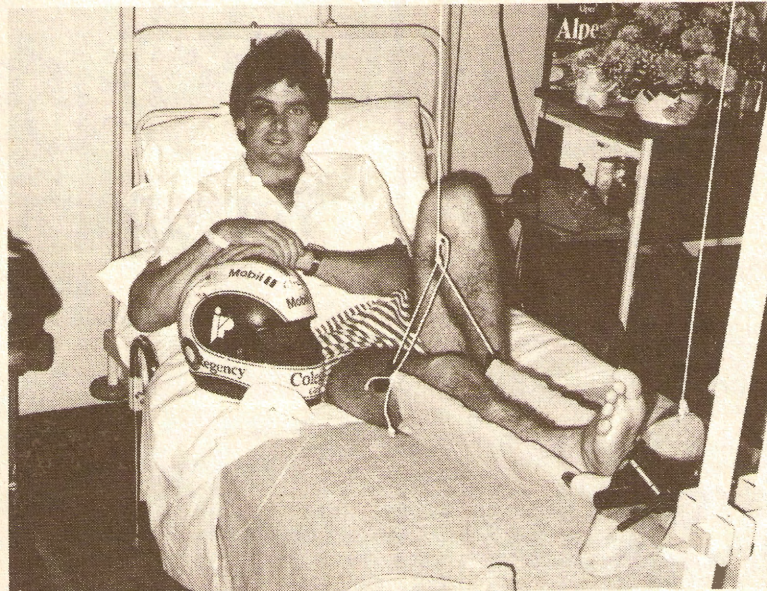
After his CART debut at Mid-Ohio, Rupert Keegan tells us that he will do the Laguna and Miami road races this year and hopefully the full series in 1986.

With backing from Copenhagen (a US Tobacco brand) and Schafer beer, Keegan will partner Jozele Garza in the Machinist Union March team. "I am hoping to make my home in America and do a full season in CART and IMSA next year," Keegan told us this week.

No change at Arrows

Jack Oliver told us at the weekend that he expects to retain the services of both Thierry Boutsen and Gerhard Berger for 1986.

We understand that the Belgian has already re-signed for the Arrows team, which will continue to have Barclay sponsorship next year.



Jonathan Palmer is on the road to recovery after his Spa 1000kms accident.

Palmer aims for Brands

Jonathan Palmer continues to make good progress recovering from his Spa 1000 injuries and reported at the beginning of the week, "It is odds on that I will be at Brands Hatch for the Grand Prix. I've got my energy back and all the movement in my right foot and knee. It is just a matter of letting the bones heal now."

The naturally energetic JP was particularly frustrated having to watch the

Italian GP from his hospital bed but was cheered up immensely by a 'phone call from Patrick Head in the Williams motorhome parked in the Monza paddock, keeping him fully up to date.

"I have had a fantastic number of goodwill calls and messages and I am very, very grateful for them," said Jonathan, who is likely to remain in hospital for another week or so for his intensive physiotherapy.

Loss of Australian race shortens 1985 WEC series

There will be no Australian round of the World Endurance Championships this year, after the decision of the Surfers Paradise circuit promoters not to step in with a race replacing the cancelled Sandown Park fixture.

World series motor racing first came to Australia last year when the Light Car Club promoted the WEC 1000kms race at the Melbourne venue. The event — which clashed with several other major sporting occasions, including a one-day cricket international in the same city which was subsidised by the state government — lost money but Sandown planned to run it for a second time next November 24. However, the club has run into major sponsorship difficulties, which were hardly eased when FISA rescheduled the first ever Australian Grand Prix at Adelaide on a date only three weeks before.

A couple of weeks ago, the LCC regrettably cancelled its Sandown race,

but the Australian body CAMS stepped in when it agreed to back an application for a replacement fixture at Surfers Paradise, near Brisbane.

Surfers is too short to run an FIA championship event but the organisers said that they would invest in new work, and there was confidence in OSCAR circles that the Brisbane event could take place on the same weekend. However, the Surfers promoters have now informed FISA that, much as they would like to put on the WEC event, the required work cannot be completed in time.

This means that Australia misses out on a 1985 WEC race, although we understand that the LCC at Sandown has no intention of withdrawing its application for a race in 1986.

Only two WEC events now remain, namely Brands Hatch (September 22) and Mount Fuji (October 6), only the Japanese event being a round of the

Teams championship. Works Rothmans Porsche drivers Derek Bell and Hans Stuck currently lead the Drivers series by 31 points with 20 points for a win.

The Australian race was to have formed part of a transportation package for the sports car teams with Fuji and a new, non-championship event in Malaysia which was to have been contested as the teams made their way back to Europe. It is likely that the organisers of this event at the Shah Alam circuit will now apply to FISA for upgrading to Drivers championship status, which would leave the series more open.

However, we understand that the untried track near Kuala Lumpur (where Tiff Needell is the lap record holder in a March 792) is very tight for Group C cars and it remains to be seen if FISA will grant the request.

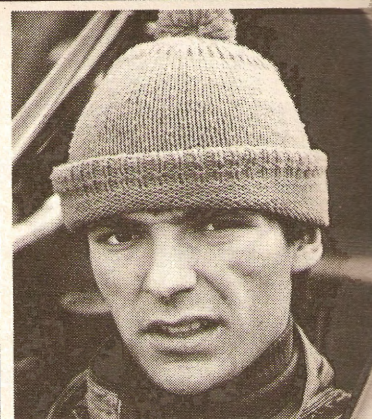
Bellamy joins Lola Cars

Confirming that the company is very serious about making an impact on Formula 3000 next season, Lola Cars has taken on Ralph Bellamy as a design consultant.

"Ralph will be working with us on a number of projects, but the first priority

is to help Mark Williams with the new F3000 car which is already under way," said Mike Blanchet on Monday. "We underestimated what it would take to build a flat-bottom car for F3000 and obviously Ralph's experience with March will help put us on the right lines."

Having been March's project engineer on the F3000 car, Bellamy has spent most of the summer in America tending Danny Ongais's Indycar. "I'd like to do another season in America next year," said Bellamy, "but Eric (Broadley) has said it must be with a Lola team".



Van Kouwen — Zandvoort shunt.

Favourite's frightener

Gerrit van Kouwen, the pre-race favourite for this weekend's Zandvoort round of the British F3 Championship, had a very fortunate escape from a huge testing incident at the Dutch circuit on Monday last week. The local ace had a rear stub axle break on his Ralt RT30 at the fast downhill Scheivlak swoop, and spun backwards into the barriers. While van Kouwen jumped out, unscathed, three corners of his Marlboro Ralt were destroyed. His team searched for over an hour before retrieving the errant wheel, which had cleared a 20ft dune . . .

Pegasus Motorsport have subsequently rebuilt the car — its tub was undamaged — and were due to set off for Holland yesterday. Gerrit took his Ralt round inside the 'ground effect' F3 lap record last week, and is confident of success on home ground.



Sala — with DPR at Zandvoort.

Sala finds the Price

Despite the breakdown of his recent deals to run Reynard F3 cars at Spa and Monza Maurizio Sandro Sala will be going to Zandvoort this weekend, with David Price Racing's second VW-powered 853 chassis. The Brazilian called us on Tuesday to confirm his plans, having originally negotiated to drive Glenn Water's second Ralt.

"After Spa, I knew that Intersport had been asked to run Ross Cheever again in Holland. They are working well together, so I decided to take up Dave Price's offer. We tested at Snetterton and went well, so I'm very hopeful of a good run. Scan+Sport has kindly released me from my contract for this race."

Ferté for Onyx at Donington

Alain Ferté, the elder and much underrated of the two French racing brothers, will be back in Formula 3000 for the final round of the championship at Donington on Sep 22.

Onyx's Mike Earle concluded a deal at Monza last weekend to run Alain in his team's third March, backed by Marl-

boro, for the race in which team leader Emanuele Pirro has an outside chance of winning the title.

"We are outnumbered by the Bridgestone runners, and we felt that Pirro's chances would be helped by having an additional, strong Avon team mate,"

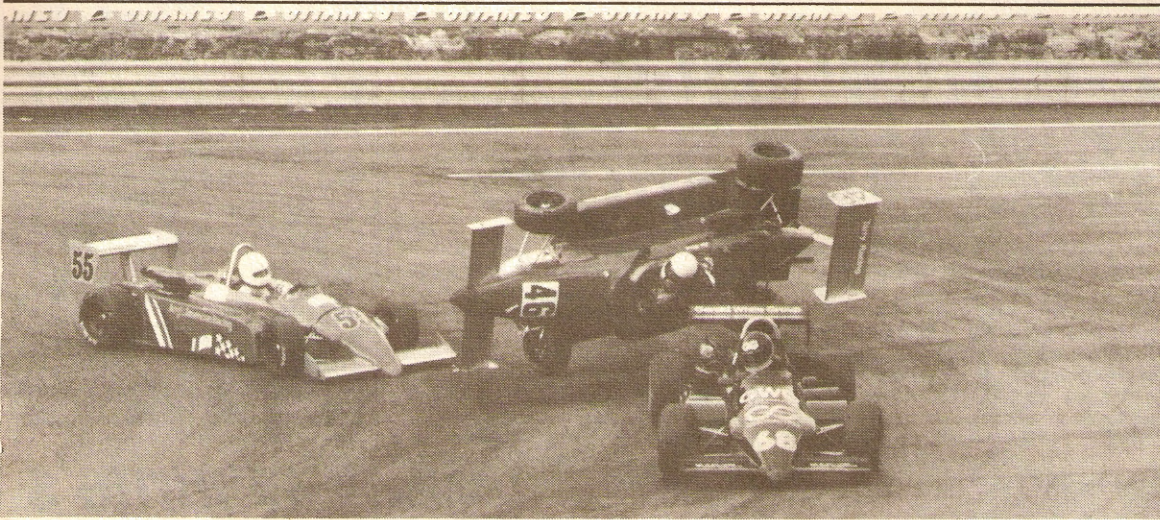
said Earle on Monday.

After struggling with the works Lola early in the season, Ferté showed his real form with three races for the Corbari March team before his sponsorship sidelined him after a second and a fourth place, both ahead of his highly touted younger brother.



ETC Volvos unchanged at TT

Contrary to the most recent FISA bulletin the ETC Volvo 240 Turbos are, it transpires, still allowed to race in their '85 spec. Two of the cars were at the Silverstone TT and finished third and fourth in the race. The 240's evolution homologation was cancelled by the FISA Technical Commission last month, but after a trip to Sweden by Gabriele Cadringer, FISA's President of the Technical Commission, the decision has been reversed. The reinstatement, however, has not been confirmed in a FISA bulletin, and the wrangling continues . . . (Silverstone TT report, p22.)



Rob Wilson's privately-run Ralt RT30 starts his flip out of the British Formula 3 race at Spa's La Source.

Valour Racing rebuild boosts Wilson's morale

A splendid gesture by Valour Racing's John Upton has enabled Rob Wilson and Tarry Racing's Ralt-Toyota RT30 to compete in this weekend's penultimate Marlboro British F3 Championship round at Zandvoort.

All four corners of the privately-run car were damaged on his debut at Spa a fortnight ago, where Wilson was flipped out of the race at La Source. The incident threatened to terminate a trying season

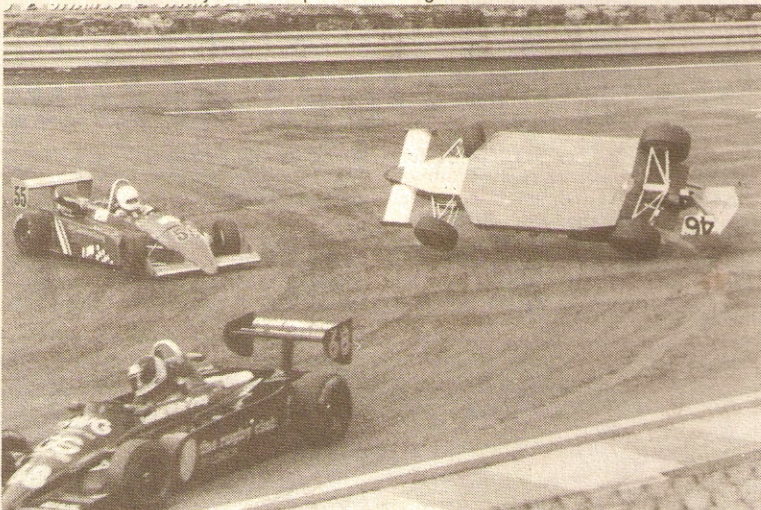
for Peter Tarry's team, until Upton intervened.

At his insistence, the forlorn machine was taken directly to Valour's Wrotham premises, near Brands Hatch, where Paul Jackson, Mike Langley and the crew set about rebuilding the Ralt to pristine condition, and at no labour cost to the Cambridge team.

"It was a tremendous offer, totally unexpected," said a relieved Wilson on Giles Butterfield and Ray Stover keep clear as Rob goes over.

Monday. "It took a lot of pressure away from a little team, and has kept us in the championship. We are all very grateful and indebted to John."

The popular Kiwi, who raced a Valour Ralt RT3 at Silverstone early this year, will rejoin the *equipe* for the Thundersports race at the European GP meeting on October 6. He will share Upton's fearsome March DFV 75s with Jackson, another underrated driver.



BRIEFLY

■ Jean Sage, genial team manager of Renault these many years, is unlikely to be out of work for long when the team quits F1 at the end of the year. We hear of two offers of employment for him already: one from FOCA and one from Ferrari. Each would use his diplomacy and humour to advantage.

■ The name of Ivan Capelli is being touted around as a likely choice for the second Tyrrell F1 drive at Brands Hatch. Kyalami and Adelaide, alongside Martin Brundle.

■ Danny Hindenoch of Ligier discounted at Monza rumours that Guy was on the point of a deal with Mansour Ojjeh for TAG engines in 1986. With Elio de Angelis now apparently committed to Brabham next year, Jacques Laffite's likely team mate is René Arnoux.

■ Carl Haas, the cigar-toting chief honcho of the Beatrice-Lola F1 team, was underwhelmed at Monza with his new car. Immediately after final qualifying, cowboy Carl kicked it and muttered, "If you were a horse, we'd shoot you." An astonished Alan Jones, who was still sitting in the car, was relieved to hear that the remark was addressed at the car, not at him.

■ At Monza, the word was that Ferrari may well enter Johnny Dumfries in a third car at the Shell Oils Grand Prix of Europe on Oct 6.

■ Roberto Nasetto, the circuit manager at Imola, told us at he weekend that he had informed Bernie Ecclestone of his unwillingness to organise at short notice a 'substitute' Grand Prix this year, should the need arise.



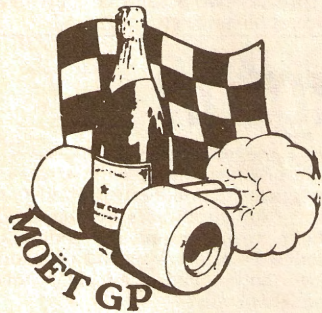
Rosso — back with Swallow.

■ Swallow Racing is running a second Reynard-VW 853 at Zandvoort this weekend for Victor Rosso. The Argentinian, currently racing FF2000 in Europe, has previous experience with his own March, and drove for Tim Stakes's team in FF2000 in 1983-84.

■ Mauricio Gugelmin has a mathematical chance of clinching the Marlboro British F3 Championship at Zandvoort on Sunday, provided that he scores a maximum 10 points (net nine, dropping a 'one' for his best 15 results) and rivals Russell Spence and Andy Wallace do not score. The series will almost certainly remain undecided until its finale at Silverstone on October 13.

■ We hear that Michael Roe, who has done precious little racing in America this season, has applied for an F1 Superlicence.

■ As if a string of mechanical failures was not enough to test his patience, Enzo Osella had the embarrassing experience of finding a bailiff in his pits during qualifying at Monza. After some negotiating, the outraged creditor (a truck leasing company) was persuaded to come to terms.



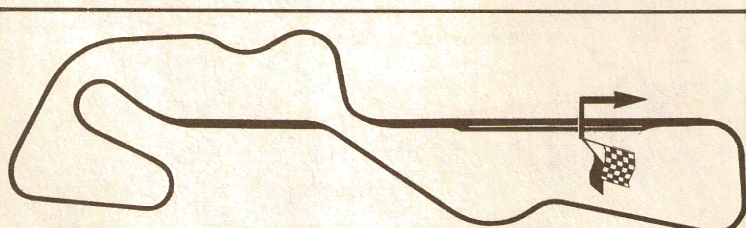
Prost's pleaser

There was no doubt in your minds as to who would be number one at the Italian Grand Prix. Most of you chose Alain Prost (often the favourite this season), and you were right.

Our congratulations this week to Mr D Cox of Westcliffe-on-Sea in Essex whose guess of 141.274 mph was closest to Alain Prost's true average speed of 141.402 mph. A magnum of Moët & Chandon is on its way to you.

Imagine now, Spa, scene of the Belgium Grand Prix next Sunday. Will Alain Prost continue towards the World Championship by winning once again, as he did last time at an average speed of 119.135?

Bear in mind that speeds have risen since then. Send postcards to: AUTOSPORT Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middx. One entry per person please.



WEC bid by new venue

Work is going ahead on the construction of a new road course in the US city of St Louis, Missouri, which will utilise some riverside parkland incorporating an existing drag strip. Tentative plans for the new circuit include a round of the 1986 Sports car World Championship, probably to be run a week after Mosport in mid-August. Mosport is a day's drive from St Louis, if the plan comes off, the event would be the first FIA sportscar international to be held in the USA since 1981.

FIA FORMULA 1
World Championship

Drivers	
1 Prost	65
2 Alboreto	53
3 deAngelis	31
4 Senna	23
5 Johansson	21
6 Piquet	19
7 Rosberg	18
8 Lauda	14
9 Tambay	11
10 Laffite	10
11 Boutsen	9
12 Mansell	7
13 Surer	5
14 Belloff	4
Warwick	4
16 Arnoux	3
de Cesaris	3
†Deceased	

Constructors	
1 McLaren-TAG	79
2 Ferrari	77
3 Lotus-Renault	54
4 Williams	25
5 Brabham-BMW	24
6 Renault	15
7 Ligier-Renault	11
8 Arrows-BMW	9
9 Tyrrell-Ford	4

mirrors there will inevitably be Marlboro McLaren-TAG No 2 just sitting there waiting to take over. There is still no combination to match the sheer efficiency, speed and reliability of the McLaren package and it would be quite unrealistic if the man who now has 21 Grand Prix wins to his credit should finish the season still without a World Championship title. Given a small slice of Prost's reliability, Niki Lauda, perhaps race driving as aggressively now as at any time in his career, will no doubt be on hand to make it a red and white one-two.

At Spa in May, Keke Rosberg got his first real feel of the all new Honda V6 turbo. He was not overly impressed then, but ever since the Williams-Honda combination has been the quickest of all in the hands of the Finn. The challenging, fast sweeps of the circuit should be well suited to Rosberg and team mate Nigel Mansell.

The Lotus-Renaults were quick in May and still are, although some of their race speed seems to have been sacrificed to give Ayrton Senna a chance to add some finishing points to his tally of pole positions. Given some sunshine, Nelson Piquet will certainly make an impression in the Pirelli shod Brabham.

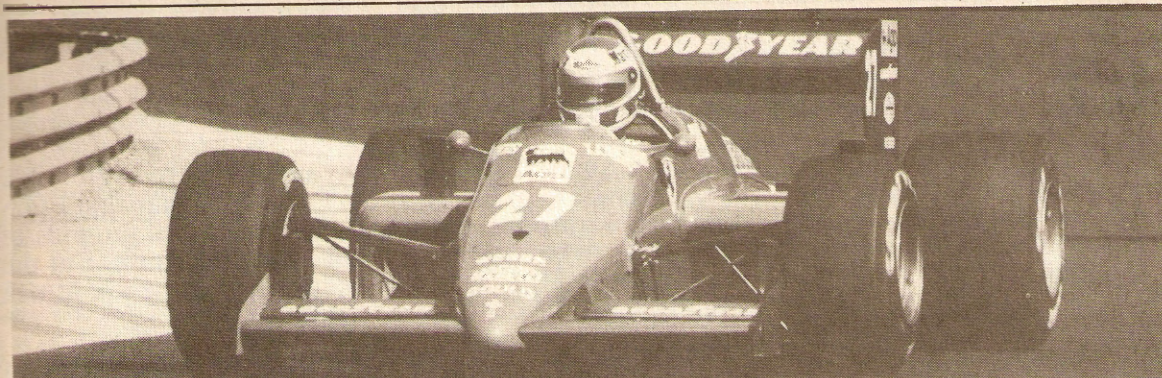
The field should be up to full strength this weekend, Christian Danner making his debut in the Zakspeed and probably François Hesnault partnering Martin Brundle in the Tyrrell team.

BRIEFLY

■ There is consternation among Danish racing circles following the announcement that their final meeting of the year, at Jyllandsring on Oct 06, has been cancelled. The reason for this move is that local environmentalists have pointed out that the circuit's license is for only five races per year, and when the Truck Grand Prix is included they have already reached that total.

■ Congratulations to Russell and Nicola Spence on the birth of their first child, a son, last Sunday morning. The lad, as yet unnamed, weighed in at a bouncing 8lbs 8ozs. Both mother and child are doing well in Ward 21 of the Airedale General hospital, Steeton, nr Keighley, West Yorkshire.

■ Dick Parsons is due to return to the Marlboro F3 trail at Zandvoort this weekend, having missed the Spa event. The Solar-run, Acorn Associates/Scammell Homes-backed driver should have his Ralt RT30 by now, although he is expected to race his ex-Muller RT3P-84.



At Spa earlier this year, Alboreto set the pace, but this weekend he is an outsider, and must beat Prost to retain any real hopes of the World title.

Last chance for Alboreto

For the second time this year, the Grand Prix circus will convene at the Spa Francorchamps circuit; this weekend, hopefully, there will be no problems with the circuit and the Ardennes forest will echo to the sound of strained turbo engines through four practice sessions and a race. The weather was glorious

during that silly weekend in May — however, it may not be the same in mid-September.

During the one qualifying session held during May, Michele Alboreto set the 'pole' time, but Alain Prost on that occasion did not even manage to set a grid time. Since then the Ferraris have gone off the boil a little and, if Michele is to stand any chance of winning this year's title, he is going to have to stamp his authority on Spa.

But can anything stop Prost now? There may be quicker combinations in the early laps but, as sure as night follows day, every time the leaders look in their

BELGIAN GP WINNERS

Year	Circuit	Driver	Nat	Car	Speed mph
1975	Zolder	Niki Lauda	A	Ferrari 312T	107.05
1976	Zolder	Niki Lauda	A	Ferrari 312T2	108.11
1977	Zolder	Gunnar Nilsson	S	Lotus-Ford 78	96.64
1978	Zolder	Mario Andretti	USA	Lotus-Ford 79	111.31
1979	Zolder	Jody Scheckter	ZA	Ferrari 312T4	113.24
1980	Zolder	Didier Pironi	F	Ligier-Ford JS11/15	115.82
1981	Zolder	Carlos Reutemann	RA	Williams-Ford FW07C	112.12
1982	Zolder	John Watson	GB	McLaren-Ford MP4B	116.20
1983	Spa	Alain Prost	F	Renault RE40	119.14
1984	Zolder	Michele Alboreto	I	Ferrari 126C4	115.22

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Sep 15 Spa (B)	FIA Formula 1 World Championship <i>See preview above.</i>
Sep 15 Nogaro (F)	FIA European Touring Car Championship, French Formula 3 Championship, French Production Car Championship <i>ETC visits the small Gascon circuit of Nogaro where outright speed is not as essential as a good handling car. Could this be a Rover race?</i>
Sep 15 Zandvoort (NL)	Marlboro British Formula 3 Championship <i>The Spence/Wallace/Gugelmin title race continues, but watch out for Gerrit van Kouwen. After all he's on home ground...</i>
Sep 15 Dover Downs (USA)	NASCAR Cup Grand National Championship <i>Will Bill Elliott take the flag yet again, or will it be one of the Chevrolet men?</i>
Sep 15 St Louis (USA)	SCCA Bendix TransAm Championship <i>From Mosport to St Louis the TransAm men are being kept busy by their schedule. Who'll take the glory in Missouri?</i>
Sep 15 Sandown Park (AUS)	Australian Endurance Championship <i>The Castrol 500 will see the usual Aussie tin top battlers in action. Odds are on Jim Richards...</i>

NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Sep 14 Castle Combe Wiltshire	Racing Displays FF2000, RAC/TT FF1600, Pre '74 FF1600, Steve Llewellyn FF1600, Metro Breakers Modsaloons, Renault 5s, GTs, Austin Healeys, Ferraris <i>Bertrand Fabi threw down the gauntlet to the other Racing Displays contenders at Silverstone, and now has a 44 point lead. Can anyone pull that back? And Mark Blundell appears to have made a similar break in the RAC/TT series, but the others are never far behind. Watch out, too, for the ever active Renault 5s. Racing from 1.30pm.</i>
Sep 15 Thruxton nr Andover, Hants	DRC Superguard FF2000, Esso FF1600, B&Q Sports 2000, Thundersaloons, Road Saloons <i>Ross Hockenull is the man to beat in the DRC series, but Danny Candia is gaining all the time, and Peter Meyrick is right up there, too. Mark Blundell is the clear leader in the Esso championship, but Allan Seedhouse and Andrew King are really starting to show good form. And expect Ian Flux to have a fierce battle in the Sports 2000s. Racing from 2.00pm.</i>
Sep 15 Ingliston nr Edinburgh	FF2000, FF1600, Clubmans, GTs, Road Saloons <i>Practice from 9.30am and racing from 2.00pm.</i>

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Sep 14 Brighton Sussex	Warecrete British Sprint Championship, round 11 <i>Speed and spectacle on the seafont, with crowds thronging to the promenade above Madeira Drive as the sprint boys cut loose. Ray Rowan, this year's king, may have his work cut out in the 'little' Tolemar Hart. Watch, too, for Nigel Hulme's mighty CanAm McLaren M8.</i>
Sep 15, Gurstun Down Wiltshire	BARC Hillclimb Championship, round 9 <i>Last time the BARC series went to the Wiltshire hill Rodney Eyles beat Brian Walker to BTD. The same could happen again, if Eyles's Spalding March has recovered from its New Brighton shunt.</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.

No Simple Solutions

The two fatal accidents at Mosport Park and Spa Francorchamps have inevitably placed the safety standards in the FIA World Endurance Championships under close scrutiny, and the concern of all who are involved in or follow motor racing is expressed on this page by Mr Galbraith's lucid letter to AUTOSPORT.

Let us reassure our correspondent that, if simple answers existed, AUTOSPORT would have attempted to be among the first to suggest them.

Of course, there is a body of opinion calling for radical changes to the specification of FIA Group C. But it is important to remember that, unlike a Formula 1 car which has a competition life of a season or so, the Group C car is intended to have a life of two or three seasons, perhaps more. This is because the sportscars are fielded by teams operating on a very much smaller budget than their Grand Prix counterparts, and employing substantially smaller workforces with less sophisticated and flexible facilities at their disposal. It is unrealistic to imagine that the sportscar teams are in any position immediately to make fundamental changes to their actual racing equipment.

By legislating for such changes, therefore, FISA would be running a considerable risk of destroying the series, which would benefit no one.

Here, then, is FISA's dilemma. Incorporating an F1-type monocoque survival cell into the design of sportscars does, at

first glance, appear to be technically and commercially feasible (see *File Under Q* page 40), and we would imagine that FISA could justify introducing such a requirement on grounds of safety, so as to circumvent the rules stability clause. But the very existence of the WEC series itself would be put at risk were FISA to take such drastic action.

There are, naturally, some alternatives. One is further emasculation of the circuits, which would be strongly opposed and, in our view, quite rightly. Another is legislation acting against vehicle performance, which might be more acceptable, and which could be introduced as an interim measure pending the introduction of fundamental revisions under the three-year stability rule.

AUTOSPORT is not entirely convinced, however, that at Mosport and Spa the factor of car performance had a direct influence on the seriousness of the accidents.

In our opinion, a series of significant improvements in many areas are needed. We wrote of these here last week: they are circuit construction, vehicle design, marshalling, medical facilities and driver discipline. Action to make these wide-ranging improvements is the most likely outcome as FISA, as it must, now conducts an urgent consideration of the safety standards in sportscar racing. In the meantime, letters such as Mr Galbraith's can make useful contributions to the forum of discussion.

CORRESPONDENCE

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

Double standards

I write in both sorrow and anger following the tragic death of Stefan Bellof at the Spa 1000 kms.

I considered Stefan to be a true prospect for the future. A champion in his own right, he was an aggressive yet polite driver of huge natural talent, and his demise is a bodyblow for the sport.

It is not for me to write his obituary: that onerous task must fall to others. But I would like to express my opinions on the apparent disregard for the safety of WEC drivers which manifests itself, so far as I can see, right throughout the sport.

I shall not try to hide my contempt for FISA, as I have had no confidence in that monolith for quite some time; and OSCAR, though welcome, refuses to grow teeth and bite back.

Yet most suprising is the onesidedness shown by the motor racing press when discussing the tragedies of the WEC this year. To be fair, in *File under Q* you roundly, and rightly, lambasted all and sundry after the fires at Hockenheim, but the only questions of safety raised after Mosport were in relation to circuit revisions.

In the light of all the blathering about banning qualifying tyres, introducing pop-off valves, etc, in Formula 1, we are left to look at the figures. We have been sorry to see a number of serious F1 accidents this year but, thankfully, all have been without serious injury. In the WEC, however, we have suffered the deaths of Winkelhock and Bellof, the debilitating of Palmer and the injuries to the crews at Hockenheim.

Yet for all that, there has been no mention of the fact that the cars themselves might need revision.

It would be easy to point out that we have lost three F1 drivers this year, but frankly that is the way FISA have conditioned us to think. In matters of safety, there cannot be any 'priority' in which one type of racing takes precedence over another. This whole attitude that F1 is more important than all else, and in every respect, is criminal, and permeates right through all the other attitudes and institutions of our sport — the FISA Safety Commission and AUTOSPORT magazine included.

Consider; at Mosport you derided the safety of the circuit but not the cars, yet when FISA proposed changes to Silverstone to slow down F1 cars, your response was one of outrage, backed up by an argument for revisions to the cars alone. What you failed to say was that in many respects Group C cars are faster than F1 cars. Yet, regrettably, you failed to even consider their safety at the circuit. (For the record, I agree that the cars should be revised, but in both categories).

This double standard, though perhaps unintentional, serves to minimise the level of consideration given to other areas of motor racing, and in particular to the WEC, the cost of which is now obvious to all.

Part of the problem with this complacency, and FISA's attitude in particular, is the fact that WEC cars look much more able to sustain heavy shunts because of the enveloping cockpit design. True, they are safer in light crashes, but impact at speed deforms

the structure so that the safety cell becomes the driver's prison. Winkelhock, Bellof and Palmer all required operations to cut them from their cars. That time is crucial if medical aid cannot be properly administered.

I believe that Bellof was a victim of this fallacious 'safety' theory, for he committed himself to a manoeuvre which he would never have considered in F1.

I agree that safety in F1 is important, but only as important as safety in the other categories. I do not value Stefan Bellof's life as any more important than that of any other professional or amateur competitor, solely because the former was a Formula 1 driver. FISA seems to disagree.

I am forced to ask myself if the time has come when drivers who are considered 'top line' will forgo the WEC events through personal choice, or by not being released by their team managers. I hope that this does not become the case, for not only would the spectacle of the WEC be diminished, but the other drivers, who may not have the political muscle that F1 driver carry, would be left to fend for themselves. They would not be a happy lot.

I am a layman and, like many of my ilk, I am able to identify problems but feel the frustration of not knowing the answers. Furthermore, I have seen many valid arguments ruined by a conclusion so inane that it mocks the initial impact. So, I provide no answers to the problems, and no ill-informed solutions. You, however, together with FISA and OSCAR, are not laymen. You tell us the answers.

DAVID GALBRAITH
LIVERPOOL

See Comment above. — Ed.

Standing up for John

So, Tiff Needell finds John Nielsen's results this season disappointing. In my opinion that's the last thing you could call his season.

I know, I am biased as a Dane, but please read on.

Firstly, I think John has probably had inferior material to Thackwell. Secondly, the Ralts haven't been as good as the Marchs, mishandling more often.

John's results have been thus so far:

Silverstone,	2nd (fastest lap):
Thruxton,	NC:
Estoril,	1st:
Vallelunga,	2nd:
Pau,	Rtd:
Spa,	Rtd:
Dijon,	3rd (pole position):
Enna-Pergusa,	Rtd:
Osterreichring,	2nd:
Zandvoort,	4th

Is this a disappointing showing? Only once was a retirement his own fault (admitted) . . . at Pau. And I'd also say that his NC at Thruxton was his own goof, but apart from that his car let him down at Spa and Enna.

At the time of writing John has no chance of winning the championship, but Ken Tyrrell has found him worthy of a test ride all the same. I am sure that Ian Phillips will give credit where credit is due in his seasonal survey.

JEAN-CLAUDE DE CRÉVECOEUR
HUMLEBAEK DENMARK

Kyalami boycott

It was with utter disbelief and great disappointment that I read Ken Tyrrell's comment in the *Sunday Times* recently concerning the threat to the South African Grand Prix posed by the possible withdrawal of the French teams from the race: "I'll do anything to help the sport. If that means all of us racing three cars in South Africa because the French don't want to go or can't, that's what we'll do."

For Ken Tyrrell's information, the whole world has been appalled by the killings, detentions and violence being perpetrated in South Africa, where the actions of the government have been condemned by the United Nations, the EEC and all the political leaders in our country.

However, while the rest of the world is shocked by South Africa's state of emergency, Ken Tyrrell evidently is not. Worse, despite such universal condemnation, he believes that holding the race would be good for the sport. Mr Tyrrell and others should understand that racing in South Africa would do untold damage to the reputation of motorsport at a time when its worldwide image has never been so good.

I have loved motor sport all my life. However, my love for humanity and justice is far greater and, although I understand that atrocities have occurred on both sides in South Africa, I still beg and implore our British F1 drivers to call upon their honour and their consciences and to refuse to race at Kyalami.

Furthermore, I ask Frank Williams, who has supported the Save the Children Fund for so many years, to consider what gross hypocrisy it would be now to send his team to South Africa.

ROGER PRICE
PRINCES RISBOROUGH, BUCKS

In the sandtrap

May I thank all those who helped to extract my yellow Ferrari from the sand at Coppice during the 4Hr JDC relay at Donington on Aug 31. Their help was greatly appreciated.

HEW DUNDAS
LONDON W6

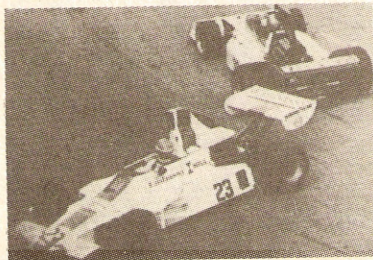
10

Ten years ago this week (AUTOSPORT, September 11, 1975), the Monza *Tifosi* were celebrating in traditional style after a five year drought of Ferrari home wins ended with a magnificent victory for Clay Regazzoni in the Italian GP. If the race win was not enough, Niki Lauda had clinched the World Championship with a typically canny drive into third. The Maranello cars were split by Emerson Fittipaldi, relinquishing his title on a high note with a storming drive. The only man with a remote chance of taking the honours from Lauda was Carlos Reutemann, but the Argentinian could manage only fourth, ahead of James Hunt.

The race was broken up by a second lap spin at the chicane by Jody Scheckter, which triggered a chain reaction which sent half the field up the escape road and the rest bouncing across the kerbs (below). Among these eliminated in the chaos were Andretti, Brise, Mass, Stommelen and Stuck — a bad day for the Teutonic contingent. A star of the race was Harald Ertl, whose Warsteiner Hesketh was sent five feet into the air in the confusion. He lost a lap but spent the rest of the race in the company of Hunt, Reutemann and Pryce!

The Oulton Park Gold Cup was a farce, just 12 F5000 cars turning out. David Purley won at last after a run of bad luck, with Vern Schuppan and Teddy Pilette the only other competitive runners around at the end.

At the short Nurburgring Tim Schenken won an Interserie round in a Georg Loos-entered Porsche 917-10 despite strong opposition in the form of three Kauhsen Alfa 33TT12s for no less than Derek Bell, Henri Pescarolo and John Watson.



20

Twenty years ago this week (AUTOSPORT, September 10, 1965), the Italian Grand Prix at Monza was previewed with interest as it was to be the last 1½-litre formula Grand Prix to be run in Europe. Honda were very eager to snatch the honours from the dominant British teams, so much so that they had rented the circuit for seven days of exclusive testing...

A curious endurance event took place around the Nurburgring, attracting 34 entries: a Marathon de la Route scheduled as a regularity run over 82hrs! At the end, a couple of Ford Mustangs, piloted by Greder/Rives and Ickx/Staepalaere completed 310 laps apiece to win, albeit only one lap up on the next four cars, including the Grand Touring class winners Ising/Degner in a Porsche 904GTS.

Drinking can harm one's health seemed to be the moral of the tale after a meeting at Llandow. During a particularly 'libre' Libre event Ron Rumble's Cooper-Ford 3A and John Davies' Merlyn-Ford Mk7 came up to lap John Milton's 3.8 Jaguar (see what I mean!), and at this point the big saloon shed a wheel. The Jaguar slid to a halt rather forcefully against a bank, without driver



injury. But... the errant wheel bounced high into the air and down into the crowd, somehow missing them all, before scoring a direct hit on a beer tent...

It was announced that the BRSCC were unlikely to hold any more hillclimbs at Longleat, Nick Syrett mentioning that this might have had something to do with the Marquis of Bath's forthcoming pride of lions.

30

Thirty years ago this week (AUTOSPORT, September 9, 1955), Roy Salvadori won the *Daily Telegraph* Trophy at Aintree after Stirling Moss and Reg Parnell retired in the last few laps. The latter was leading in the Connaught, despite relentless pressure from the Maserati of Moss, until the Italian car departed the scene in a haze of smoke. Parnell just had to coast home, but with a lap to go his engine broke too allowing the distant Salvadori to bring the Gilby Maserati home first with Bob Gerard second.

The new BRM failed to start after Peter Collins shunted it in practice, but Collins made amends by winning the *Libre* race in the old car, beating Salvadori in the process. It was the same old story in the other races, with Jim Russell and Colin Chapman winning the F3 and sports car events respectively.

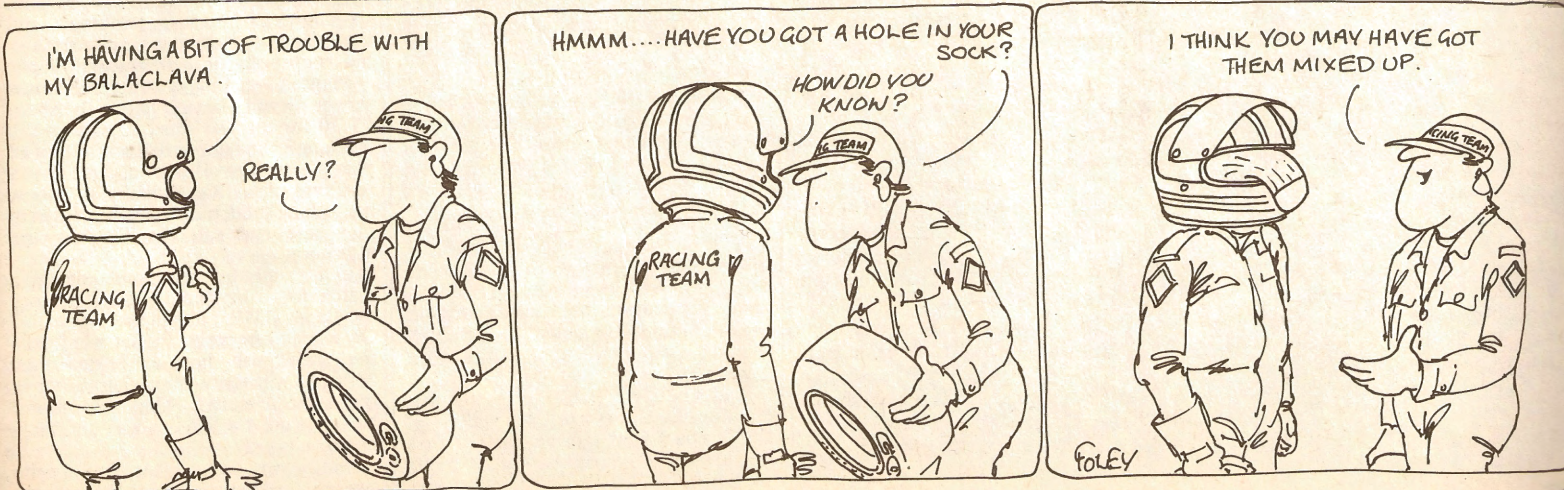


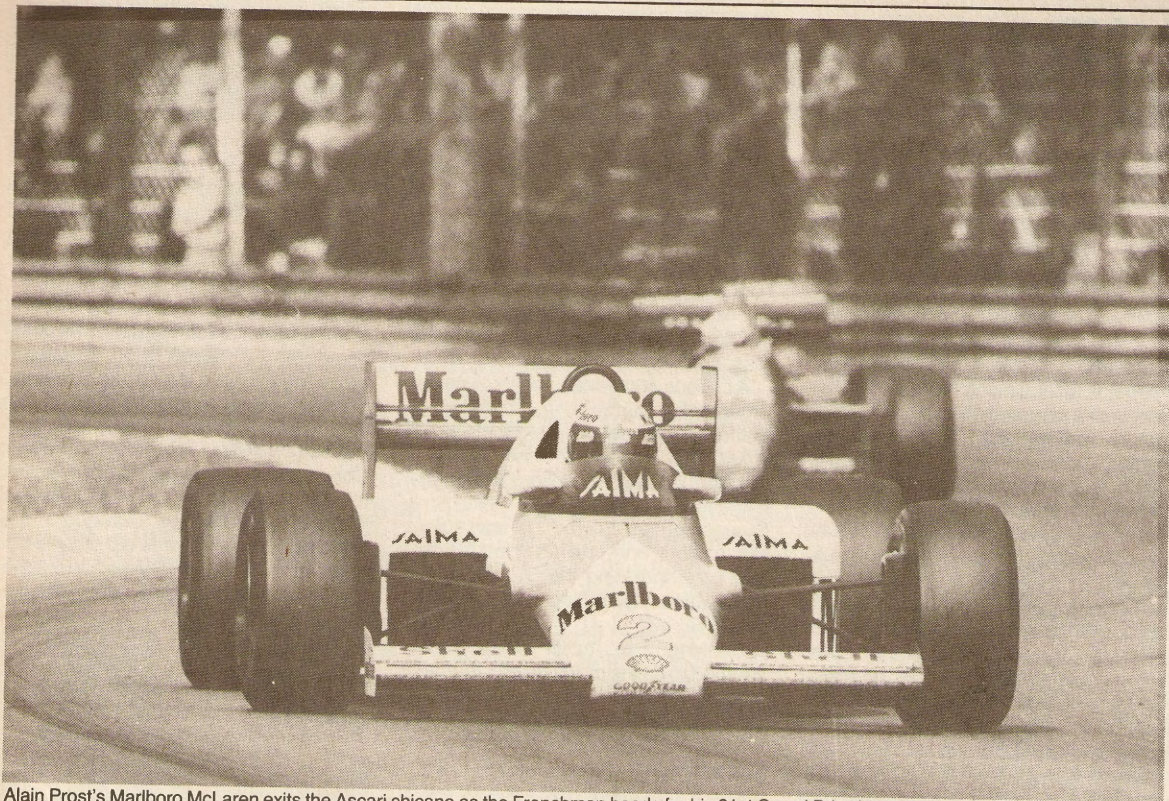
The most bizarre incident of the day came in the first lap of the big race when James Somervail lost control of his Cooper-Bristol and crashed into a parked Commer ambulance. Somervail was unhurt but an unfortunate St. John's man was thrown out of his vehicle and received cuts and bruises...

In Germany Jean Behra won the Nurburgring 500kms in a Maserati (above), the race marred by a fatal accident to Porsche driver Viktor Spingler who had the misfortune to hit a bridge when the race was into its 497th kilometre.

At Brighton Ken Wharton set BT in the speed trials, with Rob Walker second in the Connaught usually driven by Tony Rolt. Walker was also runner-up in the sports car class driving ROB 2, his roadgoing Mercedes 300SL, while Ian Raby took the up to 500cc single seater category in his Cooper.

CATCHPOLE BARRY FOLEY





Alain Prost's Marlboro McLaren exits the Ascari chicane as the Frenchman heads for his 21st Grand Prix victory.

Prost takes command

At Monza twelve months ago, Alain Prost began to see his World Championship disappearing again: blown engine after three laps. As he walked back to the pits the spectators added to his misery by hurling abuse and stones at him.

This time it was rather different. Their beloved Ferraris played no significant part whatever in the Italian Grand Prix, and that wounded them. Alain's victory added salt. Many left early, smarting.

In truth, Prost did not look like a winner for most of the afternoon. Opting for hard Goodyears, the Frenchman could not live with Rosberg — before or after Keke's tyre stop — and resigned himself to second. But the McLaren-TAG went the full 51 laps, the Williams-Honda only 45. And thus Alain got to meet his Italian fans . . .

On the podium yet again: Prost relishes his 12-point lead in company with Piquet and Senna.



QUALIFYING

The Formula 1 calendar of the eighties reminds me a little of the Irish village clock in Spike Milligan's wonderful *Puckoon*. These many years the clock has been broken, hands fixed and unmoving, but the locals figure it's better than nothing: at least it's right twice a day . . .

Twice a year it's the same with Grand Prix racing. Middle weekend of July it's always the British; early September — it must be Monza. And nowhere else in the world does a circuit conjure such fierce emotions. Monza is strong meat, enchanting some, repelling others.

If you're Alain Prost, Monza means bodyguards wherever you go. The crowd here contains a high percentage of creatures from the far end of the evolutionary scale, who have not forgiven Alain for his row with ex-Ferrari man René Arnoux three years ago. When he blew up early in last year's race they playfully stoned him as he walked back to the pits. And this year their antagonism is further honed by the fact that he alone stands in the way of the first Italian World Champion since Ascari.

If you're Michele Alboreto, therefore, you are guaranteed an easy passage — so long as you deliver. Italian — even *Milanese* — he may be, but Michele is not in their hearts like Regazzoni or, especially, Villeneuve. But he is one of their own, is in a Ferrari, does carry number 27. So they go with him.

If you're Alan Jones, you love Monza for its razzamatazz, and you're glad to be back in Grand Prix racing, even though you face an uphill weekend with a brand new car and team.

And if you're Ayrton Senna, the man of whom all things are expected, your first lap on Friday morning is your first ever at Monza — in any sort of car. Your last lap on Saturday afternoon brings you

the pole.

It happened just that way. Ayrton came to Monza 12 months ago, but only as a spectator. For the Italian Grand Prix Toleman decided to stand him down, this intended as a slap on the wrist for going to Lotus.

In his 97T Senna was seventh fastest that first morning, moving up to fourth in the afternoon. In Saturday's unofficial session only Prost was quicker, and in the timed hour no one was.

"It's quite a difficult track. I think," Ayrton said, "and I haven't had much time to learn it — on the first morning I arrived at a chicane flat in fifth on one lap, simply because I'd forgotten it was there . . ."

By Saturday morning, though, he felt he was coming to terms with it. The Lotus-Renault was not among the fastest in a straight line, but Senna was pleased with its balance. In the final session he made his first run early, then sat in the pits for nearly three-quarters of an hour. With only 10 minutes left the Williams-Hondas seemed to have the front row to themselves, but then number 12 came out again.

One warm-up lap, then by the pits at 196mph. Through the Goodyear chicane and Curva Grande, then on down towards the chicane before the Lesmos — and there the pole lap was very nearly lost.

"I had too much understeer going in there," Ayrton reported afterwards, "and the car bounced over the kerb and onto the grass. To be honest, I thought it was gone. When I got back on the track my tyres were covered with grass and stones, so through the second Lesmo I eased off. Otherwise, for sure, about 1:24.7."

Even so, the lap required only 1m 25.084s, and the Brazilian had his fifth pole position of the year. He and de Angelis had set virtually identical times on Friday, but in that last session he found two seconds. Elio only one.

The Italian's first run on Saturday was his quickest, at the time moving him up to second. "On my last, though, I had to take two warm-up laps, so the qualifiers were not at their best. Also I made a mistake and hit a kerb." His eventual grid position was sixth.

The Williams pair looked very strong throughout practice, second and third in both sessions. On Friday morning Mansell was fastest of all, and in the afternoon Rosberg held sway at the top until Piquet beat his time at the very end. On his quickest run Keke had clutch slip all the way from Parabolica to the line, and was therefore confident of improving on Saturday.

His second run gave him the pole for a while, but, like Senna's, it was fraught: "The brake pedal just went to the floor as I came into Parabolica. I changed from sixth down to third to try and stop it, and the engine went to about a million revs — but it kept going until the end of the lap!"

Mansell was only a couple of tenths slower, despite having to use the spare FW10 for the last session. Late in the morning he had spun massively at — of all places — the Curva Grande, when his left rear tyre blew. The Williams somehow hit nothing solid, but the team decided to play safe and run the T-car in the afternoon.

In a straight line the Honda V6 was a match for everything but the factory 4-cylinder BMW units in the Brabhams. On Friday afternoon Piquet went over the start-finish line at better than 207mph, with only team mate Surer in the same vicinity. What was more, Nelson said, the engine was definitely down on boost . . .

Still he was fastest that day, despite sundry problems. When the session

SENNA: "I arrived at a chicane flat in fifth — simply because I forgot it was there!"

other week, Michele pounded round Monza for three days, trying a variety of new things. And on Friday morning the red cars in the pit lane had revised suspension at front and rear, new and repositioned intercoolers, plus new rear wings and undertrays.

During the tests Alboreto had lapped under 1:28, and came to the race in a mood of optimism sure there was at least another second and a half to come. So, too, there was — but even that was a full second from Senna and Lotus. That he had not reckoned on — and nor did he anticipate another crop of engine failures.

On Friday he had two, in each right at the end of a session. The Ferraris were pretty good in a straight line, if unable to challenge BMW, but the besetting problem with the 156 currently — getting it into a corner — remained. Alboreto and Johansson both tended to flick their cars in, almost after the style of the ground effect era.

Michele, therefore, was a disappointed man. Winning the race at Monza is always desirable, of course, but more important to him by far was beating Prost. And that, barring problems for the Frenchman, looked unlikely.

Stefan had a typically traumatic qualifying session on Friday, blowing up after only one run. Surprisingly Ferrari had only a single T-car at Monza, and that was reserved primarily for the use of Alboreto. Only when it was clear that Michele would not need it was Johansson allowed out — with four minutes to go.

He made one of the great pit exits of all time, emerging from the Ferrari area in a blast of acceleration and noise, and zapping by the pits traffic light — which fortunately happened to be green. He did a warm-up lap, and was all set for a flyer when — out came the flag for the end of the session, right in front of his nose. Is nothing sacred in Italy any more?

On Saturday Stefan improved by more than a second a half, sixth quickest at the time. But by the end of the session he had fallen to 10th.

Between the Ferraris we had Patrick Tambay, again showing well in the Renault RE60B, despite a terrifying moment on Friday afternoon. Patrick was on his second run, going for it, when he came upon Laffite's trickling Ligier. Jacques saw him coming, and moved over to give him room — but by then Tambay had committed himself to the

same route.

This was at the second Lesmo, and at 150mph the Renault went off the road, all four wheels on the grass. Patrick did remarkably well to keep from hitting anything, but the car was damaged by its excursion. At first this was thought to be confined to the undertray, but more detailed examination revealed that the monocoque was a write-off.

For Saturday, therefore, Tambay was consigned to the T-car, and in this he found a second and a half, which was good for eighth on the grid, four places up on Derek Warwick, who set virtually identical times on both days. The car, he said was quite good on full tanks, but he was never happy with its balance, complaining of understeer in, oversteer out.

By virtue of their prodigious BMW straight line speeds — both men up around 200 over the line — the Arrows A8s of Gerhard Berger and Thierry Boutsen were pretty high on the list on Friday, eighth and 11th. But in the last session Berger went only couple of hundredths quicker, and Boutsen, who blew up and laid oil, did not improve. They lined up, therefore, 11th and 14th.

Riccardo Patrese was the faster of the Alfa drivers, by three-tenths, but neither he nor Eddie Cheever was satisfied. Testing the week before had gone well, ▶

The World Championship contenders, Michele Alboreto and Alain Prost in qualifying. The Frenchman won that battle as well.



started his BT54 was undergoing an engine change, so he was late getting out. Then he had trouble selecting third, so they attended to that. Finally, as two o'clock approached, he went out once more — on used qualifiers now — and beat Rosberg by half a second.

"I've seen the trap speeds," he said, "but for sure I was down on boost. Tomorrow we should go quicker."

Twelve minutes into the last session he did, indeed, improve, and at this point there looked no serious threat to his pole position. Still he complained about the boost, and after that first run the mechanics changed the turbo. It made no difference, but he nevertheless came out at the end for a final shot at yet another scooter (pole man's booty these days).

Flat out by the pits, into the chicane — but then an early change up, cruising. Boutsen, having blown up his Arrows-BMW shortly before, had thoughtlessly smoked all the way back to the pits. The track was slick. Any more quick laps were out of the question.

Fourth place for Nelson, then, and ninth for Marc Surer, who was quite well to the fore throughout. "A bit of understeer, as usual," he said, "but otherwise the only problem was a misfire on high boost."

The focal point of Monza — of course — was Prost versus Alboreto. Or, as the local papers put it, Michele against Prost. There was not a lot of cheering from the grandstand during practice, it has to be said. Not since Mario Andretti made a fleeting return in 1982 has a Ferrari taken the pole at Monza, and at no stage last weekend did it look like happening this time. On Friday, indeed, the two World Championship contenders were only sixth and seventh, the tifosi taking small heart from the fact that Alain was a mite slower than their man.

After Saturday, though, they had not even to cling to. Prost, as ever lacking qualifying horsepower in the McLaren-TAG, none the less moved up to fifth, while Alboreto, despite improving by a second, dropped to seventh. They took that news hard.

Alain, in fact, felt optimistic for the race, and had every reason to be so. On his quickest lap he went through the speed trap at 194.099mph, only 19th fastest and thirteen miles an hour from Piquet's Brabham! Yet around the entire 3.6 miles of the track his lap time was but two-tenths slower. Clearly, therefore, the car had to be extremely fleet elsewhere, and the fact that Prost could do twenty-nines on full tanks and race tyres seemed to show he was in marvellous shape for the race.

Worried, as were many drivers, about the qualifiers lasting a complete lap with efficiency, Alain opted for one set of Goodyears Cs on Saturday afternoon, only going with qualifiers at the end. "I made a mistake," he reckoned. "The qualifiers did last, and I should have chosen two sets — one for an exploratory run, then one flat out. If I had, I think I might have got the pole. Anyway, I think the car is looking very good for the race. Very good . . ."

Lauda made the same tyre choice as his team mate for the last session, and similarly regretted it. Much more of a problem, though, was a fault in the Bosch Motronic management system, which was causing the engine to cut out. Niki was unable to improve on Saturday, and dropped from 12th to 16th.

Ferrari, as usual, made a big effort for Monza. In recent weeks the team has unaccountably lost its way — it seems a long time since May and June, when Alboreto slaughtered them in that Spa qualifying session, led Johansson to a dominant 1-2 in Montreal and so on.

While Stefan was at Brands Hatch the

▶▶ the American only a second slower than Alboreto's Ferrari, but they made little further progress, and there was the usual crop of turbo failures to add to their problems.

After recent scintillating practice performances by Teo Fabi and the Toleman-Hart, Monza qualifying was a disappointment. at 'only' 194mph through the trap, the car was somewhat outgunned (although still faster than the McLaren...). Fabi, as usual, was quite happy with the balance, finding the Toleman particularly efficient through Monza's many chicanes. But both Teo's cars — and also that of Piercarlo Ghinzani — were blighted by misfiring throughout Friday and Saturday, and qualified 15th and 21st respectively.

JONES: "The qualifiers . . . they seem to last longer than the engines. . ."

The atmosphere at Tyrrell was understandably subdued, everyone deeply depressed by the death of Stefan Bellof. "I'm running only Martin," Ken said, "because Stefan's funeral is not until Monday, and I felt it would have been disrespectful and inappropriate to have another driver in the team this weekend."

Brundle drove the latest Tyrrell-Renault, chassis 03, in Italy. It differs from the first two cars in having much shorter sidepods and different water radiators — but on Friday morning it resolutely refused to fire up. Martin therefore concentrated on the spare, and had to use it for first qualifying, in which he ran throughout with race tyres and boost.

On Saturday he had the new car, and in qualifying trim sliced almost five seconds from his previous best, despite being balked on one run by Ghinzani. The lone Tyrrell sat 18th on the grid.

Andrea de Cesaris turned up to take part in the Fiat Uno Turbo race (drivers paired with photographers), and finished second to Fabi, his car astonishingly unmarked at the end! But he had no part to play in the Italian Grand Prix, having been replaced by Philippe Streiff.

The young Frenchman got away to a poor start, shunting his JS25 quite heavily at the second Lesmo on Friday morning. Damage was confined to the rear suspension, however, and was repaired for the following day.

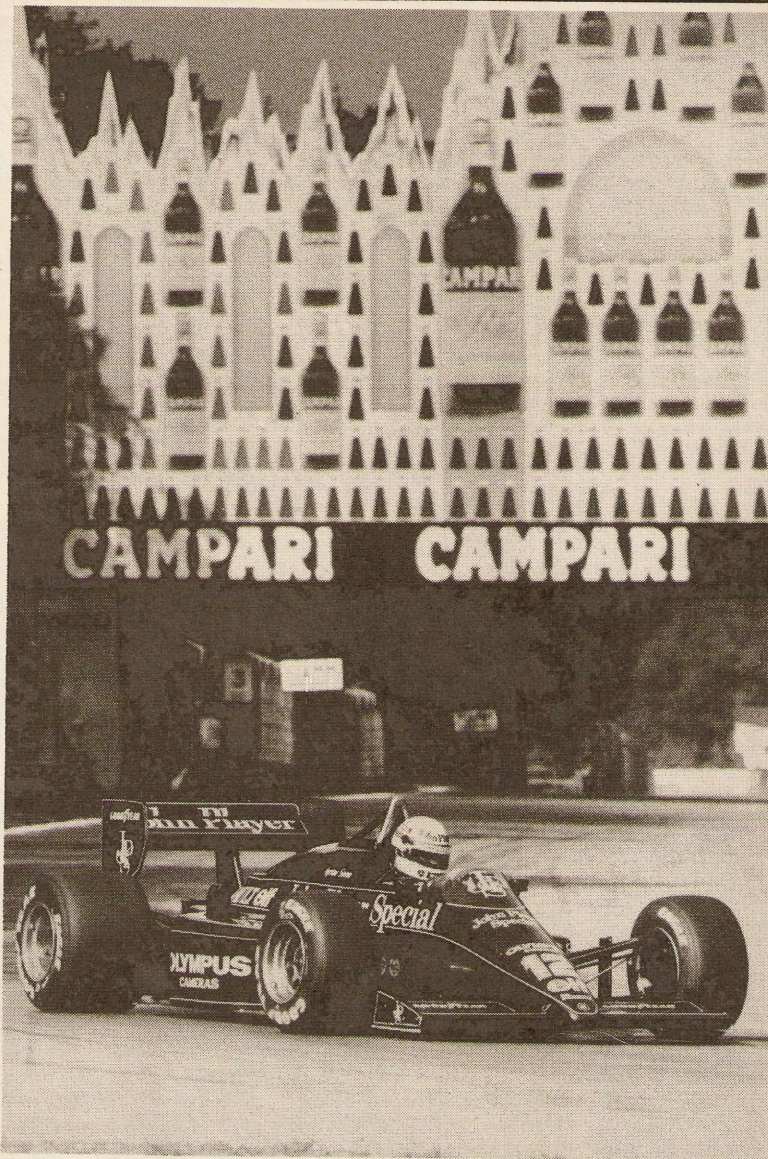
Neither Streiff nor team leader Jacques Laffite was thrilled with the handling during practice, finding it mysteriously worse than during testing a week earlier. But Philippe went well in the last session, and outqualified Jacques. They were, though, down on row 10.

Behind Ghinzani's Toleman, 21st, was a three-second gap to Rothengatter's Osella and Martini's Minardi, but even they were well ahead of the RAM pair.

Philippe Alliot was right at the back, having blown up out on the circuit on Friday afternoon. Kenny Acheson was in trouble with a misfire during the same session, but neither man was able to go for a time on Saturday. By then the team was so short of engines that it was decided to use the last session purely for running on race tyres and full tanks.

And, between the RAMs, we had Alan Jones and the new Beatrice Lola-Hart. "I'd say," team manager Teddy Mayer remarked, "that things have gone about as badly as I could have imagined. . ."

Alan himself was even more forthright: "At least we don't have to worry



Ayrton Senna took a scintillating pole position on his first trip to the Autodromo Nazionale . . .

about the qualifiers lasting — they seem to last longer than the engines. . ." So you will see that four years away have not softened his candour!

Where to start on the problem? The team had two cars at Monza, Jones intending to concentrate on the newer one. The basic shortcoming of the chassis, he said, was understeer, but so chronic were the engine problems that it was difficult to make any progress.

On Friday afternoon Alan had to use both, the new one being halted when the CV joint got too hot, and lost all its grease. In the original car he then went out with race tyres and boost, and it was in this condition that he set his best time — before pulling off after four laps, believing the engine to be on the point of seizing. More engine problems on Saturday meant that he was effectively denied a flying lap in the afternoon.

Carl Hass, present for the debut of his F1 team, was remarkably philosophical about the whole thing. "Sure we've had a lot of engine problems, but at this stage we don't know how much is down to us. Could be we've got an installation problem somewhere. . ."

RACE

So to the 56th Gran Premio d'Italia. They read their morning papers without much cause for optimism — Alboreto only seventh on the grid — but still packed into their Ritmos and Pandas, and headed for the Autodrome. Hopes springs eternal for a Monza crowd. After

all, had not Michele finished second last year, after qualifying down in eleventh?

The morning warm-up, though, brought them little cheer, revealing, as expected, the McLarens to be apparently in a class of their own. Prost was easily the quickest. As he had said the day before, twenty-nines in race spec were no problem. Ferrari were nowhere close, and Lotus had their problems, too, neither de Angelis nor Senna satisfied with their engines. Ayrton, in particular, felt his Renault V6 very down on power.

Without power although were Messrs Boutsen, Patrese and — almost inevitably — Jones, all of whom blew up. For the Beatrice lads engine changes were becoming like painting the Forth Bridge, but at least they had engines to change. Alliot and Acheson could only cruise briefly round in their RAMs, the team now absolutely without a spare motor.

Well aware of the local mindless animosity towards Prost, remembering the way stones were thrown at him last year, and perhaps fearful of something even worse this time, the organisers had sensibly arranged something they called 'a lap of peace' the previous day. In an effort to persuade the primitive elements that Alain and their beloved Michele really did get along, they had the two of them ride around together on the back of an open car.

It was a thundering success. They screamed with predictable delight as Alboreto parked his Ferrari on the grid, whistled and jeered as Prost did the same. Ah, me . . .

In this, it should be said, they were scarcely discouraged by the McLaren man who held up to their gaze the pit board bearing the 'order': Prost-Lauda-Alboreto-Johansson. That really got them going, and it was perhaps wise of Ferrari immediately to reply with Michele-Stefan. They liked that, cheered and went back to their raw meat.

Tyre choice was amazingly varied on Sunday, some drivers — Piquet, for example — opting for soft rubber and a planned pit stop. Others, like Lauda, chose three Goodyears Cs and a B on the left rear, hoping they might make it through. Williams went for four 3 Bs, with a C at the right front, and the two championship contenders Prost and Alboreto, played a conservative game. Bs all round, ultra-hard as on the left. You need to know these things. Their effect, particularly in the early laps, is considerable.

At the green light Ayrton got away well from pole, leading everyone down towards the first chicane, but in a great waft of Honda horsepower Keke drew slightly ahead as they went into the braking area.

Who would give? The Williams was marginally in front, the Lotus on the inside line. At the last moment Senna realised that Rosberg wanted the lead very seriously, and as Keke chopped across to claim the corner Ayrton had left his braking too late to tuck in behind. The Lotus swerved left over the kerbing, just missed the tail of the Williams, then bounced over the kerbing at the exit.

There was a great shower of sand as a consequence of this, but Senna was still in second place somehow, and no tailback accident resulted behind him.

He stayed there but briefly. The Williams-Hondas looked incredibly strong in these early moments, as at the end of that opening lap Rosberg led very comfortably from Mansell, then Senna, Prost, de Angelis, Alboreto, Piquet, Tambay and Johansson.

Already missing was the Minardi, parked out on the circuit, but even Martini had got further than the luckless Ghinzani, who like Acheson, had stalled on the grid. A push start got Kenny on his way, but Piercarlo's engine resolutely refused to fire, and in disbelief he stepped from the Toleman, his race over before it had started.

ROSBERG: "The brake pedal just went to the floor as I came into Parabolica. I changed from sixth down to third. . ."

By the end of the second lap Rosberg led Mansell by two clear seconds, and Nigel was similarly drawing right away from Senna, who now had Prost right on his tail. Into the Goodyear chicane the McLaren smoothly took away third place from the Lotus.

The early seconds of the race had shown us that the competitive spirit is alive and well in Alan Jones. Away from the grid the Beatrice car made up places, and out of the first chicane Alan was ducking and weaving in his efforts to make up ground.

Before the start, though, he had doubted that his race would last five laps, and after only two he was into the pits. At this stage, though, the only problem was waste paper clogging the radiators. With that removed Alan went back out — but only briefly. At the end of its seventh lap the elegant red car crawled to a halt

before the entrance to the pits with terminal overheating." "That waste paper," Tyler Alexander observed "probably speeded up the procedure..."

At the other end of the race there were troubles, too. As Mansell bombed past the pits at the end of his third lap, the Honda V6 suddenly began to misfire appallingly. Nigel cruised round to the pits, where the Williams mechanics changed the spark box.

That done, the car was perfect once more. Mansell rejoined, in fact, a few yards back of Rosberg, and for a long time would sit there in Keke's wake, for all the world a convincing 1-2 demonstration. But two laps, sadly had been lost.

This put Prost into second place, of course, but already more than seven seconds behind Rosberg. "I was quite happy to be in that position," he said, "being on hard tyres, knowing I wouldn't have to stop — and hoping he would."

Behind the McLaren now was de Angelis, who had displaced team mate Senna in third on lap five. Ayrton, with a poor engine and ultra-hard tyre combination, was a frustrated man.

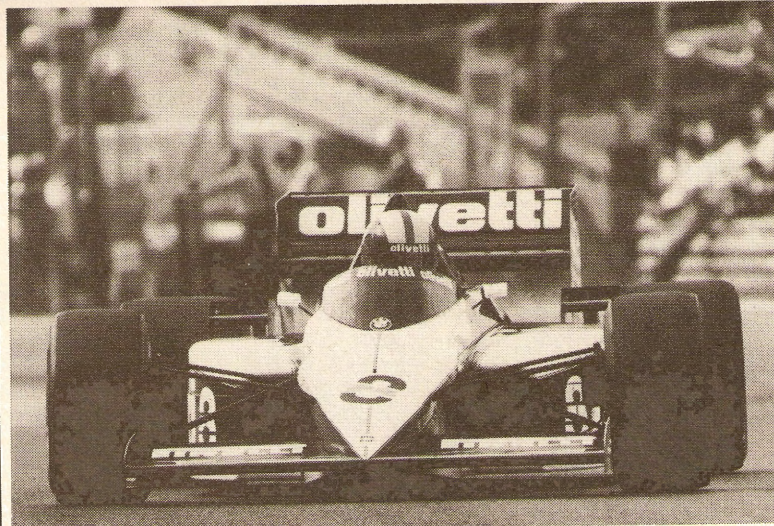
Fifth we had Alboreto, but already the crowd was uncannily quiet, well aware that the Ferraris were quite simply off the pace. Michele was driving as hard as he knew how, but the car — like Stefan Johansson's — was darty and nervous in the chicanes, needed a lot of road through the fast corners and was not conspicuously fast in a straight line. Red cars, red faces.

On lap seven, indeed, Alboreto dropped another place, to Piquet's Brabham. And Johansson, too, was overtaken — by N. Lauda, who was into one of his celebrated race day charges, picking off rivals at the rate of one a lap at this stage. Next time round he had dispensed with Tambay's Renault, and now he, too, set his sights on number 27.

Almost unnoticed, Patrese brought his Alfa in for attention to its brakes after nine laps. He would do this frequently until exhaust failure eventually put the wretched green machine out of its misery. Cheever, occupant of the sister machine, was already in Benetton shirt and jeans, out after just four laps.

"Another turbo, Eddie?"

"No, no, a real goody this time! Piston



Marc Surer put in another good run in the second Brabham to finish a splendid fourth.

Berger's Arrows, we now saw, had lost its front wing, this the result of contact with the back of Fabi's Toleman, which came in after 10 laps, a rear tyre punctured. Teo rejoined, but a couple of laps later was back in for a further check-up, unsure that all was well with the car. Nothing amiss was discovered, and he went back out again.

Ten laps: Rosberg (still shadowed by the delayed Mansell), then Prost, de Angelis, Senna, Piquet, Alboreto, Lauda, Tambay, Johansson — and Surer, who had started slowly, on harder tyres than his team mate, but was now finding his qualifying feet. Into the pits for good came Warwick, the Renault's crownwheel having failed.

At the end of lap 12 there was a big surprise: in came Piquet already for tyres. The change was swiftly effected, and Nelson returned to the race in 10th spot. The spectators barely noticed this, however. A minute or so earlier Alboreto had dropped another place, to Lauda, who now lined up Senna as his next victim.

By lap 154 Niki was past the Brazilian, and it was then the work of only a couple of laps to deal also with de Angelis. This was Lauda *in extremis*. Qualifying? Who needs it?

All this time Rosberg had been pulling away very slightly from Prost. By lap 17 the gap was out to 12 seconds, but thereafter Alain began marginally to cut it back. The prospect was fascinating: Keke *might* have to stop for tyres. If so, would he be able to catch the McLaren again? For Prost, as we knew, had no thoughts of changing.

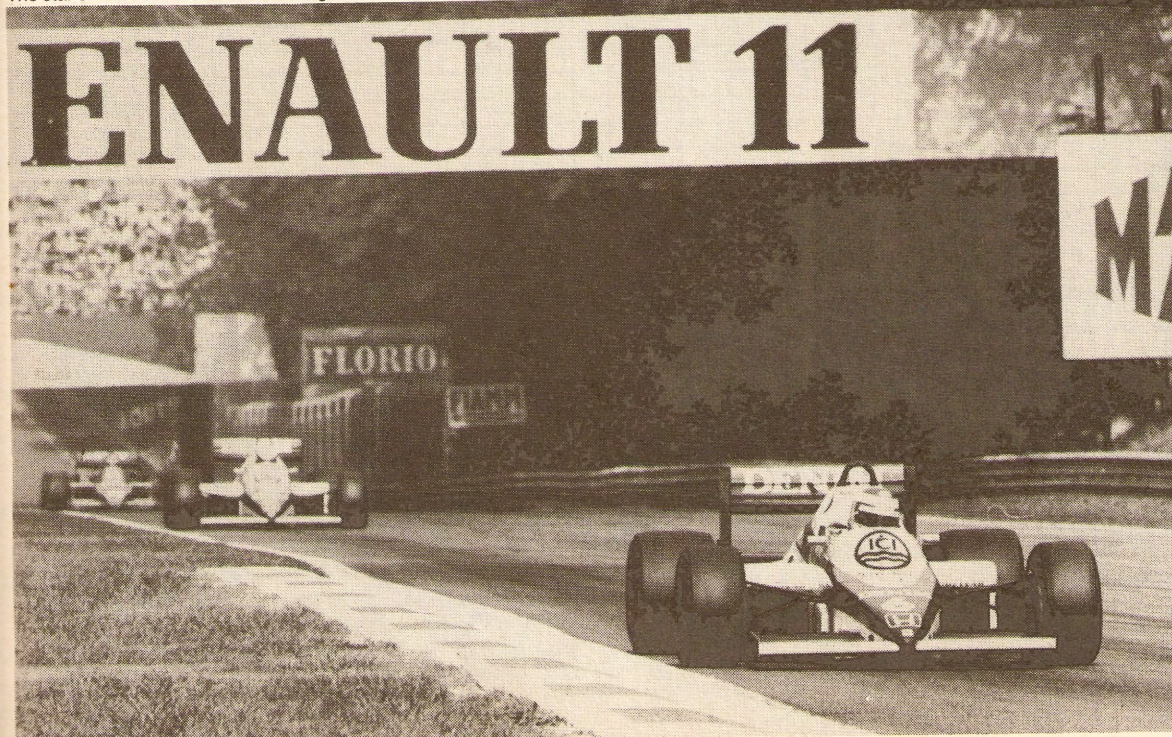
Lauda was now a comfortable third, and very much a factor — although it had to be remembered that he was on softer

PROST: "There was absolutely nothing I could do. The power of the Honda is fantastic."

Goodyears than his team mate, and would almost certainly need more. Behind Niki, the Lotuses were again in close order, Senna showing signs of wanting his place back.

Lap 25: Rosberg, nine seconds ahead of Prost, then Lauda, de Angelis and

The star of the show was Keke Rosberg who led most of the way in his Williams. In his wake comes Nigel Mansell on his way to fastest lap.



Senna, Alboreto being reeled in by Johansson, Surer, Piquet and Tambay. That was the way of it, and it was difficult to keep in mind that Mansell was no part of this Williams-Honda starring role, for Nigel was still running up with Keke.

The Monza crowd, remembering times past, still has a keen admiration for Niki, and they groaned when he pointed the McLaren towards pit lane on lap 26. The car's front wings were sagging, but Lauda had not hit anything. Simply, the wing beam had broken. In 25 seconds the mechanics changed four wheels and the nosecone, but the World Champion was down to 10th again.

That was the start of a hectic period in the pits. On lap 27 — appropriately — Alboreto was in for tyres, and out again in 10.3s. The crowd roared its approval of the slick Ferrari work, but the significance of the stop was that Michele had started on Bs. True, the 156s had been sliding all over the place, but was there cause to worry for Prost, similarly-shod?

Rosberg pitted on lap 28, inevitably losing his lead to the McLaren man, but keeping second place ahead of the Lotuses. And two laps later Mansell, too, was in for fresh Goodyears, resuming with as much vigour as before: "I knew there wasn't much hope of any place or anything," Nigel said afterwards. "I just thought I'd give it a big go for the sake of it." That he certainly did, setting the fastest lap of the race.

After all the shuffling about, therefore, we had Prost in the lead, with an extremely resolute Rosberg chasing him, then Senna, who had taken his wooden-tired Lotus past de Angelis on lap 31. Fifth — very temporarily — was Johansson's Ferrari, being swiftly hauled in by the Brabhams of Surer and Piquet. Then came Alboreto, making no real impression after his stop, and Lauda, who was catching the Italian all over again.

Alas, Niki's wonderful drive was to bring him nothing. Going into lap 34 he was losing ground to Michele, and at the end of it the McLaren trailed smokily into the pits to a bout of sympathetic clapping from the stands.

"I'm going to win," Rosberg had said during qualifying, and — all being well — it was clear he was going to keep his promise. The Williams-Honda, refreshed with its new tyres, was devouring the gap between itself and Prost's leading McLaren. From 9.9 seconds on lap 34, it was down to 4.5 on lap 37. And on lap 40 Keke blasted back into the lead on the run down to Parabolica.

"There was absolutely nothing I could do," Alain declared later. "The power of the Honda is fantastic, and I was slow anyway because of hard, worn, tyres. Second I thought was not too bad."

Lap 37 had seen a tyre stop for Johansson, who dropped to eighth as a result. This was not the way Stefan would have chosen to celebrate his 29th birthday.

Once Rosberg had resumed his place at the front, the man to watch was Piquet, who had come through smoothly and well after his very early tyre stop. By lap 40 both he and team mate Surer had dealt with de Angelis (running lower boost now, worried about fuel consumption), and Nelson now had clear designs on Senna's third place, which he took without problem a lap later.

Elio, indeed, was falling right away by this point. There was even a flurry of excitement on lap 43 when he was passed for sixth by Alboreto. A Ferrari in the points!

There was something close to despair in the stands, however, when Rosberg drove slowly in two laps later. The Williams mechanics quickly had the car up on the jacks, just in case, but there was

ITALIAN GRAND PRIX
 September 08, 1985
 FIA Formula 1 World
 Championship, Round 12
 Circuit: Monza (I)

Race data:
Weather:
Distance:

51 laps of 3.60 miles circuit
Overcast, dry
183.60 miles

Winner:
Previous result:
Fastest lap:
Existing record:

Prost, McLaren MP4/2B
Lauda, McLaren MP4/2
Mansell, Williams FW10
Lauda, McLaren MP4/2

Average speed: 141.402mph
Average speed: 137.024mph
1:28.283, 146.800mph
1:31.912, 141.158mph

ENTRIES

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-04	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-02	TAG V6 turbo
2T	Alain Prost (F)	McLaren MP4/2B-03	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 014-03	Renault V6 turbo
3T	Martin Brundle (GB)	Tyrrell 014-01	Renault V6 turbo
5	Nigel Mansell (GB)	Williams FW10-06	Honda V6 turbo
5T	Nigel Mansell (GB)	Williams FW10-03	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10-07	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-06	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-07	BMW S4 turbo
8	Marc Surer (CH)	Brabham BT54-03	BMW S4 turbo
9	Kenny Acheson (GB)	RAM 03-01	Hart S4 turbo
10	Philippe Alliot (F)	RAM 03-02	Hart S4 turbo
11	Elio de Angelis (I)	Lotus 97T-03	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-04	Renault V6 turbo
12T	Ayrton Senna (BR)	Lotus 97T-02	Renault V6 turbo
15	Patrick Tambay (F)	Renault RE60B-06	Renault V6 turbo
15T	Patrick Tambay (F)	Renault RE60B-08	Renault V6 Turbo*
16	Derek Warwick (GB)	Renault RE60B-07	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-04	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-03	BMW S4 turbo
18T	Thierry Boutsen (B)	Arrows A8-02	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185-03	Hart S4 turbo
20	Piercarlo Ghinzani (I)	Toleman TG185-01	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 185TB-03	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 184TB-01	Alfa Romeo V8 turbo
24	Huib Rothengatter (NL)	Osella FA1G-02	Alfa Romeo V8 turbo
25	Philippe Streiff (F)	Ligier JS25-04	Renault V6 turbo
26	Jacques Laffite (F)	Ligier JS25-05	Renault V6 turbo
27	Michele Alboreto (I)	Ferrari 156/85-085	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-083	Ferrari V6 turbo
28T	Stefan Johansson (S)	Ferrari 156/85-084	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-02	Motori Moderni V6 turbo
33	Alan Jones (AUS)	Lola THL1-01	Hart S4 turbo
33T	Alan Jones (AUS)	Lola THL1-02	Hart S4 turbo

*Race car.

LAP TIMES

FRIDAY

Weather: very hot, dry
Driver

Piquet	1:25.679
Rosberg	1:26.161
Mansell	1:26.960
Senna	1:27.009
de Angelis	1:27.098
Prost	1:27.576
Alboreto	1:27.552
Berger	1:27.746
Surer	1:27.799
Warwick	1:28.119
Boutsen	1:28.369
Lauda	1:28.472
Tambay	1:28.578
Johansson	1:29.011
Fabi	1:29.050
Patrese	1:29.068
Cheever	1:29.298
Laffite	1:30.186
Ghinzani	1:30.271
Streiff	1:31.727
Brundle	1:33.503
Rothengatter	1:33.529
Acheson	1:34.919
Jones	1:34.943
Martini	1:35.770
Alliot	1:36.221

SATURDAY

Weather: very hot, dry
Driver

Senna	1:25.084
Rosberg	1:25.230
Mansell	1:25.486
Piquet	1:25.584
Prost	1:25.790
de Angelis	1:26.044
Alboreto	1:26.468
Tambay	1:27.020
Surer	1:27.153
Johansson	1:27.473
Berger	1:27.723
Warwick	1:28.112
Patrese	1:28.340
Fabi	1:28.386
Cheever	1:28.629
Boutsen	1:28.760
Brundle	1:28.793
Lauda	1:28.949
Streiff	1:29.839
Laffite	1:30.376
Ghinzani	1:31.449
Martini	1:33.981
Rothengatter	1:37.664
Alliot	1:37.664
Acheson	1:38.325
Jones	1:45.823

WARM UP

Weather: overcast, dry
Driver

Prost	1:29.361
Lauda	1:29.969
de Angelis	1:30.579
Mansell	1:30.651
Piquet	1:31.098
Alboreto	1:31.353
Rosberg	1:31.601
Surer	1:32.058
Tambay	1:32.252
Ghinzani	1:32.532
Senna	1:32.639
Johansson	1:32.711
Berger	1:32.756
Laffite	1:32.234
Warwick	1:33.268
Cheever	1:33.629
Brundle	1:33.633
Fabi	1:33.999
Boutsen	1:34.067
Patrese	1:34.574
Streiff	1:34.604
Martini	1:36.096
Alliot	1:36.609
Jones	1:38.066
Rothengatter	1:38.552
Acheson	1:39.705

RACE

Weather: overcast, dry
Driver

Mansell	1:28.283
Rosberg	1:28.421
Prost	1:29.714
Lauda	1:29.998
Alboreto	1:30.163
Piquet	1:30.436
Johansson	1:30.795
Surer	1:30.935
Senna	1:31.703
Tambay	1:31.745
de Angelis	1:31.896
Laffite	1:32.448
Boutsen	1:32.820
Warwick	1:33.330
Brundle	1:33.418
Streiff	1:33.575
Fabi	1:33.864
Patrese	1:34.784
Alliot	1:35.308
Cheever	1:36.311
Berger	1:36.425
Jones	1:36.536
Rothengatter	1:37.585
Acheson	2:14.092

STARTING GRID

12	Senna	1:25.084
6	Rosberg	1:25.230
5	Mansell	1:25.486
7	Piquet	1:25.584
2	Prost	1:25.790
11	de Angelis	1:26.044
27	Alboreto	1:26.468
15	Tambay	1:27.020
8	Surer	1:27.153
28	Johansson	1:27.473
17	Berger	1:27.723
16	Warwick	1:28.112
22	Patrese	1:28.340
18	Boutsen	1:28.369
19	Fabi	1:28.386
1	Lauda	1:28.472
23	Cheever	1:28.629
3	Brundle	1:28.793
25	Streiff	1:29.839
26	Laffite	1:30.186
20	Ghinzani	1:30.271
24	Rothengatter	1:33.529
29	Martini	1:33.981
10	Acheson	1:34.919
33	Jones	1:34.943
9	Alliot	1:36.221

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	McLaren-TAG	51	1-17:59.451
2	7	Piquet	Brabham-BMW	51	1-18:51.086
3	12	Senna	Lotus-Renault	51	1-18:59.841
4	8	Surer	Brabham-BMW	51	1-19:00.060
5	28	Johansson	Ferrari	50	
6	11	de Angelis	Lotus-Renault	50	
7	15	Tambay	Renault	50	
8	3	Brundle	Tyrrell-Renault	50	
9	18	Boutsen	Arrows-BMW	50	
10	25	Streiff	Ligier-Renault	48	
11	5	Mansell	Williams-Honda	47	Not running, engine
12	19	Fabi	Toleman-Hart	47	
13	27	Alboreto	Ferrari	45	Not running, engine
R	6	Rosberg	Williams-Honda	44	Engine
R	26	Laffite	Ligier-Renault	40	Engine
R	1	Lauda	McLaren-TAG	33	Engine
R	22	Patrese	Alfa Romeo	31	Broken exhaust
R	24	Rothengatter	Osella-Alfa Romeo	26	Engine
R	9	Alliot	RAM-Hart	19	Clutch
R	17	Berger	Arrows	13	Gearbox
R	16	Warwick	Renault	9	Transmission
R	33	Jones	Lola-Hart	6	Overheating
R	23	Cheever	Alfa Romeo	3	Engine
R	10	Acheson	RAM-Hart	2	Gearbox
R	29	Martini	Minardi-Moderni	0	Engine
R	20	Ghinzani	Toleman-Hart	0	Dead engine

WORLD CHAMPIONSHIP POSITIONS

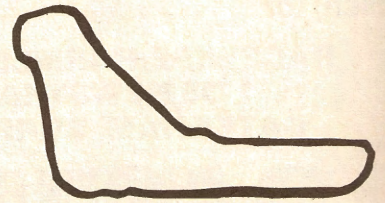
DRIVERS

1	Prost	65
2	Alboreto	53
3	de Angelis	31
4	Senna	23
5	Johansson	21
6	Piquet	15
7	Rosberg	18
8	Lauda	14
9	Tambay	11
10	Laffite	10
11	Boutsen	9
12	Mansell	7
13	Surer	5
14	Belloff	4
16	Arnoux	3
de Cesaris	3	

CONSTRUCTORS

1	McLaren-TAG	79
2	Ferrari	77
3	Lotus-Renault	54
4	Williams	25
5	Brabham-BMW	24
6	Renault	15
7	Ligier-Renault	11
8	Arrows-BMW	9
9	Tyrrell-Ford	4

†Deceased



TECHNICAL DATA

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

Hannu tests Metro — Wilson to leave Ford?

Hannu Mikkola conducted some "secret" tests with the Metro 6R4 last week, going on to spend some time as John Davenport's guest on the Lindisfarne Rally. The Finn would not be drawn on his feelings about the car, but it seems that it took some time for him to reacquaint himself with the characteristics of a conventionally aspirated engine.

Mikkola had permission from Audi Sport to conduct the work, but the German team boss, Roland Gumpert, has already indicated that he does not want to lose any of his drivers, Mikkola

himself tipped to combine a few World Championship appearances with some rallies in America. The Finn's second home is in Florida, so that programme would fit in well with his family life.

"We have to act a little bit like Grand Prix drivers, when asked about teams," explained Mikkola at the weekend. "Who knows which cars we could be driving next year. I have never seen Kielder in the daylight you know, but even then it is still raining."

Hand in hand with the debates over Mikkola's future were the suggestions that Malcolm Wilson is seriously considering

departing the Ford fold to join the Austin Rover squad with a Metro 6R4 on major events next year. Already, David Llewellyn is expected to contest the Open series for ARG, so presumably the fact that the Cumbrian driver is heading for Oxford means that it is for a World Championship programme, something which Ford has stubbornly refused to offer. Peter Ashcroft said he would be very sorry to lose Malcolm, who has stayed absolutely loyal to the marque since his earliest days. He has to date been responsible for virtually all of the testing work on the RS200.

Shuffle for Stig

Stig Blomqvist spent much of Saturday in the company of Ford executives adding fire to the rumours that he will join the team for the 1986 season. There is also now a suggestion that in addition to the driver moves expected towards the end of this season there will be some co-driver changes, and if Blomqvist finds himself with a full campaign, then Arne Hertz is tipped to rejoin his countryman. The last time the two competed on a World Championship was back in 1973 when they did the Lombard RAC Rally in a Saab 96!

If the old partnership is renewed, it is possible that "Captain" Bjorn Cederberg — Blomqvist's partner since 1979 — will retire and that Hannu Mikkola may be looking for a new co-driver.

Moves at Opel

While Opel's plans for 1986 are clearly centred around the four-wheel-drive Kadett (detailed in last week's *AUTOSPORT*), the British based GM Dealersport operation has yet to receive budget approval for next season's activities.

It is anticipated that the new car will undergo some of its development programme in this country but details of drivers and events are still under wraps.

Speculation currently suggests that one of the team's drivers will be moving on next season although neither have been forthcoming about their hopes for the new season. Their efforts have been concentrated on this week's activities on the Isle of Man, but afterwards some progress must be expected.

A spokesman for GM Dealersport explained, however, that the team's 1986 plans should be formally announced at the traditional pre-RAC Rally gathering in Nottingham on November 22.



Vatanen progress

Although suffering from a stomach upset and a bout of influenza, Ari Vatanen is still progressing in a Helsinki hospital, and concentrating on getting back to full fitness. The infections left him a bit weak before the weekend, but by Monday he was back to his old self, and interested in the latest news. He hopes that another two weeks in bed will see sufficient improvements for the first exercises. Vatanen was injured last month when his Peugeot 205 Turbo 16 crashed badly on the Argentina Rally.

Snyers again

Patrick Snyers has retained his Belgian title for the third year running by virtue of finishing first on last weekend's Bianchi Rally. The Bastos Lancia driver fought off a strong early challenge from team mate, Guy Colsoul, in the Manta 400 and the Porsche of Robert Droogmans.

This was Snyers' fifth outright win of the year, having taken top honours on the Haspengouw, Adrennes, Tac and Walonie rallies earlier in the year.

AUTOSPORT, SEPTEMBER 12, 1985



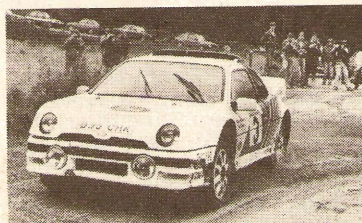
Whose car is it anyway? ARG personnel pay close attention to the new Ford.

Debut win boosts Ford's RS200 hope

The decision by Ford Motor Company to give the RS200 its debut on a tough hard event, against strong opposition was a calculated gamble which paid off. The win by Malcolm Wilson and Nigel Harris on the Lindisfarne Rally at the weekend was however, a very important stepping stone for the whole project, as Stuart Turner underlined on Monday.

"The Lindisfarne Rally was important as it gave us the opportunity to test in action, rather than thrashing around Boreham. We have a major budget proposal being put to the directors next week, and we will decide our future plans after that meeting."

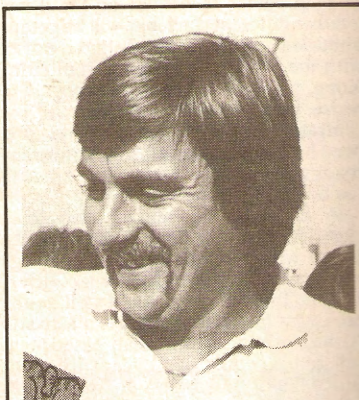
As detailed in *Special Stage* last week, the RS200's homologation now looks certain to be delayed, and even Ford executives at the weekend were openly concerned that the cars were not coming off the production line fast enough. The first one was actually expected to be completed and checked on Monday, so with no plans for Ford to appear on the Monte Carlo Rally, a debut on the Swedish International next February



Closing in on victory.

seems the most likely choice. Turner admitted that the chances of the car appearing on November's RAC Rally were now, "only 50/50."

In the immediate future, it seems as if the car may be entered on the Audi Sport Rally — last round of the Shell Oils/AUTOSPORT series — but there are no details about who will drive. During the weekend, Peter Ashcroft of Ford confirmed that Malcolm Wilson had been approached by other parties (see separate story), but would only state that he was talking to a number of drivers for 1986.



Top man

Probably the least surprising piece of information from last weekend's sporting activities was that Kalle Grundel has clinched the German Championship for Peugeot Deutschland. This season, there has been no-one to challenge the Swede and the team have notched up their first title with two rounds still to go.

VW's £250,000 boost for young drivers in '86

At a press conference in London last week, a £250,000 programme aimed at young rally drivers was launched by the British importers of Volkswagen cars. "The Volkswagen Junior Rally Team" is aimed at those under 25 years of age, with the intention that four ambitious youngsters will contest the Shell Oils/AUTOSPORT National Rally Championship in Group A Volkswagen Golf GTIs.

The lucky four — one each from England, Scotland, Wales and Northern Ireland — will each receive a factory prepared Golf GTI plus a back-up package which will include a service van, trailer, spare parts, and the services of a Volkswagen Motorsport engineer. The most successful member of the squad will compete on the RAC Rally in November 1986, with a works backed car.

The selection process starts this week, (see advertisement p34), with an invitation to all eligible drivers to contact the importers. Only grass roots experience is required, with an upper age limit of 25 years. It is expected that the team will be finalised by the end of next month — the selection being made by representatives of the RAC MSA and Volkswagen Motorsport.

"We see this programme as a way to encourage British talent — to offer a stepping stone for just four of the many talented drivers struggling to make it to the top," explained Peter Cover, Sales and Marketing Director of Volkswagen's British importer. He continued to detail that it was the company's policy to look at all such projects as long term investments



Young drivers will have an opportunity to contest the National Championship in Golf GTIs.

and obviously the intention is for the Volkswagen Junior Rally Team to continue for a number of years.

In the wake of David Llewelin's sudden departure from the Audi Sport UK camp, the Volkswagen personnel confirmed that an option clause may be included in drivers' contracts, so that any 'bright prospects may be channelled into other cars from the VAG stable. David Sutton Motorsport mechanics are building the cars in Hanover, to a specification similar to that used by the official

Hanover based team, with 1800cc engines, and, around 170bhp. The scheme is unique to this country, and it is hoped that the successful applicants will get opportunities with the current factory drivers.

During the presentation, Peter Cover made brief mention of the recent development at Audi Sport UK, and the expected departure of David Llewelin. With reference to Audi in 1986 he commented that, "our drivers will be announced soon."

Success at last

Ford had more than the RS200 win to celebrate last weekend for their RS Turbo took its first Group A win as well. Stig Andervang fought off a strong challenge from the regular Belgian contenders on the Bianchi Rally to clinch the category along with fourth overall. Andervang's next outing will be on this week's Manx Rally where he will face Mark Lovell in a similar car.

The 26 year old Swede is likely to be seen again in Britain as he prepares for the Lombard RAC Rally in November. Fred Henderson revealed at the weekend that he has tied together a deal to run Andervang in a Colway Tyres supported Escort RS from Tony Maslen on the Cumbria Rally at the end of the month and the Quip Stages in October. Details of the RAC entry are yet to be announced and may yet depend on Ford's requirements. Co-driver for the two national events will be Fiona Beacon.

BTRDA dates

Following a recent committee meeting, dates for the 1986 BTRDA Rally Championship have been finalised although the association is still looking for a replacement for the Quip Forest Stages, the traditional final round, now that it has been promoted to the Shell Oils/AUTOSPORT National Championship.

The Wydean will open the eight round series which, as previously stated (AUTOSPORT, June 27) will retain reverse seeding. New to the championship for 1986 is the Direct Windows York Rally, formerly a round of the premier series and replacing the Dukeries Rally, while the Severn Valley Stages in June is expected to offer a different format to previous years. The final, scheduled, event is the Bridgend Stages on September 21 but a date clash with the Manx Rally will probably produce an alternative slot in the calendar. Several different rallies are under consideration for the eighth event in the championship and the organisers are confident of finding a worthy finale to the series.

The Production saloon category has been successful this season but the committee were worried that the current 'hot hatchbacks' were at a distinct disadvantage against the 2.8i Capris and Toyota Supras that have led the way this year. Therefore, for 1986, there will be two classes in the category. Class 1 will comprise front-wheel-drive cars up to 2000cc and rear-drive cars up to 1600cc, while Class 2 will contain four-wheel-drive cars and anything else not covered by the Class 1 regulations.

BTRDA Championship 1986

Feb 15	Wydean Stages
Mar 22	York National
Apr 12	Plains National
May 17	Centurion Rally
Jun 14	Severn Valley
Aug 16	Border Rally
Sep 21	Bridgend Stages

*Plus one more to be decided

AUTOSPORT, SEPTEMBER 12, 1985

Safari revisited for works teams in China

As the three day tarmac event on the Isle of Man comes to a close on Saturday, a rather different challenge will be getting under way on the other side of the world, with the 555 Rally. Starting from Hong Kong, the 3,400km route is expected to prove very difficult, especially as the central part of the country has recently been hit by some wild storms, with many roads washed away, and people killed in the floods.

If it is to be muddy therefore, experience on difficult long distance events will be invaluable, and although without the benefit of four-wheel-drive, Toyota Team Europe could well be the pre-event favourites. Always a force on African events, the German-based team will run a couple of Celica Turbos for Bjorn Waldegard and Juha Kankkunen; the two men who have dominated the Safari rally in recent years.

Opposition will come from the team which offered so much resistance in Kenya last Easter, Opel sending two Manta 400s backed by Marlboro for Erwin Weber and Guy Frequelin. It is, in fact, the African specialists which have supported this rather curious event, Nissan including three cars for Shekhar Mehta, Mike Kirkland, and newcomer Lars-Erik Torph.

With so many works teams present, it is interesting to note that it is a private



Sherwood and Fowkes — privateers.

effort which has been given the number 1 start spot, Hannu Mikkola and Arne Hertz driving a 555 backed Audi Quattro run by Andy Dawson. Dawson himself will start at number 9, expected to perform a support role. The only other Audi on the rally is the Group A Audi 80 Quattro of Rudolf Stohl and Ingolstadt's Jurgen Bertl.

The bulk of the entry list — which includes 38 cars — is inevitably made up of Japanese machinery, a selection of Subaru, Nissans, Mitsubishi's, Mazdas, Toyotas, and Hondas making up the numbers. There are, however, a few Europeans looking for adventure, including Tony Fowkes, partnering David Sherwood in a Subaru backed by ICI Autocolour. The other British entrants are James Ingleby/Roy Campbell who will be running a Ford Sierra 4x4, hoping to get all the way to Beijing, for the finish on Thursday, September 19.

Junior rethink

Plans to send the British Junior Rally Team to the Asturias Rally next week have been abandoned and the future of the team is the subject of discussion at present. A test day for prospective members for 1986 had been planned for October 26/27 but, as that clashes with the final round of the BTRDA Rally Championship, the date is likely to be changed. Apparently there have been around 20 applications from young hopefuls.

The reasons behind the cancellation of the Asturias Rally outing were that too many of the team members had commitments to other championships. It means that the team have only been seen in Sweden this year so far and the general impetus has definitely drifted away. Many of the team members have now clinched works or works supported, contracts and the way is clear for a completely fresh line-up and re-definition of the objectives.

The form that the team will take in 1986 is largely dependent on Monday's FISA meeting in Paris where the whole concept is under discussion. Currently, each of the participating countries have a different view of the Junior Team ideals and some form of uniformity is being sought.

BRIEFLY

■ Lambert Peeters, co-driver to John Bosch, was seriously injured on the Bianchi Rally at the weekend when the David Sutton built Audi Quattro left the road on the fourth stage and slammed into a house. In the accident Peeters, already nursing a broken ankle, received head injuries and we understand that, on Monday, he was in a coma. We were also disturbed to learn that his hand had to be amputated having been crushed by the roll cage in the impact.

■ Rally photographer, Tony Large, tackled his first rally at the weekend, partnered by his wife, Kate. The pair finished eighth overall and first in class on the Reddings Trophy Rally. Did anyone get the picture?

■ Following a year of development with Malcolm Wilson's Quattro, Dunlop recently announced a range of rally tyres to cover most conditions. Full details are available from the company's Motorsports Division. SP Tyres UK Ltd. Fort Dunlop, Birmingham B24 9QT. Tel: 021-384 4444.

■ Have you ever stood out in the cold to watch a special stage? As the answer is probably, "Yes", you may be pleased to learn that Hotcan, a self heating meal in a can, will be available on the Isle of Man this week from Leisurecraft Ltd, Derbyhaven, Isle of Man. Tel: 0624 823574.

■ The prizegiving for this year's AC Delco Astra Challenge and Nova Junior Cup takes place at Chateau Impney, Droitwich Spa, on Saturday November 26. Make a note of this highly sociable evening.

■ Pete Doughty has attracted sponsorship from a scrap metal company for his attempt on the Lombard RAC Rally in November. McIntyres of Nottingham will be hoping that the Manta 400 is not destined for one of their own scrap heaps after the gruelling five day challenge.

■ Euro Northern Rally Services will be organising a rally forum in conjunction with GM Dealership on October 2 at Leavers of Blackburn to set the ball rolling towards the RAC Rally. Tickets, at £1.50, are available from Euro Northern at 0282 869049.

■ Dougie Watson-Clark will be chasing Belgian honours on the Omloop van Vlaanderen Rally next weekend when he and Dave Orrick takes the County Garage Escort RS over the channel. For Orrick, this is just another outing, but the talented 25-year old driver will be experiencing the land of chips and mayonnaise for the first time...

■ Terry Pankhurst paid a visit to the Lindisfarne Rally at the weekend and admitted that he has acquired a Talbot Sunbeam with which to tackle a few rallies next year, "Just for fun."

DIARY

Kingdom Stages Rally, October 5: 46 stage miles for £82 is the offer for this round of the KARS East of Scotland Championship event, based on Kirkcaldy. Full regulations are available from Mrs Beth Ness, Balbeggie Avenue, Kirkcaldy, Fife KY1 3NS. Tel: 0592 774274.

Allerdale Forest Stages, October 13: Wigton MC event in the North Lakes forests with 22 stage miles available in a very compact day. Details from Carol McVittie, 21 Lodore Drive, Carlisle. Tel: Carlisle 45600.

AC Delco Southbound Stages, October 13: Following the demise of the Millbrook Stages, the AC Delco Astra Challenge and Nova Junior Cup crews will have an extra event at Bruntingthorpe Airfield, Leicestershire. Details from Jane Kesterton, 10 Newton Close, Newton Solney, Burton on Trent, Staffs.



Opel start favourites with either Russell Brookes or Jimmy McRae for the title.

Manx Carnival

"Roll up, roll up, for the greatest show on Earth. Witness the high speed thrills and spills as the Opels do battle with the Audis, Toyota take on Austin Rover and three drivers battle for supremacy. Some seats still available at popular prices, but hurry...!"

Over the top? Well, maybe. But the Manx is that sort of event. A three day carnival of motorsport which will decide the outcome of this year's Shell Oils RAC Open Rally Championship. Tudor Webasto take over the sponsorship of the all-tarmac event and must be delighted at the prospects. Interest in the rally, which starts today (Thursday), from Douglas Promenade, is running at a higher level than ever and, if the cards fall right, only the two drivers who fail to take the title will be disappointed.

For that is the situation as the cars leave the start ramp. Russell Brookes and Jimmy McRae lead the series with equal points (although Brookes' better score on the National Breakdown Rally in February tips any tie-break in his favour) while former title favourite, Malcolm Wilson, is just four points behind. Brookes and McRae, of course, are in their regular Mantas — Brookes once more with the lightweight version seen in Ulster — while Wilson's desperate bid for success will be at the wheel of a Sport Quattro from Ingolstadt. For the Opel twins, the Manx is a straight fight while Wilson must finish with at least one other driver between himself and the Opels if he is to steal the title from under their noses. Having won all three gravel rallies in this year's series, Wilson deserves something for the mantlepiece but he has failed to score on the tarmac events. Consistency has resulted in the current points situation for the Opel and their tarmac abilities must surely make one of their drivers favourite for the title. Team orders? No-one would take any notice of them, surely...

In order to keep the Opels at bay, Audi have once more sent the multi-winged Sport Quattro S1 for Michele Mouton, entered David Llewellyn in his regular A2 version, and will also have Harald Demuth on the island with his regular car to help the Audi UK effort and hopefully chase European Championship points which have so far this season proved elusive. A formidable armoury indeed but the Quattro has still to finish any Manx Rally. Now is the time to break the jinx...

Opel's 'spoiler' is likely to be Bertie Fisher in the second lightweight Manta 400. Second on last year's event, the Ulsterman is a popular visitor to the island and he will be

sure to give of his best this week. Austin McHale and Cyril Bolton are other candidates for the blocking task but both will be seeking points in the STP Tarmac series and have other pressures to consider.

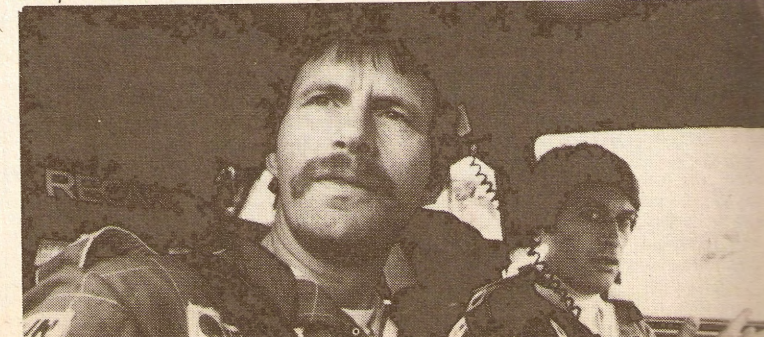
The Group A contest is no less tense as Tony Pond tries to wrest the crown from Per Eklund. Last year, Pond's Computervision Rover was a spectacular third and now, with the car far better than 12 months ago, he could tie up the title on his favourite event. A new resident of the island, Pond loves the place and knows it intimately. A top three placing — especially with the cushion of Mike Stuart in a similar works car to ensure safe points for Austin Rover in the Manufacturers contest — is a good bet and a long shot might actually be the first outright win for a Group A car on a round of the championship.

For Eklund, the Manx may mark the end of his relationship with Toyota GB and he would like to go out with another success under his belt. The car was on the island last week for tests on the revised rear suspension and the new engine management system which improves the Supra's low speed response, essential among the tricky corners which punctuate the island's sweeping sections. Eklund needs to comprehensively beat Pond if the title is to stay at Redhill and that will require every ounce of the wily Swede's experience. Another great battle in prospect...

With four manufacturers poised to take the title (Opel, Audi, Austin-Rover and Toyota are all possible champions, Austin-Rover the favourite), there will be just as much interest among the PR staff as there will be on the stages.

And so the scene is set for the last great battle of this year's championship. Audi versus McRae versus Wilson. And there's

Group A leaders Pond and Arthur — going for an outright win?



more! Don't overlook the thrust for outright honours from Mikael Sundstrom's Peugeot 205 Turbo 16 — such a star in Ulster — or the Group A challenge from his team mate, Louise Aitken-Walker. The little 205 GTI was spectacularly quick in Ireland and may yet prove to be the wild card in the Group A battle.

This year's Tudor Webasto Manx Rally is more than just a three-legged-race...

LEADING ENTRIES

1 Mouton/Pons.....	B	Audi Sport Quattro S1
2 Demuth/Radaelli.....	B	Audi Quattro A2
3 Eklund/Whitlock.....	A	Toyota Celica Supra
4 McRae/Grindrod.....	B	Opel Manta 400
5 Brookes/Broad.....	B	Opel Manta 400
6 Wilson/Harris.....	B	Audi Sport Quattro
7 Sundstrom/White.....	B	Peugeot 205 Turbo 16
8 Llewellyn/Short.....	B	Audi Quattro A2
9 Kaby/Gormley.....	B	Nissan 240RS
10 Fisher/Frazier.....	B	Opel Manta 400
11 Haugland/Bohlin.....	B	Skoda 130L R
12 Pond/Arthur.....	A	Rover Vitesse
13 Lovell/Davis.....	A	Ford Escort RS Turbo
14 Airikkala/McNamee.....	A	Vauxhall Astra GT E
15 Wood/Nicholson.....	A	Vauxhall Astra GT E
16 Sandin/Nordin.....	A	VW Golf GTI
17 Aitken-Walker/Morgan.....	A	Peugeot 205 GTI
18 McHale/Farrell.....	B	Opel Manta 400
19 Bolton/Ervine.....	B	Opel Manta 400
20 Price/Davis.....	B	Renault Maxi 5 Turbo

MEDIA COVERAGE

Ceefax will carry updates throughout the three days of this high speed contest on page 139, while Eventsline will also broadcast news on 061-246 8066.

Barry Hinchcliffe's cameras will record the action for broadcast on ITV on Saturday September 21, while the Screen Sport cameras will be filming for their Turbo programme on Wednesday September 18. But if you want the full story of this closing event in the 1985 Shell Oils RAC Open Rally Championship, don't miss AUTOSPORT on Thursday September 19...

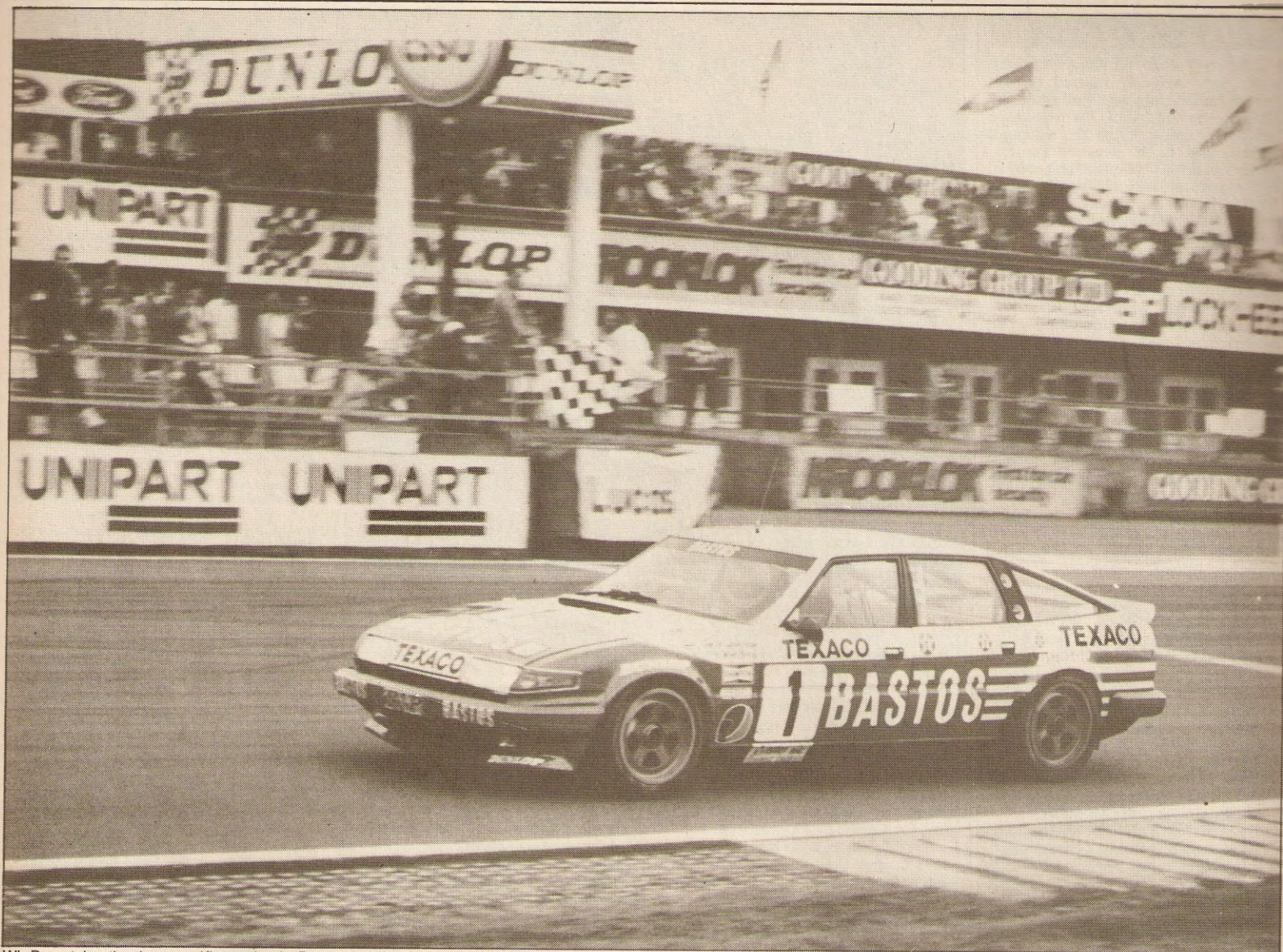
SPECTATOR INFORMATION

With the entire event being run on closed public roads, the rally programme will carry the full route for you to watch the action. It will be on sale at Rally HQ — the Villiers Hotel, Douglas Promenade — during the event.

The rally starts from Douglas Promenade at 0900 on Thursday September 12, returning after the first leg at 1830. Friday's activities begin at 0900, the cars back to Douglas at 2040, with the final day beginning at 0830 and the champagne being opened at 1630. Servicing will take place throughout the event behind the TT Grandstand, Douglas.

SHELL OILS RAC OPEN CHAMPIONSHIP POINTS

Overall	
1 Brookes (Opel Manta 400).....	49
2 McRae (Opel Manta 400).....	49
3 Wilson (Audi Quattro).....	45
4 Fisher (Opel Manta 400).....	30
5 Pond (Rover Vitesse).....	24
Group A	
1 Pond (Rover Vitesse).....	60
2 Eklund (Toyota Celica Supra).....	54
3 Aitken-Walker (Peugeot 205 GTI).....	27
4 Stuart (Rover Vitesse).....	26
5 Wood (Vauxhall Astra GT/E).....	24
Manufacturers	
1 Opel (B).....	64
2 Audi (B).....	61
3 Austin Rover (A).....	60
4 Toyota (A).....	59
5 Vauxhall (A).....	35



Win Percy takes the chequered flag to give the Rovers their first win since Donington Park back in May. With Steve Soper and Jean-Louis Schlesser finishing second it was a good day for the team.

One-two for the old firm

Phew! As the tabloids might say, what a scorcher! The Silverstone "TT" — the grandpappy of all British motor races — had a pretty wild 80th birthday party. It was a race with something for everyone: shock, horror, drama and scandal — and the National Anthem to finish the day — brings tears to the eyes. . . The first 10 laps saw no fewer than four different leaders — from four different marques — before Gianfranco Brancatelli burst into the lead as Jean-Louis Schlesser took off into the boonies with a recalcitrant backmarker. 'Branca' looked to have made the break, but then the spectacular demise of a BMW brought out the pace car and the leaders closed up again. Then it was a race in the pitlane — and the TWR crew won that particular battle with some highly impressive pitwork.

QUALIFYING

Shock, horror, drama, scandal . . . No, just Silverstone. Perhaps the ETC circus has been spoilt by the circuits they have visited of late, but on arriving at Silverstone everyone seemed to notice the lack of any discernible 'feel' in the place. The lightly undulating airfield is not exactly devoid of character, but it isn't particularly atmospheric — the abiding feature is the sky which dominates the place, always in a cloud-swirling,

menacing sort of way — particularly in gusty September. There's the Daily Express Bridge, Woodcote, the pit straight and Copse and the cars disappear — there's a circuit out there at the back somewhere, but in ETC the need to know what is going on in the pits precludes any wandering around, except in qualifying.

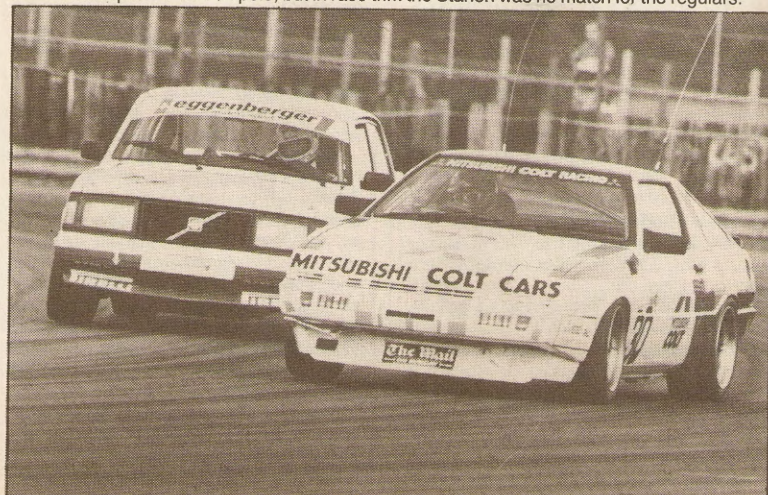
The back, of course, is where the most spectacular action takes place, the blindingly quick Stowe and Club corners, that's where you see the best of Silverstone — the place is all about speed, and

getting the cars "just so".

The pitlane is all about gossip, backbiting and in-fighting, and this weekend was no exception. There was some consternation when the Volvo 240 turbo cars appeared in exactly the same spec as they have all year. But didn't FISA cancel

their homologation? Well, it seems they did, but now that cancellation has been cancelled — apparently without any recourse to normal channels of the regulations. It was enough to leave journalists sobbing in confusion over their typewriters, yellow books broken-

Dave Brodie put the Colt on pole, but in race trim the Starion was no match for the regulars.



backed and lawyers on stand-by . . . "Not a good situation," said Marcel Servais, FISA's man on the spot. He wasn't kidding . . . Still, legal or illegal it didn't seem to matter, the cars were there. Well, almost all of them. The 'Luna' Volvo did not appear, but this we were told by the ever-diplomatic Thomas Lindstrom was because in Sweden there are "too much holidays". The Volvo factory shut down for August and poor old Ulf Granberg couldn't get the parts he needed to rebuild another engine. So the Volvo troops were down to two cars and eager not to talk about the problems too much. Problems, it seems, can easily be solved if they are swept under the carpet . . .

The TT this year celebrated its 80th anniversary and if anyone wanted to win more than anything it was the Austin Rover team. This after all is home territory and it is awfully nice to win for the folks back home, particularly with the top brass there to see it all.

Thus, the performance of the Colt Starion Turbo rendered more than a few speechless as Brodie put in one of those incredible performances we have seen in Trimoco this year — pole was his by almost a second. Could he match that pace in the race? "No." Well, you can't say he's not honest.

So, it was back to the old ETC qualifying games — close your eyes and pray laps — because a car on pole is a good PR photo. If there's money to be spent why not spend it? Judging by the number of engine/rear axle/diff changes between the two sessions everyone seemed to agree, everywhere you wandered you fell over a discarded qualifying engine. It's only a matter of time before there are totally different cars for practice and the race. This time, though, the Brode outblasted the rest. The Colt tweaked up and transmitting to its clever little pitlane computer.

But what was the strange white tower by the TWR pit? The timing computer was out on the pitwall and the heavily camouflaged box beside the pit, spewing forth wires to aerials above the garages begged investigation — surely the red cross on the side was against the Geneva Convention — hiding secret weapons. "It's the Walkinshaw upper command post," quipped the clandestine team chief. Other suggestions included intercepting devices, radio interference, machine guns or perhaps some curious fuel-monitoring machine. Who knows, despite strenuous efforts the bunker remained unstormed by the investigative press . . .

Walkinshaw himself, when not selling dummies to all and sundry, was busy putting his Rover Vitesse on the front row of the grid alongside the Colt. The Walkinshaw/Percy car was a brand new chassis and not quite right. There was no doubt about it, the quickest Rover was the third car for Steve Soper and Jean-Louis Schlesser — fourth on the grid. Walkinshaw's front row position owed more to picking the car up by the scruff of the neck than anything mechanical.

Splitting these two Rovers was the Ford Sierra Turbo of Andy Rouse and David Sears. This was the Sierra's ETC debut and with a string of success in Trimoco racing Rouse was eager to prove that he had found a car for the future. He has, and in David Sears he has also found a driver who can all but match him. The two fit well in the same seat, the same overalls and much the same sort of times — Andy 0.17 secs quicker, but with considerably more experience in the car. The problem in the Sierra camp, though, was tyres. "We are in the lap of the Gods, we just put the tyres on and hope for the best," commented Rouse.



Thomas Lindstrom hurtles through the Woodcote chicane on his way to third place. Brancatelli had dominated the race early on in the car . . .

Schlesser and Soper did all that was asked of them and Jeff Allam and Armin Hahne were right behind too, just clear of the second Radiopaging-sponsored Sierra piloted for the weekend by Rex Greenslade and Tony Trimmer — who had even less effective rubber than the leading XR4i.

But hold on, one hasn't mentioned the Volvos, what's going on? Well, the 240s sat side by side on the fourth row of the grid and all was not well. Having tried assorted cocktails of tyre compounds, springs and roll bars the Volvos were still having trouble putting their considerable power down on the track. Out of the corners the cars exhibited an interesting tendency towards the sideways shuffle and the four engineers who make up the driver line-up found themselves forced to

drive round the problems. When it comes to driving round problems Gianfranco Brancatelli has few peers and he topped the 240 times. "We'll be good for the race," commented the fiery, little Italian, "I have a plan . . ." The chicane, Branca insisted, held the key, if the cars could be made to handle well there when tyres started to go off in the race, ground could be made up. Everyone would have the same problems at the fast corners, but a good car in the chicane would make the difference. The logic was admirable.

The second car for Pierre Dieudonné and Sigi Muller had similar problems, not aided when Muller rooted his qualifiers. "Sometimes the driver is wrong, you know," Sigi, at least, admits that.

There was a noticeable drop in times to the first of the class 2 cars — the

Longman/Curnow Ford RS Turbo, which outqualified the BMW635 CSis, despite the strenuous efforts of Frank Sytner and Marco Micangeli to dictate otherwise. There really is nothing as emotive as a Bee Em being driven well, in glorious sideways drifts as the power comes on. You can't beat it.

Splitting Frank and Marco was the Pete Hall/Phill Dowsett Rover Vitesse. Hall has been improving steadily all year and at Silverstone he was showing his best form yet.

Two slots further back was a second Frank Sytner BMW driven for the weekend by a brace of South Africans: Tony Viana and Nicola Bianco — and very spectacular they were too, Viana in ▶

Andy Rouse was another driver to lead early on although his Sierra came to an ungainly end in the sandpit at Copse Corner.





Eight laps into the race and Andy Rouse's Sierra crashed out when a wheel came off the car. Its potential for ETC, however, had been shown — it was leading at the time . . .

particular showing that he has all the verve necessary for a 635. I wonder what he might do in a more up-to-date car?

The last two big class cars sat together on row 8, the second CiBiEmme Sport machine of Georges Bosshard and Guiseppe Briozzo and the Burlington Wallcoverings Bee Em of Mike Newman. Newman has struggled all year in Trimoco with a dodgy management system, but for this race he had converted his car to a Bosch black box. "The car had brain failure," bewailed Mike, "but the CiBi Emme team lent us a new brain box — and the engine ran perfectly." It makes a pleasant change. Mike was joined by \$2000 driver Rober Speak.

The second session, with the cars back to some sensible spec was warm and sunny, although a strong breeze misled several teams as they set about testing with full tanks and sensible tyres. With the qualifying sessions split there was no problems with traffic, but then again, the commentators struggled to pass the afternoon. With no small class cars to fall over there was little drama going on to be reported . . .

Come Saturday night, the general feeling was that the Colt would not be a problem for very long come race day, but there was that lurking Sierra and the Volvos were sure to come flying through.

RACE

The warmup put things back to normal with the three Rovers (Schlesser leading the way) clocked ahead of the two

Volvos. It was blustery and overcast all morning, and the paddock wags could not restrain themselves from pointing out it was much the same last year — only this time Chuck Nicholson wasn't about, so it probably wouldn't rain. The sun came out as they set off on their final warm-up lap behind the pace car (yes, a Jaguar was leading ETC for the first time this year!) and then they came roaring

Jean-Louis Schlesser drove magnificently after an early incident with a backmarker.

into Woodcote and the race was on.

Brodie made full use of the pole and slipped into Cope just ahead of the Rouse Sierra which got the drop on Walkinshaw. Down at Club, Rouse had a go for the lead and the two turbocars went side by side up to Abbey. Was this a sprint race we were watching?

Brodie's moments of glory, though, were numbered. Rouse put the Sierra

ahead on lap 2 and 'the Brode' settled back to a more manageable pace, dropping to fourth before the end of the second lap. Dramatic progress, however, had been made by Brancatelli (surprise, suprise), third on lap 3 splitting the Rovers as Schlesser did *everything* to get past Rouse — locking brakes into Woodcote and bulldozing a path through Weaver's Trench.

All the time, Brancatelli was closing in and, on lap 8, the three were in line astern. Up at Cope, Rouse suddenly slewed off the road *sans* front left wheel, coming to rest just short of the barrier.

Schlesser was leading, but Brancatelli was right with him and obviously not in the mood to stay behind. The two began the ninth lap side-by-side but at Stowe they came across an errant backmarker. Walkinshaw, following in their wake, watched the whole event as the Golf slewed across in front of Jean-Louis and the Frenchman had nowhere to go: the two cars touched, and JLS was spinning. Brancatelli swept through, the third leader in two laps . . . Poor old Jean-Louis had to struggle round to the pits with both rear tyres punctured and panels bashed, to rejoin in a lowly 23rd place to begin what was to be the drive of the afternoon — it netted him the driver of the day award.

At the front, though, Brancatelli began to eke out a lead over Walkinshaw and Allam, running in line astern, with the Greenslade Sierra defending its position in fourth from the Dieudonné Volvo. The course of this battle led Greenslade slightly off track at one point



and a misfire began to develop as a result, leaving Diéudonné able to get ahead and pull away. Greenslade pitted on lap 18.

Brodie was by now suffering "unbelievable oversteer" as the Starion's tyres deteriorated and he was caught quickly by the BMW battle between Sytner and Micangeli — neither known for their forgiven driving style — while Bosshard was the only other driver really in touch. Brancatelli had extended his lead to some 10secs by now, but it had stopped increasing as everyone settled in to get through the pitstops without undue drama.

Undue drama, however, came from the two Bee Ems. Sytner, coming down the inside at Woodcote with his BMW

half on the grass, hit Micangeli's similar car and launched the Italian's machine into a rapid spin, ending up sideways into the barrier on the inside of the chicane driver door first — and very hard indeed. "I was going for the inside line," explained Frank, "and he drove across me." That was one explanation, but were others . . . Poor Micangeli got a hefty bang on the head and the marshals took almost five laps before they extracted a rather tottery looking Marco and sent him off to Northampton General. The BMW lay wrecked against the barriers — something for Sytner to ponder each time round — Frank, you see, was to have raced that very car at Nogaro next week . . .

The organisers now had a problem. The BMW was undoubtedly in a very dangerous position and it could not be dragged clear as the steering had broken, and any dragging would move it further towards the racing line. So, after 13 laps, they decided to send out a pace car. After last year's *débâcle*, they were keen to pick up the leader and this they did — not that 'Branca' was particularly happy to see his hard-earned lead cut to virtually nothing. "There was no real reason for the pace car," he explained later, "and why so long after the accident? I lost a 10secs lead and Tom was back in my slipstream again . . ."

Whatever, the pace car was out. The marshals had actually removed the

fencing and cones at the chicane to allow the field to go through the chicane if need be, but to everyone's astonishment the Jaguar led the field through the corner as the marshals worked frantically to shift the wreck — and, of course, some of the cars had not caught up with the traffic jam and were still at racing speeds. That was no laughing matter . . .

The oddities of the afternoon were not over, however. When the pace car went past the pits to proceed on its last lap — lights off — the car immediately behind (Dagmar Suster's Alfa) suddenly surged past and set off. This triggered most of those behind and the pace car was swamped by passing cars. All very

The story of the smaller classes was what *could* have been for a couple of Ford Escorts. They both qualified fastest for their classes and ran well clear of the competition, only to leave Northamptonshire with no reward . . .

The Datapost Ford Escort RS1600 Turbo of Richard Longman/Alan Curnow made absolute mincemeat of the opposition in both the practice sessions, finishing the first 1.69secs clear of the next Class 2 car, the Jolly Club Alfa Romeo GTV6 of Lella Lombardi/Rinaldo Drovandi. In the afternoon session, when everyone was running in race set-up, a full 4.41secs to the good. However, in session two, the car developed a gearbox problem before Curnow could get more than a few laps beneath his belt, and the team were forced to change both the gearbox and the engine overnight. They started ninth overall, unaffected by a panel damaging collision in the warm up.

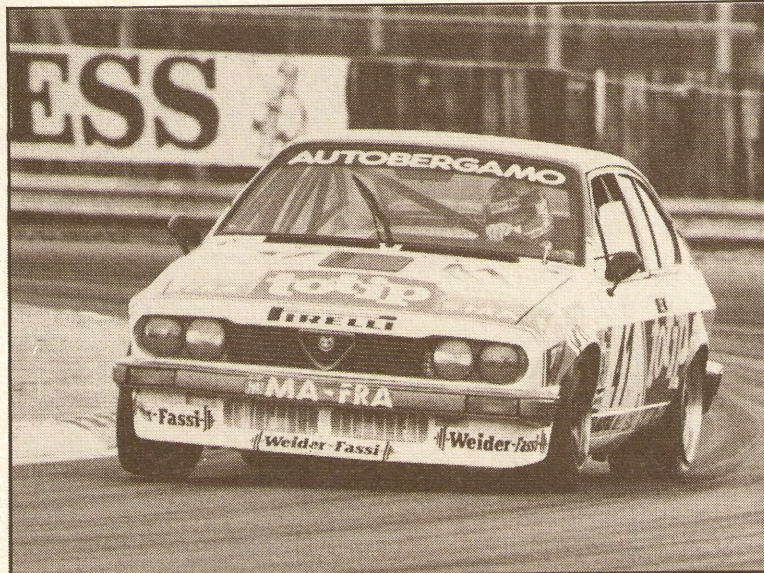
Lombardi/Drovandi took the honour of being the fastest Alfa, in both sessions, Drovandi setting the times with chunking tyres the main problem. Bernard de Dryver/Francois-Xavier Boucher were right behind in the faster of the Luigi Racing GTV6s, but interrupting the Alfa domination (the Escort-Turbo aside), was the fourth placed, RAS-engined and incredibly noisy VW Golf of Alfons Hohenester/Thierry van Dalen, going surprisingly well. The fifth fastest time set in the first session was by Rob Kirby in the John West Foods Alfa Romeo Dealer Team T-car, apparently when suffering from a misfire as a fuel pump packed up. He and Jon Dooley then chose to run their other car, even though it had been eating rubber with a voracious appetite. Between their two chassis on the time sheets was the Portuguese Alfa of Pedro Meireles/Christian Melville, but there was drama on race morning when Meireles was rushed to hospital with a liver problem. A replacement had to be found . . .

Of note further down the Alfa order was the performance of Mark Hales who qualified the Terry Drury Racing GTV6 for South African drivers Charles Britz and Peter Lanz. Mark ran over 2secs faster than the others, but was not to start . . . money talks. The Demon Tweaks Golf GTI of Alan Minshaw/Tony Hill/Art Marcus vaulted up the order in the second session, with the last-named Kiwi finding 2.7secs.

Class 1 was much closer, with the John Jeffreys Ford Escort RS1600i of ex-Metro champions Richard Belcher/David Carvell fastest, albeit by only 0.08secs from Danish Team Toyota Castrol Corolla GT of John Neilsen/Erik Hoyer, who were so confident that they elected to miss the second session altogether. A further tenth down, came the first of the two Brooklyn Motorsport/ECS Escorts, that of Chris Hodgetts/Alex Moss ahead of John Morris/Bob Meacham. Mark Hales was at it again, qualifying the AGK Motorsport of Geoff Kimber-Smith/Peter Buxtorf, but he wasn't destined to drive this either . . .

Longman made a good start to the race and at the end of the first lap had a cushion of six cars between him and the next class 2 car, that of Lombardi, which had Francia close behind. By lap 10, Dooley was through

Four frustrated Fordsters



Lella Lombardi and Rinaldo Drovandi took another class win in their Alfa GTV6.

to fourth in class ahead of Hohenester who led a soon-to-retire Boucher (transmission) and a fast closing Autohaus Wollstadt BMW 323i of Peter Haas.

The battle for the baby class suffered a set-back when Hodgetts' Brooklyn entry started from the pit lane, but judging by the way with which Belcher carved out an advantage, the class lead would never have been contested anyway. At first Belcher had

to tussle with Hoyer, and then Andrew Miedecke (Corolla GT). Hodgetts was charging and from stone last at the end of lap 1, was storming through the back of the field until cruelly forced into retirement (with a blown head gasket) on lap 7. Team mate Bob Meacham, having his first run since the TT last year, also pitted with rocker trouble, rejoining a full 17mins later, only to retire 25 laps short of the eventual class winners.

Richard Longman led his class in the Ford RS Turbo until his clutch failed.



So, by 20 laps, Class 2 was the province, clearly, of Longman who was some 7.5secs ahead of Lombardi and Class 1 was Bychl's by a short head from Belcher, but this was not to last and Bychl spun at Becketts. Belcher was never to be headed again.

At the 40 lap mark Longman was no longer at the front. Having battled with the bigger BMWs for many laps he was to retire with clutch problems. The end of a great performance, that netted easily the fastest Class 2 lap, but no more. So, Lombardi led from Francia, with Dooley third Hohenester fourth and Hass fifth. A lap behind, Belcher led the tiddlers from Bychl, Hoyer and the Golf GTI of Wolfgang Kudrass (surviving a collision with one charging M. Jean-Louis Schlesser).

The pace car came and went, and didn't change the order much(!), except from the viewpoint of those, such as Markus, who sat behind it waiting to be waved past and were swamped. Dagmar Suster was later fined £1,000 for overtaking under 'yellow'. Lombardi then handed over to Drovandi and kept the class lead, while Carvell took over from Belcher in a similar position. Both of these cars ran well, Drovandi *having* to in order to keep Francia's replacement, Cremer, at bay. The challenge was not to last though, as Cremer pitted and retired with a terminal engine problem (lack of oil pressure) after 80 laps.

The class leaders thus found themselves about 1.5mins ahead of their class pursuers. One made it to the flag, and the other didn't . . .

With just two laps to go, the unkindest stroke of the weekend befell the flying John Jeffreys car. A crankshaft broke, spelling instant retirement, leaving a somewhat surprised Heinz Putz to take the Class 1 honours for the Kudrass/Putz ensemble.

Of the others . . . mention must be made of the fact that the Dooley/Kirby combo actually held the lead on Class 2 mid-race, albeit briefly, before the clutch housing came apart, with an ever worsening vibration affecting the car, spelling retirement after 64 laps. And the Portuguese Alfa *did* start the race, seemingly with Mark Hales aboard as an opportunist last-minute stand-in. It just wasn't his day, though, as Bernard de Dryver switched cars when Boucher retired their similar Luigi GTV6. No drive for the rapid wordsmith.

Lombardi/Drovandi won by almost one lap from Hohenester/Van Dalen with Wollstadt/Hass also a lap down. De Dryver/Melville were a further two laps down, one ahead of the South Africans Britz/Lnaz. Then came the Class 1 winners: Putz/Kudrass on 98 laps, one ahead of the oft spectacular (including straightlining the chicane on one occasion) and sick sounding Nielsen/Hoyer mount. Try as they might, Jordi Ripolles/Javier de Castro could only take third in class in their raucous Golf, one lap ahead of the Robert Schumacher/Hermann Tilke's Ingenieurgesellschaft Tilke-Weber Corolla GT. The other finishers in the baby class entertained with their antics, but never looked 'likely' to do more than that.

BRUCE JONES



Above: Marco Micangeli and Frank Sytner battled for BMW honours until they came to grief at the Woodcote chicane. Below: The pitstop that won the race—the TWR mechanics in action...

chaotic! A frantic radio call went out to tell the driver to wave the rest of the field through.

Here we had a new phenomenon: a pace car with no one to pace...

Some drivers were held up considerably longer than others and Sytner came through a long way back. Poetic justice, some would say—some did say. Frank, though, did not agree. Suster, for his trouble, was relieved of £1,000 by the stewards, and headed for home chastened.

At the front, with pitstops looming, came Brancatelli with Walkinshaw and Allam right with him. Tom was obviously shaping up to take the lead but on lap 53 he dived for the pits to hand over the car to Percy. The mechanics did a wonderful job, sending Win off after just 22secs at rest. Jeff Allam, only a lap away from his stop, suddenly pulled off at Chapel—the Rover's battery having exploded.

Suddenly Brancatelli was all by himself. Second was Schlessler (that's how good a drive it was) with Dieudonné shadowing him. The two cars pitted together on lap 56 and a lap later Branca came in. The Eggenberger crew, however, took 40secs to get Lindstrom out on the road, and it was in the pitlane that the race was perhaps won. The TWR team gained 18secs in the process...

When the stops had sorted themselves out, Percy—with a brake problem that saw him flat-spot his front tyres on his first lap at Stowe when the pedal went to the floor—had a 10 secs advantage on Soper, with Lindstrom climbing all over the back of the second Rover, then a big gap back to Muller's Volvo. These four were now the only cars on the same lap. Brodie had handed over to Schuppan and the Australian battled gamely on in a lonely fifth place, pursued at a distance by John Clark in the Sytner car and Maurizio Micangeli, who switched to Bosshard's BMW after his brother had been despatched into the barriers. Behind them, another lap down, Tony Viana and Mike Newman had handed over to their respective team mates and the cars were still running together—becoming increasingly wild, as Bee Ems tend to do these days.

Winston Percy, though, was driving a fine race at the front, pacing himself, and despite the efforts of his pursuers he



could not be caught. Soper gradually wore down Lindstrom's challenge and, for a moment, looked as if he might start to reel the leader in. If you were Steve Soper, what would you do? "I did everything I could," said Steve later, "I was flat out. The car had a slight electrical problem in the fast corners, but I flicked all the switches I could, and it seemed to go away. But I couldn't have caught Win."

Soper and Lindstrom remained together almost all the way to the flag, the gap fluctuating with traffic. Muller, in the second Volvo, was a long way back, and had to pit on lap 91 when his engine began to eat its oil. He rejoined without losing a place.

It was all very stable up front and the attention turned to the battle of the Bee Ems again, this time between Viana and Clark. The South African wrested eighth place on their final lap...

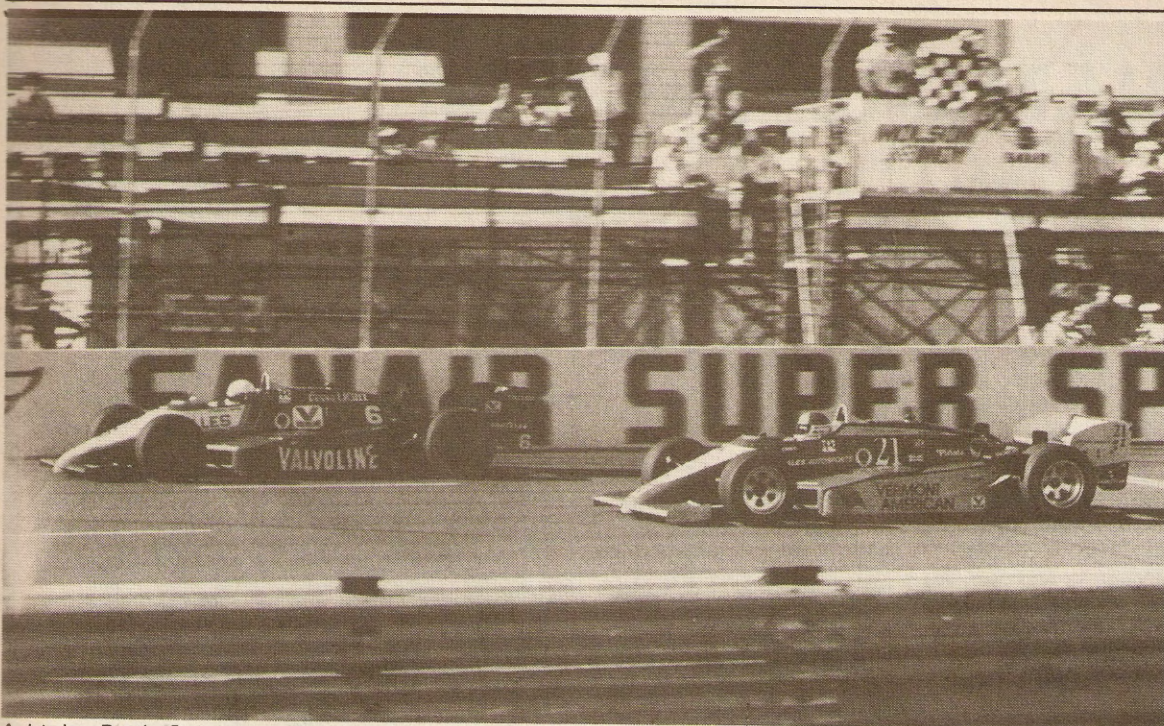
"It was hard work," said Walkinshaw, after drenching everyone with champagne, "but we managed to hang in there early on. The mechanics, though, won us this race." Those 18 precious seconds in the pitlane were, in the end, what won the day. The result is good for the series, because the leading three pairings close up in the points standings. Lella Lombardi and Rinaldo Drovandi are quietly and cleverly collecting up points while the big class cars battle it out. Could it be an Alfa Romeo drivers title this year?

SILVERSTONE (GB)

Stel Tourist Trophy, European Touring Car Championship, round 10, 107 laps — 313.72 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	3:01:12.21	1:36.04	4
2	Steve Soper (GB)/Jean-Louis Schlesser (F)	3	3.5 Rover Vitesse	3:01:17.87	1:36.41	4
3	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	3:01:26.06	1:37.23	7
4	Pierre Dieudonné (B)/Sigi Muller Jr (D)	3	2.0t Volvo 240 Turbo	106 laps	1:38.17	10
5	David Brodie (GB)/Vern Schuppan (AUS)	3	2.0t Colt Starion Turbo	106 laps	1:35.11	1
6	Georges Bosshard (CH)/Maurizio Micangeli (I)	3	3.5 BMW 635CSi	104 laps	1:41.75	15
7	Frank Sytner (GB)/John Clark (GB)	3	3.5 BMW 635CSi	103 laps	1:39.26	10
8	Tony Viana (ZA)/Nicola Bianco (ZA)	3	3.5 BMW 635CSi	103 laps	1:41.09	14
9	Mike Newman (GB)/Robert Speak (GB)	3	3.5 BMW 635CSi	103 laps	1:41.84	16
10	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	102 laps	1:40.78	13
15	Wolfgang Kundrass (D)/Heinz Putz (D)	1	1.6 VW Golf GTI	98 laps	1:46.54	31
R	Richard Belcher (GB)/Dave Carvell (GB)	1	1.6 Ford Escort RS1600i	96 laps—engine	1:46.51	26
R	Giorgio Francia (I)/Georges Cremer (B)	2	2.5 Alfa Romeo GTV6	80 laps—engine	1:44.40	21
R	Jeff Allam (GB)/Armin Hahne (GB)	3	3.5 Rover Vitesse	55 laps—battery	1:36.94	5
R	Marco Micangeli (I)/Maurizio Micangeli (I)	3	3.5 BMW 635CSi	27 laps—accident	1:39.86	12
R	Richard Longman (GB)/Alan Curnow (GB)	2	1.6t Ford RS Turbo	25 laps—clutch	1:39.09	9
R	Rex Greenslade (GB)/Tony Trimmer (GB)	3	2.3t Ford Sierra Turbo	21 laps—electrics	1:37.11	6
R	Andy Rouse (GB)/David Sears (GB)	3	2.3t Ford Sierra Turbo	8 laps—accident	1:36.57	3

Winner's average speed: 103.88mph. Fastest laps: Class 3: Walkinshaw, 1:38.78, 106.85mph (record), Class 2: Longman, 1:42.39, 103.08mph, Class 1: Miedecke, 1:48.57, 97.22mph. Next round: Nogaro (F), Sep 15.



A victorious Pancho Carter crosses the finish line just yards ahead of Johnny Rutherford after a chaotic race.

Pancho's late show

Last weekend was not a proud one for Championship Auto Racing Teams. A fierce, constantly changing race on the furiously tight, three-cornered Sanair bull-ring was damaged by crashes, incidents and yellow flags, and finally reduced to farce by a ridiculous restart which left the result in doubt, dispute and confusion.

It looked as if the race was going to end — disappointingly but fittingly — under a yellow flag after two separate accidents, one involving battling race leaders Bobby Rahal and Jacques Villeneuve. Coming off the last turn on the last lap, however, the green light came on and a switched-on Pancho Carter was able to sneak around apparent winner Johnny Rutherford to take the chequered flag.

QUALIFYING

The Sanair Superspeedway is a very curious place to stage an Indycar race. In fact the track is hardly a "superspeedway". It has three corners, two requiring hard braking over the course of a 0.833-mile lap. It is the shortest, tightest 'oval' Indycars have raced on in the 70-year history of American national championship racing and in practice for last year's inaugural Indycar race at Sanair, you might recall that Rick Mears's feet were shattered in a heavy crash on the front straight.

Conceived as a lawyer's gambit, the reason for CART going to Sanair was to get a toe in the Canadian marketplace. Whether the track was suitable for Indycars or whether it was possible to draw a good crowd down to the Eastern Townships of southern Quebec, were questions that were largely ignored.

Canadian brewery Molson's were anxious to sign a five-year contract with CART, giving the beer producer the rights (over major competitor and Canadian GP sponsor Labatts) to promote Indycar racing in Canada. That, of course, was a far more important consideration and so the deal was done to go to Sanair.

Next year CART and Molson's will be moving to a street race site around

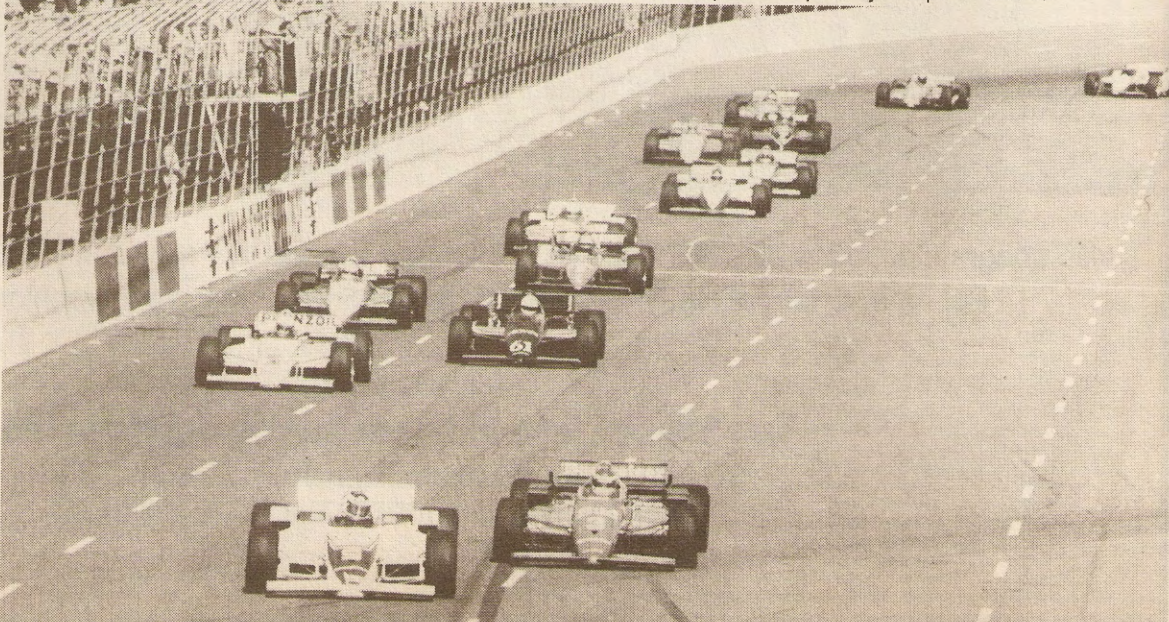
be the last race at Sanair. If so, most people involved in Indycar racing will breathe a sigh of relief, but on the other hand staging a questionable race in such a manner is no way to build stability, respect and good faith with the public.

Practice and qualifying at Sanair was in many ways a meaningless exercise. Everyone struggled to find a good, driveable set-up that would produce a car which would work well in traffic and wouldn't overtax the front tyres. If your car was also fast in qualifying trim, with a light fuel load it was a nice benefit, but the key to the race was in finding a well-balanced, consistently handling car that could be driven hard through heavy traffic.

Bobby Rahal and the TrueSports operation seemed to have found the target on both those goals over the two

Toronto's lakeside Canadian National Exhibitions grounds and there was strong talk last weekend that this would

Roberto Guerrero and Bobby Rahal lead the field away at the restart after the first attempt was hampered by a couple of incidents.



days of practice. Rahal's March 85C was finely balanced, more so than most other Marches, and he was consistently at the top of the time sheets. He took his third pole of the year by a clear tenth of a second (a chunk of time at Sanair) and looked more a favourite than anyone else.

An impressive second fastest qualifier was Roberto Guerrero. He and Dan Cotter's March-equipped team have had no luck at all this year and indeed, Guerrero blew an engine at Sanair in the final, pre-qualifying session. He rushed out to qualify after a hectic engine change and put himself on the front row for the first time this year.

Also impressing with his speed and zest was Arie Luyendyk who rewarded the Provimi team's week of hard work building a new Lola by qualifying third fastest. Beside Luyendyk on the second row was series leader Al Unser Sr who was right on the pace all weekend and looked like a major race day contender. Penske team mate Danny Sullivan had a contrastingly terrible time with serious handling problems and a series of niggling mechanical failures. He recovered to qualify seventh — the first time in eight races he's been off the front row — and was finally looking forward to a race which he won last year.

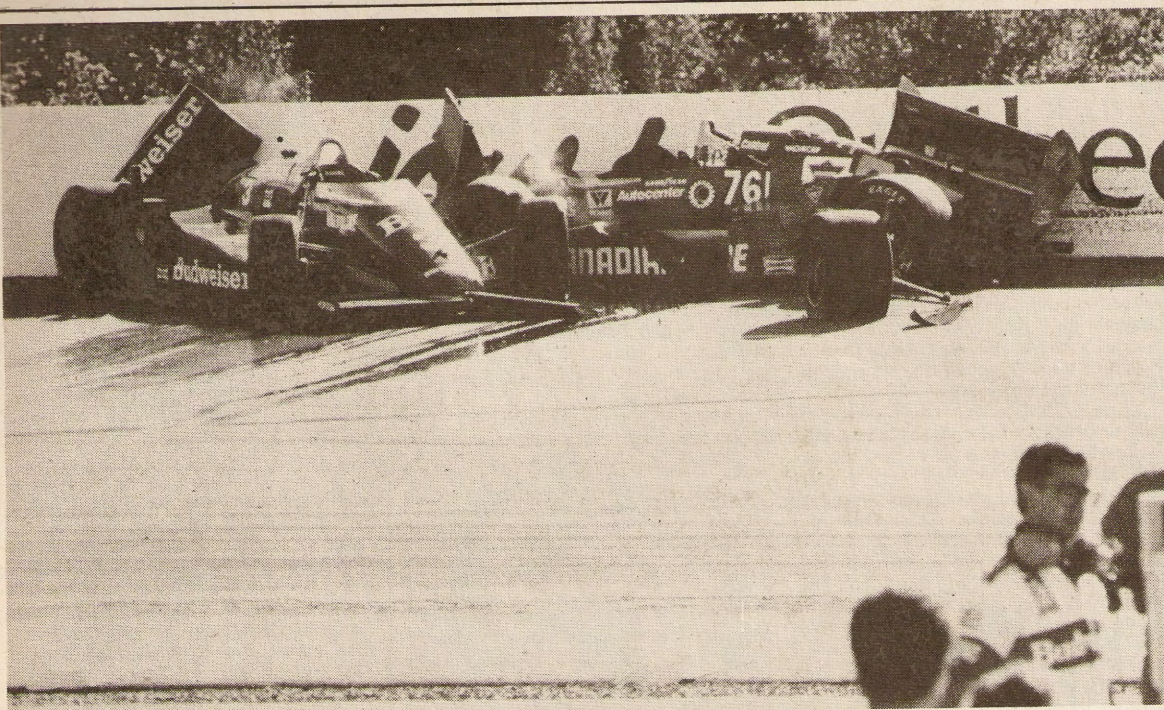
The fastest 20 qualifiers were covered by a second at Sanair, with only four-tenths covering Unser Sr in fourth place and Al Unser Jr in 15th! More than any other race this year, the 225-lap, 300kms race at Sanair loomed as an absolutely wide-open affair.

RACE

A beautifully clear, cool morning brought a surprisingly large crowd to the track. An official crowd figure of 18,500 was announced. Although it was probably nothing like that large, the crowd was certainly a big improvement over the 5000 or so who showed up last year.

Right from the start, the race was hamstrung by incidents and yellow flags. At the impossibly tight first turn, fifth fastest qualifier Bruno Giacomelli found himself with no room at the apex and spun. Ten seconds later Patrick Racing team mate Emerson Fittipaldi clouted the wall coming off the second turn as the yellow flag came out amid confusion fired by the consistently wild Quique Mansilla. In the *mêlée* Mansilla also clipped AJ Foyt's car, ultimately forcing Foyt's retirement.

Away from the restart, Guerrero



The wreckage of the Marches Bobby Rahal and Jacques Villeneuve sits forlornly against the wall. . .

seized the lead and proceeded to run away from Rahal and the rest. In no time at all he was 4secs — the length of the front straight — clear of Rahal and looking nothing less than superb. The balance of his car was changing, however, and Guerrero started adjusting his roll bars. After making it safely through the first throng of tailenders, Guerrero looked in good shape only to clip the wall in the second turn and end his race.

Rahal then took over the running, chased by Unser Snr and Luyendyk. The Dutchman tried everything to find a way around Unser, and in general turned in his best performance of the year until coming to grief when his left front wheel fell off, ten laps after a pitstop.

In the mid-race pitstop shuffling (two fuel stops were needed at Sanair). Rahal got stuck in the midfield and, over the middle of race, Unser Snr set the pace, driving confidently, proudly as he both chased the championship and looked for work for next season. Team mate Sullivan had also found the right combination and closely pursued Unser, briefly passing him at one point, before the 1983 Indycar champion reasserted himself.

Also moving into the picture during the middle stages of the hectic and often absorbing race were Johnny Rutherford, Geoff Brabham, Unser Jnr, Mario Andretti and Jacques Villeneuve. Remarkably, all of these cars remained in contention for some time, anything being possible in such a frenetic, closely-matched setting.

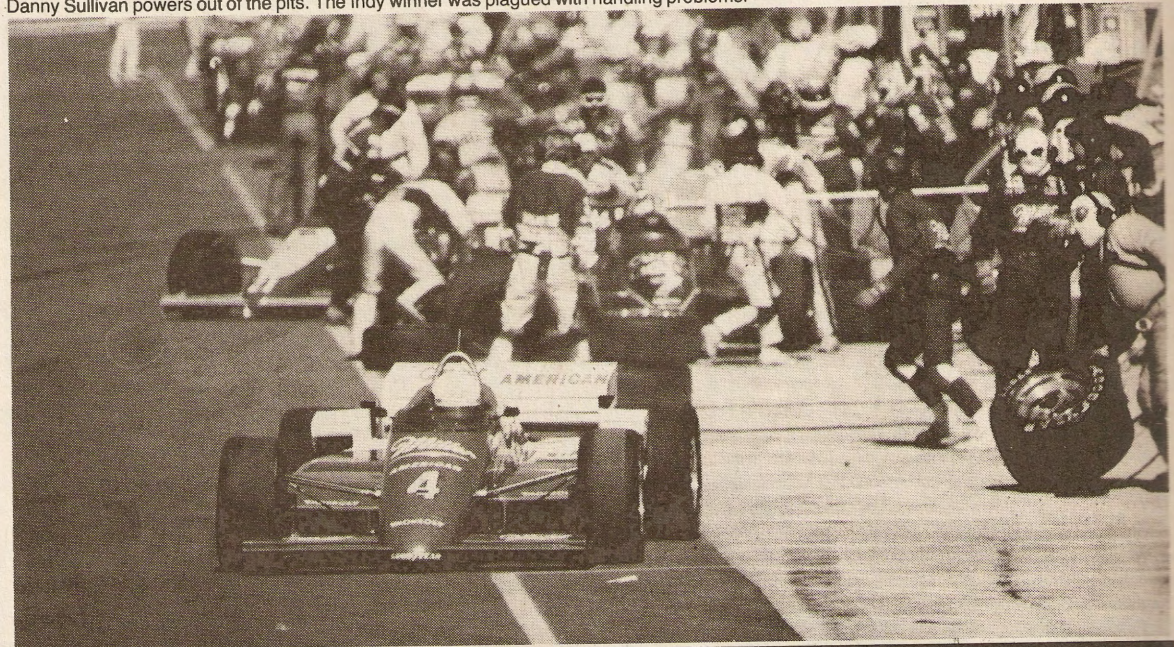
Before the end, however, it all went wrong. Andretti failed again to make the finish when a water hose clamp broke and the engine overheated. Brabham lost a lap in the pits because of a jammed wheel nut. Sullivan's car began to get wildly loose in its handling and, after a big moment in turn one, he stopped under the green for fresh tyres, also losing a lap.

For a while the Unser *pere et fils* ran along in first and second, with Snr looking more and more like the man with the most capable, complete combination. Then Dennis Firestone blew up in front of the leader. As Unser tried to avoid Firestone's oil and water, Firestone moved higher up the groove in the first turn. At the same time a charging Jacques Villeneuve had suddenly caught and was now trying to pass Unser for the

lead. With no yellow flags to control the situation, the inevitable happened as Unser slithered disconsolately into the wall on Firestone's spillage.

At that stage the race was coming quickly to a close. Unser Jnr, who had lost fifth gear earlier, suddenly hit bad trouble when fourth gear also gave out.

Danny Sullivan powers out of the pits. The Indy winner was plagued with handling problems.



SANAIR (CDN)

Sep 08, Molson Indy, CART/PPG Indycar World Series, round 11, 225 laps — 187.50 miles

Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying.....	Pos
1	Pancho Carter (USA)	March-Cosworth 85C	225 laps	20.606	6
2	Johnny Rutherford (USA)	March-Cosworth 85C	225 laps	20.885	12
3	Al Unser Jr (USA)	Lola-Cosworth T900	225 laps	20.953	15
4	Geoff Brabham (AUS)	March-Cosworth 85C	225 laps	20.930	14
5	Danny Sullivan (USA)	March-Cosworth 85C	224 laps	20.650	7
6	Josele Garza (MEX)	March-Cosworth 85C	223 laps	21.046	16
7	Tom Sneva (USA)	Lola-Cosworth T900	223 laps	21.670	24
8	Ed Pimm (USA)	Eagle-Cosworth 85GC	223 laps	20.772	10
9	Kevin Cogan (USA)	March-Cosworth 85C	218 laps	21.688	25
10	Bobby Rahal (USA)	March-Cosworth 85C	208 laps — accident	20.252	1
R	Jacques Villeneuve (CDN)	March-Cosworth 85C	204 laps — accident	20.900	13
R	Enrique Mansilla (RA)	Lola-Cosworth T900	204 laps — accident	21.058	17
R	Al Unser Sr (USA)	March-Cosworth 85C	199 laps — accident	20.512	4
R	Mario Andretti (USA)	Lola-Cosworth T900	154 laps — overheating	20.669	8
R	Bruno Giacomelli (I)	March-Cosworth 85C	133 laps — accident	20.594	5
R	Arie Luyendyk (NL)	Lola-Cosworth T900	80 laps — accident	20.370	3
R	Michael Andretti (USA)	March-Cosworth 85C	47 laps — engine	20.876	11
R	Jim Crawford (GB)	March-Cosworth 85C	40 laps — accident	20.680	9
R	Roberto Guerrero (COL)	March-Cosworth 85C	27 laps — accident	20.356	2
R	AJ Foyt (USA)	Lola-Cosworth T900	7 laps — accident damage	21.242	20
R	Emerson Fittipaldi (BR)	March-Cosworth 85C	0 laps — accident	21.213	18

Next round: Michigan International Speedway, Sep 22.

Gould tops Pilbeams as Cramer grabs RAC title

Chris Cramer and David Gould's superb self-constructed 84/2 chassis, are the new RAC British Hillclimb champions. The Stroud architect responded to the blistering leading climb of Alister Douglas-Osborn by annihilating his own three-hour-old hill record to win at Wiscombe Park on Sunday, and with series rival Chris Cramer — stunning decisive charge.

Marty Griffiths hitting trouble, the coveted title was his again.

Cramer's magnificent victory, and the proven quality of Gould's innovative engineering, has halted the Pilbeam marque's run of four successive British Hillclimb titles — at their first attempt on the major championship.

Chris, indeed, was also the last man to beat the might of Pilbeam, back in 1980, at the wheel of a highly developed March 782/79B. Prior to that, AD-O (1977) and Griffiths ('79) had earned top honours, split by March man David Franklin.

As before, Cramer relied on one of Brian Hart's four-cylinder engines this season, the Gould's motivation coming from a 330 bhp, 2.5-litre unit, in itself giving away some 30-40 bhp to the 2.7/2.8-litre versions of its rivals.

The Unidraw-backed equipe's remarkable success has not been achieved without its dramas. Early season transmission problems (before the Hewland FT200 was replaced with a beefier FGA) and a heart (not to say bank) breaking engine blow-up at Harewood testing the resolve of the entire team almost to breaking point.

But Cramer, Gould and David's son Sean — their tireless mechanic — burst back from the brink of enforced retirement, with five wins from the past eight rounds, to clinch the title with a round to spare. "It just shows, you must never give up hope until it's over," said a jubilant Chris afterwards.

David Gould — champion constructor.



Don Hardman — FF1600 commuter.

Dongears up for double

Leicester FF1600 enthusiast Don Hardman is attempting to win both the Star of Mallory and Bernard Hunter Northern championships this season, and will have to commute between Cadwell Park and Mallory on September 29 if he is to sustain his hopes of a double success.

Don currently leads the Northern series and will run his John Westmacott Agencies Reynard 85FF in its finale at Cadwell. For the clashing event at his local circuit, however, Hardman has hired his 1984 Royale RP36 from its current owner John Lever. "That car always flew at Mallory," explained Don on Monday, "and I'm a point behind Richard Dean in the table at present."

The Marque Cars man now needs to buy or hire a Hewland Mk9 gearbox to complete the deal. Hardman can be reached on (0533) 769096.

Anyone for Swiss roll?

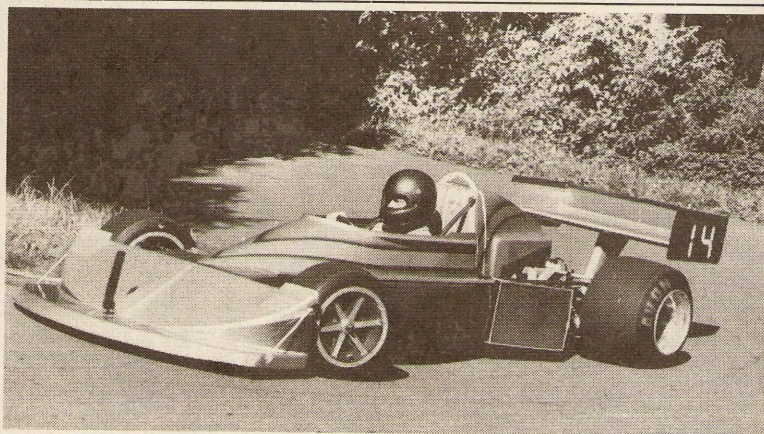
Following the success of last year's inaugural event, the Swiss Autoracing Club (SAR) and Automobile Club of Switzerland (ACS) are staging another International Rallycross event at the Lignieres venue — in the Neuenburger Jura region of the country — on September 21/22. Marc Surer and Rolf Biland were among the star names to take part in 1984. Full details for prospective British competitors are available from Charles Balsiger on Switzerland 31/58 72 42.

Kevlin's 924 is Walker's freighter

Steve Kevlin's bid to win the Giroflex Porsche Production Car Championship has been given a timely boost, with the acquisition of further sponsorship from Walker Freight Services of Colnbrook. Philip Walker's company handles the airfreight requirements of Porsche Cars Great Britain Ltd (for whom Kevlin is Dealer Development Officer), so it is a logical involvement for the concern.

Kevlin is having a fine season with his Greenshadows Motorsport-prepared Porsche 924, and is already certain of class honours in the popular series. The BF Goodrich-supported team is looking to Brands Hatch on September 22 for a possible title-clincher.

Kevlin — Giroflex Porsche challenger.



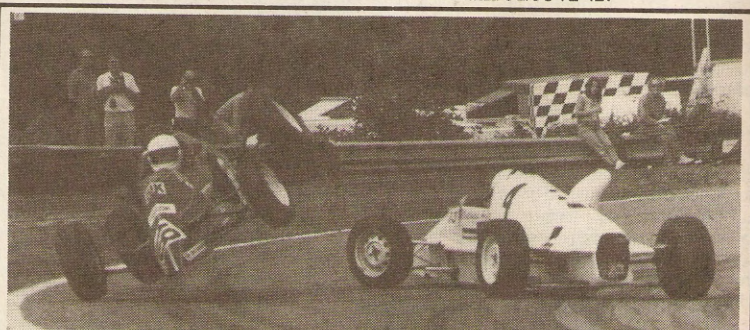
Rodney Eyles rounds Sawbench hairpin in his newly-acquired ex-Gorvel March 772.

Eyles's deal in the Isles

Rodney Eyles and the Spalding Sport team bounced back onto the speed events scene at Wiscombe last weekend with the ex-Terry Gorvel 2-litre March-Hart 772, a late-search replacement for the 2.5 litre 772/782 which the Wellington garage proprietor sadly destroyed in the monsoon at the New Brighton sprint.

The Chelston Garage team picked the car up from Jersey just two days before the South Devon hillclimb, thus had no time to do anything to the silver machine, other than make the boss comfortable within. Rodney made numerous tidy ascents during the Five Clubs-promoted meeting, and it will clearly not be long

before he re-asserts his forceful driving style in the South West. "The new car should go well, once I get to know it properly," grinned Eyles.



Biela's Zolder barrel-roll

German FF1600 driver Frank Biela had a torrid time at Zolder recently. His Reynard 85FF was launched over the spinning Van Diemen RF84 of Mathias Artl (above) in the junior event, then barrel-rolled into the armco. Unscathed and underterred, Biela then set about his F3 debut 10 minutes later, only to be eliminated in a less dramatic shunt at the same corner. Some you just can't win!

Brighton's big Endeavour

The Endeavour Motor Company is sponsoring this Saturday's Brighton National Speed Trials on the Sussex coast. The traditional spectacle, a round of Warecrete British Sprint Championship, has attracted all the top names at this discipline, headed by newly-crowned champion Ray Rowan (Tolman-Hart), former title holders Ken

Ayers (Lyncar-DFL) and David Render (Pilbeam-Hart). Class record holder Nigel Hulme has forsaken his Lola T70 for a monstrous 7.6-litre McLaren M8 this season — a real crowd-pleaser.

Endeavour, Brighton's Ford Main Dealer, has had a long motor sports involvement, of course dating back to owner Tommy Sopwith's racing career.

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Discipline and restraint

Rick Mears is a superb oval track driver with a finely-polished style. He is also a relaxed and open man who mixes happily with his fans and admirers. He carries his ego softly, even innocently and his win in the recent Pocono 500 Indycar race was immensely popular.

Pocono was only the fourth race Mears has started this year as he continues his rehabilitation from a feet-smashing accident in Quebec last year. Because of the damage to the bones and muscles of his feet and lower legs, Mears has neither the strength nor flexibility to race an Indycar on a road course, but he has started every oval track race on this year's CART schedule and says he intends to run all the races next year.

At the beginning of the season Mears was getting around in an electric chair, barely able to walk more than a few steps or stand for any length of time. His first race was at Indianapolis where he set the race's fastest lap before retiring midway through with a jammed shift linkage. At Milwaukee the next weekend he finished second, ahead of all but Mario Andretti. Then followed a four-race hiatus where Mears served as the pace car driver for a series of road races.

By this time Rick was getting around on a little 50cc dirt bike and steadily gaining strength and flexibility in his feet. At the Michigan 500 in July he started his third race of the year from the pole after polewinner Bobby Rahal had crashed and been moved to the back of the field. Consistently fast at all times during practice, Mears was anxious to make the finish and do well after spending so much time in the doldrums, but he hit trouble immediately when fourth gear disintegrated at the start.

Another road race — Road America — followed and then came the Pocono 500, the third and final 500-mile race of the Indycar season. This time Mears qualified legitimately on pole and went on to win after a hard race. Falling back as far as sixth in the early going because his car's handling was not right, Mears steadily pulled himself back to the front. Pitstop by pitstop he and his team — led

by Roger Penske himself and Mears's longtime chief mechanic Peter Parrott — made the correct changes to tyre 'stagger' and front wing angles and at the end Mears had the fastest car of the four left in the fight for the lead.

The Pocono 500 demonstrated Mears's ability both to qualify superbly and to drive a smart, sensitive, technically-adept race. For the man himself, the race represented proof to the world that his feet-smashing accident of 11 months earlier had not blunted in the least his almost awesome skills on the super-speedways of America.

"I'm still not a 100 per cent," he said

after the race. "But a win like this is worth a couple of months of therapy. I still get tired from standing and walking. But in the car I'm fine. I have been since Indianapolis. I ran quick in the race there and it didn't bother me. I have no problems physically, as far as the oval races are concerned. I think today showed I have no problem there."

As much a master of oval racing as Mears is, it is always interesting to talk to the three-time Indycar champion (1979, '81 and '82) about the special demands of racing a powerful single-seater on high-speed ovals. The recent influx of so many road races and road racers into the Indycar ranks seems to have brought some different attitudes to oval racing and in the past few months Mears has begun, almost uncharacteristically, to speak out as a powerful advocate of this most exacting form of motorsport.

Above: Rick Mears, a superb oval racer. Below: The Penske team. L to r: Danny Sullivan, Mears, team owner Roger Penske and Al Unser Sr.



Towards the end of the typically mind-numbing, post-race winner's interview with the assembled press at Pocono, Mears took the opportunity to make some of his favourite points. A week earlier he had suggested to sponsor Pennzoil's public relations man that a press release be written discussing his ideas.

At Road America in early August where he kept himself busy driving the pace car and riding around the track on his little 'bike, watching practice and qualifying from various vantage points, I talked at length with Mears about the special requirements of superspeedway racing. Our conversation started because of talk about the crash-strewn Michigan 500 and the particular problems of racing on the ultra-fast, bumpy superspeedway in southeastern Michigan owned by Mears's boss, Roger Penske.

"It's the smart guys who finish and win oval races. It's a question of discipline and restraint."

Mears is always happy to take the time to talk about, 'what it's like out there'. He enjoys telling detailed stories about incidents and avoidances and often paints vividly precise stories of his qualifying runs. At Road America that weekend he had read some criticism of Michigan's bumps I had written in *AUTOSPORT* (Aug 1) and it was in a relaxed, informal spirit of genuine camaraderie that we sat down on the edge of the Penske compound to talk about the bumps, speed, unrelenting walls and most of all the art of superspeedway racing.

"You know the bumps are really only part of the reasons for all the accidents at Michigan in the past couple of years," Mears began. "Everybody focusses on that part of it but there's much more to it than just the bumps.

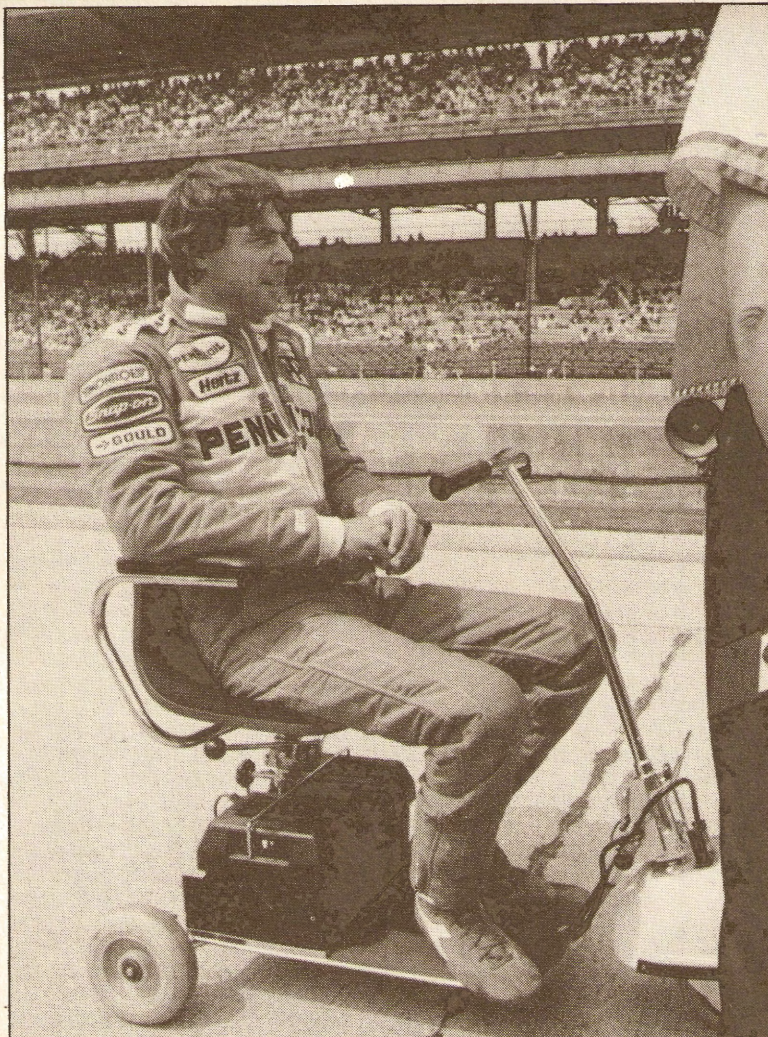
"A lot of people are going to say that I'm saying all this because I work for Penske and he owns Michigan. They can think that if they want. But there is much to think about when racing any car at Michigan.

"To go fast, even more so than at Indianapolis, you have to take all the downforce out of the car. You keep trimming-out the car. That's the way to find speed. It's the natural thing to do. We all want to go fast, to qualify up front.

"So everybody trims-out the car, maybe even a little more than they might like. That's fine for qualifying but when you get out there in traffic, it's a whole different thing. You lose what downforce you have because you're running in disturbed air. You're getting buffeted around so that if you're not set in the car just right then it'll work on your body and neck and wear you down.

"In a race on almost any oval you're in traffic pretty well all the time so you have the car set-up to work in those conditions. You've got to be able to run with the lead pack all the way and figure out how to have the fastest car for the last 20 laps, when the race is decided.

"Another thing at Michigan in particular is that it's not like at Indianapolis where it really is a one-groove racetrack. At Indy most of the time we're in line, following the car ahead, and you just get the wash from one car. But at Michigan, because of the banking, we get two, three



Mr Mears is bound to an electric chair, between oval races . . .

and even four cars running side by side and that makes for a whole lot more turbulence for everybody.

"And you have to understand that the turbulence can spin you. Last year I was leading the race at Michigan, running along out front. I came up to lap Steve Chassey who was running flat-out with that stock-block of his. Suddenly, just as I got up to him, he got sideways right in front of me and spun down the track.

"I was thinking I was lucky to get away with that and then a little later in the race I suddenly got sideways in the same place. What happened was Little Al (Unser)

was trying to run underneath me and, somehow, it stole the air from my car for a moment. I was able to catch it and stay ahead of Little Al but then I thought about it and I realised I had caused Chassey to spin earlier in the race."

Mears's main point about MIS in particular, is that the track represents a very special challenge. Dangerous it may be, but Mears feels the level of discipline required at the fastest, most high-banked of speedways is the truest test of an Indycar driver.

"I like it," he declares. "The only place that was better was when we raced at

Atlanta (International Raceway). That place was fantastic. If anybody builds a new superspeedway that's what I'd like to see — a mile and a half, high-banked. Those races we had at Atlanta were fantastic!

"The thing about that type of racetrack is that you have to think all the time. You have to understand the car. You have to figure out how to make it work in different ways to you can take different lines and run over the bumps if you have to.

"Look at the races at Michigan. It's the smart guys who finish and win races there. It's a question of discipline and restraint. It's not like a road race where you forget about the smoothness and just go after it. I think we ran through a bunch of road races this year and when we got to Michigan everyone had forgotten about the discipline and the restraint you need on a superspeedway — Michigan in particular."

Mears admits the Michigan track needs to be repaved but he insists the onus of responsibility still falls on the driver to exercise restraint and on the car constructors and mechanics to build safe, strong cars.

"Yes, the track at Michigan needs repaving," says Mears. "The backstretch is the worst part. I'd like to see that repaved first. I think turns three and four are pretty good but one and two are bad. The first and second turns should be done before three and four. And really, the apron is pretty bumpy. When you drive out of the pits and you're winding it out through the gears, the driveshafts start bouncing up and down and the CV joints get to slapping. I think that's probably harder on the car than when you're up on the track.

"But, you know, I'm getting tired of hearing all this crying and complaining. If you hurt yourself, it's usually your mistake. I made a mistake and got hurt. The problem in my case was the guardrail I hit and the way it was anchored in the ground. In my case it wasn't the car's fault but the guardrail that caused me to get hurt as bad as I did. Of course, if I hadn't made the mistake in the first place, then I wouldn't have got hurt at all.

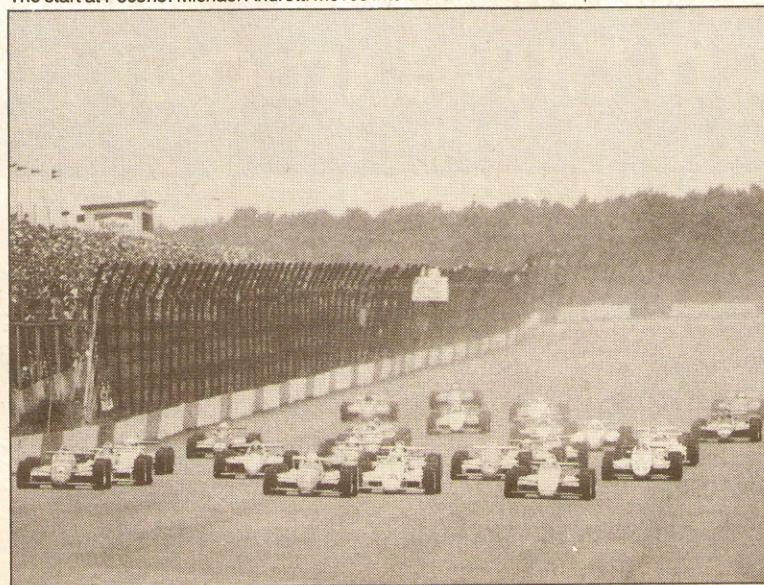
"Now the car builders do have a big responsibility in this type of racing, to make sure the cars are strong enough to withstand the abuse they are going to take. When you're running hard on the bumps at a place like Michigan or Atlanta or Pocono, you don't want things to be breaking."

In closing Mears made a final point with which we heartily agree. "I like to see the road races coming in," he says. "It's helped the overall stature of the series and it makes for a wider challenge for the drivers and the teams. I really do believe that.

"But I want to see more ovals. Like I say, I'd like to see somebody build a track like Atlanta. That's the kind of track we need to run on and it's not just because I like those places so much. Oval tracks are what makes this type of racing unique and I wouldn't ever like to see that change."

"I like to see the road races coming in. It's helped the overall stature of the series and it makes for a wider challenge."

The start at Pocono: Michael Andretti moves into the lead from Sullivan, Rahal and Mears





What a debut! Malcolm Wilson took the Ford RS200 to a first time out victory on the Marlboro Lindisfarne Rally exceeding the expectations of even the most optimistic Boreham men.

Boreham is back

Kielder Forest is no place for the faint-hearted, and Ford proved that they were bold enough at the weekend by choosing the Marlboro Lindisfarne Rally to give their RS200 its World competition debut. And what a debut it turned out to be! Like the Mk2 Escort, ten years ago, it brought home the victor's laurels first time out.

Malcolm Wilson's success must be qualified, however, by the fact that Austin Rover's Metro 6R4 was quicker on the stages than the new Ford, only a monumental blunder by the team handing the win to the Boreham men. In a straight fight, Tony Pond could have claimed victory by around 2mins . . .

There could be no mistaking the star of the show in Newcastle last weekend. Wherever the new Ford RS200 went, a phalanx of eager photographers followed closely. If they could have chased it down the stages, they probably would have. And the observers were not just enthusiastic spectators, either. The list of those who lined the stages read like a *Who's Who* of rallying.

Hannu Mikkola made an appearance on Friday night, immediately starting the tongues wagging. Ford were supposed to have been testing in the forests that afternoon and Malcolm Wilson was known to be on his way from Ingolstadt. Had the Finn been at the wheel? "It is just that Newcastle is on the way from Helsinki to Hong Kong, and so I dropped in to watch!" Ask a silly question . . .

Early on Saturday morning, Stig Blomqvist arrived and spent the day watching the car with which he has been strongly linked for 1986. He would not be drawn on his feelings about the performance. David Richards — from Rothmans Porsche — flew in to observe proceedings, his being another name linked with the car. He was seen in close conversation with Peter Ashcroft during one of the service halts. It was one of those days.

Marlboro had ensured that everything went off with a bang. Fireworks (which set light to the nearby field) burst into the night sky on Friday, and the eyes were drawn upwards and away from the cars for a brief moment at the Saturday morning start, in order to witness the heart-stopping antics of the Marlboro Pitts Special. It was carnival time.

Having broken from tradition last year, the Lindisfarne returned to Albermarle Barracks for its opening shots. The real test for the Ford was now under way, successful testing times in Portugal mattering not one iota. One stage gone and Wilson was second; another lap of the 2.5-mile test and the position was the same, but rally leader Tony Pond, had extended his advantage. With but five miles gone, the Ford was 12secs adrift, over 2secs/mile. This was emphatically not a good omen.

Having negotiated the Albermarle tarmac, the rally headed for the forests and Wilson was clearly in no mood to allow Pond too much comfort. The third stage attracted a large group of people to the tricky left-right sequence near the finish, where the cars could be seen on a long straight across the valley beforehand. The Metro roared across the skyline, its new engine sounding crisp and businesslike. After the *débâcle* of the Russek in July, this looked better. Round the tightening left-hander it came, the tail drifting out first to the right and then to the left as Pond attacked the second corner. The wheels bit and the car scorched away. Second would not be enough today.

The Ford had already passed the first viewing spot, observers trying to familiarise themselves with the sound of the turbo engine. It sounded rougher than

the Metro, but who knew if that was an indication of troubles? We waited with stopwatches at the ready.

The white nose shot into view around 7secs quicker than had the Metro's. Wilson was attacking hard. But it was too hard, and the gathered assembly not only witnessed the car's first rally, but also its first accident in competition.

It arrived in the corner far too quickly and was never going to get round. With all four wheels searching for grip, the car flew off the edge of the road and into the trees, Wilson amazingly lucky not to have rolled the car into retirement there and then. The crowd rushed to help (including a *Screen Sport* film crew which had Chris Lord holding the microphone. As he fell headlong in his haste to get the story, Chris's words were probably deleted!). It was fortunate that there were so many willing hands as the Ford was not coming out without assistance, and even then it was 30 to 40secs before, with a toot of thanks on the horn, Wilson rejoined the contest. At a stroke, he had slumped to sixth but was still in the race even if he was behind R-E-D's four-wheel drive Ford!

In the apallingly slippery conditions, one could not help but feel sorry for Mazda's two-wheel drive RX-7. Ingvar Carlsson and Rod Millen were completely unable to match the pace of the leaders. The Swede lay third after

A highly pleasing debut



"Up to the point where we slid off the road on the third stage, the car was very, very good. We were aware that the Metro was quicker over the first two stages and know the reason why but the team are not too worried about it. We decided to run on pure forest suspension — it's jacked up quite high at the front — and we were not running the right amount of camber for tarmac.

"I believe that the Metro had a lot more power than the Ford — we had between 380 and 405bhp — but once we got in the forests the chassis proved to be very good. It has really got a tremendous future.

"We began to beat Tony in the forests but picked up that puncture and lost time but after that we were within a few seconds of Tony all the way to the finish. We are obviously very pleased that it has gone so well on its first event, and there is still so much to do to the car. There is no doubt after today that it will go far.

"We were using 1.4 bar boost today — a little bit down on the potential — and we still have some lag characteristics, particularly in the tight stuff. We opted to use four-wheel drive all the time and did not touch the drive selector lever at all.

"There is no doubt about it, I am very, very pleased with the way it went."

fun, and managed to get all the way around the route, many not making half way.

The long sixth stage looked like a graveyard. Glyn Jones, Bill Dobie, Ken Wood, Glyn Thomas and Andy Middlehurst all ground to a halt in the stage, each parking the cars too far off or too deep in the mud to continue. Allan Edwards was seen stopped with the car having run out of petrol and Bob Nicoli's drive in the Nissan would last no further than service as the axle links had broken and no replacement unit was available.

Group A looked set to be the domain of Simon Davison once more as his main rival, Stuart Nicholls, had blown the engine, yes you've guessed it, in stage six. Darrell Staniforth, however, had different ideas although the Toyota would need a new alternator if it was to go any further. John Saint was grinning from ear to ear with enjoyment of everyone else's predicament, but Ken Ridley's hopes of a good run on his local event were dashed

with an off, the car handling badly due to a bent axle incurred on the Mewla. Graham Parkinson, accompanied by jet-setter Andrew Duerden for the day, was suffering with the underpowered Corsa Sprint on the claggy surface, but was looking good for a high placing following the carnage around him.

ARG aerodynamics ace, Bernie Marcus, ran into the service area ahead of the cars, clutching a handful of spanners and informing the AP Racing representative that Pond had a brake problem. It would probably be a minor adjustment that was required and no one really seemed worried. But when the car arrived at the control, there was reason to become concerned. Pond had been off the road — for about 20secs, they said — on the long stage, because the pedal pressure had gone haywire. Only 50% was available and then, just when it was needed most, the pedal went straight to the floor. Pond's explanation was conducted over Rob Arthur as, in the resulting 'off', the

driver's door was jammed shut. Luckily there was plenty of service time available to rectify the matter and Pond's lead was still secure at 1m 45s. Wilson had clawed back some of his earlier deficit over the brakeless Metro.

As Pond drove down the hill into the Hawkthirst service area, Wilson arrived. The front of the Ford bore the scars of its earlier excursion, but there was no tyre on the rear nearside rim. The Pirelli had let go with five miles of the previous stage left and Wilson opted to limp through, rather than stop. He lost 1m25s in the process. Malcolm had come so close to getting back on equal terms . . .

While the ARG team set about rectifying Pond's brake troubles, the Ford mechanics went into action for the first time in many years, some unkind soul suggesting that the team had been sprayed with WD40 to get rid of the rust. A new driveshaft was immediately fitted at the rear (actually the second change of shaft as the team had tried a different specification unit after Albermarle) and, as time was available, a new gearbox was fitted. It seems that the team has been practising for the switch was made in 15mins, creditable enough for the first attempt in anger. While that was being done, the front end was strengthened again — Lancia or Peugeot would probably have fitted a complete front section — and Wilson chatted happily to onlookers, which included Messrs Blomqvist and Richards.

There were only seven stages left and, if both the RS200 and the 6R4 were in full working order again, there was probably nothing to be done about changing the order. But Ford's fortunes were about to take an upward swing, thanks to a disastrous 'own goal' by ARG.

The brake problems were traced to a faulty master cylinder but, by now, service time was running short. The crew knew that the sensible thing was to check out on time and complete the work on the road, within penalty free lateness but also running the risk of exclusion for illegal servicing. There was certainly enough manpower available to find a quiet spot on the way to the next stage for the three works teams had brought a huge army of (whisper it) chase cars to

Wilson's escapade, gradually clawing his way back after a cautious start at Albermarle. He was still behind Rutherford's Sierra and not that far ahead of the 4WD Escort of Allan Edwards. Team mate Millen was also away slowly, already running late after giving the car a thorough checkout after the tarmac stages, but destined for a difficult afternoon.

Of the championship runners, Rutherford hit drama on the third stage when a front anti-roll bar broke, leaving the front nearside wheel to move alarmingly in the wheel arch by the end of the stage. He set off to the next stage after a hasty check, but there was nothing to be done save fit a replacement. The event had but three service areas and the next one was three stages away. Having engineered some extra minutes during a delay at the start of stage four, Willie was able to change the offending unit before tackling stage five. The controversy over that move would be resolved back at headquarters.

Assuming Rutherford to be out of the event, Mark Lovell slowed the Nissan 240RS in order to finish the rally. "I am driving like an old woman," he admitted with half of the rally completed. "It really is difficult to concentrate when all you are doing is driving to the finish. I am on and off the brakes like a novice. It doesn't really matter where I finish — even eighth will do — now that Willie has gone. But if I don't make it . . ."

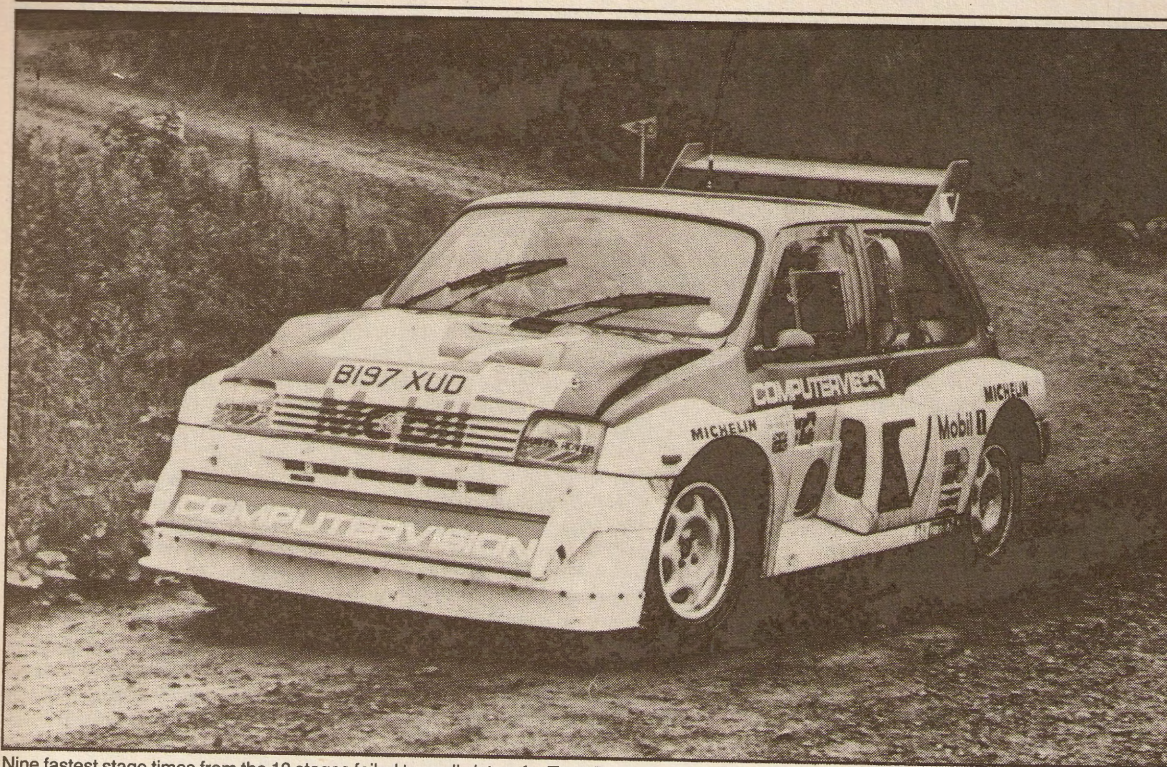
Lovell was on his way out of service when the big red Sierra arrived. Commiserations turned to anger when Lovell discovered that Rutherford was still in the event and, what is more, right on the pace. The adrenalin began to pump.

Millen was another to arrive late, a puncture on the previous stage needing replacing there and then. Having removed the offending wheel, however, he and co-driver, Brian Rainbow, discovered that the spare would not go on and they had to replace the old rim to get out off the stage. Rainbow promptly ripped up his stage time check sheet and got on with enjoying the ride!

Roy Cathcart's hopes of taking Malcolm Wilson's Quattro to a good result were dashed with a fire in the engine compartment at Albermarle. Graham Walker — Louise's husband — had fitted a new petrol pipe on the stage, so that the car could be safely extricated, but the genial Irishman was duly excluded for receiving assistance. He continued for

Ingvar Carlsson/Benny Melander came through all the drama at the front to finish in second place, some 2m24s down on the RS200.





Nine fastest stage times from the 13 stages failed to spell victory for Tony Pond: there was a problem with the brakes you see . . .

follow their charges. Incomprehensibly, however, a decision was taken to do the work in service. When the first new cylinder failed to bleed properly and a second one was fitted, time had run out and 8mins of road penalties had accrued when the Metro set off. Pond knew that Wilson had just been handed the rally for he was now clear of the field. Pond was tenth . . .

Behind Wilson, Carlsson had hung on to second spot in a car that he described as being much better than the one he had on the RAC Rally last year, now that stiffer rear suspension was fitted, but it was still only. "Medium OK", Rutherford was one place behind, and local man Bill Lyburn had brought his newly rebuilt Escort up to fourth, despite a damaged exhaust that shook that wax out of one's ears.

Just behind him was another Escort, that of Pete Slight's, whose neat and tidy style was proving perfect for the conditions, even though he was unsure about the new Dunlop rubber that he was using in place of his usual Michelin. Chris Mellors was having an unusually trouble-free run and one could not discount the progress made by Dougie Watson-Clark in the immaculate Country Garage

Sierra, riding just inside the top 10.

Lovell's charge had brought him back up the field but, as is often the case when a sudden burst of speed is applied, disaster was literally just around the corner. A slow right hander was attacked far too quickly and the Nissan slid off into the mud. Determined to regain the track, Lovell and Pete Davis literally dug the axle clear of the goo. After seven stages, the championship leader was 35th and last. Rutherford was not high on his Christmas card list at this point.

The spectators who endured the weather were now being treated to two dramatic charges through the field. Pond promptly set fastest time on five of the remaining seven stages — despite smashing the front aerofoil in a dip on the Hindhope stage which produced chronic understeer on Harry's Pike and Ogre Hill — to return to Newcastle in sixth place. His face told more than he would care to admit, one feels. Lovell, too, put in a burst of speed to carry him up to 13th place but still a long way behind his rival.

Query and counter-query were lodged with the results team who decided that Rutherford had indeed made unfair use of a situation. After suggestions that he might be excluded, and the prospect of protests if justice was not seen to be done,

the organisers applied a 30mins penalty, dropping him to 33rd — last but one — and the Hexham man reluctantly decided to accept the decision, albeit very much aggrieved about the whole affair.

The crowds, however, had gathered to watch Wilson open yet another bottle of champagne (not the first of the night by any means). A fortuitous victory it may have been, but the record books only record facts. And the facts on Saturday, September 7, 1985 (historians should note the date carefully) were that Ford did everything right while Austin Rover made one mistake. At World Championship level, that would be inexcusable . . .

MARLBORO LINDISFARNE RALLY (GB)

Sup 7

Shell Oils/Autosport RAC National Rally Championship, round 7

1	Malcolm Wilson/Nigel Harris	Ford RS200	P	71m45s
2	Ingvar Carlsson/Benny Melander	Mazda RX-7	B	74m09s
3	Pete Slight's/Lou Naylor	Ford Escort RS	B	76m04s
4	Bill Lyburn/Allan Hutchinson	Ford Escort RS	B	76m40s
5	Chris Mellors/Harold White	Ford Escort RS	B	77m05s
6	Tony Pond/Rob Arthur	Metro 6R4	P	77m36s
7	Kevin O'Kane/Noel Alexander	Talbot Sunbeam BRM	P	78m56s
8	Dougie Watson-Clark/Dave Orrick	Ford Sierra BDG	P	79m02s
9	Les Graham/Keith Chipchase	Ford Escort RS	B	80m34s
10	Richard Mawson/George Tindall	Ford Escort RS	B	80m43s

Group N: 1, Simon Stubbings/Nicky Grist (Toyota Corolla GT), 89m38s; 2, Ian Wilson/Peter Anderson (Peugeot 205 GTI), 89m44s; 3, Nigel Seabold/Tim Barton (Ford Escort RS Turbo), 91m27s.

Group A: 1, Simon Davison/Dave Nicholson (Vauxhall Astra GT/E), 82m27s; 2, Darrell Staniforth/Derek Staker (Toyota Corolla), 82m30s; 3, Graham Parkinson/Andrew Duerden (Opel Corsa Sprint), 83m46s. **Up to 1300cc:** 1, Parkinson/Duerden; 2, Tony Saddington/Andrew Bodman (Vauxhall Astra), 86m30s; 3, David Beveridge/Elliott Murray (Skoda 130L), 100m29s. **1300cc to 1600cc:** 1, Staniforth/Staker; 2, John Saint/Mike Rowe (Toyota Corolla), 85m47s; 3, Chris Wheeler/Geoff Skillen (Toyota Corolla GT), 89m47s. **1600cc to 2000cc:** 1, Davison/Nicholson; 2, Terry Woods/Alan Andrews (Ford Escort), 90m44s; 3, Barry Sugondo/Andy Butler (Ford Escort), 92m47s. **Over 2000cc:** 1, Nick Edmond/Steve Pemberton (Rover SDI), 95m07s; 2, David Clibbery/Dave Baugh (Rover SDI), 95m37s; 3, Chris Tilly/Dick Lines (Rover SDI), 97m16s.

Open, all capacities: As overall.

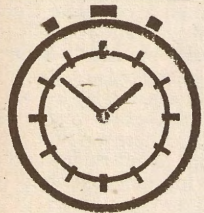
Starters/Finishers: 57/34.

Rally Leaders: SS1 to SS6, Pond; SS7 to SS13, Wilson.

Leading retirements: Ken Wood (Rover Vitesse), suspension, stage 6; George Marshall (Nissan 240RS), electrical, stage 11; Allan Edwards (Ford Escort 4x4), out of petrol, stage 6; Bill Dobie (Opel Manta 400), accident, stage 6; Glyn Jones (Opel Manta 400), accident, stage 6.

Championship placings: 1, Lovell, 130pts; Rutherford, 105; 3, Aitken-Walker, 100. Group A: 1, Davison, 136pts; 2, Parkinson, 131; 3, Nicholls, 114.

Stage analysis	1st	2nd	3rd	4th	5th	6th
Pond	9	4	—	—	—	—
Wilson	4	7	—	1	—	—
Millen	1	—	—	3	1	—
Carlsson	—	—	7	2	4	—
Rutherford	—	—	5	2	—	4
Lovell	—	—	—	3	—	3
Slight's	—	—	—	1	4	1



	Albermarle 1 (1m30s)	Albermarle 2 (1m30s)	Shepherdfield (4m00s)	Blackburn (5m00s)	Chiridonhead (6m30s)	The Forks (11m30s)	Hawkhope (4m30s)	Comb (3m25s)	Hindhope (4m15s)	Harrys Pike (4m30s)	Ogre Hill (4m30s)	Albermarle 3 (1m30s)	Albermarle 4 (1m30s)
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	1	2	3	4	5	6	7	8	9	10	11	12	13
Wilson	2.21	2.17	5.44	5.35	9.28	15.33	6.01	3.51	5.01	5.46	5.25	2.22	2.21
Carlsson	2.28	2.22	5.23	5.57	10.11	15.44	6.19	4.00	5.12	6.04	5.39	2.26	2.24
Slight's	2.30	2.24	5.34	6.15	10.20	15.42	6.33	4.14	5.31	6.17	5.45	2.31	2.28
Lyburn	2.34	2.24	5.31	6.07	10.18	15.38	6.27	4.07	5.26	7.00	5.51	2.42	2.35
Mellors	2.34	2.30	5.29	6.21	10.38	16.09	6.32	4.11	5.23	6.16	5.53	2.35	2.34
Pond	2.15	2.12	4.57	5.47	9.37	14.25	6.04	3.50	4.59	5.50	5.15	2.14	2.11
O'Kane	2.36	2.38	5.44	6.25	10.41	16.12	6.42	4.23	5.41	6.36	6.01	2.39	2.38
Watson-Clark	2.32	2.31	5.36	6.19	10.36	16.17	7.56	4.21	5.35	6.26	5.49	2.33	2.31
Graham	2.37	2.33	6.15	6.26	11.00	17.07	6.45	4.16	5.46	6.34	5.59	2.39	2.37
Mawson	2.39	2.34	5.54	6.29	11.03	16.42	6.56	4.30	5.55	6.40	6.08	2.40	2.33
Lovell	2.27	2.25	5.27	6.13	10.29	15.58	13.00	4.16	5.41	6.21	5.44	2.28	2.24
Millen	2.32	2.30	5.25	6.02	10.09	23.53	6.43	4.29	5.43	6.27	5.59	2.24	2.21
Rutherford	2.23	2.21	5.24	6.31	9.56	15.45	6.21	4.14	5.27	6.18	5.49	2.23	2.23



An illusion shattered

It is four years since a driver lost his life in an FIA championship sportscar and, during that period, many have walked away from major accidents. Several of these have been in Group C Porsches: Stefan Bellof himself at the Nurburgring in 1983. John Fitzpatrick and Philippe Alliot at Fuji later that year. This season, Dudley Wood and Joël Gouhier at Le Mans. In all cases, these were high-speed incidents. And in all cases, the drivers escaped almost unmarked.

Subconsciously I had come to believe that the Porsches were massively strong — 'safe' racing cars, for all their 230mph top speed and ground-effect cornering. If Manfred Winkelhock's accident at Mosport served to modify that opinion, Stefan Bellof's at Spa-Francorchamps shattered the illusion forever.

The simple truth is that no one walks away from a 130mph collision head-on with an unyielding barrier — not in a Group C car, nor for that matter in a Formula 1 car, nor even in a Sherman tank. The G-forces are too massive.

I am told, however, that in such accidents Formula 1 chassis would not deform as much as sportscars, which by definition feature a relatively weak area: that is, the longitudinal space between the dashboard hoop and the fuel tank, or the cockpit, if you prefer. The presence of the doors, also, makes it impossible to construct a rigid outer structure.

The Formula 1 cockpit has evolved into a survival cell, with the safety of the driver of paramount importance during

the design process. The time has come, perhaps, when we should be looking at building such a survival cell into the design of racing sportscars.

It is by no means difficult to imagine that the next generation of sportscars might be radically different, with the driver encased in a rigid monocoque along the centre line of the car. There are practical difficulties but these are not insurmountable.

The access to the cockpit would have to change, and pitstops would probably occupy more time. However, that would be the same for everybody.

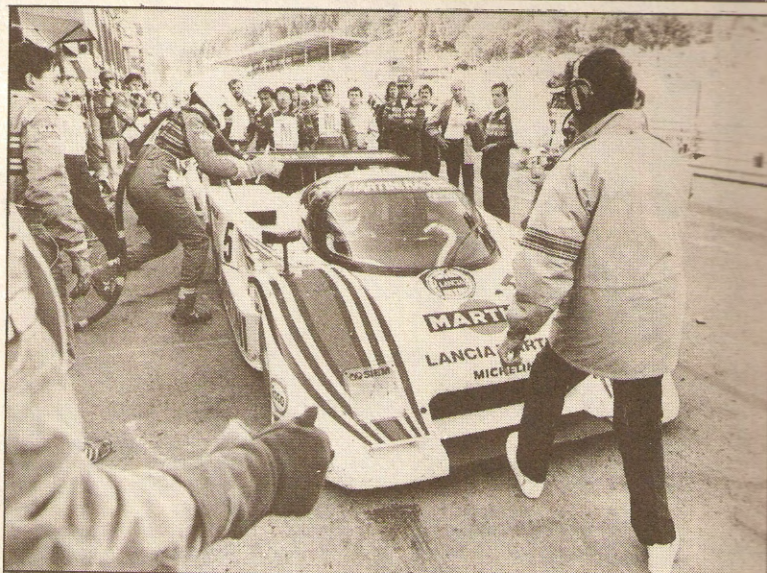
The best financed teams would be able to design and construct these monocoques themselves (for both works and private entries) while, for the little teams, two or three specialist constructors might be licensed by FISA to supply approved, standard units. These could then be incorporated into individual designs, allowing the teams to retain flexibility of aerodynamic and bodywork treatment, in such a way that the sportscar appearance is kept.

We must look at every possibility of improving safety in sportscar racing and in the sport in general. And we must also work to remove the double standards currently being applied, because there are many safety measures in Formula 1 that are absent in other FIA categories.

Examples? Sportscar drivers compete on circuits considered unsafe for Formula 1. No Grand Prix can start until the rescue helicopter is in a state of readiness. The Formula 1 circus has an authorised medical officer. There are several more.

One constructive suggestion came at Spa from Keith Greene, the RLR/Canon team manager who was appalled by the fact that it took more than twenty minutes to release Jonathan Palmer from the wreck of his car. Keith wondered if the delay might have been caused by the rescue workers not fully understanding which part of the car was trapping the driver's feet. After all, it is unrealistic to expect corner marshals to have a sound knowledge of how a Porsche 956 is built, or any other car — and in any case there is a wide variety of designs in the World Endurance Championship.

If this is, indeed, a problem, then Keith suggested the solution, which would be to have a purpose-built WEC rescue vehicle travelling to all the races. Such a vehicle would have a variety of suitable cutting equipment and would be operated by specialists with engineering expertise and a broad knowledge of the design of all the cars participating. In the ideal situation, the operators would also



Lancia team director Cesare Fiorio prepares to release Riccardo Patrese in the winning car.

have linguistic and paramedic skills.

It was noticeable at Spa, when Dr Palmer, still trapped in the car, was asking for a saline drip, that the situation would have been improved had someone been supervising the rescue process who was fluent in both English and French.

I think Keith's suggestion has great merit and, who knows, perhaps some company might take it up and finance such a facility. It would be expensive, of course, and the sponsor would be in the unusual position of hoping that his vehicle would never be publicly seen. But it would be a sponsorship making a direct contribution to the safety of the sport.

A weekend soured

With the possible exception of Le Mans, the weekend at Spa was going to be the high point in the World Endurance Championships since the introduction of Group C in 1982.

We all believed that Martini Lancia would win a race sooner or later, and even some of the Porsche team managers reckoned it would be this one. Some of them went as far as admitting that they actually hoped Lancia would win because, even after the arrival of Jaguar, there is generally an infectious enthusiasm for the Italian team. Everyone wants to see the cars do well.

Cesare Fiorio's team was under a lot of pressure to achieve a victory with the hawkish LC2 at a time when the Lancia board in Turin is scrutinising budgets for

1986. His success, therefore, was well timed and will serve his team well when the final decision about the company's future competitions programme is taken in November.

But it was cruel that the win should have happened under such tragic circumstances, depriving the outgoing Lancia team of the celebrations. Inevitably, also, Lancia lost out on publicity from the victory and I noticed that many of the British newspapers (including, uncharacteristically, *The Times*) neglected to report the race winners, but confined themselves to a description of the Bellof tragedy.

Spa was the first confrontation between Lancia and Jaguar, and the first occasion on which the 'Tomcats' had been seen in Europe. As expected, the V12s sounded wonderful in the Ardennes forest and the TWR team proved that it supplies another chassis-engine combination worthy of description as competitive.

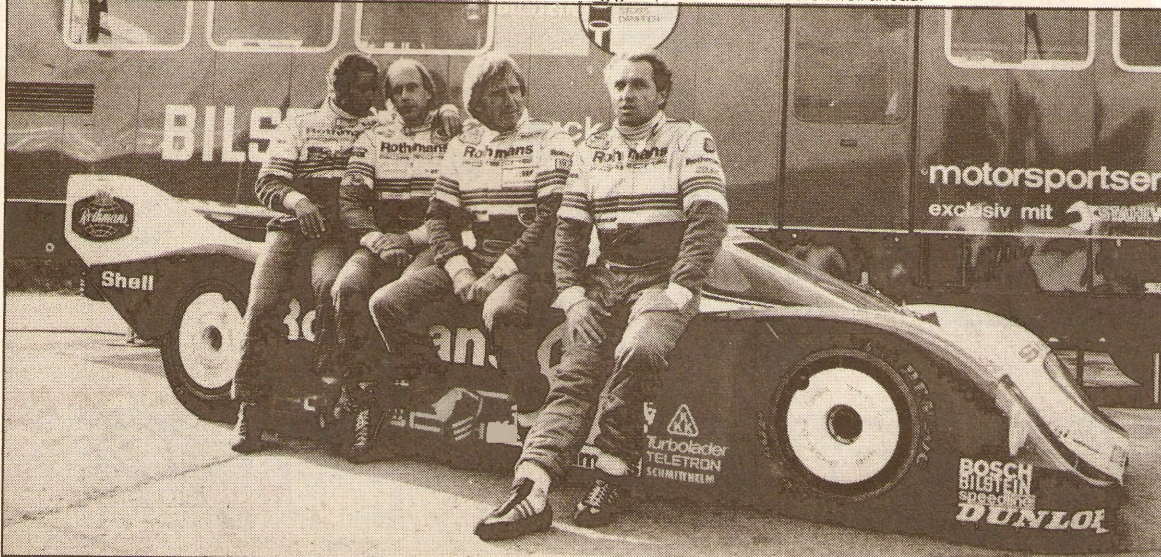
The were even two Aston Martin powered sportscars, of which the Cheetah astonished everyone — including its crew — by completing over 900 miles, running all weekend like a train.

The variety of optimistic factors that might have reserved for Spa a special chapter in the story of sportscar racing — which included, it should be said, a Lancia poised to win at last — faded instantly into the background at the very moment of that terrible accident at Eau Rouge.

No one had any heart for saluting Lancia's achievement, nor for celebrating the WEC titles that were clinched in Belgium. For Rothmans Porsche, the result landed the Teams championship, but there was only sadness. Sportscar racing had lost its universally admired World Champion — a richly talented young German whose career had been launched by the factory team itself.

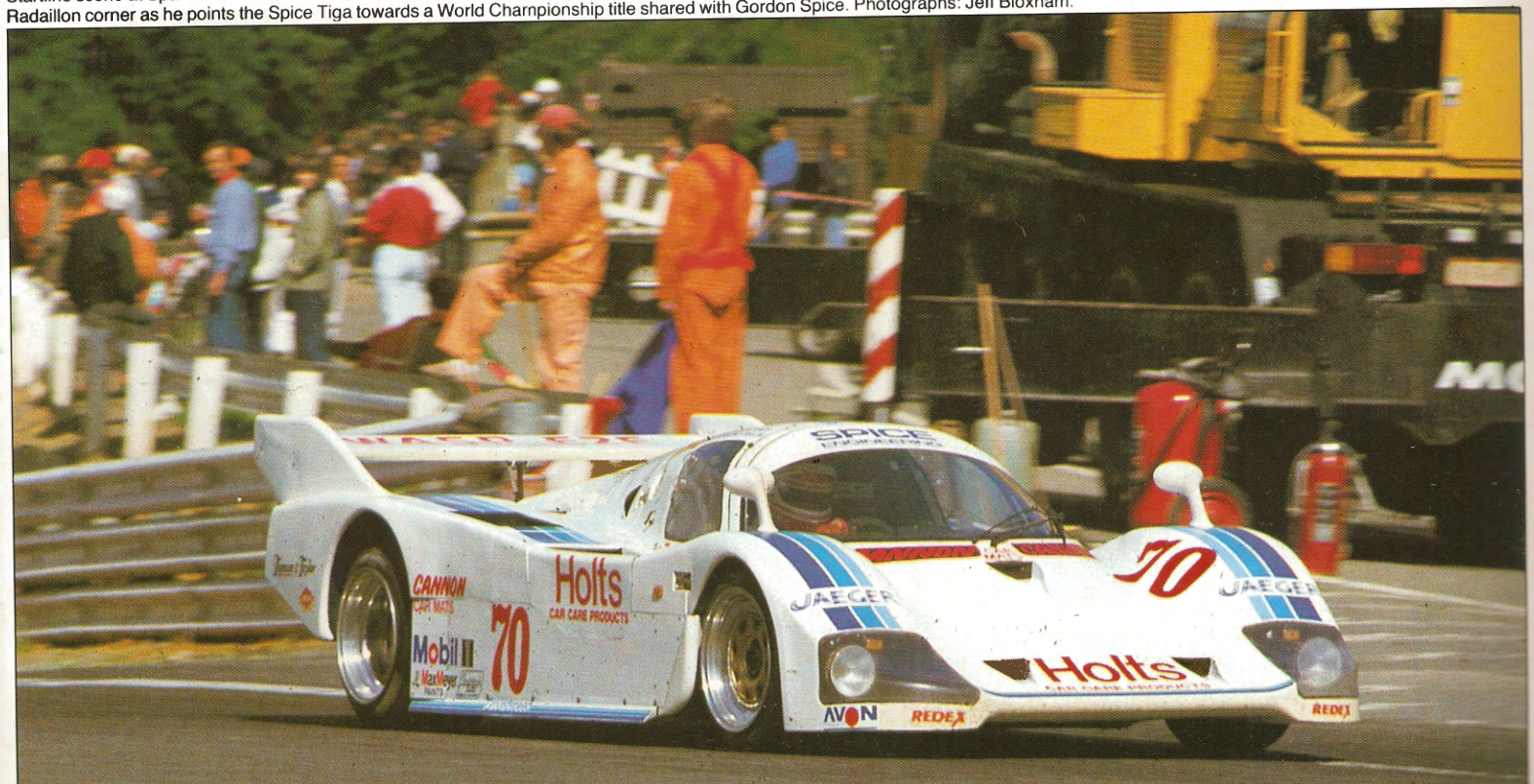
We would also have wished to hail the first World Champions in the C2 category, Gordon Spice and Ray Bellm, whose multi-sponsored Spice Tiga had also put the C2 Teams title beyond the reach of their rivals. Team manager Jeff Hazell has organised for the British entered car five wins and two second places from seven races this year which, in the face of some fancy opposition from such as Alba, Ecosse and Gebhardt, is an exceptional performance. It is going to be interesting to see how Spice Engineering fares in C1 in 1986, because the team has proved that it can reach standards of professionalism which are the envy of several of the Porsche privateers. ■

Four for the title? Works Porsche men Ickx, Stuck, Bell and Mass are looking good, with Hans and Derek well ahead.



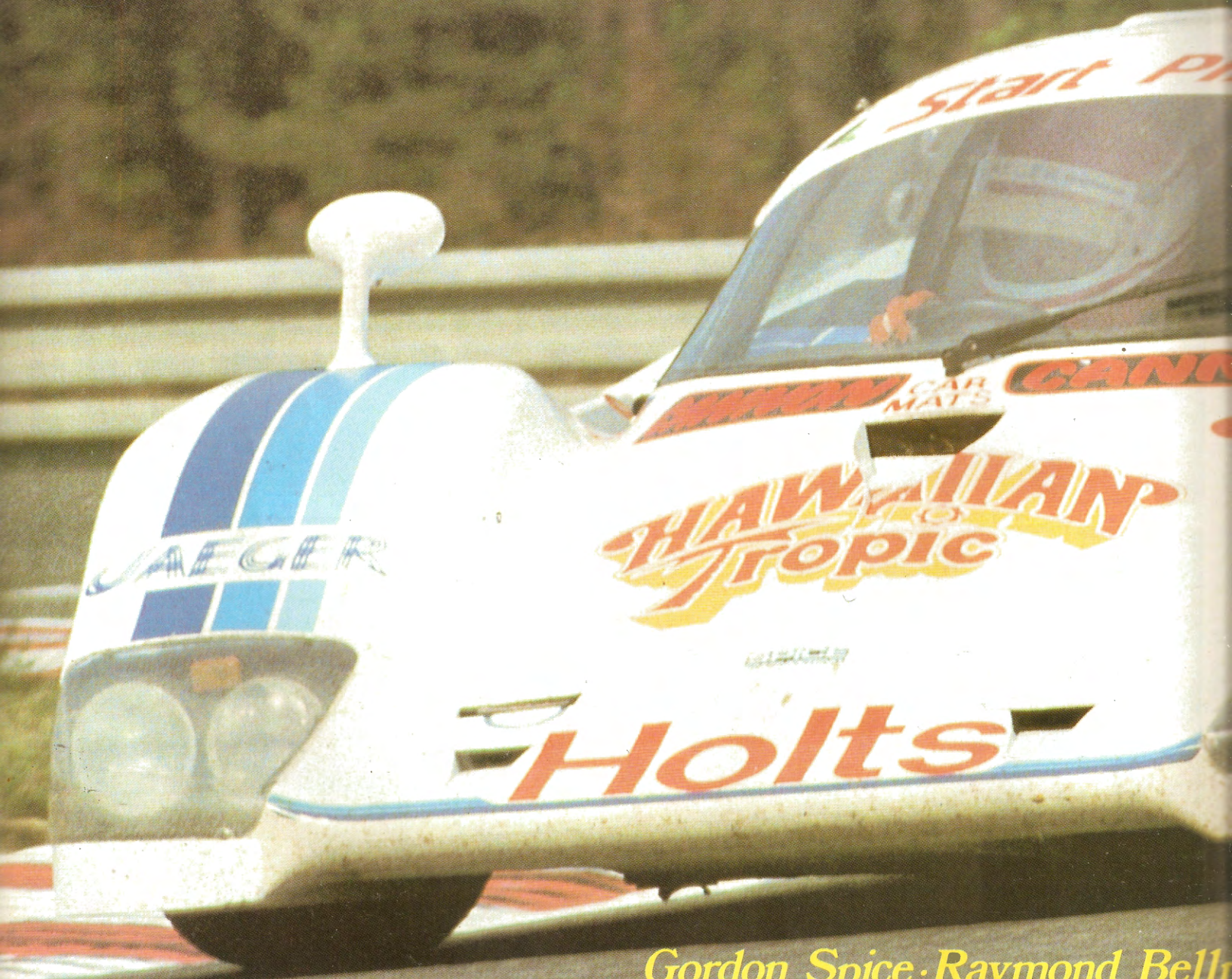


Startline scene at Spa: the best 1000kms field of the season in terms of variety of competitive chassis and engines. But the zenith became the nadir. Below: Ray Bellm crests the Radaillon corner as he points the Spice Tiga towards a World Championship title shared with Gordon Spice. Photographs: Jeff Bloxham.



AVON

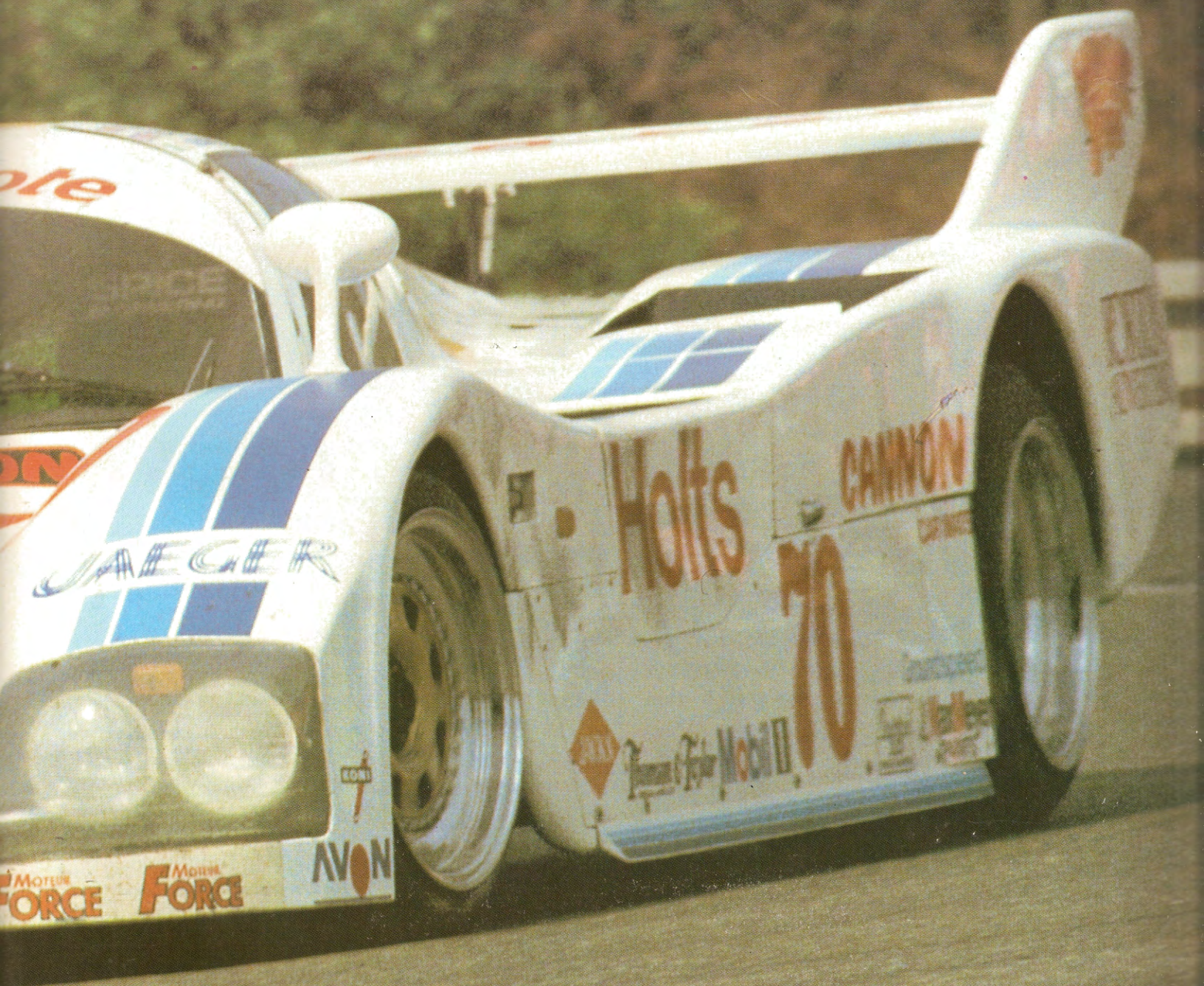
The performance tyre, on track and road



Gordon Spice · Raymond Bell

Winners of the FIA Group C2 V

Avon Tyres have taken Gordon Spice and Ray P



Spice Engineering · Spice Tiga

World Endurance Championship 1985

11m to 10 wins and two second places in 12 races

BOOKS

THE FORD THAT BEAT FERRARI — A Racing History of the Ford GT40

By John Allen & Gordon Jones

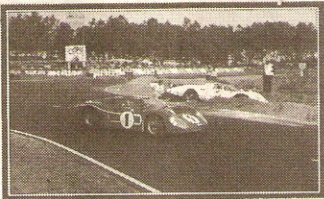
Published by Kimberley's

Hardback, 464pp, £40.00.

Coming so soon after Zuma's revised edition of *Ford versus Ferrari* and MRP's excellent *The Ford GT40*, this ambitious volume from Kimberley's needs to be good. And it is: primarily because it is the work of two highly knowledgeable enthusiasts of the marque, and it shows.

The rationale is to present a detailed history of the GT40 racing cars by the use of a very large number of photographs, with long descriptive captions and just enough text to tell the tale. The big format lends itself to good picture presentation, and this is where the new book scores most heavily.

THE FORD THAT BEAT FERRARI



A RACING HISTORY OF THE GT40

GORDON JONES JOHN ALLEN

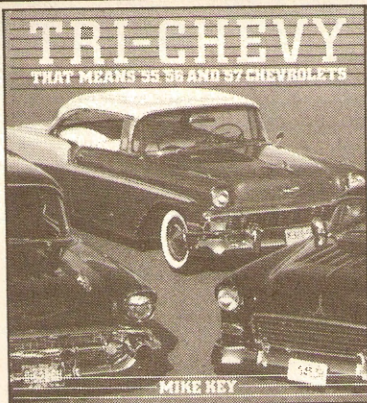
Among about 1000 illustrations, some 250 are in full colour. Every single GT40 that ever raced is pictured, and the authors have even contrived to illustrate each car in virtually every colour scheme in which it appeared during the heyday of the marque. In this and many other respects, the book is a valuable source of information for model makers.

The bulk of the book covers the construction, development and racing activities of the various GT40 derivatives during the period 1964-69 that culminated in the two consecutive Le Mans victories by the immortal chassis 1075 — a feat that has only now been equalled by the Joest team's Porsche 956-117.

A separate section deals with the 61 private teams that campaigned GT40s from 1965-71, and appendices provide a chassis history (there were about 90 competition cars, in 12 distinct types), a record of the 46 entries at Le Mans, a full list of drivers and the chassis they raced, technical data and specifications, models and kits, and further reading. A special section is reserved for the racing exploits of chassis 1075. The double Le Mans winner, you may learn, clocked up a race mileage of 11,963.24 miles, taking part in 11 events, six of which it won...

Thousands of facts — although a complete results dossier is conspicuously absent — and a real wealth of pictures, many of them published for the first time. This is a remarkable book, noteworthy for what must have been many hours of painstaking research in the photographic archives. It is not, however, 'definitive': you will buy it for the photographs and to put it on your bookshelf alongside David Hodges's MRP book, which is a third of the price. Then you really will have at your fingertips pretty much everything you need to know about the Ford GT40.

QDS



TRI-CHEVY THAT MEANS '55, '56, and '57 CHEVROLETS

By Mike Key

Published by Osprey Publishing Limited

Softback, 120pp, £6.95

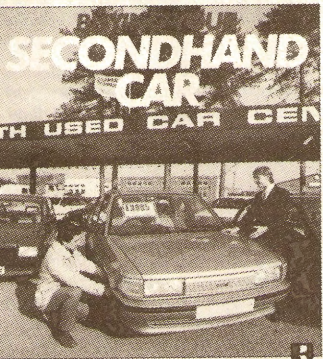
This book is a pictorial tribute to that cult car, the '57 Chevy, and its two immediate antecedents. Do not expect to come away with any great knowledge of the cars — technical, historical or otherwise — for that is not the book's aim.

Mike Key's book is glossy and uses a souly picture and caption format. Where it stands out from the pack is the content of its pictures. Writing a book on American cars obviously requires a trip to the States, so where better than a Classic Chevy Convention at Columbus, Ohio? The pictures are sharp, the setting pleasant, and the cars classy, a far cry from the usual overtly customised versions that appear at wind and rain swept shows in Britain. However, the furry dice appear to win favour unfortunately on both sides of the Atlantic.

The book is not cheap, at £6.95, but it is like the car: colourful, glossy and aesthetically pleasing.

BSJ

EXCHANGE & MART GUIDE TO



Joss Joselyn

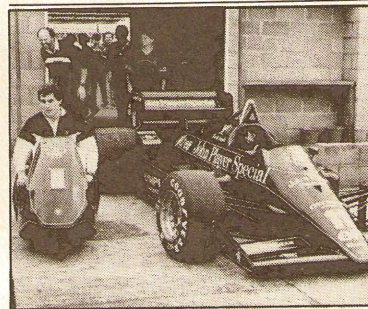
Another from the Brooklands Book's 'Road & Track' series featuring reprints from American magazines. This time we have Porsches from 1951-1967, supplementing Brooklands Books's other numerous editions on the marque.

This particular volume includes a brief look at the Cisitalia-Porsche GP car; the Super 90; the flat-eight 1.5-litre Formula 1 car (including a large cutaway drawing); the 904; an interview with Ferry Porsche; and many more such articles. Included are over 200 illustrations in some 104 pages at a price of £5.95, and is available from specialist booksellers or by mail order from 'Bookstop', 'Homeiser', Seven Hills Road, Cobham, Surrey at £6.95 including p&p.

Apollo Race & Rally Wear Limited

CAPTION COMPETITION

AUGUST WINNER



And now, the latest in our range of mobile commodes — the 'JPS Turbo' model. Note the two rubber covered hand grips on each side, for those special moments of extra tension!

Alvin Cohen of Northwood Hills, Middx.

RUNNERS UP

This picture of Ayrton Senna at the British Grand Prix obviously tickled your fancy. Never, ever, has our postbag been so full (or, perhaps, with our 'Siberian Summer' you all felt in need of one of Apollo Race & Rally Wears race/rally jackets to keep you warm!) Whatever, thank you for all your entries.

One of the most popular answers, perhaps somewhat predictably, was concerning fuel efficiency, such as this from Kent Thompson of Catherington, Hampshire: "It may not be as quick, but it won't run out of petrol." Or this pithy comment from Patrick Janssens of Deurne, Belgium: "Look ma! No petrol!" And this from Adrian Muldrew of Workington, Cumbria: "Well, it's slow, it's got severe brake problems, it understeers, and its under the weight limit — but it won't run out of fuel!" Otherwise, we had quite a few replies

along the lines of this from Mark Holman of Raumati South, New Zealand: "Sir Clive's latest transportation — the Senna-pod." Or this effort from Gerald Sparrow of Milton Keynes, Buckinghamshire: "Senna pods really make you go!"

Thanks to you all then for your entries — better luck next time. The best of the rest appear below.

Well, you did insist on the filter tip only.
Rodney Branford of Rickmansworth, Hertfordshire.

It's ok, Ayrton, Prost and Rosberg have got pogo sticks, and Alboreto's got Enzo's rocking horse.
D Hayes of Solihull, West Midland

If FISA impose any further restrictions, the only race we're likely to win will be the Tour de France.
Neil Edwards of Sheffield, Yorkshire.

Black to basics.
D G Phelps of Wimborne, Dorset.

I'm advised in World Championship racing to use this car to finish — the other is solely for pole.
R G Mickel of Skelmorlie, Ayrshire.

Don't forget, Ayrton: mirror, signal, manoeuvre.
Mark Slater of Totnes, Devon.

Clive Sinclair's quantum leap!
Steve Prior of Trowbridge, Wiltshire.

Will JPS purge the opposition with its Senna pod?
John Grant of Ropsley, Lincolnshire.

I'll only turn the boost up for the last quarter of the pit lane.
Chris Cornfield of Caversham, Berkshire.

SEPTEMBER CAPTION COMPETITION

Congratulations to Alvin Cohen — one Apollo Race and Rally Wear's jackets is winging its way towards you now. All you have to do to win the same is send in a funny caption to the picture below — its seems Derek Bell has been caught in a compromising situation!
Entry form overleaf.



MODELS

**LOTUS 47, PORSCHEs & VANWALL
Piccolino (GB), 1/76 scale
Kits from £4.16, built from £6.66**

Tony Bellm's company continues to release four new miniatures every eight weeks, an ambitious programme aimed primarily at the classic and historic car enthusiast. Latest offerings from the Hampshire stable are a very attractive Porsche 906, plus a 917 (both finished in white), a Lotus 47/Europa in red or blue, and a 1959 Vanwall GP car, in BRG of course.

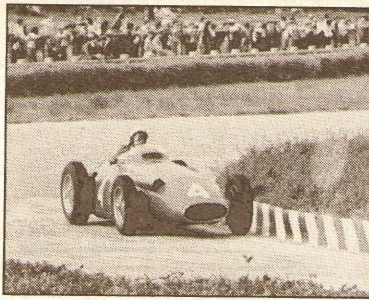
The earlier Porsche, of 1966 vintage, is the pick of the crop, and has particular appeal, being a rarely modelled subject. Corgi's superb Carrera 6 can still be found occasionally in model shops and at swap meets, if you are a fan of the Stuttgart marque.



Tony Brooke's Vanwall is available with either wire or solid wheels, although its ground clearance could usefully be reduced, while the Lotus has a rival in Matchbox's Europa, but will be of interest to all 47 admirers and/or racers. White metal kits can be specified, so that you may finish the cars in your personal livery. Full details and photographs are available from Bellini, Freepost, Charwell House, Wilson Road, Alton, Hants, GU34 2TJ. **MAWP**

■ A reminder for all model collectors that Britain's first Model Auto Collectors Meet will be taking place at Lewsey Community Centre, Landrace Road, Luton, Bedfordshire on September 28. Apart from those manufacturers already attending (this column last month), the meet has attracted various foreign visitors: Tenariv (from France) which specialises in resin kits; Esdo, also from France, and specialising in resin kits; FASTER 43 from Italy (transkits); and Gaffe (also from across the channel) which specialises in those weird and wonderful Paris-Dakar Rally Raid vehicles.

WHO, WHAT, WHERE, WHEN?



Quite a full postbag this month for our *Who, What, Where, When?* competition to win one of Page & Moy's £40 travel vouchers. And, unbelievably, only two were incorrect! So, first out of the hat was Mr Jack Langrishe who pointed out correctly the following facts:

Who: Jean Behra.
What: Maserati 250F.
Where: Modena.
When: September 22, 1957, Modena Grand Prix.

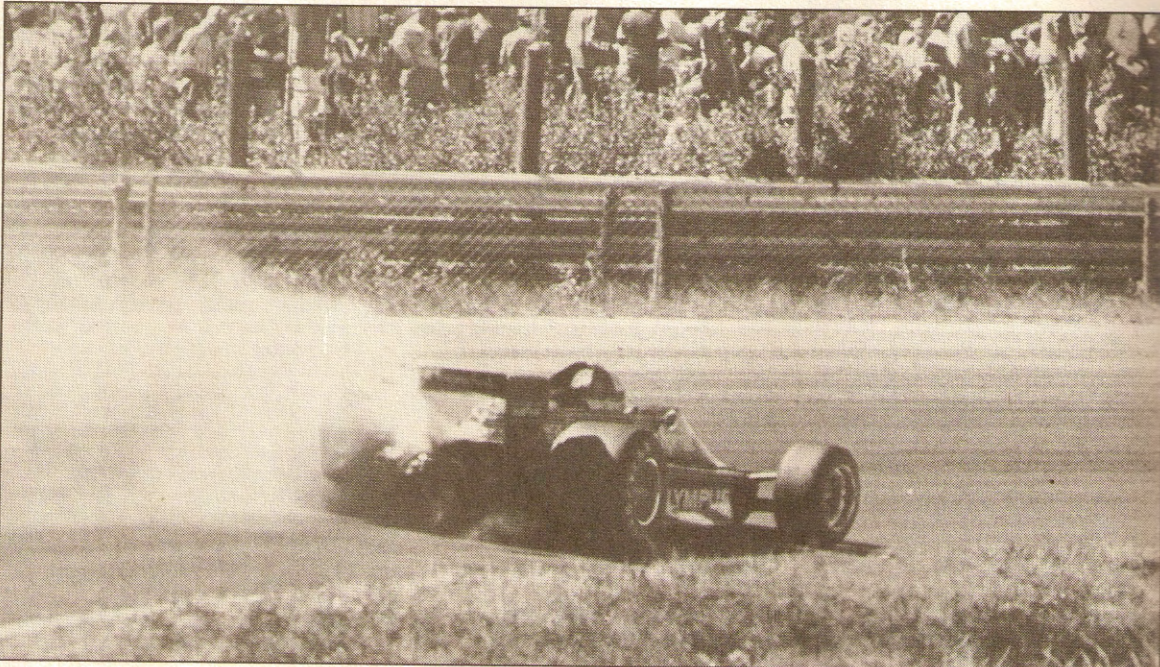
Congratulations Mr Langrishe — a Page & Moy travel voucher is on its way to you. Mr Langrishe also pointed out that the chassis number of Behra's Maserati was 2528, and that his average speed was 81.09mph for the two heat non-championship race.

Other interesting facts about this race included AUTOSPORT calling Behra's car a V12 — it was not! And Juan Manuel Fangio's non-appearance — originally slated to drive the V12 — after a road car accident. The race also saw the first appearance of the Ferrari Dino in Formula 2 guise but running with the enlarged V6 engine, and fuelled by AvGas (this information from Mr David Cole of Oakham, Leicestershire).

PAGE & MOY LTD

Other noteworthy features included Joakim Bonnier's first drive in a BRM, and also the last time that the 'Old Man', Enzo Ferrari, ever attended a Grand Prix in person.

So, to this month's competition. All you have to do to win a Page & Moy travel voucher to the tune of £40 is identify *Who, What, Where, When?* in the picture below — an interesting picture we think you'll agree — and send your answers, on a postcard only, to *Who, What, Where, When, Competition*, AUTOSPORT Editorial, Haymarket Publishing Ltd., 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by last post on September 26.



Apollo Race & Rally Wear Limited

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

Please circle jacket size after your name.

PLEASE USE BLOCK CAPITALS.

MY CAPTION IS:

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Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Thursday, September 26, 1985.

The winning streak

The 1984 National Breakdown Rally witnessed an unknown driver, David Savage, taking the start ramp in a Ford Escort RS1600i, seeded 13. The intrigued spectators later learned that this was the first part of filming for the Yorkshire Television series *The Winning Streak*, which will hit the screens next Monday (September 16) at 9.30pm.

Since that cold February morning, much film has been shot and large quantities rejected. For the story behind the scenes has been almost as full of intrigue as the actual series itself — changes of production teams, scripts and general direction taking place throughout the past 18 months or so. But now it is ready to take its place in ITV's autumn schedules and you can judge it for yourselves.

The story surrounds Savage Motors, a large Austin Rover dealership in the fictitious town of Cliffordsbridge (actually Appleyards of Bradford), where the owner, and head of the family, Bernard Savage, has returned from illness to see how his two sons are managing. Paul, the elder, is ambitious and determined to succeed his father. He has great plans for Savage Motors and there is the prospect of a series long clash between him and his father. David, on the other hand, is determined for different reasons. His passion is for the rally stages where he is fast becoming a local hero. His interest, however, seems to outweigh his concern for the company, a situation that angers Paul and worries dad.

Further intrigue is provided by the women

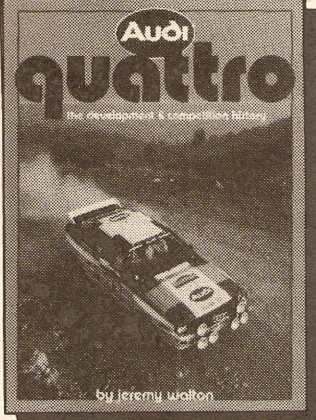
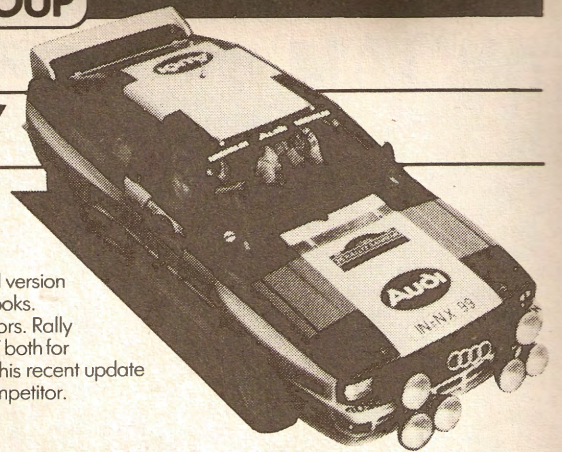
among the cast. Carol Dayton is David's girlfriend and works at nearby Radio Wharfe — one of his sponsors. Barbara Brookes is the girl in David's rival's life and the PR girl for Ternco Oils — later to sponsor the Metro 6R4 which David will drive. She too has designs on David and the battle between the two should prove entertaining! Paul's wife, Ruth, is less than happy about the way her husband is devoting more time to the business than to her and their domestic life seems set to hit a rough patch.

Having been granted a preview of the first episode, it seems that *The Winning Streak* will prove a popular series. Only six episodes are scheduled in this first series although we understand that a second is under discussion. A little knowledge is a bad thing they say, and it would be unfair to pick holes in some of the technical parts of the rally action. Yorkshire TV employed Val Shenton as adviser to the series and she has managed to gather several familiar faces to join in. Altogether, it is more convincing than the BBC's *Driving Ambition*.



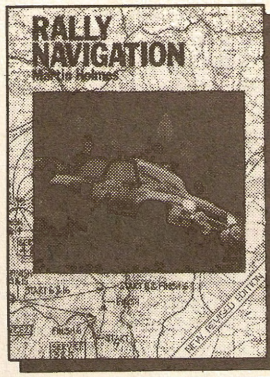
AUTOSPORT, SEPTEMBER 12, 1985

RALLY LIBRARY



▲ Audi Quattro – development and competition history

by Jeremy Walton
Jeremy Walton realised the importance of this new car and quickly became one of the car's greatest fans but his enthusiasm is not blindly subjective: as a seasoned motoring journalist, he recognises in the Quattro a package which is brilliant in concept and execution and which in terms of cost-versus-pleasure is hard to beat. With this motivation as a driving force, the author has created what is, and will remain, the definitive Audi-Quattro history. **280 pages, 269 illustrations.**
G.T. Foulis **£14.95**



◀ Rally Navigation

by Martin Holmes
A completely revised and updated version of one of our most popular rally books. Written by a navigator for navigators. Rally Navigation has become the 'bible' both for beginners and veterans alike, and this recent update makes it a must for the serious competitor. **190 pages, over 100 b/w photos.**
G.T. Foulis **£6.95**



◀ The Story of the RAC International Rally

by Phil Drackett
Written by the event's Chief Press Officer, it would be difficult to obtain a more authentic account of the RAC International Rally from its inception in 1932, right up to the modern day. The appendix which covers the results for each year's event is an invaluable reference source in its own right. **232 pages, around 100 b/w photos.**
G.T. Foulis **£7.95**

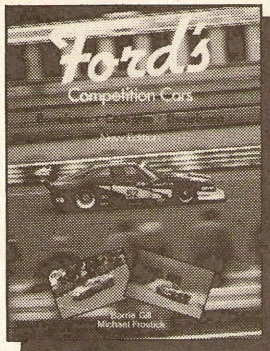


◀ Amazing Mini

by Peter Filby
Few cars have inspired such devotion, yet fewer have given such scope for being adapted. An amazing collection of photographs chronicle the versatility of this Issigonis creation and Peter Filby's exhaustive research offers enough information to satisfy the most demanding Mini enthusiast. **256 pages, over 200 b/w and colour photos.**
G.T. Foulis **£10.95**

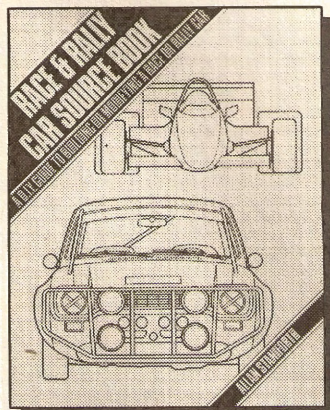
Ford's Competition Cars ▶ (New Edition)

by Barrie Gill and Michael Frostick
Ford's Competition Cars is about the inner workings of the Ford organisation. The exciting story is pieced together of the 'Works' Fords giving relevant competition successes, and an insight into Ford 'confidential' material. **232 pages, over 60 photos.**
G.T. Foulis **£12.95**



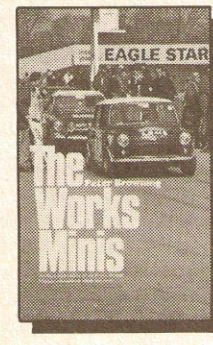
◀ The Works Escorts (Second Edition)

by Graham Robson
This second edition of the author's highly respected original work is the complete story of the Works Escort – from the Escort Twin-Cam through the RS models and Mexico to the abortive RS1700T project of the early eighties. A story of the individuals and teams whose efforts, skill and enthusiasm made the Escort's remarkable success possible. **320 pages, 149 illustrations.**
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◀ Race and Rally Car Source Book

by Allan Staniforth
In essence, the author explains how to build a competitive car without the aid of sponsorship, professional mechanics or the resources of a purpose-built workshop and the book includes planning, construction and development into a fully competitive machine. **200 pages, over 60 b/w photos, line drawings and diagrams.**
G.T. Foulis **£8.95**



◀ The Works Minis

by Peter Browning
First published in 1971, and now in its 4th reprint, the book is a complete illustrated history of the Works entered Minis in international rallies and races. Many contemporary rally photographs, technical information and very readable text make this super paperback quite exceptional value. **206 pages, over 60 b/w photos.**
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DRIVE IT!

The 'Drive It!' series explains how to get started in the sport, choosing a car, all the relevant background history, and essential information for the aspiring competitor. Written by 'died in the wool' enthusiasts, the 'Drive It!' series of books are acknowledged as the best value for money of their type on the market.

The Complete Book of Rallying – New Edition

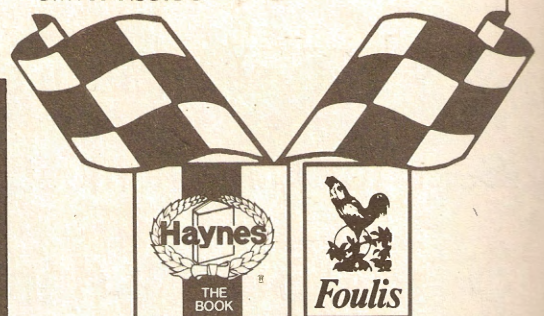
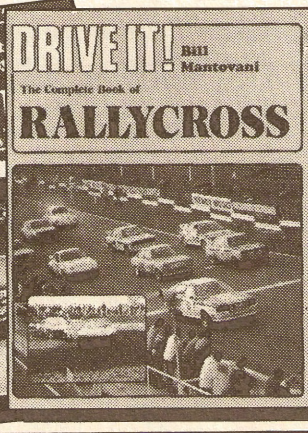
by Stuart Turner and Tony Mason

The Complete Book of Rallycross

by Bill Mantovani

Around 120 pages, approx. 50 b/w photos.

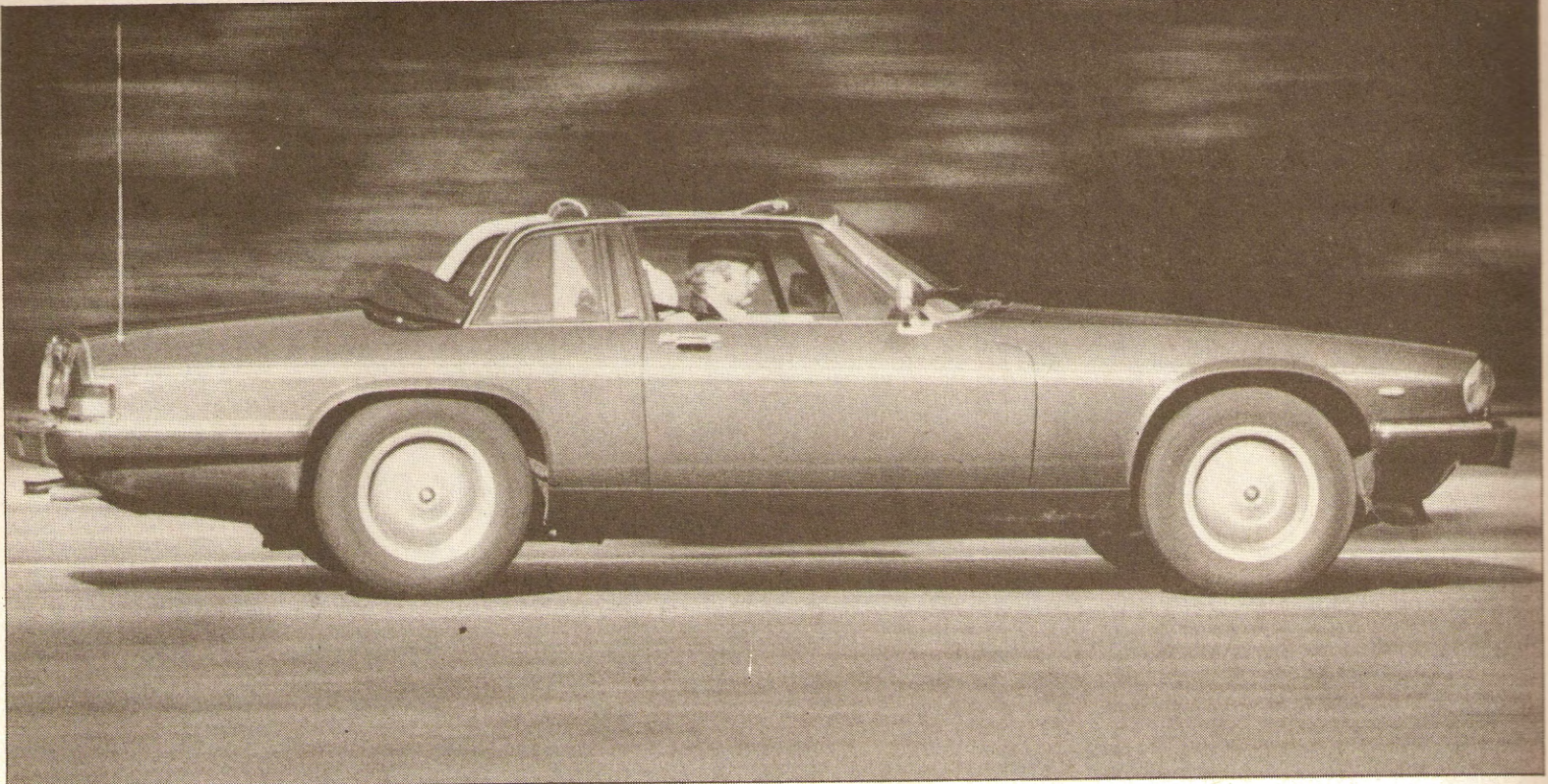
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The V12 XJSC-HE has to be considered as the most desirable of Jaguar's XJS range, providing effortless, wind-in-the-hair motoring.

Coventry's future classic

The last open-topped Jaguar to be powered by a V12 engine, the Series III E-Type, departed the scene 10 years ago — and instantly became a classic. Once again, however, Jaguar are offering fresh-air fanatics V12 performance with the introduction of the XJSC V12. Will it, too, be considered a classic at the end of the next decade?

You could almost call the V12 Cabriolet 'the inevitable car': after all, the straight six AJ6 engine appeared in both Coupe and Cabrio, so it seemed only a matter of time before the V12 appeared in both as well. There was a time a few years back when the V12 seemed doomed to extinction: too big, too heavy and too thirsty for current conditions: one of the reasons why you could only get the Cabrio with the AJ6 engine. Now however, it's found its second breath, and if rumours from the Continent are true we should see engines with the same number of cylinders from BMW and perhaps even Mercedes-Benz.

In 1981 sales of the XJS range had dropped to 1199 units: last year it recorded a record 6082 sales worldwide. The expansion of the range via the V12 Cabrio can only help matters, and the Coventry company are looking for 8000 units to be sold in 1985.

Troubled development

The first couple of years of the six-cylinder Cabrio have been far from trouble-free. The engine itself proved somewhat troublesome, while the method of construction, which relied on an outside supplier (Aston Martin Tickford) to fit the targa top, meant that it was only available to special order, and there was a long waiting list. The decision was therefore taken to fit the roof entirely in-house.

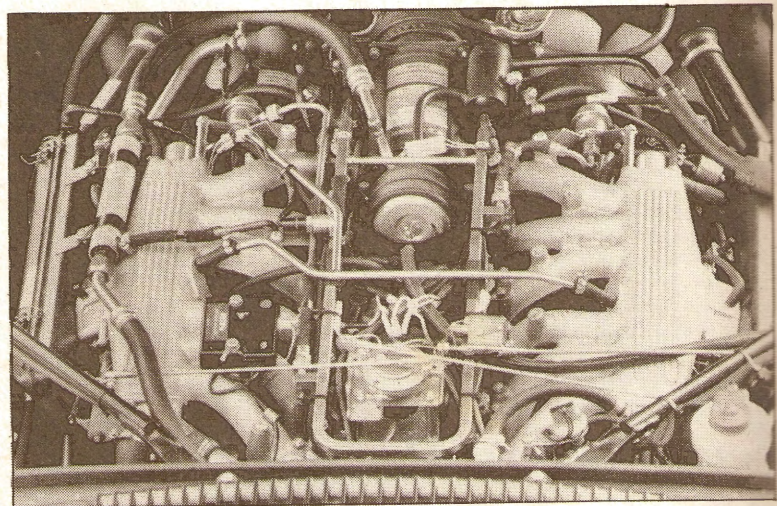
Because of the Cabrio's relatively low volume production, it is constructed wrong-way round: a complete coupe body unit is built at Jaguar's Castle

Bromwich body plant, then shipped to an outside contractor to have the roof removed. Painting and assembly take place at Jaguar's own factories.

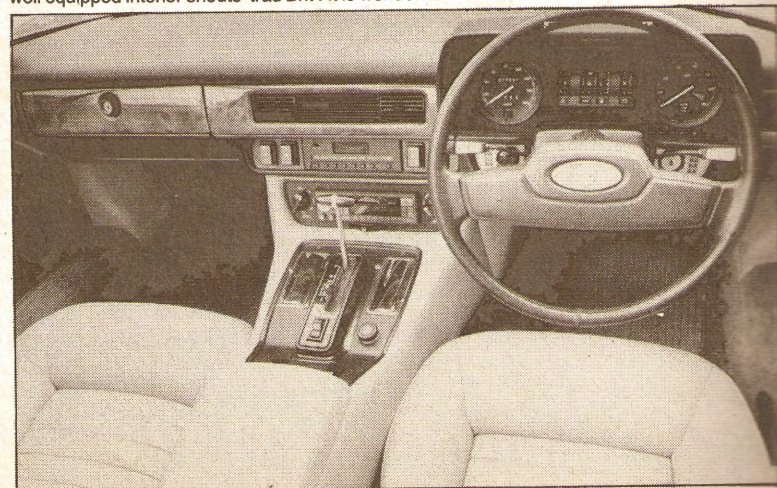
Technically, the Cabrio V12 breaks no new ground. The V12 engine has been around for years, but it is still one of the, if not *the*, best power units in the world. It has been gradually modified over the years, most significantly in 1981 with the introduction of the Mays head which, along with the adoption of Lucas-Bosch Digital Electronic fuel injection, considerably improved consumption with little if any drop in performance. It is an all-alloy unit with a single overhead camshaft per bank, and delivers a healthy 295bhp (DIN) at 5500rpm, and a very lusty 320lb ft (DIN) torque at 3250rpm from its 5345cc. As we've seen from the tracks, though, it is capable of giving considerably more than this, so it must be regarded as lightly stressed.

The rest of the car is pure XJS Coupe, which means a three-speed automatic transmission, Power-Lok limited-slip diff, power-assisted rack and pinion steering, disc brakes all round (ventilated at the front), and big 215/70VR15 tyres on alloy wheels. Suspension is by wishbones and coils at the front and Jaguar's unique system of lower wishbones, with the drive-shafts acting as upper links and with twin coil springs per side, at the rear.

Because of the position of the roll-over bar, necessary to add strength when the top is removed, there are no rear seats in the Cabrio — it is strictly a two-seater. ▶



The all-alloy V12 unit delivers its 295bhp (at 5500rpm) in a lusty, yet smooth manner. Below: The well equipped interior shouts 'trad Brit'. It is wonderful.



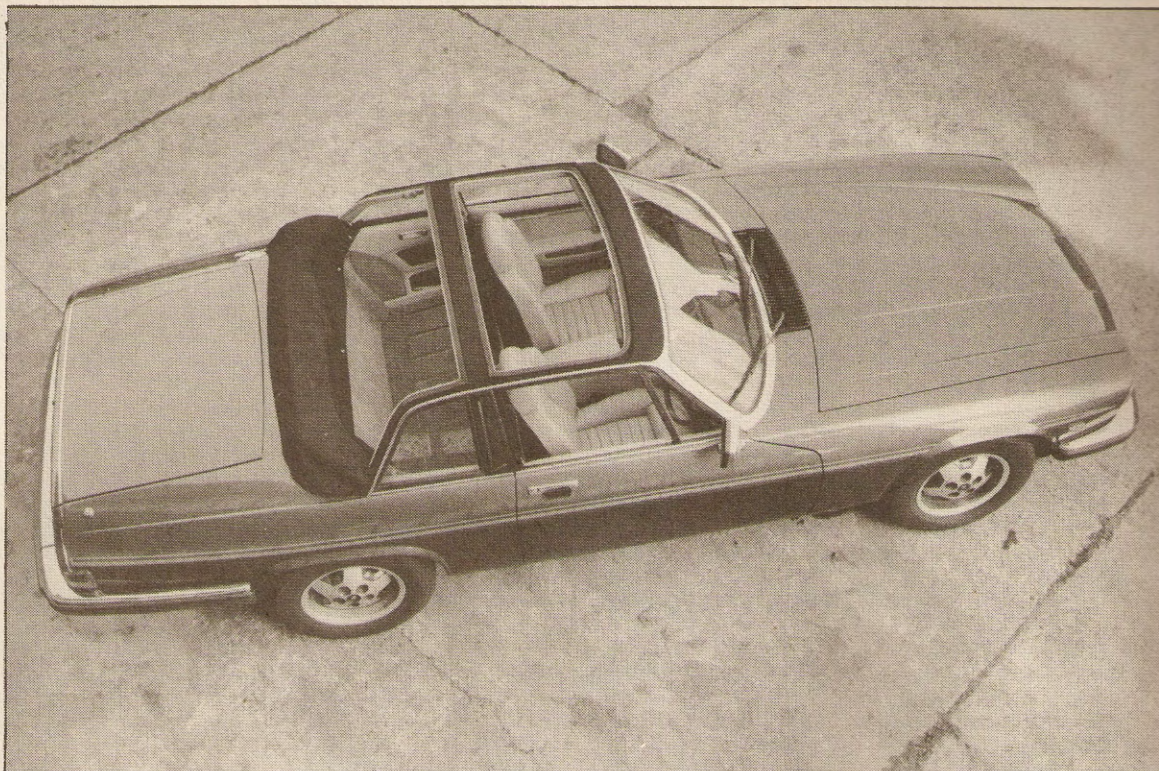
►► Naturally it comes comprehensively equipped, complete with air conditioning (which at first seems odd in an open car, but which soon proves its usefulness), acres of lovely leather upholstery and trim, and discreet burr elm on facia and doors. The top itself is in three sections, a two-part removable panel over the seats and a fold-down rear window section behind the roll-over bar.

At £27,000 the XJSC V12 is not cheap — but there are not many other cars which can offer 150mph and open-top motoring. There's the Aston Martin Volante at £63,000, the Bentley Continental convertible at a massive £82,000 (and its Rolls-Royce equivalent for another £1500), the charismatic Bristol Beaufighter at £50,000, the Mercedes 500SL which is close in image and price at £27,500, the Porsche Carrera Cabrio at £26,500, and the TVR 390SE at a relatively low £19,700. Anyone in the market for an expensive, fast convertible has quite a wide choice . . .

On-the-road performer

Where the Jaguar scores, though, is in its combination of price and performance. The factory claim a maximum speed of 150mph, and a 0-60mph time of 7.5s. The Porsche Carrera Cabrio will match it on top speed (152mph claimed), and accelerate much quicker to 60mph (6.2s) but it is a totally different sort of animal — refinement takes second place to sheer exhilaration. The Mercedes 500SL comes close to the Jaguar in refinement, matches it in acceleration (7.8 to 60mph) but is down on maximum at 137mph.

Paper figures are one thing though, actual on-the-road performance another. There is no doubt that the V12 power unit is superb in its effortlessness, and smooth but immensely powerful flow of energy. At any speed up to 120mph there are tremendous reserves of power, so a gentle caress of the throttle pedal has you wafting forward impressively — overtaking manoeuvres which, in most other cars would be a white-knuckle operation, are over and done with before you know where you are. It makes high speed look all so easy. Not that it is flawless however: in the test car it took quite a lot of churning to get it started, and there was a distinct shake



The roof comes (off) in three sections, giving one the choice of several degrees of open-top motoring.

when idling, neither of which we've come across before with this engine. But, it is economical: in spite of some very quick journeys, plus a fair amount of town work, we recorded a highly creditable 16.95mpg.

The sophisticated suspension set-up helps when recording fast cross-country journey times, with excellent road-holding, but as ever we have to criticise the steering. It is just too light, and too vague. A series of fast motorway curves taken at 130mph in a BMW M635 in the rain were very satisfying: in the Jaguar you were never quite sure what the front wheels were doing. This, in fact, is the biggest single criticism we can make of the car, and Jaguars in general, and where German machines with their ZF set-ups are so superior.

The loss of the roof, and the fitting of

the three-part replacement, has also meant a loss of refinement. There were the occasional creaks and rattles from the structure when it was raised, while the opposition has caught up in on road noise suppression — we were surprised at how much bump-thump was transmitted to the interior. Wind noise, too, with the top up increased so that, at over 100mph, it was the dominating sound, drowning out the radio.

Converting from open to closed, and vice versa, is long-winded. The targa top panels are fiddly, though the rear section drops down quickly enough. When fully open, the Cabrio is surprisingly civilised — your hair doesn't get blown around for example — and with the air conditioning working it is very enjoyable on a blazing hot day.

The interior trim is now looking

distinctly old-fashioned, though the fit and finish are impressive. The row of square push buttons, the rotary light switch, and the vertical minor dials all have a distinctly seventies look. We must admit, though, that where the BMWs and Mercs may have better ergonomics and facial layout, we very much prefer the Jaguar's wood trim and leather upholstery — out of date maybe, but infinitely richer in feel.

Summing up, the XJSC V12 is a worthy addition to the Jaguar line up, and most of the criticisms that can be made of it lie in two areas: the (to us) unnecessary complication of the roof structure, and the fact that in many ways it is showing its age. Nevertheless, it is still a highly impressive motor car, and unmatched in the sheer ease and sensuousness of movement. Others, though, are catching up . . .

Roof down or up, the XJSC looks far more graceful than the Coupe, giving the car a longer look.



JAGUAR XJSC-HE
£26,995

Specification

Cylinders/capacity	V12, 5345cc
Bore/stroke	90 x 70mm
Valve gear	Single ohc/bank
Fuel system	Lucas-Bosch Digital Electronic
Power/rpm	295bhp (DIN) at 5500rpm
Torque/rpm	320lb ft (DIN) at 3250rpm
Gear ratios	2.50, 1.50, 1.00:1
Final drive	2.88:1
Steering	Power-assisted discs, ventilated
Wheels	Light alloy, 6.5J x 15
Tyres	215/70VR15
Suspension (F)	Independent by double wishbones,
.....	coil springs, anti-roll bar
Suspension (R)	Independent by lower wishbones,
.....	driveshafts as upper arms, radius
.....	arms, twin coil springs/side

Dimensions

Length	187.6ins
Wheelbase	102.0ins
Track (F/R)	58.6/58ins
Width	70.6ins
Weight	35.4cwt

Performance

(Manufacturer's figures)	
Maximum	150mph
0-60mph	7.5s
Fuel consumption	
(urban/56/75mph)	15.6/27.1/22.5mpg
Test consumption	16.95mpg



Pupil and teacher: Lu Ning Jun listens carefully to advice, attempting to overcome both the language barrier and certain rallying techniques.

Chinese take away

Throughout the summer several factory teams have been making preparations for the 555 Hong Kong-Beijing Rally which starts next week. The experts from Opel, Toyota, and Nissan have been out East, planned the detailed service schedules, and been coming to grips with rallying, Chinese-style.

One particular team has, however, been making preparations of a rather different sort. They know the country well enough, understand the language perfectly, but have more limited experience of the rally world. In fact, when Lu Ning Jun and Zhao Yan Xiang arrived in Britain earlier this summer they have very little idea of what the sport entailed. On the rally itself they will drive a Mitsubishi Turbo entered by the China Motor Sports Association, but already this summer has been quite special, with a crammer course designed to introduce the Chinese to this dimension.

The event will not, as many had expected, be some form of Raid or Marathon competition. Such a rally would be virtually impossible in China because of the numerous highly populated areas through which the route would inevitably have to pass. So, it is a traditional European format special stage event, but with a few curiosities thrown in. The only chance that competitors will have to see the route before the start is on a video, for instance. For the whole first leg, service cars will follow the exact rally route — including special stages — that being the only road available to the convoy. And hotel accommodation could be an eye opener. In *China: A travel survival kit*, the section covering accommodation underlines that the good hotels are easily recognised as they have toilet paper . . .

So, for the Europeans the really interesting bit will start once they get into China, while for the squad of four police driving instructors from the Academy in Beijing carefully selected for the specialist course in Britain, the adjustment started much earlier when they got off the plane in London. The idea to run a Chinese crew on the event came from 555 — the rally sponsors — and with backing from the CMSA, the group arrived for a couple of weeks in the tender care of Simon Everett and Pentti Airikkala who would outline the challenge ahead. They would spend some time at a major event, have some expert practical tuition, and

do a club rally. Ultimately, the best of the group would start the Beijing event in a 555 backed Mitsubishi.

An early visit to the Ulster International was something of a revelation for the visitors, because while they had previously watched some films, the speeds were completely new. Immediately, they acknowledged that this job could be rather harder than anticipated. In China, all four lead similar life styles, working as driving instructors with the police academy, putting pupils through courses with heavy goods vehicles, jeeps, and cars. The maximum speed any of them had seen when they arrived here was about 75kph.

The relative inexperience with cars and driving meant that Everett and Airikkala would have to limit the sessions to the basic arts. "We cannot teach them any real tricks," explained the Finn, "just the basic lessons — like keeping the thing in the middle of the road, introducing them to opposite lock, these sort of techniques."

It was not long before the Finnish-Chinese language barrier started to present some interesting in-car difficulties. Airikkala explained that a system of hand signals evolved when the training was continuing with a couple of slightly used Avengers, chosen to withstand the odd bit of heavy treatment.

"When they are good, it's a thumbs up signal."

"And when they are not so good?"

"We hit them . . . We've been doing quite a lot of hitting."

It would be fair to say that one or two of the squad found the driving exercises rather too much, the odd moment of excitement creeping in so that the instructors earned their money. But the others, led by the chief of the group, Lu Ning Jun, were working hard to get some feel for the car.

A ride through the saloon course at Andy Dawson's Silverstone based rally school convinced me that Jun knew what he wanted to do with the car, anticipated its movements, and although at modest speeds he had settled in very well in the few days practice available.

"They have learned a great deal," continued Airikkala, "but one problem is that after 20mins of driving they all tend to get rather tired and start making little mistakes." Another trip round a slightly different course with Pentti in the co-driver's seat saw the Avenger return with the Finn ready to make a point.

"Tell him that he has to pay more attention to the changing road surface. Round the back we learned another lesson the hard way on some mud in the middle of a corner. He must remember that on a real rally the 'bollards' don't move quite so easily."

As expected after the few days' work, including a brief sortie into the woods in Wales, the candidates sorted themselves out. As the more capable concentrated on driving, the others embarked on a course of basic navigational lessons courtesy of Mr Everett. After a time to familiarise themselves with Ordnance Survey maps, it was then a matter of plot and bash in the back of a minibus round the lanes of Northamptonshire. Those that were not eventually to compete on the Beijing event would still be involved in servicing and other duties so although the rally would have a detailed road-book, some map reading ability would inevitably pay dividends. In any case, the final part of the British exercise would be a two car team entered on the Solent Stages, run on Salisbury Plain.

It would be the final part of the crash course, and for Zhao Wei Wei and Lui Shi that is just what it turned out to be. Their 555 liveried Avenger had what could politically be described as a 'big off', but after some behind-the-scenes work from the various experts they

managed to get back onto schedule and finished the rally, even if it was in last place.

Lu Ning Jun and Zhao Yan Xiang had a more successful day, and although a bit weary at the finish, they drove well, and finished a wet, tricky event with credit. The finish presentation became something of an emotional affair for all the Chinese, the organising club presenting each man with special awards to celebrate their visit, and Ling Jun thanking everyone amid much ceremony.

There is no doubt that for each member of the party, this was a once in a lifetime opportunity, not simply the rally course, but the insight into our lifestyle. There was much gossiping and discussion on everything they experienced, from a traditional Ulster wedding, to the staple British diet. "We don't really like your food," explained Ling Jun. "We are not used to so much meat, cheese and butter. It rather causes our stomachs to rumble. At home we prefer green vegetables and good rice."

But if Ling Jun's forecast on the changes in his country are accurate, then it is quite possible that others will follow in future years, learning advanced driving, and sampling our fatty foods. "The fact that we have been sent here is an indication that our country will develop, and I expect that there will be more motor sport in the future." The Beijing event is, of course, the first motor sport promotion held on an entirely open international principle for a very long time, and already there is a contract for future events.

Ling Jun and his colleagues — resplendent in 555 overalls — returned to Beijing last month to put into practice some of the lessons learned on their British adventure. Suddenly, although back in familiar surroundings, they were facing the same problems that the European factories were trying to solve. But whereas the big guns were hoping for victory, the newcomers were aiming to finish, just as high as possible.

That, in itself, will not be easy, even though the organisers have allocated generous service time along the run north to the Chinese capital. Maximum lateness is 60mins and that itself may be one of the biggest worries for the Chinese. It was easy enough to bring the group for a while and cram in certain basic techniques and rules, but the question remains as to whether you can simultaneously implant that competitive edge so crucial on any rally. That driving force to beat the clock day and night, when things are going badly, when sheer exhaustion starts to play a part.

In the short space of time that I managed to spend with Ling Jun and his boys, it was obvious that the will to finish was there. "Driving it is much more difficult than we had imagined, but the more difficult it is, the greater our will to succeed."

When the cars leave Hong Kong for the 3400km trek north, the crew of car no 32 will be desperate to complete with honour, and there should be no shortage of home support. An estimated two million people are expected to watch the four day event.

"Slightly used Avengers" were chosen. . .





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GUIDO BASILE - REYNARD - NISSAN FF2000 DRIVEN BY ROGER COMBE

The Willy and Wally show . .

MOSPORT PARK, Sep 08: The Roush Prototab Mercury Capris had a field day at Mosport with Willy T Ribbs and Wally Dallenbach Jr fighting it out all the way, with team mate John Jones third.

Willy T took the pole and led for 25 of the 40 laps before Wally D battled past to lead. The two fought it out all the way and crossed the line just 5secs apart. Jones duly came home third to give Roush Prototab a clean sweep — the only disappointment being the retirement of their fourth car, with Chris Kneifel at the wheel, with steering failure.

Regular challenger Elliott Forbes-Robinson retired his Buick Somerset Regal with clutch problems and with Paul Newman's Nissans again staying away (Newman was at Sanair to watch Mario Andretti in action) it was Mercury Capris all the way — fourth place going to last year's champion Tom Gloy.

MOSPORT PARK (CDN)

SCCA Bendix TransAm Championship, round 12

40 laps — 98 miles

1, Wally Dallenbach Jr (Mercury Capri), 1:07:16.4, 87.40mph; 2, Willy T Ribbs (Mercury Capri), 1:07:21.64; 3, John Jones (Mercury Capri), 40 laps; 4, Tom Gloy (Mercury Capri), 40 laps; 5, Eppie Wietzes (Chevrolet Corvette), 40 laps; 6, John Brand (Chevrolet Corvette), 39 laps.

Championship positions: 1, Dallenbach, 201pts; 2, Ribbs, 174; 3, Gloy, 133; 4, Forbes-Robinson, 103; 5, Chris Kneifel (Mercury Capri), 78.

Next round: St Louis, Sep 15.

Wood on top

PORTLAND, Sep 08: Jeff Wood swept to victory in style in the West Coast Atlantic event at Portland International Raceway, Oregon.

Leading from the pole Wood was never seriously challenged and had built up a 24secs advantage at the end of the 32 lap event. Riley Hopkins had been running second in the early stages but as they came round to lap the backmarkers he was run off the road and bent a steering arm. This left Jimmy Santos and Ron McKay fighting for second — a scrap that was to continue all the way to the flag. Dan Marvin had a terrible practice but charged in the race, finishing fourth on 12th on the grid, while John Richards put in an even more impressive run, starting 23rd and ending up fifth.

JOHN ZIMMERMANN

PORTLAND (USA)

West Coast Formula Atlantic Championship, round 7

32 laps — 61.2 miles

1, Jeff Wood (Ralt RT4), 36m10.00s, 101.63mph; 2, Jimmy Santos (Ralt RT4), 36m34.10s; 3, Ron McKay (Ralt RT4), 32 laps; 4, Dan Marvin (Ralt RT4), 32 laps; 5, John Richards (Ralt RT4), 32 laps; 6, JC Myers (Ralt RT4), 32 laps; 7, Rod Bennett (Ralt RT4), 32 laps; 8, Roberto Quintanilla (Ralt RT4), 31 laps; 9, Sandy Dell (Ralt RT4), 31 laps; 10, Rick Bowers (Tiga FA82), 31 laps.

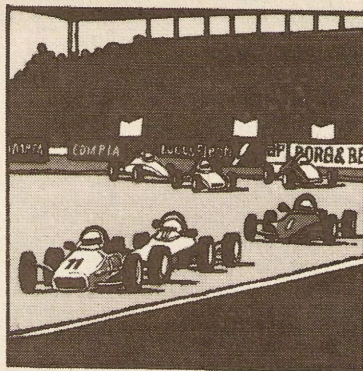
Fastest lap: Wood, 1m05.29s, 105.590mph.

Championship positions: 1, Wood, 122pts; 2, Marvin, 94; 3, Richards & McKay, 66; 5, Quintanilla, 56; 6, Mike Downs (Ralt RT4), 47.

Next round: Seattle, Sep 15.

MONDELLO PARK

Bertrand Fabi ran away with the EFDA European FF2000 race, crossing the line 4½secs ahead of Danish driver Henrik Larsen who got the better of Martin Donnelly after a race-long tussle. The Canadian thus clinched the series. The other races rose to the attention of the live TV coverage and there were more than a few acrobatic instances, fortunately without injury. There will be a full report next week.



NATIONAL RACES

Fine final

KNOCKHILL, Sep 1: The final meeting of the season, amazingly, was graced by fine weather — a stiff breeze keeping the track in prime condition — for the seven races which featured three road car events, a couple of FF1600 thrashes, a Libre and a GT event.

The opening FF1600 qualifier saw Geordie Taylor edge out poleman Kenny Brown with Roy Low a menacing third. This left Colin Harper to haul past Mike MacPherson before setting about the leading trio, joining battle with Low, until the latter spun off. Further down the field, Alex Fraser battled with Duncan Hughes, leaving Alex Knox to recover from an early indiscretion.

Having left the track, Bruce's Fiesta indulges in some acrobatics to scare the marshals.



KNOCKHILL

FF 1600 qualifying race (10 laps): 1, Geordie Taylor (Sparton FF80), 10m21.5s, 75.30mph; 2, Colin Harper (Van Diemen RF82), 10m21.9s; 3, Mike MacPherson (Van Diemen RF81), 10m23.5s; 4, Kenny Brown (PRS 78/79), 10m30.6s; 5, Ewan Buchan (PRS 79/80), 10m34.7s; 6, Bill Pirie (Crossie 25F), 10m44.4s. **Fastest lap:** Roy Low (PRS 81F), 1m00.1s, 77.87mph.

GT race (10 laps): 1, Ron Cumming (3.4 Lotus Esprit), 9m21.5s, 83.25mph; 2, Ian Forrest (1.0 Drambuie Imp), 9m22.8s; 3, Ricky Gauld (1.0 Davrian Mk 7), 9m33.3s; 4, Brian MacLeod (1.0 Hillman Imp), 9m50.3s; **Up to 100cc:** 1, Forrest; 2, Gauld; 3, MacLeod. **Fastest lap:** Forrest. **Over 1000cc:** Cumming, no other starters. **Fastest lap:** 54.9s, 85.25mph.

Libre, Clubmans & Sports car race (12 laps): 1, John Fyda (1.7 Mallock Mk 24), 11m01.0s, 84.96mph; 2, Kenny Allen (1.7 Vision), 11m11.7s; 3, Derry Houston (1.6 Chevron B34), 11m41.5s; 4, Harry Minty (2.0 Van Diemen RF83), 11m44.3s. **Clubmans 'A':** 1, Fyda; 2, Allen; 3, Reg Forrester-Smith (1.7 Marquis Mallock), 11 laps. **Fastest lap:** Fyda, 53.8s, 86.99mph. **Clubmans 'B':** 1, Andy Smith (1.6 Vision); 2, Mike Upton (1.6 Mallock 16B). **Sports 2000:** 1, Bill Ness (2.0 Lola). **FF 2000:** 1, Minty; 2, Allan Mutter (2.0 Van Diemen RF83), 11 laps; 3, Roy Wilson (Reynard 81 SF).

Road Saloons over 1600cc race (10 laps): 1, Ian Bruce (2.2 Sunbeam Lotus), 11m05.8s, 70.29mph; 2, Ray MacDowall (2.2 Sunbeam-Lotus), 11m17.5s; 3, Howard Fowler (3.0 Ford Capri), 11m37.2s; 4, Derek Ferguson (2.2 Sunbeam Lotus), 11m47.3s. **Fastest lap:** Bruce, 1m05.6s, 71.34mph.

FF1600 final, (12 laps): 1, Cameron Binnie (Van Diemen-Minister), 12m02.6s, 77.72mph; 2, Tom Brown (Van Diemen-Scholar RF 81), 12m03.6s; 3, Willie Rose (Reynard-Minister 84 FF), 12m04.1s; 4, Harvey Gillanders (Van Diemen), 12m04.9s; 5, Richard Dean (Reynard 85 FF), 12m14.4s; 6, Harper, 12m15.9s. **Fastest lap:** Binnie, 59.2s, 79.05mph.

Road Sports Cars race (10 laps): 1, Iain Gardner (1.6 Lotus Seven), 10m59.9s, 70.92mph; 2, Allan MacGregor (1.6 Caterham 7), 11m10.1s; 3, Graham McCallum (2.7 Porsche 911), 11m23.7s; 4, Barry Smith (1.6 Caterham 7), 12m00.0s; 5, Stan Share (1.2 Clan Crusader), 12m01.3s; 6, Keith Scott (1.8 MGB), 11m31.5s. **Fastest lap:** MacGregor, 1m04.2s, 72.90mph.

Road Saloons up to 1600cc race (10 laps): 1, John Irvine (1.6 VW Golf GTI), 11m49.1s; 2, Doug Dawson (1.3 MG Metro), 11m51.8s; 3, Glen Mortimer (1.6 Hillman Avenger), 12m00.0s; 4, Simon Ewing (1.6 Talbot Avenger), 12m06.3s; 5, Campbell Cameron (Fiat Mirafiore). **Fastest lap:** Bruce Lyle (1.6 Ford Fiesta), 1m07.2s.



Bruce Lyle rounded off the Knockhill racing season in true style.

Despite a threat of rain, which fortunately never materialised, Ron Cumming thundered away in the Claymore Shellfish Esprit to tap a horde of Imp variants led predictably by the fleet Drambuie car of Ian Forrest, whose closest challengers, Eric Munnoch and John Bothamley, eliminated their Davrians in a coming together within the opening 100 yards. Ricky Gauld collected third well clear of Brian MacLeod, David Munro, Peter Chamberlain and Bill Kidd.

Despite rocketing his Vision off the line, Kenny Allen had to give way to the

Mallock of John Fyda before the end of lap 1, the pair opening a big gap to Derry Houston who kept the leading FF2000 exponent Harry Minty at bay. Reg Forrester-Smith drove an inspired race in fifth place only to succumb to the thrust of Alan Mutter who had earlier got the better of Ken Le May.

Bill Drummond, running at the rear, was galvanised into action and charged to fifth only to retire on the penultimate lap.

Sunbeam Lotuses looked set to dominate the Road Saloons as Ian Bruce ousted Ray McDowall from the lead. But Tom Bell was throwing his Capri about in third place, soon to be backed by the orange version of Howard Fowler. In the midfield, Alister Cunningham and Ken Thomson eventually demoted Gregor Beith, but this was gentlemanly stuff compared to the tail-end battle between Gordon McIntyre, Ross Milligan and Grant Stewart.

Cameron Binnie made the FF1600 12 lap final his province as he eased away from Willie Rose, who got no respite from Tom Brown. So much so, that he elbowed into second and resisted all assaults to displace him. Richard Dean essayed his first taste of Scottish racing, jousting with the Rotor of Stewart Roden who then was challenged by Geordie Taylor until the pair tangled, leaving Dean an impossible task to catch Harvey Gillanders, who was fourth throughout. Colin Harper could not better sixth place.

A smallish gaggle of Road Sports cars was once again dominated by Iain Gardner's Ziggis Lotus 7, inexorably pulling away from the Restore-a-Stone Caterham 7 of Allan McGregor who pulled out a similar gap on the Porsche 911 of Graham McCallum. The only likely dice was between the MGBs of Keith Scott and Dougie Anderson in their unavailing chase of Stan Share.

Bruce Lyle stormed his Fiesta away in what promised to be his first victory in the final Road Saloons up to 1600cc event, leaving the dicing to John Irvine in his first race, with his Golf GTi and the forceful Doug Dawson behind. Glen Mortimer held a sound fourth, his Avenger no match for the trio of over 1600's which had started 10secs later to make up numbers. Ray McDowall soon charged into second leaving the big Capris of Tom Bell and Howard Fowler in his wake. As the laps ran out, McDowall was reeling in Lyle who, in his endeavour to keep ahead, slammed his Fiesta into the tyres, the car rolling over and landing back on all fours, the driver emerging fortunately unhurt. So, McDowall won on the road with Lyle having the consolation of fastest lap.

BILL HENDERSON

AUTOSPORT, SEPTEMBER 12, 1985

Demon Damon

SILVERSTONE, Sep 08: The most notable aspects of the three support races to the Tourist Trophy were that they all enjoyed large fields, some great dicing and off-track excursions.

The British Car Auction MG Metros set the ball rolling with Paul Taft, as ever, to be found at the front of the 27-car grid, high on 1sec clear of the next man, Dave Carvell. While they were followed by Dave Loudoun and Tim Harvey (in front of the numerous Istel guests in his Istel-backed car), the usually front running OBM Metros of Roger Jones and Vic Covey ended practice at the opposite end of the order, having suffered from engine installation problems, Jones blowing his block. After an overnight engine change they were left with a lot to do on Sunday. Their team mate, James Shead, made up for this with fifth place on the grid.

There was a new combination in seventh place, behind Chris Lewis, that of David Leslie and the second Klaxon/Dunnett car — his usual blue Ecurie Ecosse car at home due to lack of cash — Roy Dunnett standing down for the day.

The warm-up completed, the grid sat waiting and at the drop of the flag they were away. The drop of a flag? Yes, it caught some of them out, notably Tim Harvey whose fourth place grid slot dropped to 10th at the end of the lap. Others really flew, though, notably the two OBM cars from the back... yet they were the last two cars to re-emerge, both pitting. Why so? There has been oil on the track at Stowe, probably the unfortunate Brian Dugdale's who had been up all night installing a Peter Baldwin loaned unit following a misfire and only completed the warm-up, and this caught out Malcolm Harrison. He spun, and in the ensuing action Jones was T-boned by Chris Gould, while Covey was forced to take to the grass, before rejoining.

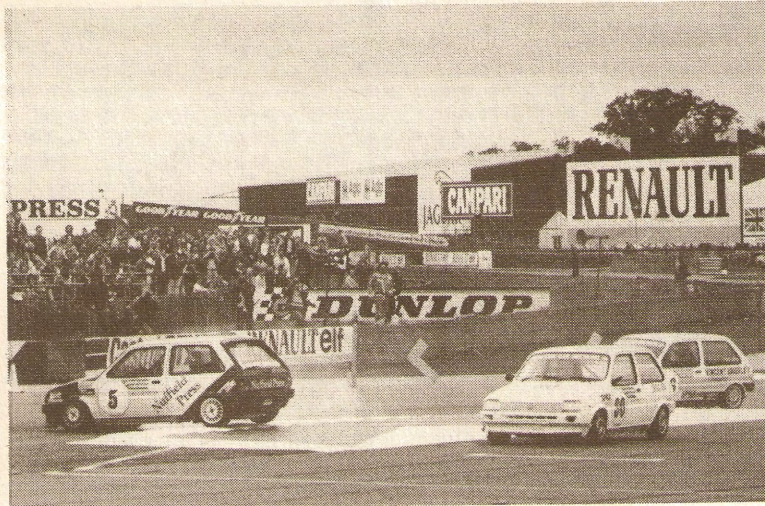
In the front of all this, Carvell and Taft came round already with a slight lead from Loudoun, Leslie and Lewis. Jones retired with frontal damage and Covey replaced his flat-spotted tyres and continued, well down...

Taft got by Carvell and gradually pulled away, while Shead and a flying Harvey joined Leslie and Lewis, running nose-to-tail. Leslie and Lewis were forced to take to the kerbs at the chicane in an attempt to keep Harvey back, but he made it by on lap 5, only to have his engine seize.

Further back, right at the back actually, there was a fine battle between Mike Gardener and 'Austin Rover celebrity' John Francome which was settled when the ex-National Hunt champion straight-lined Woodcote and was duly penalised.

Taft won by 5secs from Carvell with Leslie a further 15secs down in third and a surprised Peter Baldwin in fourth being given the place by the retirement of Shead and Lewis. Fifth place after a three-way, side-by-side dice between Harrison, Lawrence Bristow and Phil Manser was sorted with the former spinning at Woodcote last time round, Bristow going straight on and collecting the subsequent 10secs penalty and Manser taking the points.

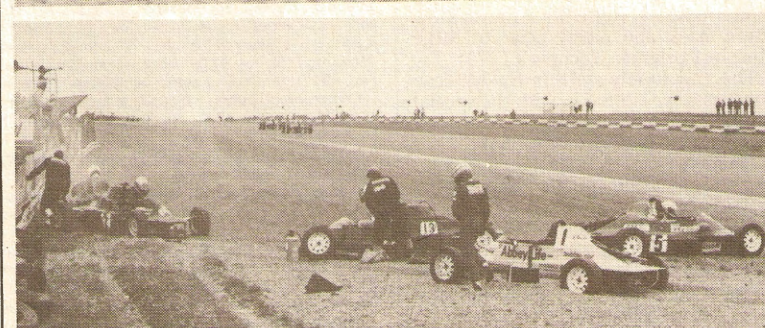
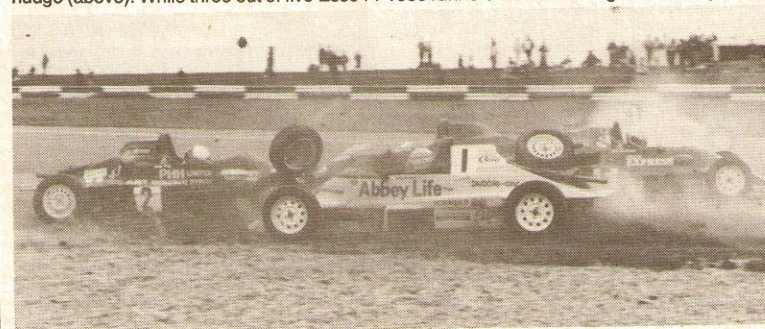
The weather in practice for the Esso FF1600 runners, on Saturday, was perfect for qualifying, but as always at Silverstone slip-streaming was essential for a good time. Noticeable packs towed each other along and at the end of it all Jeremy Packer was on pole with an equal time to Damon Hill (but set a lap earlier), Damon having towed Jeremy round to



Lap 10, Woodcote: three lines through the chicane. Harrison, Bristow and Manser in action that time. However, when the times were finalised, Damon was clocked as 0.01sec faster, and on pole. Silverstone expert Andrew King sat on the outside of row 1



Lines through Copse proved a problem. Karl Jones presents those behind with a problem after a nudge (above). While three out of five Esso FF1600 runners can't be wrong. Or can they?



SILVERSTONE

BRDC

British Car Auctions MG Metro race (10 laps): 1, Paul Taft, 18m36.13s, 94.56 mph; 2, Dave Carvell, 18m41.28s; 3, David Leslie, 18m56.06s; 4, Peter Baldwin, 19m13.51s; 5, Phil Manser, 19m17.86s; 6, Ian Hargreaves, 19m18.09s. **Fastest lap:** Taft, 1m49.90s, 90.04mph (record).

Esso FF1600 race (10 laps): 1, Damon Hill (Van Diemen-Nelson RF85), 16m50.66s, 104.43mph; 2, Rick Morris (Van Diemen-Scholar RF85), 16m50.75s; 3, Stephen Robertson (Van Diemen-Auriga RF85), 17m00.54s; 4, Gary Ayles (Reynard-Minister 84FF), 17m03.65s; 5, Phil Andrews (Van Diemen-Minister RF85), 17m04.62s; 6, Jason Elliott (Van Diemen-Scholar RF85), 17m05.23s. **Fastest lap:** Morris, 1m39.28s, 106.31mph.

Uniroyal Tyres Prodsaloons race (10 laps) — Overall: 1, Andy McLennan (2.0 Colt Starion Turbo), 18m58.51s, 92.71mph; 2, Graham Scarborough (2.8 Ford Capri), 19m34.22s; 3, Tony Lanfranchi (3.0 Opel Monza GSE), 19m35.66s; 4, David Yates (2.8 Ford Capri), 19m37.06s. **Over 3000cc:** 1, McLennan; No other finishers. **Fastest lap:** Colin Blower (2.0 Colt Starion Turbo), 1m50.92s, 95.16mph (record). **2001cc to 3000cc:** 1, Scarborough, 89.89mph; 2, Lanfranchi; 3, Yates. **Fastest lap:** John Cleland (3.0 Opel Monza GSE), 1m54.05s, 92.54mph (record). **1301 to 2000cc:** 1, Vic Lee (1.8 VW GTI), 20m07.96s, 87.38mph; 2, Ray Calcutt (1.6 Toyota Corolla GT), 20m18.76s; 3, Jesse Crosse (2.0 Fiat 130 Starda Abarth), 20m19.20s. **Fastest lap:** Lee, 1m58.23s, 89.27mph (record). **Under 1300cc:** 1, James Kaye (1.3 Vauxhall Nova SR), 9 laps, 83.04 mph; 2, Andrew Jeffrey (1.3 Vauxhall Nova SR), 9 laps; 3, John Hopwood (1.3 Vauxhall Nova), 9 laps. **Fastest lap:** Kaye, 2m04.28s, 84.93mph (record).

with Mark Blundell and Rick Morris (standing in for John Village) next. Johnny Herbert was in sixth, having missed a gearchange in front of his pitcrew after only three laps, bending four valves... a pretty good time considering. And top novice Jason Elliott was in seventh slot, well clear of his contemporaries.

King made an absolute flier at the lights (no flag for this one!), moving across to the right to ensure that he was first into Copse. Packer tucked in behind and Hill took third. By the Hangar Straight Hill was ahead and Blundell had moved to third by Stowe.

Next time round, King went by at Stowe and Morris followed him through. Good stuff, and Herbert was closing, too. The lead proceeded to change back and forth until lap 6 when Hill put a slight gap between himself and the rest. Then, it happened. With a field of 34 FF1600 cars it was inevitable... someone had to come unstuck.

As the leaders came out of Copse at the start of lap 7 King and Herbert touched wheels and spun leaving those behind little, or no, option. Of the chasing pack only Elliott continued after a spin onto the grass, albeit some way down. Thus Hill and Morris were well clear of Stephen Robertson with Gary Ayles in fourth after a lonely race. It wasn't settled at the front, though, as Morris was flying, setting fastest lap on his way, leading into Stowe for the last time. Yet, Damon showed his class and was back ahead by the Daily Express bridge and held on to win by a whisker. Elliott recovered to sixth behind Phil Andrews.

As expected the Colt Starion Turbos were on the front row for the Uniroyal Prodsaloon race, with Colin Blower heading Andy McLennan's black example by 1.71sec. John Cleland was next in the first of the Class B cars with Roger Eccles's Mercedes close behind and in fifth place was rally man David 'Piggy' Thompson (see *Sports Extra*).

One team unhappy at the end of the practice was the Ronnie Chong/Sven Platt Capri ensemble. Having qualified 10th, they were sent to the back of the grid after scrutineers ruled that the limited-slip diff on their four-speed box was illegal. Mr Chong was convinced that this action was due to their fine performance the previous week and was heard to mutter something about "bloody mod/prodsaloons...".

The start heralded that age old scenario of the Colts going off into the distance, with Cleland pursuing in vain. Thompson headed Eccles, Tony Lanfranchi, Graham Scarborough and David Yates, with Vic Lee leading Class C and Andrew Jeffrey Class D. Karl Jones lost out at Copse when he was nudged...

Yet, Blower slowed on lap 4, coming through in eighth place and retiring thereafter, and Cleland dropped out too. The race was thus McLennan's. Second place was in contention, though, and it was settled as Thompson and Eccles dived into Woodcote for the last time. There was no way that Eccles could make up the ground on Thompson, but he tried a move that was never on and struck the tail of Thompson's car as it was turning in to the chicane. The Colt spun right and was then T-boned and shoved into the wall at the exit, completely broadside. Eccles continued to finish, but was later, quite rightly, disqualified and fined for a piece of atrocious and reprehensible driving.

So, Scarborough finished as runner-up, Lee won Class C, having passed Sean Brown who had led the class for eight laps, and James Kaye beat Jeffrey back to take the Class D spoils (again).

BRUCE JONES

Peacock display

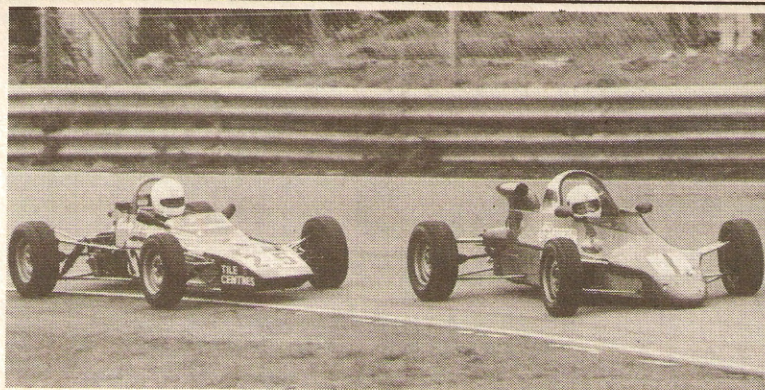
OULTON PARK, Sep 7: To wrap up its season at Oulton Park, the BARC NW Centre had arranged an eight-race afternoon, encompassing a wide variety of classes. The racing itself was rather patchy, the FF1600 and Monoposto Kent races coming out as best. The non-event of the day (the year?) was the Monroe Production Saloon counter which only attracted two starters — and one of these failed to make the 10 laps!

First out were the Formula E FF1600s with Richard Peacock on pole in his old Crosslé 25F and Alister Lane second quickest with his championship leading Van Diemen RF80. Peacock made the running with Lane on his tail throughout. Third initially was Malcolm Barfoot in the Caxios Crosslé 32/35F but Peter Childe's PRS got past after two laps and the Crosslé was further demoted by Bryan Mularkey's fast climbing Van Diemen at half distance, with Rolf Gilliard (Van Diemen) pushing Barfoot back to sixth at the finish.

Twenty-two MGs howled for points in the BARC/MGOC race with Robert Nettleton's modified Midget on pole by a wide margin over the similar car of Jon Simpson. Nettleton made all the running from Simpson at the start with David Price slotting Richard Horn's MGB into third place. But Andrew Hiley (Midget), David McCune (B Roadster) and David Ross (B Roadster) all went by Price. Ross then spun in front of Price at Knickerbrook, the ensuing moment leaving Price in the barriers. Nettleton had retired to leave the win to Simpson by a long way from McCune, Hiley, and Derek Baker's MGA which had eased through the order in fine style.

Pole position did not good at all for Peter Ware in the FF2000 race as he was a non-starter in his Reynard SF79, after a heavy off later on in the session. The racelong leader was Tony Halliwell in the Sunset Property Lola T580. Halliwell was never actually headed during the ten laps but the final tour saw Peter Boutwood (Lola T580) close on the leader on the run to the flag, failing by three-tenths. Jonathon Sharpe ran a lonely third throughout in his Crosslé 56F while fourth placed John Davies tried so hard to get on terms with the Crosslé that he spun his Spartan at Lodge on the last lap, but recovered.

Series leader Chris Latham was back in the groove at the head of the Champion of Oulton FF1600 field but spoilt his race with a 10secs jumped-start penalty. Latham was not aware of his penalty until after the finish and his battle with Richard Peacock went on unabated for all the ten laps. Peacock pushed the leading Reynard 84FF extremely hard and easily got the result on paper after Latham had been demoted to fourth in



Chris Latham and Richard Peacock battle for all they're worth, unaware of Latham's penalty.

the results. Slotting into third on the road was Jim Kelly, having his first race for 18 months in the Ecclestone Van Diemen RF84, and showing that he has lost none of his skill although Nick Hammerton (Van Diemen RF84) was only a fraction behind. Barfoot and Malcolm Johnstone (Crosslé 45F) were just shaping up to dispute fifth place at half-distance when Barfoot spun the Caxios car at Lodge Corner, leaving Charles Fogg to fill the top six places in his Crosslé.

An interesting entry in the Wendy Woods race was the new Escort-Rover of Bob Trotter but the device only lasted one lap after lying seventh.

Brian Chatfield had the legs of the rest in his BMW 320, David Enderby filling second place for two laps in his VW Karmann Ghia before retiring. Enderby's demise put Ginger Marshall (Reliant Kitten) into second behind Chatfield and the diminutive device purred through to the lead when the BMW started to run out of gears after four laps. As Chatfield and the BeEm dropped back to fourth, the Kitten sped away at the front chased at a respectful distance by the Stiletto of Richard Harris, the similar car of Pat Mannion coming home third as Chatfield found a gear or two occasionally and retook John Pugsley's Davrian for that fourth place with three laps left.

Nine cars turned up to race in the Monoposto event which was a fight at the front between David Cox (March 793) and Brian Turner (Chevron B47). Turner led for the first six laps until Cox slipped past to claim the win by a couple of seconds. David Dudley was third from start to finish in his Reynard SF77 with John Bradshaw (Raffo Mk9) fourth a few tenths back and nicely clear of Mike Murphy (Toleman Technic TT773).

The two lonely starters for Monroe honours were slotted in with the special GT runners and only Charles Scammell made it to the flag in his Corolla GT, after Peter Kaye's Opel Monza joined the race late and departed it early, only lasting two slow laps.

Meanwhile, back at the front, the win was clearly going the way of David Ellis in his all-conquering Aston Martin V8, the car once again in a class of its own — and



Double day for Davis

BRANDS HATCH, Sep 8: The MGCC made its annual foray to Brands on Sunday, an efficiently run, nine-event programme providing some enjoyable incident-free racing in fine weather. The day opened with a mixed bag of Dunlop Forshaw Road Modified B/C/V8s and MGCC Semi-Modified Midgets, with a couple of penalised MGAs at the back to spice things up. Graham Davis powered his Moto-Build car through from the second row into a lead he was never to lose, despite the close attentions of Richard Horn and pole man Barry Sidery-Smith. The trio pulled out a big advantage over the surprisingly quick Midget of Graham Robson before the latter was overhauled by the charging MGA of Adam Wiseberg on the last lap.

The allcomers handicap event was spoilt by a 'human error' which saw the flag out a lap early. Dennis Seabrook won on the road in his MGA with Trevor Dalton recovering from a spin to take second from the spectacular supercharged TB of Glyn Giusti. After the sliderules had been to work, Dalton was adjudged the winner from Tony Seanson, while poor Seabrook was classified 20th. Such are the mysteries of the handicapper...

Another handicap followed, this time open only to Post '62 cars. Rod Longton's V8 was a worthy winner before going two better than Seabrook in dropping to 22nd in the final results. David Paige had finished second after a brave, outside overtaking manoeuvre at Paddock put him ahead of Mark Ellis on lap 5, while lensman Neville Marriener sailed into fourth on the road and victory overall in

OULTON PARK

Formula E FF1600 Series (10 laps): 1, Richard Peacock (Crosslé-Scholar 25F), 15m10.7s, 93.13mph; 2, Alister Lane (Van Diemen-Aldon RF80), 15m12.9s; 3, Peter Childe (PRS RH02), 15m31.9s; 4, Bryan Mularkey (Van Diemen-Minister RF80), 15m32.7s; 5, Rolf Gilliard (Van Diemen-Auriga RF79), 15m34.4s; 6, Malcolm Barfoot (Crosslé-Scholar 32/35F), 15m36.7s. **Fastest lap:** 1m30.1s, 94.13mph. (record).

BARC/MGOC Racing Championship round (10 laps) — Overall & Modified Class: 1, Jon Simpson (1.3 Midget), 17m19.5s, 81.59mph; 2, David McCune (1.95 MGB Roadster), 17m39.5s; 3, Andrew Hiley (1.5 Midget), 17m43.6s; 4, Derek Baker (1.8 MGA Roadster), 17m48.1s. **Fastest lap:** Robert Nettleton (1.3 AH Sprint), 17m42.1s, 83.07mph. **Standard Cars:** 1, Rob Gravett (1.5 Midget), 18m19.3s, 77.15mph; 2, Jeremy Lindley (1.3 Midget), 18m37.9s; 3, Jimmy Adamson (1.3 Midget), 18m48.4s; 4, Robert Livingstone (1.9 MGB GT), 18m52.8s. **Fastest lap:** Gravett, 1m48.4s, 78.24mph (record).

Sabre Fabrications Pre 80 FF2000 Championship round & BARC (MW) FF2000 Challenge (10 laps) — Pre 80: 1, Tony Halliwell (Lola-Neil Brown T580), 14m15.9s, 99.09mph; 2, Peter Boutwood (Lola-Neil Brown T580), 14m16.2s; 3, John Davies (Sparton-Swiffree SF79), 15m47.4s; 4, Robert Mears (Reynard SF79), 14m58.3s. **Fastest lap:** Boutwood, 1m23.3s, 101.81mph (record). **BARC Overall:** 1, Halliwell, 99.09mph; 2, Jonathon Sharpe (Crosslé-Hockley 56F), 14m33.5s; 3, Davies, 4, Mears. **Pre '80:** 1, Halliwell; 2, Davies; 3, Mears; 4, John Hoyle (Reynard-Nelson SF79), 14m58.7s. **Fastest lap:** Halliwell, 1m24.3s, 100.61 mph (equals record). **'Modern':** 1, Sharpe, 97.09mph; 2, Adrian Cunliffe (Van Diemen-BSR RF82), 15m15.4s; 3, Mike Dalton (Royale Ford RF27), 15m29.5s. **Fastest lap:** Sharpe, 1m25.3s, 99.43mph.

Champion of Oulton F1600 Championship round (10 laps): 1, Richard Peacock (Crosslé Scholar 25F), 15m22.8s, 91.37mph; 2, Jim Kelly (Van Diemen-Minister RF84), 15m26.6s; 3, Nick Hammerton (Van Diemen-Nelson RF84), 15m27.4s; 4, Chris Latham (Reynard-Aldon 84FF), 15m32.4s; 5, Malcolm Johnstone (Crosslé-Scholar 45F), 15m38.0s; 6, Charles Fogg (Crosslé-Auriga 41/45F), 15m40.9s. **Fastest lap:** Peacock & Kelly, 1m30.9s, 93.30mph.

Wendy Woods Special Saloon Car race (10 laps) — Overall: 1, Ginger Marshall (1.0 Reliant Kitten), 15m28.2s, 91.37mph; 2, Richard Harris (1.0 Sunbeam Stiletto), 15m34.5s; 3, Pat Mannion (1.0 Sunbeam Stiletto), 15m40.2s; 4, Brian Chatfield (1.9 BMW 320), 16m03.9s. **1301cc and over:** 1, Chatfield, 87.99mph; 2, Peter Thomalla (3.6 Skoda S110R Coupé), 9laps; no other finishers. **Fastest lap:** Chatfield, 1m30.7s, 93.51mph. **1001-1300cc:** 1, John Fogwill (1.3 Maguire Mini), 16m17.7s, 86.75mph; no other finishers. **Fastest lap:** David Enderby (1.3 VW Karmann Ghia), 1m30.8s, 93.40mph. **Up to 1000cc:** 1, Marshall; 2, Harris; 3, Mannion; 4, John Pugsley (1.0 Sunbeam Stiletto), 16m06.8s. **Fastest lap:** Marshall & Mannion, 1m31.3s, 92.89mph.

Monoposto Championship round (10 laps): 1, David Cox (March-Ford 793), 13m50.9s; 2, Brian Turber (Chevron-Ford B47), 13m53.2s; 3, David Dudley (Reynard-Richardson SF77), 13m57.5s; 4, John Bradshaw (Raffo-Chamberlain Mk9B), 14m00.7s; 5, Mike Murphy (Toleman Technic-Holbay TT773), 14m44.5s; 6, Anthony Green (March Beatty-Ford 772), 14m53.7s. **Fastest lap:** Cox, 1m21.3s, 104.32mph (record).

Monroe Production Saloon Car Championship round & BARC (NW) Special GT Challenge round (10 laps) — overall and over 1501cc BARC GT cars: 1, David Ellis (5.3 Aston Martin V8), 14m48.6s, 95.44mph; 2, Stuart Oliver (2.0 Lotus Elan), 15m14.1s; 3, Roy Yates (7.2 Ford Mustang), 15m46.3s; 4, Malcolm Hamilton (4.2 Jaguar E), 16m08.8s. **Fastest lap:** Ellis, 1m23.9s, 101.09mph. **BARC GT Cars up to 1500cc:** 1, Dave Forster (1.0 Maguire Mini), 16m19.0s, 86.63mph; 2, John Helme (1.4 Lenham Le Mans), 9laps; 3, Iain Gorrie (1.3 Cox GTM); 4, Peter Burdiss (1.5 Vauxhall Chevette). **Fastest lap:** Forster, 1m35.9s, 88.44mph. **BARC Production cars over 2001cc:** 1, John Rice (5.3 Jaguar XJ12L Automatic), 8laps, 72.80mph; no other starters. **Fastest lap:** Rice, 1m53.5s, 74.72mph. **BARC Production cars up to 2000cc:** 1, Peter Brown (2.0 Triumph Dolomite Sprint), 9laps, 78.01mph; 2, Richard Johnson (1.8 Vauxhall Astra GTE); 3, Paul Lavelle (2.0 Triumph Dolomite Sprint), 8laps; no other starters. **Fastest lap:** Brown, 1m46.9s, 79.34mph (record). **Monroe 3001cc and over:** no starters. **2001-3000cc:** no finishers. **Fastest lap:** Peter Kaye (3.0 Opel Monza), 2m06.5s, 67.04mph. **1301-2000cc:** 1, Charles Scammell (1.6 Toyota Corolla GT), 9laps, 16m12.7s, 78.47mph; no other starters. **Fastest lap:** Scammell, 1m46.2s, 79.06mph. **Up to 1300cc:** no starters.

TUK Monoposto Kent Championship round (10 laps): 1, Brian Mee (Royale-Minister RP26), 15m22.8s, 91.91mph; 2, Andrew Broadley (Lola-Minister T622), 15m23.4s; 3, Alan Muggleston (Merlyn-Falcon Mk31), 15m27.5s; 4, Andrew Whitehouse (PRS RH01), 15m28.0s; 5, Morris Cox (Davron-Ford S/V), 15m28.2s; 6, Wil Arif (Crosslé Howe 25F), 15m39.2s. **Fastest lap:** Mee & Broadley, 1m30.6s, 93.61mph

Jack flash

SNETTERTON, Sep 08: Happily the BRSCC made amends for its protracted Bank Holiday meeting at this circuit recently by splendidly completing an 11-race programme in just over five hours. True, they 'had the breaks', but much was against them, not least the weather.

Continual drizzle had affected all of the morning practice and, although the first grid assembled on a drying track, the grey sky still threatened. Attention was soon detracted from further rain, however. The JRIRDS events have become more closely disputed as this season has progressed. This time two pupils indulged in spins at the first corner — there was more of the same later — and the lead was keenly fought. Over-revving abounded with the first four drivers home all heavily penalised for exceeding the 5500 limit so that South African Dennis Montgomery, fifth on the road, was declared the winner from the Israel driver Guy Emodi who, in the course of recovering from an early indiscretion, lapped over 11secs faster than Montgomery!

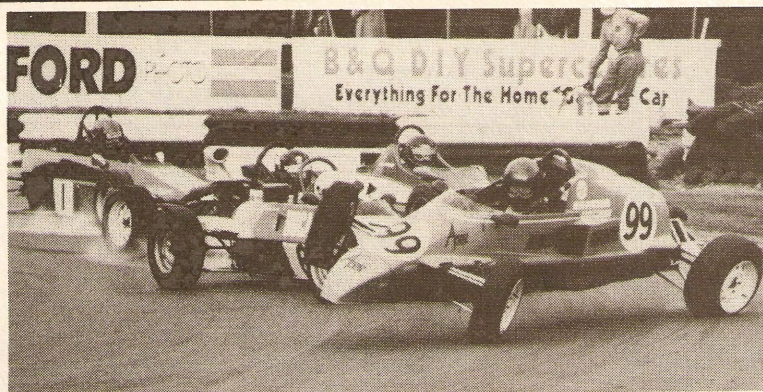
Terry Stone appeared to have the 1800cc Road Saloon race well under control until the engine in his Fiesta stopped. John Newbold, who had made considerable progress early in the race with his Lotus Cortina to move through the front runners from an initial sixth, assumed the lead on Stone's demise. He was then able to hold the squabbling Minis of Peter Moore and Stephen Cook at bay.

The first of two Alfa Romeo races provided action all the way. At the first corner poleman Ian Johnson and Peter Hilliard spun into retirement and that set the pattern for a body-denting 10 laps which culminated in Chris Haig rolling his Sud. Through all the incident Richard D'Cruze and Ian Jacobs fought a very exciting battle. D'Cruze's GTV proved faster than Jacobs's open Spyder in a straight line but, in particular at Coram, the exuberant Jacobs was able to regain the lost ground. He frequently attempted to squeeze inside his rival until on lap 7 they encountered a backmarker as they rounded the long right-hander. D'Cruze was boxed in and Jacobs was through, his escape made good when Richard inadvertently leant on another slower car a few corners later. Bob Buttery was comfortably the fastest man on the track as he rushed through after starting at the back to claim third.

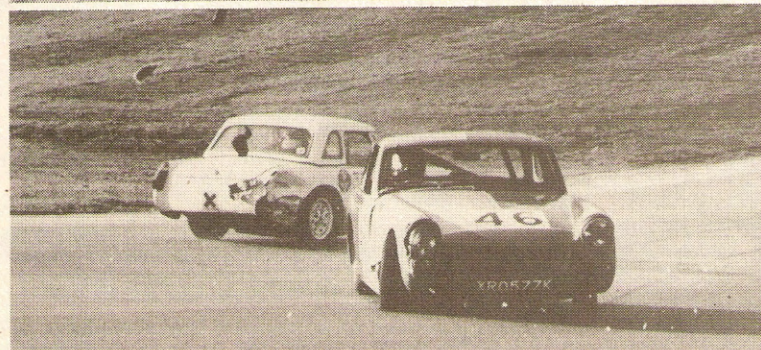
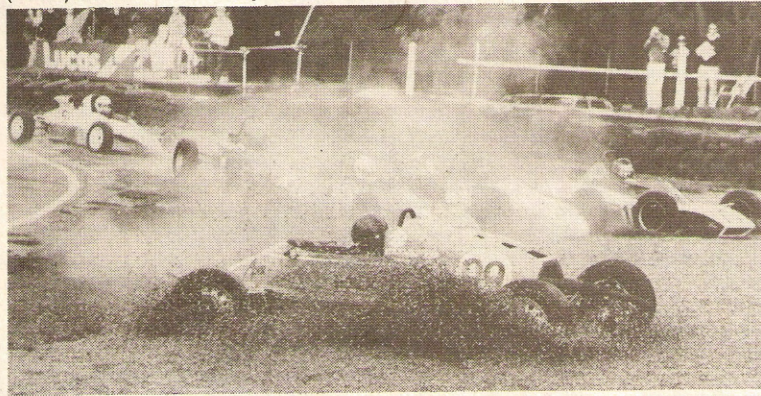
In a similar fashion the Pre '74 FF1600 race went to Bernard Horwood. The Southend driver duelled with regular winner Bob Berridge for the lead as the pair rapidly outpaced their pursuers. Mostly the advantage lay with Bob and his Lotus until Bernard forced the Rostron ahead at Riches on lap 9. A lap later, in a late attempt on an outside line to wrest the lead back, Berridge spun. As the victorious Horwood romped home Bob just managed to defeat Chris Whittingham for the runner-up slot.

Ford Credit Fiesta Championship action came next. In the opening laps a trio, Brian Farminer, Matthew Johnson and Barrie Williams, diced closely for the lead. They were caught in turn by Alastair Davidson and Ian Briggs so that at half-distance five cars were very much in contention. On lap 7 Williams at last found a way to the front and he made the most of the break narrowly to head home the duelling Farminer and Briggs and the similarly engrossed Johnson and Davidson.

The second JRIRDS race featured 'regulars' Jack Dickinson and Steve



(Above) Len Bull is launched by Luis Villalba and takes four of his colleagues into the gravel.



(Above) An unlucky Nick Adams (46) collects a spinning Peter Coates at Hailwood Hill.

BRANDS HATCH

MGCC

Dutton Forshaw MGCC B/C/V8 Road Modified Class B, Modified Midget Semi-Modified Class B and MGAs (10 laps) — Overall and B/C/V8: 1, Graham Davis (3.5 MGB GTV8), 9m43.5s, 74.25mph; 2, Richard Horn (1.9 MGB), 9m43.9s; 3, Barry Sidery-Smith (1.9 MGB), 9m44.2s. **Fastest lap:** Sidery-Smith, 57.0s, 76.01mph (record). **Midgets:** 1, Graham Robson 9m52.6s, 73.11mph; 2, Tony Dowler, 10m32.8s; 3, Michael Roy, 10m34.8s. **Fastest lap:** Robson, 57.9s, 74.83mph. **MGAs:** 1, Adam Wiseberg, 9m49.4s, 73.11mph; 2, Derek Baker, 10m09.2s. No other starters. **Fastest lap:** Wiseberg 54.7s, 79.21mph.

MGCC Handicap Race (9 laps) — Results on handicap: 1, Trevor Dalton (MGA); 2, Tony Seanson (HRG 1500); 3, Barry Foster (Mothery C Type Midget); 4, Julian White (MG TC); 5, Malcolm Hogg (MG TF); 6, George Edney (MG TB). **Fastest lap:** Dalton, 58.1s, 74.57mph.

MGCC Handicap Race for Post '62 MGs (10 laps) — Results on handicap: 1, Neville Marriner (1.9 MGB); 2, Mark Ellis (1.3 Midget); 3, Graham Dowler (1.3 Midget); 4, Jon Ryan (1.8 MGB); 5, Gerald de Groot (1.8 MGB); 6, Tony Price (1.3 Midget). **Fastest lap:** Rod Longton (3.5 MGB V8), 54.3s, 79.79mph.

MGCC Modified MGA and Pre '57 Saloon Car Challenge (10 laps) — Overall and MGA: 1, Eric Hoult, 9m40.8s, 74.6mph; 2, Neil Cawthorn, 9m41.0s; 3, Colin Jones, 9m48.6s; 4, Richard Hutton, 9m48.6s. **Fastest lap:** Hoult/Cawthorn, 56.6s, 76.55mph. **Pre '57 Saloons:** 1, Alan Mills (Ford Zephyr), 9 laps comp, 9m49.3, 66.17mph; 2, Nick Amey (Austin A35), 9m50.5s; 3, Tom Luff (Ford Zodiac), 10m04.8s; 4, Mick Yates (Austin A35), 10m05.7s. **Fastest lap:** Mills, 63.3s, 68.45mph.

Dutton Forshaw MGCC B/C/V8 Full Race and Modified V8 and Modified Midgets (10 laps) — Overall: 1, Steve Everitt (1.4 Midget), 8m49.4s, 81.84mph; 2, John Lodge (1.9 MGB), 8m54.5s, 81.06mph; 3, Terry Smith (4.0 MGB) 9m00.6s, 80.15mph; 4, David Franklin (3.6 MGB GTV8) 9m01.2s. **Modified Midgets:** 1, Everitt; 2, John Baggott (1.4 Midget), 9m05.8s; 3, Steve Watkins (1.5 Midget), 9m15.2s. **Fastest lap:** Everitt, 51.5s, 84.13mph. **Full Race MGB/C:** 1, Lodge; 2, Martin Dell (1.8 MGB), 9m01.9s; 3, Richard Walden (1.9 MGB), 9m29.2s. **Fastest lap:** Lodge, 51.7s, 83.80mph (record). **Modified V8s:** 1, Smith; 2, Franklin; 3, Paul Campfield (3.5 MGB GTV8), 9m20.1s. **Fastest lap:** Franklin, 51.4s, 84.29mph (record).

MGCC T Series Midgets Race (10 laps) — Overall and Modified: 1, Ron Gammons (1.5 MG TF), 9m56.1s, 72.68mph; 2, Glyn Giusti (1.5 MG TB), 10m03.7s; 3, Julian White (1.5 MG TC), 10m33.6s; 4, John Whitted (1.5 MG TB), 10m41.4s. **Fastest lap:** Gammons, 58.4s, 74.19mph. **Standard class:** 1, Dave Mason (1.3 MG TF), 9 laps, 9m57.9s, 65.22mph; 2, Malcolm Gammons (1.3 MG TF), 9m59.7s; 3, John Edney (1.5 MG TF), 10m18.5s. **Fastest lap:** Gammons, 64.8s, 66.86mph.

Dutton Forshaw MGCC D/C/V8 Standard Class A and Standard MGA's (10 laps) Overall and MGB/C: 1, Graham Davis (3.5 MGB GTV8), 10m23.0s, 69.54mph; 2, Darryl Davis (1.8 MGB), 10m27.1s; 3, Phillip Conn (1.8 MGB), 10m27.6s; 4, John Philpott (1.8 MGB) 10m28.2s. **Fastest lap:** Conn, 61.0s, 71.03mph. **MGAs:** 1, Mark Dollimore, 10m46.9s, 66.98mph; 2, Steve Smith, 10m48.6s. 3, Rodney Sharpe, 11m14.7s. **Fastest lap:** Dollimore, 62.7s, 69.10mph (record).

MGCC Sprite Midget Challenge (10 laps): 1, David Gibson 10m11.8s, 70.83mph; 2, Peter Hiley 10m11.8s; 3, Peter Felix 10m17.2s; 4, Clive Cherry 10m26.2s; 5, Martyn Field 10m27.7s; 6, David Pymm 10m40.3s. **Fastest lap:** Gibson, 60.0s, 72.21mph.

JPS Champion of Brands FF1600 race (10 laps): 1, Colin Stancombe (Lola T640/4E), 8m35.4s, 84.06mph; 2, Ted Whitbourn (Ray 80F), 8m36.8s; 3, Andrew Stapley (Van Diemen RF82), 8m36.8s; 4, Andy Mathew (Ray 83F), 8m37.9s; 5, Diefen Lovell (Reynard 83FF), 8m38.3s; 6, Greg Hart (Ray 85F), 8m38.6s. **Fastest lap:** Chris Hall (Jamun T12B), 50.2s, 86.31mph.

ADAM COOPER

Picciano. This pair suffered mixed fortunes: Dick Inman was declared the winner while Picciano, who crossed the line close behind his fellow American and set fastest lap, was then penalised to be listed well down the order.

A mixed bag of sportscars and the raucous modified Alfa Romeos were run together. The sportscars held sway at the front, with John Kent's 3.9 TVR over-coming Craig Simmis's Porsche Carrera midway through to win. Bob Sands, (Caterham Super 7) ran third but a 10secs penalty — for assuming the wrong grid position after the green flag lap — demoted him to fourth behind Richard Chilton's 911. The Alfa Romeo brigade — their fastest member, David North, non-started — was led home by Pietro Caccaviello in fifth overall.

The pre '65 Saloon challenge was a tale of a Mustang and five Lotus Cortinas. John Young in the 4.7-litre beast was beaten away from pole by David Piggott but he was well into his stride as the first lap was completed and he galloped into a lead he held to the close. Veteran Les Nash emerged as the most consistent of the Cortina drivers to annex second ahead of Phil Wight, the fastest — and most wayward — of that group. The other to classes went to Pat McCloy (Morris Minor) and Chris Laws (Cortina) who diced together in midfield.

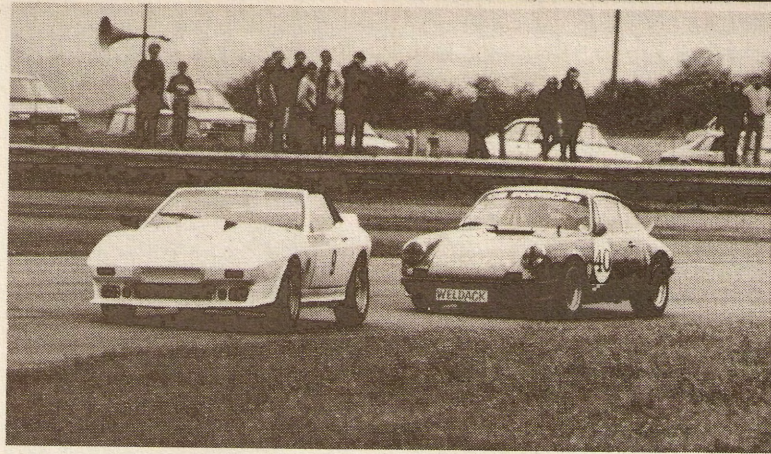
The Champion of Snetterton FF1600 thrash once again lacked the series leaders or any 'name'. The 17-car field did contain, however, many keen to make their mark. The contest was in earnest and, before the pack rounded the first corner, Stuart Kestenbaum was to be observed exiting left, his Lola running into the barrier very hard before barrel-rolling, shedding wheels as it continued to Riches. The race was stopped and Stuart eventually released, thankfully free of serious injury.

In the re-run, Paul Bayley and Bernard Horwood were so embroiled in their fight for the lead that they both incurred 10secs penalties for corner cutting at Russell. The punishment was of no consequence for Bayley, who looked ragged throughout until he retired halfway through, but Horwood did suffer the effect more fully. Having received the flag, Bernard was demoted to third. Jack Dickinson defeated Chris Tolchard and scored his second win of the afternoon. Tolchard's fine placing netted him enough points to move him into second place in the points.

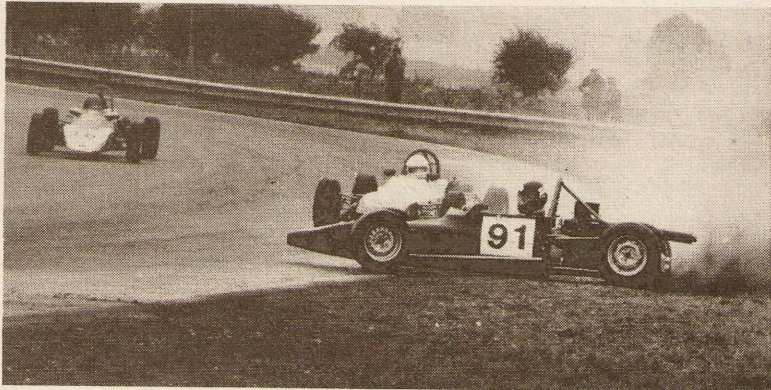
The larger engined road saloons for much of their race provided arguably the best battle seen at Snetterton this year. An unruly contest perhaps — motor racing in the raw. Those taking part in the front-running quartet were David Shead, David Cox and Terry Edwards in Capris and Trevor Griffiths, the local driver with a Firenza. For seven laps their progress was spectacular, with frequent place swapping as each fought for an advantage. Then in quick succession the unfortunate Shead retired with fuel pump bothers, Edwards spun at the complex, and a tailender allowed Griffiths to break free. In an anticlimax, Griffiths scored his second win in successive weekends.

LYDDEN HILL

There was plenty of action at Lydden Hill last weekend. Full report next week.



Above: the Ronnie Scott's sportscars action was led throughout by Kent and Simmis. Below: Gary Strawbridge gets more than a little sideways in front of Lloyd and Wood.



Twenty years old and renowned to regular racegoers for its lack of reliability in that period is the 5.0 Crosslé Chevrolet pedalled by Tony Clinkard. Yet, with a new enthusiasm, the brutal looking

device took its second Scott-Brown challenge win in a now to conclude the long programme at an earlier hour than many expected.

ANDY LEEDER

SNETTERTON

Jim Russell International Racing Drivers' School race (6 laps): 1, Dennis Montgomery, 10m09.5s; 2, Guy Emodi, 10m12.3s; 3, Johnny Benson, 10m16.5s; 4, Hugh Mellor, 10m17.8s; 5, Andrew Turkstra, 10m17.8s; 6, Charles Wells, 10m18.5s. **Fastest lap:** Emodi, 1m27s, 79.32mph.

Duckhams Road Saloon race (10 laps): 1, John Newbold (Lotus Cortina Mk2), 15m22.1s, 74.84mph; 2, Peter Moore, (Mini Cooper S), 15m23.9s; 3, Stephen Cook (Mini GT), 15m24.4s; 4, Tim Dodwell (VW Scirocco GLI), 15m37.6s; 5, Roy Hubbard (Ford Fiesta) 15m35.1s; 6, Terry Back (Alfa Romeo Sud Ti), 15m44.2s. **Fastest lap:** Terry Stone (Ford Fiesta), 1m29.5s, 77.08mph.

Alfa Romeo championship race (10 laps) — Overall and Production cars over 1600cc: 1, Ian Jacobs (Spyder), 15m06.8s, 73.66mph; 2, Richard D'Arcy (GTV), 15m39.0s, 3, Bob Buttery (GTV6), 15m44.7s. **Fastest lap:** Buttery, 1m30.3s, 76.42mph. **Prod cars up to 1600cc:** 1, Pete Ceurstemont (Sud Ti), 15m32.8s, 72.43mph; 2, Richard Drake (Sud Ti); 3, Keith Fawdington (Sud Ti). **Fastest lap:** Ceurstemont, 1m32.6s, 74.52mph.

BRSCC Pre '74 FF1600 race (10 laps): 1, Bernard Horwood (Rostrom-Minister RT3), 12m41.2s, 90.66mph; 2, Bob Berridge (Lotus-Minister 69), 12m50.6s; 3, Chris Whittingham (Dulon-Minister MP15), 12m56.5s; 4, David Germain (Elden-Minister Mk10C), 12m56.6s; 5, Graeme Foley (Royale-Minister RP16A), 12m59.4s; 6, Gary Pearson (Hawke-Mondel DL11), 13m00.1s. **Fastest lap:** Harwood, 1m13.4s, 94.02mph.

Ford Credit Fiesta race (10 laps): 1, Barry Williams, 14m05.4s; 81.63mph; 2, Brian Farminer, 14m07.0s; 3, Ian Briggs, 14m07.4s; 4, Matthew Johnson, 14m10.6s; 5, Alastair Davidson, 14m11.7s; 6, Graham Hathaway, 14m31.7s. **Fastest lap:** Briggs, 1m22.7s, 83.44mph.

JRIRDS race (6 laps): 1, Jack Dickinson, 8m44.1s, 79.00mph; 2, Chris Bakewell, 9m02.6s; 3, Jesus Marina, 9m18.0s; 4, Jonathan Skinner, 9m31.9s; 5, William Worton, 9m46.0s; 6, Julio Villegas, 9m57.8s. **Fastest lap:** Stephen Picciano, 1m23.5s, 82.64mph.

Ronnie Scott's Club Sports Car and Alfa Romeo modified classes C & D race (10 laps) — Overall and sports cars over 2500cc: 1, John Kent (TVR390S), 13m18.6s, 86.41mph; 2, Craig Simmis (Porsche Carrera), 13m20.9s; 3, Richard Chilton (Porsche 911), 13m27.8s. **Fastest lap:** Kent & Simmis, 1m18.5s, 87.91mph. **Sports cars 1501-1800cc:** 1, Bob Sands (Caterham Super 7), 13m32.8s, 84.90mph; 2, K. Musson (Caterham 7 Sprint). **Fastest lap:** Sands, 1m18.2s, 88.25mph. **Alfa Romeos modified up to 1600cc:** 1, Alan C Marshall (Sud Ti), 13m59.2s, 82.23mph; 2, John Liddle (Sud Ti); 3, Nigel Cottee (Sud Ti). **Fastest lap:** Liddle, 1m21.1s, 85.09mph. **Sports cars up to 1500cc:** 1, Trevor Hunt (Austin Healey Sprite). **Fastest lap:** 1m43.4s, 66.74mph. **Alfa Romeo modified over 1600cc:** 1, Pietro Caccaviello (GTV), 13m44.1s, 83.74mph; 2, Peter Hilliard (GTV); 3, Chris Sweetapple (GTV). **Fastest lap:** Hilliard, 1m20.2s, 86.04mph.

Pre '65 Car challenge (10 laps). Over 3000cc: 1, John Young (Ford Mustang), 14m55s, 77.10mph; 2, David Conod (Jaguar Mk1), 16m20.0s. **Fastest lap:** Young, 1m26.4s, 79.87mph. **Lotus Cortinas:** 1, Les Nash, 15m03.8s, 76.35mph; 2, Phil Wright, 15m09.5s; 3, David Piggott, 15m11s. **Fastest lap:** Wright, 1m27.8s, 78.60mph. **1201-2300cc:** 1, Chris Laws (Ford Cortina GT), 9 laps, 68.30mph; 2, Chris Dennis (Triumph 2000); 3, Ian Mayhew (BMW). **Fastest lap:** C Laws, 1m38.1s, 70.34mph. **Up to 1200cc:** 1, Patrick McCloy (Morris Minor), 14m58.4s, 69.13mph; 2, Ian Claridge (Ford Anglia); 3, David Huddleston (Ford Anglia). **Fastest lap:** McCloy, 1m38s, 70.42mph.

Champion of Snetterton FF1600 race (10 laps): 1, Jack Dickinson (Van Diemen-Scholar RF84), 12m49.9s, 89.63mph; 2, Chris Tolchard (Van Diemen-Thorpe RF84), 12m50.5s; 3, Bernard Horwood (Rostrom-Minister RT3) 12m51.4s; 4, Graeme Foley (Royale-Nubster RP16A), 12m56.9s; 5, Nabil Marouf (Van Diemen-Scholar RF85), 13m05.1s; 6, Mike McKay (Van Diemen-Thorpe RF82), 13m11.9s. **Fastest lap:** Paul Bayley (Van Diemen-Auriga RF82), 1m14.6s, 92.50mph.

Duckhams Road Saloon race (10 laps): 1, Trevor Griffiths (Vauxhall Droop Snoot), 14m24.5s, 79.82mph; 2, T Edwards (Ford Capri), 14m38.6s; 3, David Cox (Ford Capri), 14m39.6s; 4, Richard Waller (Opel Commodore), 14m59.7s; 5, Andrew Mackenzie (Rover SD1), 15m00.1s; 6, Barry Waterhouse (Fiat 130TC), 15m03.6s. **Fastest lap:** Griffiths, 1m23.5s.

The Scott Brown Challenge (10 laps): 1, Tony Clinkard (Crosslé Chevrolet), 12m39.5s, 90.86mph; 2, Roger Bennington (Aston Martin), 13m02.2s; 3, Paul Sebburn (Datsun Z), 13m07.5s; 4, Craig Simmis (Porsche Carrera), 13m41.5s; 5, Graham Hathaway (Ford Escort RS), 13m47.1s; 6, John Kent (TVR/Rover), 13m50.9s. **Fastest lap:** Clinkard, 1m14.3s, 92.88mph.



INTERNATIONAL RALLIES

Cowan Wynns

WYNNS SAFARI, Aug 25/30: Over 280 competitors left the Sydney Show Grounds to begin the inaugural Sydney to Darwin Safari. Among the competitors were some 30 from overseas, including BMW riders Gaston Rahier and Eddie Hau and Mitsubishi team mates Andrew Cowan and Patric Zaniroli. Both Rahier and Zaniroli were winners of the tough Paris — Dakar Rally.

By the end of the first day, 220 of the competitors had reached the overnight camp at the town of Bourke in Northern central New South Wales. The biggest problem encountered during the day was a sudden and dramatic change in weather conditions. The area has been in the grip of a drought over the last few months but suddenly it broke! In just three minutes over 12 mm of rain deluged the area.

Zaniroli led the field in to complete the first division after Rahier became lost while leading, while Australia motorcycle rider Phil Lovett and Australian touring car driver Larry Perkins picked up second and third. Of the 283 vehicles that left the Sydney Show Grounds, 33 had been eliminated on the first day.

Only two of the planned three competitive stages were held when a fuel pump failed in the outback town of Thargomindah and many of the teams could not get fuel in time for the stage. Rahier made up a lot of lost ground coming through to be third at the end of day 2, sandwiched between Lovett and Team BMW rider Hau. Cowan was up into fifth in his Mitsubishi Ralliart Pajero.

Of the 250 vehicles that left Bourke in the morning, only 172 were still in the event at the end of the day.

When the Safari entered its third day it also entered an area known as the "Ohanell country" — a huge basin-like area of south-west Queensland, criss-crossed with thousands of dry river beds. When the area floods, perhaps once or twice in a decade, it becomes a huge inland sea, making the area impassable except by boat and aircraft. After the completion of this division, and having covered 2700 kms Andrew Cowan had caught Zaniroli, and the two Pajeros were leading the field, while only 2mins separated the two factory Pajeros. Lovett was third and Rahier fourth, while Steve Chapman on a factory entered Honda made his first appearance on the leader board.

The big news of the fourth day was the dramatic demise of Zaniroli as the leader. Cowan passed his team mate who later retired with a broken gearbox.

Lovett was quickly becoming the 'hero' of the event, carrying all his equipment and repairing his bike at night, completely unaided by any back-up assistance. Like the Paris-Dakar

AUTOSPORT, SEPTEMBER 12, 1985

Rally, no team assistance was allowed, but many teams had entered support vehicles in disguise. Lovett had none of this and was lying third until he fell and had to abandon the trip.

The run between Alice Springs and Tennant Creek on day 6 was through the edge of the Simpson Desert and the McDonnell Ranges. Cowan became bogged in a sady creek crossing and Australian driver Larry Perkins took the lead in a Volkswagen Baja, Rahier also suffered a number of problems and the time spent repairing those allowed Team Honda rider, Chapman, into second place. At the end of the day, however, Cowan had managed to retake the lead with Perkins second and Chapman third.

Cowan's only real competition in the closing stages evaporated when Perkins crashed. However that did not mean that Cowan could relax because Chapman was only 40 mins behind and Rahier only a further 3 mins adrift, although his experience saw him safely home out the head of the 76 finishers.

ALLEN WISE

WYNNS SAFARI (AUS)

1, Andrew Cowan (Mitsubishi Pajero), 20h28m00s; 2, Steve Chapman (Honda XR 600RF), 21h09m00s; 3, Gaston Rahier (BMW R80 G/S), 21h12m00s; 4, Ross Dunkerton (Mitsubishi Pajero), 22h00m30s; 5, Hiroshi Masuka (Mitsubishi D 200), 22h38m30s.

Grundel the Great

RALLYE DEUTSCHLAND, Sep 5/8: Kalle Grundel's victory on the eighth round of the German Championship ties up the title for the Swede with two rounds still to go. The Peugeot Deutschland driver was never troubled during the event, taking fastest on every one of the 32 stages.

Hopes that Harald Demuth may offer a challenge to Grundel were dashed when he wrote off his Quattro on the Halkidiki Rally and Ingolstadt scratched his entry. Marc Duez entered his Quattro but could offer no resistance and, by the time the car caught fire with eight stages to go, he was 4m30s adrift.

Manfred Hero emerged victorious from his dice with Opel team mate Rolf Petersen, but neither were a match for the Peugeot. Holger Bohne was happy to take fourth overall and top Group A placing with his 'test' Mercedes 190E.

ROLF NIEBORG

RALLY DEUTSCHLAND (D)

German Championship, round 8

1, Grundel/Diekman (Peugeot 205 T 16), 3h17m51s; 2, Hero/Mueller (Opel Manta 400), 3h31m31s; 3, Petersen/Bockelmann (Opel Manta 400), 3h35m32s; 4, Bohne/Jahns (Mercedes 190E), 3h43m14s; 5, Kern/Lubojevic (VW Golf GTI), 3h48m01s; 6, Mueller/Hiemer (Toyota Corolla GT), 3h48m07s.

Championship positions: 1, Grundel, 210pts; 2, Petersen, 146; 3, Bockelmann, 127; 4, Bruschi, 125; 5, Brauer, 92.

Super Snyers

BIANCHI RALLY, Sep 6/8: Patrick Snyers took his Bastes Lancia Rally 037 to a clear victory on the 16th Bianchi Rally, and in doing so clinched his third successive Belgian championship. Guy Colsoul's similarly supported Opel Manta 400 took an early advantage but the Lancia forced its way past on the fourth stage into a lead that it was never to lose. Robert Droogmans was another early challenger in the Belga Porsche but was stopped by the police for a noisy exhaust and lost road time.

On the second day, the rally included at stage at the old Chimay race circuit where Droogmans fitted a long ratio axle and managed to close the gap between himself and Snyers to just 1sec, but a blown engine a couple of tests later put paid to any hopes of further improvement. Snyers was therefore able to cruise home to his fifth win of the year ahead of Colsoul and Guy Hendrickx who had switched from his usual Hoflijk Sport Manta to a Gaban Porsche. Group A fell — for the first time — to the Ford RS Turbo Stig Andervang. The young Swede had an early battle with Lareppe and Probst until both retired, leaving Gaby Goudezeune to lead in the Alfa. Andervang fought hard and closed to just 1 sec before the final stage where the Alfa driver crashed heavily into a house.

WILLIS WEYENS

BIANCHI RALLY (B)

European Championship, coefficient 2

1, Patrick Snyers/Dany Colebunders (Lancia Rally 037), 4h21m01s; 2, Guy Colsoul/Alain Lopez (Opel Manta 400), 4h23m38s; 3, Guy Hendrickx/Paul Masson (Porsche 911SC), 4h40m14s; 4, Stig Andervang/Andre Schoonewolf (Ford Escort RS Turbo-A), 4h43m27s; 5, Jan Van der Mare/Anja Beltzer (Opel Manta 400), 4h47m28s.

NZ title to Stokes

HELLA LIGHTS RALLY, Sep. 7/8: Brian Stokes, a 27-year-old farmer, is the 1985 New Zealand Rally Champion. The first South Islander in the 11-year history of the series to win the title, Stokes farms near Christchurch and has been a consistent performer, first with an Escort 1600 and more recently with an RS1800, with which he won the title by finishing fifth in the Hella Lights Rally. This was

conducted mainly in forests in the Auckland and Coromandel regions over the weekend.

Neil Allport overcame the handicap of a puncture in the sixth stage to win the event from Malcolm Stewart. The other favourites, Reg Cook and Tony Teesdale were next in line ahead of Stokes.

At the end of the fourth stage, Stokes was 22secs behind Stewart but, with the Coromandel forest stages behind them, Stewart had pulled out a lead of 40secs on Allport. By then Possum Bourne (Subaru Leone Turbo), who had been leading the series, had seen his chance dissipate when a head gasket blew, forcing him to abandon in stage five.

Back on the tarmac, Allport pulled out all the stops and, by the end of stage eight, had gained a 2secs lead over Stewart. As the event ran into its dying stages, Allport was able to widen the margin and Cook made a late run.

However, Stewart held on to head the Nissan driver by 2secs at the finish. Teesdale drove steadily throughout the event and, as Stokes in fifth place knew he needed to maintain station to take the title, he eased up a little once he had put the forests behind him, and that took the pressure off Teesdale.

PETER GREENSLADE

HELLA LIGHTS RALLY (NZ)

New Zealand Rally Championship, final round

1, N Allport/R Freeth (Mazda RX7), 117m 02s; 2, M Stewart/S Parkhill (Audi Quattro), 118m 16.2s; 3, R Cook/W Jones (Nissan 240RS), 118m 18.3s; 4, T Teesdale/B Haldane (Nissan 240RS), 119m 45.4s; 5, B Stokes/J Rothery (Ford Escort RS1800), 120m 21.5s; 6, M Montgomery/P Garnett (Mazda RX7), 125m 41.6s; 7, R Meekings/M Carmichael (Toyota Corolla), 125m 52.7s; 8, P Adams/J Scott (Toyota Corolla GT), 125m 53.8s; 9, P Davidson/P Greaves (Ford Escort RS1800), 126m 25.9s; 10, B McKenzie/P Barney (Toyota Corolla GT), 126m 29.10s.

Final Championship points: 1, Stokes, 79pts; 2, Stewart, 72; 3, P. Bourne, 70; 4, Cook, 65; 5, Teesdale, 64; etc.



Following our surprise insight into the world of Argentine F2 a couple of months ago, our South American informant, one ADT Watson, has sent news of the national rallying scene in Argentina. Lonati was the overall winner of the recent Rally of Lobos in his Renault 18 (above), winning by 4mins from Caputo's Peugeot 504, with top placed Class 2 runner, Gora's Renault 12, in third place, just 36secs behind (below). We await our next update with interest.



NATIONAL RALLIES

Da doo Ron ron

RL BROWN TROPHY, Sep 7/8: The RL Brown had the reputation of being one of the toughest rallies in the *Motoring News*/BTRDA series and the Furness & DMC's 1985 event was made even tougher by fog and persistent rain. Ron Beecroft/John Millington stayed off a strong challenge from local driver David Scaife, with fastest times on the final two sections to take victory by 57secs.

The high mountain passes of Cumbria are by no means home territory for Steve Hill/Dave Kirkham and their RS 2000 was pressured all night by the Kadett of Devil's Own winners, Mike Tucker/John Mercer. Hill held on to take third place and keep his *Motoring News* title hopes alive but Tucker was by no means disgraced, considering his lack of championship experience.

Neil Jones proved his consistency once again with a strong fifth, taking almost 1min from sixth place Manta crew, Steve King/Alan Tomkinson over the 15 section route of 150 miles. Steve Egglestone returned to form in the BTRDA 1300cc Challenge with an excellent seventh overall but the event's two top seeds, Mike Pattison and John Easson both fell foul of the same deep ford on the Eskmeals section.

RL BROWN TROPHY

Motoring News/BTRDA Championship, round 8

1, Ron Beecroft/John Millington (Ford Escort RS2000), 24m48s; 2, David Scaife/Nigel Hunter (Ford Escort RS2000), 25m43s; 3, Steve Hill/Dave Kirkham (Ford Escort RS2000), 26m38s; 4, Mike Tucker/John Mercer (Opel Kadett GT/E), 26m46s; 5, Neil Jones/Alan Thomas (Ford Escort RS2000), 27m03s; 6, Steve King/Alan Tomkinson (Opel Manta GT/E), 28m02s.

Channel dash

Sep 08: For the second year in succession Andy Elliott won the Crystal Esso Stages put on by North Humberston MC, but he had to make a smart overnight dash from France to do so. Elliott and co-driver Mick Dent were quickest on four occasions but of 14 as the organisers sent 56 crews to seven venues using stubble fields, farm tracks and airfields. Only major retirement was Steve Waterall who broke the gearbox on the last stage when in a top six spot.

CRYSTAL ESSO STAGES

1, Andy Elliott/Mick Dent (Ford Escort RS 1800), 58m 06s; 2, Mike Jackson/Linda Coleburn (Ford Escort BDA), 58m 27s; 3, Dougie Idell/Michael Fuller (Ford Escort RS), 59m 06s; 4, Geoff Steele/Brian Credland (Ford Escort RS), 59m 21s; 5, Tim & Angela Allsop (Ford Escort 1600), 60m 04s; 6, Duncan & Jane Stann (Ford Escort RS 1800), 60m 44s.

Phil & Bill

Sep 07: With fastest times on nine of his 15 stages Phil Jones and Bill Fellows deserved their victory on the Ricoh Copiers Telford Stages which marked the start of the second half of the Nicolet Welsh Stages Championship in central Wales. But the Midlanders had to work really hard to overcome the loss of about half a minute in the morning when they suffered temporary brake failure and dropped behind Graham Middleton/Malcolm Perrott.

Adopting reverse seeding, Telford AC had a third of their entry made up of novices and a high percentage completed the route which made double use of two main venues. At the other end only one of the crews in the top 10 went out.

Road rally champion, Gwyndaf Evans, charged up to fourth place on his debut in the forests, but then a half shaft broke on his two-year-old road car... he had caused some blushes.

John Roberts, minus a toe but sporting a new and more powerful engine, maintained his challenge for overall Nicolet honours though beaten by Jon Ballinger in an exciting 1600cc battle. Both Roberts and joint leader Graham Middleton have 54 points.

RICOH COPIERS TELFORD STAGES

1, Phil Jones/Bill Fellows (Ford Escort RS), 49m 13s; 2, Graham Middleton/Malcolm Perrott (Ford Escort RS), 49m 29s; 3, Peter Fear/Trevor Wheatley (Ford Escort RS), 50m 38s; 4, Colin Trippas/Kevin Hogan (Ford Escort RS), 51m 54s; 5, Jon Ballinger/Reg Davies (Ford Escort 2 litre), 52m 02s; 6, John Roberts/Kelvin Evans (Ford Escort 2 litre), 52m 05s.

King John

Yet another win in the Lada Challenge — on the Telford Stages — was enough to hand the championship to John Cotton. Having taken maximum points on all but one of the events this season, the series was never really in doubt.

Dexter Dimblebee found his lost form to take second, ahead of his championship rival, Alan Waterman, while just 17 secs covered the next three drivers, Martin Styles, Martin Pearce and Terry Douce.

Local driver, Alan Jenkins headed Steve Kemp and Steve Spiers at the bottom of the leading group but Keith Odor retired on the final stage and now has it all to do on the final two events if the Janspeed car is to net a top three place.

PHIL COLLINS

Second, first

Aug 31: John Price and Mike Bowen scored their ninth win in 11 rounds of the Zenith Motorsport Welsh Tarmac Championship at Pembrey when the Peter Lloyd Rallying Stages was organised by Blackmill MC.

Price finished runner-up to Corbett Williams in the ex-Brian Price Escort by took maximum points as Williams is not registered, but was only 2secs clear of Steve Baber at the finish of the six stages at the Welsh Motorsport Centre when 75 crews were in action.

PETER LLOYD STAGES

1, Corbett Williams/Selwyn Elias (Ford Escort RS), 59m04s; 2, John Price/Mike Bowen (Renault 5 turbo), 59m13s; 3, Steve Baber/Tony Thomas (Opel Manta), 59m15s; 4, Danny Owens/Andy Sleeman (Ford Escort RS), 60m41s; 5, Stephen Jones/Keith Staley (Ford Escort), 61m48s; 6, G Trussler/Lyn Rees (Ford Escort) 62m07s.

A juicy win

Sep 01: Dave Gowing and Mike Billings led all day to win the Britvic Stages by almost 1 min when Chelmsford MC attracted 75 entries for their 17 stage event.

Robin Wilkinson was lying second with two stages to go when he went off and put his Escort onto its side in a shallow pond and his error allowed Kevin Maxted/Joanne Sackett to snatch second by just 7 secs from Phil Peacock/Colin Smith.

BRITVIC STAGES

1, Dave Gowing/Mike Billings (Ford Escort RS), 1915s; 2, Kevin Maxted/Joanne Sackett (Escort RS), 1971s; 3, Phil Peacock/Colin Smith (Ford Escort RS), 1978s; 4, Richard Jurak/Chris Woodstock (Ford Escort RS), 2020s; 5, James & Douglas Young (Ford Escort), 2026s; 6, Chris Pearson/Pete Dalton (Talbot Sunbeam).

Thrown away

Aug 30/31: Brian Price and Ryland James were slightly fortunate winners of the Ystrad Mynach MC Ides Rally on a dry night in West Wales for only an incorrect approach to the very last control robbed Gareth Richards/Hugh Lewis of a 1min success.

They arrived at a tricky triangle by the last control, went the wrong way and that was that at the end of a route of nearly 180 miles. One section was a useful 63 miles in length and former champion Peter Vaughan was quickest and this helped him to stay third after losing 4 mins with electrical trouble.

DOVER PRINTING IDES RALLY

1, Brian Price/Ryland James (Ford Escort RS2000), 11m18s; 2, Will Morris/Mike Kidd (Ford Escort RS2000), 12m11s; 3, Peter Vaughan/Phil Jones (Ford Escort RS2000), 14m44s; 4, Julian Todd/Peter Carter (Ford Escort RS2000), 17m11s; 5, E Davies/K Owen (Ford Escort RS2000), 28m23s; 6, M Evans/A Davies (Ford Escort RS2000), 28m52.

Father & son

Sep 8: East Elloe MC used Peterborough showground for their Saab Showground Stages and David Gowing/Mike Billings were almost uncatchable as they beat the 1984 winners Charles Eveson/Geoff East by 52 secs.

Former star Bill Gwynne made a brief return to the sport in a borrowed Nissan 240RS and took third. He was keeping an eye on son Ian who is just starting his career as a driver and finished 16th on only his third event.

SHOWGROUND STAGES

1, David Gowing/Mike Billings (Ford Escort), 2606s; 2, Charles Eveson/Geoff East (Ford Escort RS), 2658s; 3, Bill Gwynne/Tome French (Nissan 240RS), 2696s; 4, Robert Grant/Adrian Denner (Porsche Carrera) 2702s; 5, John Greaves/Dave Roberts (Ford Escort) 2710; 6, Geoff Tunnard/Nick Grundy (Ford Escort RS), 2711s.

The same name game

Sep 7/8: Freddie Camp and Stuart Wood maintained their lead in the South West Road Rally Championship despite being beaten into third place on Exeter MC's round of the series.

Seven selectives were included in the 150 mile route on Devon on a dry night and Graeme Boulton/Graham Lacey held all the aces from start to finish. Camp/Wood were just over 1 min down at petrol but dropped to third when Derek Arnold/Chris Reeves charged in the second half.

RALLY OF THE MOORS

1, Graeme Boulton/Graham Lacey (Ford Escort RS2000), 20m 11s; 2, Derek Arnold/Chris Reeves (Ford Escort RS2000), 22m 02s; 3, Freddie Camp/Stuart Wood (Ford Escort RS2000), 23m 42s; 4, Terry Griffin/Tom Usher (Ford Escort RS2000), 30m 39s; 5, Mike Edworthy/Roger Larcombe (Ford Escort RS2000), 39m 37s.

Corner cutting

Sep 01: Manby airfield near Louth was used by Lincolnshire/Louth MC for their GSB Printshop eight stage event which went to Robert Lowe in his TR7 V8. Robert Gant was well away in his Porsche Carrera until he was adjudged to have cut a corner on a stage and was given a maximum which put him out of contention.

GSB PRINTSHOP MANBY STAGES

1, Robert Lowe/Adrian Ewington (Triumph TR7 V8) 1950s; 2, Les Sharpe/Mick Smith (Ford Escort) 1969s; 3, Geoff Bowd/Tony Watson (Opel Ascona); 1979s 4, Tim & Angela Allsop (Ford Escort) 2004s; 5, Keith Bird/John Marsh (Mini) 2016s; 6, Phil Barley/Rob Atkinson (Ford Escort) 2037s.

No sting in the tail

Sep 7/8: Potteries & Newcastle MC arranged seven selectives on their Chatsfield of Stoke Scorpion Rally in Derbyshire and the 125 mile route became quite difficult when rain fell. From the start Jon Ingram/Andy Marchbank went off to set the pace and had opened up a

lead of 2m 51s when the petrol halt was reached. They eased the pace somewhat thereafter and Ewan Murray/Dave Jones moved to within 2m 13s by the finish to be the best crew from the organising club.

SCORPION RALLY

1, Jon Ingram/Andy Marchbank (Talbot Sunbeam) 20m 52s; 2, Ewan Murray/Dave Jones (Ford Escort RS), 23m 05s; 3, Keith Stubbins/Martin Filleul (Ford Escort RS1800), 26m 30s; 4, Dave Gregory/Ian Burtoft (Talbot Sunbeam), 27m 57s; 5, Dave Charter/Charles Pye (Ford Escort 1300), 37m 55s; 6, Colin Evans/Kevin Jones (Ford Escort RS), 38m 54s.

Sibling rivalry

Aug 30/31: Ffestiniog brothers John and Iwan Roberts took the first two places on the Milestone MC 135 mile Trophy Rally which went around the Wrexham-Oswestry-Llangollen area.

At the mid-way point John was 2½ mins up on his younger brother and finished 5 mins ahead with Andy Marchbank on the maps. Ian and Eryl Williams were going well in their Escort 1600 until they hit a wall in the second half.

CLWYD QUALITY CARS RALLY

1, John Roberts/Andy Marchbank (Ford Escort RS2000), 33m43s; 2, Iwan Roberts/Steve Griffiths (Talbot Sunbeam 1600), 38m58s; 3, Dai Rowlands. Peter Messham (Ford Escort RS2000), 44m36s; 4, Jim Bothwell/Guy Woodcock (Vauxhall Chevette 2.3), 47m12s; 5, John Gough/Dave Edwards (Colt GT), 47m24s; 6, John Jones/Tony Tustin (Talbot Sunbeam 1850), 47m26s.

Here comes the bride

Sep 8: Kevin Maxted, soon to marry his co-driver Joanne Sackett, scored their first rally win together when they ended up 38 secs ahead of a field of 43 crews which tackled the Concord Motor Services supported event which took place on a variety of surfaces on locations around Bishops Stortford.

Malcom Harris's Fiesta V8 looked to be running away with the event after being nearly a minute ahead but they dropped back as Maxted piled on the pressure despite niggling problems.

STORT VALLEY STAGES

1, Kevin Maxted/Joanne Sackett (Ford Escort RS1600), 2756s; 2, Malcom Harris/Dave Hunt (Ford Fiesta V8), 2794s; 3, Harry & Jeff Laing (Ford Escort RS2000), 2847s; 4, R Wilkinson/R Keith (Ford Escort TC), 2851s; 5, Richard Jarak/Mrs G Jarak (Ford Escort 2.1), 2885s; 6, Martin Liddell/John Lance (Ford Escort RS), 2897s.

No. 2 for Roy

Sep 01: Crawley MC arranged a dozen stages at Hobbs Barracks, East Grinstead, for 59 crews and after a slow start Roy Gillingham came through to win in his TR7 V8 beating 'Wug' Utting by 18 secs.

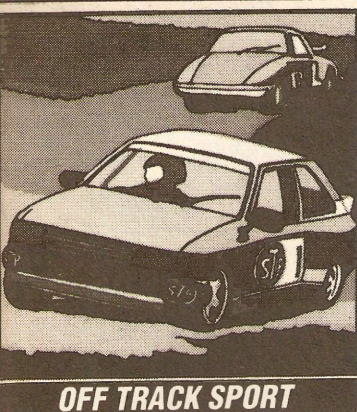
Utting held the lead for four stages but then Gillingham found his form and turned a 7sec deficit into a lead of a similar margin. Unlucky were James Kingswell/Wreford Piper who were third when a lump of concrete crashed against the floorpan, causing the accelerator to stick wide open.

RIDERS RALLY

1, Roy Gillingham/Stuart Larbey (Triumph TR7 V8) 2361s; 2, 'Wug' & Vanessa Utting (Ford Escort RS 2000) 2379s; 3, Richard Ives/Ian Paragreen (Ford Escort RS 2000) 2417s; 4, Kevin Lawer/Susanne Wharrad (Ford Escort RS 2000) 2471s; 5, Mike & Bridget Capsey (Ford Escort 1600) 2475s; 6, Paul Holmes/Bruce Brunning (Ford Escort RS2000) 2487s.

John Cotton clinched the Lada Challenge title with a win on the Telford Stages.





OFF TRACK SPORT

Cramer takes the title

WISCOMBE PARK, Sep 8: A totally committed final run from Chris Cramer set the LTD in record time, clinching the British Hillclimb title.

This memorable QSP Five Clubs event opened in customary manner with the 1300cc Special Saloons. Dave Whitfield was in determined mood, the Stiletto driver refusing to admit defeat in the Aston Martin Leaders Championship, and producing a near-record breaking climb to keep his title hopes alive. Whitehead, however, needed such a performance, for a remarkable climb from the Maguire Mini Traveller of Cornishman John White not only annexed John Meredith's 1-litre record, but also closed to within 0.28sec of the BDH-powered machine, taking second place ahead of such notables as Marc Cramer and Wiscombe exponent Mervyn Brake.

A fine opening run from the Talbot Sunbeam Lotus of Hugh Trotman initially led the way in the Unlimited Saloon class, but even a slight improvement on the second run proved insufficient to hold at bay Chris Johnson, the Martin Sutton Hydraulics Chevette repeating the Prescott form.

The local men were in fine form, Ian Cameron proving the point by heading Bob Dayson's Cougar Developments Caterham Super 7 after the first runs from the 1600cc Mod Sports class. The Lotus 7 driver could not improve, however, while Dayson fought back in style, to take victory by 0.61sec, in the process joining Whitehead and Russ Ward at the head of the Leaders Championship.

The Unlimited Modsports cars were in tremendous form, Sam Hill storming the hill with the BRS Caterham Seven to break Ken Snailham's record from the previous day. Snailham, despite a power deficiency, refused to surrender the class easily, the Lotus 7 driver matching Hill for effort as he closed to within 0.17sec of the winning time, en route to usurping the class winner's co-driver, Nick Carr.

David Grace had never visited Wiscombe before, but you would not have known it as his opening run nearly matched Mark Williams's longstanding record and proved enough to take yet another class win. But it was a close-run thing, for John Istead produced one of the surprises of the day, the BSS Mallock also under the magic 40s mark as he failed to match Grace by 0.01sec.

A beautifully controlled climb from the Myers Special of Paul Bason had the Mallocks on the run in the 1600cc Sports Racing class after the first runs but, although he improved a fraction on his second ascent, he was unable to match the LTD man from the previous day's

club event, Roger Gregory winding up his Mallock-BDA in great style to also join the sub 40s club. Once more, Deryk Young impressed with his pushrod powered Maryk.

Although just the Hart-powered Mallock of Charles Wardle and Jim Robinson appeared in the large capacity Sports Racing class, there was plenty of action as both hurtled the device to the top at record-breaking pace, Charles taking the spoils by 0.26sec as both qualified for the run-off.

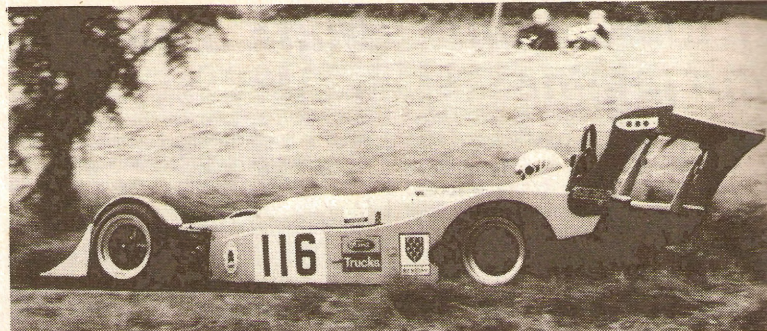
The record-breaking continued in the 500cc Single Seater class where John Corby's second effort clipped Peter Voigt's longstanding previous best mark by 0.07sec as he took his remarkable Jedi to victory over Jonathan Perkins, in the process joining Snailham in fourth place in the Leaders Championship. Although Dave Whitehead and Bob Dayson share the lead, Russ Ward must start Doune in a fortnight's time as favourite to secure the title, especially after his incredible efforts at Wiscombe. The second run from the 1985 Rydale BMW Midland Hillclimb Champion was sensational, a sub 40s climb by an 1100cc single-seater, 1sec inside the record. Needless to say the Saracen driver was untroubled in his quest for a class win, over the Delta of Andy McBeath.

When the 1600cc Single Seaters took to the hill, Adrian Hopkins posted the first sub 39s climb by a car of that capacity as he powered away from the rest, adding the icing to the cake by further reducing the record on his second attempt. A little 'off' on the first run did not appear to unsettle Chris Knapman and he fought back well with the Gym & Tonic Chevron, but only to third place, thanks to a fine effort from the March Pilbeam of Northerner Alan Newton.

With the British title in sight, Chris Cramer stood on little ceremony when the unlimited class appeared, the Unidraw Gould driver opening with a gritty run which clipped the hill record by 0.02sec. This proved good enough to take the class and also 'pole position' for the run-off, despite an equally hard-trying ascent from the Glissade Pilbeam of a rejuvenated Douglas-Osborn who trailed by just 0.06sec.

A much improved second run brought the BMW powered Steel King Pilbeam of Roy Lane through into fifth place, just a further 0.12sec down, while there was an amazing occurrence in the battle for seventh place astern of John Hunt, as Max Harvey and David Gould managed to emulate each other's times on both runs, their run-off order being decided by a flip of the coin.

The coin tossing proved unnecessary as Gould elected to miss the run-off in order to allow Cramer the sole use of the car. The setting sun proved difficult, several drivers troubled as they drove into it on the approach to Martini; thus



David Grace went home with the class record after his first Wiscombe visit.

second run improvements were initially difficult to find.

Wardle fought manfully with his Mallock-Hart on the final ascent and did well to improve his first effort, but not well enough to usurp his co-driver Robinson who took a well earned ninth place. Alan Payne's Apollo Anson now features sidepods and looked a different motor car, much more stable, and this allowed the enthusiastic Midlander to prove his talents with eighth place.

For Dave Harris, normally a real force at Wiscombe, the meeting proved disappointing, the Unican Philbeam troubled with handling and clutch problems. Despite a practice 'off' Dave refused to give in, clipping the 38s barrier to take seventh place, but he could not quite match Max Harvey. Hunt was also well fired up, the Pilbeam pilot holding down a fine third place at halfway. However, no improvement followed, which cost him a couple of places, as firstly Lane, with a slight motor problem solved, slipped ahead with a determined climb, and then Rowan produced another clean ascent also to slip ahead, failing to match Lane by just 0.15sec.

Griffiths, collected the kerb at Wis Corner on the first run, coasting to a halt with some suspension damage. It was quickly rectified by the Chase Web Team and, although Harvey missed his second climb, Martyn came back to the line, with everything to do. His championship hopes faded within 10yds for, as he dropped the clutch, the start gear cried enough.

Griffiths's only hope to retaining a chance of the championship was for ADO to usurp Cramer, and the Glissade driver, who has yet to record a championship win this year, really went for it. We finished in a time which took the lead and also closed to within 0.01sec of Cramer's new hill record from the class runs.

When the Stroud driver came to the line to close the meeting, it was late and cool in the air, but he went for victory and the title. It was a totally dedicated effort and the whole of Wiscombe erupted as the time was announced.

ROBIN BOUCHER

WISCOMBE

RAC British Hillclimb Championship, Round 15

BTD: Chris Cramer (2.5 Gould-Hart 84/2), 36.06s (record).

Top 12 run-off: 1, Cramer, 36.06s; 2, Alister Douglas Osborn (2.7 Pilbeam-Hart MP54), 36.36s; 3, Roy Lane (2.7 Pilbeam-BMW MP53), 37.10s; 4, Ray Rowan (2.5 Toleman-Hart TG280H), 37.25s; 5, John Hunt (2.7 Pilbeam-Hart MP54), 37.46s; 6, Max Harvey (2.8 Pilbeam-Hart MP53/04), 37.66s; 7, Dave Harris (2.8 Pilbeam-Hart MP50), 37.91s; 8, Alan Payne (4.0 Anson-Rover SA4), 38.22s; 9, Jim Robinson (2.2 Mallock U2-Hart Mk21), 39.28s; 10, Charles Wardle (2.2 Mallock U2-Hart Mk21), 39.53s; Martyn Griffiths, (2.8 Pilbeam-Hart MP53/04), failed; David Gould (2.5 Gould-Hart 84/2), non-start.

Class Winners: Dave Whitehead (1.3 Chrysler Stiletto BDH), 42.55s; Chris Johnson (2.3 Vauxhall Chevette), 44.21s; Bob Dayson (1.6 Caterham Super 7 Ford TC), 42.99s; Sam Hill (2.0 Caterham Super 7 BB1 BDA), 40.45s (class record); David Grace (1.7 Mallock U2-Ford Mk14/25), 39.88s; Roger Gregory (1.6 Mallock U2-BDA Mk15), 39.62s; Wardle, 38.35s (class record); John Corby (0.5 Jedi Suzuki Mk1), 43.97s (class record); Russ Ward (1.1 Saracen-BDJ M85), 39.74s (class record); Adrian Hopkins (1.6 Sark-BDA IH), 38.65s (class record); Cramer, 36.35s (class record).

RAC British Hillclimb Championship: 1, Cramer, 94pts; 2, Griffiths, 91; 3, Douglas-Osborn, 85; 4, Lane, 75; 5, Tim Thomson, 69; 6, Rowan, 65; 7, Harris, 60; 8, Harvey, 45; 9, Hunt, 43; 10, Gould, 30; etc.

Aston Martin Leaders Hillclimb Championship: 1, Ward, Dave Whitehead & Dayson, 72; 4, Ken Snailham & Corby, 66; 6, Johnson, 57; etc.

Guyson International Award of Merit Hillclimb Championship: 1, Cramer, 80; 2, Hunt, 70; 3, Gould, 67; 4, Wardle, 58; 5, Jim Robinson, 31; 6, Adrian Hopkins, 27; etc.

FIVE CLUBS

De Dion day

WISCOMBE PARK, Sep 07: The QSP Five Clubs Wiscombe weekend opened with another counter in the Shell Oils ASWMC Hillclimb Championship. A furious battle for LTD ensued between the two De Dion axled Mallocks of Roger Gregory and Colin Pook and the ex-Terry Gorvel March Hart 772P of Rodney Eyles. Pook seemed to have secured LTD, but Gregory responded well to snatch victory, leaving Eyles, who was adapting to his new mount, in a none too distant third place.

The road and rally saloon and sports car classes were, as always in the South West, well endowed with entries, the 1300cc division opening their jousting with a fine battle which saw the Cooper S of Derek Mullis taking the honours from Bob Smith's Midget and the Cooper S of David Nutland. Reigning South Western Hillclimb Champion Jonathan Williamson continued on his winning way in the next class, the Parks of Exeter Porsche beating the Talbot Sunbeam Lotus of Hugh Trotman. Laura Keen made it a good day for the Parks team by taking third spot. There was no disputing the winner of the 1-litre special saloon car class as John White was in good form with Maguire Mini Traveller. Plans to debut his supercharged engine at Wiscombe failed when the unit would not fit into the car but Ian Fidoe still dominated.

Le Roy Bray disposed of Paul Brand's very rapid Mini to take the large special saloon car class, while Ian Cameron upheld local honour by placing his Lotus 7 at the head of the up to 1600cc modsports class. The first run from Ken Snailham in the over 1600cc division saw the Lotus 7 driver clear of Colin Hambly's well-driven Dutton-Rover V8. His second effort registered the first sub 42s climb by a modsports car.

As expected the McBeath brothers dominated the 1100cc single seater class with their Woodville Stretton Delta, and as at Prescott it was Simon who took the spoils. Paying his first visit to Wiscombe Alan Newton quickly mastered the slopes, powering his March Pilbeam to victory in the 1600cc single seater class. Although Roger Jordan and Mark Haynes chased well with their Rover-powered ex-Terry Smith Brabham BT35X, the unlimited racing car class always looked the property of Rodney Eyles' new Spalding Sport March-Hart.

ROBIN BOUCHER

WISCOMBE PARK HILLCLIMB

BTD: Roger Gregory (1.6 Mallock-BDA Mk15), 40.24s.

Class Winners: Derek Mullis (1.3 Mini Cooper S), 50.09s; Jonathan Williamson (2.7 Porsche 911), 46.22s; John White (1.0 Maguire Mini Traveller), 44.40s; Ian Fidoe (1.1 Davrian Imp), 44.73s; Le Roy Bray (2.0 Ford Escort), 45.09s; Ian Cameron (1.6 Lotus 7 Ford TC), 43.75s; Ken Snailham (1.7 Lotus 7-Ford TC), 41.83s (record); Gregory, 40.24s; Simon McBeath (1.1 Delta-Hartwell Imp T82/84M), 41.61s; Alan Newton (1.6 March Pilbeam-Cosworth FVA R28/46), 42.31s; Rodney Eyles (2.0 March-Hart 772P), 40.43s.

A tonic from the doctor

BODIAM HILLCLIMB, Sep. 07: Attracted by the news that this could be the last meeting at the venue, a record crowd attended the Hastings 1066 & East Sussex CC annual hillclimb. The outright hill record finally went too, to Doctor Richard Thompson who has an outstanding record at his local hill.

Chris Judge's 970cc Cooper S put in a winning first run in the up to 1000cc Saloon class, which was just as well for his later attempt was very ragged. His nearest rival was the incredible Fiat 500 of James di Carlo. In the 1300cc section, local man Stephen Hall used his hill experience to good effect as his road going Cooper S defeated a whole host of more powerful rivals, although Nigel Humphreys and Tom Taylor weren't too far adrift.

The GT/Modsports category looked like being a good scrap between Warwick Barnes' rallycross TR7 V8 and the glorious Ginetta G12 of Brian Moody. Sadly we never found out, for the Jerseyman lost control of the Ginetta near the finish line. Barnes took the class in record time, but Paul Bernal-Ryan's MG Midget came a close second.

A couple of Terrapins and an old Cooper 500 had no reply to the screaming little karts in the 1100cc Racing Car class. Matthew Kemp put in a storming run and when trying to reply Piers Hunnisett got it all wrong at the kink performing a 90 degree spin!

In the Sports Racing/Clubmans section, Thompson reigned supreme, while John Knight had the ideal introduction to motorsport by winning the class in his first ever event. The unlimited Racing Car class contained a real mixed bunch, and Alan Hall's FF2000 Reynard which netted second BTD, his later effort including a quick inspection of the slip road. Lenny Marchant in his FF1600 Brabham BT21/28 chased hard but had to settle for third BTD.

A big field of 2-litre Saloons witnessed some alarming incidents. Firstly Duncan Macnab crested the hill to find a marshal crossing it, not hearing the quiet Peugeot 205ti coming. Some horn blowing soon shifted him! Then minutes later, Dave Wilkins had an almighty mishap at the right hander, his Escort RS2000 climbing over the straw bales, the fence doing a good job of arresting the wayward car.

Such was the size of entry for Road Sports cars that they were split at 1600cc, and despite the efforts of Peter Swan, it was Malcolm Hault who took the spoils in his Midget. The first seven cars were covered by just 1 sec. Shaun Bateman put the over 1600cc section beyond the reach of his rivals with two smooth runs.

Don Parker sliced the Pre '49 Historic Sports record to pieces on his first run, which put the class way beyond his rivals. He then celebrated by spinning the huge Bentley Special, without hitting anything. The final class of the day was for Pre '65 Saloons and fell to the Mini of Rob Cresswell.

DUD CANDLER

BODIAM HILLCLIMB

BTD: Richard Thompson (1.7 Mallock Mk II/14), 23.35s (record).

Class winners: Chris Judge (1.0 Mini Cooper S) 28.16s; Stephen Hall (1.3 Mini Cooper S) 28.10s; Warwick Barnes (3.5 Triumph TR7 V8) 27.18s (record); Matthew Kemp (100 Kobra kart) 24.18s (record); Trevor Duttall (1.6 Van Diemen RF78) 27.04s; Rod Wiltshire (2.0 Ford Gartrac G3 Escort) 26.29s; Bill Cook (2.2 Sunbeam Lotus) 29.12s; Malcolm Hault (1.3 MG Midget) 29.89s; Shaun Bateman (3.5 Triumph TR7 V8) 28.26s; Don Parker (7.3 Bentley Special) 30.70s (record); Rob Cresswell (1.3 Mini) 29.94s.

Mark's mark

CROFT RALLYCROSS, Sep 08: Escort driver Mark Rennison scored his first ever outright victory last Sunday when he won the Superfinal during the final round of the Shell Oils Croft Rallycross Challenge series. Having already won the Formula C final Rennison further delighted his local fans when he first passed the Porsches of Dennis Atkinson and Des Winks to take the lead in the last race of the day. Winks, after having been persuaded to come out of retirement for this one meeting, succeeded in securing the Shell Oils Croft championship.

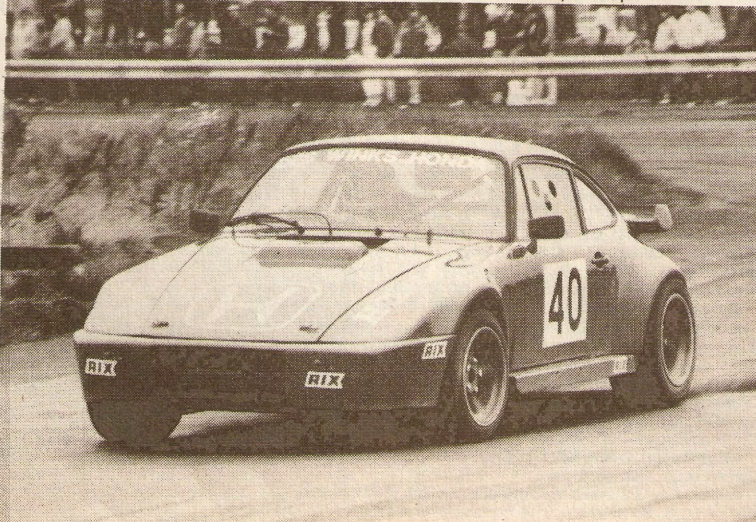
The event, organised as ever by the Darlington & District M.C., attracted a good entry including Metro driver Brian Johnson, making a return to the sport following a nine year absence. Brian Thornton had a scare in practice when a piece of metal found its way into an inlet trumpet and jammed the throttle wide open whilst Tony Proctor had transmission bothers.

Proctor found he had no second or fourth gears during his first run. The Yorkshire farmer was therefore forced to miss the remaining two runs whilst a repair was effected. Rennison won the first race with a time some 6.5 seconds faster than the second best man, Winks. Race two went to Brian Peacock, and also saw the demise of Don Waller's Escort. The next two runs went to Chris Brooke and Alan Eckersley respectively, whilst Winks won the last of the first heats from Proctor. Rennison was quickest again second time out, this time with Atkinson leading the charge behind. Chris Horn meanwhile began to establish himself as the man that would give the Porsche drivers the most trouble as he gave Winks a hard race in the last run of the second heats.

By the end of qualifying, Rennison had firmly established himself as the fastest man of the day with a best time of 3 min 09.4 sec whilst Winks was looking good for the Croft title. In the smaller engine classes, Eckersley emerged as the leader of Formula D despite strong challenges from Brooke, Shield and Peacock. Faster than any of them was Formula E driver Brian Thornton in his Metro.

Dave Fenwick and Steve Wardle disputed the Autograss class, the latter proving the quicker during qualifying but Fenwick emerging victorious in the Final. Peacock was a little unhappy at having only made the B final but victory over Roy Clark saw his Fiat X19 through to the Formula C/D "A" final. The Thirk farmer then made a terrific start from the back row of the grid to grab second place behind Brooke within half a

Des Winks came out of retirement to win this year's Shell Croft Championship.



lap, but the engine suddenly lost its oil pressure and Peacock was forced to pull up. Thornton took over, finally getting past Brooke on the last lap. Shield put in a last lap. Shield put in a late attack and demoted Eckersley to fourth at the same time.

Just when it looked as if Rennison's charge could be halted, Formula C "A" final leader Kevin Pease made a rare mistake one lap from the end to let the Escort driver through. Despite clutch problems, Bardy managed to hold third place from Dave Phillipson, these first four all making the Superfinal. Winks led the Formula A/B final from start to finish as Atkinson took the runner up spot and Pete Robertson held Proctor off for third. That result earned the MG driver the Formula A title, whilst Winks' win ensured him the Shell Oils Croft title. The Porsche driver led the Superfinal for most of the way but nothing was going to stop Rennison from notching up his first victory, the Escort driver finally getting by along the loose near the end. The result also ensured Rennison the Formula C title. The other class champions were Rob Fletcher, Terry Wright and Eckersley.

BILL MANTOVANI

CROFT

Shell Oils Croft Rallycross Challenge Series, final round

Superfinal: 1, Mark Rennison (1.6 Ford Escort Mk3 RWD), 4m 53.3s; 2, Des Winks (3.0 Porsche 911), 5m 00.2s; 3, Dennis Atkinson (3.3 Porsche 911), 5m 01.3s; 4, Kevin Pease (1.6 Ford Fiesta), 5m 01.8s; 5, Tony Bardy (1.5 BL Mini), 5m 02.7s; 6, Dave Phillipson (1.6 Ford Fiesta), 5m 07.9s; 7, Paul Bullivant (1.6 Ford Fiesta), 5m 08.5s; 8, Pete Robertson (3.5 MGB GT V8), 5m 16.8s.

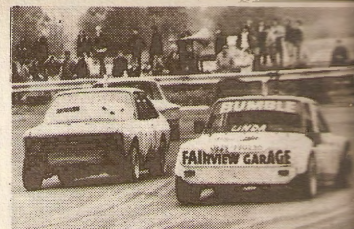
Formula A/B 'A' final: 1, Winks, 4m 05.4s; 2, Atkinson, 4m 13.2s; 3, Robertson, 4m 17.1s; 4, Tony Proctor (3.4 V6 Ford Capri), 4m 18.6s; 5, Rob Fletcher (2.0 Ford Escort), 4m 26.0s; Chris Horn (2.0 Ford Escort), retired.

Formula C 'A' final: 1, Rennison, 4m 02.8s; 2, Pease, 4m 06.2s; 3, Bardy, 4m 12.4s; 4, Phillipson, 4m 17.5s; Bullivant, 4m 18.0s; 6, Dave Illingworth (1.6 Ford Fiesta), 4m 26.4s; 7, Colin Rowley (1.6 Ford Fiesta) retired.

Formula D 'A' final: 1, Brian Thornton (1.3 BL Metro), 4m 20.5s; 2, Chris Brooke (1.6 Ford Fiesta), 4m 21.0s; 3, Michael Shield (1.5 BL Metro), 4m 22.2s; 4, Alan Eckersley (1.6 Ford Fiesta), 4m 22.4s; 5, Harry Horn (1.4 BL Metro), 4m 29.2s; 6, Ian Rae (1.5 BL Mini), 4m 32.2s; 7, Colin Rummy (1.6 Ford Escort), 4m 33.1s; 8, Brian Peacock (1.6 Fiat X19), retired.

Formula C/D 'B' final: 1, Peacock, 4m 18.3s; 2, Roy Clark (1.5 BL Mini), 4m 21.2s; 3, Geg Harris (1.4 BL Metro), 4m 36.5s; 4, Brian Johnson (1.6 BL Metro), 4m 36.8s; 5, Terry Wright (1.3 BL Mini), 4m 41.7s; 6, Malcolm Forsyth (1.5 BL Mini), 4m 43.5s; George Twiddle (1.6 Ford Escort), 4m 44.2s; 8, Eamon Quigley (1.6 Ford Escort), 4m 45.0s.

Autograss final: 1, Dave Fenwick (3.5 Hillman Imp), 4m 22.3s; 2, Robert Bellerby (1.3 Sunbeam Imp), 4m 37.5s; 3, David Scarr (2.0 Ford Escort), 4m 45.8s; Derek Smith (1.3 BL Mini), Steve Wardle (2.1 Ford Escort) and Peter Turner (1.3 BL Mini), all retired.



Dave 'Bumble' Fenwick leads Steve Wardle

Sussex treat

Sep 08: The combined resources of the Allard OC, Brighton & Hove MC and the Sussex CC co-promoted the finest entry seen at a Goodwood sprint for a long time. It would have graced a BARC championship round.

Unfortunately only the first run counted, as the curfew hour closed in. Chris Hill reclaimed the record by previously held, his red Mallock finally flying to establish 83.32s. Alan Smith captured the ACSMC title with yet another class win in his ex-Trevor Gibbs Imp, and another man who will remember the day is Ken Banks for it was he who further delayed proceedings when he rolled at St. Mary's in the final practice session. Thankfully, Ken was unhurt.

DUD CANDLER

GOODWOOD SPRINT

BTD: Chris Hill (1.7 Mallock-Nicholson McLaren Mk 24B), 83.32s (record).

Class winners: Kevin Farrow (1.0 Ginetta G15) 118.78s; Mike Heywood (1.6 Peugeot 205GT) 112.54s; Dale Lodge (2.0 Alfa Romeo Alfetta) 116.55s; John Hooker (3.2 BMW CSL), 107.87s; Chris Tasker (1.0 Ginetta G15), 109.64s; Geoff Sizzey (1.6 Turner-Lotus t/c), 99.73s; Alan Woodhams (2.0 Ford Escort RS2000), 106.92s; Josh Sadler (3.3 Porsche turbo), 97.01s; Alan Smith (1.0 Hillman Imp), 100.25s; Peter Burnham (1.3 Mini-Jem), 106.06s; Stephen Lee (1.7 Lotus Elan), 98.36s; Dave Bray (3.5/c Opel Kadett GTE), 91.74s; Hill 84.51s; John Piper (2.2 Tiga-Ford BDG SC77), 87.30s; Alan Hassell (2.0 Ford Escort), 112.75s.

Sam storms to victory

Aug 31: The APCM Social Club car park, near Cookstown, was the venue for round 10 of the Northern Ireland Autotest Championship, with torrential rain and gale force winds. And Sam Bowden snatched victory over the final two tests, when early pace-setter James Gillen suffered two penalties. Gillen finished second overall, with Will Rutherford third.

Bowden had been sharing the championship lead with Stephen Reaney, but on this occasion Reaney could not get any higher than sixth, giving Bowden a three point championship lead.

IAN LYNAS

Bowden was the star at Cookstown.



COOKSTOWN AUTOTEST

1, Sam Bowden (Mini Special), 305.0s; 2, James Gillen (Mini Special), 312.4s; 3, Will Rutherford (Mini Special), 315.4s; 4, Ken Irwin (Mini Special), 317.0s; 5, Robert Dickson (Metro Special), 318.0s; 6, Stephen Reaney (Mini Special), 321.6s. **Class winners:** Bowden; Mervyn Williamson (Beach Buggy), 507.8s; Eric Patterson (Mini), 380.2s; Colin Earney (Metro), 328.4s; Lee Lucas (Vauxhall Astra GTE), 386.6s.

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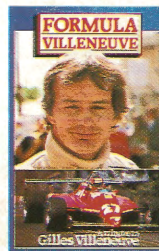
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