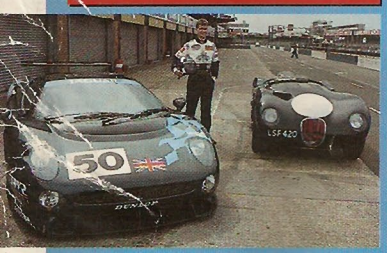
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AUTOSPORT

F1 CRISIS
HOW FISA WILL BAN HIGH-TECH RACERS

PLUS



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JAGUAR LE MANS STICKER INSIDE

CANADIAN GRAND PRIX

Prost powers ahead

Alain takes Championship lead as Ayrton fails to finish

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John Cleland

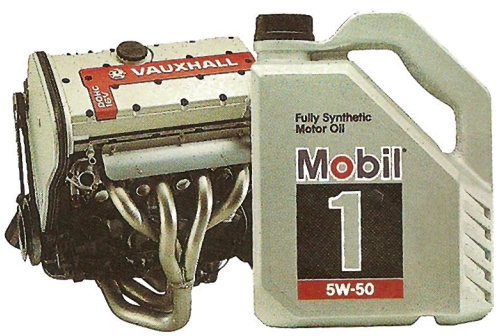
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ISSN number
0269 – 946X

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Indycar's Motor City mayhem

It was a bad day on the streets of Detroit for Nigel Mansell and Emerson Fittipaldi (left) but Danny Sullivan came through for a hard-fought win. Full report on **page 36**

Scotland's new rally hero talks

We interview Richard Burns, runaway leader of the Mobil 1/*Top Gear* British Rally Championship. Read how this tall young Scot got his breaks on **page 68**





A boy called Rubens

Rubens Barrichello is the youngest Grand Prix driver in the field this season but so far he has driven like a seasoned campaigner for the Sasol Jordan team. Interview **page 40** Canadian Grand Prix **page 24**

BMW's Brands brace

This weekend's British Touring Car Championship double-header at Brands Hatch saw BMW drivers Steve Soper and Joachim Winkelhock score a win apiece. And the private cars (right) didn't do badly. Report **page 44**



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Le Mans Jaguar track test Photo: Jeff Bloxham, **page 52**
British touring cars Photo: Jeff Bloxham, **page 44**

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Editorial, tel: 081-943 5998, fax: 081-943 5922, telex: 895 2440; **Classified ads**, tel: 081-943 5858; **Display ads**, tel: 081-943 5994; **Ads production**, tel: 081-943 5823, fax: 081-943 5850; **AUTOSPORT Photographic**, tel: 081-943 5918. **AUTOSPORT incorporating AutoClassic** is published weekly by Haymarket Specialist Motoring Publications Ltd,60, Waldegrave Road, Teddington, Middlesex, England, TW11 8LG. Reproduction in whole or in part of any text, photograph or illustration without written permission from the publisher is strictly prohibited. While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. **Editorial, Advertisement and Circulation:** 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG. **Circulation trade enquiries:** Frontline (EMAP/Haymarket) Ltd, Park House, 117 Park Road, Peterborough, Cambs PE1 2TR. Telephone: 0733 555161. **Subscriptions:** AUTOSPORT Subscription Dept, Tower Publishing services, FREEPOST TK 1518, Market Harborough, Leicestershire, LE87 4AP, tel: 0858 468888; fax: 0858 434958. **Back Numbers:** AUTOSPORT (back numbers), Haymarket Reprints, PO Box 200, Abingdon, Oxon, OX14 3FG, tel: 0235 534323. **Subscription (per annum):** UK £82, Europe and overseas surface £88. Airmail-Middle East, Africa, India £120; Japan, Australia, New Zealand £154. Airspeed-USA, Canada, Mexico available through Eric Waiter Associates, USA: US$149. Canada, Mexico: US$188. USPS 454230. **Air freight and mailing in the USA:** Second class postage paid at Eric Waiter Assoc, PO Box 188, Berkeley Hts, NJ 07922, Telephone: 0101 908 665 7811, fax: 0101 908 665 7814, freephone: 0800 272 2670. **Freephone Credit Card Subscription line** (UK only): 0800 289245. **USA News stand distribution:** Eastern News Distributors, Inc, 1130 Cleveland Road, Standusky, Ohio 44870. Postmaster send address changes to Eric Waiter Assoc, PO Box 188, Berkeley Hts, NJ 07922. **Printed in England by:** Kingfisher Web Ltd, Peterborough, PE1 5YS. **Cover and centre sections printed by:** BR Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. **Colour origination:** Thames Colour Scanning, 44 Colville Rd, Acton, London W3. **Classified photosetting by:** Print Things Ltd, Clifton Works, 23 Grove Park Terrace, Chiswick, London W4 3QE. Registered at the Post Office as a newspaper. © AUTOSPORT 1993.

BY **NIGEL ROEBUCK**

James Hunt

In the early hours of Tuesday morning James Hunt died of a heart attack, at the shockingly young age of 45.

At this distance of time, merely an hour or so, it seems impossible to grasp that one of motor racing's greatest characters is lost to us.

Only a few months ago James was among those who attended a Memorial Service for Denny Hulme in London. Typically, he arrived on his bicycle, parking it in a side street, then proceeding, with characteristic insouciance, to change out of his cycling clothes.

When he walked into the church, he was immaculate.

As we stood around afterwards, we reflected that Denny had been the only Formula 1 World Champion to die of natural causes. The moment seems especially poignant just now.

Younger enthusiasts of this sport will have come to know James from his BBC TV commentaries.

For many years he worked with Murray Walker, and 'The Murray & James Show' had a huge following across the world. Hunt was never a man wary of speaking his mind.

His journalistic work, for television and newspapers, was very much a second career, however.

Until his retirement, in 1979, James Hunt was one of the world's leading Grand Prix drivers, and in 1976 won the World Championship for McLaren. His natural ability was high, his courage considerable, and he had an unusually sharp racing brain. There were some wonderful confrontations with Niki Lauda, both his friend and closest rival.

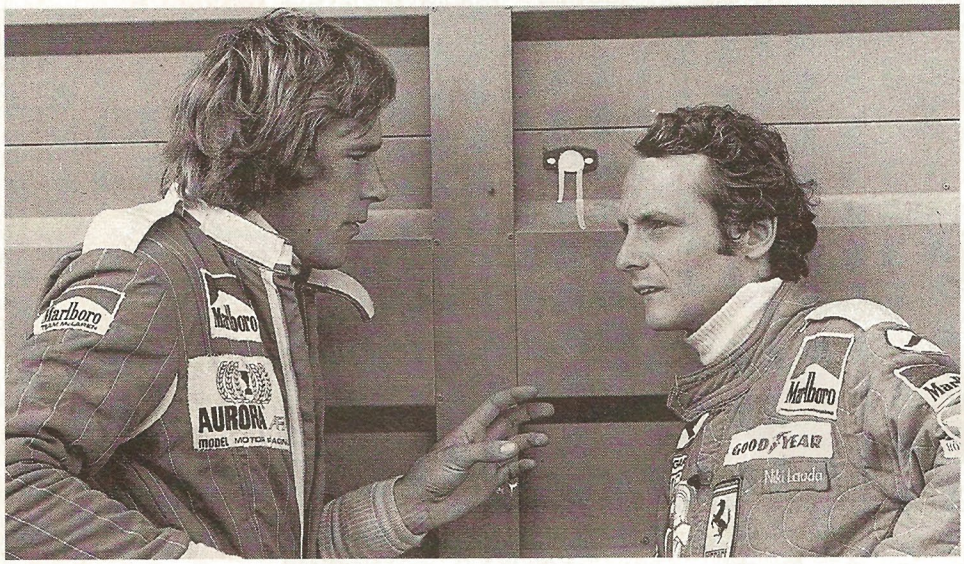
He retired from driving, to no one's great surprise, in the middle of a season, commenting that he was no longer prepared to risk his life in less than a competitive car. It was typical of a man who, to say the least, had always been a free spirit.

Probably I was one of many who came to enjoy James's company a great deal more in the years following his retirement. The irreverence remained, thankfully, but he became easier to be with, far less edgy, yet still among the wittiest, and most perceptive, people I have known.

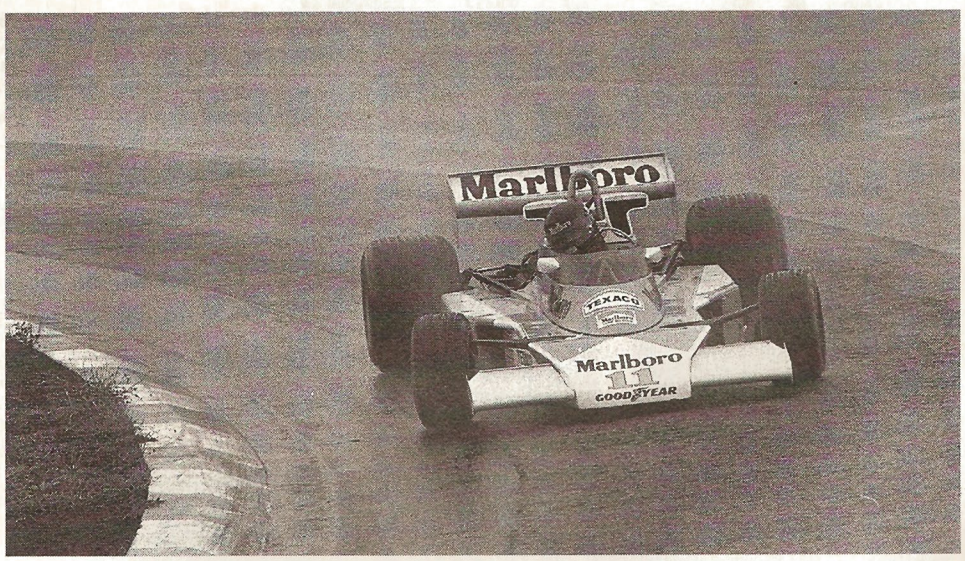
James was inherently a very kind man, and one of great natural dignity.

The news of James Hunt's early death will cause immense sadness throughout the racing world.

To his family, his colleagues and his innumerable friends, AUTOSPORT offers its deepest sympathies. Everywhere, their grief will be shared.



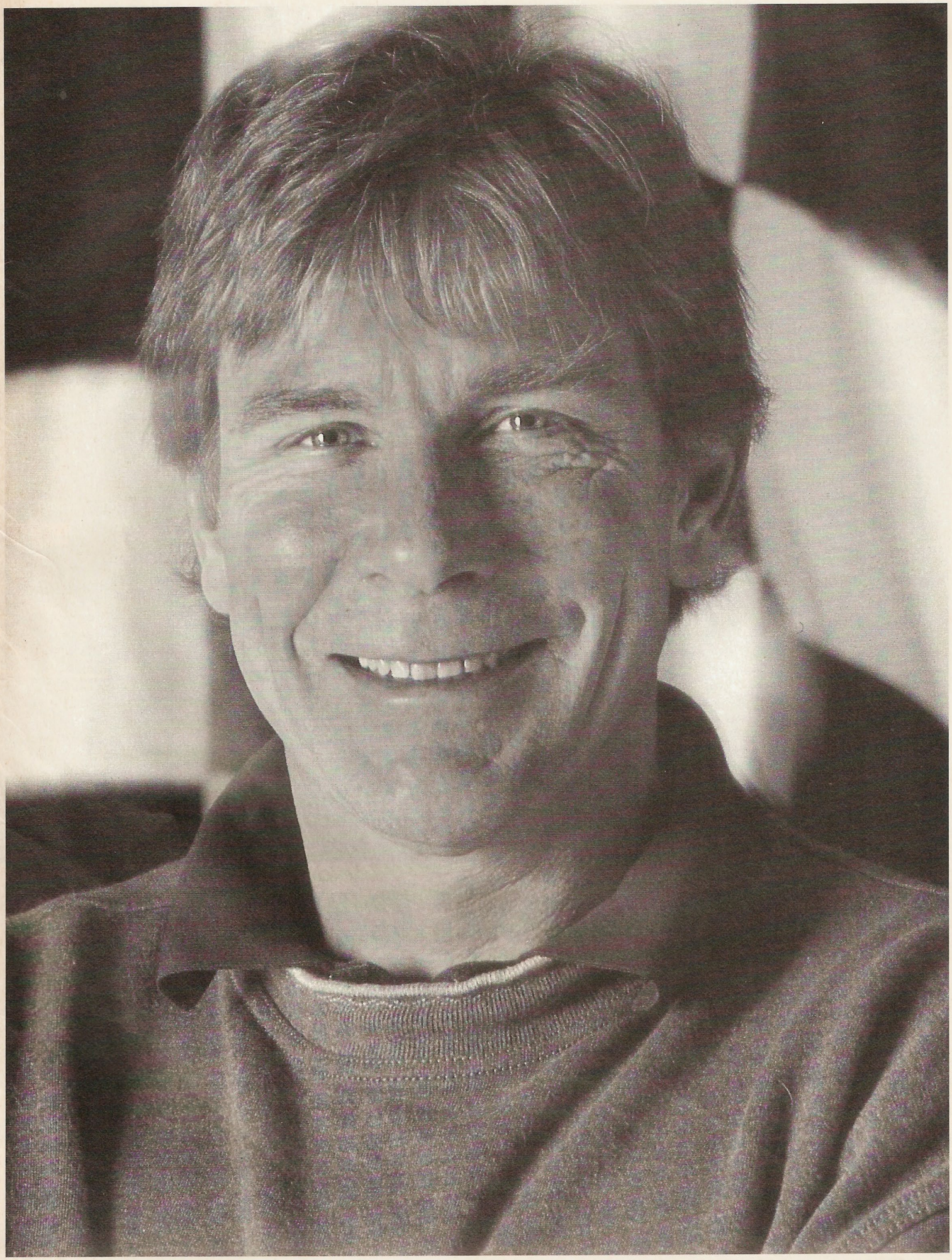
Hunt with his arch rival for the 1976 F1 World Championship, Niki Lauda. Hunt won six Grands Prix that year to Lauda's five, the Austrian suffering a major accident in Germany



Hunt clinched the 1976 world crown in the rain in Japan. Lauda retired after two laps on safety grounds, handing the title to Hunt by one point



The privateer Hesketh team shook up the F1 world, winning the 1975 Dutch Grand Prix. Hunt (centre) with team manager 'Bubbles' Horsley (left) and designer Harvey Postlethwaite (right)



EDITED BY **JAMES ALLEN**



F1 bombshell: cars declared illegal

The FISA World Council must decide in the next three weeks whether most of the cars on the Formula 1 grid are illegal.

The stewards at last weekend's Canadian Grand Prix received a report from FISA F1 technical delegate Charlie Whiting that all cars using active suspension and/or traction control contravened the F1 technical regulations.

Only the Lola-Ferraris of Michele Alboreto and Luca Badoer – consistently the slowest cars in the field – run neither of these systems.

Despite reports in the national press to the contrary, the French Grand Prix at Magny-Cours in three weeks time is not at risk.

The teams believe that the World Council will not ratify a ban for the rest of the season, as in many cases it would be impossible to convert active cars to passive.

Ferrari spokesman Giancarlo Bacchini said: 'We cannot change an active car to a passive one. So if this happens, we will not be able to race.'

The F1 paddock is viewing the report as an attempt to bully the teams into accepting the proposed rules banning all electronic 'driver aid' systems in F1 next year. The latest move in the bitter battle over the 1994 regulations is a warning shot from FISA at the Formula 1 teams which oppose change – particularly Williams and McLaren.

McLaren and Williams have threatened to go to arbitration over the 1994 ban. But a delay in finalising the '94 rules would mean designers would not know whether to design active or passive chassis for next season.

Frank Williams called the report 'regrettable' and fired a political counter-shot at FISA by calling into question the validity of Nigel Mansell's 1992 World Championship. Mansell's Williams FW14B used the same suspension as this year's FW15C.

FISA is unlikely to want to review the 1992 season.

Whiting's report stated that the Williams, McLaren, Benetton, Ferrari, Tyrrell, Lotus and Minardi all contravene Article



The Formula 1 grid races towards the first corner in Canada. But FISA's technical delegate has decided that the active suspension and traction control systems on most of the cars are illegal

3.7 of the F1 technical regulations. It states that aerodynamic devices must remain immobile in relation to the sprung part of the car.

FISA argues that the hydraulic rams used in active suspension systems influence aerodynamics and do not remain immobile in relation to the sprung part of the car (ie the chassis).

Traction control – as featured on the Williams, Tyrrell, Benetton, McLaren, Footwork, Jordan, Larrousse, Ligier, Ferrari, Sauber and the Minardi of Fabrizio Barbazza – is said to be illegal because the propulsion of the car is not under the control of the driver at all times as laid down by Articles 1.3 and 2.4 of the F1 technical regulations.

The stewards sent the report to FISA for the World Council to make a decision.

THE MOOD IN THE PADDOCK

FISA's bombshell document caused great confusion among the teams and drivers at the Canadian Grand Prix. Few understood exactly what the statement meant. We talked to the people at the centre of the storm



Ron Dennis (McLaren): 'The pitlane at the Canadian Grand Prix isn't the place to solve this kind of problem, or bring it out. I'm surprised at the lack of wisdom that the governing body has brought to this issue. I think that they are going to attempt to use it as a negotiating ploy to arrive at something which constitutes a way for the rest of the year. It'll be resolved before Magny-Cours.'

Max Mosley (FISA): 'The stewards have not reached a decision. All it is is a report to the World Council which is the body which makes decisions over the legality or otherwise of the devices. And that decision is then subject to the FIA Court of Appeal.'

Frank Williams (Williams): 'We consider this document to be regrettable in its content and regrettable in its timing. We sincerely hope the validity of Nigel Mansell's World Drivers' Championship and the Williams-Renault World Constructors' Championship is not called into question. The team's suspension system has been identical for the past 22 Grands Prix – that is since the beginning of 1992 World Championship – and its conformity with the regulations has never been called into question until today.'

Flavio Briatore (Benetton): 'The stewards report to the World Council and it must make a decision. The teams know that it is a controversial situation and that some systems are legal and others illegal. Active is already banned for next season, but I presume the World Council will allow us to keep active for the rest of this season. If not we're in trouble, but I think it is very unlikely that they will ban it for this year.'



Giancarlo Bacchini (Ferrari): 'We fully support the FISA in trying to stop the technology which is not relevant to the road car industry. We are convinced that our cars are legal otherwise we would not race them, and I must also say that we cannot race a passive car because we cannot change this car from active to passive. So if this happens we cannot race any more.'

Dany Hindenoch (Ligier): 'It is difficult to know exactly what they are trying to do. It would have been more sensible to organise a meeting and explain to all the team owners and team managers what the situation was.'

Jackie Oliver (Footwork): 'It is another salvo in the war of words over technical systems in Formula 1 next season. Wars never really solve anything and I suppose if you are going to send a salvo of anything in one direction, other people will consider that they may send some back. I see this as furthering the conflict not solving it.'

Ken Tyrrell (Tyrrell): 'I think that the charge might be right. It is a question of interpretation of the rules. There is no doubt it is a move to make an easy passage to the 1994 regulations. I think the decision Max (Mosley) took was very brave knowing the opposition he would encounter, but I think the decision was right for F1.'

Peter Collins (Lotus): 'It is true that the propulsion of the vehicle is not under the control of the driver if you have traction control, but I don't understand how cars with active suspension automatically have moveable aerodynamic aids any more than cars without active suspension.'

Peter Wright (Lotus): 'At least we know where we stand now and we can get on with building cars for next year.'

Peter Sauber (Sauber): 'I do not think it is in FISA's interest to have no cars in France. For us it is pretty simple – we switch off the traction control and go.'

FEAR AND LOATHING IN MONTREAL

There is a great deal of confusion and misinformation concerning Stewards Bulletin No 3 at the Canadian Grand Prix. It is not a ban on active suspension and traction control. Nor does it put Nigel Mansell's 1992 World Championship in jeopardy. It does not mean that there will not be a French Grand Prix. In short, it does not turn Formula 1 on its head – it just threatens to do so.

On the face of it, it is a report in which the Formula 1 technical delegate Charlie Whiting has decided that all cars with active suspension and traction control are illegal. The stewards have recognised this report and referred it to the FISA World Motor Sports Council for a decision.

But the report is part of a much bigger political battle. It is designed to precipitate a showdown on the 1994 technical regulations.

McLaren and Williams refuse to accept FISA's decision to ban electronic driver aids and are threatening to go to arbitration at the International Court of Appeal in Lausanne. They have a case. But if the problem went to arbitration the decision would be delayed for months. And so would the teams' work on their '94 cars.

F1 is on very rocky economic ground. There is a financial crisis and teams will start to go out of business. FISA president Max Mosley and FIA vice-president (promotional affairs) Bernie Ecclestone know this and want change, but McLaren and Williams are blocking it. Thus the bulletin is a high-risk policy to avoid that happening. The current turmoil might cause negative publicity, but it is the lesser of two evils.

FISA is hoping that the threat to throw the championship into chaos will force the teams to accept the changes for 1994.

Everyone has different views on where the FIA should go in the future, but FISA has the real political power and is willing to use it ruthlessly. And there is pressure on McLaren and Williams from other teams and sponsors to let F1 settle down.

The dispute also brings up the question of who controls the sport. FISA gave the F1 teams a great deal of power in the Concorde Agreement in 1981 and it now seems that the governing body – under new management – wants that power back. This is not necessarily a bad thing. The present system is good for stability, but not good when change is needed at short notice. There is a surprising number of teams willing to accept the loss of political clout. They want a stable environment. Currently, while everyone agrees change is needed, there seems to be no way of achieving it. FISA has adopted a policy to force change.

Back in the FISA-FOCA war of 1980-82 the teams united behind FOCA, but the FOCA leaders of that era are the FIA leaders of today and the teams no longer have a leader to unite behind. None of the team bosses has been able to galvanise his rivals into action. This is as a result of mistrust between the big players, who are paying the price for years of back-stabbing.

FISA is hoping that the teams will back down and accept the rule changes for '94. If that happens FISA will change its latest interpretation of active suspension and traction control and there will no longer be a problem for this year's championship.

■ Joe Saward





IndyCar Board member Derek Walker talks to his driver Willy T Ribbs. The board has proposed a further reduction in speeds on superspeedways for 1995

Oval speeds slashed for '95

Indycar speeds on superspeedways will be cut dramatically in 1995.

The safety proposals have been approved by the IndyCar Board – Indycar racing's seven-man governing body – and need the agreement of the Indianapolis Motor Speedway and Indy 500 organisers the United States Automobile Club to be confirmed.

The Indy 500 is the only round of the PPG IndyCar World Series not organised by IndyCar.

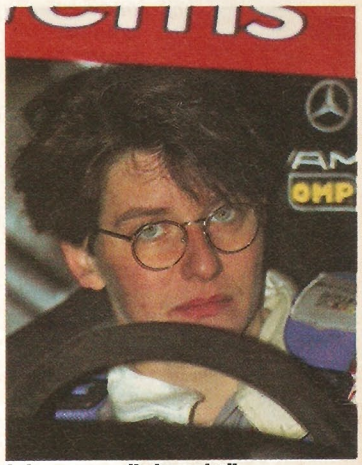
Last weekend at Detroit, Board member and team owner Derek Walker spoke about the plans.

He said: 'This year's changes, with the smaller rear wing and underbody restrictions, gave us about a 7% reduction in downforce. We want to reduce that by another 15%.

'We're looking mostly at aerodynamics. We've had a radical proposal to go with a wingless car, but I don't think that's feasible – while the rear wing is responsible for about 30% of the total downforce, it is critical for stabilising the car.

'We're trying to be responsible about rule making,' Walker said. 'By discussing these things for now we can to create a joint effort between the rules committee, the engineers and the Speedway which hopefully will benefit everyone.'

Walker also said that he did not foresee any changes to the engine rules, despite suggestions that the IMS wants a return to pushrod-type engines.



Lohr — car vaulted guardrail

Lohr escapes huge Nurburgring shunt

German Touring Car racer Ellen Lohr had a lucky escape when she crashed on the Nurburgring Nordschleife last week.

Lohr's Mercedes went straight on at Hatzenbach, vaulted the guardrail and came to rest close to a spectator enclosure.

Lohr, who won for Mercedes on the Hockenheim short circuit in 1992 but has had disappointing results so far this year, was uninjured.

She signed autographs after climbing out of the car.



Alain Prost was your unanimous favourite for victory in Montreal and he duly notched up his 48th career win, moving himself back into the championship lead.

Teruhisa Matoba, from Kyoto in Japan, was closest to Prost's winning speed of 117.853mph. A bottle of Moet et Chandon champagne is on its way.

Turn your attentions now to the French Grand Prix at Magny-Cours. Prost admitted in Montreal that racing in France always gives him a little extra motivation, so his Williams-Renault should be even more difficult to beat than usual.

Don't discount Prost's team mate Damon Hill, Benetton's Michael Schumacher and, of course, Ayrton Senna, who will be more keen than ever to beat Prost and move back in front of his rival.

Last year's race, won by Nigel Mansell at an average speed of 111.401mph, was partially wet. Mansell also won in the dry in 1991 at 116.986mph.

Send your answers on a postcard to arrive no later than last post on Thursday, July 1 to: Moet and Chandon competition, AUTOSPORT Editorial, 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG.



Gravett — fined for unsafe driving

Top touring car men punished for bad driving

British Touring Car drivers Robb Gravett, Joachim Winkelhock and James Kaye were all fined after the British Touring Car race at Brands Hatch on Sunday.

Gravett was fined the maximum £525 for passing under yellow flags and failing to drive in a manner compatible with general safety.

Kaye and Winkelhock were both fined £200, Kaye repeating the first of Gravett's offences and Winkelhock the second.



Pinkney in 120mph touring car fire drama

David Pinkney bounced back from a horrific fire in testing to race his BMW 318is in the British Touring Car races at Brands Hatch on Sunday. Pinkney was pulling around 120mph on Friday when a loose propshaft pulled two fuel lines off and the car was engulfed in flames. He was back on Saturday, despite minor burns to his face — the only part not covered by fireproof gear — after his team had repaired the burnt-out car. Photo: Gary Hawkins.



Al Unser leads his team mate Danny Sullivan. Unser was given a controversial stop-go penalty which handed victory to Sullivan

Penske furious with IndyCar

Team owners Roger Penske and Rick Galles were involved in a blazing row with IndyCar officials following Sunday's Detroit Grand Prix.

Stop-and-go penalties were imposed on Penske driver Emerson Fittipaldi and on Galles driver Al Unser Jr which cost each of them a chance of winning the race.

Penske eventually filed an official protest (see panel).

Fittipaldi qualified on the front row and passed polesitter Nigel Mansell as the cars crossed the line on the rolling start. The officials judged he had jumped the start.

Fittipaldi said: 'I'm surprised and disappointed. It's not my fault if Nigel backed off or missed a gear.'

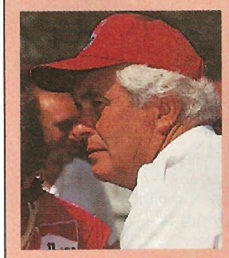
IndyCar chief steward Wally Dallenbach defended the organisers' position. He said: 'At Surfers' Paradise (the series's first round), Emerson got ahead of Nigel at the start, but it was about half a length so we gave it to him. Here, it was a length and a half.'

Unser's penalty came while he was fighting for the lead late in the race with team mate and eventual winner Danny Sullivan.

Unser knocked over cones set up as a course boundary. The drivers had been told the penalty for hitting the cones before the race, but Unser argued that it was not his fault: 'I was already beside Sullivan and he put me into the cones.'

● See Indycar report page 36

PENSKE'S PROTEST



Following the stop-and-go penalty imposed on his driver Emerson Fittipaldi at the Detroit Grand Prix, team owner Roger Penske had a stand-up row with IndyCar officials before filing the following letter as an official protest.

'Under Section 6.6.3, the race cars start "from a moving position commencing from some point behind the starting line as may be specified in the pre-race meeting".

'Obviously, if the pole driver is unhappy with the start, he can simply back off slightly, allowing the second place car to pass the start line before him, and effectively put the second place car at the back of the pack with a penalty. This violates the principle of a rolling start.

'Penske Racing requests CART to specify on what basis the penalty was assessed on Emerson Fittipaldi as there was no violation of rule 6.6.3 and no precedent for such a penalty.

'In the event that the starter feels the start is invalid he should – as has always been done in the past – wave the yellow flag and re-start the race on the next lap.'

■ Roger Penske

CLUB AUTOSPORT

YOUR COMPLETE ROUND-UP OF NATIONAL MOTOR RACING NEWS, REPORTS AND RESULTS

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New Formula Renault delayed but this year's Euro Cup has healthy entry **p97/99**



Tin-top tumbles Clio and Fiesta mayhem **p97/98**
Karting Vauxhall challenge gathers strength. Malkin tops in Super One **p98/99**
Rallying Stars gather for Burmah Rally sprint **p101**
Historics Fabulous '50s sportscars to support GPs **p102**



The Villeneuves — like father, like son

Jacques Villeneuve — son of legendary Ferrari driver Gilles Villeneuve — won last weekend's Toyota Atlantic race on his first visit to the circuit named after his father. Gilles claimed his first Grand Prix win there in 1978 — the first time the track was used for a GP. It was 22-year-old Jacques's second win of the season. Asked how he remembers his father he said: 'He was always doing crazy things on skidoos and four-tracks, like any father does.'

German Touring Cars to go 2-litre?

The German Touring Car Championship could be switching to British-type rules.

The ONS, the German Automobile Club, will decide at a meeting on June 30 whether to switch to 2-litre regulations (bringing the GTCC into line with the rest of Europe), stick with 2.5-litre, or delay the decision until later this year.

Mercedes is building a 2-litre car to enter the British series, while its rival in the GTCC, Alfa Romeo, wants 2.5-litre stability in Germany for three years.

Variety is the Spice for new World Sportscars designs

Spice Racing Cars will have two different offerings for IMSA's new World Sportscar Championship ready by the end of 1993.

Director Chris Humberstone said: 'We are building one sort of car to be a serious championship challenger and one 'club' version which will be cheaper and simpler to run.'

The Spyder-bodied car will have a carbon monocoque and probably a sequential gearshift.

TOURING CAR DIRECT

ATTENTION ALL BRITISH TOURING CAR FANS

Let us help you decide the next purchase for your Summer wardrobe.

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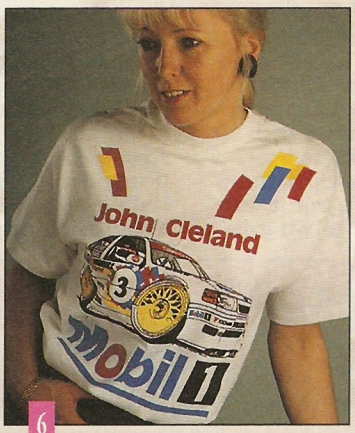
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Mosley wins top FIA prize

The acrimonious battle between Max Mosley and RAC chairman Jeffrey Rose to control a reformed *Federation Internationale de l'Automobile* came to a dramatic conclusion last Thursday when Rose pulled out at the last moment.

The move leaves Mosley, the current FISA president, as undisputed political chief of the car worldwide.

The British lawyer and former Formula 1 team owner was elected president of the FIA at a meeting in Paris last Thursday.

The meeting confirmed that FISA, for 15 years the governing body of motorsport, will be killed off in October and its work carried out by a new-look FIA under Mosley's command.

The abolition is only part of a massive reform of the FIA voted on by the delegates of 125 FIA clubs from 106 countries.

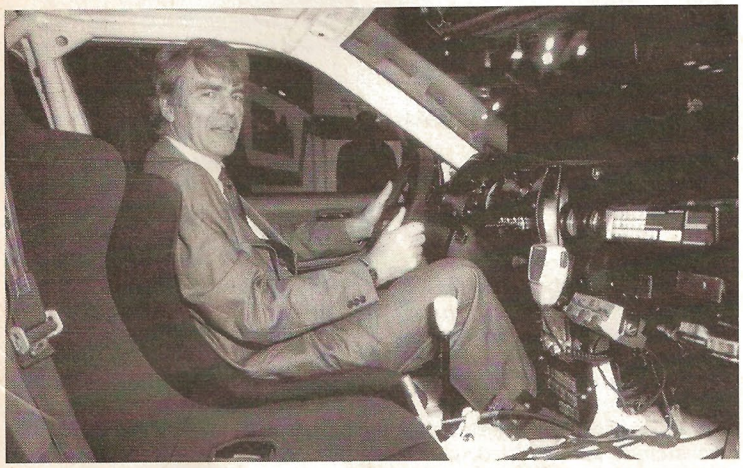
Rose pulled out of the leadership contest when it became clear he could not win it. Before the vote he attacked Mosley's record in a bitter speech and warned that the FIA was surrendering itself to sporting interests. Mosley responded with a vehement attack on Rose.

Outgoing FIA president Jean-Marie Balestre was voted the first president of a new eight-man FIA Senate which will co-ordinate activities day-to-day and make important decisions as required by FIA management. He has a two-year mandate.

As expected, Portugal's Cesar Torres was named deputy president of the new World Council for motorsport, with American Paul Verkuil his opposite number for touring activities. Rose, formerly an FIA vice-president, failed to win a seat on either World Council.

Britain retains an involvement in the World Motor Sports Council, however, thanks to the election of the RAC MSA's chairman Sir John Rogers.

FISA came into existence in 1978, the brainchild of Frenchman Jean-Marie Balestre who remained in control until ousted by Mosley in 1991.



Max Mosley is now firmly in the driving seat of the newly reformed FIA

Peugeot U-turn on Formula 1 engines?

McLaren is talking to Peugeot and it appears increasingly likely the French company will supply engines to Formula 1 in 1994.

Sources indicate Peugeot is keen to supply a version of its Le Mans-winning V10 engine to F1. It was thought the company had given up on F1 involvement after it gave the thumbs down to its own team last month.

Peugeot Talbot Sport boss Jean Todt's oft-stated philosophy was that Peugeot would build the whole car or nothing.

But with Todt joining Ferrari after this weekend's Le Mans 24 Hours, a change within Peugeot that will allow an engine deal to be struck is now on the cards.

Ligier-Renault Grand Prix driver Mark Blundell, who drove the winning Peugeot at Le Mans last year, said after the 1992 24 Hours: 'The engine would be competitive in any series.'

It would be Peugeot's first involvement in F1, and would be viewed in France as a grudge match with arch rival Renault.

Although Renault denies it, stories suggest that it will supply a third team in 1994, and that it could be Benetton.

FISA stewards ignore F1 rules

The FISA stewards broke the Formula 1 regulations at the Canadian Grand Prix.

Amid much controversy on Friday, the stewards decided that cars stranded on the track after a red flag should be removed 'to the nearest safe position as determined by the race director'.

This was in contravention of the FISA sporting code, which states: 'All cars abandoned on the track will be recovered.'

The stewards reversed their decision the following morning.

Senna claims Ferrari offer for 1994

Ayrton Senna said last Thursday that he is considering an offer to drive for Ferrari next season.

The 33-year-old triple World Champion told the Brazilian press that he has been talking to Ferrari designer John Barnard about his plans for next year's car. Ferrari is rumoured to have offered in excess of US$20 million for Senna's services.

But Ferrari spokesman Giancarlo Bacchini denied these suggestions. He said: 'We have an agreement with Jean Alesi for another two years. The contract will be finalised when Jean Todt arrives in July. There is no room in our plans for Senna. He says he has discussed next year's car with Barnard, but Barnard keeps it very secret. I don't know much about it, but we do know that it is a ground-breaking design.'

Senna has still not signed for McLaren for this season. Sources suggest that he is waiting to see how the championship unfolds and when there is no longer any realistic chance of winning, he will hand over his car to third driver Mika Hakkinen.

Last weekend, Senna said: 'There is no doubt that Williams is going to be dominant.'

Donington to host European GP in '94

FISA released the provisional 1994 F1 calendar last week.

Kyalami (ZA)	Mar 13
Interlagos (BR)	Mar 27
Donington Park (GB)	Apr 10 or 17
Barcelona (E)	Apr 24
Imola (RSM)	May 1
Monaco (MC)	May 15
Montreal (CDN)	Jun 12
Magny-Cours (F)	Jul 3
Silverstone (GB)	Jul 10
Hockenheim (D)	Jul 31
Hungaroring (H)	Aug 14
Spa-Francorchamps (B)	Aug 28
Monza (I)	Sep 11
Estoril (P)	Sep 25
Suzuka (J)	Oct 23
Adelaide (AUS)	Nov 6

BRIEFLY

● **Footwork** has denied newspaper stories in Japan that it is on the verge of withdrawing from Grand Prix racing.

● **Pacific** hopes to break into Formula 1 in 1994. Team boss Keith Wiggins was in Montreal with Bertrand Gachot, who is expected to be the team's lead driver. The team hopes to test its Reynard Composite-built car later this year. Rumours say that the team will be launched at the Belgian GP in August – with Belgian drivers Gachot and Eric van de Poele.

● **Ayrton Senna** qualified eighth for the Canadian Grand Prix last weekend, his worst grid position since joining McLaren.

● **Chrysler** is taking a bigger interest in Formula 1 racing. The new B2 version of the Lamborghini V12 features a new cylinder head developed at the Chrysler Technical Centre in Highland Park, Michigan, USA, rather than at Lamborghini in Modena, Italy. The American corporation owns Lamborghini.

● **Gerhard Berger and Karl Wendlinger** attended the final of the Stanley Cup in Montreal on the Wednesday before the Canadian Grand Prix. The winners, the Montreal Canadiens, were guests of honour at the race and paraded their cup on Sunday.

● **Yamaha and Mugen** continue to deny suggestions that they are about to pull out of F1, despite stories that both Tyrrell and Footwork will switch to Ford HBs next year.

● **Jean Alesi** is to compete in the Il Nido dell'Acquila hillclimb in Italy later this month. The event is known as the Pikes Peak of Italy. Alesi will drive a Fiat Cinquecento with sponsorship from *Autosprint* magazine.

● **Sauber** has stopped developing its active suspension system.

● **Michael Schumacher** went to Disneyworld in Florida before the Canadian Grand Prix. He visited the German beer hall but was refused a drink because the vendor did not believe that Michael was over 21.

● **Paul Stewart** was in the Formula 1 paddock in Canada.

● **The use of twin rear facing cameras** on Damon Hill's Williams in Canada was a first for F1 television. But on Friday the cameras reduced the Canon logo on the rear wing to read 'Con'. A black bar was added in the centre of the screen...

● **Philippe Alliot** celebrated his 100th Grand Prix start in Canada.

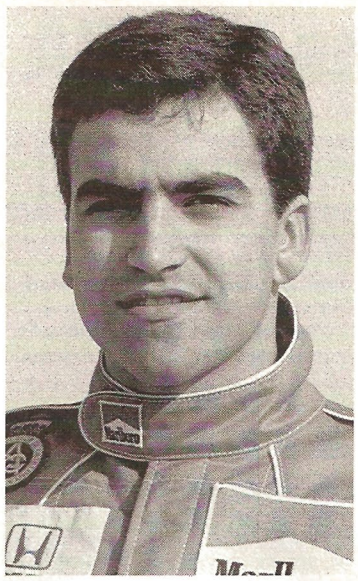
● **The Jordan team** won its third consecutive victory in the annual mechanics' raft race across the Olympic rowing basin behind the pits in Montreal. Jordan led home a record field of 17 crews.

● **The Canadian Grand Prix** claimed its biggest spectator figures ever last weekend with 70,000 on race day and a three-day attendance figure of 157,000.

● **McLaren** has signed a sponsorship deal with Italian wine makers Guido Berlucchi.



Benetton partners Flavio Briatore (left) and Tom Walkinshaw are founding an F3000 team



Jordi Gene – Formula 1 test drive in 1994?

Benetton and TWR go F3000

Benetton and Tom Walkinshaw Racing plan to run Spaniard Jordi Gene in the FIA Formula 3000 Championship.

Their involvement could begin as soon as the next round, at Enna-Pergusa on July 18.

Benetton managing director Flavio Briatore said: 'It's not really a major project. What Tom and I are trying to do is to put a car together to do F3000, possibly beginning at Enna.'

Gene – fifth overall in the 1992 F3000 series – has been without a drive since the collapse of the embryonic Bravo Formula 1 team over the winter.

Subsequent moves for Bravo to run Gene in F3000 also faltered because of financial difficulties, and the Benetton/TWR takeover depended on Gene finding the money needed to pay the balance required by Reynard chassis and Nicholson McLaren engines.

Briatore said that the deal may also include an F1 test drive next year for Gene.

BRIEFLY

● **Sources in Japan** tell us that the TV audience for the Monaco Grand Prix equalled the highest audience ever for a non-Japanese GP on Fuji TV. However, sponsors are moving towards the new boom sport – soccer.

● **Multiple World Champions** Jackie Stewart and Juan Manuel Fangio have lost their roles as honorary FISA vice-presidents in the FIA shake-up. In Montreal last weekend Stewart expressed his disappointment that he would no longer be able to observe at World Council meetings.

● **IMSA's GT Championship** schedule continues to shrink. The latest round to be cancelled is that scheduled for Pontiac, Michigan, on September 10.

● **Mario Andretti** was detained in the pits at the Indycar race at Milwaukee 10 days ago because of a suspension problem, not a sick engine, as we reported last week.

● **Ian Flux** has become the Ronald McDonald of touring car racing. The Peugeot driver has gained personal backing from the McDonalds franchise in Hereford, now owned by 1981 Star of Tomorrow FF1600 champion Phil Kempe.

● **David Brabham,** Roland Ratzenberger, David Brabham and Andy Wallace were among drivers who dropped in to watch the British Touring Car race at Brands Hatch on the way to Le Mans.

● **Steering arm failure** was the cause of Steve Soper's big touring car accident at Oulton Park last Bank Holiday Monday.

● **James Kaye** will drive a Trust Racing Group A Toyota Corolla in the All-Japan Touring Car Championship round at Suzuka on July 3/4.

● **Joest Racing** tested its Opel Calibra Class 1 touring car at Snetterton last week. It is doubtful that it will appear in this year's German Touring Car Championship.

● **The third Mig driver** for Le Mans has been named as A de Orlean Bourbon, from Monaco. With two royal household names in his surname and the initial A, speculation is rife that it is Prince Albert of Monaco.

● **Joest** is using two long-tail Porsche 962Cs in the Le Mans 24 Hours. One of the cars is chassis 013 which Jonathan Palmer crashed and destroyed on June 13, 1990, on his 13th lap of practice.

● **A drugs prevention** programme has been pushed into motion in Spanish motorsport circles. Former Formula 1 racer Emilio de Villota is at the helm.

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WORLD OF SPORT

European Rallycross Jean-Luc Pallier's Citroen takes third win on the trot **p56**

German Touring Cars Larini wins both races on his first visit to the Nurburgring

Nurburgring 24 Hours Porsche topples BMW's run of success in the classic race

Japanese Formula 3 Flag-to-flag first win of the year for Anthony Reid and Opel **p57**

NASCAR Winston Cup Petty's Pontiac at Pocono

Indy Lights Briton Steve Robertson holds off Bryan Herta at Detroit

TramsAm Dorsey Schroeder beats problems to win **p58**

STARTS ON PAGE 56

Park Lane touring car team switches to Yokohama tyres

Pirelli lost its last representation in the British Touring Car Championship when the Park Lane Toyota Carinas of Bobby Verdon-Roe and James Kaye switched to Yokohama tyres last week.

'We tested Yokohamas during the week and were quicker,' said team boss Roland Dane. 'Pirelli was very understanding. In principle I don't like changing, but we've got to try to get consistency.'

Monza touring car challenge has more top-class entries

The entry for Monza's end-of-season international touring car showdown has been boosted.

France, Germany, Britain and Italy, the nations with the best championships, can now send teams of eight cars to the FIA European Touring Car Challenge on October 17. Others are still restricted to five.

There will be a manufacturers' challenge for Class 2 touring cars in 1994. It will be run with the drivers' event in October.



Evan Demoulas

It is our sad duty to report the death of American racing driver Evan Demoulas (37) in a freak traffic accident in Montreal after the Canadian Grand Prix.

A close friend of Sauber driver JJ Lehto, Demoulas drove alongside the Finn for Pacific Racing in the 1987 British FF2000 Championship, after racing in Germany in 1986. The two shared a house in 1987.

Demoulas has not raced since, contenting himself with attending Grands Prix in Europe to check on Lehto's progress.

To Evan's wife and family, and to JJ, we offer our condolences.

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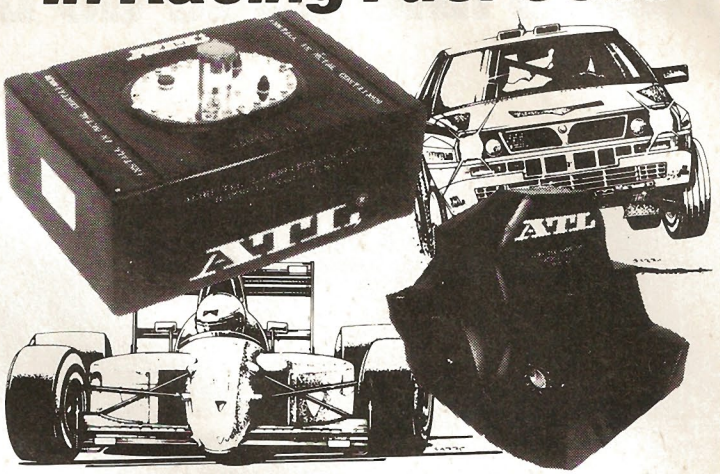
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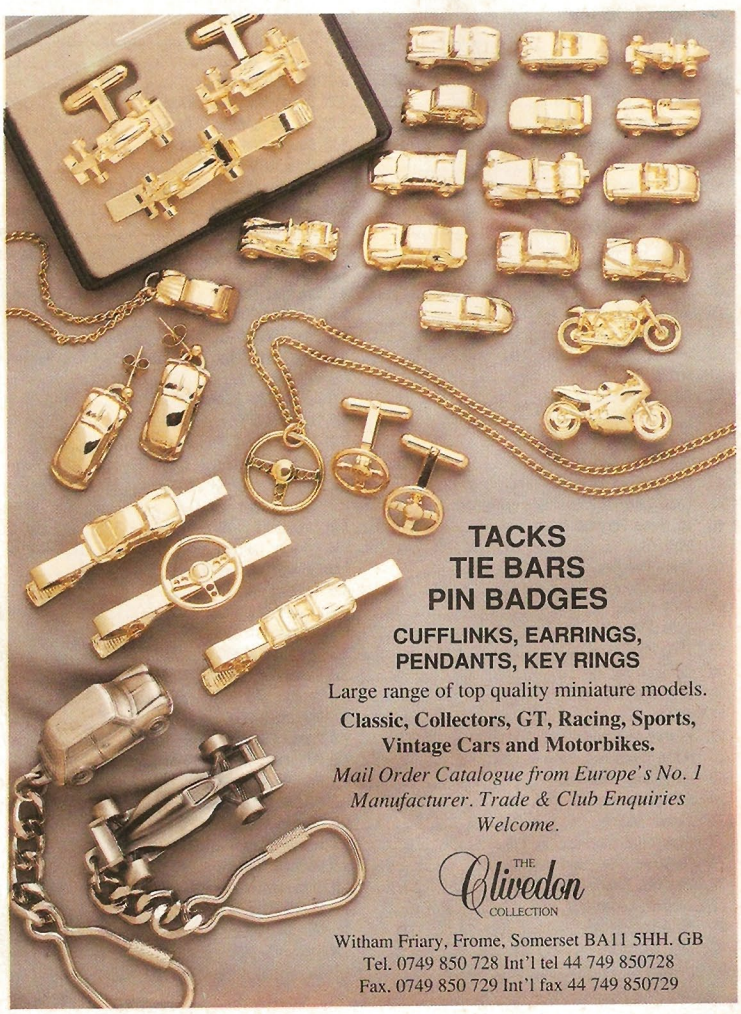


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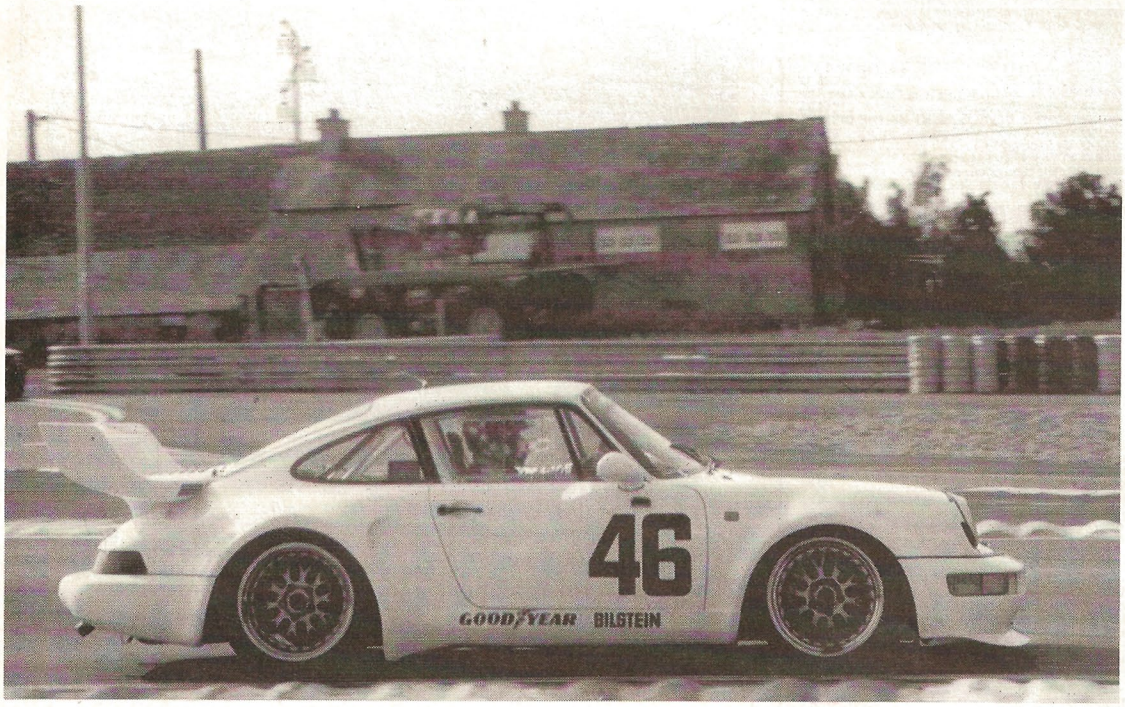
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Titans line up to do battle at Le Mans



The Hans Stuck/Walter Rohrl/Hurley Haywood Porsche turbo is favourite for the new GT class honours at Le Mans

The two top teams at this weekend's Le Mans 24 Hours are preparing to fight for victory at the French circuit.

The 51-car entry for the race which starts at 1600 on June 19 includes three cars each from Toyota and Peugeot.

While defending champion Peugeot knows how to win the gruelling race and has reliable cars, Toyota has an experienced driver squad including former Le Mans winners Andy Wallace and Jan Lammers.

But the Toyota team could suffer from being run by three separate teams within the TOM'S organisation – two from Japan and one from Briton.

All Group C runners are known to be concerned about the massive GT/Group C speed differential which could see slower GTs being lapped every fourth lap by the fastest cars.

The bumper 26-car GT entry should add to the entertainment with factory Porsche and Jaguar teams fighting for honours.

ENTRY LIST – LE MANS 24 HOURS, JUNE 19-20

No	Entrant	Car	Drivers (Nat)
1	Peugeot Talbot Sport	3.5 Peugeot 905B	Yannick Dalmas (F) Thierry Boutsen (B) Teo Fabi (I)
2	Peugeot Talbot Sport	3.5 Peugeot 905B	Mauro Baldi (I) Philippe Alliot (F) Jean-Pierre Jabouille (F)
3	Peugeot Talbot Sport	3.5 Peugeot 905B	Gary Brabham (AUS) Christophe Bouchut (F) Eric Helary (F)
36	Toyota Team TOM'S	3.5 Toyota TS010	Masanori Sekiya (J) Toshio Suzuki (J) Eddie Irvine (GB)
37	Toyota Team TOM's	3.5 Toyota TS010	Pierre-Henri Raphanel (F) Kenny Acheson (GB) Andy Wallace (GB)
38	Toyota Team TOM's	3.5 Toyota TS010	Geoff Lees (GB) Jan Lammers (NL) Juan Fangio II (RA)
10	Kremer Racing	3.2t Porsche 962C	Giovanni Lavaggi (I) Jurgen Lassig (D) Wayne Taylor (USA)
11	Kremer Racing	3.2t Porsche 962C	Andy Evans (USA) Francois Migault (F) Thomas Saldana (E)
12	Courage Competition	3.2t Cougar-Porsche C30LM	Carlos Moran (ES) Alessandro Gini (I) Tomoko Yoshikawa (J)
13	Courage Competition	3.2t Cougar-Porsche C30LM	Pierre Yver (F) Jean-Francois Yvon (F) Jean-Louis Ricci (F)
14	Courage Competition	3.2t Cougar-Porsche C30LM	Derek Bell (GB) Pascal Fabre (F) Lionel Robert (F)
15	Kremer Porsche	3.2t Porsche 962C	Robin Donovan (GB) Almo Coppelli (I) Steve Fossett (USA)
17	Joest Racing	3.2t Porsche 962C	'John Winter' (D) Manuel Reuter (D) Frank Jelinski (D)
18	Joest Racing	3.2t Porsche 962C	Bob Wollek (F) Henri Pescarolo (F) Ronny Meixner (USA)
21	Obermaier Racing GmbH	3.2t Porsche 962C	Jurgen Oppermann (D) Loris Kessel (CH) Otto Altenbach (D)
22	SARD Company	3.6t Toyota 92CV	Roland Ratzenberger (A) Mauro Martini (I) Naoki Nagasaka (J)
23	Team Guy Chotard	3.2t Porsche 962C	Didier Caradec (F) Alain Sturm (F) Denis Morin (F)
24	Graff Racing	3.5 Spice SE88C	Richard Balandras (F) Bruno Miot (F) Jean-Bernard Bouvet (F)
25	Nisso Trust Racing Team	3.6t Toyota 92CV	Steven Andskar (S) Eje Elgh (S) George Fouche (ZA)
27	Chamberlain Engineering	3.5 Spice SE89C	Les Delano (USA) Andy Petery (USA) Nick Adams (GB)
28	Roland Bassaler	3.5 Sauber SHS C6	Roland Bassaler (F) Patrick Bourdais (F) Jean-Louis Capette (F)
33	Welter Racing	3.0 WR LM 93	Patrick Gonin (F) Bernard Santal (F) Alain Lamouille (F)
34	Bonnet Autoracing	3.0 Debora-Alfa Romeo SP93	Didier Bonnet (F) Gerard Tremblay (F) Georges Tessier (F)
35	Sport & Immagine SRL	3.0 Lucchini SP91	Luigi Taverna (I) Roberto Ragazzi (I) Fabio Magnani (I)
40	Obermaier Racing GmbH	3.2t Porsche 911	Philippe Olczyk (F) Jurgen Prechtl (D) Gerard Dillman (F)
41	Obermaier Racing GmbH	3.6 Porsche Carrera II	Ruggero Grassi (I) Sergio Brambilla (I) Renato Mastropietro (I)
44	Lotussport/Chamberlain Engineering	2.2t Lotus Esprit 300	Ferdinand de Lesseps (I) Olindo Iacobelli (F) Richard Piper (GB)
45	Lotussport/Chamberlain Engineering	2.2t Lotus Esprit 300	Yojiro Terada (J) Thorkild Thyrring (DK) Peter Hardman (GB)
46	Le Mans Porsche Team	3.2t Porsche 911 S LM	Hans Stuck (D) Walter Rohrl (D) Hurley Haywood (USA)
47	MMI	3.8 Porsche Carrera RSR	Jean-Pierre Jarier (F) Jean-Pierre Jaussaud (F) Dominic Dupuy (F)
48	Team Paduwa	3.6 Porsche Carrera II	Harald Grohs (D) Didier Theys (B) Jean-Paul Libert (B)
49	Team Paduwa	3.6 Porsche Carrera II	Alain Gadal (F) Bernard Robin (F) Bruno Ilien (F)
50	TWR Racing	3.5t Jaguar XJ220C	David Brabham (AUS) John Nielsen (DK) David Coulthard (GB)
51	TWR Racing	3.5t Jaguar XJ220C	Win Percy (GB) Armin Hahne (D) David Leslie (GB)
52	TWR Racing	3.5t Jaguar XJ220C	Paul Belmondo (F) Jay Cochran (USA) Andreas Fuchs (D)
55	Riccardo Agusta	5.0 Venturi 500LM	Riccardo Agusta (I) Paolo Mondini (I) Onofrio Russo (I)
56	Stephane Ratel	5.0 Venturi 500LM	Costas Los (GR) Johannes Badrutt (F) Claude Brana (F)
57	Toison d'Or	5.0 Venturi 500LM	Marc Duez (B) Eric Bachelart (B) Philippe Verelen (B)
62	Konrad Motorsport	3.8 Porsche Carrera RSR	Franz Konrad (A) Jun Harada (J) Andreas Hermann (BR)
65	Heico Dienstleistungen	3.8 Porsche Carrera RSR	Dirk Rainer Ebeling (D) Ulrich Richter (D) Karl-Heinz Wlazik (D)
66	Muhlbauer Motorsport	3.8 Porsche Carrera RSR	Gustl Spreng (D) Sandro Angelastri (CH) Fritz Muller (D)
70	Eric Graham	5.0 Venturi 500LM	Pascal Witmeur (B) Michel Neugarten (B) Jacques Tropenat (F)
71	Jacadi Racing	5.0 Venturi 500LM	Jacques Laffite (F) Michel Maisonneuve (CH) Christophe Dechavanne (F)
72	Simpson Engineering	3.4 Ferrari 348LM	Robin Smith (GB) Tetsuya Ota (J) 'Stingbrace' (I)
76	Cartronic Motorsport	3.6 Porsche Carrera II	Enzo Calderari (CH) Luigino Pagotto (I) Lilian Keller (CH)
77	Scuderia Chicco d'Oro	3.8 Porsche Carrera RSR	Claude Haldi (CH) Olivier Haberthuer (CH) Charles Margueron (CH)
78	Jacques Leconte	3.8 Porsche Carrera RSR	Jacques Leconte (F) Pierre de Thoisy (F) Jesus Pareja(E)
91	Alain Lamouille	5.0 Venturi 500LM	Patrice Roussel (F) Edouard Sezional (F) Herve Rohee (F)
92	BBA Competition	5.0 Venturi 500LM	Jean-Louis Maury Laribiere (F) Michel Krine (F) Patrick Camus (F)
99	Georgia Automotive Mig	5.5 Mig M100	Pierre Honneger (USA) Giampiero Consonni (I) Philippe Renault (F)

LE MANS LATEST

● **The Kremer team** has a third entry for the Le Mans 24 Hours. The car has backing from AUTOSPORT and *Classic and Sportscar* for this year's race. It will be driven by Briton Robin Donovan, Italian Almo Coppelli and American Steve Fossett.

● **The radical Allard J2X** has been withdrawn from Le Mans. Owner Robs Lamplough has resigned himself to missing the 24 Hours in favour of the Laguna Seca IMSA race on July 24.

● **All the cars** have passed scrutineering for the Le Mans 24 Hours. There were initial fears that the Jaguar XJ220Cs were 4cm too wide but those have been resolved.

● **Le Mans GT entrant** Heinz Dorr is critically injured in a German hospital after a massive smash in the Nurburgring 24-hour race. The German Porsche Carrera 2 driver crashed out of 17th place at the very fast Schwedenkreuz corner on his 12th lap. The impact ripped the car's roof off and scattered wreckage over a wide area. Dorr's legs are badly broken and he has internal injuries. Dorr's FA Derkum team has withdrawn from Le Mans.

● **Franz Konrad** has entered a second Porsche Carrera RSR for Le Mans. Konrad, who won last weekend's Nurburgring 24 Hours is paired with Jun Harada and Andreas Hermann.

● **The pair** of Lotussport 300s entered for Le Mans spent last weekend testing at Lotus' Hethel base. Test driver was former Lotus Grand Prix driver John Miles.

● **Travel companies** have been bombarded with late enquiries from fans anxious to go to this year's race.

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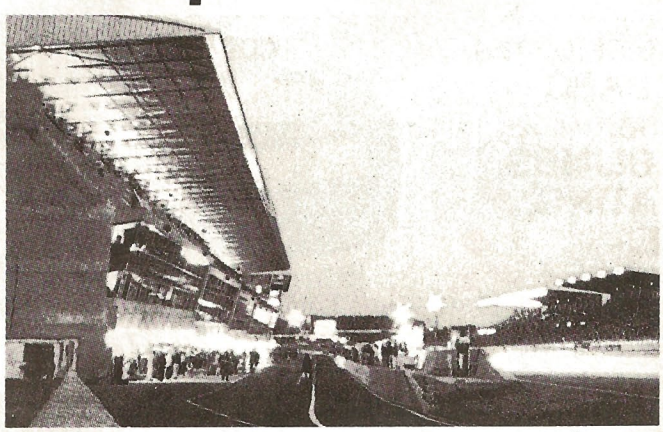
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All the old favourites are back this year with Martin Haven doing his impression of "Motormouth". It will be another epic video, whatever happens, and if you order your copy before July 1st (the official release date), you can choose any of the previous years for only £7.99 including postage and packing.



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Just two British Championship events hold European status at present but that could change when FISA's World Council meets again in October. Photo: Lodge

Britain seeks Euro rally bonus

The RAC MSA has succeeded in persuading FISA to consider upgrading all Mobil 1/*Top Gear* British Rally Championship events to European status.

The provisional European calendar (see opposite page) shows Britain's two existing championship events, the Perth Scottish and Manx rallies, retaining their place (coefficient 10 and 20 respectively). But the three other rounds of Britain's premier series – the Vauxhall Rally of Wales, the Pirelli International and the Ulster Rally – are on a list of events eager to be allowed into the series.

The exhaustive European Championship currently includes 50 events but only the 11 coefficient 20 rounds are taken seriously by drivers chasing the title. However three of those – Poland, Deutschland and Cyprus – are under consideration for World Championship upgrading. The knock-on effect could leave spaces at the coefficient 2 end of the calendar.

In addition to the three British Championship qualifying events, the Carling Rally of the Lakes (from the Dunlop Tarmac Championship) is also on the list of candidates seeking promotion to the European Championship.

The calendar is very much provisional at present as several events are poised to receive higher coefficients when the World Council meets in October to finalise the 1994 season. Almost half still have alternative dates alongside them.

Formula 2 World series under threat

A proposal to create a Formula 2 World Championship in 1994 – one year earlier than planned – was rejected by the FISA World Council last week.

In October, the council may scrap the F2 'championship' proposal altogether, along with the controversial six-year rotational calendar.

Next year there will be a 10-round World Championship, five rounds of which will count for the F2 Cup along with a further five rounds solely for F2.

World Rally Championship returns to ITV

The World Rally Championship will be seen on British terrestrial television once again, starting next Tuesday.

ITV – which regularly screened the series in the old Saturday afternoon *World of Sport* slot – has agreed to review the season so far with a 40-minute film in *Sport AM* at 0130 next Tuesday in most regions. The plan is to then give regular coverage to all remaining rounds of the championship.



Major shake-up for Cross Country World Cup qualifying rounds

FISA's proposed calendar for the 1994 Cross Country World Cup has dumped three of the longest standing events, despite their popularity with the competitors. The Paris-Dakar-Paris event is to be the opening round of the series while Tunisia, Atlas and Pharaohs are scrapped. The Atlas Rally in particular proved popular (except with Saeed Al Hajri, above) for allowing manufacturers to recce the route — making the information available to all crews — and Pharaohs was considering similar requests from the leading teams such as Mitsubishi, Citroen, Lada and Seat. Photo: DPPI

Biasion gets Argentina trip in singleton Ford

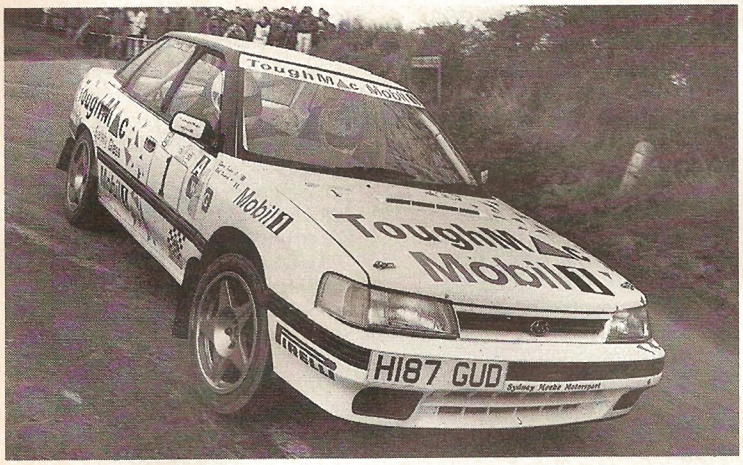
Ford has decided to send Miki Biasion to next month's Rally of Argentina in a solo bid to try to maintain the company's hopes of winning this year's manufacturers' title.

His Acropolis Rally win took Ford to equal first place, along with Toyota, in the makes series.

Ford needs to capitalise on its current run of success if it hopes to maintain its challenge for the title. With a maximum of 10 events (no more than seven European events) counting towards the title, however, the Argentina entry means that Ford can now only register for championship points on two of the last four European rounds.

Finland is not, currently, on the programme so Ford will have to choose two events from San Remo, Catalunya or the Network Q RAC Rally.

After Argentina, Ford sends cars to New Zealand and Australia while it sorts out which events it will tackle to conclude the season. The dilemma has been complicated by the decision to register Malcolm Wilson for his fruitless visit to the Swedish Rally earlier this year when he crashed out.



Bertie Fisher starts as favourite for the Donegal Rally with his ToughMac Subaru



Jimmy McRae – rally legend

Fisher favourite for Donegal

Bertie Fisher is favourite for victory on this weekend's Shell Unleaded Donegal Rally.

The Dunlop Tarmac series leader has twice before won the event and his Subaru Legacy RS should be more than a match for the opposition.

But the top five drivers will all be there this time, Kenny McKinstry having missed the Rally of the Lakes in favour of an event in Barbados, and so Fisher will not be able to relax.

Toyota driver Austin McHale is Fisher's main rival for the title this season and will start behind McKinstry's Subaru. He has finally got the ex-works car sorted and could spring a surprise should Fisher falter.

But the two top Group N entries may be the ones to watch if recent form is a guide.

James Cullen, winner two years ago, is driving an SBG Escort Cosworth and getting quicker with every event. Third on the Circuit, second in Killarney, a win here is not out of the question providing the local hero does not try too hard...

And then there is Jimmy McRae, giving the Shell Scholarship Audi a test run on asphalt prior to the Ulster Rally. He will be a favourite among the fans and what price a top spot for the event sponsors?

The three-day rally starts from the Mount Errigal Hotel in Letterkenny at 1300 tomorrow (Friday) and finishes there at 1800 on Sunday.

BRIEFLY

● **FISA has received registrations** for the Rally of Argentina from three manufacturers: Lancia; Toyota; and Ford.

● **The homologation control check** being carried out into the Escort Cosworth has been put in the hands of the Royal Automobile Club of Belgium.

● **Pierre-Cesar Baroni** is concentrating on maintaining his European Championship lead by entering the Ypres Rally this weekend. However, a second Astra Lancia has been sent to the Garrigues Rally-Ronde Cevenole so that he can try and tip Bernard Beguin from the French title lead should he falter in Ypres...

● **Jorgen Nielsen** was a comfortable winner of the East Coast Rally in Denmark at the weekend, his Opel Calibra Turbo more than two minutes ahead of Henrik Lundgaard's Opel Astra. Pre-event favourites Jens Mulvad and Jan Mortensen failed to finish, Mulvad excluded for dangerous driving when his Toyota caught fire in a control area and Mortensen crashing his Escort Cosworth out of third. Lundgaard leads the series from Ib Kragh and Karl-Age Jensen.

● **The Baja Racing Team** is a seven-car British team planning to enter November's Baja 1000 in November. Two women in the squad aim to be the first women to finish the event. The team will use three Land Rovers, three Range Rovers and a Discovery while raising funds for the Headway charity.

FISA World Council outlines provisional international rally calendars for 1994

EUROPEAN CHAMPIONSHIP

Coefficient 20

Apr 7-10 (14-17) ..... Costa Smeralda I
May 14-15 (21-22) ..... Rallye Zlatni BG
May 26-29 (Jun 2-5) ..... Antibes Rally F
Jun 10-12 ..... Polish Rally PL
Jun 23-26 ..... 24 Heures d'Ypres B
Jul 8-11 ..... Deutschland Rally D
Aug 4-7 ..... Madeira Rally P
Aug 27-30 (Sep 3-6) ..... ELPA Rally GR
Sep 1-4 (8-11) ..... Piancavallo Rally I
Sep 7-9 (14-16) ..... Manx Rally GB
Sep 22-25 (29-Oct 2) ..... Rothmans Cyprus Rally

Coefficient 10

Feb 25-27 ..... Hankiralli SF
Apr 7-10 (14-17) ..... El Corte Ingles (20) E
Apr 22-25 ..... Volta a Portugal P
Jun 3-5 (10-17) ..... Perth Scottish Rally GB
Jun 17-19 (10-12) ..... Barum Rally (20) CS
Jun 25-26 (Jul 2-3) ..... Rallye Hebros BG
Aug 4-7 ..... Hunsruck Rally (20) D
Oct 27-30 (Nov 3-6) ..... San Marino Rally RSM
Nov 10-12 (3-5) ..... Semperit Rally (20) A

Coefficient 5

Jan 28-30 ..... Arctic Rally SF
Feb 18-20 (4-6) ..... Boucles de Spa (10) B
Feb 25-27 ..... Niedersachsen Rally D
Mar 3-6 ..... Golden Tulip Rally NL
Mar 4-6 ..... Finnskog Norway (10) N
Mar 17-20 (24-27) ..... Mille Miglia (10) I
Mar 25-27 (18-20) ..... Circuit des Ardennes (10) B
Apr 10-13 (Mar 24-27) ..... Grasse Alpin Rally (10) F
May 5-8 (12-15) ..... Targa Florio (10) I
May 6-8 (13-15) ..... Costa Blanca Rally E
May 12-15 (20-23) ..... South Swedish Rally (10) S
May 19-21 ..... Saturnus Rally SLO
May 20-22 ..... Rota do Sol P
Jun 2-5 (12-15) ..... Hessen Rally D
Jul 7-10 (14-17) ..... Bohemia Rally (10) CS
Jul 21-24 (28-31) ..... Rallye della Lana (10) I
Sep 2-4 ..... Rallye du Mont Blanc (10) F
Sep 9-12 ..... Asturias Rally (10) E
Sep 16-18 (23-25) ..... Yu Rally (10) YU
Oct 27-30 ..... Rallye du Valais (10) CH

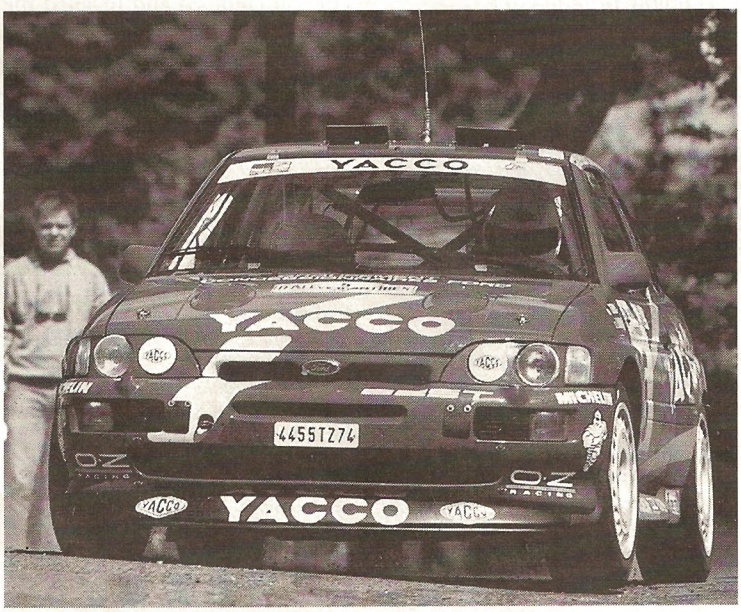
Coefficient 2

Apr 22-24 (14-15) ..... Olympic Rally GR
Jun 2-5 (May 13-15) ..... Alsace Vosges Rally (5) F
Jun 16-19 (9-12) ..... SIV Abruzzo Rally (5) I
Jun 17-19 (29-Jul 1) ..... Rumanian Rally RO
Jun 24-26 (Jul 1-3) ..... Ina Delta Rally (5) I
Jun 30-Jul 3 ..... Rallye dos Acores (5) P
Jul 15-17 (22-24) ..... Rallye Rouergue (5) F
Oct 14-16 (21-23) ..... Rallye Hermes GR
Oct 29-31 ..... Algarve Rally P
Nov 24-27 (Dec 1-4) ..... Rallye du Var (5) F

New candidates (coefficient 2 status)

Feb 25-27 ..... Rallye Ciocco I
Mar 18-20 (Apr 8-10) ..... Criterium Jurassien CH
Mar 26-27 (19-20) ..... Vauxhall Rally of Wales GB
Apr 8-9 (15-16) ..... Rallye Hautes Fagnes B
May 7-8 (14-15) ..... Rally of the Lakes IRL
May 27-29 ..... Isola d'Elba Rally I
May 30-Jun 1 (May 23-24) ..... Pirelli International GB
Jul 29-30 (Aug 5-6) ..... Ulster Rally GB
Aug 12-14 (Aug 5-7) ..... Budapest Rally H
Sep 9-10 (16-17) ..... Rally Tatry CS
Sep 10-11 (17-18) ..... Rallye Sliven BG
Sep 19-21 ..... Rallye Terre de Corse F
Nov 4-6 (11-13) ..... Criterium des Cevennes F

Note: Brackets indicate alternative dates or coefficients



There are already 50 rounds in the European Championship calendar and 13 waiting to get in

ASIA-PACIFIC CHAMPIONSHIP

Jun 30-Jul 3 (Aug 4-7) ..... Indonesia Rally RI
Jul 30-Aug 2 (Jul 23-26) ..... New Zealand Rally NZ
Aug 20-23 (13-16) ..... Malaysia Rally MAL
Sep 17-20 ..... Telecom Rally Australia AUS
Oct 22-28 (29-Nov 4) Hong Kong-Beijing Rally HK/RC

MIDDLE EAST CHAMPIONSHIP

Feb 3-4 ..... Qatar Rally QA
May 11-13 (18-20) ..... Jordan Rally HKJ
Jul 1-3 ..... Lebanon Rally RL
Oct 27-28 (Nov 3-4) ..... Oman Rally OM

AFRICAN CHAMPIONSHIP

Apr 22-24 (Dec 9-11) ..... Rally du Burundi RU/RWA
May 13-15 (20-22) ..... Castrol Rally ZA
Jun 18-25 (Oct 28-Nov 1) ..... Ivory Coast Rally CI
Jul 2-5 (Oct 21-24) ..... Zambia Rally Z
Aug 4-7 ..... Zimbabwe Challenge ZW
Sep 17-18 (24-25) ..... Equator Rally EAK

CROSS COUNTRY WORLD CUP

Jan 1-17 ..... Paris-Dakar-Paris F
Jun 11-19 (18-26) ..... Italy-Sardinia I
Jun 23-26 ..... Baja Nicola 1000 P
Jul 21-24 ..... Baja Espana-Aragon E
Sep 7-10 (14-17) ..... Transcarpatica RO
Oct 20-21 ..... Qatar Baja QA
Nov 19-23 (26-30) ..... Greece Off-road Raid GR

Let's get on with some real racing

Let us not get sidetracked by the political wranglings of the Formula 1 paddock. The top tier of the sport is locked in a massive power struggle and it will be many months before the technical regulations for 1994 are sorted out. Along the way Formula 1 is bound to receive more bad publicity.

We fervently hope, however, that the long-term effect of the turmoil will be a stronger, more entertaining formula for the future.

Meanwhile, let's look forward to some real racing. This weekend sees the return of GT cars to Le Mans. As this is also the last year for Group C cars at the Sarthe circuit, these new GTs will stand little chance of outright victory. We must not kid ourselves otherwise. What they will provide though is our first chance to see cars that the man in the street can understand being driven to their full potential. Fantastic...

Le Mans is the greatest sportscar race in the world and the venue for a massive pilgrimage to France by race fans. Like F1, this category has gone through turmoil of its own in recent seasons and, for a while, looked to have faded away forever. But through the GT category the race may have a stronger future than once appeared to be the case and this is something for which we should all be grateful.

However good this weekend's race at Le Mans turns out to be, it is with sad heart that we face it in the wake of the terrible news on Tuesday of James Hunt's tragic, premature death. He will be greatly missed as someone so many people looked up to, both as a World Champion driver and a highly entertaining broadcaster.

DAY DREAM DRIVE

'Dream drive for Damon' was a sadly prophetic headline. It is now high time he woke up.

He won't have this, or any other, drive next season the way he is wimping along, because if he can't race in a Williams-Renault he can't race, period.

This is not the place for people who want to play themselves in, build up gently, drive carefully for a points finish and constantly thank Frank for giving them the opportunity. This is Formula 1 where nobody owes anybody any favours.

Right now the Williams-Renault team would be stronger with someone else.

The message to Hill is simple. If you're here on merit then prove it. Get some red meat down your neck, race the nuts off it and remember you're out there looking for your next job.

You never know, you might even get to keep this one.

Eric Haigh
Holmfirth, West Yorkshire

GIZAJOB

I read last week's Canadian Grand Prix preview – about Footwork Formula 1's computer game – with interest.

I have been playing the game for several months now and was delighted to read how accurate it is.

Allen McDonald claimed he could lap Montreal in 1m19s. Well I can lap in 1m17.627s so does this mean I can take Derek Warwick's place if ever he feels like having the weekend off?

J Mosley
Sheffield, Yorkshire

SOUNDS OF SILENCE

Maurice Hamilton bemoaned the lost magic of Monaco in his column (June 3) and recalled the 'altogether more thrilling sound (than a V8) of a V12 Matra.'

Nigel Roebuck recently complained of the effects of traction control wrecking the singing sounds of V12 and V10 Formula 1 engines and a few years ago he was ready to criticise Ford for reintroducing a flat-sounding V8.

At Donington, the effects of traction control on the sounds of cars exiting damp Old Hairpin were all too apparent.

Now, it seems, we have the prospect of V8 or even V6s in future seasons being fitted with silencers.

It seems that progress is designed to take the thrill and magic out of everything.

RA Hume
Sandy, Bedfordshire

QUICK REACTIONS

I have been away for two weeks and, when I returned, read in *Correspondence* (June 3) that Harrow Weald has moved to the far side of the moon.

Where has Allan Weyman been for the last month or so? Certainly not watching the same BTCC races that I have.

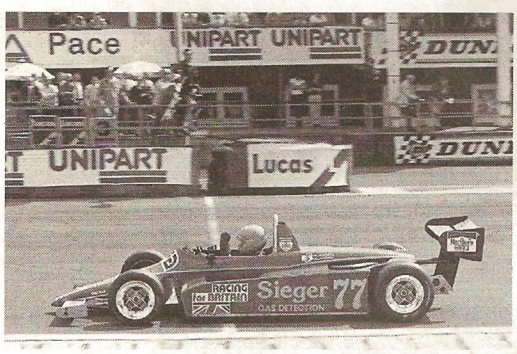
While no one can accuse the Touring Car drivers of excessive politeness when it comes to conceding a corner to a rival, there has been a remarkable lack of contact as the team managers who pay the body shop bills will be the first to acknowledge.

No one likes to see the sort of carnage that resulted at the Snetterton start, but no one can single out the drivers for blame when they are asked to make a mass start where there is hardly enough room to swing a cat.

Fortunately TOCA has proved its worth by reacting swiftly to the causes of that incident and, certainly, the staggered starts at both Donington and Oulton Park have proved successful.

10

Ten years ago this week (AUTOSPORT June 16, 1983) Ayrton Senna's attempt to win his 11th Formula 3 race in succession ended when a mismatched tyre caused him to crash at Woodcote and he spent the rest of the race as a spectator. He was one of the first to congratulate winner Martin Brundle, however.



Martin Brundle won the Formula 3 race at Silverstone

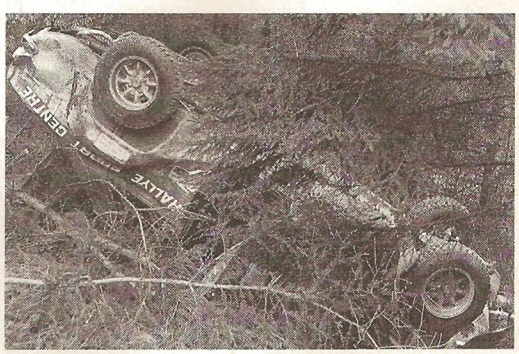
Rene Arnoux won for Ferrari at the Canadian Grand Prix in Montreal, leading almost all the way from pole position. Ferraris were in dominant form with Patrick Tambay in third, the two red cars split by Eddie Cheever's Renault.

Tom Walkinshaw went into the lead of the European Touring Car Championship. He and Chuck Nicholson won round six at Brno in Czechoslovakia driving a Jaguar XJ-S from the BMW of Dieter Quester and Hans Heyer.

Mike Thackwell admitted that some of his winning speed at Jarama the previous weekend could be explained by his unusual line through the Le Mans Hairpin. He claimed to have discovered it by watching videos of Jacques Laffite taking pole there as he had for three years running.

20

Twenty years ago this week (AUTOSPORT June 14, 1973) the big news was Henri Pescarolo and Gerard Larrousse taking victory at Le Mans in a Matra-Simca. The main opposition came from the faster Ferraris, but as they expired the French car moved up the leader board holding first from the 18th hour on.

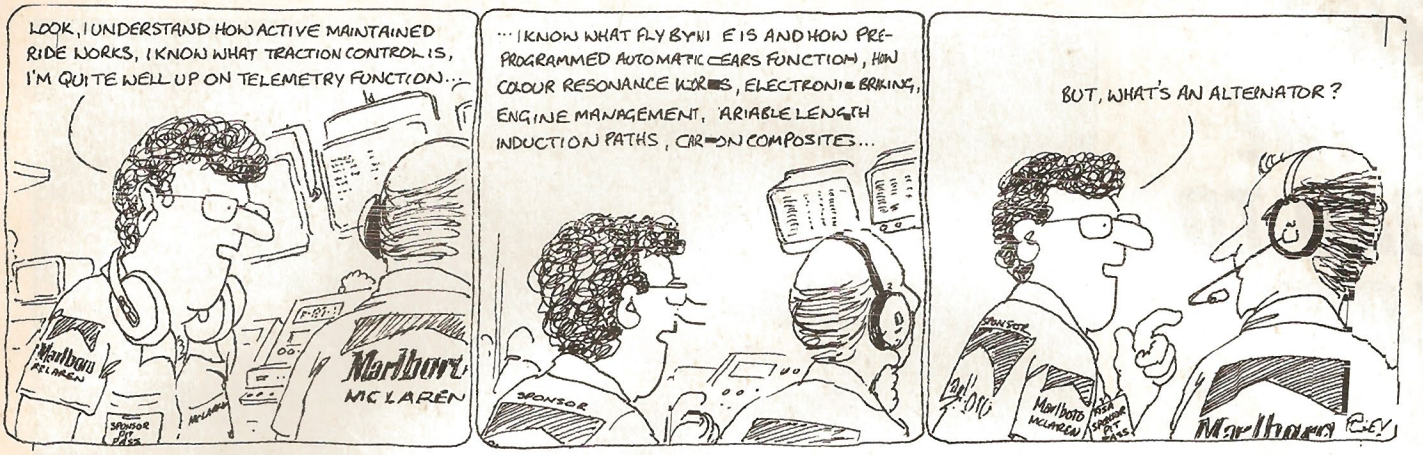


Jimmy McRae's Scottish Rally was not so successful

The were problems with plans for the John Player Grand Prix at Silverstone with parties involved unable to agree a fee. The Formula 1 Association were asking £65,000 but the RAC, Grand Prix International and Silverstone Circuits were only willing to offer £55,000. The negotiations continued.

Roger Clark and Jim Porter were dominant on the Scottish Rally in a Ford Escort despite determined pressure from Hannu Mikkola in a similar car. In fact, Escorts filled all the places down to 10th.

Lotus announced that manufacture of its Seven would now be handled by one of its agents, Caterham Car Sales in Surrey. To be called the Super Seven, the new car was available with Lotus twin-cam power for a mere £1487.



CATCHPOLE

There is a strong sense of responsibility among the Touring Car drivers toward their sport. They are doing everything in their power to improve their image and are very much aware that their driving is now under the watchful eye of TOCA and the RAC MSA. They have set up their own internal system of monitoring on-track behaviour to ensure things stay sensible.

My best advice to Mr Weyman is that he should clap another six months suspension on his club member for being so ill-informed or send him to a BTCC round to talk to the experts.

John Davenport
Touring Car Drivers Association
Chippenham, Wiltshire

NO SHOWDOWN

I must say that the proposed £5 million Formula 1 v Indycar showdown (*Pit & Paddock*, June 3) sounds intriguing. But I am afraid it is unlikely to occur as when a previous challenge was made some 20 years ago.

If my memory serves me correctly, Dan Gurney made a $100,000 bet in 1972 that Bobby Unser – in Dan's all-conquering Indy Eagle – could beat any F1 challengers at the Nurburgring.

No one ever accepted Dan's challenge.

Unlike Bernie Ecclestone, I think Dan was willing to risk his own money. Considering Dan's knowledge of F1, perhaps they knew he was too smart to make a bet he couldn't easily win.

I would propose that the top Indy and F1 drivers be placed in identical Toyota Atlantic or Indy Light machines and have a two-race Australian Challenge. Round one would be at Adelaide, the second at the Thunderdome. Now that would be a *real* showdown.

Dean Case
Michigan, USA

MEAN MOODY

I was somewhat taken aback by Roger Moody's aggressive reply to my comments about Sky Sport's Indy 500 coverage (last week's *Correspondence*). I must have touched a raw nerve.

I most certainly am not the country's acknowledged expert on Indycar racing, just an interested viewer who learnt about Indycars from the TV.

Mr Moody seems to be missing the point entirely – Sky Sports is underestimating the intelligence of its audience. An impartial presenter with motor racing knowledge would have been able to explain the rules to any new viewers without being condescending and alienating the viewers.

I strongly applaud Sky Sports for committing itself to showing the 1994 Indy 500. I just hope Roger and his team realise that simply buying the American package is not enough. It also has to be well presented.

If Mr Keys was a last minute replacement for the unavailable Tiff Needell, the substitute did not score.

Leigh Woolford
Llantwit Fardre, Mid Glamorgan

SUPERB SHELSLEY

After 20 years of circuit racing and hillclimbing in the '50s and '60s, I recently visited Oulton Park for the fifth round of the BTCC and was appalled to find that the paddock facilities have not improved with time.

Pot holes, rough grass, buildings requiring a coat of paint and all badly in need of Tender Loving Care.

The following weekend I visited Shelsley Walsh. What a difference.

Great improvements have been made over the years by the Midland AC who are a 'small fish in a big pond'.

Bob Jennings
Billingborough, Lincolnshire

SCOTTISH THANKS

I would like to thank all those who made this year's Perth Scottish Rally an enjoyable, successful and safe event.

With one exception, all the stages ran to time and the winning car crossed the finish ramp precisely on schedule. This doesn't happen by accident and the RSAC is grateful to the hundreds of volunteer marshals and officials who endured the dust, heat and Argyll midges to make the rally a success.

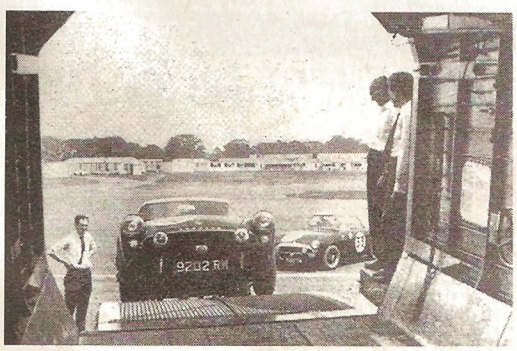
Jonathan Lord
Clerk of the Course
Perth Scottish Rally

● **The editor is not bound to agree with readers' opinions.**

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30

Thirty years ago this week (AUTOSPORT June 14, 1963) the build up to Le Mans was well under way. Officially there were to be 55 starters, but an extra entry was the Rover-BRM gas turbine car running number 00 as a special concession more as a demonstration of the principle than as a genuine competitor.



The two works Sunbeam Alpines boarding the plane for Le Mans

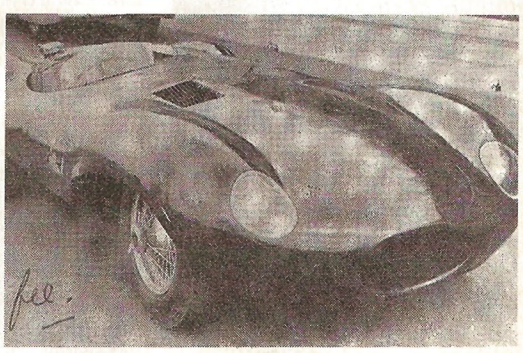
Other entries included AC Cobras, Ferrari GTOs, Lotus Elites and even a pair of Mini-based Deep Sandersons hoping to have a crack at the Index of Performance.

Jim Clark drove his Lotus-Climax to a flag to finish victory in the Belgian Grand Prix at a rain soaked Spa-Francorchamps. The battle for second was held first by Graham Hill, then Dan Gurney and then Bruce McLaren who was the only driver to finish on the same lap as Clark. A mention was deserved by Grand Prix newcomer Chris Amon who was holding ninth before he lost all his oil and called it a day.

The report from the previous weekend's Player's 200 at Mosport Park included a picture of Stirling Moss fixing a wheelbearing on Sir John Whitmore's Lotus Elan.

40

Forty years ago this week (AUTOSPORT June 12, 1953) Amedee Gordini revealed his new 3-litre sportscar for Le Mans. The straight eight DOHC engine produced 230bhp with an all-up weight of only 12.5cwt. The three-seater layout of the cockpit was unusual with the driver in the middle. It seems nothing is new.



Jaguar's 'Disco Volante' the prototype of the radical D-type

Just a week after crashing out of the Albi Grand Prix in his BRM V16, Ken Wharton at Shelsley Walsh in a Cooper-JAP. Wharton beat heavyweight opposition to take BTD.

The evergreen Eight Clubs Meeting took place at Silverstone with a packed programme of two one-hour high speed trials and 14 five lap races. Arthur Mallock won the 750 Formula event in the famous Austin special 'Simplicity' beating the Lotus Mk3. But Colin Chapman's products got their own back when a Mk6 won the 1172 Formula race driven by PA Desoutter.

Just before Le Mans, Jaguar released pictures of a new car it was developing. The magazine likened its looks to Alfa's Disco Volante, but it came to be known as the D-type.

PRICE ON THE ROAD TO GLORY

John Price has a strong 16 point lead in the Demon Tweeks/Motoring News Championship, with two rallies to go. The Duckhams-sponsored driver has scored three victories and one retirement from the first four rounds of the prestigious tarmac series and looks set to take his seventh overall championship victory.

PRICE 3. THE REST OF THE PACK 0

Price's domination of the championship was indisputable when he achieved a 'hat-trick' of wins on the Tour of Cornwall (April 3/4). It was not an easy run and Price enjoyed his share of good fortune when he emerged winner of the Cornish wash-out. He'd almost given up hope of victory after crashing into a fence in the horrendous conditions. Having lost two minutes separating his Metro 6R4 from the offending fence, there seemed no chance of catching Frank O'Mahony's identical car. However, the leader was to fall foul of the slippery surface and he slid off the road to his retirement, handing the lead to the Duckhams vehicle, just nine miles from the end of the event.



MANX WOES

With a chance of virtually wrapping up the championship in the fourth round, Price was in determined mood for the Cop-Y-Cat Manx National (May 15). This time Lady Luck was otherwise engaged and early celebrations were cancelled when Price made an inauspicious exit from the island activity on stage eight with gearbox failure.

So, still chasing his seventh championship crown and the hat-trick of titles he would dearly love to achieve, Price will be hoping for clear skies and a problem-free run to his goal in the final two rounds of the championship. Was ever life so simple?



STRONG SHOWING IN TOCA BTCC SUPPORT EVENTS

FARMINER IN FRONT IN DUCKHAMS FIESTA

Brian Farminer is flying the Duckhams flag with style in the 1993 Ford Credit Fiesta Challenge, powering his XR2i to his first victory of the season at Round Four (Donington Park, May 15/16).

No stranger to the victory rostrum, the 1991 champion posted two seconds and a third before taking his first 1993 win. In a typically nail-biting race with the lead changing hands four times, Farminer maintained his cool and once he had overtaken Stephen Phillips on the inside at Goddard he charged ahead to leave the others fighting for the 'bridesmaid' positions.



Brian Farminer



Russell Ingall



THEN THERE WERE THREE . . .

STRENGTH IN NUMBERS AS RUSSELL INGALL JOINS THE DUCKHAMS VAN DIEMEN CAMP

While Farminer stars in the Ford Fiestas, the Duckhams Van Diemen Formula Ford is proving to be the car to beat in the prestigious 1993 Open Formula Ford Championship. The experienced Australian driver, Russell Ingall is a leading force, posting three victories in the first quarter of the season. He has now joined Kurt Mollekens and Rui Aguas in the official Duckhams works team line-up and debuted his newly-liveried yellow and blue Van Diemen in Round Five at Oulton Park (May 30/31).

"Russell's Van Diemen has been lubricated with Duckhams all season," said Duckhams Motor Sport Manager, Ron Carnell. "We are delighted to be able to increase the support for the remainder of the year and have every confidence that he will continue his winning streak."

Russell's Duckhams team-mates, Kurt Mollekens and Rui Aguas are also proving to be strong forces within the championship. Rui has made two visits to the rostrum so far this season with two third place finishes at Round Four, (Donington Park, 15/16 May), and Round Five (Oulton Park, May 30/31) and you can be sure the Portuguese and the Belgian will be determined to give the Australian a good run for his money.

VARIETY IS THE SPICE OF LIFE FOR KARL JONES





Karl Jones, pictured above, and left, at the wheel of his Ford Escort RS2000

He started in single seaters, then moved to saloons and now Karl Jones is making his mark in the multi-disciplined Ford Escort RS2000 Rallye Sport Series.

The Duckhams-backed Welshman drove his Blakes of Liverpool entry to a victorious debut, setting a new lap record on the way, in the first round circuit race at Brands Hatch (March 21). He was to repeat this result at the second circuit race, Round Four at Cadwell Park (May 31), setting pole position and driving an impeccable race to an unchallenged victory.

For Karl, the main motivation of the Championship is the challenge of the rally discipline.

Hit by the Rally Bug

He competed in the first rally of his career at a soaking wet Salisbury for the Imber Stages Rally (April 11/12). Jones was running a commendable second overall when he hit a rock and broke the suspension with just three stages to go.

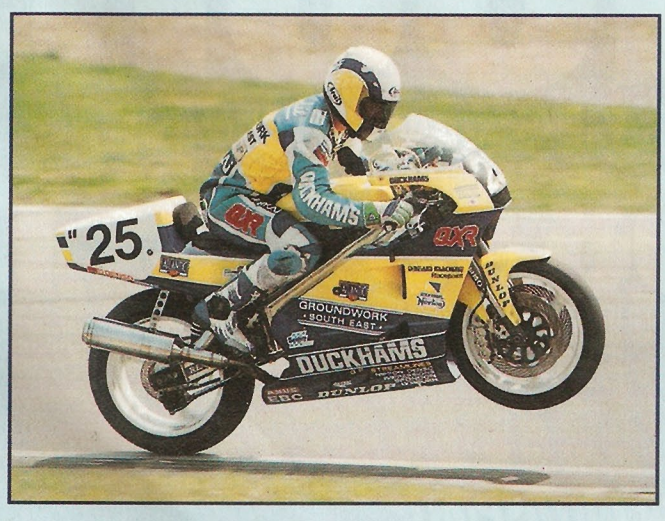
Next came the demanding Millbrook stages at the Proving Ground and the Blakes Escort certainly proved it meant business with a fine third place finish. Karl Jones is well known for his spectacular driving style and it has often been suggested that he would make a superb rally driver. The '93 RS2000 Rallye Sport series provides a perfect opportunity to test. himself. The emphasis this year is on the rally discipline; seven of the 15 Rallye Sport rounds are dedicated to the cause, including six rounds of the Clubmans Tarmac Challenge and the Ulster Rally - the premier tarmac round of the Mobil 1/Top Gear British Rally Championship.

So, for a former star of British Touring Cars, Production Saloons and Formula Ford, how difficult is it to adapt to a series which embraces circuit racing, rallying, trial and autotest activities?

"I'm enjoying the variety, especially the chance to have a good go at rallying," said Karl. "I've considered taking the plunge many times, but I've shied away from it in the past. This championship has opened the door, allowing me to carry on my circuit racing and concentrate on the new discipline. There are five or six top rally drivers competing against me and I'm out there to beat them. I've got the bug now, I think it suits my style of driving."

So watch out McRae and Sainz, there's a 'new kid on the block' and you can always depend on Karl Jones to cause a stir.

DUCKHAMS FLY THE FLAG ON TWO WHEELS



Duckhams Oils announced its title sponsorship of the only all-British bike racing team back in March, with Brian Crighton's Norton to be ridden by hard-charging Scot, Jim Moodie. This formidable combination has entered straight into the big league, competing in the high profile ACU British Championship and the H.E.A.T Supercup as the Duckhams Norton Team.

It is an important sponsorship relationship for British biking enthusiasts, allowing the legendary Norton marque to reappear at the sharp end of the sport and in the glare of the considerable television and media publicity enjoyed by the two championships.

It has been a solid start to the season with the team lying fourth in the ACU and fifth in the Superbike Championship, despite suffering its fair share of mechanical problems. There is little doubt that with the Duckhams investment, the flying Scot and the sleek blue and yellow machine will put the 'best of British' back in the biking headlines.

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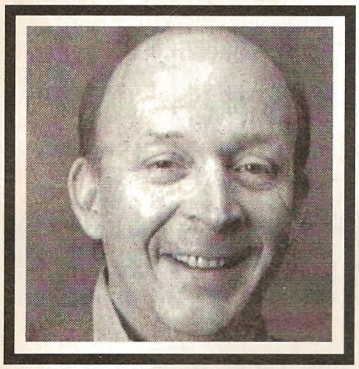
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BY **NIGEL ROEBUCK**



FIFTH COLUMN

The state of Denmark

If I had any remaining doubts before, they were dispelled at Montreal. Formula 1, it seems, has a death wish at the moment.

Difficult as I have found it to like much of Nigel Mansell's behaviour in recent years, I cannot but applaud his recent efforts in a new and hostile environment. His third place at Indianapolis, and Milwaukee victory, have drawn Indycar racing ever more to the attention of the European daily press, despite attempts by F1 power brokers to plant stories intended to detract from events in America.

At Monaco, the weekend before Indy, Alain Prost was punished with a stop-go penalty for allegedly jumping the start. Another Grand Prix, another tale of controversy for the tabloids.

So we went to Indianapolis, where spectators pay $20 to watch the biggest one-day sporting event on this earth. There was no acrimony, and Mansell's strong showing guaranteed yards of Fleet Street coverage. Then he won at Milwaukee, where again the atmosphere was loose and free.

Last weekend F1 made its annual visit to North America. Through Saturday morning whispers grew into murmurs, which grew into rage. Finally, a bulletin was posted: 'The Stewards have received a report from the FISA Formula 1 Delegate that the cars listed below do not comply with Article 3.7 of the FIA Technical Regulations, in that each has one or more specific parts which influence its aerodynamic performance, but do not remain immobile in relation to the sprung part of the car.'

Those 'guilty' were listed as Williams, Tyrrell, Benetton, McLaren, Lotus, Minardi and Ferrari.

Then we went on to the traction control brigade. 'The report also states that the following cars do not comply with Articles 1.3 and 2.4 of the FIA Technical Regulations, in that their propulsion systems are not under the control of the driver at all times.'

This time the list ran to the aforementioned, minus Lotus, but plus Footwork, Jordan, Larrousse, Ligier and Sauber. In other words, all cars were in some way illegal, save the lamentable BMS Lola-Ferraris.

The bulletin concluded thus: 'We are of the view that the issues raised are very substantial, and involve the entire championship. Consequently, the most appropriate action is for us to send a full report to the FISA, under Article 152, paragraph 3, of the FIA International Sporting Code, and to allow the above mentioned cars to participate in the 1993 Canadian Grand Prix.'

If 24 of the 26 cars present were illegal, why, I wondered, were they being 'allowed to participate'? And how had their failure to comply with the regulations been overlooked previously? Should FISA see fit to act on this nonsense, presumably it will fire those responsible for scrutineering at the six races already run this year.

The bulletin in Montreal was signed by the Stewards of the Meeting, but no one doubted that it was rooted in the Place de la Concorde. Such as Ron Dennis and Frank Williams remain opposed to FISA's proposed ban on electronic 'gizmos' in 1994, and the message seemed clear: accept the changes for next year, or they will be imposed immediately.

This can only be posturing.

If 24 of the 26 cars present were illegal, why, I wondered, were they being 'allowed to participate'

There are but three weeks before the French Grand Prix, and no one can seriously suggest this is time enough for teams to convert their cars to passive suspension, and so on.

Last summer, you will recall, it was 'rocket fuel' which suddenly became illegal. I had no quarrel with FISA's decision to ban it, but thought it unreasonable to impose what amounted to a rule change in the middle of a season. Similarly, in the interests of racing, I rejoice in the proposal to get rid of traction control, a blight on the sport if ever there was one.

Still, it seems to me there is confusion about the motives behind the rule changes. Is FISA primarily concerned with eliminating 'driver aids' in an attempt to 'humanise' the sport again? Does it – altruistically – want to keep down costs for the smaller teams? Or is it, as cynics suggest, that TV contracts call for a minimum number of cars, and might be put in jeopardy if some of them went under?

If FISA truly wishes to improve The Show, it must go in another direction. The introduction of narrower tyres has made, in itself, no difference whatever to the spectacle. As Patrick Head has said, 'People want to see the cars sliding around more, and I understand that. But the only way to achieve it is to reduce downforce significantly.'

Head said that he might not be averse to a ban on wings, but doubted this would sit well with team owners: 'Wings are a hell of a big area for sponsors' logos, after all...'

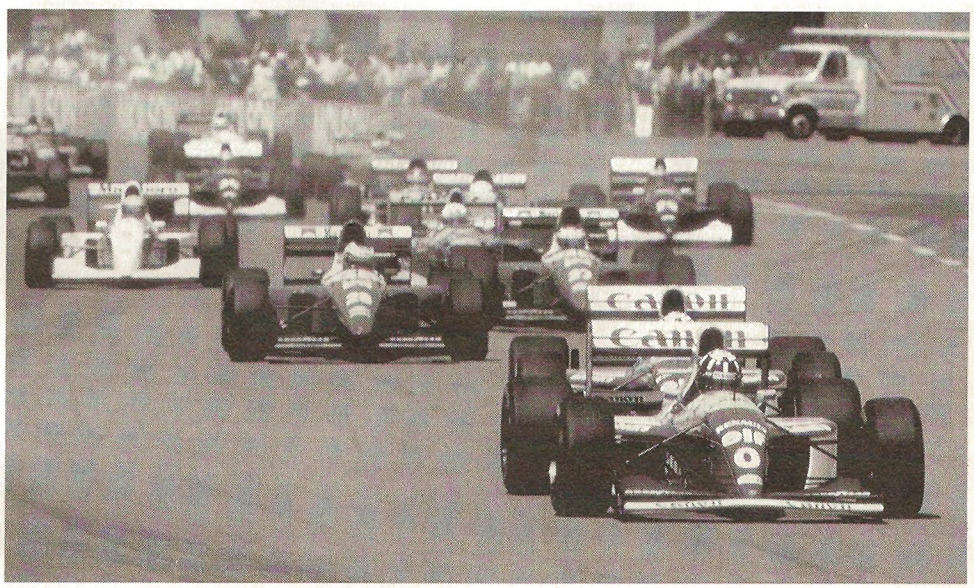
His thinking, though, is surely right. Perhaps a ban on electronic systems will serve to 'humanise' F1, but, traction control apart, their absence will not add much to the spectacle. Nor will they alter the natural order. Williams and McLaren are the best teams, and will remain so, whatever the rules.

Whatever the future holds, though, at the moment I can only gasp at the way this sport is being administered. To come out with the sort of transparently disingenuous ploy we saw in Montreal is to hold F1 up to ridicule.

I had written my story for *The Sunday Times*, and was preparing to file when the bulletin was posted. It meant a complete rewrite, scrapping virtually all the racing content, and replacing it with yet more 'Turmoil in F1' stuff. It was the same for all my colleagues.

Down the road in Detroit, meantime, the czars of Indycar racing were probably laughing themselves silly, unable to believe their luck. 'We're not worried about F1,' a team owner said to me at Milwaukee, 'because we don't see why there needs be any rivalry between us. We don't want to *beat* them, or any of that stuff.

'Anyway,' he concluded, 'they seem to be doing a pretty good job of beating themselves...' ■



The Formula 1 field heads into the first corner at Canada. If FISA had its way, only the Lola-Ferraris would be eligible to compete

RACE REPORT **NIGEL ROEBUCK** QUALIFYING **JOE SAWARD** PHOTOGRAPHY **MARTYN ELFORD**

Prost dominates for his first Canadian win

Alain Prost took his first Canadian Grand Prix win and with it the lead in the 1993 title race. A botched pitstop for Damon Hill and Ayrton Senna's retirement gave Michael Schumacher a fighting second place

The Canadian Grand Prix was dominated by Alain Prost. And it could have been monotony in Montreal but for a stunning opening lap by Ayrton Senna, a great catch-up drive by Michael Schumacher and a strong showing by the Ferraris.

Through Friday and Saturday, Benetton and McLaren had offered no serious challenge to Williams-Renault but in the race, Prost admitted, they were closer than he had expected.

After his Monaco start, and subsequent questionable penalty, Alain was determined not to give the stewards any opportunity to rule him out of this one. He made a good start from pole position, but Damon Hill's was better yet, and it was the number zero Williams which led the early laps.

Once by, though, Prost pulled away into a race of his own. No one could live with his Williams-Renault. Hill fought off Senna, who had put in an extraordinary opening lap, moving to fourth from his eighth position on the grid, then to third on lap two. A truly dreadful tyre stop dropped Damon Hill down to fourth, and there he remained until Senna, under pressure from Michael Schumacher in the late laps, stopped with a broken alternator.

Schumacher ultimately finished a good second, with Hill third. These were the only drivers not to be lapped by Prost in the course of a very hot and exhausting race.

Gerhard Berger continued Ferrari's relative resurgence, finishing fourth, with Martin Brundle a fine fifth for Ligier, and Karl Wendlinger at last scoring a point in the Sauber.

It was not a great race, but it had its moments, with a lot of cars running reliably and fast for the duration. Prost was delighted, finally, to win a race at the Circuit Gilles Villeneuve. 'He was my friend, and I remember him well. He was a straight and honest man. To win here makes me very proud.'

It also takes him back to the lead of the world championship, which has see-sawed between himself and Senna from the beginning of the season. But there was an aura of confidence about Alain this weekend in Canada. A whole run of victories may be starting.

QUALIFYING

They say that if you go to see a fight in Montreal, a game of ice hockey will break out. It looks like a sport so long as they are chasing that little black thing around the ice, but every so often they hurl each other through plate-glass windows and run over one another's limbs with their skates. And it seems that their fans are worse.

On the Wednesday before the Grand Prix thousands of Montreal Canadiens supporters – this is the correct spelling because we are in French-speaking Canada – flooded into town to see the final of the Stanley Cup, which is to ice hockey what the Ashes are to cricket.

That night the Canadiens won the cup and their delighted but drunken fans spilled out of the stadium to celebrate. Without even donning team clothing they began to emulate their heroes by throwing themselves through shop windows and them helping themselves to anything they found. When the police tried to stop them, the fans decided that smashing up police cars was the thing to do.

By the early hours of the morning Montreal was a mess



and the tourism bosses had their heads in their hands. The drunken fans had even trashed the downtown Benetton store. Perhaps they had heard of the controversial Italian company's latest advertising campaign which consists of 56 different photographs of genitals (male and female, black and white, large and small) and a Benetton logo.

In the Formula 1 paddock there was amazement and then humour. The advert was soon being called the Benetton 'team photo' and everyone was wondering who owned which bits of tackle.

Montreal is normally a good-humoured event. A change is as good as a rest and, after rushing through the first part of the European season from Donington to Imola and Barcelona to Monaco, the F1 folk seem to enjoy taking off to the Americas for the annual early-summer trip to Montreal. It is one of F1's favourite escapades and the atmosphere is light-hearted, like a half-term at school.

Even without the Canadiens' fans, Montreal is a lively town with something for everyone. It was a place the different races from around the world came to and mingled in. This once great port may be 500 miles from the sea, but the great St Lawrence river kept Montreal alive.

As a result, its tradition is very cosmopolitan. It prides itself on its internationalism and there is always something happening: dance festivals, exhibitions, international salons, retrospectives, operas, sporting events. You name it, Montreal does it.

If the ice hockey game produced fireworks, the international firework competition, also on in the week of the Grand Prix, tried hard to match the spectacular riot with a pyro-musical display from one of the world's most famous firework makers.



An overjoyed Michael Schumacher and Alain Prost spray the bubbly after a long, hard race

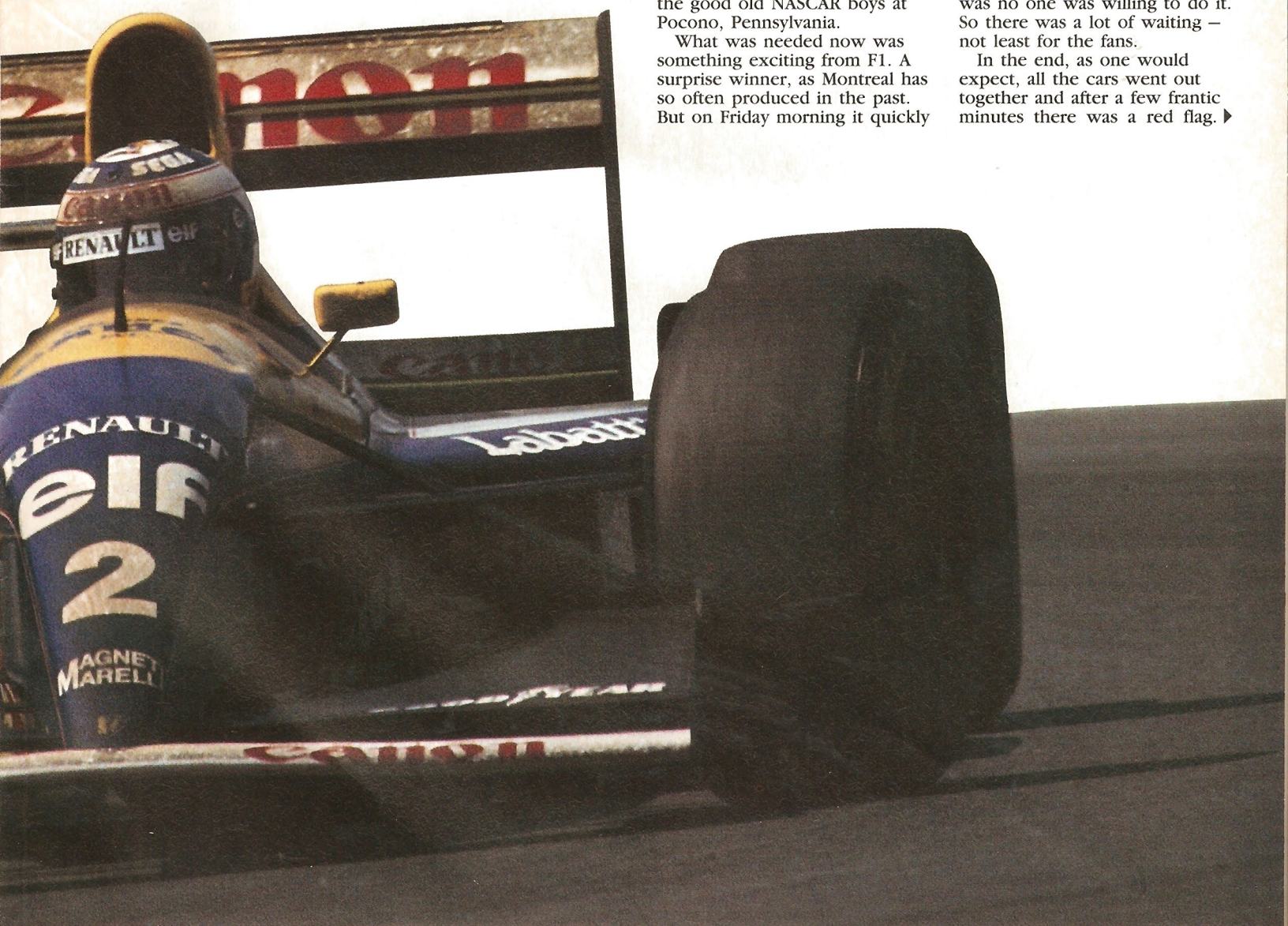
In comparison F1 was having a hard time making headlines, despite the best efforts of the local press. There was also a battle over the leadership of Canada's conservative party, which kept F1 politics in their rightful place.

From the racing point of view there was a tough choice for fans on North America's eastern seaboard with Indycars just down the road in Detroit and the good old NASCAR boys at Pocono, Pennsylvania.

What was needed now was something exciting from F1. A surprise winner, as Montreal has so often produced in the past. But on Friday morning it quickly became clear that this was not going to be much of a contest. The Williams-Renaults were on a different planet to the rest, particularly in qualifying trim.

It was damp and overcast on Friday morning and as a result F1 arrived not with a bang, but with a whimper. Being public spirited as they are, the F1 drivers didn't go out, waiting for someone else to waste laps drying out the track. The trouble was no one was willing to do it. So there was a lot of waiting – not least for the fans.

In the end, as one would expect, all the cars went out together and after a few frantic minutes there was a red flag. ▶





Gerhard Berger had a good weekend for Ferrari holding off a charging Martin Brundle to finish fourth. The Briton kept going to fifth

You get a lot of red flags in Montreal because the track is narrow and there is little run-off. It didn't help matters that there were insurance problems with regard to the marshals, many of whom remember only too well that one of their colleagues was killed last year in the Indycar race in Vancouver. Thus they were not as brave as one has come to expect from F1 marshals around the world.

The red flag on Friday morning caused chaos. It was caused because Ayrton Senna's McLaren had stopped out on the circuit. One wheel was on the track, but it wasn't really dangerous. The car was still in gear and the marshals who went to the scene did not know how to fix it so they left it. They were, it seems, asked to move it off the track, but nothing happened. And so out came the red flag.

The safety cars took off like a startled flight of starlings and the rival team managers burst forth from their lairs and rushed to race control where they had to carry Frank Williams's wheelchair up five flights of stairs. Finally everyone was in the stewards' room and a right royal barny ensued with Williams, Briatore and Ferrari's Harvey Postlethwaite all arguing that McLaren was being favoured.

They were still arguing when the cars went out again. The stewards decided to change the rules – which they had no right to do – and declared that in the case of a red flag the cars should be put at the side of the track, left and not returned to the pits as the rules say.

Satisfied with this, the team managers trooped off. Moments later there was another red flag. Gerhard Berger's Ferrari had stopped on the track. The Austrian was ferried back to the pits and was not at all pleased to find out that his car would not be brought back with him... There were red faces.

That was about as exciting as things got on Friday morning apart from speculation over what would appear on the sidepods of the Benetton the following day. The team had removed the Prince (tennis rackets) logo from the side of the car and there were suggestions that it would be replaced by genitalia – in keeping with the family campaign.

The session ended with another red flag when Fabrizio Barbazza's brakes melted a wheel rim and he spun.

The weather didn't get any better and it looked like rain as the first cars came out in the afternoon. Most teams were quick to get in some laps, lest rain fall, and Tyrrell driver Ukyo



Ayrton Senna started from the lowest grid position he's ever had in a McLaren. He charged up to second in the race but retired near the end

Katayama, who had had a spin in the morning, crashed. This time there was no red flag, the safety folk having presumably agreed that the morning had been out of control.

Eight minutes into the session Damon Hill set off on his first runs and chipped around the 1m20s before setting a best of 1m19.977s. There was a benchmark.

A few moments later Alain Prost and Ayrton Senna emerged at more or less the same time. Alain's first efforts were disrupted. Christian Fittipaldi crashed his Minardi and then Luca Badoer got in a pickle and baulked Alain. Next time round, however, Prost stopped the clocks at 1m18.987s. Senna's two best laps were both 1m21.2s. And that said it all. No one was going to beat Prost.

JJ Lehto tried hard in his Sauber, but the car handled like a bowl of warm porridge and although spectacular, JJ was well off the pace.

After 20 minutes the Benettons of Michael Schumacher and Riccardo Patrese emerged from the pits and they quickly slotted into third and fourth places. There followed a bit of a pause and then Martin Brundle was the hero, taking fifth in his Ligier.

Now there were just 10 minutes to run and you could see everyone getting wound up for the last-minute blasts. Just then Philippe Alliot suffered a suspension failure and went off into a sandtrap and Karl Wendlinger spun and smashed oil and water pipes on a kerb at the final corner. His Sauber dropped its internal fluids all over the place, making Hill spin and causing a couple of other incidents. The show had been nipped in the bud. We left the track that night not very satisfied with the day at the races.

Saturday would be worse, thanks to the lovely weather and a slight breeze which meant that improving times was virtually impossible. The Benettons appeared with sponsorship from its rollerblade subsidiary, which cut the expectations for the day by at least half.

It was not long before Katayama spun, which meant that there would be excitement over whether he could make it a full house with a spin in the afternoon as well.

There were expectations that the new engine configurations from Ferrari and Lamborghini would both make a big difference, but neither did – except that both Philippe Alliot and Jean Alesi spent a lot of time sitting around looking like racing drivers without cars and the mechanics had to change both their engines before afternoon qualifying.

The real action was in the paddock where a FISA stewards' decision had thrown the whole of F1 into turmoil by suggesting that the F1 technical delegate had suddenly realised after a couple of years of traction control and active suspension that such systems were actually illegal and that teams should be warned that there might be trouble ahead. This meant that FISA wants the teams to agree to its 1994 rule package or else it will create chaos for 1993.

It was short, sharp and about as subtle as invading Poland, but it was very effective. Oh, and by the way, in the morning session Prost was fastest.

The track action was purely incidental to all this as it was clear that the circuit was slower. Zanardi crashed in spectacular fashion but the only drivers who improved were those who had had disastrous times on Friday. Oh, and Katayama spun.

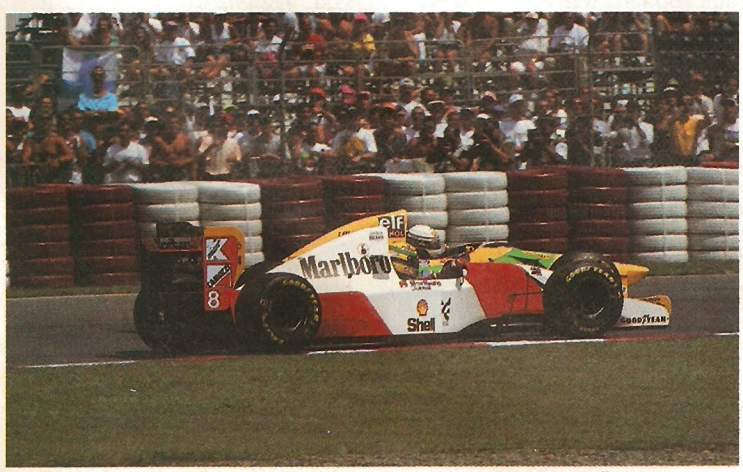
Later in the session Senna and Fittipaldi had a brush and Barbazza a wild spin, but that was that. Another unsatisfying qualifying session.

The grid was thus settled on the first runs of Friday qualifying with Prost and Hill ahead of Benetton twins Schumacher and Patrese, Berger and Alesi in their Ferraris, then Brundle and Senna.

This was not a good result for the Brazilian. In fact it was his worst qualifying performance in 107 races. 'I will have to race defensively,' said Senna, 'waiting for the length of the race, the heat and the peculiarities of the circuit to take their toll.

'I must say that after these two days I have had no problems at all with the car or engine,' said Prost, poleman for the seventh consecutive race. 'I feel confident for the race.'

There were few in Montreal who were confident that it would be an exciting race, but on Saturday night the firework displays over the city were exciting – and rather soothing after a frustrating qualifying. ▶



Senna's opening lap charge moved him from eighth to third. Here he passes Patrese



Second place was in the bag for Damon Hill until a bungled pitstop. He finished third

RACE



The dirt of a long, hard race shows on Johnny Herbert's Lotus and Michael Andretti's McLaren. The Briton soldiered on to 10th, Andretti finished 12th

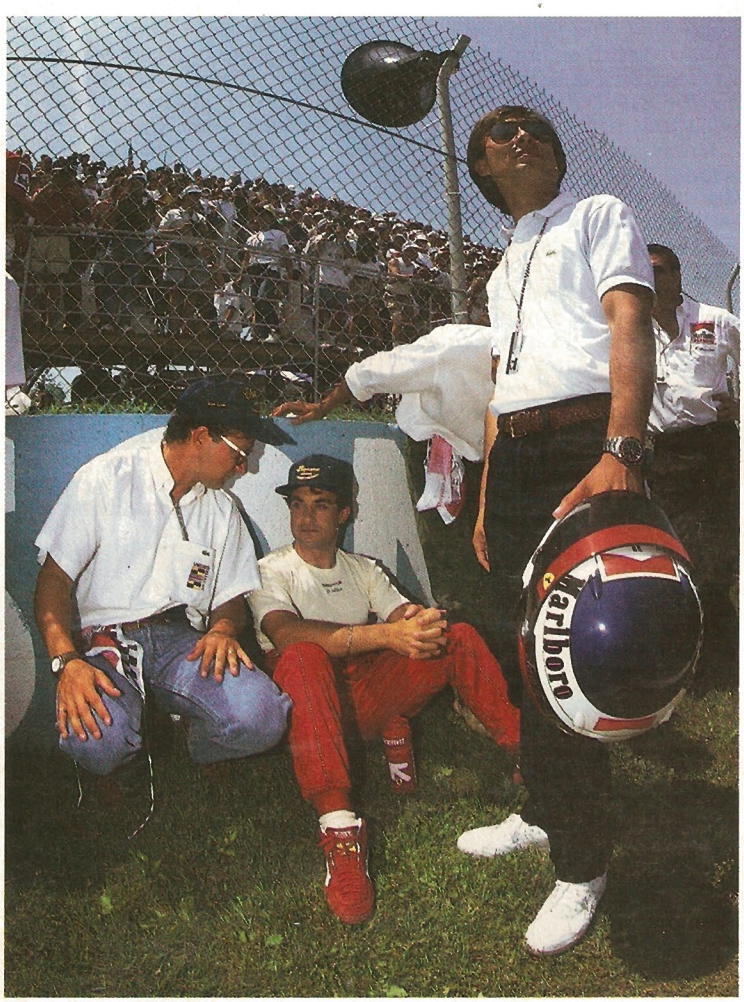
By nine o'clock on Sunday morning it was already extremely hot in Montreal, and folk were more circumspect now who had spoken the day before of going the distance without a tyre change.

Schumacher suggested that the Benettons could probably make it through, but at Williams they were less certain. 'I think we can do it,' said Prost, 'but we won't really know until we get into the race.'

Alain was duly fastest in the warm-up, but Schumacher's Benetton was only a couple of tenths away, and fractionally quicker than Hill, with Alesi's Ferrari a promising fourth, ahead of Senna, then the Saubers of Wendlinger and Lehto.

The only man with major problems in the warm-up was the luckless Michael Andretti, whose McLaren stopped after only a couple of laps with alternator failure. It was the trailer for a bad afternoon for the team. At two o'clock the cars were waved away for the final parade lap, and Andretti's was left on the grid, having refused to fire up.

In fact, there was a very good reason for this: unbelievably, the jump battery used to start the car was flat. This is an unlikely problem for any F1 team, let alone one of McLaren's reputation, and initially was not considered as a possibility. While the rest ran their parade lap, Andretti's car was pushed into the pitlane, and the mechanics set to work, changing the ECU and all manner of things, before considering the unthinkable.



Jean Alesi relaxes before the start. He was in fifth place when a holed radiator stopped him

Eventually, Michael got on his way, but by now the race was three laps old. He had been looking forward to a race on a circuit he knew. Now he faced an afternoon of driving out time, but he did it very confidently. Only six drivers were to set laps faster than his best.

Everyone else started the Canadian Grand Prix in more conventional fashion, although some did it better than others. Prost got away cleanly, but Hill, something of a specialist at this, did everything right, and bulleted past his team mate before the first turn.

Schumacher's departure was terrible. 'It was disappointing,' Michael said, 'because I really thought there was a chance of splitting the Williamses at the start. Unfortunately, the traction control wasn't properly adjusted, and I was lucky to get away at all – twice I nearly stalled.'

At the end of lap one Schumacher was seventh, and only that high by dint of some audacious passing.

The unquestioned star of the lap, though, was Senna, already ahead of Brundle, Patrese and Alesi, all of whom had been ahead of him on the grid. And on lap two he displaced Berger from third. Already only the Williams-Renaults were ahead.

Quite well ahead, though. By lap three Hill and Prost were four seconds up the road, and running in close order. Second was not where Alain wished to be, however, particularly with red and white in his mirrors, however distantly. From the warm-up, all at Williams knew that McLaren and Benetton would be more of a threat than in qualifying.

On lap six Prost took the lead at the hairpin before the old pits, once more appreciating his team mate's driving manners. 'Damon was very generous to give me room when I passed him, I must say.'

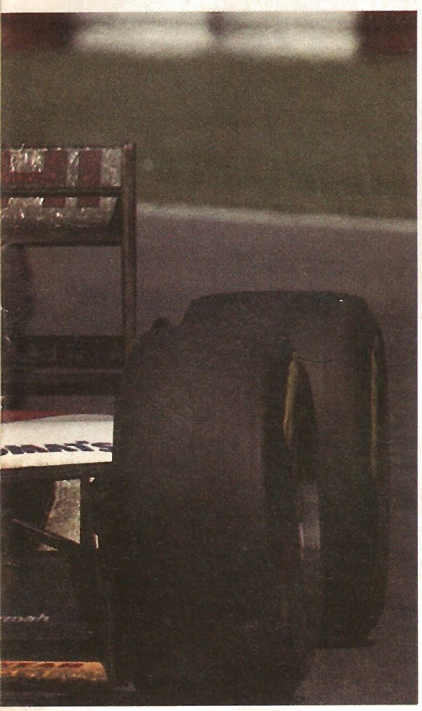
Hill is a clean driver, in any case, but it would have made no sense to attempt to block Prost this particular weekend, for this was not like Barcelona, where he had an excellent chance of beating Prost. On Saturday he had admitted: 'Alain just seems to be able to get more out of this circuit than I do.'

The Williams-Renaults swapped places, and, once in front, Prost put the hammer down, reeling off a whole string of fastest laps, way beyond the pace of anyone else at that stage of the race. It was then that he put the Canadian Grand Prix beyond doubt.

At 10 laps it was Prost, Hill, Senna, Berger, Alesi, Patrese, Brundle, Wendlinger and Blundell. The last named, though, was soon to depart the scene, spinning off while driving to stay ahead of Lehto's Sauber. 'Back to school for me,' Mark said. 'I was an idiot, really, because JJ's car was quicker than mine at that stage.'

Poor Warwick, too, had a terrible day, needing to come in at the end of the first lap for new tyres, after being punted by... team mate Suzuki. Like Andretti, Derek then had the thankless task of driving round for the sake of it – bad enough in a McLaren, let alone a Footwork.

By lap 20 Prost had a comfortable nine-second lead over Hill, but Senna was now right with the Williams, and clearly had designs on second place. 'Everything was fine at first, when I was in the lead,' Damon said, 'but, for some



MICHAEL SCHUMACHER

'When you can fight with someone like him, I think it's a good sign. He's a hard driver, you know, and a good one'

reason, after I dropped back to second place, it seemed more difficult. I had to push quite hard to stay ahead of Ayrton.'

Senna never did get by, however, and Hill eventually pulled away a little, gave himself some space in which to breathe.

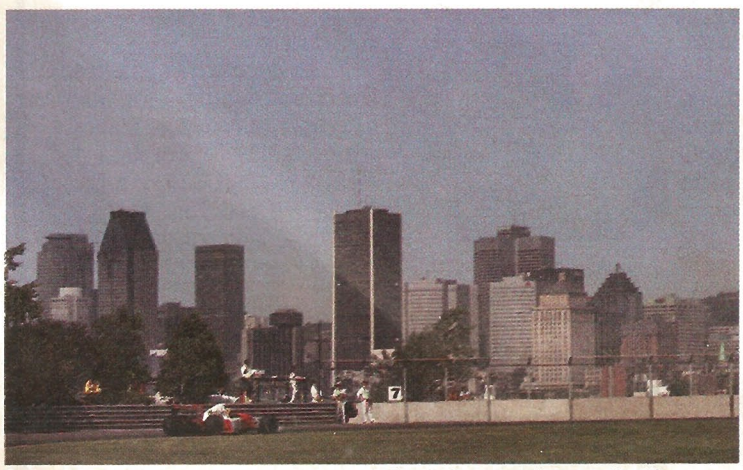
The two Williams and the McLaren were at this point quite divorced from the rest of the pack. Schumacher had quickly recovered from his dreadful start, and was up to fourth, but he was nearly 10 seconds behind Senna. Lap by lap he chipped away, stealing a couple of tenths here and there, but Ayrton's third place looked in no imminent danger.

Behind Michael ran the Ferraris, fifth and sixth, but both drivers had their worries. On lap 16 Alesi had passed Berger, and for a time he pulled away from him. Seven laps later, though, Jean's race was done. 'It was a shame, because I was really pleased with the car today – the balance was good, and the latest engine worked well, too. I had a rhythm going, and felt I could finish well. Then I noticed that the water temperature was beginning to climb...' And finally it blew.

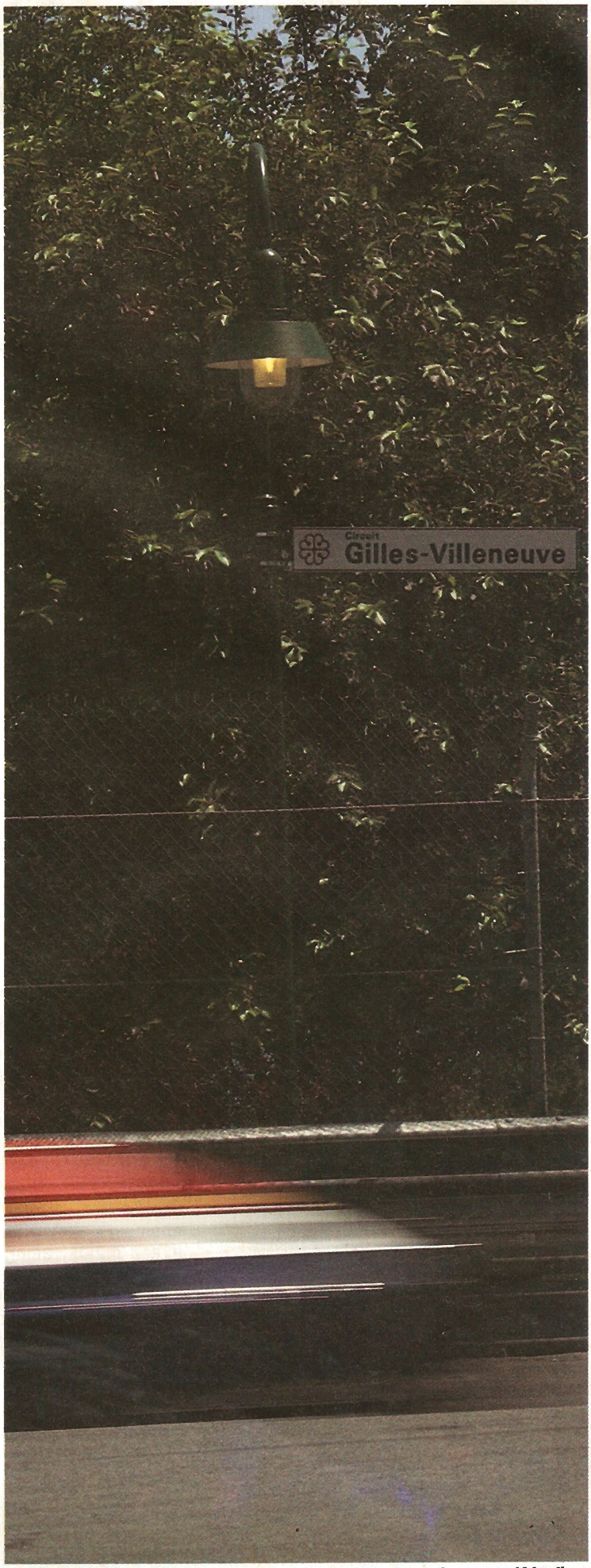
The V12 in Berger's car was giving no trouble at all, however, beyond exhibiting a worrying thirst. Gerhard's problem was with his brakes. 'Even after five laps they were beginning to fade – maybe I pushed too hard when the car was heavy with fuel. Anyway, I didn't fight against Senna or Schumacher or Alesi – I let them through, hoping the car would improve as it lightened.'

Ultimately Berger would finish fourth, lapped, but quite heartened by Ferrari's recent progress. The latest 'TT' engine, with its variable-length inlet trumpets, is definitely a step forward in horsepower, Gerhard reckons, but towards the end he had to run *sotto voce*, concerned he would run out of fuel at this, the track where consumption is heaviest.

In Berger's mirrors virtually ▶



Ayrton Senna framed by the scenic Montreal skyline. He lost second place on lap 63



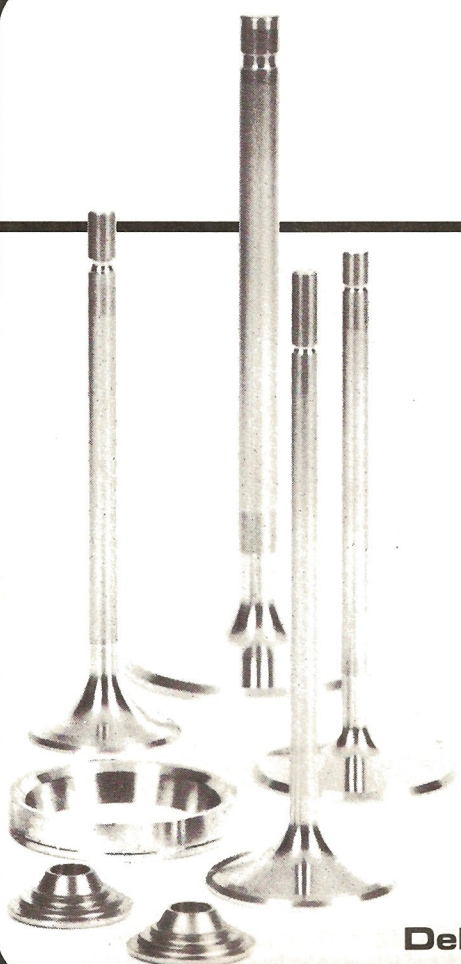
Prost dedicated the win to his friend Villeneuve, 'an honest person and a very good friend'

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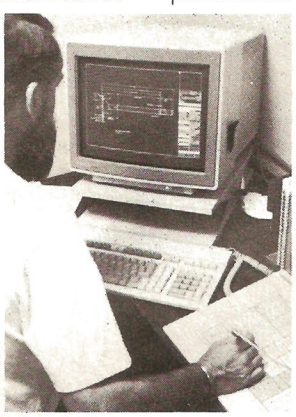


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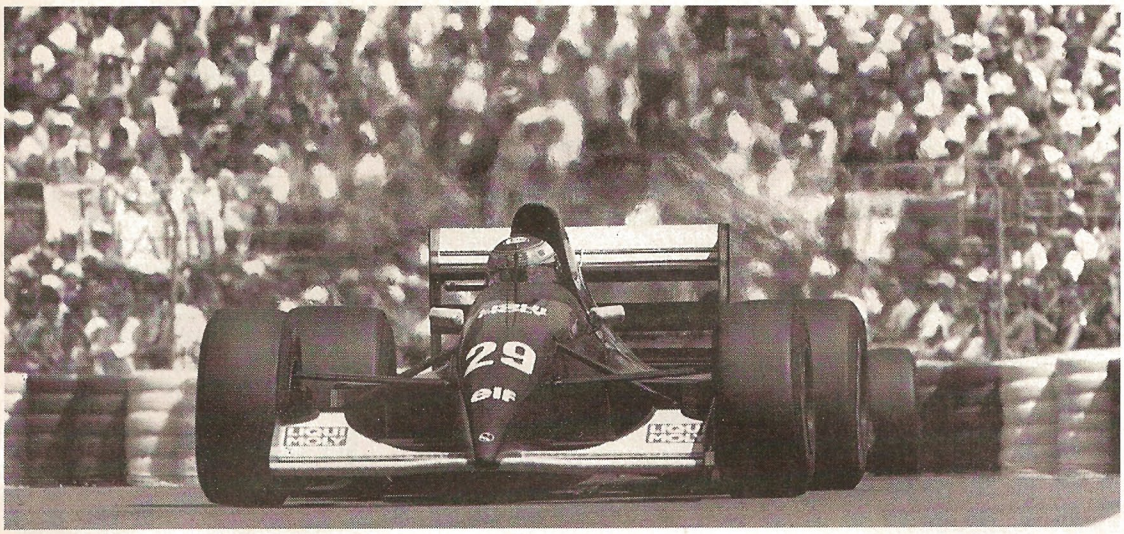


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Sauber's Karl Wendlinger finally scored a point, charging up to sixth place despite gearbox trouble at the end of the race

throughout the race was Brundle, who invariably excels at the Circuit Gilles Villeneuve, and came close to winning here last year for Benetton. The Ligier-Renault ran faultlessly throughout, Martin said, and he drove flat-out from first to last. 'I wouldn't have believed you could go so hard for so long, and finish up with only two points,' he commented afterwards. 'It was incredible, the way so many cars kept going today.'

Having suggested earlier that his Benetton could run through non-stop, Schumacher was the first of the front runners to come in for tyres, on lap 29. At 5.5s, it was a quick stop, and Michael did not drop a place. In fact, just one lap later, he was to gain one.

This was at the expense of Hill, whose stop was chaotic. Having heard the word 'tyres' on the radio, in Damon came, only to find that the tyres in the pit were marked up for Prost! 'They didn't seem to be ready for me,' he shrugged. 'I could see them running around, looking for tyres, which is, er, something I haven't had the chance to discuss with them yet...'

The Williams was stationary for 17 seconds, and now Hill was back to fourth, both Senna and Schumacher now ahead of him. Ayrton's tyre stop, on lap 31, was achieved by the McLaren team in the astonishing time of 4.7s. No one could recall another to match it.

Prost waited until lap 34 before coming in. He wasn't sure it was strictly necessary, but preferred to play safe. 'In fact,' a Goodyear man said, 'Alain's tyres looked as if they could have done another complete race. Amazing.'

So now, going into the second half of the race, with the tyre changes all done, it was Prost, Senna, Schumacher, Hill, Patrese and Berger. Brundle was still up there, seventh, followed by the black Saubers of Lehto and Wendlinger, which were soon to change places. Behind them, Comas's Larrousse and Fittipaldi's Minardi continued with a personal battle which went on the whole afternoon. Then we had Herbert and Zanardi, their Lotuses woefully short of grip.

Patrese was to be one of few significant retirements this day. Trying to keep his Benetton ahead of Berger's Ferrari, he spun on lap 44, and had to pit for a new nose cone. After another nine laps he was back in, however, in such pain with cramp that he could drive no more. 'I had no feeling at all in my right leg,' he said.

This is a common affliction at Montreal. 'Every year it happens,' agreed Prost. 'You have to brake so hard and so often here that, even after a few laps, your right foot goes numb. Which is not what you need, of course, driving a Formula 1 car.' It seemed a fair point.

That apart Alain had little to trouble him, but he admitted he had to drive harder than he had expected to maintain the gap to Senna, who had every incentive to hurry, with Schumacher starting to close on him.

By lap 57, with a dozen to go, Michael had Ayrton squarely in his sights, and we anticipated a lively confrontation. These two men are anything but friends, which always gives their battles an added frisson. Come to that, the relationship between Benetton and McLaren – given 'the Ford situation' – is not the closest, either.

By now Prost was 15 seconds clear of them, but still he kept pushing hard, cutting through the traffic in forthright style. Hill, still fourth, could make no impression on Senna and Schumacher, which was a surprise, considering that he had kept ahead of them before the disastrous tyre stop.

'I really thought that fresh tyres would make a big difference, but for some reason they didn't. As well as that, my engine began to sound a bit different towards the end, so I decided simply to make sure of finishing. I think that in today's much hotter weather our car didn't work quite so well as it might have done.'

As they began lap 63, with six to the flag, Senna and Schumacher were closer than ever, but a lap later the Benetton came through on its own. Initially, there were reports that Michael had nudged Ayrton off the road, but this wasn't the case. The McLaren's alternator had failed, as on Andretti's car in the warm-up, and a contemporary F1 car is a little like an all-singing autofocus camera: everything stops when the charge dries up. All the McLaren's systems ceased, Senna reported. 'I was so concerned about it that I didn't see Schumacher coming past on the outside. I'm sorry we touched.'

In fact, Michael said, they did not touch. 'It was more than close, though, and I was afraid I was going off. He was in trouble with his car, and I don't think he saw me. I got through, but there really wasn't much space.'

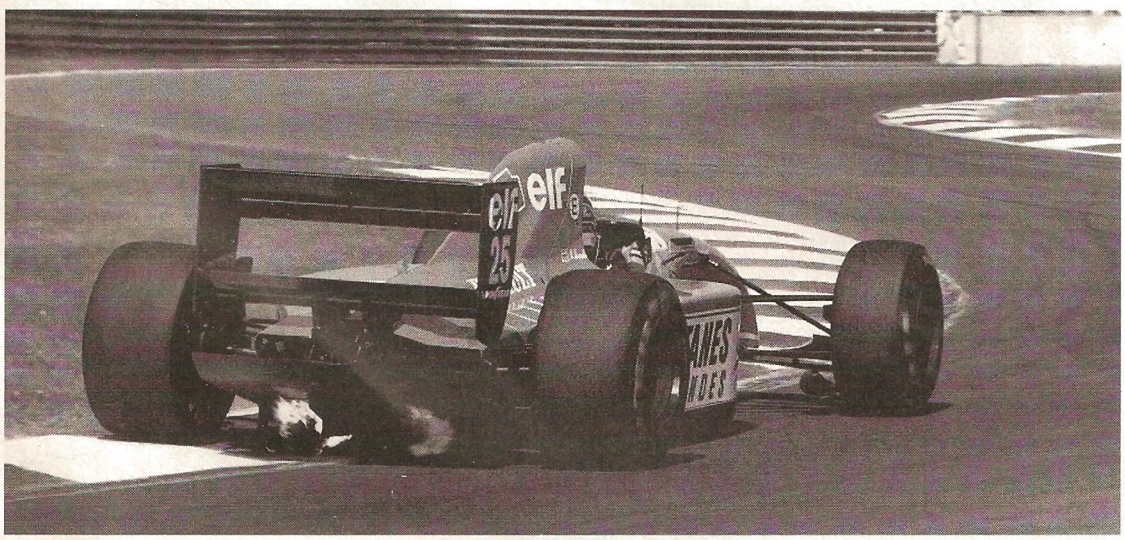
Schumacher said he had enjoyed the scrap, however. 'When you can fight with someone like him, I think it's a good sign. He's a hard driver, you know, and a good one.' Confident young fellow, Michael.

He was 15 seconds adrift of Prost at the flag, but well satisfied with second place, sure in his own mind that Benetton has taken a further stride since the last race, at Monaco.

Prost and Hill had no doubts about that, either. 'Definitely Benetton has progressed,' Alain said, 'but so also has Williams. Damon and I are working very hard, you know, testing every week, and the wonderful thing about this team is that no one ever gets complacent.

'Today, for example, we used the electronic throttle for the first time in a race. It's a big improvement, sure, but what's impressive, too, is that it gave no problems, that both cars finished.'

Seven races in, Williams-Renault has yet to score a one-two this season. But it cannot be far away. ■



Martin Brundle battled with Berger's Ferrari throughout the race. He was delighted to finish fifth

0 Hill
Williams-Renault

Had a spin in each Friday session and second quickest to Prost in both, feeling his engine wasn't perfect. This was changed overnight but the slower conditions on Saturday meant that none of the front-runners improved their times. Took the lead at the start and led until Prost passed him on lap six. A comfortable second before he pitted on lap 30, losing time as his pit was not ready. Rejoined in fourth but moved to third when Senna retired.

2 Prost
Williams-Renault

Never looked like being challenged in qualifying. Fastest in all four sessions, reckoning the team gained a lot because of the improved down-changing capabilities of the recently-introduced Williams electronic throttle system. His seventh consecutive pole position this year. Beaten away at the start by Hill but took the lead on lap six and never threatened on his way to win 48.

3 Katayama
Tyrrell-Yamaha

Using the latest F-spec Yamaha V10. Had a spin in each Friday session, hitting the wall in the afternoon and having to share de Cesaris's car to take 23rd overnight. Made it a full house on Saturday with another spin in each session. Twenty-second on the grid. Damaged his rear wing on the first lap and had to pit for repairs. Rejoined a long way behind and ran hard until he had suspension troubles and switched off the active system which made handling difficult. Finished 17th.

4 De Cesaris
Tyrrell-Yamaha

Using the latest F-spec Yamaha engine. A promising 13th fastest on Friday morning but went over a kerb and damaged the undertray slightly in the afternoon and had to rush his laps to give his car to Katayama. Changed his gearing for Saturday and had a quick spin in the morning. Improved his time in the afternoon but slipped back to 19th on the grid. Made a good start but hit Suzuki at the first chicane and lost a lot of places. Then began to suffer problems with rear active and switched the system off. Spun off on lap 46.

5 Schumacher
Benetton-Ford

No major dramas on Friday with Michael third fastest overnight, complaining of a slight gearbox problem on his first run and oil on the track for his second. Maintained his third place on Saturday without drama. Made a dreadful start and dropped to seventh. Fought back to fourth early on and then shadowed the lead battle until pitting on lap 29. Inherited third because of Hill's problems and chased Senna until taking second when the Brazilian retired on lap 63. Finished second.

6 Patrese
Benetton-Ford

Fourth on Friday despite a gearbox problem, but frustrated on Saturday afternoon when his engine failed when Cosworth engineers tried a modification which did not work. Remained fourth on the grid. Lost time at the start and ran seventh early on. Moved up to fifth but spun on lap 44 and had to pit for a new nose. Rejoined in 12th place but retired on lap 53 with cramp.

7 Andretti
McLaren-Ford

Did not have a very good time on Friday and reckoned he had tried a little too hard. A disappointed 13th overnight. On Saturday the track was slower and Michael lost time with an active suspension problem in the morning, but improved to take 12th on the grid. His car failed to fire up because of a problem with a jump battery. Started three laps down but drove a charging race to claw his way to 14th.

8 Senna
McLaren-Ford

Stopped out on the circuit on Friday morning, causing a controversial red flag. Sixth fastest in the session but eighth in the afternoon, reckoning the car's balance was not good on the slippery track. Disappointed with the performance on Saturday and a frustrated eighth on the grid. Drove another storming first lap to take fourth place and then passed Berger for third on lap two. Thereafter chased after the Williamses, moving to second when Hill pitted. Stopped for tyres on lap 31 but retained second until he retired on lap 63 with alternator failure. He was clipped by Schumacher.

9 Warwick
Footwork-Mugen

Not very happy with the handling of his car, lacking grip and complaining of understeer. An unhappy 20th overnight. Things were better on Saturday but the track was slower. Derek improved to 18th on the grid, despite a spectacular rocky ride over a sandtrap. Punted from behind on the first lap by Katayama and had to pit for new tyres. The car handled terribly but Derek made it to the finish in 16th place.

10 Suzuki
Footwork-Mugen

Suffering similar problems to Warwick, but found some speed in the afternoon to take 14th on the overnight grid. Almost matched his time on Saturday but slipped back two places as Alliot and Barrichello improved. Battled early on with Barbazza but complained of difficult down-changing and went off on lap 22. Pitted for new tyres and then returned to the pits for further tyres. Battled on to finish 13th.

11 Zanardi
Lotus-Ford

Had a brake problem on Friday. This was solved towards the end of the afternoon session but by then the track was covered in Wendlinger's oil. Seventeenth overnight. Had a spectacular crash on Saturday afternoon when the car went out of control for no reason. Slipped back to 21st on the grid. Spent the whole race fighting for grip. Had an off and pitted for new tyres on lap 30. Struggled home to finish 11th.

12 Herbert
Lotus-Ford

Had a spin on Friday morning and in the afternoon did not really have a good run on his first set of tyres. By the time he went out for a second run, Wendlinger's oil has made improvements impossible. Nineteenth overnight. Had some active suspension problems on Saturday and although he improved his time in the afternoon he slipped back to 20th on the grid. Made a strong start but the car lacked grip. Did what he could, finishing 10th with one pitstop.

14 Barrichello
Jordan-Hart

The Jordan team was trying a number of new developments including a front ride-height control system, new front wings, modified gearbox internals and a new version of the traction control. Rubens had brake trouble in the morning but was able to improve the car to take 16th overnight. Felt the car was much better on Saturday and 11th quickest in the morning. Moved up to 14th on the grid despite the slower track. Ran 12th until he retired on lap 11 with electrical problems.

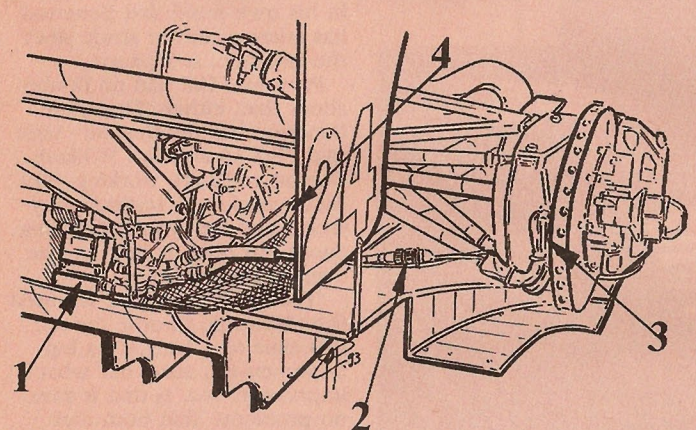
15 Boutsen
Jordan-Hart

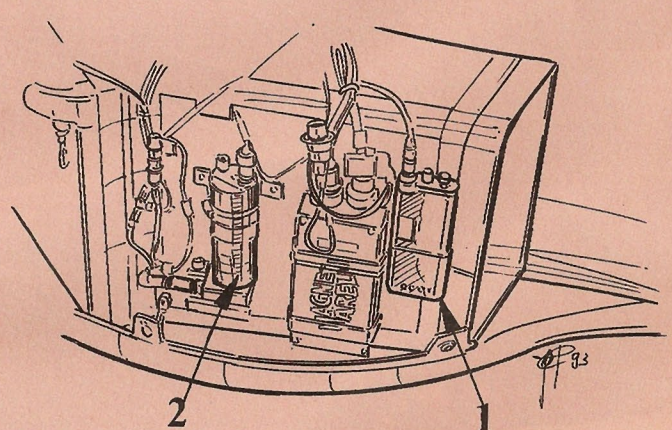
Thierry had brake and handling problems on Friday and was 25th in both sessions. On Saturday he was frustrated by the lack of grip but moved up to 24th on the grid. Much happier with his car in the race. Battled with Zanardi for most of the race and finished 12th.

19 Alliot
Larrousse-Lamborghini

Eleventh quickest on Friday morning but had problems in the afternoon when his car had a fuel pump problem. The car was eventually started but a rear wishbone failure dumped Philippe into a sandtrap and he was a frustrated 15th overnight. Had a new engine for Saturday with redesigned cylinder heads but this had to be changed after the morning session. Despite this Philippe improved his

MINARDI





Fabrizio Barbazza ran Minardi's anti-wheelspin system in free practice on Friday in Canada. But the system was then taken off the cars as the heavy braking on the Montreal track meant that the extra F3 style brake caliper was overheating. From the rear (left) the system has (1) all the valves and distributors together under the rear wing support. The cables (2) run to the calipers (3), while the hydraulic piping (4) goes to the right sidepod where (right) there is an extra electronic box (1) and an accumulator (2)

time in the afternoon, but stayed 15th on the grid. Ran 14th until he retired with gearbox trouble on lap nine.

20 Comas
Larrousse-Lamborghini

His performance on Friday was affected by Alliot's problems and he had to complete his laps in a hurry so that Philippe could take his car. As it turned out, this was not necessary and Erik had to settle for 12th overnight. Suffered an injector problem on Saturday afternoon and dropped to 13th on the grid. Had no real problems, ran without a pitstop to finish eighth.

21 Alboreto
Lola-Ferrari

Little by little the Lola-Ferrari is edging closer to the rest of the field. But it is not enough. Michele failed to qualify.

22 Badoer
Lola-Ferrari

Still struggling with the Lola. Qualified last on the grid, his only excitement being a spin on Saturday morning. Flat-spotted a tyre early on while trying to outbrake Boutsen. Pitted for new rubber on lap nine and battled on to finish 15th.

23 Fittipaldi
Minardi-Ford

Found his car unstable under braking and slow to change direction on Friday morning but was an impressive ninth in the session. Had a spin on his first set of tyres in the afternoon and then took over Barbazza's car for the final minutes of the session with oil on the track and a car not set for him. He was a disappointed 24th overnight. On Saturday afternoon he improved to 17th despite a small bump with Senna. Stuck behind Comas for much of the race and ran into transmission trouble down-changing late on. Finished ninth despite this.

24 Barbazza
Minardi-Ford

Used a twin-damper suspension set-up and the team's new traction control on Friday but reported that the car was slippery and spun off at the end of the session with rear brake problems. Lacked grip in qualifying and had third gear jumping out when he took 21st overnight. Had more brake problems on Saturday and slipped back to 23rd on the grid. Drove a storming first lap to run 18th early on and spent most of the early race stuck behind Suzuki. Had moved to 12th when he suffered gearbox failure on lap 34.

25 Brundle
Ligier-Renault

Using a new undertray designed to work with aerodynamic modifications introduced at Monaco. An optimistic eighth fastest on Friday morning and seventh quickest in the afternoon. retained that position in the afternoon and confident for the race. Ran eighth from the start, moving gradually up and battling with Berger's Ferrari for much of the afternoon. A delighted fifth.

26 Blundell
Ligier-Renault

Made a mistake on set-up on Friday morning and wasted the session, complaining of a lack of grip. Despite this he was 10th overnight. Retained the position on Saturday but was frustrated because the track was slower. Made a mistake and crashed on lap 14 while running in 10th place.

27 Alesi
Ferrari

Used standard engines on Friday and third fastest on Friday morning but not very satisfied with the handling of his car. Sixth in the afternoon and frustrated because of Wendlinger's oil on the track. Did just one lap on Saturday morning when the new telescopic trumpets (TT) on his V12 engine jammed. Had to have an old engine fitted for the afternoon session and could not improve. Sixth on the grid. Ran fifth initially, but was pushed back to sixth until he passed Berger on lap 16. Retired on lap 24 with a holed radiator having boiled his engine.

28 Berger
Ferrari

Lost time on Friday morning when his gearbox jammed in neutral and he was stranded out on the track. Despite this set an impressive fifth fastest time in the afternoon. Used the new TT-spec V12 on Saturday but could not match his Friday times. Third on the first lap, but forced back by Senna, Schumacher and then Alesi. Battled with Brundle for the rest of the race, despite the pair pitting mid-race.

29 Wendlinger
Sauber

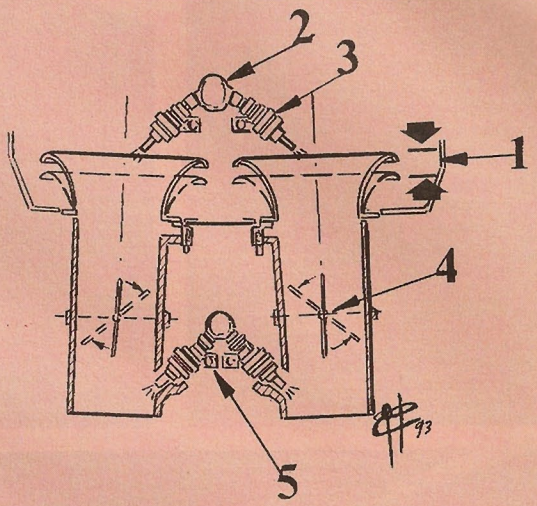
Seventh fastest on Friday morning and happy with his car. In the afternoon he spun and damaged his car on a kerb at the final chicane, this dropped oil at the final corner and caused Karl to bail out in a hurry when hot oil leaked into his cockpit. Ninth overnight. Improved by a 10th on Saturday afternoon but stayed ninth on the grid. Was ninth early on, intending to run without a pitstop. Pitted late and lost ground, but charged back to sixth by the finish, despite a serious gearbox problem in th last few laps.

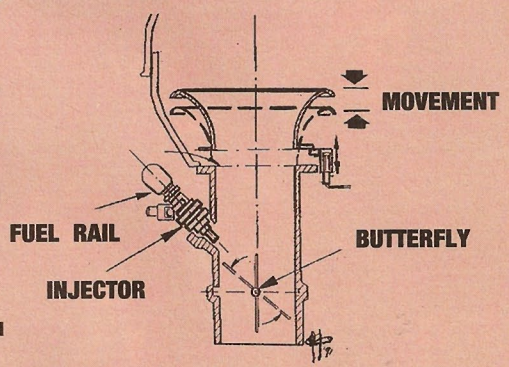
30 Lehto
Sauber

Not happy with his car, complaining of oversteer and a lack of traction. Eleventh overnight. Felt the car was much better on Saturday, although this was not reflected in the times and he remained 11th on the grid. Drove a strong race, but towards the end was slowed by the loss of second and third gears. Finished seventh.

■ JOE SAWARD

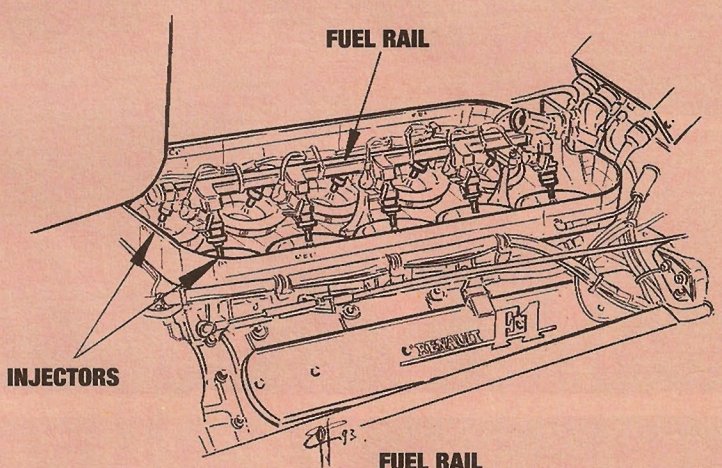
FERRARI

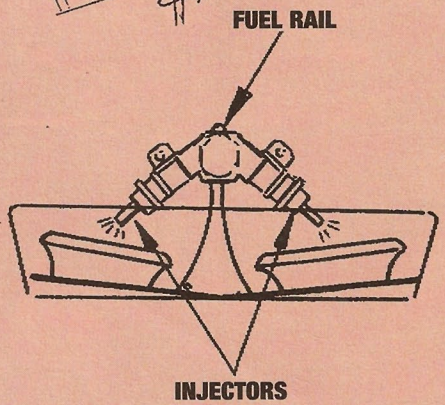




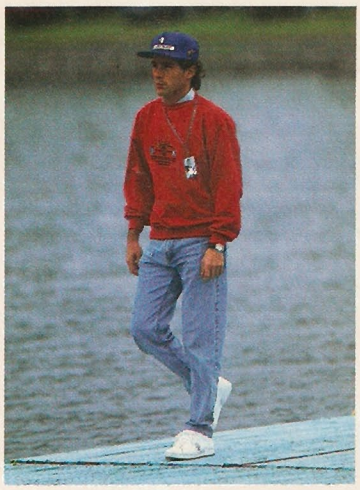
The new Ferrari TT V12 (top) with the original two trumpet positions (1), either up or down. The trumpet can now stop anywhere between these two points. The engine features a central rail (2) with injectors (3) above the trumpets which have butterflies (4) inside them. A second set of injectors is located low down (5) and these work only at low revs. Below, shows the original Ferrari 92 system

RENAULT





The Renault engine (top) uses a central rail with twin injectors shooting fuel into the trumpets. The layout of the central rail and its injectors is shown below



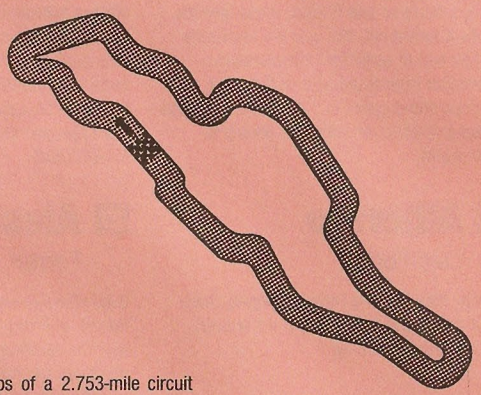






June 13, 1993
FIA Formula 1 World Championship, round 7
Molson Canadian Grand Prix

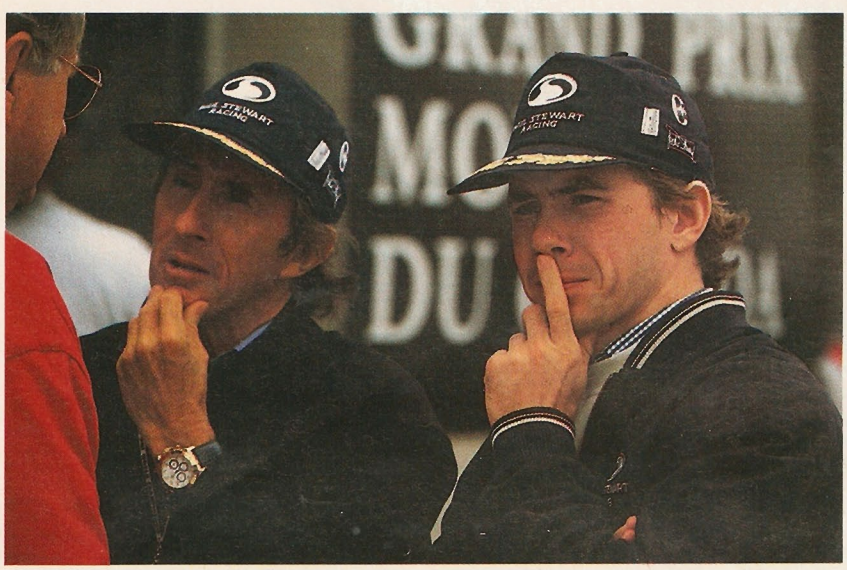
Circuit: Montreal
Winner: Alain Prost
Williams-Renault FW15C
117.853mph
Previous result:
Gerhard Berger
McLaren-Honda MP4/7A
117.318mph
Fastest lap:
Michael Schumacher
Benetton-Ford B193B
1m21.500s 121.591mph



Number of laps: 69 laps of a 2.753-mile circuit
Weather: Hot, sunny
Distance: 189.934 miles

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	Williams-Renault FW15C	69	1h36m41.822s
2	5	Schumacher	Benetton-Ford B193B	69	1h36m56.349s
3	0	Hill	Williams-Renault FW15C	69	1h37m34.507s
4	28	Berger	Ferrari F93A	68	
5	25	Brundle	Ligier-Renault JS39	68	
6	29	Wendlinger	Sauber-Ilmor C12	68	
7	30	Lehto	Sauber-Ilmor C12	68	
8	20	Comas	Larrousse-Lamborghini LH93	68	
9	23	Fittipaldi	Minardi-Ford M193	67	
10	12	Herbert	Lotus-Ford 107B	67	
11	11	Zanardi	Lotus-Ford 107B	67	
12	15	Boutsen	Jordan-Hart 193	67	
13	10	Suzuki	Footwork-Mugen FA14	66	
14	7	Andretti	McLaren-Ford MP4/8	66	
15	22	Badoer	Lola-Ferrari T93/30	65	
16	9	Warwick	Footwork-Mugen FA14	65	
17	3	Katayama	Tyrrell-Yamaha 020C	64	
R	8	Senna	McLaren-Ford MP4/8	62	electrics
R	6	Patrese	Benetton-Ford B193B	52	driver
R	4	De Cesaris	Tyrrell-Yamaha 020C	45	accident
R	24	Barbazza	Minardi-Ford M193	33	gearbox
R	27	Alesi	Ferrari F93A	23	engine
R	26	Blundell	Ligier-Renault JS39	13	accident
R	14	Barrichello	Jordan-Hart 193	10	electrics
R	19	Alliot	Larrousse-Lamborghini LH93	8	gearbox



GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	Prost	2	0	0	0	0	0	2	2	2	2	2	2	2	2	2	2	2
2	Hill	0	2	2	2	2	2	0	0	0	0	0	0	0	0	0	0	0
3	Schumacher	5	28	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
4	Patrese	6	8	28	28	28	28	5	5	5	5	5	5	5	5	5	5	5
5	Berger	28	27	27	5	5	5	28	28	28	28	28	28	28	28	28	28	27
6	Alesi	27	6	5	27	27	27	27	27	27	27	27	27	27	27	27	27	28
7	Brundle	25	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
8	Senna	8	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
9	Wendlinger	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29
10	Blundel	26	26	26	26	26	26	26	26	26	26	26	26	26	30	30	30	
11	Lehto	30	30	30	30	30	30	30	30	30	30	30	30	30	20	20	20	
12	Andretti ■	7	14	14	14	14	14	14	14	14	14	20	20	20	23	23	23	
13	Comas	20	20	20	20	20	20	20	20	20	20	23	23	23	12	12	12	
14	Barichello	14	19	19	19	19	19	19	19	19	23	23	10	10	10	10	10	10
15	Alliot	19	23	23	23	23	23	23	23	23	10	10	12	12	12	24	24	24
16	Suzuki	10	10	10	10	10	10	10	10	10	12	12	24	24	24	11	11	11
17	Fittipaldi	23	12	12	12	12	12	12	12	12	24	24	11	11	11	15	15	15
18	Warwick	9	24	24	24	24	24	24	24	24	11	11	15	15	15	4	4	4
19	deCesaris	4	11	11	11	11	11	11	11	11	15	15	4	4	4	9	9	9
20	Herbert	12	22	22	22	22	22	22	22	22	4	4	9	9	9	22	22	22
21	Zanardi	11	15	15	15	15	15	15	15	15	9	9	22	22	22	3	3	3
22	Katayama	3	4	4	4	4	4	4	4	4	22	22	3	3	3	7	7	7
23	Barbazza	24	3	9	9	9	9	9	9	9	3	3	7	7	7			
24	Boutsen	15	9	3	3	3	3	3	3	3	7	7						
25	Badoer	22	7	7	7	7	7	7	7	7								
26																		

STARTING GRID

2	Prost	1:18.987	
0	Hill	1:19.491	
5	Schumacher	20.808	
6	Patrese	1:20.948	
28	Berger	1:21.278	
27	Alesi	1:21.414	
25	Brundle	1:21.603	
8	Senna	1:21.706	
29	Wendlinger	1:21.813	
26	Blundell	1:22.097	
30	Lehto	1:22.198	
7	Andretti	1:22.229	
20	Comas	1:22.263	
14	Barrichello	1:22.509	
19	Alliot	1:22.819	
10	Suzuki	1:22.891	
23	Fittipaldi	1:23.119	
9	Warwick	1:23.185	
4	De Cesaris	1:23.185	
12	Herbert	1:23.223	
11	Zanardi	1:23.240	
3	Katayama	1:23.824	
24	Barbazza	1:23.946	
15	Boutsen	1:23.960	
22	Badoer	1:24.357	

NQ 21 Alboreto 1:24.382

ENTRIES

No	Driver	Entrant	Chassis (spare)	Fuel	Gearbox	Plugs	Electronics	Engine
0	Damon Hill (GB)	Canon Williams	FW15C/2 (FW15C/5)	E	Six-speed semi-auto	C	Magneti-Marelli	Renault V10
2	Alain Prost (F)	Canon Williams	FW15C/4	E	Six-speed semi-auto	C	Magneti-Marelli	Renault V10
3	Ukyo Katayama (J)	Tyrrell Racing Organisation	020C/3 (020C/11)	BP	Six-speed	N	Pi/Zytek	Yamaha V10
4	Andrea de Cesaris (I)	Tyrrell Racing Organisation	020C/7	BP	Six-speed	N	Pi/Zytek	Yamaha V10
5	Michael Schumacher (D)	Camel Benetton Ford	B193B/5 (B193B/1)	E	Six-speed semi-auto	C	Benetton/Ford	Ford V8
6	Riccardo Patrese (I)	Camel Benetton Ford	B193B/4	E	Six-speed semi-auto	C	Benetton/Ford	Ford V8
7	Michael Andretti (USA)	Marlboro McLaren	MP4/8/7 (MP4/8/5)	S	Six-speed semi-auto	C	TAG	Ford V8
8	Ayrton Senna (BR)	Marlboro McLaren	MP4/8/6	S	Six-speed semi-auto	C	TAG	Ford V8
9	Derek Warwick (GB)	Footwork Mugen Honda	FA14/3 (FA14/1)	BP	Six-speed	N	Honda/Footwork	Mugen V10
10	Aguri Suzuki (J)	Footwork Mugen Honda	FA14/4	BP	Six-speed	N	Honda/Footwork	Mugen V10
11	Alessandro Zanardi (I)	Team Castrol Lotus	107B/1 (107B/2)	B	Six-speed	N	Cranfield/Cosworth	Ford V8
12	Johnny Herbert (GB)	Team Castrol Lotus	107B/3	B	Six-speed	N	Cranfield/Cosworth	Ford V8
14	Rubens Barrichello (BR)	Sasol Jordan	193/2 (193/1)	Sa	Six-speed	U	Lucas/Zytek	Hart V10
15	Thierry Boutsen (B)	Sasol Jordan	193/5	Sa	Six-speed	U	Lucas/Zytek	Hart V10
19	Philippe Alliot (F)	Larrousse F1	LH93/5 (LH93/4)	E	Six-speed	C	Bosch	Lamborghini V12
20	Erik Comas (F)	Larrousse F1	LH93/3	E	Six-speed	C	Bosch	Lamborghini V12
21	Michele Alboreto (I)	Lola BMS Scuderia Italia	T93/30/1 (T93/30/2)	A	Six-speed	C	Magneti-Marelli	Ferrari V12
22	Luca Badoer (I)	Lola BMS Scuderia Italia	T93/30/3	A	Six-speed	C	Magneti-Marelli	Ferrari V12
23	Christian Fittipaldi (BR)	Minardi Team	M193/2 (M193/1)	A	Six-speed	C	Magneti-Marelli	Ford V8
24	Fabrizio Barbazza (I)	Minardi Team	M193/3	A	Six-speed	C	Magneti-Marelli	Ford V8
25	Martin Brundle (GB)	Ligier Gitanes Blondes	JS39/4 (JS39/1)	E	Six-speed	C	Magneti-Marelli	Renault V10
26	Mark Blundell (GB)	Ligier Gitanes Blondes	JS39/5	E	Six-speed	C	Magneti-Marelli	Renault V10
27	Jean Alesi (F)	Ferrari	F93A/143 (F93A/142)	A	Six-speed semi-auto	C	Ferrari/Magneti-Marelli	Ferrari V12
28	Gerhard Berger (A)	Ferrari	F93A/141	A	Six-speed semi-auto	C	Ferrari/Magneti-Marelli	Ferrari V12
29	Karl Wendlinger (A)	Sauber	C12/5 (C12/4)	E	Six-speed semi-auto	N	Pi/Zytek	Ilmor V10
30	JJ Lehto (SF)	Sauber	C12/3	E	Six-speed semi-auto	N	Pi/Zytek	Ilmor V10

Fuels: A = Agip, **BP** = BP, **B** = Burmah, **E** = Elf, **Sa** = Sasol, **S** = Shell. **Plugs: C** = Champion, **N** = NGK, **U** = Unipart

LAP TIMES

	Friday Cool, overcast	Saturday Hot, sunny	Warm-up Hot, sunny	Race Hot, sunny
1	Prost 1:18.987	Prost 1:19.135	Prost 1:23.200	Schumacher 1:21.500 (57)
2	Hill 1:19.491	Hill 1:20.145	Schumacher 1:23.454	Prost 1:21.613 (61)
3	Schumacher 1:20.808	Schumacher 1:20.945	Hill 1:23.485	Senna 1:22.015 (57)
4	Patrese 1:20.948	Berger 1:21.513	Alesi 1:23.705	Hill 1:22.101 (54)
5	Berger 1:21.278	Alesi 1:21.660	Senna 1:24.170	Berger 1:22.776 (57)
6	Alesi 1:21.414	Wendlinger 1:21.813	Wendlinger 1:24.252	Brundle 1:22.842 (59)
7	Brundle 1:21.603	Senna 1:21.891	Lehto 1:24.448	Andretti 1:22.957 (49)
8	Senna 1:21.706	Brun dle 1:22.026	Patrese 1:24.596	Wendlinger 1:23.377 (53)
9	Wendlinger 1:21.936	Andretti 1:22.229	Brundle 1:24.919	Lehto 1:23.447 (41)
10	Blundell 1:22.097	Lehto 1:22.428	Barrichello 1:25.062	Patrese 1:23.778 (48)
11	Lehto 1:22.198	Barrichello 1:22.509	Herbert 1:25.119	Herbert 1:24.359 (54)
12	Comas 1:22.263	Blundell 1:22.622	Comas 1:25.136	Fittipaldi 1:24.674 (43)
13	Andretti 1:22.751	Alliot 1:22.819	Alliot 1:25.149	Alesi 1:24.745 (21)
14	Suzuki 1:22.891	Comas 1:22.977	Berger 1:25.587	Comas 1:24.791 (58)
15	Alliot 1:22.983	Suzuki 1:22.999	Zanardi 1:25.845	Boutsen 1:24.874 (54)
16	Barrichello 1:23.152	Fittipaldi 1:23.119	Blundell 1:25.900	Zanardi 1:25.038 (57)
17	Zanardi 1:23.240	Warwick 1:23.185	Boutsen 1:25.906	Suzuki 1:25.614 (53)
18	De Cesaris 1:23.268	De Cesaris 1:23.185	Suzuki 1:26.124	De Cesaris 1:25.763 (44)
19	Herbert 1:23.341	Herbert 1:23.223	Fittipaldi 1:26.252	Barbazza 1:25.832 (23)
20	Warwick 1:23.518	Patrese 1:23.268	Badoer 1:26.322	Katayama 1:25.833 (62)
21	Barbazza 1:23.946	Katayama 1:23.824	Barbazza 1:26.497	Blundell 1:26.236 (13)
22	Alboreto 1:24.382	Boutsen 1:23.960	Warwick 1:26.621	Badoer 1:26.440 (47)
23	Katayama 1:24.391	Badoer 1:24.357	De Cesaris 1:27.110	Barrichello 1:26.579 (9)
24	Fittipaldi 1:24.559	Barbazza 1:24.375	Katayama 1:27.390	Warwick 1:26.657 (54)
25	Boutsen 1:24.632	Alboreto 1:24.391	Andretti 1:41.879	Alliot 1:26.825 (8)
26	Badoer 1:25.212	Zanardi 1:25.027		

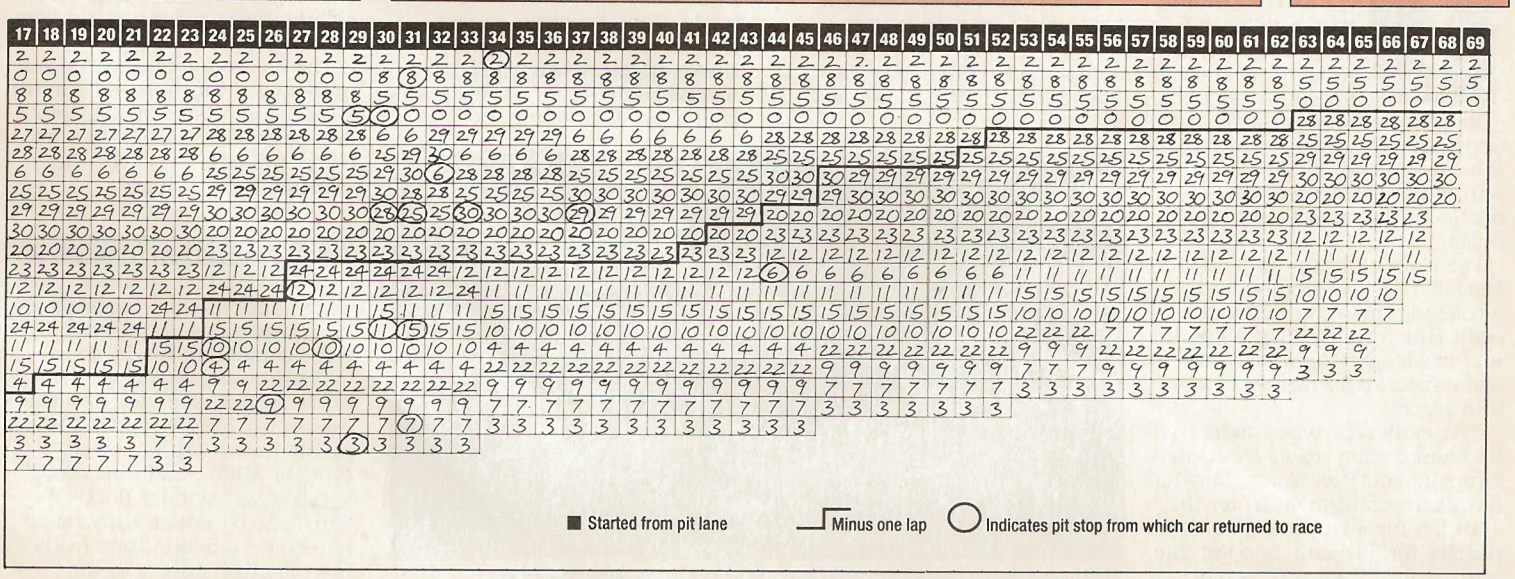
POINTS

Drivers

1	Prost	47
2	Senna	42
3	Hill	22
4	Schumacher	20
5	Brundle	7
6	Blundell	6
	Herbert	6
8	Lehto	5
	Fittipaldi	5
	Patrese	5
	Berger	5
12	Alesi	4
13	Alliot	2
	Andretti	2
	Barbazza	2
16	Wendlinger	1
	Zanardi	1

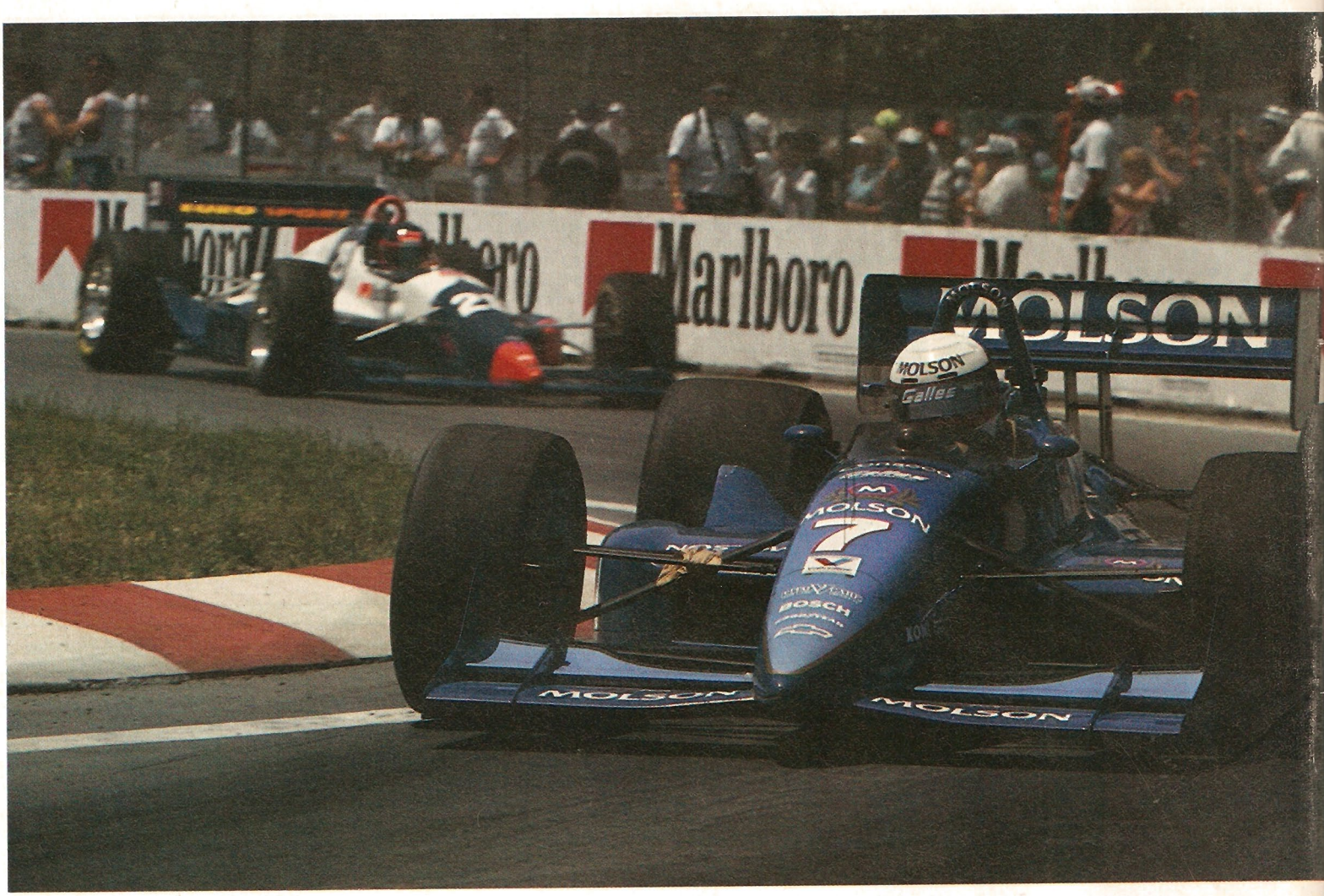
Constructors

1	Williams	69
2	McLaren	44
3	Benetton	25
4	Ligier	13
5	Ferrari	9
6	Lotus	7
	Minardi	7
8	Sauber	6
9	Larrousse	2



■ Started from pit lane Minus one lap ○ Indicates pit stop from which car returned to race

REPORT **JOHN OREOVICZ** PHOTOGRAPHY **MICHAEL C BROWN**



Danny does it in Detroit

The Kentucky Kid Danny Sullivan took a convincing win in Motor City last weekend. But second-placed Raul Boesel closed the gap on Nigel Mansell in the title battle after the Briton crashed eight laps from the end

Danny Sullivan won an incident and controversy-filled ITT Detroit Grand Prix, holding off late charges from Al Unser Jr and Robby Gordon.

Raul Boesel continued his impressive form with a strong drive to second, while Mario Andretti also emerged from a hectic afternoon with a podium finish.

For championship leader Nigel Mansell it was a disappointing weekend, ending in the wall eight laps from the flag when he was challenging Newman/Haas team mate Mario Andretti for fifth place.

The early race was dominated by Penske team mates Emerson Fittipaldi and Paul Tracy, but the Brazilian was brought in on the 13th lap for a stop-and-go penalty for allegedly jumping the start, while Tracy was caught doing 96mph in the 80mph-limited pitlane and incurred a similar penalty.

Bobby Rahal then took the lead until a routine pitstop opened the door for a classic 25-lap duel between Galles Racing team mates Unser and Sullivan.

Danny's Lola-Chevrolet had the measure in the corners, but a turbo boost problem limited his straightline speed, keeping the battle close. So close, in fact, that on lap 69 Sullivan forced Unser off-line where Al Jr hit several rubber cones serving as a course boundary. Yet another stop-and-go penalty was awarded dropping Unser to sixth in the final standings, while erstwhile challenger Gordon dropped to eighth after a puncture and spin on the penultimate lap.

The top five was rounded out by Formula 3000 veteran Andrea Montermini, whose fourth place in a year-old Lola-Chevrolet was by far the best finish for the Euromotorsports team.



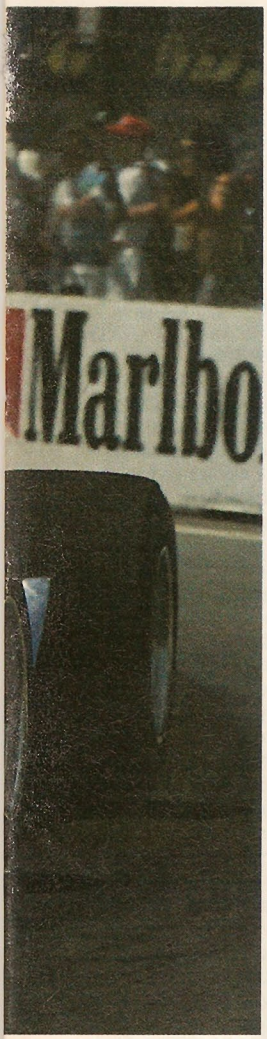
Third placed Mario Andretti passes fifth-place finisher Bobby Rahal's Lola-Chevy

QUALIFYING

Qualification had an air of uncertainty usually reserved only for Indianapolis, as 32 drivers were competing for 28 spots.

Traffic was a problem. 'I've never seen a race with so many cars in my life,' said PPG Cup points leader Nigel Mansell. 'I thought Monte Carlo was bad!'

Last year's winner Bobby Rahal served notice early on as he set the quickest time in the first practice session in the



Danny Sullivan (left) won after a great fight with team mate Al Unser Jr. Here he heads Olivier Grouillard who crashed. During the early laps, right, Fittipaldi leads Tracy, Mansell, Rahal and Johansson

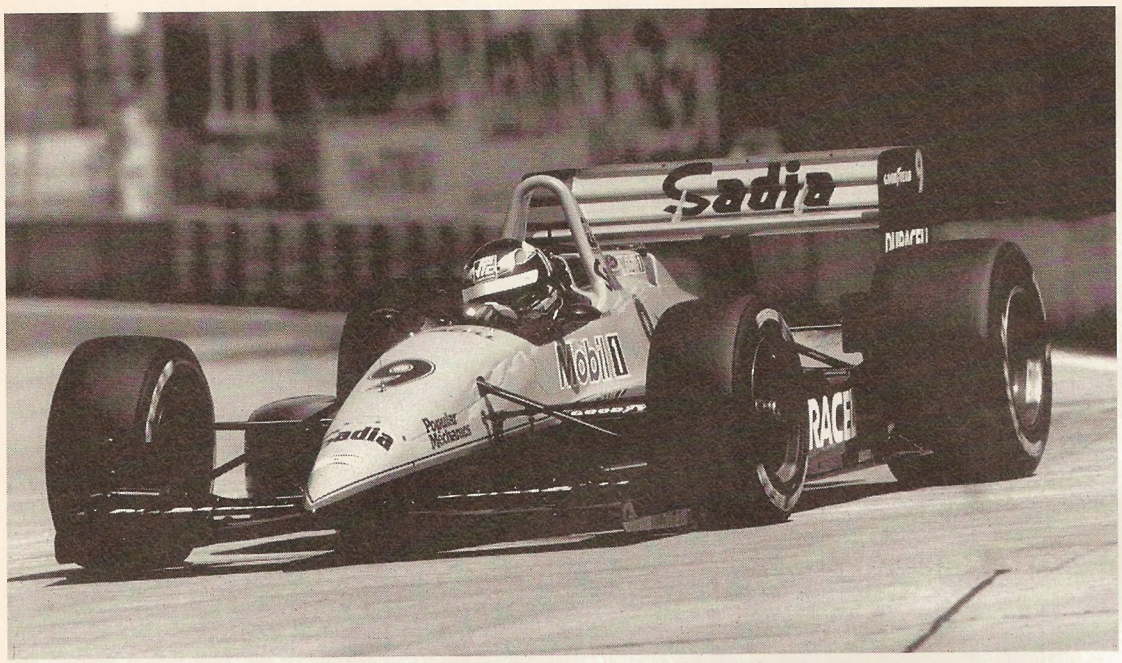
Rahal-Hogan team's new Lola-Chevrolet C, ahead of Penske twins Paul Tracy and Emerson Fittipaldi, Mansell, and Stefan Johansson. Rahal's time of 1m12.970s established a new record for the slightly modified circuit.

As usual on a tight street circuit, there were several incidents. The Friday morning wall-banging club included Mark Smith, Hiro Matsushita, Adrian Fernandez, Marco Greco, and in an effort to avoid a slower car, Robby Gordon.

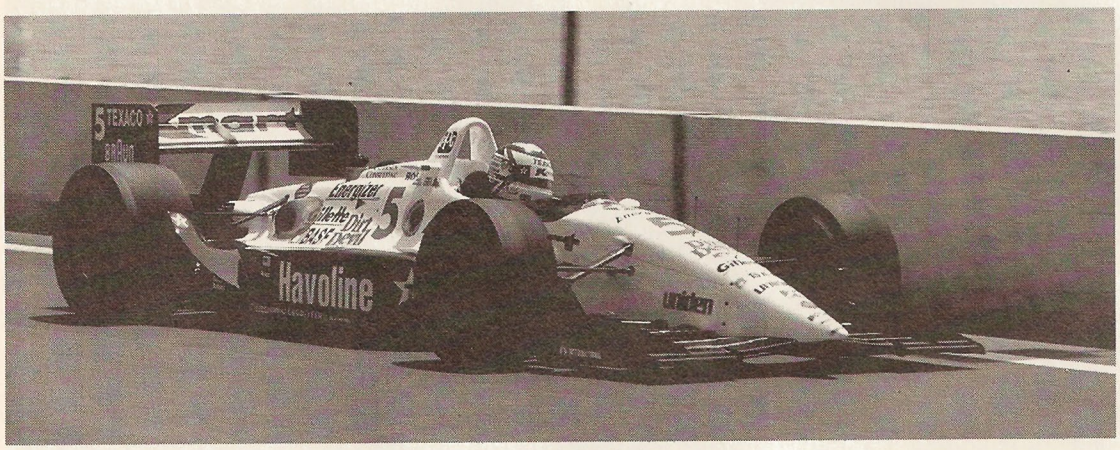
The afternoon qualifying session produced a three-way battle for the pole between Tracy, Mansell, and Fittipaldi, with the Canadian eventually taking the honours with a 1m11.902s lap. 'The Penske chassis are really getting set up well, and the Chevy motors are really starting to come to life,' commented the Canadian.

Mansell lost out by 22 thousandths of a second, complaining of traffic, while Fittipaldi was less than a tenth further adrift.

Johansson celebrated his one-year anniversary in the series and emphasised the competitiveness of the Penske PC22 chassis with a strong run to fourth, while Rahal set an almost identical time to his ▶



Raul Boesel finished a fighting second in his Lola-Ford and now trails Mansell by only three points in the title race



Nigel Mansell took his third pole position of the season and crashed out of sixth place

◀ morning effort for fifth.

Danny Sullivan was next, while undoubtedly the surprise of the day was Andrea Montermini, who put the Euromotorsports 1992 Lola-Chevrolet A into seventh slot.

This was the chassis in which Rahal won this race last year and Andrea used it to good effect, looking smooth and tidy. The Italian Benetton test driver was looking forward to battling his one-time mentor and former F3000 team owner Nigel Mansell come raceday. Raul Boesel's Simon Lola-Ford and the Lola-Chevys of Unser and Teo Fabi completed the top 10.

A big surprise was Mario Andretti down in 11th position (engine problems in his Lola-Ford), a bigger one was Scott Goodyear's Lola-Ford in 13th ('The challenge of racing comes in trying moments like these,' he deadpanned), and the biggest was fellow Lola-Ford driver Arie Luyendyk in 21st.

Tracy took nearly a full second off of his qualifying time in Saturday morning practice, crediting cooler track conditions. An overnight rethink found Luyendyk nearly three seconds quicker, while the remarkable Montermini posted the fourth quickest time of the session.

Gordon recovered from his prior setback with the sixth fastest time, while Rahal, rookie Smith, and F1 refugee Olivier Grouillard all made useful gains.

The expected battle for the pole lost one contender early in the final session when Tracy brushed the Turn 13 barrier. His Friday effort left him a disappointed third on the grid.

Mansell reeled off a series of quick laps, finally taking the pole with a lap of 70.902s. 'Obviously I'm delighted to get into the high 1m10s and even more delighted that it was quick enough for the pole,' said Nigel.

Fittipaldi improved to take second, but blotted his copybook with a tap of the barriers at the very end of the session. 'I was ready to give Nigel a hard time, and I guess with my lack of experience I hit the wall,' said Emerson, tongue planted firmly in cheek.

Johansson took a team best-ever fourth for Bettenhausen, while the steady Rahal remained fifth, and Montermini continued to humble many more prominent names with sixth place.

Al Jr ended up seventh, followed by Gordon and a much happier Andretti. Sullivan filled out row five, while the sixth row featured a disappointed Boesel and an elated Smith. Luyendyk improved a further half second, leaving him pleased under the circumstances with 13th. He was joined on row seven by the impressive Jimmy Vasser, while Goodyear was downright despondent down in 22nd spot with Walker Motorsports team mates Willy T Ribbs and Hiro Matsushita not much happier in 25th and 27th.

Dennis Vitolo, Ross Bentley, Jeff Wood, and Lyn St James all missed the cut.

RACE

Race day brought a third consecutive sunny day with 80-degree temperatures for the record crowd of 62,700.

As the field approached the green flag, Fittipaldi pulled slightly ahead of Mansell, and in the rush into Turn One, Tracy also drove by Nigel on the outside, the World Champion vigorously shaking his fist all the while. His other hand was apparently on the radio button, as he alerted his team that he thought Fittipaldi had been a little quick on the draw.

After careful review of video and observed evidence, IndyCar officials agreed that Emerson had jumped the start and brought him in for a stop-and-go penalty much to the objection of Fittipaldi and Roger Penske (see *Pit & Paddock*). At that stage, Fittipaldi had pulled out a lead of just over one second on Tracy, who had about twice that margin over Johansson. Rahal, Gordon, Montermini and Unser completed the top 10. In fact, there were no changes in the overall order until Boesel got by Andretti on lap 16.

The first 17 laps saw no retirements until Robbie Buhl, Smith, Guerrero, and Scott Pruett promptly dropped out, all as a result of contact with the walls. After some confusion, a full-course yellow was thrown, and all of the leaders pitted for their first routine stop.

Tracy therefore lost his 3.3s advantage over Mansell, who held a small lead over Johansson and Rahal.

The Valvoline crew gained Unser fifth place, just ahead of Sullivan who was suddenly in the picture. Luyendyk crept into the top 10, while Montermini had a disastrous stop (his first in Indycars), mistaking Luyendyk's crew for his own and costing himself about 25 seconds. 'I asked them for service, but they said no,' said Andrea sheepishly.

On lap 26 Mansell had Johansson all over the back of the Newman/Haas Lola, but unable to find a way by because of the narrowness of the track. 'He was all over the place,' said the frustrated Swede. 'Sometimes blocking is just part of the game and I don't mind that, but he would miss a shift and then cut right over in front of me.'

Lap 39 saw a Penske heavily into the tyre wall and, to the surprise of many, it was Fittipaldi, who had got on to the marbles in an effort to get by Luyendyk and quickly found out just how tricky the surface was off of the racing line.

Most of the leaders again pitted, except Rahal who took the lead. Tracy emerged second to Rahal, followed by the focal point of the race, Mansell holding off Johansson.

The major turning point in this battle occurred on lap 44. Eddie Cheever spun and backed into the tyres, but got going again, albeit with a significantly deranged rear wing. Mansell had to lift momentarily to avoid him, and Johansson thought he saw

the opportunity he had been waiting for and made a move to the inside of Mansell at Turn Seven. Johansson was committed to the move, but Mansell chopped him at the apex.

The yellows were being waved and Mansell did not expect Stefan to have been passing in such a situation. However, the end result was that Mansell's right rear clipped Johansson's left front, and the AMAX Penske went straight on into the back of Fabi's Lola-Chevrolet which had crashed a lap earlier at Turn Seven in an incident with Mike Groff and Adrian Fernandez. A safety crew person was in turn hit by Fabi's car and he sustained a slight injury.

Mansell pitted to change a flat tyre and dropped to 10th and Tracy pitted during the following caution where he got his speeding ticket and the resultant stop-and-go penalty which dropped him out of contention.

Sullivan and Unser then commenced an epic battle, with Unser often poking his nose inside Sullivan, not so much in an effort to pass as to simply remind his team mate that he was back there. 'With about 30 laps to go, I lost some boost,' said Danny. 'I had pulled out about six seconds on Al Jr at that point, and I lost all of my advantage fiddling around in the cockpit trying to get it fixed. I was quicker than Al every place except on the two straights.'

The team mates' fight was very intense. 'We run two completely separate pits, so there are no instructions – just a good rivalry between them,' said team owner Rick Galles.

This rivalry got really heated on lap 69. Sullivan got slightly baulked by a backmarker, and he takes up the story. 'I passed a backmarker going into the hairpin out on to the straight and Al Jr had a run at me, but I wasn't ready to relinquish the lead just yet. I took the inside line, and he tried to go more to the inside. Somebody said we touched, but if we did, it was so light I never felt it.'

What Unser did hit were several rubber cones serving as boundary markers between Turns Seven and Eight which had replaced a concrete barrier in the interest of increased visibility. Competitors were warned that hitting these cones would incur a stop-and-go penalty. Unser was livid about this. 'I was running next to Danny down the straightaway and he moved me over to block,' he said. 'I was already alongside him and he put me into the cones. I know you get penalised if you run over the cones. But I don't know what happens when someone else puts you into the cones. I have to talk to (IndyCar chief steward) Wally Dallenbach to figure it out.'

After the race, Dallenbach commented, 'I can't say that if the wall was there Al Jr wouldn't have made the attempt. I think we've given the competitors every opportunity to have it their way.'

The afternoon's final caution period was brought out when Greco and Vasser got together. Safety trucks were dispatched to the scene, but a full-course yellow had not been declared.

Mansell, running sixth, went off line to drive around one of these vehicles and understeered into a barrier at the next bend. He got out of his car and left the circuit without a word. 'Did a Senna,' a Newman-Haas crew member joked.

When the green flew on lap 73, Sullivan had the full attention of Gordon. Robby was throwing the car around in glorious oversteering slides and it looked likely he would somehow find a way by Sullivan.

But down the start/finish straight on the 76th lap, Gordon felt a tyre going down. He tried to nurse the car around and maintain his second place, but at Turn Three, the tyre flew off the rim, pitching the Copenhagen Lola into a spin. Andretti just squeaked by, but Rahal lost a position to none other than Montermini, who had battled back from his lengthy first stop to run with the leading pack for most of the afternoon.

Sullivan cruised home a winner by 12.206s over Boesel, who in turn led Andretti by just over three seconds. Luyendyk would likely have been next, but he succumbed to electrical problems after 59 laps. Rahal recovered to almost get by Montermini for fourth, while Al Jr was a sullen sixth. Fernandez soldiered home seventh, with Gordon eighth. Tracy ended up a quiet ninth, while Goodyear rounded out the top 10.

An entertaining race then, and a bit too entertaining for Wally Dallenbach, who met the press after a two-hour meeting with race officials, Roger Penske and Rick Galles over various rules protests (see *Pit & Paddock*). An obviously miffed Dallenbach said: 'There was a lot of blocking and rough driving, some of it blatant. I don't know whether this was brought over from Formula 1 or what, but we're going to talk about it and set some parameters.' ■



Italian F3000 refugee Andrea Montermini was a revelation, qualifying sixth, finishing fourth

EMERSON FITTIPALDI

'I was ready to give Nigel a hard time and I guess with my lack of experience I hit the wall'

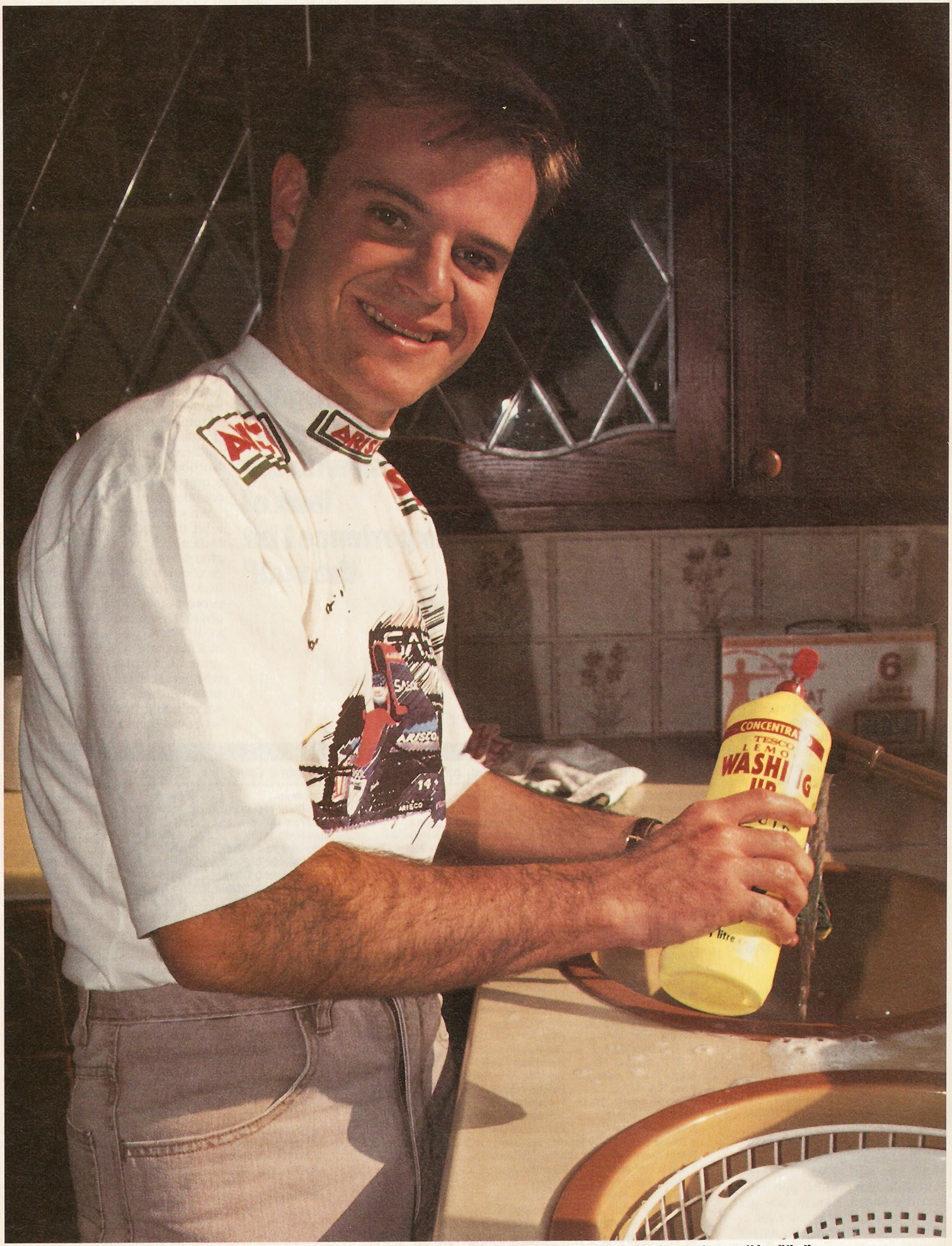
RESULTS

June 13, **PPG IndyCar World Series,** round 6, ITT Automotive Detroit Grand Prix, 77 Laps – 161.7 Miles

Pos	Driver (Nat)	Team/Sponsor	Car-engine	Result	Qual	Pos
1	Danny Sullivan (USA)	Galles/Molson	Lola-Chevrolet C T93/00	1-56:43.678	1:12.444	10
2	Raul Boesel (BR)	Simon/Duracell + Mobil 1 + Sadia	Lola-Ford T93/00	1- 56:55.884	1:12.529	11
3	Mario Andretti (USA)	Newman-Haas/Kmart + Texaco + Havoline	Lola-Ford T93/00	1-56:59.249	1:12.354	9
4	Andrea Montermini (I)	Euromotorsports/Andrea Moda + Agip + ETI + Marcelo...	Lola-Chevrolet A T92/00	1-57:01.031	1:12.122	6
5	Bobby Rahal (USA)	Rahal-Hogan/Miller Genuine Draft	Lola-Chevrolet C T93/00	1-57:01.311	1:12.026	5
6	Al Unser Jr (USA)	Galles/Valvoline	Lola-Chevrolet C T93/00	1-57:07.709	1:12.190	7
7	Adrian Fernandez (MEX)	Galles/Amway of Mexico	Lola-Chevrolet C T93/00	1-57:19.289	1:13.655	21
8	Robby Gordon (USA)	AJ Foyt/Copenhagen	Lola-Ford T93/00	1-58:15.058	1:12.308	8
9	Paul Tracy (CDN)	Penske/Marlboro	Penske-Chevrolet C PC22	76 laps	1:11.902	3
10	Scott Goodyear (CDN)	Walker/Mackenzie Financial	Lola-Ford T93/00	76 laps	1:14.033	22
11	Mike Groff (USA)	Rahal-Hogan/Miller Genuine Draft Light	Rahal-Hogan-Chevrolet C 001	75 laps	1:14.605	24
12	Willy T Ribbs (USA)	Walker/Bill Cosby + Service Merchandise	Lola-Ford T92/00	74 laps	1:14.608	25
13	Hiro Matsushita (J)	Walker/Panasonic	Lola-Ford T93/00	74 laps	1:15.327	27
14	Scott Brayton (USA)	Simon/Amway-Northwest Airlines	Lola-Ford T92/00	74 laps	1:13.420	17
R	Nigel Mansell (GB)	Newman-Haas/Kmart + Texaco	Lola-Ford T93/00	68 laps – accident	1:10.902	1
R	Jimmy Vasser (USA)	Hayhoe-Simon/Kodalux	Lola-Chevrolet A T92/00	65 laps – accident	1:12.996	14
R	Arie Luyendyk (NL)	Ganassi/Target + Scotch	Lola-Ford T93/00	58 laps – electrical	1:12.885	13
R	Buddy Lazier (USA)	Hemelgarn-Leader Card/Viper + Applebees	Lola-Buick T91/00	55 laps – accident	1:15.152	26
19	Marco Greco (BR)	Sovereign/Alfa Laval	Lola-Buick T92/00	50 laps	1:15.466	28
R	Stefan Johansson (S)	Bettenhausen/AMAX	Penske-Chevrolet C PC22	44 laps – accident	1:11.944	4
R	Eddie Cheever (USA)	Turley/Say No to Drugs	Penske-Chevrolet B PC21	44 laps – accident	1:13.589	20
R	Teo Fabi (I)	Hall-VDS/Pennzoil	Lola-Chevrolet C T93/00	43 laps – accident	1:13.277	16
R	Emerson Fittipaldi (BR)	Penske/Marlboro	Penske-Chevrolet C PC22	37 laps – accident	1:11.422	2
R	Olivier Grouillard (F)	Euromotorsports/Marlboro	Lola-Chevrolet A T92/00	24 laps – accident	1:13.075	15
R	Scott Pruett (USA)	ProFormance/Sprint	Lola-Chevrolet A T91/00	18 laps – accident	1:13.583	19
R	Roberto Guerrero (USA)	King/Budweiser	Lola-Chevrolet C T93/00	18 laps – accident	1:13.518	18
R	Mark Smith (USA)	Arciero/Craftsman	Penske PC21-Chevrolet B	17 laps – accident	1:12.562	12
R	Robbie Buhl (USA)	Coyne/MiJack	Lola-Chevrolet A T92/00	17 laps – accident	1:14.238	23
NQ	Dennis Vitolo (USA)	Nu-Tech	Lola-Chevrolet A T91/00	–	1:16.247	29
NQ	Ross Bentley (CDN)	Coyne/AGFA-Rain-X	Lola-Chevrolet A T92/00	–	1:16.399	30
NQ	Jeff Wood (USA)	Euromotorsports	Lola-Chevrolet A T91/00	–	1:17.428	31
NQ	Lyn St James (USA)	Simon/JC Penney + Nike + Jantzen	Lola-Ford T93/00	–	1:18.649	32

Winner's average speed: 83.116mph. **Championship positions:** 1, Mansell, 71pts; 2, Boesel, 68; 3, Andretti, 57; 4, Fittipaldi, 51; 5, Rahal, 46; 6, Luyendyk, 37; 7, Unser, 35; 8, Fabi, 34, 9, Tracy, 26; 10, Gordon, 22; etc. **Next round:** Portland, June 28.

BY **ANDREW BENSON** PHOTOGRAPHY **SUTTON PHOTOGRAPHIC**



Rubens is happy with his life — and enjoys being a Formula 1 driver but when he's away from the F1 circus he sometimes misses having people around him all the time



Rubens shares a house with Ricardo Rosset where they enjoy playing with computer games

Growing talent

Rubens Barrichello had his 21st birthday at the Monaco Grand Prix. Here the Jordan driver explains what it's like to be the youngest driver in Formula 1

A bright new star has burst on to the Grand Prix scene this year. His name is Rubens Barrichello and he arrived in Europe just over three years ago, blazed a path through the junior formulae and, aged just 20, made his Formula 1 debut for Jordan at the beginning of this year with the world expecting great things from him.

He has already delivered. Barrichello is no ordinary racing driver, as he proved at the European Grand Prix this year. From 12th on the grid, he was up to fourth, behind Ayrton Senna, Alain Prost and Damon Hill by the end of the first lap. For a man who became known in Formula 3 for squandering his pole positions with terrible starts, it was one of the great opening laps of all time, and he followed it with a brilliant drive for the rest of the race.

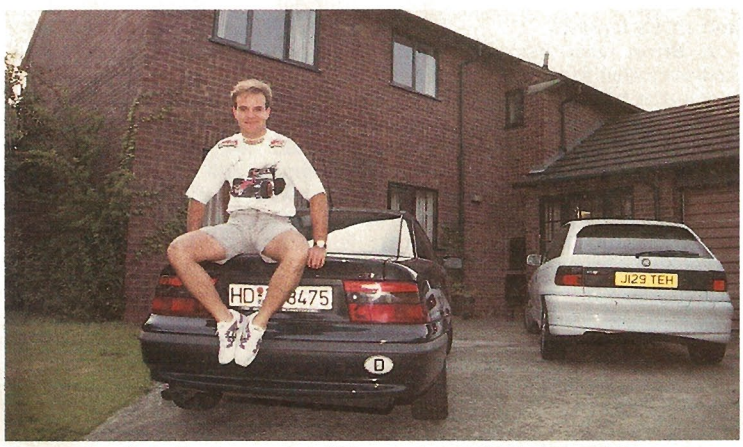
He battled with the two Williams drivers throughout, and never looked close to making a mistake. He ran second behind Senna for a while, and eventually retired from third place – ahead of Prost – with just six laps to go. It was a stunning virtuoso performance and, not surprisingly, it felt good.

'In the race,' Barrichello recalls, 'I wanted to see my father's face. And when I overtook Hill (for second place), it was the maximum for me. I thought: "Oh my God. What am I doing here? Is it a dream?" Even when I stopped, there were still more positive points than negative. But if I think about it now I just want to cry, because I didn't get to stand next to Ayrton on the podium and hear the Brazilian anthem.'

Barrichello's performance at Donington sparked a simple question, one that has been in some observers' minds for quite some time: does he have what it takes to be one of the greats? Jordan designer Gary Anderson believes Rubens does: 'I rate him very highly. He has all the natural ability and the finesse. I think he has what it takes to be really special. He has the ambition and the vision to do it correctly, and he certainly has the ability. If all that can come together then I don't think he'll have a problem. When you add it all together, he is as good as the best, I believe.'

Team owner Eddie Jordan is obviously delighted by his young driver. 'He has huge talent, and I think he can go quite a way. Rubens, for his age, has everything going for him. I would say his package is as strong as anything else around.'

It has been a quite astonishing rise to the top, but being so good so young has brought its own problems. 'In karts,' Barrichello explains, 'you don't think about what you are doing – you just do it because it's fun. But when you get into cars you start to think about it. And it's difficult, because you're so young, and you have so many things to deal with – it plays with the mind a little bit. Sometimes it's even a bit difficult with your family – you might be a bit aggressive and they don't know why, because you are a still a baby to them.'



Rubens enjoys the fruits of success but still turns up to watch British Formula 3 races



Rubens has privacy at his Oxfordshire home

Moving to Europe at such a young age was a big step for Barrichello. 'The first two months that I was in Italy were the most difficult months of my life,' he recalls now. 'I had no friends, I didn't have a car to go out. At the weekends, everybody would want to spend time with their girlfriends or something like that, and I would have to stay at home. At one stage, I even thought I would go back to Brazil. But then I started testing and I saw that I had to stay...'

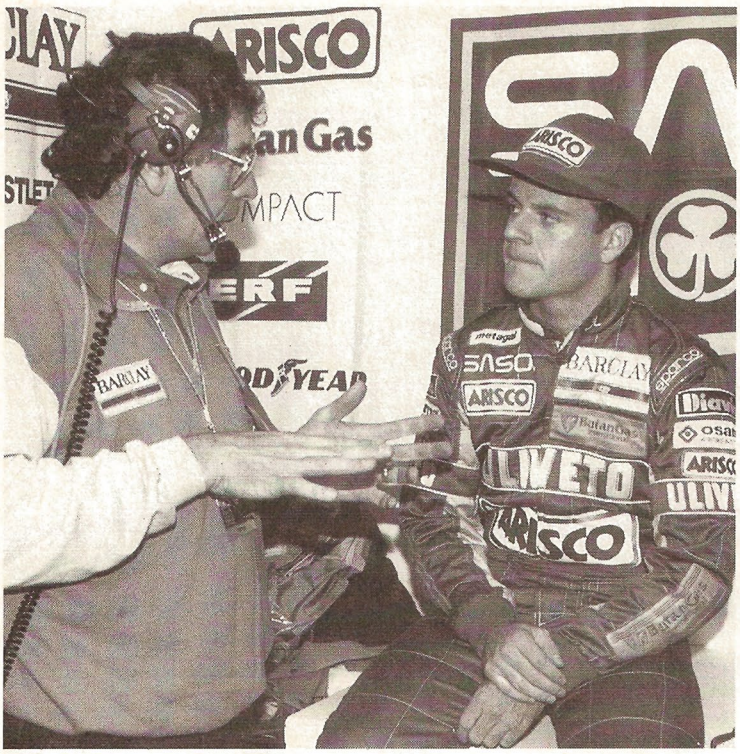
Despite his rocket rise to the highest echelons of the sport, Rubens claims he never suspected he would make it to F1 quite so quickly. 'I came to Europe knowing that I would do two years in each category,' he shrugs. 'But there's no point doing another year if you're already the champion...'

Barrichello's success led to him signing to race with Jordan in F1 this season. He was presented to the press on a bitterly cold November morning at Silverstone last year – and despite the endless photos and interviews, and the biting Northamptonshire wind, I have rarely seen such a look of pure, unadulterated joy on someone's face. Rubens simply could not stop smiling.

'I didn't sleep much the night before,' he recalls. 'It was the biggest dream. The last time I had sat in an F1 car was in a Copersucar in Brazil when I was six.'

The little boy had suddenly grown up, and he suddenly found himself racing against drivers, like Ayrton Senna, who he had idolised in his youth. He is remarkably phlegmatic about it.

'I tell you,' he leans forward ▶



Jordan designer Gary Anderson (left) rates Rubens's ability and finesse. Photo: Jeff Bloxham

confidentially. 'Before Monaco, I went to see Ayrton, to talk with him about the track. And when he came to see me, I was like a little boy talking with a hero. It was a fantastic feeling. You know sometimes when you sit at home and think about your life? When that happens I feel so glad to be where I am. But when it got to qualifying... at one stage I was behind him – and then I was trying to beat him.'

Barrichello still makes the mistakes of youth and inexperience, and has a long way to go before he can earn his place alongside Senna. To do so, he will need more than just naked talent. But, at this early stage, he seems to have everything going for him. Other than in freak circumstances, the low budget Jordan team has little hope of getting near the Williamses, McLarens and Benettons. But Barrichello's commitment is not in doubt. Rubens simply loves driving racing cars: 'The speed and the challenge to win are my motivation. Qualifying is fantastic, for example. There are risks, of course, and you have to think about that sometimes. But if you know you have already qualified, and it doesn't matter if you crash or spin, then you can just go for it, and that's fantastic.'

A driver also has to accept, however, that for all the incredible highs that his profession can give him, it can also extract a very high price. We spoke at Monaco, and the previous day's qualifying session on the sinuous and perilous street circuit had been run in the streaming rain. Does Rubens never feel nervous?

'Formula 1 is like a whole life to me. You can be scared, yes, like yesterday in the rain. Even on the straight the car was going like this.' He waves his arm viciously from side to side. 'But you have to do it. Sometimes it can be bad, you can spin and crash, but you have to think everything will be OK – otherwise don't do it.'

Is he never frightened of crashing then?

'No,' he replies, 'I don't think so. I just get a little tense before the start, and before qualifying you are anxious as well. But that's because you want to do it as quick as possible. You have to accept the risk.'

But does it never cross a driver's mind that he might be risking his life? 'Sometimes, yes, you think about that. Like Piquet. You see his accident (at Indianapolis last year), think of how good he was. But he was doing what he wanted to do. I hope that no accidents happen any more. Ultimately, the risk is there, but I think it's worth it.'

The risk in motor racing has another corollary: glamour. And fame has its price. If you are a Grand Prix driver, especially one with extraordinary talent, the press and the public always want a piece of you, be it a fan wanting an autograph or a journalist an interview. But Barrichello is the most down-to-earth of F1 drivers, and he even says he enjoys that side of his job.

'Because I was always the youngest guy in each category that I entered, I always had many interviews. For sure there are more in F1, but I'm used to it.

'When I'm at home for three or four days,' he jokes, 'I sometimes think: "Where are all the people?" I like people. I think I have to be with the people who ask for autographs, the same as I wanted my hero to be. I cannot accept that I could ask my hero for an autograph and he might turn his face away. And I think the public cannot accept that either. I'm not famous yet, of course, and sometimes you want your privacy, but it's all part of the show.'

With some drivers this would come false, but Barrichello you can tell means every word. It seems he will always keep his feet on the ground.

He turns up at most British Formula 3 races – he shares a house with F3 driver Ricardo Rosset – and wanders around the paddock chatting and joking. He is immensely popular and hugely likeable. It's hard to imagine him becoming a prima donna.

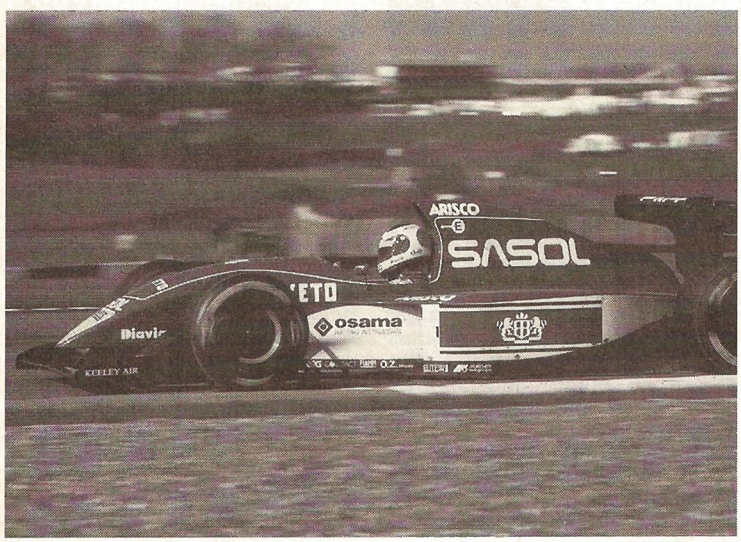
'I'm doing all these things,' he smiles quietly, 'and I'm just 21. It's a very good feeling. I'm into F1 and I'm still very young. This is my hobby, my profession, my ambition and my life. You have to be as original as possible. Sometimes you get out of the car, and it's bad and you have problems, and you *have* to give that interview. And you don't want that. But I have the education in my family to be kind and to be simple, and I think a real champion is someone happy, original and simple with everyone.'

But as much as he enjoys the rest of his life, Barrichello is in F1 simply because he loves driving. 'People ask me if I missed out on things when I was growing up in Brazil and driving karts. But I can tell you, I didn't miss out on anything. Sometimes maybe you have to test on Thursday and the best day at the disco is Wednesday, but that's my life. I enjoy driving more than anything else. I always think things will be better when I'm driving. That's what I love. I'm not paid yet, but on the money Arisco (his long-term sponsor) pays to Jordan I have a little. With that, I can have what I need.

'I joke with my father sometimes: "What is my job? You have to work quite a lot. But I don't. I just enjoy my life. Why am I so lucky like that?" But it's just life. I'm just really, really lucky.'

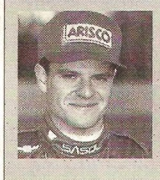
There's a charming innocence about the way in which Barrichello is approaching his F1 career. He knows he's talented, and he knows he has plenty of time to reach the top. For the moment, Rubens is happy just to enjoy what he sees as his good fortune. But there will come a time – and it is probably not that far away – when he wants more. So just how much potential does he have?

Dick Bennetts, for whose West Surrey Racing team Barrichello, Senna and Mika Hakkinen won the British F3 title, has no doubts: 'Rubens – along with Ayrton and Mika – stands out. He has the reflexes, the determination, the will to win. He's very good, very sharp, an astute young guy. There are a lot of young drivers around but there are a few that stand out – and he's one.' ■



At Donington Rubens ran in second place only to retire late in the race. Photo: Martyn Elford

CURRICULUM VITESSE



Name: Rubens Barrichello
Nationality: Brazilian
Born: May 23, 1972, Sao Paolo, Brazil
Resident: Banbury, Oxon and Sao Paolo
Status: Single
Height: 5ft 6in
Weight: 65kg
Hero: Emerson Fittipaldi
Favourite food: Pasta
Sports: Running, weights
Languages: Portuguese, Italian, English
Professional details
Karting: 1980-88
First car race: Brazilian FF1600, 1989
Successes: Five times Brazilian and once South American karting champion; 1990, GM Lotus Euroseries Champion (Draco Racing), six wins; 1991, British Formula 3 Champion (West Surrey Racing), four wins; 1992, third FIA Formula 3000 International Championship (Il Barone Rampante); 1993, FIA Formula 1 World Championship (Jordan)
Notes: Barrichello is the youngest driver in Formula 1 this year.

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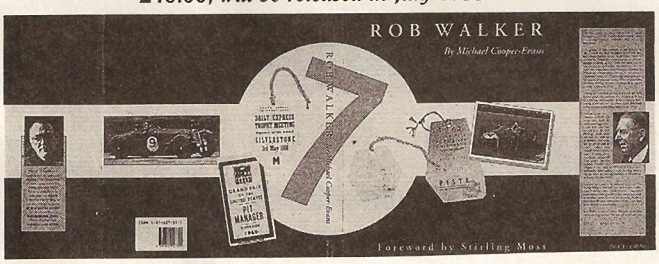
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Foreword by Stirling Moss

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Rob Walker has kindly agreed to attend a signing session of his new biography at our shops at Silverstone Circuit on the Coys International Historic Meeting Weekend of the 24th and 25th July 1993.

UPDATED INFORMATION

DOUG NYE'S

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Due to the overwhelming demand the publishers have decided to increase the print run of the "DIAMOND" edition from 50 copies to 100. This of course will now effect the numbering in both the "GOLD" and the "SILVER" editions. Prices have also been revised and will be as follows:

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REPORT **NICK PHILLIPS** PHOTOGRAPHY **JEFF BLOXHAM**



Unbeatable BMW — just

The BMW machine showed signs of fallibility on the Brands Hatch Indy circuit, but Jo Winkelhock and Steve Soper still scooped a win apiece as the British Touring Car field produced the best racing yet this season

The BMWs again took charge at Brands Hatch last weekend, Jo Winkelhock winning the first leg of the double-header and Steve Soper the second. But victory didn't come easy for BMW: both drivers had to work hard for their points. There was nose-to-tail racing, far and away the most exciting of the British Touring Car Championship season so far.

In a dramatic first race, Winkelhock picked up the honours – along with a fine and a reprimand after he tipped long-time leader and pole position man David Leslie's Ecurie Ecosse Vauxhall Cavalier into a spin at Clearways.

Will Hoy had proved that the Toyota Carina is now as quick as anything – if still a little unruly – before it caught him out and dropped him down the field. He then produced a superb fighting comeback to third place.

Steve Soper took his turn for BMW in race two, after the mercurial Winkelhock had crashed out, but had to contain constant pressure – first from Hoy, until he was smitten by a misfire, then from the increasingly impressive combination of Kieth Odor and the Nissan Primera, which came away with two runner-up slots. Jeff Allam kept Vauxhall's name in the frame and moved up to third place in the championship,



Soper takes the flag to score his hardest-earned win of the season so far

with seventh and third places.

Soper is now back ahead in the series standings, his team mate is only three points away.

QUALIFYING

The two qualifying sessions caused a surprise; there were no BMWs on the front row – on a circuit which all the pundits have rated as favouring rear-wheel drive. But perhaps even more surprising was that the poleman was almost half a second ahead of the second man; the next 21 cars were within one second.

David Leslie was the man on pole with the Ecurie Ecosse Vauxhall Cavalier. 'Everything worked. The car's had a ground-up rebuild since Oulton Park, the tyres were excellent, the mechanics have done really well.' And had he – as widely speculated – used a pair of soft tyres in his set of six tyres to post the time? 'No,' said team boss Ray Mallock, 'all his tyres are the same.'

Indeed, the detailed list of times showed that Leslie's really quick lap (47.39s) was the fourth in a series of four quick laps – not a possibility with genuine qualifiers.

The truth was that Leslie was using a new Dunlop tyre. It used the same 660 compound as the old tyre, but was of a stiffer construction, and clearly effective. David cooly sat out the second session.

Leslie's closest challenger was another surprise on this year's form: Will Hoy. 'It's nice to be back on the front row. Last year it became quite addictive, but it seems a long time since I was last there,' said Hoy.

John Cleland set the third fastest time of the morning session, just 0.03s behind Hoy. 'The car feels better than it did in testing yesterday, I had some hop then – in fact it loosened all my fillings,' said John.

Steve Soper was back in fourth slot. 'I made a mistake on tyre choice, basically,' he said. Steve was using the relatively new T51 Yokohama tyres. These are quicker than the the familiar T31s, which most were using, but only when track temperatures are high. The track was relatively cold on Saturday and the T51s had grained badly.

Kieth Odor was again in good form, lapping fifth fastest. He would line up alongside Joachim Winkelhock, who was also having a fraught time. Jo was on his hot lap when he came across Julian Bailey's Toyota Carina, running slowly. 'He only left me half a metre to get through, I locked up and hit him,' said Jo. Julian felt he'd left ample room...

Jo smoked his way back to the pits with two tyres being cut away by bodywork and a third terminally flat-spotted. He missed the second session – the rules only allow him to replace one of the three damaged tyres.

Win Percy, Allam, Bailey and Patrick Watts completed the top 10, while further back the Renaults were both going well in 11th (Alain Menu) and 13th, split by Bobby Verdon-Roe in the first of the now Yokohama-shod Park Lane Toyotas.

The Peugeots were all struggling with serious handling problems, while Ray Bellm was quickest of the privateers in his Team Dynamics BMW.

The morning warm-up promised much as 10 cars dipped into the 47-second bracket, including Ian Flux, who'd found 0.61s in the RKR Peugeot after trying the same Dunlops as used by Leslie. He would be able to use them in the second race.



Racing was very close. O'Brien, Verdon-Roe and Harvey attack Surtees



Winkelhock tails Leslie. Later he tagged him... Photo: Ralph Hardwick

WILL HOY

'It's nice to be back on the front row. Last year it became quite addictive'

RACE ONE

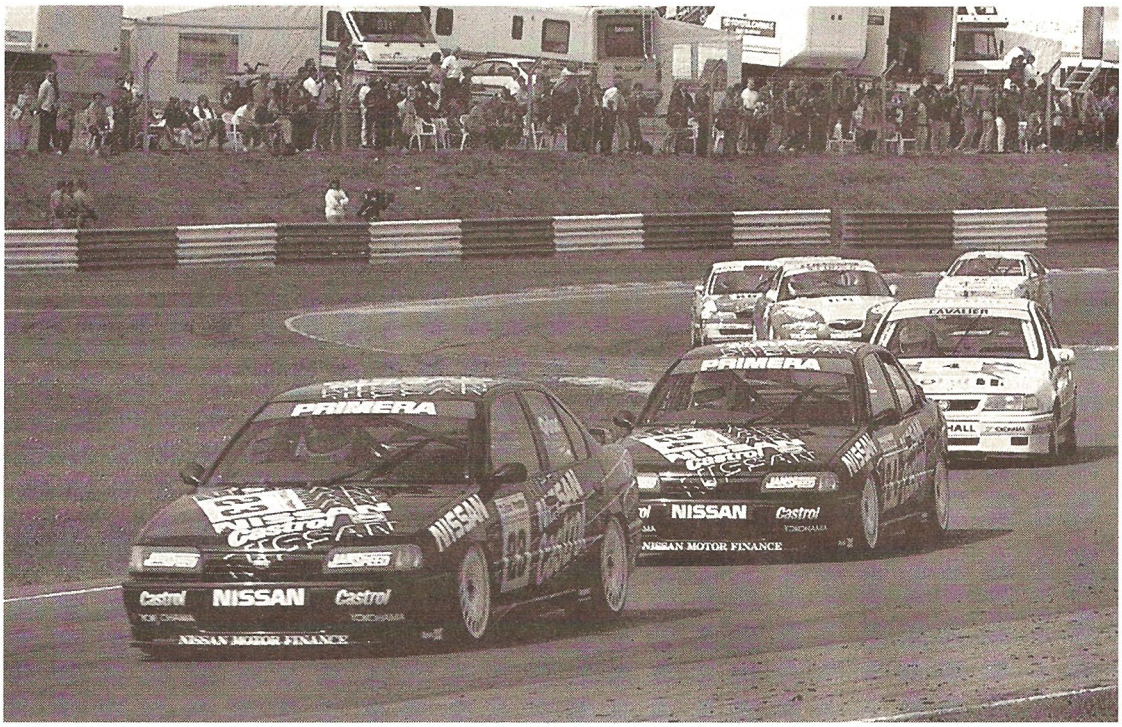
It was drama from the start of race one as Hoy led the 27-car pack into Paddock followed by the extraordinary Winkelhock. 'Smokin Jo' had gone between Odor and Soper, while Leslie and Cleland were rather less smartly away. Leslie recovered quickly, got on the inside of the flying BMW out of Paddock and just failed to snatch second place into Druids.

Soper was secure in fourth ahead of Odor, Cleland, Percy, Watts, Bailey and Allam. Further back Bellm's hopes of privateer domination took a brief dive as he lost all fuel pressure and struggled away last.

At the end of lap one, it was nose-to-tail between the first four with a one-second gap to Odor, who had Cleland and Percy running side-by-side over the startline close in his mirrors. Cleland hung on to sixth place into Paddock. Watts led the rest followed by Bailey, Allam, Menu, Verdon-Roe, Eugene O'Brien, Harry Nuttall, Tim Harvey, Flux, Robb Gravett, James Kaye, Tiff Needell, Matthew Neal, Alex Portman, Ian Khan, Ian Ashley, David Pinkney, Bob Berridge, Ian Cantwell and the delayed Bellm.

Second time round Leslie got the jump on Winkelhock out of Clearways and made it stick to take second place. The status quo remained back to Harvey, who'd moved past both Nuttall and O'Brien to take 12th place. Gravett was now ahead of Flux, while Neal was past Needell and Kaye into 17th.

Disaster struck Khan at the end of the second lap. 'Portman spun in front of me at Clearways. I went left to avoid him, but the spin went the wrong way and he knocked me head-on into the barriers,' explained the shaken, but unhurt Khan. His Cavalier was badly damaged. Portman continued, last. ▶



The successful Nissans of Odor and Percy tow the 'snake' through Surtees

Cantwell was also in trouble as a cooked clutch sent him pitwards. He came out again, but only completed five laps before stopping to try to revive it for the second leg.

The quick boys continued to circulate in a snake, with one occasionally dropping half a second, but soon picking it up again. It wasn't until lap five that the snake started to shorten as Menu in 11th and Verdon-Roe in 12th started to drop away. At the end of lap six the top 10 were still covered by only 3.88s.

Neal spun out of the TOCA Cup (the award for privateers) lead at Clearways on lap four and dropped to last but one, while the unlucky Pinkney took over the place for less than a lap, before he was sidelined by coil failure. Ashley took up the running, but his car was hopping madly and Bellm was charging. On lap six Bellm took up the running and led the class to the flag.

Kaye was the next to go, front suspension failure putting him off at Clearways, while Berridge's engine blew at Graham Hill bend on lap nine.

Leslie wasn't content to sit in second place and mounted some serious attacks on Hoy on the run up to Druids, but Will kept him at bay as Winkelhock, Soper, Odor and the gang jostled behind. Menu had lost his good position as he was brought in for a 10-second stop-go penalty for jumping the start.

On lap 10 Cleland went off into the gravel trap at Druids. 'Driver error,' admitted John, 'I was getting in position to have a go at Odor and went wide on to the gravelly stuff.'

Now there were 'only' nine cars at the front covered by 4.32s. Verdon-Roe and Harvey followed, comparatively lonely, while the next bunch were all over each other. O'Brien, Gravett, Nuttall, Flux and Needell were the gladiators here, although some of the tactics were on the robust side of unsubtle. Gravett would later be reprimanded and excluded from the results.

Hoy's tenure at the front was terminated on lap 11. 'I'd got the dreaded hop at Surtees and I just didn't have enough wheels on the road to brake for Clearways. I got on to the green stuff, which isn't so grippy and politely let about eight of them past,' said Will. In fact he dropped to seventh immediately and then to eighth as Bailey nipped past into Paddock.

Leslie still held the advantage at the front, but Winkelhock was in his wheeltracks and looking for a way through. These two were beginning to draw away from Soper, whose tyre problems were making themselves felt.

The mid-field party lost Nuttall on lap 14 as his engine dropped a valve and then broke up on lap 17 as Gravett biffed Needell at Clearways and Flux finally hit the front and rapidly drew away from the works Peugeots, which squabbled to the flag, both visibly in dire handling straits.

Odor grabbed third from Soper into Druids on lap 15.

Crunch time at the front came on lap 23 at Clearways. Leslie was very unhappy: 'I got taken out. BMW's throwing their weight around,' he said. Jo unsurprisingly saw it differently. 'It's not normal for me to touch other cars. He seemed to go wide that lap.' Officialdom came down on Leslie's side, fining and reprimanding the German. David was left with a puncture and last place, three laps down. That left Jo with a clear lead over Odor, who managed to trim just over a second off his lead, but was still 1.59s adrift at the flag.

Most of the interest was now centred on Hoy's progress. Will had passed Bailey on lap 14 at Druids, then Watts on lap 20, Percy on lap 28 and finally Soper, amid loud cheers from the crowd on the last lap, to take a well-deserved third place.

Percy was a solid fifth, just ahead of Bailey, who'd taken

STEVE SOPER

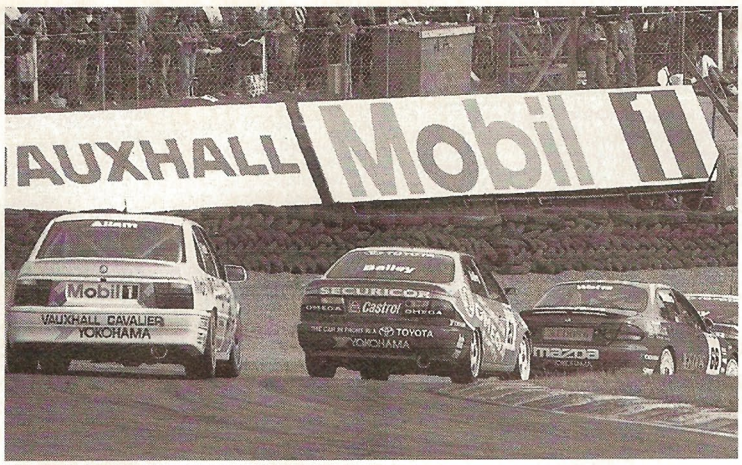
'I thought "that's all right Kieth'll be happy with second," but then he started to push

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June 13, *Auto Trader* RAC British Touring Car Championship, round six, 30 laps – 36.11 miles

Pos	Driver (Nat)	Team/Sponsor	Car	Tyres	Result	Best lap	Qual	Pos
1	Joachim Winkelhock (D)	BMW Motorsport Team/Fina + Warsteiner	BMW 318i	Y	24:25.73	48.19	48.06	6
2	Kieth Odor (GB)	Nissan Castrol Racing	Nissan Primera eGT	Y	24:27.32	48.13	47.98	5
3	Will Hoy (GB)	Team Securicor Toyota	Toyota Carina E GTi	Y	24:33.39	48.28	47.85	2
4	Steve Soper (GB)	BMW Motorsport Team/Fina + Warsteiner	BMW 318i	Y	24:33.76	48.24	47.92	4
5	Win Percy (GB)	Nissan Castrol Racing	Nissan Primera eGT	Y	24:34.23	48.25	48.10	7
6	Julian Bailey (GB)	Team Securicor Toyota	Toyota Carina E GTi	Y	24:34.45	48.23	48.14	9
7	Jeff Allam (GB)	Vauxhall Sport/Mobil + *Daily Mail*	Vauxhall Cavalier 16v	Y	24:37.08	48.26	48.11	8
8	Bobby Verdon-Roe (GB)	Park Lane Toyota Junior Team/Enny	Toyota Carina E GTi	Y	24:46.53	48.69	48.33	12
9	Ian Flux (GB)	RKR with Silkolene at Halfords	Peugeot 405 Mi16	D	24:49.50	48.80	48.51	17
10	Patrick Watts (GB)	Mazda Racing Team/Clarion	Mazda Xedos 6	Y	24:50.03	48.39	48.18	10
11	Tim Harvey (GB)	Renault Dealer Racing	Renault 19 16v	M	24:51.51	48.80	48.33	13
12	Eugene O'Brien (GB)	Peugeot Talbot Sport	Peugeot 405 Mi16	M	25:02.61	49.15	48.48	15
DQ	Robb Gravett (GB)	Peugeot Talbot Sport	Peugeot 405 Mi16	M	25:02.80	48.93	48.49	16
13	Ray Bellm (GB)	Team Dynamics/*Daily Express* + Stoppers	BMW 318is	Y	25:03.35	48.91	48.64	20
14	Matthew Neal (GB)	Team Dynamics/*Daily Express* + 100+	BMW 318is	Y	25:11.64	49.15	48.71	21
15	Alain Menu (CH)	Renault Dealer Racing	Renault 19 16v	M	25:12.00	48.46	48.28	11
16	Alex Portman (GB)	Team Dynamics/*Daily Express* + Stoppers	BMW 318is	Y	29 laps	48.87	48.88	23
17	Ian Ashley (GB)	Team Maxted/PIH + PKM	Vauxhall Cavalier GSi	Y	29 laps	49.79	48.85	22
18	David Leslie (GB)	Ecurie Ecosse/Grundig + *Penthouse*	Vauxhall Cavalier 16V	D	27 laps	48.26	47.39	1
R	Tiff Needell (GB)	Nissan Castrol Racing	Nissan Primera eGT	D	17 laps – accident	48.54	48.63	19
R	Harry Nuttall (GB)	Ecurie Ecosse/Grundig + *Penthouse*	Vauxhall Cavalier 16V	D	13 laps – engine	48.72	48.45	14
R	John Cleland (GB)	Vauxhall Sport/Mobil + *Daily Mail*	Vauxhall Cavalier 16v	Y	9 laps – accident	48.27	47.88	3
R	Bob Berridge (GB)	Berridge/Protech	Ford Sapphire	D	8 laps – engine	51.24	50.62	27
R	James Kaye (GB)	Park Lane Toyota Junior Team/Enny	Toyota Carina E GTi	Y	6 laps – accident	48.77	48.59	18
R	Ian Cantwell (GB)	Asquith Autosport/Abbey + Abacus	Mazda 323	Y	5 laps – clutch	52.14	49.52	26
R	David Pinkney (GB)	Pinkney Motorsport	BMW 318is	Y	4 laps – coil	50.16	49.01	25
R	Ian Khan (GB)	Maxted/Tamchester	Vauxhall Cavalier GSi	D	1 lap – accident	1:02.67	48.89	24

Winner's average speed: 88.68mph. **Fastest lap:** Odor, 48.13s, 90.02mph.



A regular scene as Hoy, Watts, Bailey and Allam dive down Paddock Hill



Fratricide as the privateer Team Dynamics BMWs of Neal (left) and Portman clash

Watts at Paddock on lap 22. Allam was a couple of seconds back in seventh. Verdon-Roe took the final point after a solid run, while Flux had overhauled Harvey to be ninth, again the best Peugeot.

Poor Watts lost seventh place when the Mazda stuck in fifth with three laps to run and he dropped to 10th ahead of Harvey and O'Brien.

The Dynamics BMWs of Bellm, Neal and Portman topped the privateer standings.

RACE TWO

The pits were a hive of activity in the 10 minutes between legs. First race retirees Needell, Cleland, Cantwell and Pinkney were all able to join in, while Bailey joined the group at the back of the grid as his engine refused to fire and he failed to leave the pits before the 10-minute deadline.

The BMW's startline advantage looked to have sewn it all up for them in the second leg as Winkelhock led Soper into Paddock. Hoy considered holding his ground on the inside of Soper into Paddock, but thought better of it, while Odor, Percy and the fast-starting Verdon-Roe were next up.

Bobby had a big moment at Graham Hill and Allam was past in a flash then Watts muscled through at Clearways. 'That was a bit close,' said Bobby. Patrick only lasted to Clearways on the next lap before going off. He was soon to be seen marching down the pitlane holding his steering wheel and much of the column. 'We'll have to teach him a bit more diplomacy,' said team boss Roger Dowson later.

Winkelhock was already pulling clear at the front – his second lap was a stunning 48.10s, the joint fastest lap of the race. That was as far as he got. Third time round he was off hard into the barriers at Clearways, to cheers from substantial sectors of the crowd, which hadn't appreciated his treatment of Leslie. 'I think maybe I hit the kerb too hard,' he explained. 'There was so much kickback from the steering wheel that I had to let go of it and I lost control.'

So Soper was in front now, but Hoy, Odor, Percy and Allam were close. Flux had disposed of Verdon-Roe on lap three to head the pursuit. Further back Leslie and Cleland were running in tandem and making progress: 13th and 14th after three laps.

Verdon-Roe encountered the dreaded hop again at Graham Hill on lap five and Gravett was by. O'Brien tried to follow through at Surtees. The pair clashed and Bobby was sent across the kerbs, where he collected a puncture. He rejoined with a new tyre at the tail of he field.

Hoy was soon starting to try to find a way into the lead. 'Steve was being very defensive, which was slowing us down so Kieth was right with us,' said Will. His advantage was at Druids, but Soper had him well covered. Indeed, in the confusion Odor had run into the back of the Toyota at Druids on lap 10. Airflow to the Nissan's radiator was now restricted and the temperatures started to soar.

Percy had started to drop away a touch, struggling with understeer and in turn keeping Allam away from the leaders. Flux was unable to close the gap to join up with them. He was using the demon new Dunlops but the team hadn't had time to change the camber to take advantage of them.

Cleland was now ahead of Leslie, but they were still together and still scything up the order, by lap 11 they were seventh and eighth – already in the points. On lap 13 they both moved past Flux on Cooper Straight, who tucked in behind.

Behind this bunch, Gravett and Harvey were engaged in a lengthy game of cat and mouse. Harvey got past on lap 21.

The drama at the front again surrounded Hoy. On lap 20 the Toyota started to misfire – a throttle potentiometer problem it transpired – and next time round Odor was past into Paddock. Will continued to keep his end up, but three laps later again lost it at Clearways, this time when his sequential gearbox failed to find third. He hit the tyres, but managed to continue, right at the back. Allam finally jumped Percy into Paddock on lap 25.

Soper was still ahead, but still under pressure. 'I thought "that's all right Kieth'll be happy with second,"' said Steve, 'but then he started to push and I thought "Uh, oh now he wants to win."'

'I probably should have pushed harder earlier, but didn't because of the temperatures,' said Kieth. The crowds were cheated of any last lap frenzy, when the Nissan finally cried enough as it started the last lap. Kieth coasted much of that final tour, but kept his runner-up slot.

Allam held on to third from Percy, Cleland, Leslie, Flux and Harvey. Tim took the last point despite intense pressure from Bailey, who'd fought up the field after stalling on the startline.

Needell had enjoyed a 'good clean race', to 10th in the second part, despite some doubts about his Nissan's wheel alignment after its Gravett attack. O'Brien's power steering had failed at the start and then operated intermittently. He was just pleased to finish. Bellm had a trouble-free run to TOCA Cup honours, while Ashley's persistence with an ill-handling car was rewarded with second.

Hoy was a lapped 14th ahead of stoppers Verdon-Roe, Gravett and Cantwell – clutch trouble again. Pinkney spun off at Clearways, while going well again, while Neal spun again and was clipped by Portman, who crashed out. Matt rejoined but then clashed with Cantwell and finally dropped out. Menu went off into the gravel at Druids.

Two of the best races of the season a bigger grid and some genuine opposition to the BMWs indicate that the BTCC is at last beginning to realise its obvious potential. ■

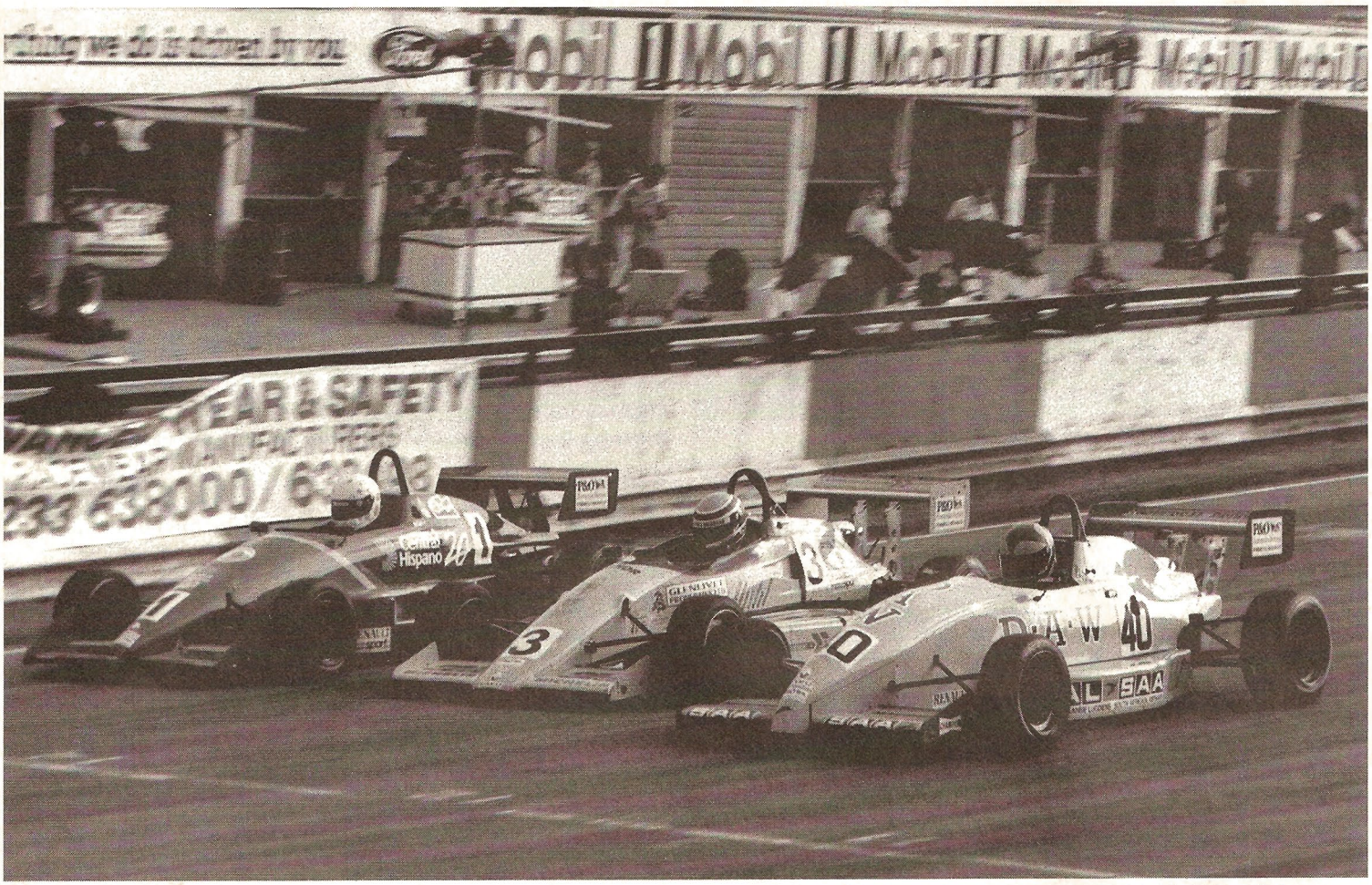
BRANDS HATCH (GB)

June 13, *Auto Trader* RAC British Touring Car Championship, round seven, 30 laps – 36.11 miles

Pos	Driver (Nat)	Car	Tyres	Result	Best lap	Qual	Pos
1	Steve Soper (GB)	BMW 318i	Y	24:27.49	48.30	48.06	6
2	Kieth Odor (GB)	Nissan Primera eGT	Y	24:30.62	48.22	47.98	5
3	Jeff Allam (GB)	Vauxhall Cavalier 16v	Y	24:34.38	48.31	48.11	8
4	Win Percy (GB)	Nissan Primera eGT	Y	24:35.52	48.30	48.10	7
5	John Cleland (GB)	Vauxhall Cavalier 16v	Y	24:36.80	48.33	47.88	3
6	David Leslie (GB)	Vauxhall Cavalier 16V	D	24:36.92	48.10	47.39	1
7	Ian Flux (GB)	Peugeot 405 Mi16	D	24:41.73	48.53	48.51	17
8	Tim Harvey (GB)	Renault 19 16v	M	24:48.16	48.52	48.33	13
9	Julian Bailey (GB)	Toyota Carina E GTi	Y	24:48.29	48.25	48.14	9
10	Tiff Needell (GB)	Nissan Primera eGT	D	24:50.23	48.60	48.63	19
11	Eugene O'Brien (GB)	Peugeot 405 Mi16	M	24:51.67	48.80	48.48	15
12	Ray Bellm (GB)	BMW 318is	Y	24:52.54	48.83	48.64	20
13	Ian Ashley (GB)	Vauxhall Cavalier GSi	Y	25:09.21	49.15	48.85	22
14	Will Hoy (GB)	Toyota Carina E GTi	Y	29 laps	48.22	47.85	2
15	Bobby Verdon-Roe (GB)	Toyota Carina E GTi	Y	29 laps	48.79	48.33	12
16	Robb Gravett (GB)	Peugeot 405 Mi16	M	28 laps	48.79	48.49	16
17	Ian Cantwell (GB)	Mazda 323	Y	24 laps	49.33	49.52	26
R	David Pinkney (GB)	BMW 318is	Y	13 laps – spin	48.82	49.01	25
R	Matthew Neal (GB)	BMW 318is	Y	13 laps – accident	48.93	48.71	21
R	Alain Menu (CH)	Renault 19 16v	M	11 laps – accident	48.54	48.28	11
R	Alex Portman (GB)	BMW 318is	Y	6 laps – accident	49.02	48.88	23
R	Joachim Winkelhock (D)	BMW 318i	Y	2 laps – accident	48.10	48.06	6
R	Patrick Watts (GB)	Mazda Xedos 6	Y	1 lap – accident	57.41	48.18	10

Winner's average speed: 88.57mph. **Fastest lap:** Winkelhock & Leslie, 48.10s, 90.08mph. **Championship positions:** 1, Soper, 89pts; 2, Winkelhock, 86; 3, Allam, 52; 4, Cleland, 49; 5, Odor, 38; 6, Bailey, 33; 7, Hoy, 32; 8, Harvey, 25; 9, Menu, 19; 10, Leslie, 18. **Manufacturers:** 1, BMW, 138 pts; 2, Vauxhall, 89; 3, Toyota, 65; 4, Nissan, 64; 5, Peugeot, 47; 6, Renault, 38; 7, Mazda, 25. **TOCA Challenge Cup:** 1, Ashley, 74 pts; 2, Neal, 57; 3, Khan, Cantwell & Portman, 48; 6, Bellm, 42; 7, Pinkney, 38; 8, Andy Wallace, 12. **Next round:** Pembrey, June 27.

REPORT **DUD CANDLER** PHOTOGRAPHY **JEFF BLOXHAM**



High drama as the Formula Renault leaders cross the line for the penultimate time. Arias (1) won from Matthews (3) and Waberski (40), the three covered by 0.5s. Photo: Barry Ambrose

Renault racers do it best

The support races for the British Touring Car Championship double-header at Brands Hatch offered thrills and spills galore for the massive crowd, but it was the Renault drivers who really shone

Renault may have dominated the Canadian Grand Prix, with Alain Prost winning in fine style, but Renault men were also thrilling the crowds at Brands Hatch in the British Touring Car Championship support package.

Dave Cox halted Alastair Lyall's winning streak in the Clios, while series leader Ivan Arias snatched Formula Renault victory from the jaws of defeat in a real crowd-thriller.

The single practice session for the Formula Renaults produced a shock with Garth Waberski heading the list. The South African had done around 200 laps of testing and quickly come to terms with Brands's unique demands. His Swift sported a fresh and very potent Moteur Hugot engine and, with remarkably little wing, Garth was very quick on the straight bits.

Arias lined up alongside feeling confident after three consecutive wins in the Alpa. James Matthews' Van Diemen and Tim Stafford's Orion made it four different chassis on the front two rows.

The drama began before the green light with fourth row man Neil Cunningham peeling off into the pits with a bad misfire on the Tarry Racing Van Diemen. Waberski and Arias judged the start to perfection, running neck-and-neck to Paddock, Waberski just getting in front. He then maintained that narrow advantage over Arias, Matthews, Dave Coyne, Stafford and Class B leader James Seccombe in a high-speed train over the first lap.

Arias used his circuit knowledge to good effect slipping ahead out of Graham Hill Bend on lap two, but his turn-in for Clearways went wrong and Waberski was ahead once more. 'I couldn't go into Clearways anywhere near as fast as Saturday,' related Arias.

Matthews further demoted Arias on lap three with a daring manoeuvre down the inside at Clearways. Coyne's race ended on that lap when a fuel line came adrift on the Stonier Motorsport Alpa.

The top three opened a gap to the chasing Stafford who had his hands full holding off Seccombe and Javier Diaz. The order was constant until lap 14 when Matthews got into the narrowest of gaps inside Waberski at Clearways, Arias seizing his chance as they exited Clark Curve.

On the last lap Arias kept to the inside and was able to press home his advantage into Paddock Hill Bend. He was careful not to leave any gaps for Matthews and Waberski and at the flag there was just 0.5s between them.

The Renault Clio race was red-flagged on the opening lap after Jonathan Salem spun and was T-boned heavily by Rowland Bratt. The re-run saw Hayden Measham cut out the early pace but his endeavours on the old circuit at Paddock Hill Bend would lead to black-flagging and ultimate exclusion.

Alastair Lyall took the lead on lap three with Dave Cox further demoting Harlow team mate Measham on lap four. Lyall held on until understeer carried him wide at Clearways on lap nine, Cox taking the lead to go on for his first win of the year.

Lyall held on to second just ahead of Nigel Albon, who eventually found a way past Lee Brooks and finished in a family sandwich with brother Craig Albon on his rear panel.

Four seconds covered the top five with Lionel Abbott, Mark

Fish and David Shaw in their wheel tracks.

The Vauxhall Lotus race would have been a classic had the rest of the 20 laps matched the first 200yd. Second row man Jan Magnussen made a superb start but found his path blocked by front row men Johnny Mowlem and team mate Dario Franchitti, both of whom moved over to their left. 'I'd have had them if I hadn't missed the second to third gearchange,' rued Magnussen.

Soon the 10-second penalty board was out for Mowlem who was adjudged to have jumped the start. Franchitti took the lead at Clearways on lap two when Mowlem ran wide.

Mowlem held on to second spot over Magnussen who was in trouble with rear tyres which came in before the fronts promoting huge understeer in the early stages. When the fronts warmed to the task he then had oversteer leading to some dramatic moments at Paddock and Graham Hill Bend.

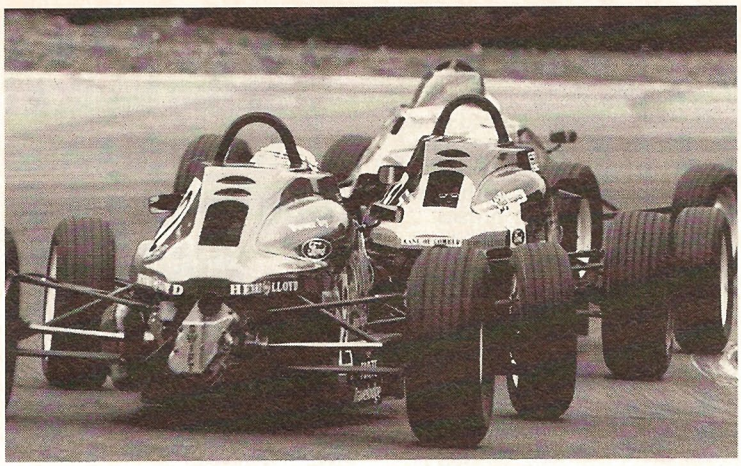
Dino Morelli had bad understeer for the first 10 laps but was right with Magnussen thereafter, the battling Freddy van Beuren and Jamie Davies in Morelli's wheel tracks.

The pace was such that eight drivers were under the lap record and Mowlem's penalty dropped him to 10th. After taking his fourth consecutive win, Franchitti heaped praise on the Paul Stewart team. 'I knocked two corners off the car yesterday but they got it right and the car was perfect,' enthused the young Scot.

Another youngster notching his fourth consecutive victory was Ralph Firman Jr who took the Vauxhall Junior race in masterly fashion. Simon Harrison led on the opening lap under pressure from Firman, Darren Edmonds, Michael Wakefield and the fast starting Jean-Francois Villeux. The latter pair tangled and retired at Graham Hill Bend on lap two.

Edmonds took the lead on lap two but it was a superb manoeuvre which took Firman ahead on lap five. Inside Edmonds at Clearways on lap four, Firman wore him down on the run to Paddock Hill Bend. Seconds later Edmonds was further demoted at Druids by Harrison and this was the pattern of the race, with Firman keeping Harrison at arm's length. Privateer Edmonds, on old tyres, slipped back almost into the clutches of Henry Stanton and Darren Manning.

The Ford Fiestas needed three starts (see Club AUTOSPORT) before reigning champion Colin Stancombe asserted his superiority. Brian Farminer made the best start to lead the first attempt and then repeated the



Works Formula Ford Swift twins Keen and Kane hound Foundation's Oliver Tichy



Clio winner Dave Cox fends off championship leader and runner-up Alistair Lyall

exercise to head the next aborted attempt. Stancombe got it right at the third attempt, the poleman going into a lead which he would never surrender. Farminer didn't yield in his chase and was second on the road only to be excluded for careless driving.

Farminer and Trevor Reeves had collided at Graham Hill Bend on lap 10, Reeves collecting a large dent in his nearside door and dropping from third to fifth spot. Farminer's exclusion elevated Richard Kaye to second spot, his first podium visit this year. Rob Hall also went past poor Reeves who was then passed by both Adam Crowton and Mike Gorton on the final lap.

The Open Formula Ford race was almost mundane in comparison. Moods in the Van Diemen and Swift camps after practice were mixed with the Swift men scratching their heads as all their cars suffered lap of grip. The Van Diemen camp was full of smiles and Russell Ingall was never headed for his fourth win of the year. Frederico Viegas upheld Swift honour by coming through to second at the expense of Rui Aguas. Marc Gene was a lonely fourth.

Championship leader Guy Smith was never in the hunt and a trip over the kerbing at Surtees dislodged a sidepod and radiator from his Swift which was black-flagged.

Philip Polites took his third win on the trot in Class B, although the Australian allowed Brian Robinson to close in the latter stages.

Ingall now leads the table as the series heads to Pembrey at the end of the month.

The Champion of Brands FF1600 race was ultra competitive with six cars all in with a chance. Brian Robinson fought hard to get past early leader John Hayden and then thwart the advances of Moss Thorpe, Hayden, returnee John Oxborrow and Simon Graves.

The top five were covered by 1.78s with Tim Gulland a few yards adrift in sixth place.

Pete Hall had to smash his own lap record to see off the threat from Alan Minshaw in the first ICS Historic Saloon race. John Young's Mustang retired when it blew out its water, Nevile Smith's indecently quick Class D winning Anglia taking over the third place.

Amanda Torregiani led the other ICS Saloon race until going wide at Clearways on lap 13. This elevated Tony Hill who had come through the field in his BMW 2000 Ti. Amanda never gave up and was 0.97s adrift at the flag. Phil Wight had been second early on but retired in a cloud of smoke. ■

BRANDS HATCH, Jun 12/13

Champion of Brands FF1600 (10 laps)

1, Brian Robinson (Van Diemen-Scholar RF92), 8m24.22s, 85.96mph; 2, Moss Thorpe (Ray-Auriga 92F), 8m24.41s; 3, John Hayden (Van Diemen-Auriga 90F), 8m24.99s; 4, John Oxborrow (OX-Auriga 6), 8m25.43s; 5, Simon Graves (Swift-Scholar FB91), 8m26.00s; 6, Tim Gulland (Ray-Auriga 92F), 8m28.13s. **Fastest lap:** Thorpe, 49.16s, 88.16mph.

ICS Historic Racing Saloons, Classes A & D (15 laps)

Overall & Class A: 1, Pete Hall (5.3 Ford Mustang), 13m37.78s, 78.50mph; 2, Alan Minshaw (5.7 Chevrolet Malibu SS), 13m38.58s; 3, Nevil Smith (1.5 Ford Anglia), 13m58.08s; 4, Gordon Streeter (1.5 Ford Anglia), 14m03.07s. **Fastest lap:** Hall, 52.98s, 81.81mph **(record). Class D:** 1, Smith, 77.57mph; 2, Streeter; 3, Bob Bullen (1.5 Ford Anglia), 14m05.30s. **Fastest lap:** Smith, 54.41s, 79.66mph **(record).**

Open Formula Ford Championship (15 laps)

1, Russell Ingall (Van Diemen-Zagk RF93), 12m00.16s, 90.27mph; 2, Frederico Viegas (Swift-Mountune SC93F), 12m01.30s; 3, Rui Aguas (Van Diemen-Zagk RF93), 12m01.65s; 4, Marc Gene (Van Diemen-Scholar RF93), 12m04.23s; 5, Oliver Tichy (Van Diemen-Mountune RF93), 12m07.18s; 6, Jonny Kane (Swift-Mountune SC93F), 12m08.23s; 7, Justin Keen (Swift-Mountune SC93F), 12m10.01s; 8, David Henderson (Van Diemen-Scholar RF93), 12m21.76s; 9, Kalle Jokinen (Swift-Mountune SC93F), 12m22,55s; 10, Jonathan Clues (Swift-Mountune 93F), 12m22.84s. **Fastest lap:** Ingall, 47.06s, 92.10mph **(establishes record). Formula Ford 1600:** 1, Philip Polites (Van Diemen-Auriga RF92), 12m32.83s, 86.36mph; 2, Brian Robinson (Van Diemen-Scholar RF92), 12m33.39s; 3, Carl Jarvis (Van Diemen-Scholar RF92), 12m40.73s; 4, Steve Kite (Van Diemen-Searle RF93), 12m47.37s; 5, Christopher Gray (Mondiale-Bold M93S), 12m47.45s; 6, Barry Pomfret (Van Diemen-Scholar RF90), 14 laps. **Fastest lap:** Polites, 48.62s, 89.14mph.

Elf Oils Renault Clio UK Cup (13 laps)

1, Dave Cox, 12m02.62s, 77.97mph; 2, Alastair Lyall, 12m03.65s; 3, Nigel Albon, 12m04.88s; 4, Lee Brookes, 12m06.01s; 5, Craig Albon, 12m06.75s; 6, Lionel Abbott, 12m08.45s. **Fastest lap:** Cox, 54.55s, 79.45mph **(record).**

Formula Vauxhall Lotus Championship (20 laps)

1, Dario Franchitti, 15m13.67s, 94.87mph; 2, Jan Magnussen, 15m15.36s; 3, Dino Morelli, 15m15.95s; 4, Freddy van Beuren, 15m16.84s; 5, Jamie Davies, 15m17.35s; 6, Jose Colleta, 15m19.61s; 7, Jason Plato, 15m20.97s; 8, Martin O'Connell, 15m21.89s; 9, Geoff Lister, 15m23.50s; 10, Johnny Mowlem, 15m24.51s (inc 10s pen). **Fastest lap:** Magnussen, 44.77s, 96.81mph **(record).**

Formula Vauxhall Junior Championship (15 laps)

1, Ralph Firman Jr, 12m10.55s, 88.99mph; 2, Simon Harrison, 12m11.75s; 3, Darren Edmonds, 12m15.17s; 4, Henry Stanton, 12m15.38s; 5, Darren Manning, 12m16.22s; 6, Ian James, 12m20.33s; 7, Nick Smith, 12m25.99s; 8, Julian Thomas, 12m26.08s; 9, Jonathan White, 12m31.71s; 10, James Carney, 14 laps. **Fastest lap:** Manning, 47.62s, 91.02mph **(record).**

Ford Fiesta Challenge (12 laps)

1, Colin Stancombe, 11m16.03s, 76.93mph; 2, Richard Kaye, 11m20.03s; 3, Rob Hall, 11m23.04s; 4, Adam Crowton, 11m24.04s; 5, Mike Gorton, 11m24.65s; 6, Trevor Reeves, 11m24.68s; 7, Marco del Pizzo, 11m29.45s; 8, Peter Daniels, 11m30.62s; 9, Gareth Evans, 11m31.38s; 10, Gareth Downing, 11m31.43s. **Fastest lap:** Stancombe, 55.37s, 78.28mph **(record).**

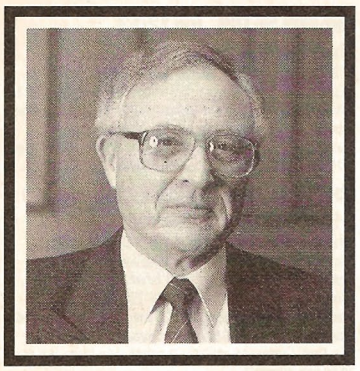
P&O European Ferries Formula Renault Championship (15 laps)

1, Ivan Arias (Alpa FR93), 12m09.30s, 89.14mph; 2, James Matthews (Van Diemen FR93), 12m09.64s; 3, Garth Waberski (Swift FR93), 12m09.86s; 4, Tim Stafford (Orion FR93), 12m15.40s; 5, James Seccombe (Martini MK61), 12m16.09s; 6, Javier Diaz (Alpa FR93), 12m16.95s; 7, Duncan Vercoe (Orion FR93), 12m20.27s; 8, Adrian Wood (Van Diemen FR92), 12m24.12s; 9, Marc Cramer (Martini MK59/61), 12m26.22s; 10, Ricky Flynn (Orion FR91), 12m29.38s. **Fastest lap:** Arias, 47.49s, 91.26mph. **Renault '91:** 1, Seccombe, 88.32mph; 2, Cramer; 3, Flynn; 4, Alan Kelly (Martini MK61), 12m35.15s; 5, Jeremy Timms (Swift FR90), 12m38.75s; 6, Christian Vann (Swift FR91), 12m43.61s. **Fastest lap:** Seccombe, 47.96s, 90.37mph.

ICS Historic Racing Saloons, Classes B/C/E (15 laps)

Overall & Class C: 1, Tony Hill (2.0 BMW 2000Ti), 14m26.64s, 75.02mph; 2, Amanda Torregiani (1.8 Lotus Cortina), 14m27.61s; 3, Peter Landers (1.8 Lotus Cortina), 14m36.41s; 4, Angus MacLachan (2.3 Triumph Vitesse), 14m38.64s. **Fastest lap:** Hill, 56.10s, 77.26mph. **Class B:** No finishers. **Fastest lap:** Derek Goodacre (3.8 Jaguar Mk 1), 1m13.12s, 59.27mph **(establishes record). Class E:** 1, Pat Longhurst (1.0, Hillman Imp), 14m51.09s, 72.96mph; 2, Shaun Hazlewood (1.0 Hillman Imp), 14m55.65s; 3, David Bridger (1.0 Austin A40), 15m23.88s. **Fastest lap:** Longhurst, 57.89s, 74.87mph.

BY **STUART TURNER**



STUART TURNER

The Formula 1 show is slipping

With the War of the Rose over, the FIA should initiate a wide-ranging, long-term review of Formula 1; it's so inward looking at the moment, with its petty squabbles, that it could start to slide off the list of front-line international sports.

The bullish talk towards the end of last year (that F1 wouldn't miss Mansell and that '93 would be the closest year ever) turned out to be largely just that – bull, because at times it can be a pretty poor product – consider the monotony of Montreal for instance.

Just one statistic from Indy says it all – 17 seconds covered the first 10 cars after three hours. Formula 1 luvvies may snigger about crude cars driven by grandfathers under weird flag rules but they miss the point: motorsport at the top needs to provide mass entertainment, not a pastime for purists.

Formula 1 seems locked in a financial spiral that leaves the weaker teams repeatedly lapped. If some of the teams at the back of the grid were race horses they'd have been shot by now. Costs cascade on to the circuits and then drop on to those who really matter – the spectators.

Small wonder they are voting with their feet because of the poor value for money F1 represents with its often obscenely high ticket prices. Item: there's a show touring at the moment called *Return to the Forbidden Planet*; the reaction to it is more enthusiastic than anything I've ever seen in motorsport, with sell-out audiences cheering and yelling for more. The point is that the top ticket price for two and a half hours of superb entertainment is less than £20.

Oh yes, and the show finishes on time so you can safely book your chauffeur, or in my case catch the last tram, you don't get wet or cold and you get the feeling that the whole thing is structured with the *customer* in mind, not a clique with contracts and caravans.

The F1 stars who suggested that drivers should be paraded before races inadvertently illustrated one problem motorsport has selling itself: in virtually every other sport you can see the competitors at work, groans, grimaces and all. And whether the star designers like it or not, people are more interested in people than technology. It's one reason why boredom has set in with the space programme – it wasn't just the brevity of her skirt

If some of those at the back of the grid were race horses they would have been shot

which attracted more publicity for the first British women to climb Everest than for the first one in space.

If nothing else, pre-race parades should be introduced immediately, not delayed for months while ways are considered to massage the most out of manufacturers for the fairly marginal privilege of laying on fleets of cars. Take the drivers round on milk floats if need be but do it soon.

While spectators vote with their feet or TV buttons, sponsors may vote with their cheque books if the show doesn't sharpen; they must have noticed that many of their guests 'switch off', for the middle portions of many races – you don't catch too many dozing during a Wimbledon final.

Manufacturers too must be wondering if F1 is cost effective in an industry recession. Let's hope for instance that better things are on the way for Ferrari because Fiat must surely be thinking that their road car sales are damaged, not enhanced, by their F1 programme; if we swallow our spiel that motorsport improves the breed then It follows that any current Renault model must have more testosterone than a Testarossa.

It's perhaps not surprising that the grapevine suggests more support for the fledgling European Motorsport Association than public utterances – maybe inhibited by fear – would indicate. My only surprise is that it's taken so long for circuits to start working together because surely they are in much the same position as theatre owners.

If you perform somewhere with your accordion act, good though I'm sure it is, and hardly anyone turns up, you won't be booked again. If you appear with your ballet troupe, male dancers all carefully insured for lump sums, and find the stage isn't big enough you lop your leaps accordingly, you don't expect the theatre to be rebuilt. Contrast that with F1 where if the cars get too quick, the cry goes up to change the circuits – as daft as digging up the Thames if the Boat Race crews get too fast. Simpler, and with less knock-on expense for spectators, to modify the cars instead.

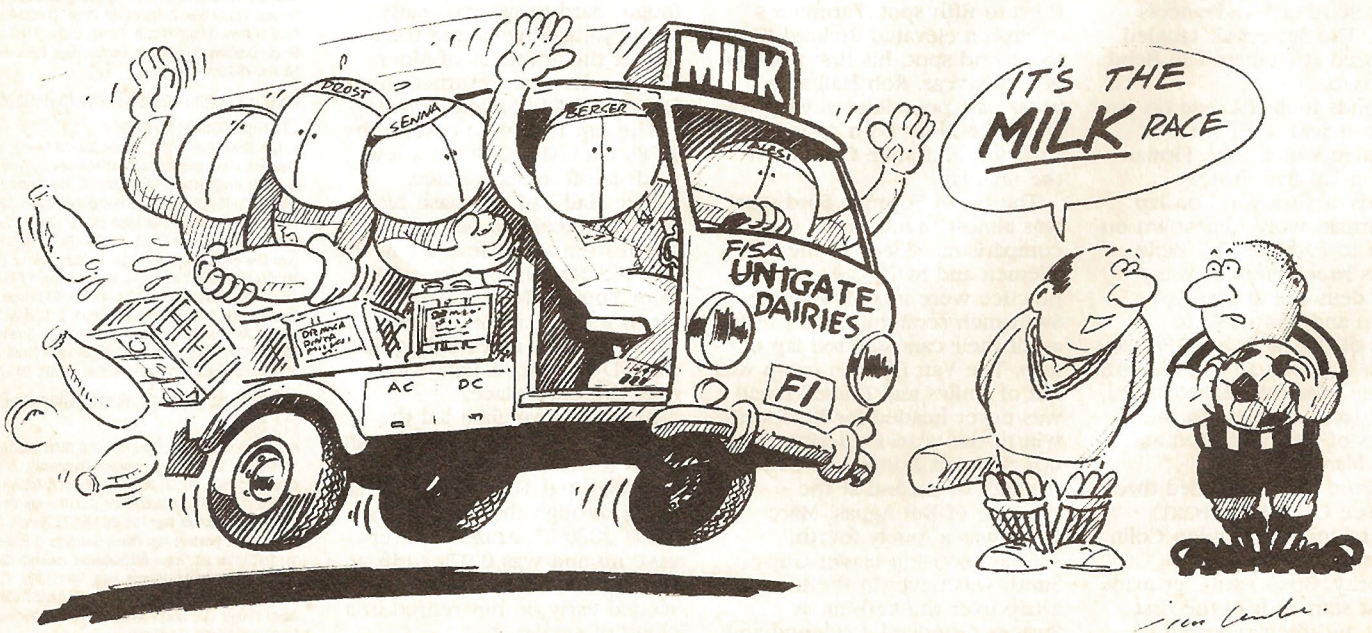
To stop a slump in F1, the FIA should take a wide ranging look at all aspects of F1, *not* just the technical side; marketing clearly needs a shake-up for instance.

But they should of course keep scything back on the technology, which is of little interest to the general public.

The constant struggle for funds to pay for hi-tech has even taken much of the fun out of the sport. Nowadays a sense of humour is specifically banned in F1 under clause 843(b), section IV of the Concorde Agreement.

Perhaps the most compelling illustration of the urgent need for a wide review is that although Max Mosley has done an infinitely better job than his predecessor, F1 has actually regressed, which is enough to make you tear your hair out.

Toupee or not toupee, that is the question. ■



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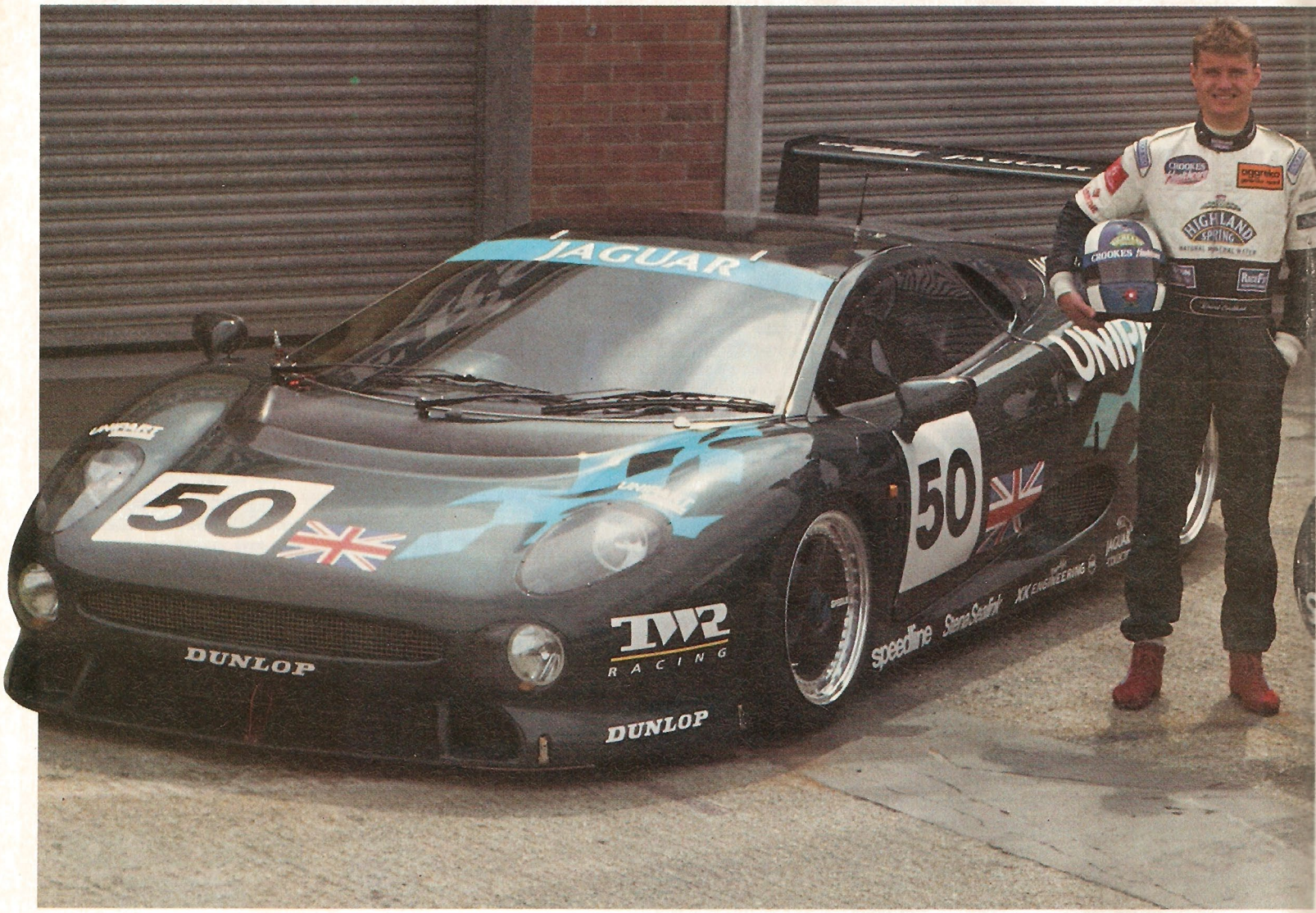
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BY **CHARLES ARMSTRONG-WILSON & DAVID COULTHARD** PHOTOGRAPHY **JEFF BLOXHAM**



A tale of two Cs

When David Coulthard had his first run in the Jaguar XJ220C we were there to see how he adapted to an unfamiliar racing car. To compound that, we also sent him out in the 1953 Le Mans-winning Jaguar C-type

David Coulthard's career so far has been a copybook ascent up the motorsport ladder. From karts to Formula 3000 via the 1989 McLaren/AUTOSPORT young driver of the year award he has topped it off recently with some very promising Formula 1 test drives.

But this weekend he will be taking part in a very different motor race in a very different type of car. He is due to pilot TWR's GT challenger – the Jaguar XJ220C in the most gruelling race of the lot – the Le Mans 24 Hours.

Although the XJ220C may have awesome ability on the road it is nothing like a single-seater. So David was understandably pensive when he turned up at a sunny Silverstone for his first acclimatisation tests.

JAGUAR XJ220C

The car TWR had on hand certainly looked the part in metallic green, technically not British Racing Green but close enough to get the effect. And it sounded the part too as team mate Win Percy did a few laps first to settle the car in. Then it was David's go.

The 22-year-old Scot started off steadily with frequent pitstops to check things out before building up to more competitive speeds. At the end of the morning session he



The cockpit of the XJ220C is quiet compared to a single-seater but heat could be a problem



David Coulthard with the XJ220C he will drive at Le Mans this week and the C-type that won the race 40 years ago

climbed out of the car, hot, but smiling.

So how was the Jaguar? 'Obviously one of the first impressions you get from the car, in comparison to what I'm used to, is the braking distances are very long. But it's incredibly quiet and incredibly smooth in the car.

'Also it gives normal feedback through the corners which maybe I didn't quite expect. You have your normal bit of understeer. Then, when you go on the power, you have that little delay with the turbo lag. When the turbo comes in, though, the engine is very progressive, very powerful.

'At the moment, because I'm only building up speed here, I'm taking the whole complex in third gear which is maybe a gear longer then necessary. But the engine pulls from so low down, because of the boost that's available, that it makes it very smooth and very easy to control. I get a little bit of oversteer on the exit of the corners, but that's just me finding the limits of the car. Obviously when I'm driving in the race I won't be allowed that because excessive slide heats the rear tyres and that increases the wear.



'Heat in the cockpit is a big difference to what I'm used to. Sitting there waiting to leave the pits I'm sweating, so I'll probably need to run some sort of drinks bottle if we do long stints in the race – just to be on the safe side.

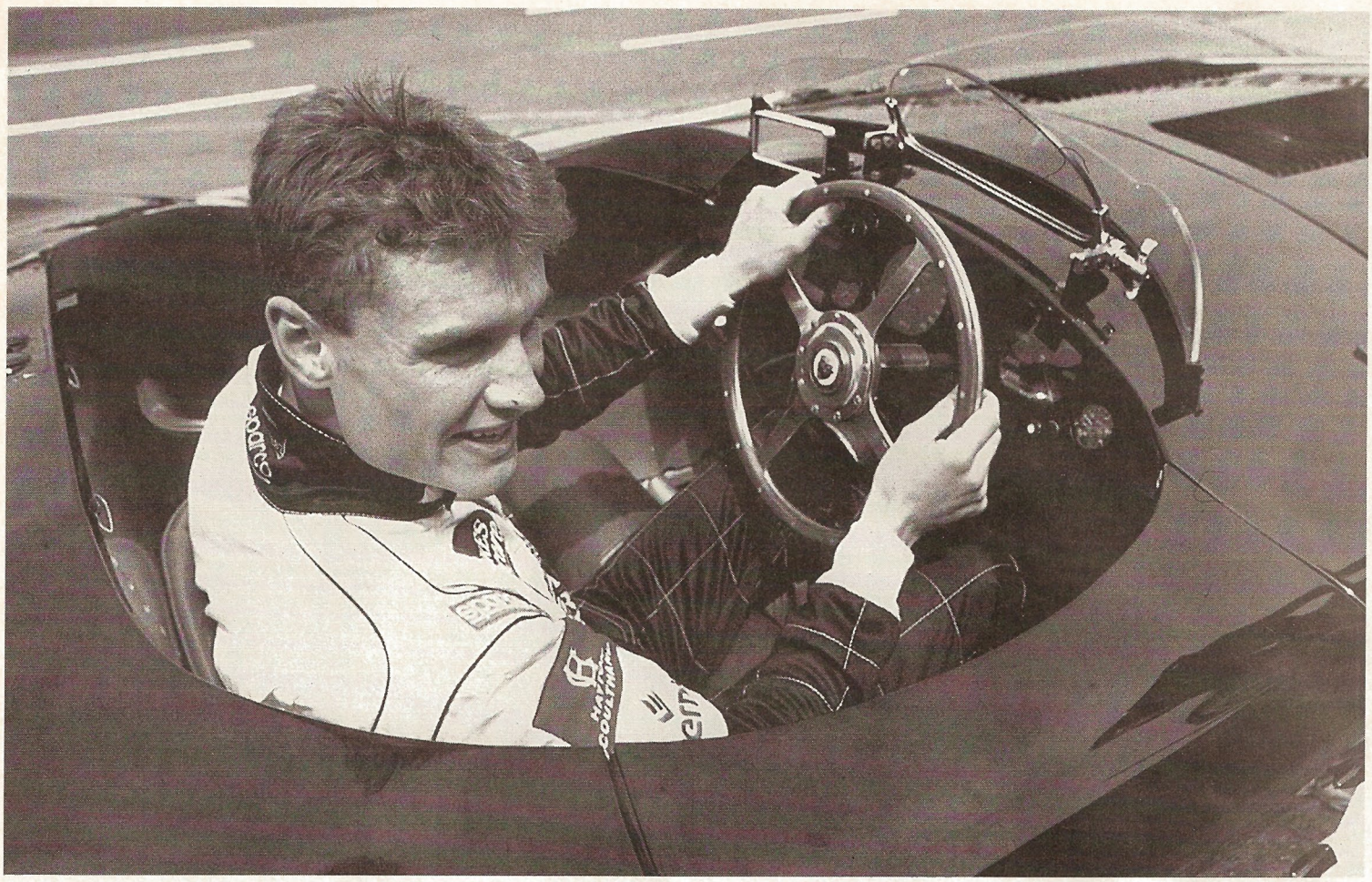
'The XJ220C uses the normal ▶



The XJ220C understeers initially into the corner but will oversteer on the exit if pushed



By comparison the C-type oversteers gently all the way through, steering itself round



David was instantly at home behind the wheel of the car that won Le Mans 18 years before he was born and found that it is still impressive to drive on the track

synchromesh gearbox, so you need to be gentle with it on the down changes, don't rush it. You have to be gentle occasionally on the up change as well.

'Apart from that, I'm quite happy that it feels very driveable.

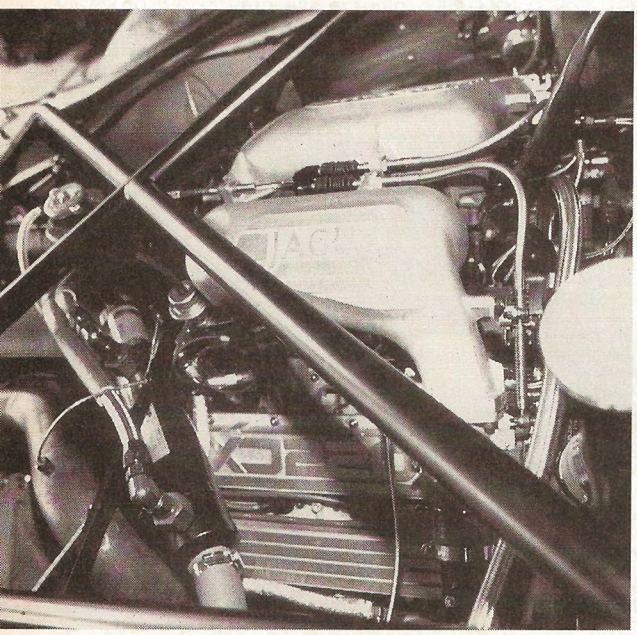
'The only place where I feel that I need to get used to the car is in very fast corners. I'm used to having a car very stiff, very low to the ground and with a lot of downforce. This doesn't create anywhere near the downforce. It's a big car and because it's derived from a production model – albeit of a very limited run – it tends not to be able to set itself through long corners very well. Apart from that, I'm pleased that it doesn't feel as if it's going to bite your bum...

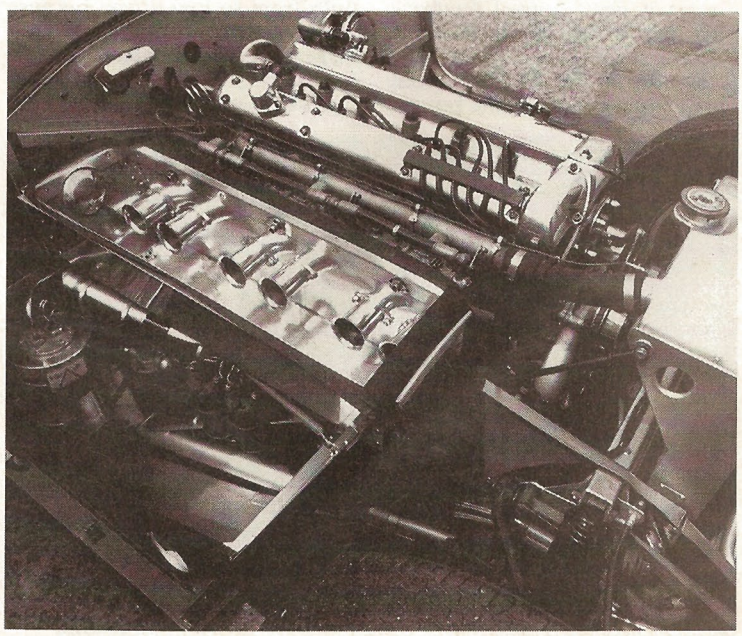
'Obviously there's a lot more movement in the suspension than with a single-seater. Although in comparison to other cars of its type, another driver may say that it's excellent. With such limited mileage in the XJ220C, I'm still in F3000 mode, and I may point out vices that other drivers consider to be features that are actually quite good in comparison to other cars. After half a day in the car, I'll start to forget things like vibration in the brakes and things like that. I'll know then that it's standard.'

JAGUAR C-TYPE

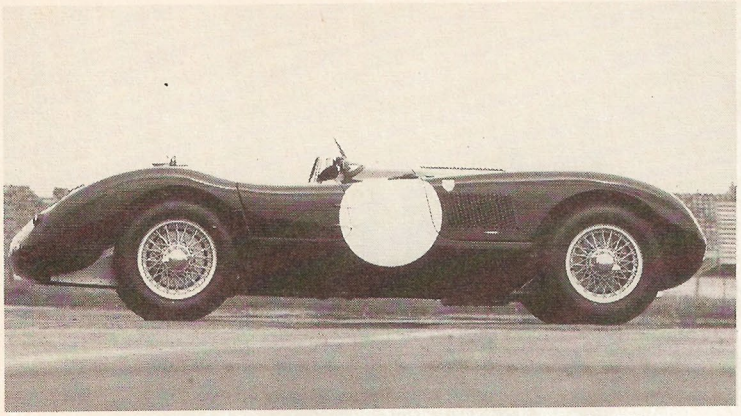
With the end of the session, there was a chance to play a little. The C-type had been unloaded, warmed-up and was waiting in the sun. David was immediately captivated by the shape and walked around the car looking at it from all angles. But once behind the wheel he found the responsibility of taking a £1.5 million worth of someone else's treasured possession around the circuit rather intimidating.

Nestling into the green leather he fired it up and we trundled out on to the track. At the first straight David opened it up, marvelling at

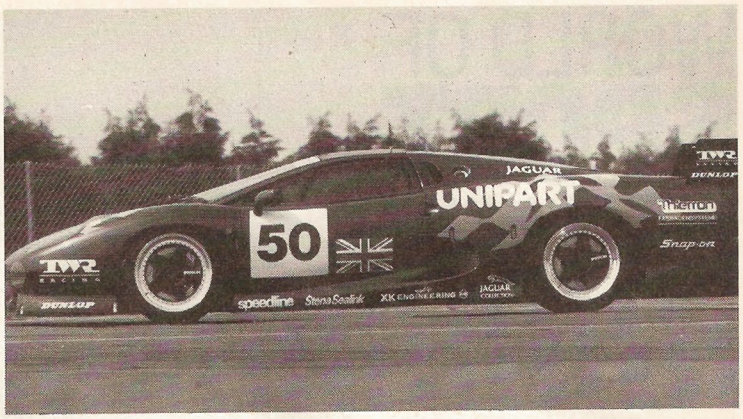




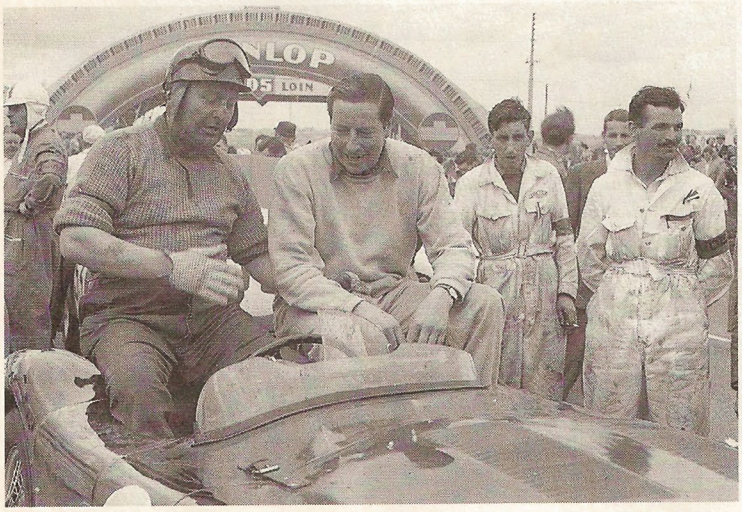
The engine in the XJ220C (left) is derived from a racing unit while the C-type's XK motor (right) came from the road car



The body of the C-type was designed to give high speeds on the Mulsanne Straight



Apart from a new rear wing, the XJ220C's shape is little altered from the road car



Two very tired but happy men – Duncan Hamilton and Tony Rolt – with the C-type in 1953

the raucous exhaust note. In no time at all he was using all the track and clearly enjoying himself.

So how did he find it?

'Amazing, a beautiful noise and it's just amazing to drive. Obviously it's quite a big heavy car, but the funniest thing is the way it sits down at the rear and it almost steers itself around the corner for you. The turn in is excellent like the XJ220C, but then it carries on turning by itself. All the way around the corner you are almost steering against it. It's as though they designed it to use bump steer to good effect. But the exhaust note really adds to the effect of driving the car, it just sounds beautiful.

'The driving position is just right, very comfortable which it would need to be for those three-hour stints they used to do. And the windscreen is amazing the way it deflects the air around you. If you move your head just slightly to one side you can feel it getting caught in the airstream. The throttle pedal seems odd at first until you get going then you realise that you can hold it to the floor with just the weight of your foot which would obviously be an advantage on the Mulsanne giving the driver a bit of a rest.

'The gearbox really surprised me though because I thought it would be nowhere near as direct on the older car but going for top gear you get that nice positive feeling when it goes in.

'The driving position of the two cars is very similar, in the C-type you are much higher up but the actual position you sit in is very similar to the XJ220C so it must have something going for it. The driver of this kind of car needs that angle of arm to get the leverage on the wheel.

'The XJ220C is a little bit heavier to drive than the C-type but not that much different really. It's not like the XJ220C produces masses of downforce. On the other hand the steering wheel on the C-type is much bigger and there's more play.

'The feel from the brake pedal is similar too and the C-type's brakes were very good in comparison. Braking distances were also very similar relative to speed. In the XJ220C you would be approaching corners at 140mph that in the C-type you would be approaching at 90mph but you would be braking in the same place.

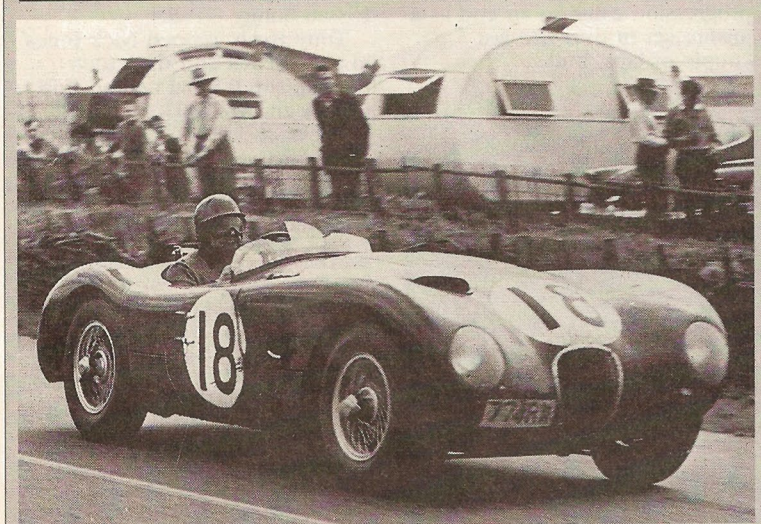
'There is something that feels very free about the old car though, the way you are sat up there with the big wheel. For me I have the images of the old drivers in my mind when I drive it – hanging over the door you really feel as if you want to go quicker and quicker but you're not quite sure what is going to happen. In the XJ220C you know you are going quick and you are thinking will I get it wrong rather than going quicker.

'But my attitude is slightly coloured by my approach to the two cars. In the XJ220C you are being serious, in the C-type it's not so serious. If you could go back in a time-warp then you would approach driving both cars in the same way.

'Racing the XJ220C at Le Mans will be very different to what I'm used to, particularly the amount of time behind the wheel and the night driving. But I'm looking forward to it. It's an interesting challenge.'

And would he like to race the C-type? 'I don't know. To do it as seriously as we are in the XJ220C you would have to be a lot braver.' ■

JAGUAR XK120 C-TYPE XKC051



Hamilton at the wheel of XKC051 on its way to victory in the 1953 Le Mans 24 hours

The 'C' stands for competition and the C-type was the competition variant of Jaguar's road going XK120 sportscar. In reality only the main mechanical components have any similarity. The C-type has a different body, chassis, suspension and a more powerful version of the six-cylinder engine.

Chassis number XKC051 was built in 1953 as one of only four 'lightweight' cars. These differed from the normal cars in having triple weber carburettors, bag fuel tanks, disc brakes and the body made in thinner 18 rather than 16 gauge aluminium. In that year Duncan Hamilton and Tony Rolt won Le Mans and XKC051 was the first car to average more than 100mph over the 24 hours during which time it spent only 15m16s in the pits.

The factory then sold the car to Ecurie Ecosse who raced it for a few years before it was sold again, eventually winding up in America. When the present owner, Adrian Hamilton, son of Duncan, decided to try and buy it, the car was a bare chassis in the collection of Briggs Cunningham. It took four years to persuade him to part with it and Adrian finally bought the car in 1984.

He had it rebuilt by DK Engineering and rebodied by RS Panels in heavier but harder wearing 16 gauge aluminium. He still has the original but rather battered body as well. The C-type is now something of a trademark of the Duncan Hamilton company which has been dealing in classic and racing cars for 46 years. But Adrian just regards it as a very treasured possession.

During the race the car ran with the registration number 774RW which was in fact a factory trade plate. When they sold the car it was registered LSF420, the number it still carries.

WORLD OF SPORT

Three in a row as Pailler piles it on

EUROPEAN RALLYCROSS CHAMPIONSHIP, MONDELLO PARK, IRL, Jun 12/13: In the the closest A Final of the year Jean-Luc Pailler scored his third straight win and moved further ahead in the championship.

After problems in the previous week's French race both defending champion Will Gollop and Martin Schanche had worked flat out through the week. But neither could hold Pailler as the Frenchman qualified his four-wheel drive Citroen BX Turbo on pole.

Second fastest in the first heat and then fastest in the third, when he also set BTD at 2m12.58s, the only worry for Pailler came in the second heat when the throttle pedal broke and forced a non-finish.

Second fastest in the third heats and second on the grid was fellow Citroen runner Kenneth Hansen, but the Swede could not get closer than 1.4s to Pailler's BTD. The rest were a similar margin and more behind Hansen.

The second row of the grid held Schanche and Tommy Kristoffersson, who had been fastest in the first heats but then had to change the gearbox after third gear broke. The replacement did not hold the ideal ratios for Mondello.

Kristoffersson's troubles were nothing compared with those in the Schanche camp. Further engine troubles on Saturday forced an overnight engine change. After the first heat the exhaust system set light to the carbon-fibre transmission tunnel and only some very swift action saved the car from serious damage. Venting his anger on the car the Norwegian set fastest time in the second heat with a 2m14.54s run.

The last direct qualifier was Per Eklund who, like Hansen, had switched from Yokohama to Avon tyres and stuck with the English product throughout the event. With the Subaru's suspension designed to work around 17in wheels Eklund was quick on the uptake with Avon's latest offerings.

A brush with the barriers in the first heat cost Gollop a couple of seconds, made the difference between third and sixth position for the heat and the difference between the back of the A Final and the front of the B Final. Starting from pole Gollop led Martin Iversen all the way and joined Eklund on the third row of grid for the main event.

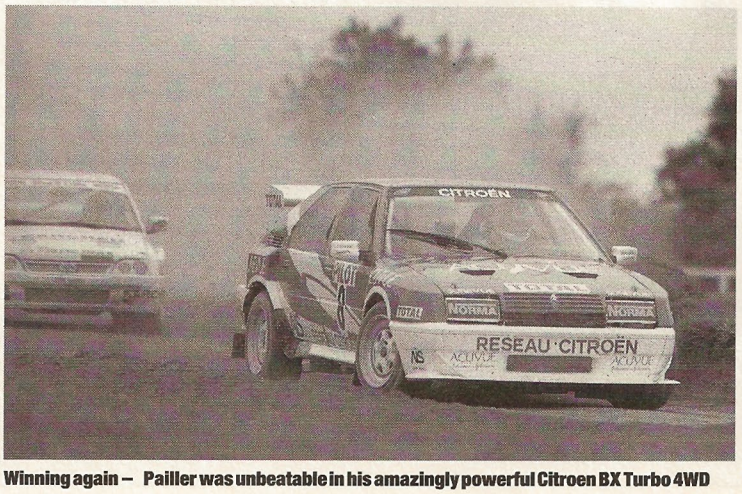


Mondello Park – Will Gollop had a difficult time. He brushed the barrier in an earlier heat and was hampered by a misfire in the final

Kristoffersson led into the first corner and the common consensus was that the Swede had launched the Audi some time before the green light had come on. However, the jump start detectors did not abort the start and event officials held that everything had been working properly. Pailler chased after Kristoffersson with Schanche, Eklund and Gollop next up. Hansen was in trouble right from the start as his Citroen had no turbo boost.

On the third lap Pailler just breezed past Kristoffersson on the straight leaving the Audi driver stunned at the sheer power of the Citroen: 'I was sitting there with full power and he drove by me, whoosh,' said Kristoffersson in near disbelief.

Further down the field Gollop was busy making up ground and had passed Eklund on the second lap when the Subaru got a puncture. Schanche was next in Gollop's sights and the Peugeot driver could hardly believe his eyes when Martin also punctured. Gollop's progression came to an end as a misfire set in over the last couple of laps, but Kristoffersson and Pailler were well clear at the front anyway.



Winning again – Pailler was unbeatable in his amazingly powerful Citroen BX Turbo 4WD

In Division One there were problems for championship leader Richard Hutton who won his A Final start in the B Final. A three-car shunt in the first corner allowed Hutton to progress to third in the main event but he tangled with Ludvig Hunsbedt and dropped to sixth again. A determined drive saw Hutton get his Escort Cosworth back up to fourth place, but it was Norwegian Eivind Opland who won to take the championship lead with his Nissan Sunny GTi-R.

Tony Bardy pipped Nick Jones in the C Final and then took third in the B Final behind Rob Coates and Hutton.

■ Tim Whittington

MONDELLO PARK (IRL)

Eurpean Rallicross Championship, round 4, May 12/13, Division Two A Final (5 laps)

1, Jean-Luc Pailler (Citroen BX 4x4 Turbo), 2m48.37s; 2, Tommy Kristoffersson (Audi Coupe S2), 2m51.84s; 3, Will Gollop (Peugeot 309 4x4 Turbo), 3m01.86s; 4, Kenneth Hansen (Citroen ZX 4x4 Turbo), 3m05.93s; 5, Martin Schariche (Ford Escort RS2000 4x4 Turbo), 3 laps; 6, Per Eklund (Subaru Legacy RS), 1 lap. **Championship positions:** 1, Pailler, 77; 2, Hansen, 61; 3, Kristoffersson, 61; 4, Eklund, 48; 5, Schanche, 38; 6, Bjorn Skogstad, 33.

Division One A Final (5 laps)

1, Eivind Opland (Nissan Sunny GTi-R), 3m04.75s; 2, Ludvig Hunsbedt (Ford Escort RS Cosworth), 3m07.59s; 3, Peter Kramer (Ford Sierra Cosworth 4x4), 3m14.17s; 4, Richard Hutton (Ford Escort RS Cosworth), 3m21.89s; 5, Vidar Chrsitensen (Ford Escort RS Cosworth), 3m45.29s; 6, Anders Norstedt (Nissan Sunny GTi-R), 1 lap. **Championship positions:** 1, Opland, 71; 2, Hutton, 64; 3, Hunsbedt, 60; 4, Norstedt, 55; 5, Christensen 42; 6, Kramer 38. **Next round:** Sweden, July 4th.

Larini stretches lead over Ludwig

GERMAN TOURING CAR CHAMPIONSHIP, NURBURGRING, D, Jun 10: With two wins in front of 120,000 spectators at the Nurburgring Nordschleife, Alfa Romeo's Nicola Larini has asserted himself as a clear championship favourite.

Jorg van Ommen, with no ballast in his Mercedes, took pole but championship leader Larini was a fine second despite carrying 33kg. Reigning champion Klaus Ludwig's Mercedes was third, with 45kg, ahead of team mates Bernd Schneider and Roland Asch.

The Mercedes of young Uwe Alzen was the fastest privateer in seventh place, ahead of the works Alfas of Giorgio Francia, Alessandro Nannini and Christian Danner.

Larini took the lead at the start of the first race, and progressed, untroubled, to score his fifth win of the season. Van Ommen was second until half-distance, when Ludwig passed him. Larini's team mate, Alessandro Nannini, took a fine fourth after passing several Mercedes drivers, and Schneider was fifth ahead of Danner, Francia, Asch and Kurt Thiim.

Larini also led the second race from start to finish for win number six, ahead of team mate Danner, who had a strong race from sixth on the grid. Ludwig was third ahead of Nannini, Schneider, Francia and the Mercedes of Olaf Manthey, who was the fastest privateer once again. Volker Strycek scored his first points of the year with ninth in his private Kissling Opel Omega, and Armin Hahne took the final point in the new-shape Linder BMW 3-series.

In a thin 2-litre class both races fell to Alfa, the first to Franz Engstler and the second to Gianni Giudici.

■ Peter Nygaard

NURBURGRING (D)

German Touring Car Championship, round 9, 4 laps – 62.85 miles, Jun 10

1, Nicola Larini (Alfa Romeo 155V6Ti), 35m32.30s, 106.31mph; 2, Klaus Ludwig (Mercedes 190E 2.5), 35m36.14s; 3, Jorg van Ommen (Mercedes 190E 2.5), 35m37.20s; 4, Alessandro Nannini (Alfa Romeo 155V6Ti), 35m42.63s; 5, Bernd Schneider (Mercedes 190E 2.5), 35m42.86s; 6, Christian Danner (Alfa Romeo 155V6Ti), 35m50.61s; 7, Roland Asch (Mercedes 190E 2.5), 35m52.36s; 8, Giorgio Francia (Alfa Romeo 155V6Ti), 36m01.81s; 9, Kurt Thiim (Mercedes 190E 2.5), 36m03.67s; 10, Olaf Manthey (Mercedes 190E 2.5), 36m09.73s. **Fastest lap:** Larini, 8m51.01s – 106.73mph.

German Touring Car Championship, round 10, 4 laps – 62.85 miles, Jun 10

1, Larini, 35m20,54s, 106.90mph; 2, Danner, 35m22.00s, 3, Ludwig, 35m29.42s; 4, Nannini, 35m32,50s; 5, Schneider, 35m33.65s; 6, Francia, 35m40.87s; 7, Manthey, 35m47.05s; 8, Stig Arnthor (Mercedes 190E 2.5), 36m19.45s; 9, Volker Strycek (Opel Omega), 36m33.30s; 10, Armin Hahne (BMW E36), 36m55.37s. **Fastest lap:** Larini, 8m47.71s, 107.39mph. **Championship positions:** 1, Larini, 137 pts; 2, Ludwig, 105; 3, Schneider, 98; 4, Asch, 89; 5, Danner, 84; 6, Thiim, 79; 7, Nannini, 61; 8, Van Ommen, 42; 9, Francia, 36; 10, Ellen Lohr, 17. **Next round:** Norisring, Jun 27.



Nurburgring—the winning Porsche Carrera of Antonio de Azevedo, Franz Konrad, Oernulf Wirdheim and Franz Katthofer splashes to victory after 24 hours

Porsche rout ends BMW four-year run

NURBURGRING 24 HOURS, NURBURGRING, D, Jun 12/13: Porsche finally broke BMW's domination of the Nurburgring 24 Hours as 911s took a clean sweep of the podium places.

As dawn broke on Sunday victory looked to belong to the Porsche of Harald Grohs, Walter Rohrl, Jurgen von Gartzen and Uwe Alzen. The Porsche had led from four hours into the race and 12 hours later was two laps up. But at 8.50am the clutch broke and the Porsche was out, leaving the 911 of Antonio de Azevedo, Franz Konrad, Oernulf Wirdheim and Franz Katthofer to inherit the lead and cruise to the flag.

Practice saw the Opel Omega of Klaus Peter Thaler, Volker Strycek and Gunter Schmidt take pole ahead of the usual array of Porsches and BMWs.

At the start, the BMW of Kurt Konig, Carsten Struwe, Weitzel and Dippelhofer went into the lead but was caught on the second lap by the Opel Omega of Klaus Peter Thaler, Volker Strycek and Gunter Schmidt which led until the 10th lap as the leading teams started to pit.

After one and a half hours the BMW 318i of Altfrid Heger, Emanuele Pirro, Marc Duez and Roberto Ravaglia pitted with rear diff trouble and lost an hour before resuming in 120th position.

Early in the evening the first rain started to fall. With weather conditions changing all the time throughout the race, teams were coming in on one lap for wets, two later for intermediates, then back two laps later for slicks.

Towards 9pm the BMW M3 GTR of Johnny Cecotto, Bruno Giacomelli, Kris Nissen and Alex Burgstaller retired from second place with engine failure.

That set the stage for the final act of the drama with the Porsche of Grohs/Rohrl/von Gartzen and Alzen out front and looking good until the clutch failed. That allowed the Porsche of de Azevedo, Konrad, Wirdheim and Katthofer to lead the way home, 53 seconds ahead of the Porsche of Edgar Doren, Michael Irmgartz and Wolfgang Kaufman.

The best-placed British team was the Mercedes 190 driven by Alistair Davidson, Mike Rimmer and Phil Collins, which started 120th on the grid and finished 51st overall and fourth in class.

■ Ian Brown

NURBURGRING (D)

ADAC 24 Hour Race, Jun 12/13

1, Antonio de Azevedo/Franz Konrad/Oernulf Wirdheim/Franz Katthofer (Porsche Carrera), 24h05m47.83s, 84.28mph; 2, Edgar Doren/Michael Irmgartz/Wolfgang Kaufmann (Porsche Carrera), 24h06m41.03s; 3, Uwe Eickwinkel/Herbert Wolf/Darius Ahrabian/Marco Werner (Porsche Carrera), 24h00m27.84s; 4, Jurgen Alzen/Hans Stukenbrodt/Bernd Maylander/Frank Schmickler (Porsche Carrera), 24h08m28.41s; 5, Klaus Peter Thaler/Volker Strycek/Gunter Schmidt (Opel Omega), 24h04m05.89s; 6, Roland Senge/Heinz Otto Fritzsche/Rene Gassen (Opel Omega), 24h00m47.87s; 7, Scheer/Dufter/von Bayern (BMW M3), 24h04m25.21s; 8, Hans Engels/Hermann Tilke/Dirtl/Raimund Baumschlager (Porsche Carrera), 24h11m34.70s; 9, Wollgarten/Hennes/Gindorf/Richter (BMW M3), 24h01m32.18s; 10, Stefan Lechtermann/Hanno Lechtermann/Michael Fleissner/Edgar Althoff (Porsche Carrera), 24h02m00.54s. **Fastest Lap:** Thaler/Strycek/Schmidt, 9m21.95s, 100.85mph.

Reid rings changes for first win of year

JAPANESE F3, NISHI-SENDAI, J, Jun 13: Anthony Reid's first win of the year was a flag-to-flag romp that also marked the first victories in Japanese Formula 3 for both Dallara and Opel as he beat the TOM'S army.

Reid struggled earlier this year with the German Knapp chassis, while the Opel engine – the only one in Japan – proved difficult to adapt to local fuel. He switched to a Dallara in the last race and, with the engine now sorted, qualified on pole.

In the race the Briton led home a closely-matched four-car train. Hidetoshi Mitsusada was the leading TOM'S driver, heading Rickard Rydell and Tom Kristensen. The TOM'S of Toranasuke Takagi was fifth.

■ Adam Cooper

NISHI-SENDAI (J)

Japanese F3 Championship, round 5, 24 laps – 64.12 miles, Jun 13

1, Anthony Reid (Dallara-Opel 393), 41m28.91s, 86.78mph; 2, Hidetoshi Mitsusada (TOM'S-Toyota 033F), 41m29.18s; 3, Rickard Rydell (TOM'S-Toyota 033F), 41m30.07s; 4, Tom Kristensen (TOM'S-Toyota 033F), 41m30.93s; 5, Toranasuke Takagi (TOM'S-Toyota 033F), 41m40.63s; 6, Masahiko Nishigaito (Dallara-Mugen 393), 41m46.15s; 7, Taki Inoue (Dallara-Mugen 393), 41m54.41s; 8, Kazuaki Takamura (Reynard-Mugen 933), 42m05.82s; 9, Shinji Nakano (Dallara-Mugen 393), 42m06.17s; 10, Masayuki Yamamoto (Dallara-Mugen 393), 42m22.83s. **Fastest lap:** Mitsusada, 1m42.63s, 93.72mph. **Championship positions:** 1, Kristensen & Rydell 36pts; 3, Mitsusada, 15; 4, Reid, 10; 5, Nakano, 9; 6, Richard Dean & Tetsuya Tanaka, 6. **Next round:** TI circuit, Jun 27.



Nurburgring—even carrying 33kg of ballast, Nicola Larini was in dominant form in the Alfa

Kyle piles it on in Pontiac parade

NASCAR WINSTON CUP, POCONO, USA, Jun 13: Kyle Petty led 148 of 200 laps to win his first race of the season in a fine romp aboard the Pontiac of Felix Sabates.

Not even a late caution slowed Petty. He re-started third behind the Fords of Sterling Marlin and Morgan Shepherd with 21 laps remaining before regaining the lead six laps later and winning by 20 car-lengths from polesitter Ken Schrader's Chevrolet.

After a fine duel Harry Gant took third ahead of Jimmy Spencer, Ted Musgrave and Davey Allison, who faded to sixth in his Ford Thunderbird.

■ Jonathan Ingram

POCONO (USA)

NASCAR Winston Cup, round 12, 200 laps – 500 miles

1, Kyle Petty (Pontiac Grand Prix), 3h37m23.42s, 138.01mph; 2, Ken Schrader (Chevrolet Lumina), 3h37m28.32s; 3, Harry Gant (Chevrolet Lumina), 200 laps; 4, Jimmy Spencer (Ford Thunderbird), 200; 5, Ted Musgrave (Ford Thunderbird), 200; 6, Davey Allison (Ford Thunderbird), 200; 7, Morgan Shepherd (Ford Thunderbird), 200; 8, Sterling Marlin (Ford Thunderbird), 200; 9, Ricky Rudd (Chevrolet Lumina) 200; 10, Bill Elliott (Ford Thunderbird) 200. **Championship positions:** 1, Dale Earnhardt, 2031; 2, Allison, 1806; 3, Dale Jarrett, 1784; 4, Petty, 1750; 5, Rusty Wallace, 1733; 6, Shepherd, 1719; 7, Schrader, 1692; 8, Geoff Bodine, 1676; 9, Jimmy Spencer, 1642; 10, Jeff Gordon, 1570. **Next event:** Michigan, Jun 20

Dorsey's dream starts with drama

SCCA TRANS-AM, DETROIT, Jun 12: Dorsey Schroeder turned a practice nightmare into a superb victory.

Schroeder hit the wall twice in practice in an ill-handling Tom Gloy Racing Ford Mustang Cobra. But a quick rebuild and new set-up transformed the car.

Schroeder was fastest in the second qualifying session, although under Trans-Am rules he had to start sixth.

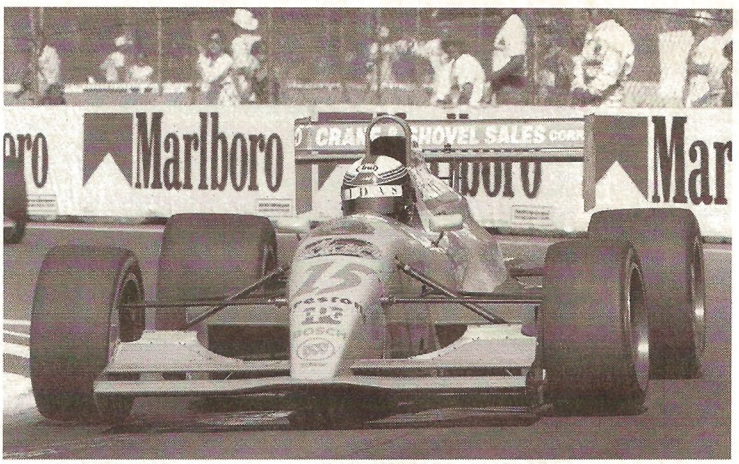
Reigning champion Jack Baldwin led from pole but spun on lap 19 under pressure from Bobby Archer's Dodge. Archer led until lap 37, when Schroeder pounced from third place to usurp both Archer and Scott Sharp. Schroeder then held off Sharp in a thrilling finale, while Baldwin recovered to third.

■ Jeremy Shaw

DETROIT (USA)

SCCA Tide Trans-Am Tour, round 3, 48 laps – 100.8 miles, Jun 12

1, Dorsey Schroeder (Ford Mustang Cobra), 1h45m20.01s, 57.42mph; 2, Scott Sharp (Chevrolet Camaro), 1h45m20.28s; 3, Jack Baldwin (Chevrolet Camaro), 48 laps; 4, Bobby Archer (Dodge Daytona), 48; 5, George Robinson (Chevrolet Camaro), 48; 6, Tommy Archer (Dodge Daytona), 48; 7, Jeff Purner (Chevrolet Camaro), 48; 8, Ron Fellows (Ford Mustang Cobra), 47; 9, Jim Derhaag (Chevrolet Camaro), 47; 10, Michael Dingman (Ford Mustang Cobra), 47. **Fastest lap:** Schroeder, 1m26.96s, 86.94mph **(record)**. **Championship positions:** 1, Fellows, 82pts; 2, Sharp, 79; 3, Baldwin, 66; 4, B. Archer, 60; 5, Schroeder, 56; 6, Greg Pickett, 53. **Next round:** Mosport Park, Canada, Jun 20.



Detroit – The Indy Lights race went to Englishman Steve Robertson in his Lola-Buick

Bold Robertson ties it up in Turn One

FIRESTONE INDY LIGHTS CHAMPIONSHIP, DETROIT, Jun 13: Englishman Steve Robertson fared better than his compatriot Nigel Mansell on Detroit's streets, winning round four of the championship with a bold move on the very first lap.

After qualifying second behind Tasman Motorsports team mate Bryan Herta, Robertson made a Mansell-like move round the outside at the tight first corner and sewed up the race.

The two Tasman cars ran nose-to-tail for virtually the whole distance, easily outdistancing everyone else, but Herta was never able to find a chink in the Englishman's armour. Robertson and Herta pulled out more than half a minute over their nearest pursuer, Robbie Groff, although that was not reflected in the final results as the race finished under a full-course yellow, following a couple of incidents in the late stages.

Fredrik Ekblom drove a superb race in Kerry Agapiou's Lola-Buick. But the Swede's progress was hampered by a variety of mechanical woes in practice, although he stormed up to third place before being stranded by an electrical problem.

Franck Freon came through to finish fourth ahead of James Weaver, who fought off several fellow Europeans, including Pedro Chaves and Robert Amren, both of whom subsequently retired.

■ Jeremy Shaw

DETROIT (USA)

Firestone Indy Lights Championship, round 4, 33 laps – 69.3 miles, Jun 13

1, Steve Robertson (Lola-Buick T93/20), 48m55.20s, 85.00mph; 2, Bryan Herta (Lola-Buick T93/20), 48m57.06s; 3, Robbie Groff (Lola-Buick T93/20), 48m57.80s; 4, Franck Freon (Lola-Buick T93/20), 48m58.94s; 5, James Weaver (Lola-Buick T93/20), 48m59.58s; 6, Harald Huysman (Lola-Buick T93/20), 49m00.41s; 7, Hubert Haupt (Lola-Buick T93/20), 49m01.06s; 8, Greg Moore (Lola-Buick T93/20), 49m02.57s; 9, Bob Dorricott Jr. (Lola-Buick T93/20), 49m04.23s; 10, Buzz Calkins (Lola-Buick T93/20), 32 laps. **Fastest lap:** Robertson, 1m19.06s, 95.62mph **(record)**. **Championship positions:** 1, Herta, 68pts; 2, Robertson, 47; 3, Groff, 39; 4, Freon, 34; 5, Huysman, 27; 6, Amren, 25. **Next round:** Portland, Jun 27.

Droogmans wins in Belgian benefit

POLAND RALLY, Jun 11-13: Robert Droogmans had all the luck in Poland at the weekend, inheriting the win after compatriot and fellow Escort driver Patrick Snyers retired. Another Belgian, Nicholas Min, also won Group N.

Snyers led this co-efficient 20 round from the start but punctured, changed the wheel at the cost of three minutes, broke a hub bearing and lost so much time when the spare proved to be the wrong size that he gave up on the spot.

This left Droogmans in the clear while Pierre-Cesar Baroni elected to cruise home to second place in his Lancia and extend his already considerable European Championship lead.

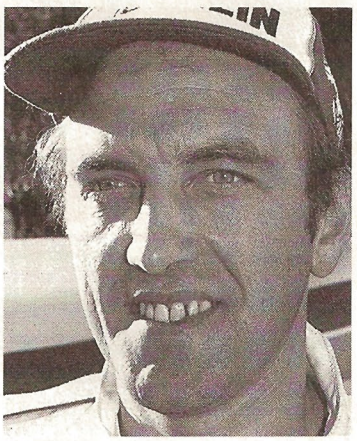
A string of local drivers were led home by Toyota's Pavel Przybylski. With four sets of maximum Polish Championship points in succession, Przybylski is already national champion.

■ Pierre Hacava

POLAND RALLY

European Rally Championship co-efficient 20, Jun 11-13

1, Droogmans/Joosten (Ford Escort), 3h36m33s; 2, Baroni/Giraudet (Lancia HF), 3h39m17s; 3, Przybylski/Geborys (Toyota 4WD), 3h45m37s; 4, Gieruszczak/Skrobot (Toyota 4WD), 3h48m42s; 5, Min/Lambert (Mitsubishi VR4), 3h57m.06s; 6, Stec/Meciejewski (Mitsubishi VR4), 4h00m31s.



Poland Rally – victory for Droogmans

BRIEFLY

● **Jacques Villeneuve** won his second Toyota Atlantic race of the season at Montreal. Starting from second on the grid the Ralt driver led at the start until lap seven when David Empringham, also driving a Ralt, slipped through to take the lead. The two then ran less than half a car's length apart until lap 21 when Villeneuve took the lead back under braking for the chicane and stayed ahead until the end.

● **Carlos Palau** in a Ford Escort Cosworth won the fifth round of the Spanish Touring Car Championship at the Circuit de Catalunya from Luis P Sala and Antonio Albacete. Poleman Alain Ferte took the lead at the start followed by Palau and Albacete, but he was soon challenged and dropped back down the field eventually finishing fifth. Palau now moves up to second place in the championship challenging series leader Sala.

● **Angel Burgueno** won round four of the Spanish Formula Renault Championship at the Circuit de Catalunya benefiting from his main rival, David Bosch, being relegated to sixth on the grid after a miserable qualifying session. Bosch was able to recover well during the race though and finished second just over three seconds behind Burgueno.

● **Ron Macleod** scored his second consecutive win of the Mexican Formula 3 Championship at San Luis Potosi after starting second on the grid behind his team mate Gilberto Jimenez. The race was hampered by an accident involving Gerado Velarde and Javier Collado which brought out the safety car and bunched up the field. But Carlos Guerrero was able to slip into second when racing resumed relegating Gilberto Jimenez to third.

● **Xavier Pompidou** took victory in the Clermont-Ferrand round of the French Formula 3 Championship ahead of poleman Nicholas Minassian by six seconds.

● **Jean-Bernard Bouvet** won the French Formula Ford Championship round at Clermont-Ferrand from Benjamin Roy giving him his third victory this season.

● **Erwin Weber celebrated** his 34th birthday at the weekend by winning Germany's Hessen Rally (European Championship co-efficient 5) on his return to the Mitsubishi Germany camp. He made two comebacks during the event, one after a puncture and another after a gearbox switch, to beat Dieter Depping's Sierra Cosworth by 29 seconds. Matthias Moosleitner rolled his Galant but Isolde Holderied took another third place in her sister car to Weber.

● **Bernard Beguin** emerged victorious from a three-way Ford Escort battle to win the Alsace Vosges Rally (ERC co-effient 2) and lead the French Championship after four rounds. Eric Mauffrey was Beguin's closest challenger, while Patrick Bernardini took the sister BEST Escort to Beguin's into third. Alain Oreille rolled his factory Renault out of the event and, on the same corner later in the event, Dominique de Mayer destroyed his BMW M3 and was hospitalised with a broken arm and suspected fractured collarbone. Serge Jordan won Group N in another Renault.

RUBENS BARRICHELLO • JORDAN-HART 193

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Car... Peugeot 405 Mi16
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Gearbox: XTrac 6 speed
Suspension: Front... coil spring McPherson Strut
Rear... torsion bar
Damping... Bilstein
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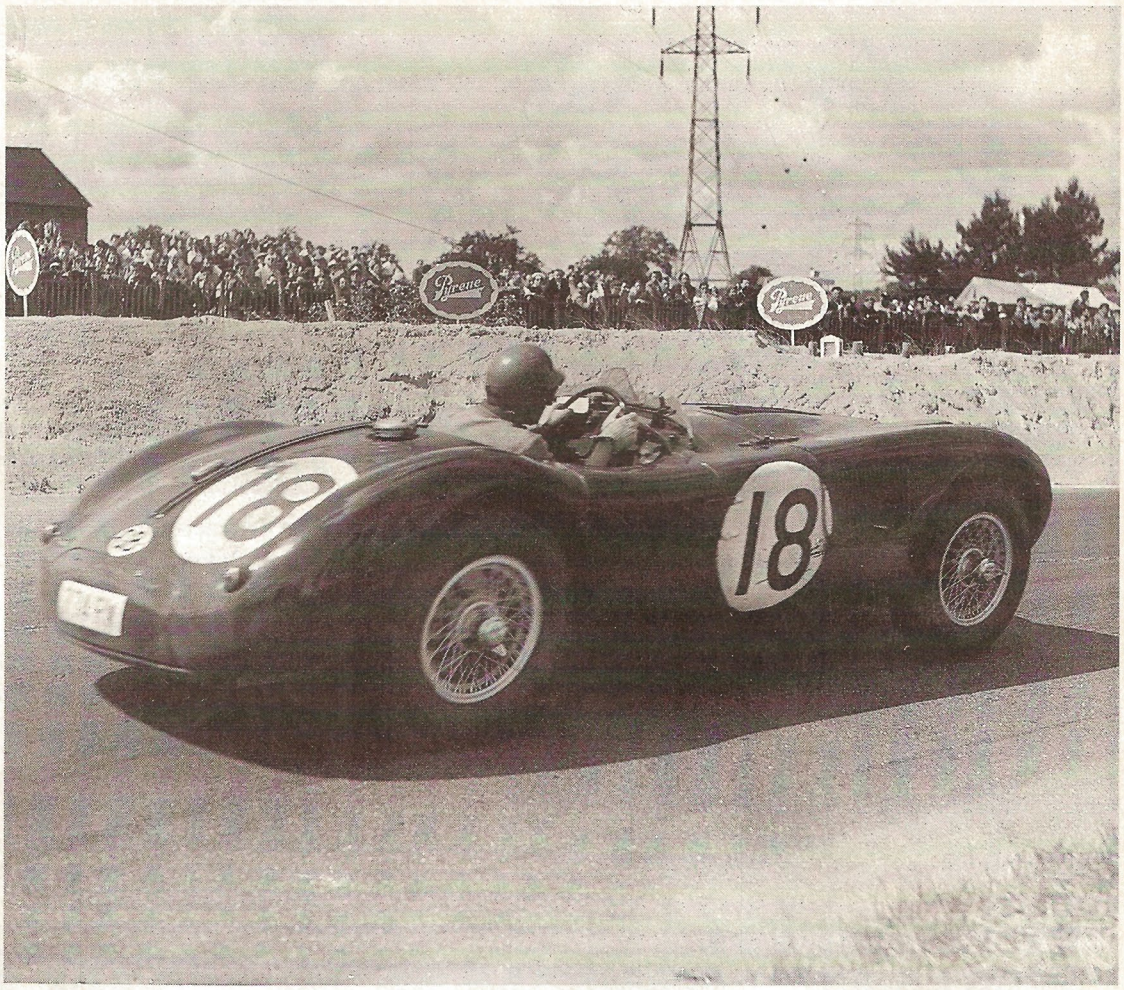
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INTERVIEW BY **PAUL LAWRENCE**

Duncan Hamilton
Le Mans 24 Hours
June 13/14, 1953
Jaguar C-type



Winning Le Mans was definitely the greatest race of my life. The ambition to win it started before the war and even at school I would disappear and listen Le Mans on the radio.

During the war a petty officer called Dick Jacobs and I found ourselves together. I reached for my hipflask and gave him a drink of rum and he said, 'Your hobby is the same as mine, cars. What are you going to do after the war?' I said, 'If I survive the war I shall go flat out to win Le Mans.'

In 1953 Tony Rolt and I were in a very good position in a good car and hoped to lead it all the way more or less. The rules and the regulations for the race were a bit muddled up though and unbeknown to us we weren't allowed practice cars. But it was in small print somewhere, as usual.

During the first practice we had a reserve driver called Norman Dewis and in front of the pits were car 17, Stirling Moss, car 18, Hamilton, car 19, Peter Whitehead and a fourth car also numbered 18. No one said a word until practice started.

I went out and got the lap record straight off. Moss was hopping up and down wanting to use my car but I said, 'No way, I'll drive yours to see if there's anything wrong with it.' There was nothing wrong and I did the same time in his car that I had done in mine.

Then Norman Dewis got in the practice car and just drove round one lap then brought it straight in. He wasn't on the list of drivers and was just a reserve in case of illness and so on. Ferrari put in a complaint that Jaguars had got practice cars so the organisers said number 18 was disqualified.

Lofty England negotiated most of the night while Tony and I went on the tiles and had a bit of a party. In the early hours of the morning we were sitting outside what used to be called Gruber's restaurant when William Lyons arrived in a MKVII Jaguar and said: 'It's all right boys, I've paid the fine, you're on.' Well, we hadn't been to bed!

This was race morning so we had to drink a lot of coffee, do some exercises, have a couple of hot baths and get a little bit of sleep. Then we were in fine fettle ready for 4pm. We were much younger then.

We tossed to see who started and Tony won. I always liked to get him to start because he was a bit quieter than me. I thought it was no good crunching it in the first few laps, but I always reckoned to be on the leader board by midnight.

The first stint was over three hours, that was how far the fuel would go. In the early stages we were battling against the Ferrari of Luigi Villoresi and Alberto Ascari and all those sort of boys. The leading 20 cars were all Grand Prix drivers and we got through an almighty lot of tyres, I think we had four sets. We also had fireproof boots so that when the thing caught fire down round your feet you could keep your feet there and stop it. But the vibrations of the car with the accelerator flat on the floor went right through my boot and I wore out three pairs.

Lyons said: 'It's all right boys, I've paid the fine, you're on.' Well we hadn't been to bed

I collected a pigeon going down the Mulsanne Straight which took half the windscreen off and broke my nose which I had to put up with for most of the 24 hours. I had blood down my shirt but that didn't worry me – I got shot enough times in the war. Also I realised that most of the blood was from the pigeon.

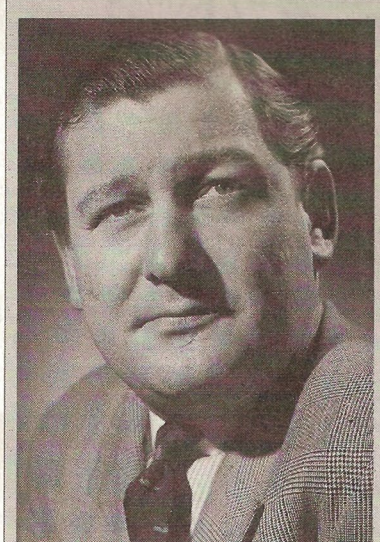
It was pretty rough in the fog at night-time, but on a 7.6-mile circuit I only dropped two seconds a lap by keeping on the left-hand side to avoid the slower cars. In those days we accepted the difference in speed.

The car never missed a beat, handled very well and of course we had disc brakes for the first time. They were perfect with six pads per wheel on the front and four per wheel on the back. I had got used to them by doing a lot of the development driving.

Once it was daylight we were never headed and we won by 29 miles from the Moss/Peter Walker Jaguar. Our car averaged 105.85mph for 24 hours – the first time that 100mph was exceeded over the 24 hours. It was a perfect race and I achieved my greatest personal ambition. ■

Next week Brian Farminer

DUNCAN HAMILTON – 1953 LE MANS WINNER



Duncan Hamilton, 72, had a distinguished war record as a pilot before starting motor racing in 1946. For the next 12 years he raced extensively in Europe and Africa in a variety of sports and racing cars. He is best remembered as Jaguar's most successful privateer entrant. Winning Le Mans was always his greatest ambition and, apart from winning in 1953, he finished second in 1954 and recorded three other top six finishes in nine attempts. Throughout the 1950s he raced successfully against all of the star names and raced for Ferrari after being fired by Jaguar for going against team orders by winning the Reims 12-hour race in 1956. A larger than life character, he retired from racing in 1958 and concentrated on his business interests. He retired to Somerset in 1971 and still retains a keen interest in the sport through a long-standing involvement with the BRDC.

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HARD FOUGHT CHUKKA AT KNOCKHILL

ELEVEN PRISTINE Polos made the journey north to Knockhill for round four of the championship; *very* close racing ensured that all were in need of cosmetic surgery by the end of the meeting.

In practice, pole man Stephen Day had undercut the existing lap record by 1.64 seconds with all but two of the eleven runners inside John Llewellyn's 1992 race best. Mark Lemmer lined up alongside Day with Jon Holloway and defending champion Ian Briggs filling the second row for the ten lap qualifying race, the finishing positions to determine the grid for the fifteen lap points scorer.

After a slow getaway and a first lap nudge which dropped him back to third behind Lemmer and Holloway, Championship leader Day regained a place when Holloway tok to the grass at Clark Corner, Briggs following him through. Within a lap and a half Day was close enough to take a look inside the Lemmer at Taylors, a dummy lunge to the outside then the inside saw the lead change two laps later at the hairpin. 'Briggo' maintained a safe grip on third, followed home by Michael Day ahead of Jon Holloway and Willie Moore with the remainder of the field finishing virtually in grid order.

In contrast to the incident-free qualifying race the championship race later in the day saw three of the eleven starters unable to reach the flag with most of the survivors returning to the paddock battle scarred. First to throw in the towel were Nigel Manners and Martin Rowe whose early departures were precipitated by Lemmer's first lap spin at Duffus Dip.

As Stephen Day pulled clear of Ian Briggs for the battle for third between Willie Moore, Jon Holloway and Michael Day intensified with Moore losing out first to Holloway then to Day. Simon Graves who had been making steady progress through the pack fell victim to a 'take no prisoners' recovery drive from Mark Lemmer which saw both on the grass at Duffus Dip, Graves dropping three places.

Michael Day temporarily claimed third in a sixth lap dive down the inside at Duffus Dip but came under strong pressure from Holloway who re-possessed the place four laps from the flag. Ian Briggs, battling with an overdose of understeer, clung on to second some fifteen lengths behind Stephen Day whose fourth victory in a row places him well ahead in the points race. Willie Moore took fifth with Lemmer, Graves and Dave Richardson claiming the remaining places.

Next round: Mallory Park 20th June.



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RESULTS
Round 4 Knockhill

1	Stephen Day
2	Ian Briggs
3	Jon Holloway
4	Michael Day
5	Willie Moore
6	Mark Lemmer
7	Simon Graves
8	Dave Richardson

CHAMPIONSHIP

Stephen Day	80
Ian Briggs	48
Mark Lemmer	38
Jon Holloway	33
Nigel Manners	29
Michael Day	24
Simon Graves	18
Geoff Prince	18
Willie Moore	17
Jonny Milner	11
Dave Richardson	4
David O'Dell	1

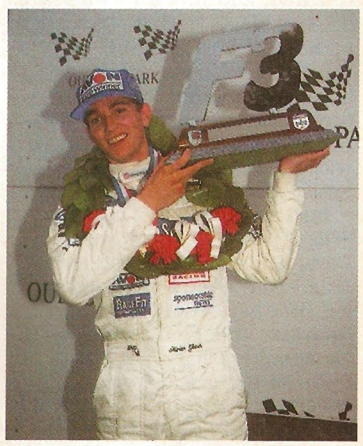
REPORT **ANDREW BENSON** PHOTOGRAPHY **ANDREW SHAW**



Oliver Gavin (5) leads the field away at the start of his second F3 win in a row. He is chased by Kelvin Burt (1), Warren Hughes (hidden), Marc Goossens (3) and Andre Ribeiro (9)

Burt makes it easy for Gavin

Oliver Gavin has now won two British Formula 3 races in a row. But the star of Oulton Park was Kelvin Burt, who charged through the field after an early spin



A delighted Gavin celebrates on the rostrum

A pattern is beginning to emerge in the British Formula 3 Championship. It's not quite half-way through the year yet, but it already looks as if this year's title will go to either Kelvin Burt or Oliver Gavin.

The two dominated last weekend's race at Oulton Park. But they did not finish first and second. Gavin won and moved into second place in the championship, but Burt made his first mistake of the year while challenging Gavin for the lead on the third lap.

He spun, and had to make do with fourth place and fastest lap after a spectacular charge back up through the field.

Burt's Reynard had taken pole, with Gavin's Dallara alongside him on the front row, but Kelvin had had to work extremely hard to do it.

Burt said this after practice: 'I'm pushing really hard. I don't want to go any quicker than that. The car isn't bad but I think we're chasing something that's basically quicker.'

Gavin, by contrast, had missed a gear on his quickest lap. That had cost him 0.2s – and pole.

Warren Hughes, third in his Dallara-Fiat, was marvelling at the strength of Gavin's Vauxhall engine: 'Kelvin has to push right to the edge. Gavin can do the times without having to get ragged. It's easy for him.' Gavin said: 'Yep, it's a *good* engine. But I was right on the limit.'

Burt's virtuoso effort can be judged by the next quickest Reynard. It lay fourth, in Marc Goossens's hands, 0.7s behind.

With Gavin 0.4s ahead of Hughes, the race seemed sure to be a straight battle between Burt and Gavin. And so, for the first three laps, it was.

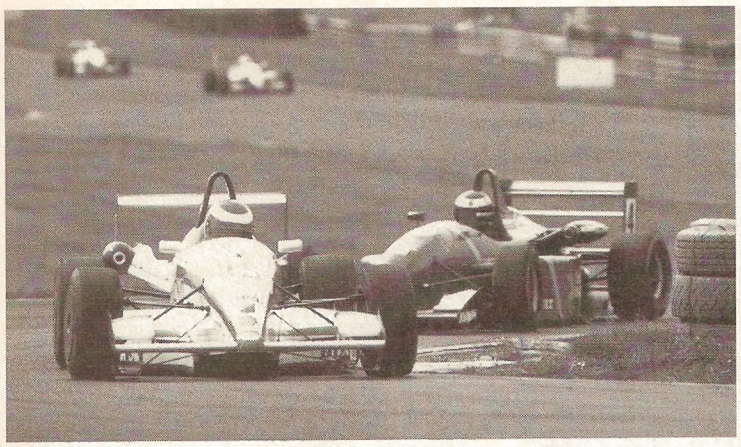
Gavin made the better start and pulled a small lead on Burt on the first lap, but during lap two Oliver made two mistakes and Kelvin quickly closed in.

Going down into the Knickerbrook chicane on lap three, Burt made his move. With Gavin covering the inside, he went to the outside, locked up his brakes and spun.

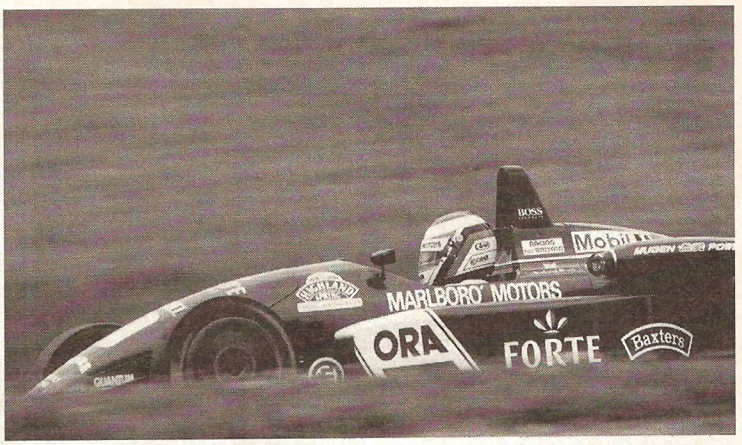
'It was my mistake,' Kelvin shrugged after the race. 'I was too desperate to do it on the brakes – his engine's so good out of slow corners that I'm having to make up all the time under braking.' Burt rejoined in 11th, and quickly went to work.

Behind Gavin, Goossens lay second from Hughes, Andre Ribeiro, Pedro Martinez de la Rosa, Gareth Rees, and then a small gap to Ricardo Rosset, Jeremie Dufour, Paul Evans and Jamie Spence. Only Goossens and Hughes were safe from the charging Burt.

He passed Spence, Evans, Dufour and Rosset in quick succession and was 1.2s behind Rees at the start of lap nine. Within a lap, Burt was under ▶



Warren Hughes, here chased by Pedro Martinez de la Rosa, was disappointed to end up third



Kelvin Burt's charge through the field after his early spin was the highlight of the race

Rees's rear wing, and he was dispatched at Knickerbrook on lap 11. Burt then set about the gap to de la Rosa. It came down like this: 2.6s; 1.1s; nothing.

Kelvin dummied past Pedro from ludicrously far back at Knickerbrook on lap 14 and had caught Ribeiro by the start of the last lap. And this is where the trouble started.

Burt and Ribeiro have already tangled once this year, and as Kelvin had a look down the inside into Cascades, someone muttered: 'It'll end in tears.' It did. Ribeiro shut the door into Cascades, but Burt stayed tucked in the slipstream and dived for the inside at the hairpin. They touched, and Ribeiro spun. What happened? As ever, it depended upon who you believed.

Ribeiro: 'We had to pass a backmarker (John Wilcock) on the outside at Island, so I was completely on the right. There was no room to pass on the inside and he pushed me off.'

Burt responded: 'We passed Wilcock and I was trying to bring Andre back to the left so I could pass him. I managed to get him back there a bit and then just shot down the inside. He shouldn't have left a gap because there was no way I wasn't going to try – it was the last lap, and I'd come through from 11th place. He says there wasn't a gap, but if that was the case somehow I managed to get in one that wasn't there...'

Whatever the rights and wrongs, it was a quite fabulous drive up through the field from a man taking car – and self – right to the limit and sometimes beyond. But Burt, thinking of the championship, was justifiably angry with himself afterwards: 'I've just thrown away what should have been a first or second place with a fastest lap.'

Goossens was second, to keep himself in the title chase. He had battled through the race with Hughes.

Marc had the legs of Warren's Dallara on acceleration out of the corners, but Warren would make up the ground going into them. But on only two occasions was he close enough to have a lunge at Goossens – both at Knickerbrook – and the second, on lap 12, nearly cost Hughes a place on the podium.

'I wasn't trying to pass Marc,' Warren admitted, 'I was just trying to brake late, hoping to force him into a mistake. But in the end, I made the mistake. I nearly spun.'

He tidied himself up quickly enough but, hampered by a hot and tight engine, he had to be satisfied with third. Quickest in testing on Friday, and realising an assault on the title gets harder with every passing race, Warren was a frustrated man on Saturday evening.

De la Rosa and Rees filled the last places in the points. Pedro didn't quite get the best from either himself or his car all day, while Rees – recovering from a recent slump in confidence – was just happy to have some luck come his way for once. Both can be expected to feature up front for the rest of the year.

They were chased home by Jeremie Dufour and Paul Evans, who had been tied together for most of the race. 'He was pretty wide,' Evans said. 'There was no way he was going to let me past.' They were ahead of a titanic scrap between Steven Arnold and Marco Gueiros.

Jamie Spence, the quickest runner in Class B, spent most of the race putting Evans under the severest pressure. Spence had qualified almost a second ahead of his nearest Class B rival, Brian Cunningham, and as usual looked at home battling with the slower Class A men. But he wrecked a certain class win with a mistake on lap 12. He clipped a kerb at Knickerbrook and spun, dropping back behind Chris Clark, who got the jump on Cunningham at the start.

Spence closed right up on Clark on the last lap. So close was he, and braking so much later than Clark in his attempt to regain his lead, that Spence gave his rival a hefty whack up the back at the last corner. The two crossed the line absolutely side-by-side, the timekeepers eventually deciding that Clark had just made it – by 0.002s. Christian Horner, who would normally be expected to push Spence the hardest, was hampered by a down-on-power engine and so Spence could extend his championship lead.

At the top of Class A, Burt enjoys a daunting lead still. It says a great deal for Kelvin that his mistake at Oulton Park was the first he has made all year, but that he made it at all says just as much for Gavin and the speed and confidence he is showing at the moment.

Goossens and Hughes will be right up there with them, but it looks increasingly likely that the title will be fought out by Burt and Gavin. Kelvin went to congratulate Oliver before he left the circuit, and the two shared a quick joke. It is good that they get on, because, as Gavin said with a wry but determined smile after the race, 'It's going to be pretty serious for the rest of the year...' ■

OULTON PARK (GB)

June 12, **British Formula 3 Championship,** round seven, 15 laps – 41.64 miles

Pos	Driver (Nat)	Team/Sponsor	Car-engine	Result	Best lap	Qual	Pos
1	Oliver Gavin (GB)	Edenbridge Racing/*GQ* + Indigo Seal	Dallara-Vauxhall 393	23:42.80	1:33.96	1:33.68	2
2	Marc Goossens (B)	West Surrey Racing/Marlboro	Reynard-Mugen Honda 933	23:48.98	1:34.19	1:34.28	4
3	Warren Hughes (GB)	Richard Arnold Developments/Mitutoyo	Dallara-Fiat 393	23:49.45	1:34.09	1:34.07	3
4	Kelvin Burt (GB)	Paul Stewart Racing	Reynard-Mugen Honda 933	23:53.32	1:33.73	1:33.56	1
5	Pedro Martinez de la Rosa (E)	West Surrey Racing/Central Hispano + FEA	Reynard-Mugen Honda 933	23:54.69	1:34.58	1:34.60	7
6	Gareth Rees (GB)	Fortec Motorsport/Auto-Bulk	Reynard-Mugen Honda 933	23:58.53	1:34.87	1:34.51	6
7	Jeremie Dufour (F)	West Surrey Racing/elf + *vsd*	Reynard-Mugen Honda 933	24:02.30	1:34.92	1:34.66	9
8	Paul Evans (GB)	Paul Stewart Racing	Reynard-Mugen Honda 933	24:04.65	1:34.82	1:34.81	11
9	Steven Arnold (GB)	Richard Arnold Developments/Mitutoyo	Dallara-Mugen Honda 933	24:08.23	1:35.12	1:35.14	13
10	Marcos Gueiros (BR)	Edenbridge Racing/Rodomar + Ebal	Dallara-Vauxhall 393	24:08.42	1:34.86	1:34.92	12
11 (B1)	Chris Clark (GB)	Alan Docking Racing/Agip UK	Ralt-Mugen Honda RT36	24:15.37	1:35.77	1:35.79	17
12 (B2)	Jamie Spence (GB)	Bowman	Bowman-Mugen Honda BC2	24:15.37	1:34.94	1:34.61	8
13 (B3)	Brian Cunningham (USA)	Alan Docking Racing	Ralt-Mugen Honda RT36	24:21.07	1:36.16	1:35.41	15
14 (B4)	Christian Horner (GB)	P-1 Racing/Autoglass + Farah	Reynard-Mugen Honda 923	24:29.42	1:36.22	1:35.43	16
15 (B5)	Derek Watts (GB)	Mark Bailey Racing/Samic + *Auto Market*	Ralt-Mugen Honda RT36	24:31.39	1:36.45	1:36.90	19
16 (B6)	William Hewland (GB)	Fred Goddard Racing/Hewland Engineering	Reynard-Mugen Honda 913	24:32.65	1:36.50	1:36.52	18
17 (B7)	Hennie Groenewald (ZA)	Fred Goddard Racing/link 51	Reynard-Mugen Honda 913	24:34.52	1:36.29	1:37.02	20
18 (B8)	Abel Gonzalez (MEX)	Mansilla Racing/GSK Spark Plugs	Ralt-Mugen Honda RT35	24:35.28	1:37.03	1:37.30	21
19 (B9)	Stephen Watson (ZA)	Fred Goddard Racing/Astratech	Reynard-Mugen Honda 923	24:35.51	1:36.81	1:37.46	22
20 (B10)	Michael Brain (GB)	ME Motorsport/Data Express	Reynard-Mugen Honda 923	24:54.19	1:37.97	1:37.79	23
21 (B11)	Gray Hedley (GB)	GH Racing/National Express	Reynard-Mugen Honda 923	25:08.70	1:39.02	1:38.56	24
22 (B12)	John Wilcock (GB)	Driver	Reynard-Toyota 893	14 laps	1:41.19	1:42.50	27
23 (B13)	Juan Serda (E)	Techspeed Racing/tridiesel	Reynard-Mugen Honda 893	14 laps	1:41.61	1:41.16	25
24 (B14)	George King (GB)	Steve Mole Motorsport/Visco 5000	Ralt-Volkswagen RT34	14 laps	1:41.56	1:42.20	26
R	Andre Ribeiro (BR)	Fortec Motorsport/Sadia + Banespa	Reynard-Mugen Honda 933	14 laps – accident	1:34.52	1:34.34	5
R	Ricardo Rosset (BR)	Alan Docking Racing/Unibanco	Ralt-Mugen Honda RT36/7	13 laps – battery	1:34.74	1:34.70	10
R	Miguel de Castro (E)	P-1 Racing/Visit Avila + Castrol	Reynard-Mugen Honda 933	0 laps – battery	–	1:35.25	14

Winner's average speed: 105.35mph. **Class B:** 103.00mph. **Fastest lap:** Burt, 1m33.73s, 106.62mph. **Class B:** Spence, 1m34.94s, 105.26mph. **Championship positions:** 1, Burt, 52pts; 2, Gavin, 29; 3, Goossens, 28; 4, de la Rosa, 18; 5, Hughes, 13; 6, Ribeiro, 12; 7, Evans 10; 8, Dufour & Rees, 5; 10, Arnold, 4. **Class B:** 1, Spence, 47pts; 2, Horner, 34; 3, Clark, 25; 4, Groenewald, 17; 5, Watson, 15; 6, Cunningham, 13. **Next round:** Donington Park, June 27.

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BY **ANDREW HAILL**



Third degree Burns

Out of his Subaru Legacy RS, Richard Burns gives the impression of being Mr Cool. But behind the wheel he lights up and is now just one win from the Mobil 1/*Top Gear* British Rally Championship title

Richard Burns has his critics, those who point to his hat-trick of wins so far on the 1993 championship and suggest he has been lucky. But top drivers make their own luck by steering clear of trouble and only pushing when it is safe to do so.

So far this season, Burns has managed that best of anyone.

He will not need reminding that, in 1991, he scored top points on the first round of Peugeot's GTI Rally Challenge and went on to win the title. Nor will he forget that his Genesis Sport Subaru Legacy RS did the same on the first round of the Mintex National Rally series – which he went on to win.

Burns, now with Prodrive, has won all three rounds held so far of the Mobil 1/*Top Gear* British Rally Championship...

Winning the Vauxhall Rally of Wales outright on his debut drive in the Prodrive Group A car began the latest chapter in his career which, to say the least, has been a revelation.

But Burns immediately attributes much of his success to forming strategies for each series and making careful studies, with co-driver Robert Reid, of each event.

'Obviously, in a sport like rallying, there are times when the gameplan goes out of the window but it is then time to react accordingly. In the past, on a relatively tight budget, we have had to be aware of the limitations and stay within them.'

Burns, at 19, won the Peugeot GTI Rally Cup in 1990 and set about the GTI Challenge in 1991. By maintaining a 100% score sheet he knew he could win it by June's Dukeries Rally. Only a rogue fourth place at the Silverstone race meeting denied him his aim and he had to wait one more round before claiming the title as planned.

Prodrive had spotted him by then and offered a Group N Subaru for the Border and Cumbria rallies. The car had possibilities although its second outing ended in a Kielder ditch.

Meanwhile, he was contesting the Lombard RAC Rally in a factory



Richard Burns prepares to launch the Elonex Subaru into another special stage on the way to his Scottish Rally win and a possible Mobil 1/*Top Gear* Championship title. Photo: Hardwick

Peugeot, his prize for the GTI Challenge win. He won his class and was beaten only by Dave Metcalfe for the two-wheel drive honours.

Burns' masterplan was to chase the British Championship Group N title last year, battling against Alister McRae who had beaten him to the coveted Shell Scholarship drive. But it depended on his amassing enough funds for the season and this was to prove impossible.

David Williams, the speed crazed owner of Genesis Design, had bought the Group N Subaru after Burns had used it. Although it was intended to be *his* car for 1992, Williams handed it to Burns for the Mazda Winter Rally – round one of the Mintex series.

'It was a real voyage into the unknown,' he admits. 'The car had been converted to left-hand drive and it was the first time for five months that I had sat in it. I didn't know the event, but we spotted a couple of places where a real charge might reap rewards.'

A strong Metro 6R4 challenge virtually faded away and Burns went into the final stage third, 10 seconds behind Bill Barton's lone 6R4. He attacked hard over the five miles and took 25 seconds – and second place – from Barton. The bonus came when he realised that rally winner Trevor Smith was not registered for the championship. Maximum points from the outset and it set the pattern for the series.

International outings were not so successful as the Genesis Sport team, run by Ron Hill, struggled to come to terms with the car on longer events. After the Scottish, the 'international' money ran out and the team decided to return to the Mintex Championship.

Hill had won the national championship himself – as co-driver to Ian Roberton – and was now trying for a unique double from inside and outside the car.

In the interim, Burns had lost his early advantage after a destructive Manx Rally.

'We had done a lot of pre-event testing to get the new suspension right, but the gearbox jammed in second for three of the first four stages. After service we went quicker but then the turbo blew and we got more road penalties.

'We were now just driving for a finish,' he says, 'but on the last stage we came round a corner and straight into the back of Pete Doughty's parked Sierra. I went back to the spot during last year's Manx International and the skid marks are still there!'

In Wales, on the Severn Valley Stages, Burns had dismissed the challenge of his main title rivals and went into the final two stages with confidence. Then the gearbox jammed in second and he had to drive with his fingers crossed and heart in his mouth.

'We were perhaps luckier than we thought,' he admitted. 'Had it jammed in top we would never have made it.'

More top points on the Kayel Graphics Rally set him up for the title on the final round. 'We had to drive at an unnatural nine-tenths to make sure we finished. Bill Barton won the event but we were third and that was enough.'

At 21, Burns was the youngest ever winner of the title. Prior to Burns, Malcolm Wilson held the honour in 1978. 'I was only seven then!' quips the Reading driver.

'The national series has often been won by drivers who, shall we say, have taken their time in getting there. Hopefully, by winning it as I did, that image will change and sponsors will view the series a a useful springboard to better things.'

In Burns's case, those sponsors came in the form of Shell and Dunlop plus overall backing from Elonex Personal Computers who have decided to extend its support to both Burns and Alister McRae in the factory Subaru team this year.

Burns was a logical choice for David Richards' outfit when double champion Colin McRae stepped up to the World Championship. Burns had a Prodrive contract from 1992 when he was helping with the test programme and doing gravel note work on the world series for McRae.

CURRICULUM VITESSE



Name: Richard Burns
Nationality: British
Born: January 17, 1971
Lives: Reading
Status: Single
Height: 6ft 2in
Weight: 10st 7lb
Interests: Motorsport, Chubby Brown
Work experience: Bread and car delivery driver, also shelf stacker
Career: Started rallying in 1988 and won the Peugeot GTI Cup in 1990. Progressed to GTI Challenge the following year with similar success before leaving Peugeot for a Group N Subaru and a first-time Mintex National Series title in 1992. Signed by Prodrive to campaign the Group A Subaru on this year's Mobil 1/*Top Gear* British Rally Championship.
First international rally: 1990 Tour of Flanders, 24th
First WRC event: 1990 Lombard RAC Rally, 28th

That Alister was also later signed may have been a surprise but there is no outward animosity between the pair, especially as Burns has so far shown a clean pair of heels to his arch rival. There may have been a little help from team orders preventing the two fighting between themselves in Scotland, but Burns already had the edge.

The Subaru was completed just days before its debut in Wales so testing time was severely limited. But Burns immediately found a pace which Malcolm Wilson could not shake off, even before his Escort Cosworth hit problems in the night, and had to give best to both Burns and McRae.

In Kielder on the second round, Wilson was proving harder to crack and Burns had almost decided to settle for safe points at this early stage in the season. But Wilson again hit trouble and Burns was ideally placed to notch up two wins in a row.

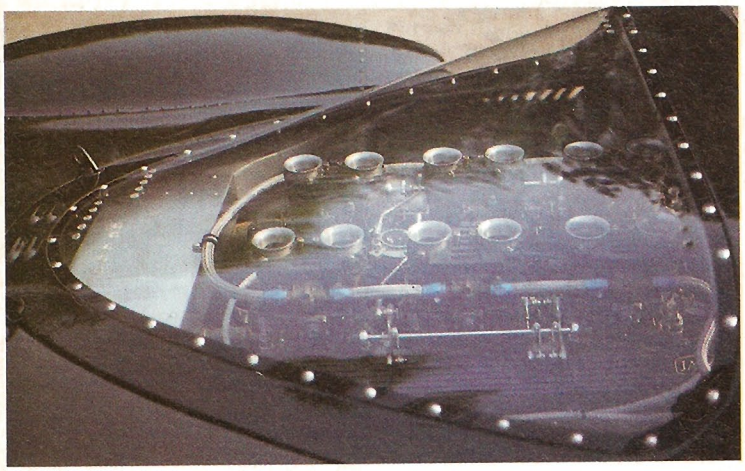
Burns had already got past Wilson on the Scottish before the Escort hit its now customary dramas and, while it was again disappointing to be denied a head-to-head battle between the two, the hat-trick for the tall red head still needed a drive of great maturity. Driving at 80% for all but seven of the 26 stages took a massive amount of concentration.

On his way to a planned career in World Championship rallying, Burns wants to be the most successful British driver ever. And that quest begins by his aiming to equal Colin McRae's whitewash of last year's British Championship.

After the Pirelli International, Wilson insisted that Burns had had the two easiest wins he would ever have. The implication was that things were about to get harder.

Burns is still waiting... ■

BY **CHARLES ARMSTRONG-WILSON**







The stunning Proteus XJ13 replica (above) packs a genuine Jaguar V12 punch (top left) within its superbly finished body (top right)

Sound of the '60s

Only one Jaguar XJ13 was ever built and only the privileged few have driven it. But now replica maker Proteus can let you get closer to this 1960s supercar

Mention the XJ13 to true blue Jaguar enthusiasts and their eyes will light up. They will tell you how it was a gloriously beautiful machine that was supposed to succeed the C and D-types as the next Le Mans car; how it was the first car to use the Jaguar V12 in its original four-camshaft guise; and also how only one was ever built. That one car now languishes in a museum and has been driven only by a privileged few. But now a few more can get a little closer to this mythical beast by owning the latest product from Proteus Cars.

Based in the reserved Lancashire town of Little Lever, Proteus has been producing kits for C-type and D-type Jaguar replicas for some years now. The company's founder, Jim Marland, decided that he would rather like an XJ13 of his own and simply went ahead and built one.

The result is based around a spaceframe skinned in aluminium to look like like the monocoque of the original and clad in GRP panels. The engine is straight from Jaguar's XJ12, differing from the original unit by only having one camshaft per bank of cylinders. This then drives through a Renault gearbox but otherwise most of the mechanical content of the car is Jaguar. Marland says: 'The original was built using as many parts off the Jaguar shelves as possible so it is usually possible to find something that suits.'

Looking at the finished demonstrator, built by Proteus agent Colborne, the shape can only be described as breathtaking and there are no indications that its gorgeous body is glass-fibre. The quality is excellent with no ripples or flaws and the effect is enhanced by the multitude of louvres in the aluminium bonnet. Production cars will also have aluminium boot lids and engine covers as they have turned out to be no more expensive to produce than in GRP.

Climbing in, you traverse acres of aluminium sill before sliding into one of the two close-set buckets – you need to be on good terms with your passenger – and your feet disappear a long way forward. But once behind the small curved screen the layout starts to make much more sense. The view out of the front is good although rear vision is not really an option. The small, wood-rimmed wheel in the demonstrator is on the close side of comfortable but that will also be addressed in the production cars.

Once started, the engine idles happily, purring like a contented moggie and when the throttle is blipped it gives a roar of nonchalantly able power. The unit in this car has been stretched to 6.3-litres for no other reason than the bits happened to be around when it was rebuilt but they recommend the standard engine as being perfectly adequate.

Having said that, the very tractable 380 horses it produced were pretty exciting. In any gear from first to fifth, planting the pedal made the back end sit down and hurled the car forward impressively. And the sound was magnificent too as it echoed off the cars we hurtled past on the A3. The small roofless cockpit is not too draughty, and it seems likely that you will stay dry in the wet.

The steering is also impressive for a car wearing so much rubber – light without assistance and very direct. You can dive into roundabouts with complete precision and blast out the other side with reckless abandon. And the looks it gets are guaranteed to put your ego on steroids.

The right-hand gear change caused a few problems when they were developing the car. Hydraulic and cable operated systems were abandoned in favour of a simple rod change which, although heavy, now works well.

And what is this lovely beast likely to cost you? Colborne can supply cars fully built to a very high standard for £64,600. A kit is also available with the price depending on the specification but, as Colborne points out, the standard of the finished car depends on the quality of the work that goes into it. This is a 160mph machine and building it shouldn't be attempted without the required skills or facilities.

But fast as it is, the amazing thing is how long you can spend just sitting looking at that glorious shape on a sunny day. ■

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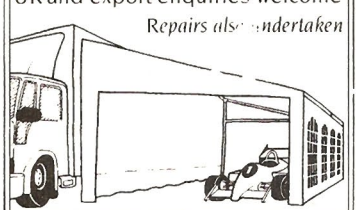
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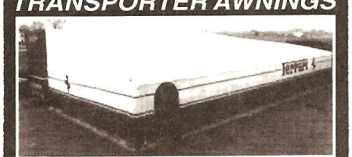
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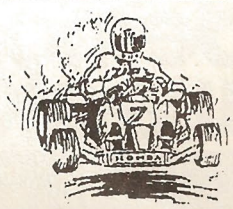
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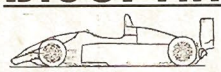
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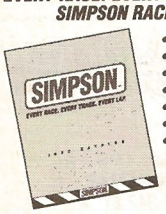
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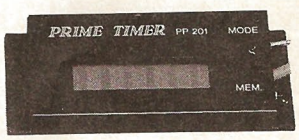
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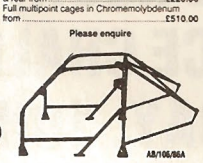
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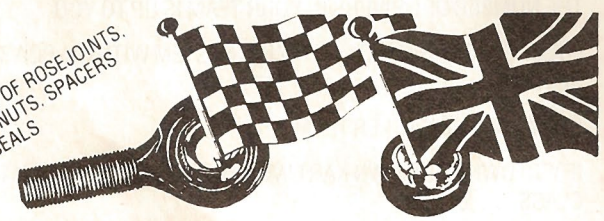
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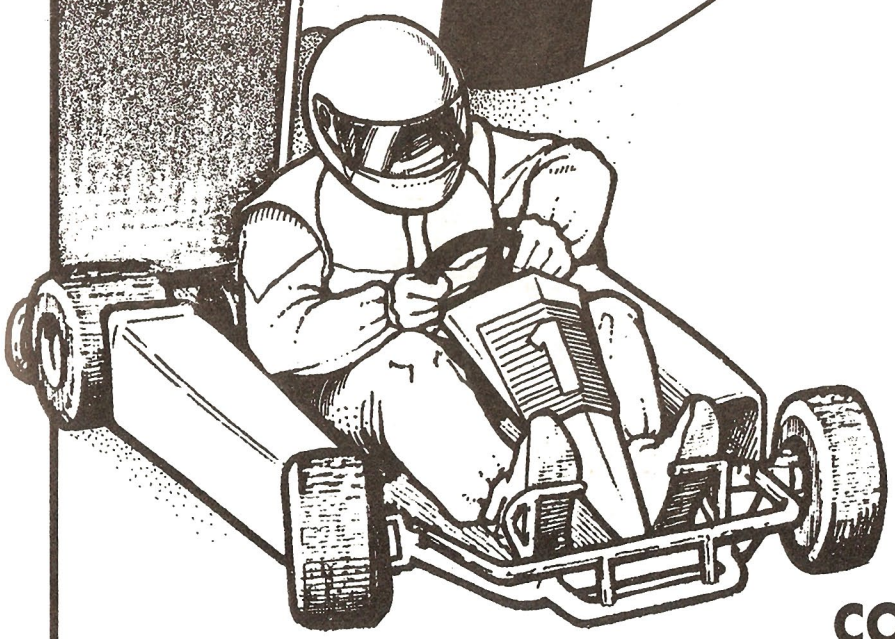
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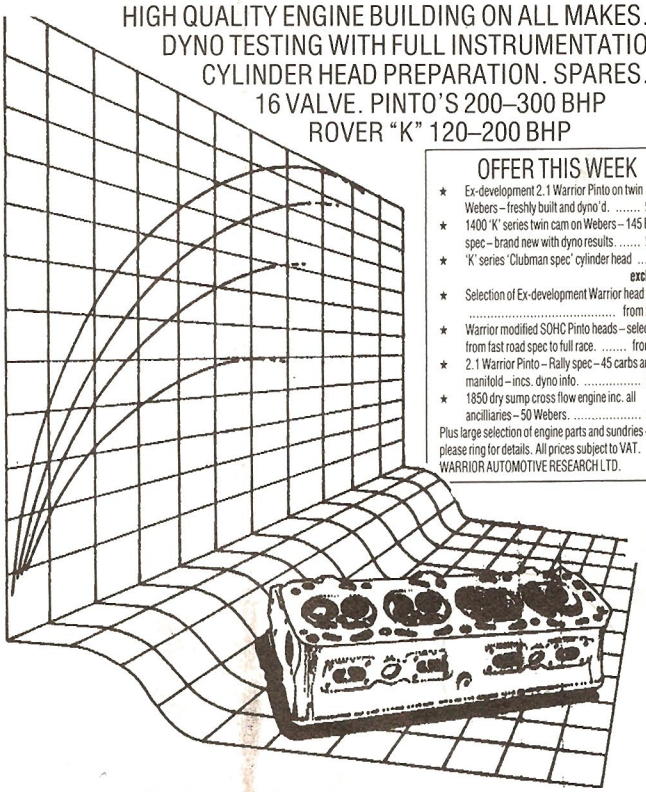
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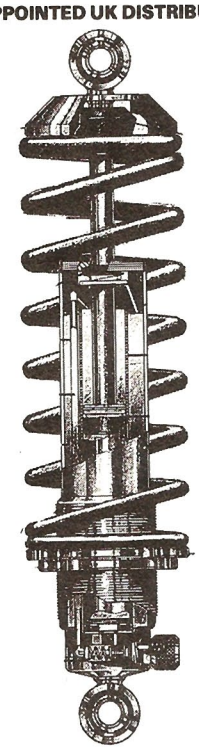
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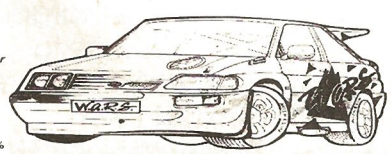
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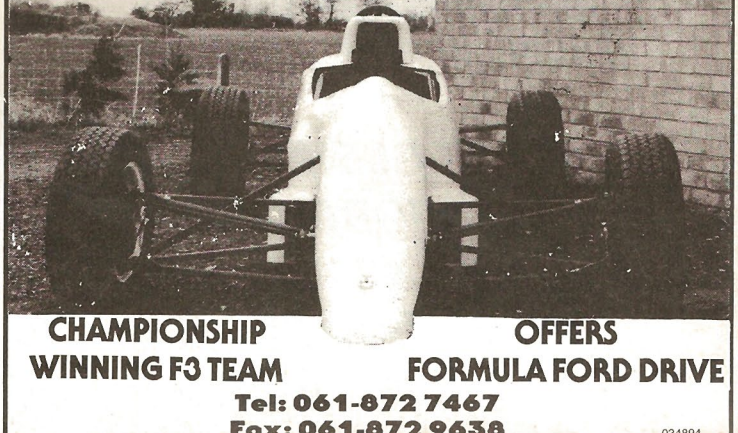
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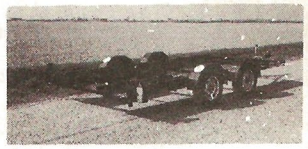
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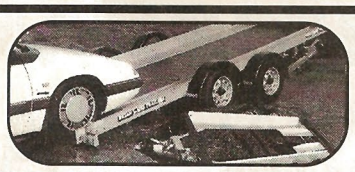
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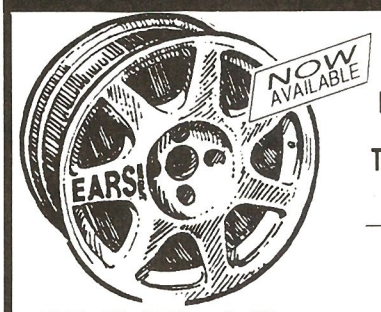
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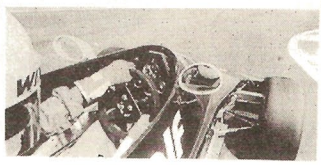
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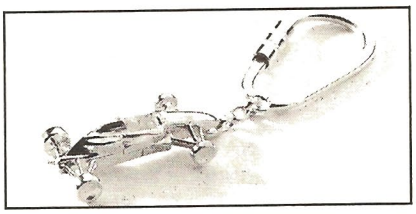
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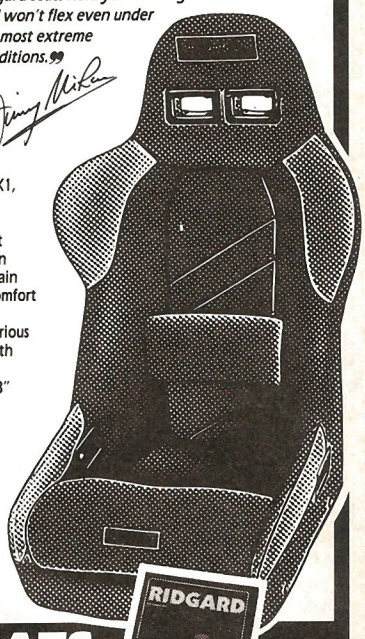
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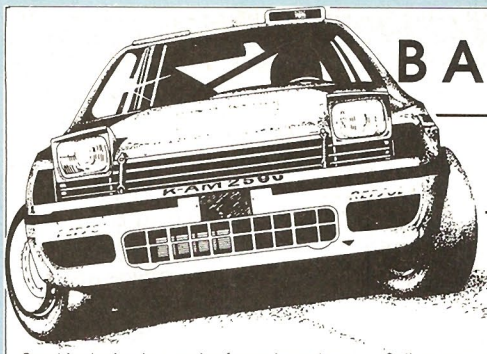
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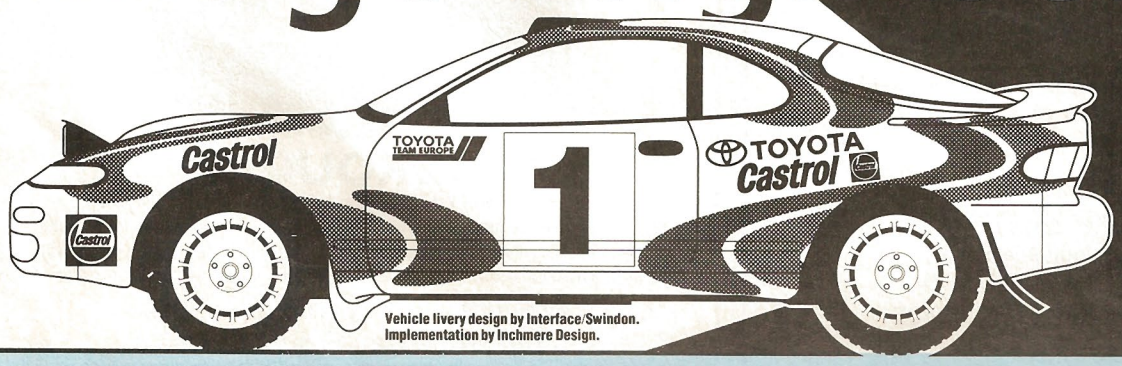
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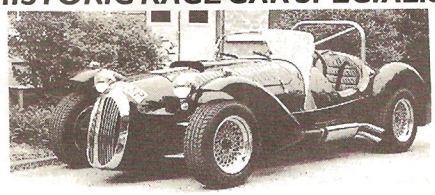
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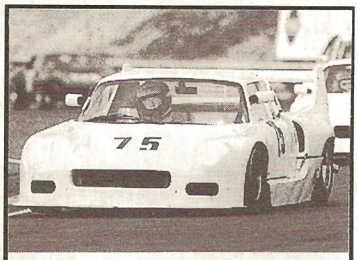
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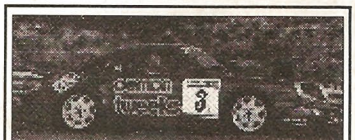


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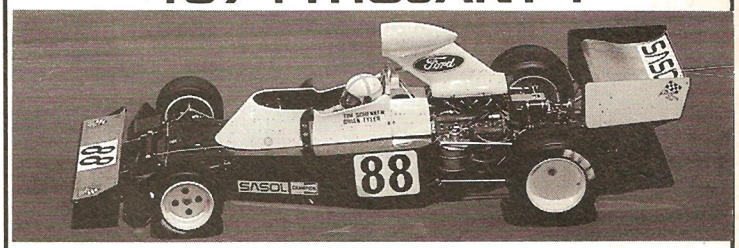
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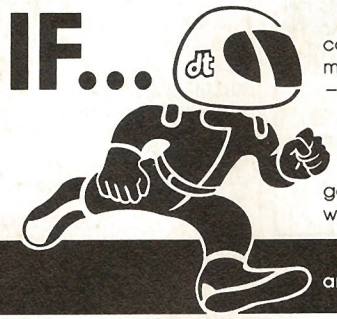
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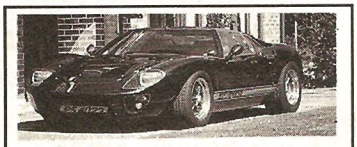
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MERCEDES 450 SLC, 1974. Icon gold, 45,000 genuine miles. Excellent condition throughout., Interesting history. Owned by club member for 4 years with summer use only. Fitted dust cover. £10,950. Tel: (0434) 606850. (5901)

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1969 MG MIDGET, 1275cc, tartan red, beautiful condition, wire wheels, Chrome radiator grill and bumpers. £3,500. Tel: (0903) 502220. Private sale. (5831)

FORMER GLORY, 261-263 WESTERN AVENUE, ACTON, LONDON W3. Tel: (081) 993 0699. Sports car sales and restoration. **MG Specialists.** (6020)

MG MIDGET MK 1 1962. Dove grey, chrome bumper model, very good condition, original engine, gearbox, back axle, new hood, chrome. Immaculate. £3,250ono. Tel: (0656) 654553. Private sale. (5811)

MG ROADSTER 1982. Inca yellow, tonneau cover, low mileage, garaged from new, year's MoT. FSH. 2 owners, Pioneer radio cassette. Excellent condition. £5,950. Tel: (0707) 267376 days *or* (0582) 766371 eves. Private sale. (5877)

1960 M.G.A. F.H.C. 1600cc

Red with blue interior, very good condition. Cheap for quick sale

£5,950 ONO
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PRIVATE SALE 5851/24/25

MG TA 1938. Red, recently restored. Excellent throughout. MoT. £9,500. Tel: (071) 351 1188 day *or* (071) 603 8597 eve. Private sale. (5862)

MG TD 1951 - FULLY RESTORED. Red, black interior, concours condition, including weather equipment. Negligible mileage. Taxed and MoT'd. £12,250ono. Tel: (071) 772 1410 days *or* (081) 950 8133 eves. (5956)

MG TD 1953. Claret, recent interior and mechanical restoration. Excellent bodywork. Same owner for 25 years. £11,500. Tel: (0763) 289382. Private sale. (6047)

MGB GT

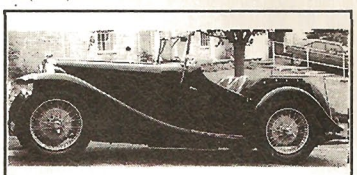
1977. Glacier white. 64K from new. full history. EXCELLENT CONDITION. extremely reliable. used daily. MoT until June 1994. unleaded fuel conversion. no expenses spared. MGOC valuation £4,500.

ACCEPT £3,995 ONO

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PRIVATE SALE 6083/24/25

MGB ROADSTER, 1978/T. Rubber bumper, genuine 50,000 miles. Very good all round condition. All history including supplying order form. Drives well. Finished in black. £5,850. Tel: Scarborough (0723) 870100 after 6pm. (5738)

MG TD SPORTS, 1951. LHD, cream, good condition, licensed until November, MoT. Louvred bonnet. Very attractive car. Private sale. Offers around £8,000. Tel: (0533) 693644. (5885)



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MGA 1600 TWIN CAM ROADSTER. LHD. White/red. Rebuilt engine, 100 miles since. MoT. £14,500. Tel: **Cambridge Motorsport** (0767) 677969. (5985)

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MGB GT V8, 1976. Rubber bumper model, blaze red, sunroof, low mileage, with service history. Excellent condition throughout. Must be seen and driven. £8,000. Tel: (081) 890 4197. (5771)

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SEEKING £6,500
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P

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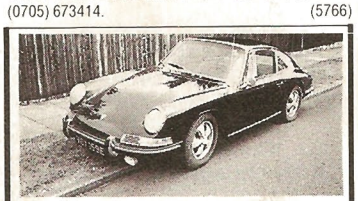


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5965/24

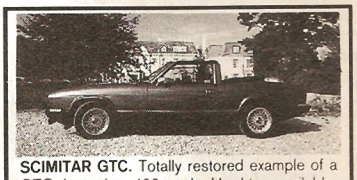


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R

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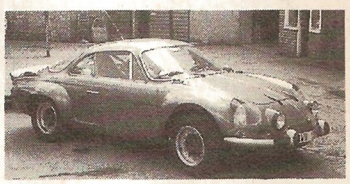


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S

SAAB 9000iS, 16-valve, 1990. Buffalo hide, 28,000 miles, FSH, catalyst, ABS. Pristine, £9,250. Tel: (0279) 461036 (home) *or* (0836) 316103 (office). Private sale. (5805)

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TATRA 87. Rear engine, air cool V8, 1949. *ALSO 603.* 1968. Tel: (071) 978 5767. (5642)

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LHD, gold, very rare, ONLY 2,500 BUILT, 3.5 litre, V8, very good condition, 56,000 miles.

£6,000 ONO

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PRIVATE SALE 6077/24/25

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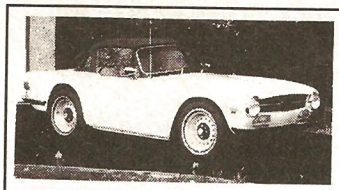
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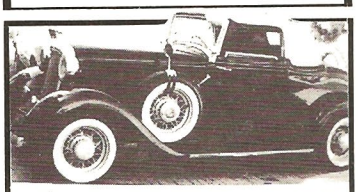
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CLUB AUTOSPORT

EDITOR **MARCUS PYE** ASSISTANT EDITORS **KEITH OSWIN, NICK PHILLIPS**



Chassis to the current Formula Renault technical regulations will race in the series again in 1994, with no changes due until the following year

New Formula Renault delayed

Renault has postponed plans to introduce a revised Formula Renault until 1995.

The giant French manufacturer cites continued economic depression in Europe as the reason for its decision.

Exciting plans to relaunch the Formula using racing gearboxes and dry-sumped versions of the new 2-litre eight-valve overhead cam F3R engine which will power the 21-replacement due at the end of this year have now been delayed until 1995.

'Naturally we are disappointed,' said Renault UK's Motorsport manager Tim Jackson, 'but the increased development time will benefit the replacement of the current chassis. It is not the right time to launch a new formula across the continent.'

The P&O European Ferries Formula Renault Championship in this country will continue under its existing rules in 1994 and it will remain part of the ultra-successful TOCA package.

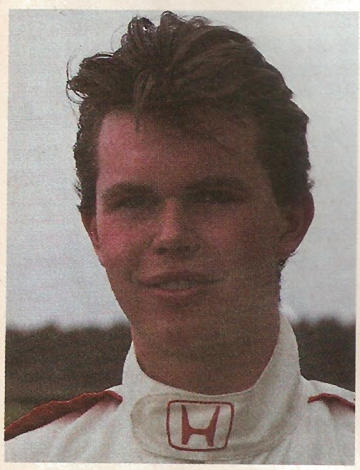
Cox and Cosworth bounce back for Group N glory

Charlie Cox recovered from a major testing accident in his Ford Escort RS Cosworth at Oulton Park last Wednesday to take pole and win on Saturday.

The LBC chief's triumph came in round six of the National Saloon Car Cup, despite the hindrance of a neck-brace and a car virtually unsorted after a marathon rebuild session.

'Wednesday was one of those days,' said Cox. 'We had turbo problems, dismantled the car and had it back together by 14:30. But by then it was raining incredibly hard. I wanted to check things out, but we didn't have any wets mounted, so I decided to go out on old, cold, hard slicks... Are you beginning to sense the inevitable outcome of this?

'I got round as far as the Dunlop Bridge before Druids, pulled third gear and just aquaplaned off into the marshal's post.'



James — Honda dominator again

Thompson's the Civic king again at Oulton Park

James Thompson took his sixth National Saloon Car Cup class win of the season at Oulton Park on Saturday.

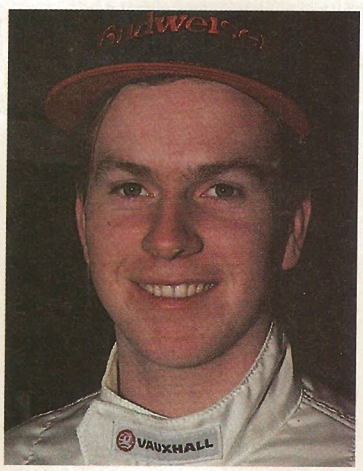
Already the sensation of the *Breaking the Mould* series, the 18-year-old ex-Formula Vauxhall Junior star qualified a stunning 1.7s ahead of the class opposition, mostly his fellow Team Castrol Honda scholars, on the tricky Cheshire track.

He shares the series lead with veteran Tony Lanfranchi.



Drivers unhurt in Clio chaos at Paddock

Jonathan Salem escaped with minor leg injuries in a smash which stopped the Renault Clio race at Brands Hatch on Sunday. Salem (3) spun on the opening lap and was rammed in the driver's door by Rowland Bratt (26). Adam Simmons then bounced off the stricken car. Salem's car was heavily damaged, the corner of the bulkhead and the footwell folding right in. The side impact bar of the rollcage was pushed on to the driver's seat. After a check-up in the medical centre, Salem was discharged with a heavily bruised right ankle. Bratt was initially fitted with a neck brace, but later passed fit by the medics.



Kevin — sore but unbowed

McGarrity escapes fiery Brands Hatch testing crash

Kevin McGarrity missed Sunday's Vauxhall Lotus race at Brands Hatch having suffered severe bruising in a high-speed accident in testing on Thursday.

McGarrity touched wheels with Bill Collins at Paddock and was launched into a multiple roll. The car came to rest upside down and on fire.

Kevin escaped just before a fireball engulfed the car. Telemetry recorded the impact at 127mph.



Works PCR driver Matthew Davies is one of the favourites to land the Vauxhall Junior prize car

Karting Challenge thrives

Entries are flooding in for the second Vauxhall Karting Challenge.

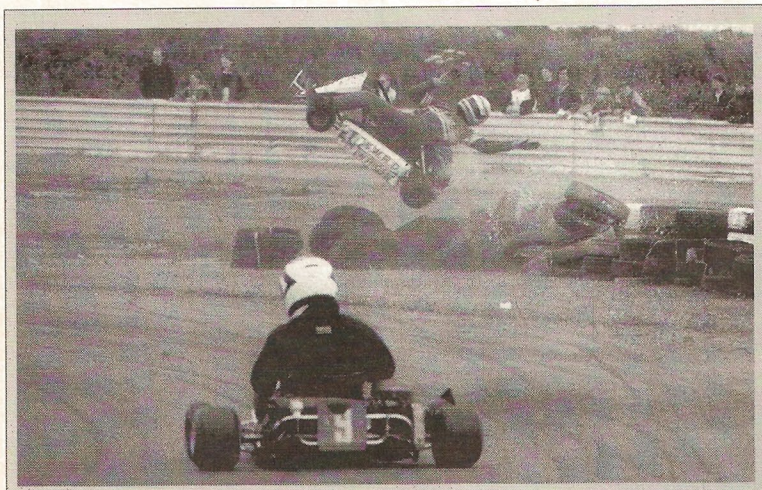
The winner will follow in the footsteps of '92 winner Ralph Firman Jr, in receiving a Formula Vauxhall Junior car on loan for the 1994 season.

Two top karters, who have already signed up are 16-year-olds Darren Malkin and Matthew Davies.

Malkin won Sunday's round of the top British karting series (see story below), while Davies is driving for the PCR works team in Europe, and recently finished third in a European championship round in Italy.

Japanese hopeful Akihiro Asai will be flying over from Tokyo for each of the challenge's three qualifying heats.

The heats will take place at Rye House, Kimbolton and Three Sisters in September and October, while the winner will be decided during an assessment day at the Jim Russell Racing Drivers' School.



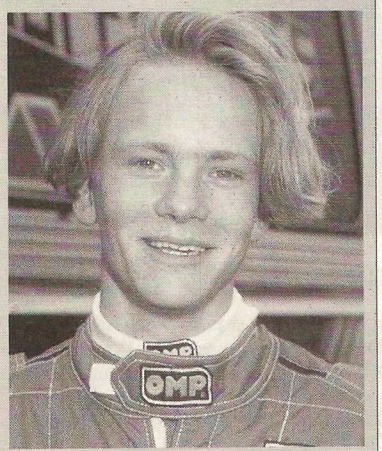
Gordon Isgrove escaped unscathed from this dramatic roll at Clay Pigeon

Malkin wins second round of Super One

Darren Malkin and Michael Simpson starred in the second round of the Renault/RAC Super One British Karting Championship at Clay Pigeon on Sunday.

Malkin, son of former British Rally Champion Colin, won the final in the top Formula A class. Championship leader Simpson, who drives for the Italian works PCR team, just failed to catch Malkin after battling through from the back of the final grid after problems in the heats.

Gordon Isgrove was lucky to emerge unscathed from the roll pictured above.



Malkin – Formula A victor at Clay

Tyndall joins National Saloon Car Cup with Sapphire

Derek Tyndall is to campaign a two-wheel drive, ex-Michael Woodcock Ford Sapphire Cosworth in the *Breaking The Mould* National Saloon car Cup, while work continues to develop his, Jaguar-engined 'Escat' Ford Escort Cosworth Thundersaloon.

'In hindsight', said Tyndall,' we debuted the 'Escat' too quickly, so this is an attempt to give our sponsor, Colorama, some exposure while we get it up to speed.

Greenway's new Group N Ford Escort Cosworth

Frank Greenway will replace his Group N Ford Sapphire with a new Ford Escort Cosworth from the July 25 round of the National Saloon Car Cup at Brands Hatch.

'We'll still use the Sapphire for Thruxton and, if there are enough Class A cars, we'll use it at the Willhire 24-hour race as well,' said Greenway. 'If Class A doesn't get six entries at Snetterton, I'll be looking to share a drive in another class.'

BRIEFLY

● **Swift works driver** Justin Keen's Open Formula Ford car is being backed by the National Motor Museum. Keen lives in Beaulieu.

● **Mark Redgrave** is taking a break from Formula Renault as he tries to find the money to run a 1993 chassis.

● **The Dunlop Rover GTi** Championship moves to Spa for two rounds this weekend.

● **Martin Short** has been excluded from the results of rounds three and four of the Rover GTi Championship. He will also forfeit a further 20 points.

● **Ian Jacobs' Harrier LR9C** failed to appear for the latest round of the National Sports GT Challenge at Oulton Park on Saturday.

● **Rob Schirle** brought out his TVR 390 SE at Oulton Park to introduce some much-needed variety in the National GT Cup, but the car failed to make it through the rigours of practice and was unable to bolster the 10-car starting grid.

● **Renowned engine** builders Langford and Peck made their entry into Renault Clio racing at Brands Hatch on Sunday, building units for Ian and David Shaw.

● **John Warrington** moved up to Class A of the Open Formula Ford series at Brands Hatch on Sunday. The vehicle restorer has converted his previously Kent-powered Swift SC93F to accept a QED-built Zeta engine.

● **John Oxborrow's** comeback race netted him fourth in the Champion of Brands series race on Saturday, almost eight months after he broke his neck in a shunt at the Formula Ford Festival.

● **Former Renault 90** front-runner Simon Clark returned to Formula Renault at Brands Hatch but didn't start the race because of a tyre marking irregularity. Clark was in Chris Gilbert's Swift FR91/3. Gilbert had opted to hire out his car after failing to get on the pace in testing and recent races.

● **Guy Farrant** was spectating at Brands Hatch on Sunday. The Hastings mountain bike dealer is on the mend after his horrendous testing shunt at Oulton Park. Guy still has limited movement in his left arm and is not making any comeback plans until his recovery is further advanced.

● **David Henderson** took his maiden win in the Dunlop/AUTOSPORT Star of Tomorrow class of the Open Formula Ford championship at Brands Hatch on Sunday.

● **Johnny Mowlem** unsuccessfully appealed against a 10-second jump start penalty in the Vauxhall Lotus race at Brands Hatch on Sunday. Video evidence proved the initial judgement correct.

● **Vauxhall Junior** championship leader Ralph Firman Jr missed the mid-week test session at Brands last week as he was busy sitting A-levels. In spite of winning on Sunday, he planned a quiet night as he was due to sit another exam on Monday.



Adrian Willmott should be the top British driver in the Formula Renault Eurocup at Spa

Healthy Spa Renault Eurocup

French star Olivier Couvreur and British championship leader Ivan Arias renew their battle for the Formula Renault Eurocup at Spa Francorchamps this weekend.

Couvreur's Alpa won the first round of the series in Barcelona, from Racing for Spain Alpa drivers Arias and Javier Diaz.

Adrian Willmott and Chris Myhill are the only British drivers making the trip to Belgium. Willmott will drive his regular British series GT Services-run Martini MK63. Myhill – a Formula Renault 90 front-runner in 1992 – will also be run by Richard Shaw and Tom Shepherd of GT in a MK63, which they have recently bought in Germany.

Other top runners include Jean-Philippe Haouza, David Bosch and Angel Burgueno in their Alpas, Martini MK65 driver Xavier Pompidou and Van Diemen's Franc ten Wolde, Jean-Francois Hemroulle, Oscar Middeldorp and veteran Michael Bleekemolen.

James Seccombe

Formula Renault 91 driver James Seccombe has burst on to the racing scene this year.

The 24-year-old from Stratford-on-Avon had had some useful Formula First results but nothing that suggested the style in which he adapted to wings and slicks.

'I started at the school at Silverstone. It was an 18th birthday present.'

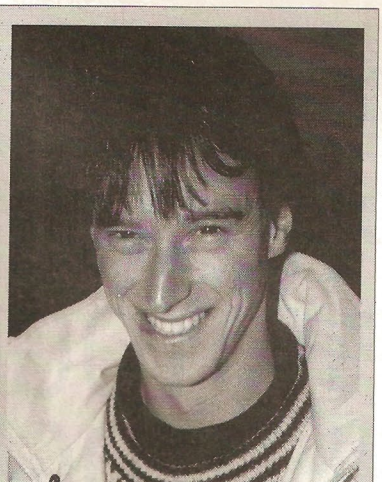
At 21 he returned and 'Ken Bowes, the JWPDC instructor, who taught me, said I should try racing,' said James, who then contested school races before tackling the 1991 Formula First Winter Series with EIS. The relationship continued for the 1992 National Championship.

Formula First taught Seccombe a lot. 'I started off finishing in the top 10.' By the end of the season he was finishing consistently in the top three.

In the middle of 1992 he met Richard Shaw and Tom Shepherd of GT Services and started working for them. 'I learned so much from Tom and Richard that it's helped in my driving this year,' he says.

Towards the end of '92 he tested one of the GT Formula Renault Martinis and was keen to graduate with them. His racing in 1993 is again supported by his stepfather's company, the Bateman Group.

The first race was like a dream come true. Having tested regularly at Silverstone over the winter James was well-prepared for the first race. However, no one expected him, in a Renault '91 class car, to qualify fourth overall. To prove it was no fluke he won the class and finished fourth overall in the race.



James – potential Renault '91 champion

'I had a big crash at Snetterton before the race there, but the team was fantastic,' said James. Though the car was not perfect he took the class pole before being punted off in the main race. He recovered to finish third.

A late spin in the soaking wet race at Donington and a non-finish at Oulton blunted Seccombe's challenge a little, but he was back on it at Brands Hatch last weekend, taking class win, pole and fastest lap, to narrow the gap to class championship leader and reigning champion Marc Cramer.

'Really my sponsorship money is for this year only. I would like to stay with the team and do class A in Renault next year. Beyond that I'm looking to go as far as I can,' he says.

Richard Mallock wins on suspension demonstration

Richard Mallock, making a one-off appearance in Paul Dawson's Mallock Mk30, won Saturday's round of the Concept Supersports Vauxhall Championship at Oulton Park.

'It's my first race since one in Formula Ford at Rouen last year,' said Mallock, 'so I'm pleased with the result. The main thing, though, was to show the other competitors the effectiveness of our new pullrod suspension, and I think we've done that.'

New faces in Russell Vauxhall Junior team

The Jim Russell Vauxhall Junior team fielded a pair of public race debutants, Tetsuji Matsuda and James Carney, at Brands Hatch.

Matsuda (20) did the JRRDS course in 1992, and scored a win and four other podium places in school races. He is backed by MY development, a Japanese garage group.

American Carney (30) did the JRRDS course in April and has done just one school race.

BRIEFLY

● **Chris Gilbert** is returning to the Castle Combe GT Series in his old Lola T87/90. Gilbert has decided that Combe's club atmosphere suits him better than the 'hectic' Formula Renault races, which he has been contesting so far this year.

● **A British team** will contest the FIA Internations Cup for Rallycross. The ADAC, wowed by a 25,000 strong crowd at last year's event, will again organise it at the Nurburgring. British team boss Peter Earnshaw has yet to identify his six-man squad for the July 25 race.

● **Opel Lotus racer** and hillclimber Tommy Rustad wants to rent a Division Two rallycross car for his home ERC event in September. The Norwegian has been the runner up in the event for the last two years in Martin Schanche's rent-a-car RS200.

● **Ross Hyett** took over Andrew McAlpine's Porsche Carrera RSR and took it to second place in the Intermarque race at Silverstone. McAlpine was unhappy with the car's handling and offered Hyett a one-off drive.

● **John Beattie's** SPA-Judd (see AUTOSPORT June 10) missed its competition debut at Harewood last weekend, when it was stranded in Beattie's workshops by floods.

● **The third** in Steve Owen's current run of 1100cc OMS single-seaters was debuted at Harewood by Ray Davies. The Kawasaki ZX10-powered device finished a promising third in class.

● **The BARC** Yorkshire centre plans to resite Harewood's paddock at lower level. it also intends to develop the existing farm buildings, which the track runs through, as a race control and hospitality centre.

● **Anti-smoking** organisation WYSH (the West Yorkshire Smoking and Health project) is sponsoring OMS constructor Steve Owen and his wife Lynn.

● **Zip Kart junior** test driver Anthony Davidson, 14, took his Zip-TKM to a fine win at the Anglia TV Kimbolton meeting. The meeting will be broadcast on the station's *Anglia Wheels* programme.

● **Seasoned veteran** Pat Longhurst won his class on his ICS Historic Racing Saloon debut at Brands Hatch on Sunday. His Hillman Imp is based on an ex-Kevan McLurg Pre-'65 CSCC series bodyshell and has been built by Mike Law Motorsport. George Bevan supplied the engine.

● **Trivia treat:** Simon Harrison put his Vauxhall Junior on pole at Brands Hatch with a 47.39s lap, just over an hour after his entrant David Leslie took pole for the British Touring Car Championship with an identical time.

● **Dennis Clark** finished sixth in his debuting Chevrolet Camaro in the ICS Historic Saloon race at Brands Hatch on Sunday. It was third time lucky, after two earlier attempts to race the car were thwarted at the last minute by electrical and then mechanical problems.

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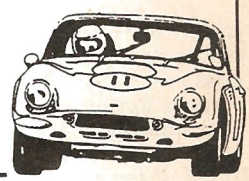
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Unbeaten this year, is Mick Smith now the Shell Skoda Trophy champion elect?

Smith closes in

Mick Smith is within sight of this year's Shell Skoda Trophy after recording his fifth consecutive win on Sunday's Kerridge National Rally.

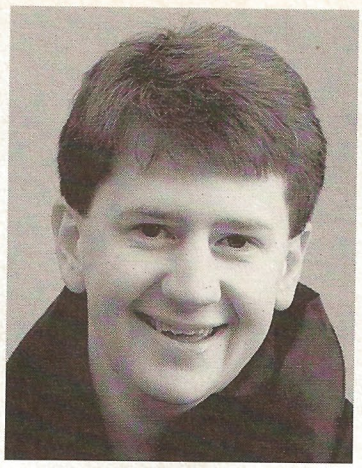
The Mid-Anglia Dealer Team Favorit was put under greater pressure than ever before but still emerged more than a minute clear of rejuvenated 1992 champion, Les Andrew, and now needs just 16 points from either of the two remaining rounds to win the series.

Ten of those points will come just by *starting* both events as the series has a loyalty bonus for anyone contesting all seven rounds.

Andrew Wheatley is the man closest to Smith, despite only finishing sixth on Sunday.

The series heads to Ulster next month before concluding proceedings in Yorkshire on September 25, but it is unlikely that the title race will remain open that long.

A prize drive on the Network Q RAC Rally is the reward.



Robbie Head – flying low in Lurgan Park

Head signs up for Burmah Rally dash

Robbie Head has been invited to contest next weekend's Burmah Rally in Lurgan Park.

The 40-strong invitation event has a £3000 prize on offer to the winner and, while Head may be unable to challenge the likes of Kenny McKinstry for that pot of gold, his Michelin Pilot Group N Escort will still be spectacular.

Austin McHale could be McKinstry's biggest threat. In case he slips up in Donegal this weekend, Dubliner McHale has asked to be first reserve.

Paul Howcroft

We are sad to report the death of Historic Rally enthusiast Paul Howcroft in a motorbike accident near his home in Kendal on Sunday.

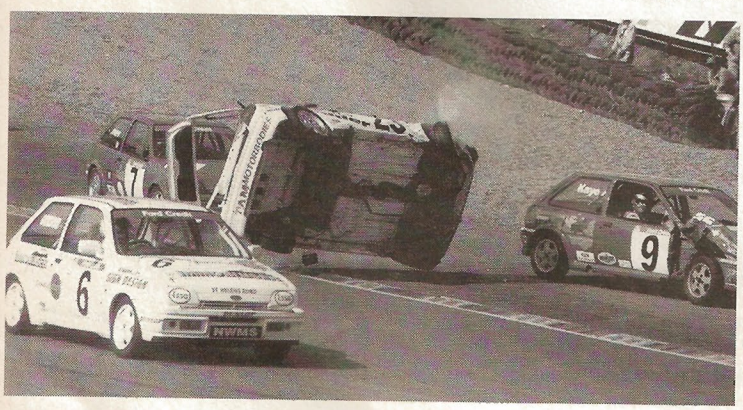
This flamboyant character began racing in the early '80s with a Lancia Fulvia and later an ex-John Chatham Austin Healey. He turned to rallying in 1986 yet only occasionally competed in Britain, with either his Lotus Elan or the Healey 3000.

However, Howcroft's greatest rally successes came on the continent where he won back-to-back FIA Historic Championships as a driver in 1987 and 1988 before taking a unique third title as navigator to Jeremy Coulter in 1991.

For 14 years Howcroft, 42, was the owner of the Rohan outdoor activity clothing company, but he sold that and created the Autostorica operation which supplies fellow historic competitors with both original spares and accessories plus authentic replica items for their sport.

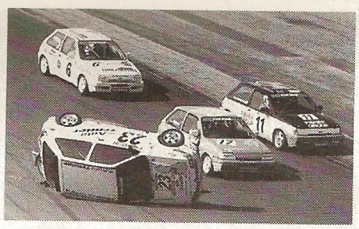
AUTOSPORT sends its sympathy to all who knew him, especially girlfriend Juliet who is recovering from her own injuries sustained in the accident.

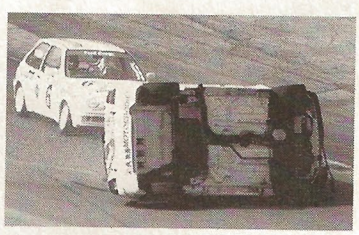


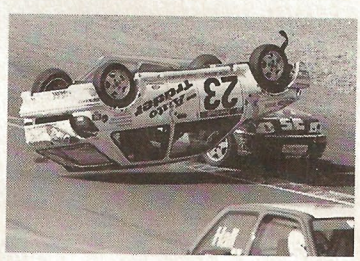


Phillips' somersault stops Fiesta race

Ford Fiesta XR2i driver Steven Phillips escaped unhurt from a multiple barrel-roll down Brands Hatch's Paddock Hill on Sunday. Phillips had tangled with Richard Kaye and rolled several times. This was just after the first of three starts... The second red flag came after journalist Jeremy Walton suffered clutch failure in the series' celebrity car. Photos: Barry Ambrose









BRIEFLY

● **The Auto Sports International Show** held at the NEC last January produced an export order for Ashley Competition Exhausts to supply systems to a pair of Honda Civic rally cars bound for Taiwan. The Group N vehicles are being prepared in the UK and will return to Taiwan complete with extra systems for a demo car and shop display. Company director Brian Ashley admitted that it was nice to see British products being fitted to Japanese cars.

● **Penny Mallory** has claimed the National Ladies Rally Champion crown after her Wash & Go Escort Cosworth finished 22nd on Sunday's Kerridge National Rally. This has been Penny's first season in the Hendy Ford Group A car following a deal announced at Auto Sports International.

● **Rudi Lancaster won the first** round of the Peugeot GTI Challenge 'Rally Masters' series on the Kerridge National Rally. The top five crews split from the rest of the pack to start a fresh series of events and Lancaster's Woolacombe Bay 205GTI picked up useful points as three of his rivals failed to finish. Mark Lawn crashed out of the lead on the second stage, Miles Johnston ground to a halt one stage later and David Higgins' battle with Lancaster ended with a blown engine. Phil Brown was the other finisher.

● **Regulations for the fifth round** of the Mintex National series, the Kayel Graphics Rally on August 7, are available from David Isaac, 12 Ffrwd Vale, Neath, West Glamorgan. Tel/fax: 0639 644480.



A Birdcage Maserati, HWM and Aston Martin. All are on the British GP support programme

Dream sportscar series for GPs

Eleven D-type Jaguars are among the mouthwatering field of sportscars from the 50s which will race at Silverstone on British Grand Prix day.

The race will be organised by V12 Ltd – run by historic racer Valentine Lindsay – and it forms part of an informal series of four races, all supporting Grands Prix. Two more will be run at Magny-Cours, and the fourth at Spa Francorchamps. The British and Belgian races will be supported by Labatt's.

The entry for the Silverstone race is the best of all with 40 firm entries and eight reserves already signed up.

Among the 11 D-types are the ex-Ecurie Ecosse cars which finished first (to be driven by John Harper) and second (Frank Sytner's) at Le Mans in 1957, while Willie Tuckett has an ex-Jim Clark car and Ray Bellm will drive his newly race-prepared car. Lindsay himself drives the D-type which his father the Hon Patrick bought 25 years ago.

Former Renault Formula 1 supremo Jean Sage will bring his ex-Juan Manuel Fangio Ferrari 860 Monza, while Tony Dron will drive an ex-works 750 Monza.

Spencer Martin will bring his rare ex-Ricardo and Pedro Rodriguez 196 Dino over from Australia.

And then there are the Maseratis – Birdcages for Lindsay Owen-Jones and Nick Mason – Aston Martins, Lister Jaguars, Lotuses and many many more.

Ulster's Starlight Rally to be revived over classic stages

The Larne Motor Club is to bring one of the most famous Northern Irish rallies, the Starlight back to life.

Many of the top names in historic rallying are expected to contest the event, which starts on June 25.

In its heyday the Starlight was one of only two rallies which had road closing orders. Adrian Boyd, Cahal Curley and Billy Coleman were some of its winners.

Chitty and Hunt star at 600-car classic sale

Racing photo albums of Count Zborowski, creator of the Chitty racers of the '20s, are among the lots in a massive automobilia auction at the Sandown Park International Collectors' Car Fair on June 19/20.

James Hunt will visit a display of his racers and cars for sale will include an ex-Tyrrell/Stewart Cooper T72 an ex-Patrese Arrows A2 and a Lola T70. For details phone 0844 201044.



Ray — just fancied having a go...

Bellm back to historic racing with D-type Jaguar

Ray Bellm will be returning to historic racing with a D-type Jaguar this season.

The three-times C2 World Sportscar Champion and current British touring car driver has owned the car, XKD 535, since 1989 and has used it on events like the Mille Miglia retrospective.

The car, which spent 15 years in the Le Mans museum is now being race-prepared by Paul Lanzante.



Ferrari 166 in Brooks' Goodwood lots

This superb 1947/48 2-litre Ferrari Tipo 166 Spider Corsa is among the cars up for auction at the Brooks sale during the Goodwood Festival of Speed this weekend. The ex-Prince Igor Troubetskoy/Dudley Folland car has an impeccable provenance and may have been driven by the great Tazio Nuvolari. The sale covers planes, automobilia, models and even a racing hydroplane boat. In addition, there are cars from the late Anthony Mayman's collection such as the well known ERA Delage and his ex-Raymond Mays ERA R4D (the second ERA to be auctioned this year). All this takes place at Goodwood House on Saturday afternoon (admission by catalogue only), while action on the hillclimb course will start at 09:00 on both Saturday and Sunday.

BRIEFLY

● **Comedian** Rowan Atkinson drove Simon Draper's Aston Martin Type C Speed Model to a win on handicap in the St John Horsfall race at Silverstone on Sunday. Atkinson is more used to racing front-wheel drive saloons and found it 'quite funny getting use to steering with your rear wheels'.

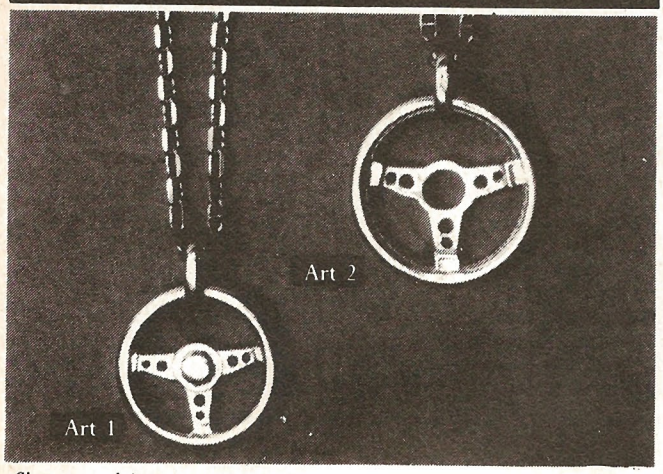
● **Nigel Corner** raced his father's 1960 Ferrari Dino 256 for the first time at the VSCC's Silverstone meeting. In difficult conditions, Corner spun twice during the Hawthorn Memorial Trophy race but still fought back to finish fourth.

● **Willie Green** jumped into Cedric Brierley's Connaught C Type for the Hawthorn Memorial race at the VSCC Silverstone. He replaced Rick Hall, who was having his appendix removed. Green won the race, the first time in the 28-year history of the trophy that a Connaught has won.

● **Dave Caroline** became the first driver to claim a major VSCC trophy in a Morgan three-wheeler when he dominated the annual Boulogne Trophy race at Silverstone.

● **To celebrate the 70th anniversary** of Britain's first Grand Prix win, the VSCC and the Sunbeam Talbot Darracq Register arranged a demonstration of Sunbeam racing at Silverstone on Saturday. Cars taking part included a 1912 Coupe de l'Auto model, a 1914 Tourist Trophy car, a 1916/19 Indianapolis car and the 1924 'Cub', a sister car to that with which de Hane Segrave won the French Grand Prix in 1923.

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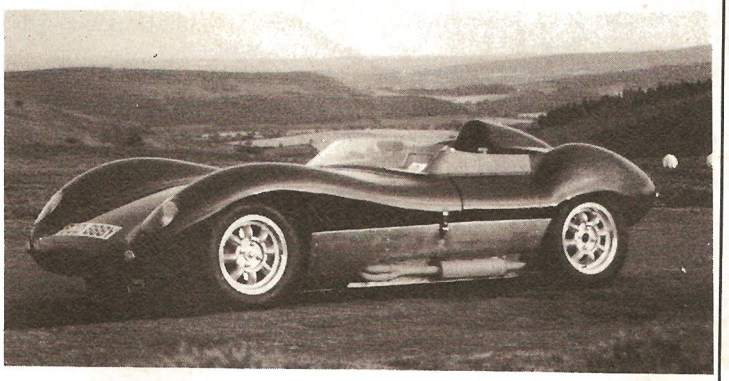
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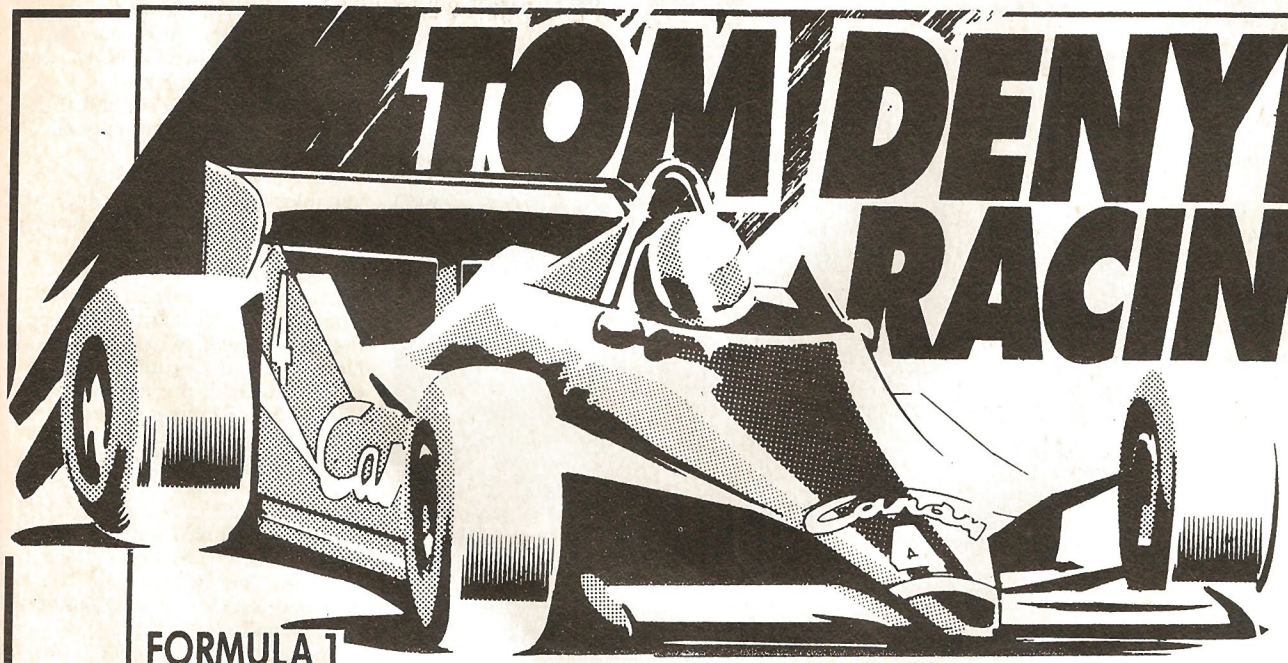


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NATIONAL REPORTS

Press-on Powell takes Mini win

OULTON PARK, Jun 12: With the National Sports GT Challenge still suffering some growing pains, it was left to the Mini Sevens and Miglias to provide the best entertainment from a rather sparse programme of races supporting the British Formula 3 Championship and National Saloon Car Cup at Oulton Park.

Heavy showers just prior to the start of racing meant a very damp track when the Mini Sevens rolled out of the collection area. At the lights, Kelly Rogers dived into the lead and held it until, on lap four, Martin Powell took over at the front with a move into Knickerbrook.

Rogers hung on in second place for a couple more laps, but was eventually displaced by Dave Braggins.

Starting lap seven, Braggins threw the spot away with a spin exiting Old Hall and was soon followed by Rogers doing likewise at Druids. Niven Burge became the newest guardian of the runner-up spot, but Stephen Woodrow soon nipped by on the brakes at Lodge.

At the chequered flag, Powell led home Woodrow by 4.25s, with Burge a further 5.72s down. Tina Cooper consolidated her points lead with a no-risks drive to fourth.

In the Miglias, despite leading from lights to flag, Ian Gunn was made to work for his victory by Bill Sollis. As the laps were reeled off, Sollis's attempts to wrest the place from Gunn became more intense, culminating in the pair completing the drag into Old Hall on the final lap almost side-by-side and repeating the manoeuvre on the run into Lodge. Only Gunn's dogged clinging on to the inside line prevented Sollis from bagging a last gasp victory.

After an aggressive start, a slightly fading Richard Wager took third, ahead of Stewart Drake, Len Brammer and Alan Stacey.

Richard Mallock, making a one-off appearance in the Concept Supersports Vauxhall Championship at the wheel of Paul Dawson's Mallock Mk30, had things relatively easy when a first corner incident on the still damp track removed Tony Bridge and Mike Swinnerton and severely hampered the chances of Mike Evans.

Evans' comeback drive proved the highlight of the race, from ninth to a remarkable second, just 0.44s behind Mallock at the chequered flag.

In a sparse National GT race, the Blue Coral 935s of Ross Hyett and John Greasley took first and second places, well clear of Jonathan Baker.

■ Laurence Foster

OULTON PARK, Jun 12

Unipart DCM Mini Seven Challenge (8 laps)

1, Martin Powell, 18m40.90s, 71.32mph; 2, Stephen Woodrow, 18m45.15s; 3, Niven Burge, 18m51.87s; 4, Tina Cooper, 18m56.55s; 5, Gerard d'Amato, 19m02.00s; 6, Phil Manser, 19m02.77s. **Fastest lap:** Powell, 2m17.99s, 72.42mph.

Concept Supersports Vauxhalls (10 laps)

1, Richard Mallock (Mallock Mk30), 17m46.24s, 93.72mph; 2, Mike Evans (Mallock Mk28), 17m46.68s; 3, Steve Jenkins (Mallock Mk30), 17m48.35s; 4, Guy Woodward (Mallock Mk27), 17m49.37s; 5, Tony Bragg (Mallock Mk28), 17m51.63s; 6, John Istead (Mallock Mk28B), 18m08.19s. **Fastest lap:** Woodward, 1m40.69s, 99.25mph.

Breaking the Mould National Saloon Car Cup (12 laps)

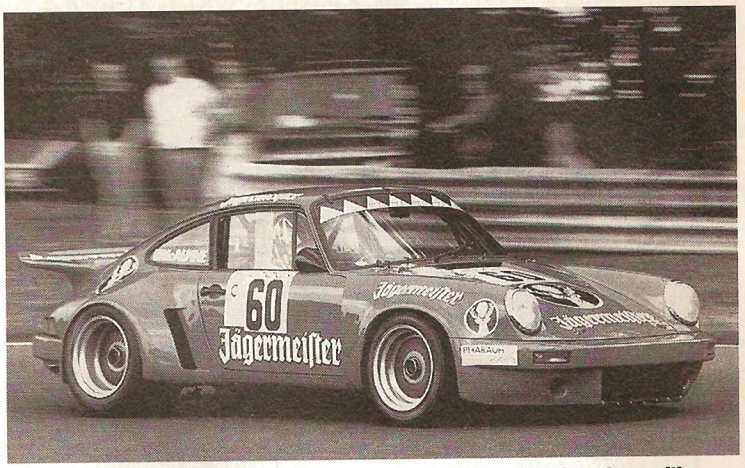
Overall: 1, Charlie Cox (2.0t Ford Escort RS Cosworth), 22m51.53s, 87.43mph; 2, Jonathan Baker (2.0t Ford Escort RS Cosworth), 23m06.77s; 3, Frank Greenway (2.0t Ford Sapphire Cosworth), 23m18.62s; 4, David Yates (2.0t Ford Escort RS Cosworth), 23m18.93s. **Class A:** 1, Cox; 2, Baker; 3, Greenway. **Fastest lap:** Cox, 1m53.29s, 88.21mph. **Class B:** 1, Graham Coomes (2.3 BMW M3), 23m57.97s, 83.39mph; no other finishers. **Fastest lap:** Coomes, 1m57.07s, 85.36mph. **Class C:** 1, Tony Lanfranchi (2.0 Vauxhall Astra GSi), 24m31.79s, 81.48mph; 2, Ray Armes (2.0 Rover 220 GTi), 24m38.42s; 3, Peter Morss (2.0 Vauxhall Astra GSi), 24m45.08s. **Fastest lap:** Lanfranchi, 2m00.89s, 82.66mph. **Class D:** 1, James Thompson (1.6 Honda Civic V-Tec), 24m03.72s, 83.06mph; 2, Piers Johnson (1.6 Honda Civic V-Tec), 24m14.52s; 3, Jason Yeomans (1.6 Honda Civic V-Tec), 24m16.02s. **Fastest lap:** Thompson, 1m59.01s, 83.97mph. **Class E:** 1, Shaun Andrews (1.3 Suzuki Swift GTi), 11 laps; 2, Daley Thompson (1.4 Peugeot 106XSi), 11; no other starters. **Fastest lap:** Andrews, 2m07.76s, 78.22mph.

BRDC National Sports GT (15 laps)

Overall: 1, Ross Hyett (3.3 Porsche 935), 27m15.73s, 91.64mph; 2, John Greasley (3.4 Porsche 935 K3), 27m29.82s; 3, Jonathan Baker (3.3 Porsche 934), 28m15.73s; 4, Andrew McAlpine (3.6 Porsche Carrera RSR), 28m18.64s. **Class A:** 1, Charlie Cox (2.0t Ford Escort RS Cosworth), 28m52.20s, 86.53mph; no other finishers. **Fastest lap:** Jonathan Baker (2.0t Ford Escort RS Cosworth), 1m52.53s, 88.80mph. **Class B:** 1, Jamie Masarati (2.7 Porsche 911 RS), 14 laps; 2, Nigel Barrett (3.6 Porsche 911 Carrera 2RS), 12; no other starters. **Fastest lap:** Barrett, 1m53.03s, 88.41mph. **Class C:** 1, Hyett; 2, Greasley; 3, Baker. **Fastest lap:** Greasley, 1m46.08s, 94.20mph.

Unipart DCM Mini Miglia Challenge (8 laps)

1, Ian Gunn, 16m43.76s, 79.64mph; 2, Bill Sollis, 16m43.94s; 3, Richard Wager, 16m52.93s; 4, Stewart Drake, 16m55.39s; 5, Len Brammer, 17m01.08s; 6, Alan Stacey, 17m01.32s. **Fastest lap:** Wager, 2m03.48s.



Oulton Park – Andrew MacAlpine found the handling of his Porsche RSR rather exciting...



Run for it chaps... Guy Povey gets it very wrong. He walked away. Photo: Martin Ruddick

Cox goes top after mid-week mangle

With a neck brace and a newly rebuilt Ford Escort RS Cosworth Charlie Cox scored his second Oulton Park win of the season in the National Saloon Car Cup. Saturday's win – in a car that was rebuilt after a major mid-week testing accident – also saw him take over the Class A points lead from David Yates.

From the start, Cox and Yates traded the lead as they pulled away from the rest headed by Jonathan Baker's Escort Cosworth and Frank Greenway's Sapphire. On lap four, a mistake from Yates dropped him to fourth, but still in touch with Baker and Greenway.

By lap nine, Yates was in a position to challenge Greenway. Coming into the Knickerbrook chicane Yates made his move, but sideswiped the Sapphire. Both men lost ground. Yates had made up the place only to give it back to Greenway.

Ahead of Greenway and Yates, but well behind Cox, Baker cruised home second, with the still sponsorless Peter Clarke charging to fifth from the back of the grid, following engine management chip problems on the warm-up lap.

In the classes, Graham Coomes took Class B after Guy Povey mounted the barriers at Shell; Tony Lanfranchi recovered from a poor start to win Class C; James Thompson walked Class D and Shaun Andrews did likewise in Class E.

■ Laurence Foster

Sytner's D-type win

SILVERSTONE, Jun 12: Frank Sytner starred on a treacherous circuit to win the 1950s Sports Car race in the face of a constant challenge from Stephen Griswold's Lister Chevrolet and John Harper's Lotus 11.

Revelling in the tricky conditions and pressing his Jaguar D-type hard, Sytner took over the lead when Gary Pearson spun his Lister Jaguar out of the race at Copse on the second lap. As the leaders threaded their way through traffic, Griswold and then Harper snapped at Sytner's heels but couldn't get by. On the last lap the pursuers battled side by side through the Complex as Griswold recovered second from Harper's superbly campaigned Lotus.

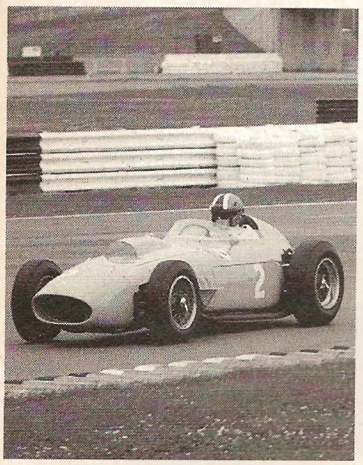
On a drying track, John Venables-Llewelyn's ERA R4A scorched away from the rest of the Pre-War GP cars in the Hawthorn Spanish GP race. Then the rain returned and Duncan Ricketts started pulling the leader back. When Venables-Llewellyn had a moment on the exit of Luffield, the ex-Seaman ERA R1B of Ricketts slipped ahead to win.

Ian Bentall's Bentley was never headed in the opening scratch race, but until Copse on the last lap he was under increasing threat from the Invicta of Martin Stretton. Then the Invicta snapped into a spin and Bentall's victory was assured.

Spencer Flack used 8 litres of Bentley power to burst into the lead of the Boulogne Trophy race but was unable to contain the nimble Morgan three-wheeler of Dave Caroline on a wet track. Flack eventually slipped back behind Stuart Harper and Tim Llewellyn.

In the Hawthorn Memorial Trophy Amschel Rothschild squeezed through from the second row to chase Willie Green's Connaught but was never able to quite stay on terms.

■ Paul Lawrence



Silverstone – Nigel Corner's Ferrari Dino

SILVERSTONE, Jun 12

Scratch Race incorporating the Bill Phillips Trophy (6 laps)

1, Ian Bentall (4.2 Bentley), 9m03.8s, 65.50mph; 2, Albert Sparrowhawk (4.4 Alvis), 9m08.8s; 3, Martin Stretton (4.4 Invicta), 9m16.6s; 4, Terry Cohn (2.6s Alfa Romeo), 9m37.7s; 5, Alan Painter (1.5s Maserati), 9m45.4s; 6, Simon Draper (1.5 Aston Martin), 9m47.8s. **Fastest lap:** Bentall, 1m28.0s, 67.40mph.

Handicap Race (5 laps)

1, CG Evans (0.8s MG), 9m25.5s, 56.40mph; 2, EL Bradley (0.7 Austin), 9m27.4s; 3, Peter Livesey (1.5s Alvis), 9m28.3s; 4, Tony Metcalfe (1.1 Lagonda), 9m37.2s; 5, Andy McBeath (0.7 Austin), 9m37.4s; 6, Roy Toone (1.7s Alfa Romeo), 9m46.7s. **Fastest lap:** Evans, 1m40.4s, 59.10mph.

Hawthorn Spanish Trophy for Pre-War Racing Cars (12 laps)

1, Duncan Ricketts (1.5s ERA), 16m11.7s, 73.30mph; 2, John Venables-Llewellyn (2.0s ERA), 16m12.4s; 3, Donald Day (2.0s ERA), 16m33.6s; 4, Mark Gillies (1.5s White Riley), 16m48.4s; 5, Rod Jolley (3.5s Giron Alvis), 16m57.7s; 6, Bill Morris (1.5s ERA), 17m12.6s. **Fastest lap:** Venables-Llewelyn, 1m13.7s, 80.50mph.

Scratch Race (5 laps)

1, John Seber (1.7s Wolseley), 7m46.2s, 63.60mph; 2, David Freeman (2.0 Aston Martin), 7m49.1s; 3, Dick Hannis (3.6 Alvis), 7m58.9s; 4, JD Simpson (1.1 Lagonda), 8m03.2s; 5, G Toms (1.5 Riley), 8m08.1s; 6, Peter Whenman (4.4 Lagonda), 8m17.1s. **Fastest lap:** Seber, 1m31.0s, 65.20mph.

Boulogne Trophy for Vintage Racing Cars (10 laps)

1, Dave Caroline (1.3 Morgan), 14m48.5s, 66.80mph; 2, Stuart Harper (1.3 Morgan), 15m14.2s; 3, Tim Llewellyn (4.4 Bentley), 15m18.7s; 4, Spencer Flack (8.0 Bentley), 15m19.2s; 5, Gary Caroline (1.3 Morgan), 15m19.8s; 6, Mac Hulbert (2.6s Alvis), 15m29.8s. **Fastest lap:** Dave Caroline, 1m27.0s, 68.20mph.

Scratch Race for Riley cars (5 laps)

1, Mark Gillies, 7m07.0s, 69.50mph; 2, Duncan Ricketts, 7m29.0s; 3, Barrie Gillies, 7m32.3s; 4, Dave Robinson, 7m32.5s; 5, Bruce Spollon, 7m33.8s; 6, TA Watson, 7m34.0s. **Fastest lap:** Mark Gillies, 1m22.9s, 71.60mph.

Hawthorn Memorial Trophy for Post-War Racing Cars (12 laps)

1, Willie Green (2.5 Connaught), 15m55.9s, 74.50mph; 2, Amschel Rothschild (2.5 BRM), 16m05.2s; 3, Ludovic Lindsay (2.6 Maserati 250F), 16m30.9s; 4, Nigel Corner (3.0 Ferrari Dino), 16m34.5s; 5, Roddy MacPherson (2.0 Cooper Bristol), 17m02.8s; 6, Donald Day (2.0s ERA), 17m07.4s. **Fastest lap:** Green, 1m14.8s, 79.30mph.

Handicap Race (5 laps)

1, RS Welch (1.5 Riley), 7m57.5s, 63.40mph; 2, David Barbet (1.5 Riley), 8m00.9s; 3, Frank Tidball (ERA), 8m03.5s; 4, TA Watson (1.5 Riley), 8m06.4s; 5, Peter Walker (1.4s MG), 8m06.7s; 6, Peter Fleming (1.5 Riley), 8m11.4s. **Fastest lap:** Tidball, 1m24.7s, 70.00mph.

1950s Sports Racing Cars Trophy Race (10 laps)

1, Frank Sytner (3.8 Jaguar D-type), 12m35.1s, 78.60mph; 2, Stephen Griswold (5.6 Lister Chevrolet), 12m36.0s; 3, John Harper (1.5 Lotus 11), 12m36.6s; 4, Ron Gammons (5.4 Devin), 13m08.9s; 5, Nick Mason (2.0 Maserati Birdcage), 13m09.8s; 6, Robert Brooks (3.8 Jaguar D-type), 13m11.8s. **Fastest lap:** Griswold, 1m12.5s, 81.80mph.

Scratch Race (5 laps)

1, Andy Bell (1.5 Aston Martin), 8m44.0s, 63.90mph; 2, Peter Fleming (1.5 Riley), 9m11.7s; 3, Colin Poynter (1.5 Lea Francis), 9m15.3s; 4, RB Ashford (1.6 Wolseley), 9m15.8s; 5, Julian Brownridge (1.3 Wolseley), 9m19.0s; 6, Peter Livesey (1.4s Alvis), 9m21.3s. **Fastest lap:** Bell, 1m29.8s, 66.10mph.

Bacon Camaro's really cooking

CADWELL PARK, Jun 13: The mini-endurance race for Historic and Post Historic Touring Cars may only have lasted an hour, but it had the lot – driver changes, full-course yellows, an unique pace-car and a three-way dash to the finish line won by the purposeful-looking Chevrolet Camaro of Andy Bacon and Ken Clark

In the early laps, with Bacon at the wheel, the Camaro pulled out a gap to the Ford Escorts of Mark Apps/David Missions, Jeff Piercey/Stephen Bearfield and Reg Geggus/Phil Perryman, with the rest already trailing some way behind.

Lap nine brought the first glimpse of the pace-car, when it was judged prudent for it to circulate while the broken Bishop/Cripps Triumph Dolomite Sprint was removed from a dangerous place. And what a pace-car it was: a 3-litre, V6-engined Cortina MkII Estate, complete with dodgy handbrake and reverse gear, but expertly driven by Nigel Garrett of the CSCC, who had little trouble picking up the leader...

Three laps later, with the field bunched, the pace-car peeled off and green flag racing recommenced. Bacon again managed to hold off the Escorts, whose order changed somewhat when the Geggus/Perryman example began a charge.

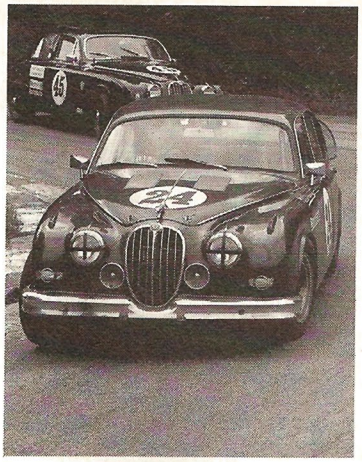
Mid-race saw a flurry of pit activity as each car was obliged to change its driver, or simulate the act in the case of solo entries. With 45 minutes and 22 laps gone, Geggus/Perryman led from Apps/Missions, Bacon/Clark and Piercey/Bearfield.

Lap 25 saw the return of the pace-car for a further three laps, this time following a roll into retirement for the Piercey/Bearfield Escort. On the pace-car's exit into the pits, Clark made the most of the Camaro's grunt and rocketed past the Geggus/Perryman and Apps/Missions Escorts in swift succession and, with the hour mark fast approaching, that was enough to settle things.

In the support races, Tony Sugden was hampered by engine problems, but still bagged the Silhouettes and Sports Saloon Car races in his Skoda, with Roger Matthews his closest challenger on both occasions.

An early three-way lead scrap in the Renault 5 Turbo race gave way to a comfortable win for Mark Howard from Tony Semple and Steve Alderton, while easy wins for Anthony Williams and Allen Lloyd in the XK Challenge and Jaguar Challenge completed the bill.

■ Laurence Foster



Cadwell Park – Derek Pearce on the move

CADWELL PARK, Jun 13

Harlow Group Renault 5 Turbos (10 laps)

1, Mark Howard, 18m20.32s, 70.99mph; 2, Tony Semple, 18m22.07s; 3, Steve Alderton, 18m22.51s; 4, Chris Grahame, 18m39.58s; 5, Anthony Hart, 18m40.88s; 6, Melvyn Eke, 18m59.69s. **Fastest lap:** Alderton, 1m48.14s, 72.23mph.

Bridgestone Jaguar XK Saloons (10 laps)

Overall: 1, Anthony Williams (3.8 MkII), 19m37.27s, 66.35mph; 2, Allen Lloyd (2.4 Mkl), 19m43.34s; 3, Derek Pearce (3.8 MkII), 20m07.59s; 4, Joseph Giret (4.2 XJ6), 20m11.03s. **Class A:** 1, Williams; 2, Pearce; 3, Dave Woodgate (3.8 S-type), 20m21.71s. **Fastest lap:** Williams, 1m56.17s, 67.24mph. **Class C:** 1, Lloyd; 2, Leo Voyazides (2.4 Mkl Saloon), 20m12.15s; 3, Peter Lloyd (2.4 Mkl), 20m58.80s. **Fastest lap:** Allen Lloyd, 1m56.94s, 66.80mph. **Class D:** 1, Giret; 2, Martin Sutherland (4.2 XJ6 SIII), 20m48.88s; 3, Mark Taylor (4.2 XJ6), 20m57.77s. **Fastest lap:** Giret, 1m57.57s. 66.44mph.

BRSCC/BARC Silhouettes (10 laps)

Overall: 1, Tony Sugden (2.0 Skoda Coupe), 15m52.39s, 82.02mph; 2, Roger Matthews (2.0 Lotus Esprit), 16m08.83s; 3, Richard Harris (2.0 Suzuki SC100), 16m23.64s; 4, David Wagstaffe (2.0 Ferrari Dino), 16m31.55s. **Class A:** 1, Sugden; no other starters. **Fastest lap:** 1m32.53s, 84.42mph. **Class B:** 1, Matthews; 2, Harris; 3, Wagstaffe. **Fastest lap:** Matthews, 1m33.37s, 83.66mph. **Class D:** 1, Simon Knighton (1.1 Suzuki SC100), 17m24.91s, 74.76mph; 2, Norman Lackford (1.3 Fiat 850 Sport), 9 laps; no other finishers. **Fastest lap:** Knighton, 1m41.08s, 77.28mph.

BARC/CSCC Post Historic Touring Car/Historic Touring Car 1hr race (29 laps)

1, Andy Bacon/Ken Clark (5.7 Chevrolet Camaro Z28), 1h00m22.16s, 62.54mph; 2, Reg Geggus/Phil Perryman (2.0 Ford Escort RS2000), 1h00m22.93s; 3, Mark Apps/David Missions (2.0 Ford Escort RS2000), 1h00m23.36s; 4, Steve Upsdell/Richard Bateman (1.6 Lotus Cortina Mkl), 1h00m42.92s; 5, Alan Edwards (2.0 Triumph Dolomite Sprint), 1h00m44.02s; 6, Michael Aspinall/David Axisa (1.5 Ford Cortina GT), 28 laps. **Fastest lap:** Bacon, 1m47.84s, 72.44mph.

Delostar Electronics Sports/Saloon Car Championship (10 laps)

Overall: 1, Tony Sugden (2.0 Skoda Coupe), 16m01.57s, 81.24mph; 2, Roger Matthews (1.5 Lotus Esprit), 16m01.86s; 3, Tony Burch (2.3 Skoda Tiga S110), 16m21.02s; 4, Alan Crosby (4.2 Ford Escort XR3), 16m51.35s. **Class A:** 1, Sugden; 2, Crosby; no other starters. **Fastest lap:** Sugden, 1m34.16s, 82.96mph. **Class B:** 1, Matthews; 2, Burch; no other starters. **Fastest lap:** Matthews, 1m33.72s, 83.35mph. **Class C:** 1, Ron Harper (1.5 Triumph Spitfire), 17m20.72s, 75.06mph; 2, Chris Griffiths (1.4 Davrian Mk7), 9 laps; 3, John Helme (1.5 Imp Alfa Stiletto), 9. **Fastest lap:** Harper, 1m42.13s, 76.49mph. **Class D:** 1, Chris Maries (2.3 Mazda RX7), 17m45.10s, 73.34mph; 2, David Tilley (3.9 MGB V8), 9 laps; 3, John Roberts (2.4 Ford Escort RS2000), 9. **Fastest lap:** Maries, 1m44.25s, 74.93mph. **Class E:** 1, Philip Wadsley (1.4 Mini Jem GT), 9 laps; 2, Paul Hardman (1.3 Mini), 9; no other starters. **Fastest lap:** Wadsley, 1m47.70s, 72.53mph.

Jaguar Car Club Standard and Modified Challenge (10 laps)

Overall: 1, Allen Lloyd (4.2 E-type), 18m56.40s, 68.74mph; 2, David West (5.3 XJS), 19m22.02s; 3, Paul Castaldini (3.8 Heritage C-type), 19m28.25s; 4, Anthony Williams (3.8 MkII), 19m43.88s. **Class C:** 1, Roland Stoate (3.8 MkII), 9 laps; no other starters. **Fastest lap:** Stoate, 2m02.48s, 63.78mph. **Class D:** 1, West; 2, Tony Mather (4.2 XK E-type), 9 laps; no other starters. **Fastest lap:** West, 1m51.46s, 70.08mph. **Class E:** 1, Williams; no other starters. **Fastest lap:** 1m53.44s, 68.86mph. **Class F:** 1, Lloyd; no other starters. **Fastest lap:** 1m48.08s, 72.27mph. **Class G:** 1, Castaldini; 2, John Arnold (3.8 D-type), 19m44.22s; no other finishers. **Fastest lap:** Castaldini, 1m51.25s, 70.22mph.

Mills-Thomas in dominant mood

SILVERSTONE, Jun 13: The 44th St John Horsfall Meeting was well supported both sides of the catch fencing. As usual in the AMOC meeting many drivers appeared more than once.

Aidan Mills-Thomas was 'just warmed up' after the first race, and was straight back out to dominate the Improved Road Sports race. Colin Bates' TVR was a distant second to the Cobra, and then came a tremendous multi-car battle for third. Ralph Avis got his Mustang ahead of Hal Danby's Corvette but spun at Copse, got back up to fifth, spun again, got up to ninth and spun again. Danby held off Barry Ashdown, Bernie Chodosh, Vernon Taylor and Bruce Orton until Ashdown's Elan got by and Danby spun on lap seven. Orton charged through to fourth place but the Marcos ground to a halt on the last lap leaving Chodosh's Corvette fourth and Datsun 240 devotee Taylor fifth.

Gerry Marshall left the Intermarque field trailing in the wake of his mighty Aston Martin V8. Andy Shepherd's Cobra had a repeat of its practice water hose problems when in second place, and reserve Bob Watson worked his way up to second from the back of the grid only to retire. All of which left Ross Hyett runner-up after a long dice with Gavin Mortimer.

Andy Bell spun out of the lead battle, leaving Nick Mason a clear run to the St John Horsfall Trophy. David Freeman had to start 20 seconds after the rest, but still came through to second ahead of Bell and almost on terms with Mason. Ronnie Farmer made the break early on while a quartet of Post War Aston Martins battle for second.

John was another of the Freeman family who had to start from the back. He came through to third place in the Post-War Aston Martin/Thoroughbred/Classic Road Sports race, behind Farmer and Geoffrey Harris.

The identical DB3Ss of Tony Smith and Simon Draper dominated the Pre War Aston and Sports Car race. Draper passed Smith at Brooklands on lap five and went on to win.

Farmer went for a gap that John Goldsmith was closing and the leaders of the Thoroughbred & Classic Sports race came together at Brooklands. Goldsmith went no further and Farmer went on to win from the battling Simon Draper and Stephen Wakefield. Roderick Jolley led for two laps of the Historic Car race before Nigel Corner swept by and on to a comfortable win.

■ Richard Wright

SILVERSTONE, Jun 13

AMOC Intermarque Championship (12 laps)

Overall: 1, Gerry Marshall (5.3 Aston Martin V8), 13m14.30s, 89.68mph; 2, Ross Hyett (3.6 Porsche Carrera RSR), 13m35.20s; 3, Gavin Mortimer (3.3 Porsche 911 Turbo SE), 13m37.60s; 4, Bill Shepherd (4.7 AC Cobra), 13m49.10s. **Class A:** 1, Aidan Mills-Thomas (4.7 AC Cobra), 11 laps, 82.03mph; 2, Adrian Wilkins (5.3 AC Cobra), 11; 3, Guy Holmes (2.7 Porsche 911 RS), 11. **Fastest lap:** Wilkins & Holmes, 1m09.70s, 85.17mph. **Class B:** 1, Bill Shepherd, 85.92mph; 2, John Poxon (3.3 Porsche 930), 13m53.00s; 3, Geoffrey Harris (4.2 Aston Martin DB4 Zagato), 14m24.10s. **Fastest lap:** Andy Shepherd (5.3 AC Cobra), 1m06.10s, 89.80mph. **Class C:** 1, Marshall; 2, Hyett; 3, Mortimer. **Fastest lap:** Marshall, 1m03.40s, 93.63mph.

HSCC Barley Construction Improved Road Sports Championship (10 laps)

Overall: 1, Aidan Mills-Thomas (4.7 AC Cobra), 12m02.70s, 82.14mph; 2, Colin Bates (4.7 TVR Griffith), 12m20.50s; 3, Barry Ashdown (1.6 Lotus Elan), 12m36.40s; 4, Bernie Chodosh (5.0 Chevrolet Corvette), 12m42.40s. **Class A:** 1, Mills-Thomas. **Fastest lap:** Mills-Thomas, 1m10.50s, 84.20mph. **Class B:** 1, Vernon Taylor (2.4 Datsun 240Z), 12m43.40s, 77.76mph. **Fastest lap:** Taylor, 1m14.40s, 79.79mph. **Class C:** 1, Ashdown, 78.48mph. **Fastest lap:** Bruce Orton (1.65 Marcos Fastback), 1m13.90s, 80.33mph. **Class D:** 1, Simon Park (1.6 Lancia Fulvia), 9 laps, 73.12mph. **Fastest lap:** Park, 1m18.60s, 75.52mph. **Class E:** 1, Chris Horner (1.2 Turner Mk1), 9 laps, 71.00mph. **Fastest lap:** Peter Hire (1.3 Triumph Spitfire), 1m20.60s, 73.65mph.

The 44th St John Horsfall Trophy (10 laps)

1, Nick Mason (1.5 Aston Martin LM21), 14m11.00s, 69.75mph; 2, David Freeman (2.0 Aston Martin Speed Model), 14m12.50s; 3, Andy Bell (1.5 Aston Martin Le Mans), 14m24.90s; 4, Simon Draper (1.5 Aston Martin LM20), 14m40.80s; 5, Judy Hogg (1.5 Aston Martin Ulster), 14m58.40s; 6, Gordon Riseley (1.5 Aston Martin International), 15m16.40s. **Fastest lap:** Freeman, 1m21.50s, 72.83mph.

Globex Post-War Aston Martin/Thoroughbred/Classic Road Sports, Classes MA & MB (10 laps)

Overall: 1, Ronnie Farmer (4.2 Aston Martin DB5), 11m48.10s, 83.83mph; 2, Geoffrey Harris (4.2 Aston Martin DB4 Zagato), 11m52.60s; 3, John Freeman (5.3 Aston Martin DBS V8), 11m53.10s; 4, Stephen Wakefield (4.2 Aston Martin DB4), 11m57.90s. **Class A:** 1, Brian Cowan (5.3 Aston Martin V8), 12m22.40s, 79.96mph. **Fastest lap:** Cowan, 1m11.80s, 82.67mph. **Class B:** 1, Freeman, 83.24mph. **Fastest lap:** Freeman, 1m06.70s, 89.00mph. **Class C:** 1, Roy Dudley (3.7 Aston Martin DB4), 9 laps, 73.08mph. **Fastest lap:** Dudley & Graham Ball (3.7 Aston Martin DB4), 1m19.30s, 74.86mph. **Class D:** 1, Farmer. **Fastest lap:** John Goldsmith (4.7 Aston Martin DB4), 1m09.30s, 85.66mph. **Class R:** 1, Harris, 83.30mph. **Fastest lap:** Harris, 1m09.30s, 85.66mph. **Class MA:** 1, Russell Taylor (1.6 MGA), 9 laps, 71.00mph. **Fastest lap:** Taylor, 1m21.30s, 73.01mph. **Class MB:** 1, Robert Lines (1.7 MGA), 12m21.40s, 80.07mph. **Fastest lap:** Lines, 1m11.60s, 82.91mph.

Feltham Aston Martins and Pre-War Sports Cars (10 laps)

Overall: 1, Simon Draper (2.9 Aston Martin DB3S), 13m07.50s, 75.38mph; 2, Tony Smith (3.0 Aston Martin DB3S), 13m09.00s; 3, Hubert Fabri (2.9 Aston Martin DB3S), 13m33.50s; 4, Ian Bentall (4.25 Bentley Derby), 13m34.60s. **Class B:** 1, David Reed (2.9 Aston Martin DB2/4 Mk3), 13m52.00s, 71.35mph. **Fastest lap:** Reed, 1m20.90s, 73.37mph. **Class C:** 1, Andy Hodge (3.3 Aston Martin DB Mk3), 13m51.00s, 71.43mph. **Fastest lap:** Hodge, 1m21.60s, 72.75mph. **Class D:** 1, Draper. **Fastest lap:** Draper, 1m17.40s, 76.69mph. **Class P2:** 1, Nick Mason (1.5 Aston Martin Le Mans), 14m14.40s, 69.48mph. **Fastest lap:** Mason, 1m23.20s, 71.35mph. **Class P3:** 1, Bentall, 72.87mph. **Fastest lap:** Bentall, 1m19.60s, 74.57mph.

MGCC/AMOC Thoroughbred & Classic Sports Championship, Classes C-E (10 laps)

Overall & Class E: 1, Ronnie Farmer (4.2 Aston Martin DB5), 11m59.00s, 82.56mph; 2, Simon Draper (4.2 Aston Martin DB4), 12m03.90s; 3, Stephen Wakefield (4.2 Aston Martin DB4), 12m04.40s; 4, Chris Conoley (2.4 Triumph TR4), 12m06.50s. **Fastest lap:** John Goldsmith (4.5 Aston Martin DB4), 1m08.70s, 86.41mph. **Class C:** 1, Graham Ball (3.7 Aston Martin DB4), 9 laps, 72.24mph; 2, Hubert Fabri (3.7 Aston Martin DB4 Vantage), 9; 3, Roy Dudley (3.7 Aston Martin DB4), 9. **Fastest lap:** Dudley, 1m19.10s, 75.04mph. **Class D:** 1, Colin Bates (4.7 TVR Griffith), 12m19.90s, 80.23mph; 2, Alan Charlton (2.5 Triumph TR6), 12m30.90s; 3, Pete Foster (4.0 Aston Martin DB4), 12m44.90s. **Fastest lap:** Bates, 1m11.60s, 82.91mph.

Historic Car Championship (10 laps)

Overall: 1, Nigel Corner (2.5 Ferrari Dino), 11m36.20s, 85.26mph; 2, Roderick Jolley (2.5 Cooper T51), 11m49.30s; 3, Stephen Griswold (5.6 Lister Chevrolet Sports), 12m03.10s; 4, Chris Drake (2.2 Lotus 16), 12m10.60s. **Class A1:** 1, Geoff Tidball (2.0 ERA B-type), 9 laps, 76.35mph; no other starters. **Fastest lap:** 1m14.90s, 79.25mph. **Class A3:** 1, Corner; 2, Jolley; 3, Drake. **Fastest lap:** Corner, 1m07.80s, 87.55mph. **Class B1:** 1, Andrew Wilkinson (1.5 Lotus XI Le Mans), 12m42.40s, 77.86mph; 2, Peter Austin (1.5 Lotus XI Le Mans), 9 laps; no other starters. **Fastest lap:** Wilkinson, 1m14.50s, 79.68mph. **Class B2:** 1, Griswold, 82.09mph; 2, Steve O'Rourke (3.8 Lister Jaguar), 12m11.60s; 3, Jeffrey Pattinson (2.5 Cooper Monaco), 12m18.00s. **Fastest lap:** Griswold & O'Rourke, 1m11.00s, 83.61mph.

Balfe bags victory with brave braking

SNETTERTON, Jun 13: Shaun Balfe pulled off a daring move to record his first Class C Caterham Super Seven victory, outbraking Jack Newland to grab the lead and stay in front to the flag.

The race had developed into a four-way lead battle. To break the deadlock the former Formula First racer pulled off his bold move into the Esses to halt Newland's run of victories.

A relieved Balfe made good his escape as Newland came under attack from Alex Rae and Danny Audritt. A series of fastest laps had seen Audritt quickly recover ground lost in an early spin. Although he had the pace, Danny lacked a little in consistency. On the final tour he was demoted two places to fourth, but recovered to third behind Newland, putting a brave last corner pass on Rae.

The faster Class B Sevens matched this excitement. Peter Fiddes claimed his first win by squeezing ahead of early leader Robin Rex, and then riding out all Rex's attempts to regain the place. John Schneider and Patrick Havill were also in contention for overall honours in the opening laps but became ensnared in their own battle.

Richard Lloyd led the Porsche 924 round throughout but could never relax, as Michael Neuhoff shadowed him throughout. Behind, Les Johnson managed to stay at the head of the five-car queue for third.

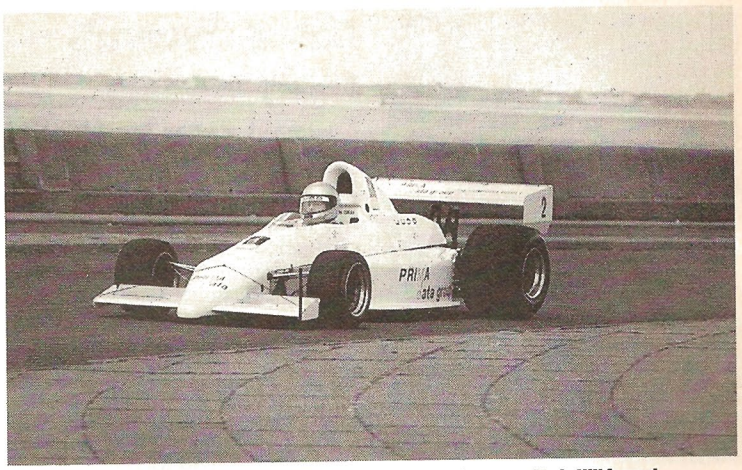
In contrast John Day put a lap record under his belt as he ran away with the Italian Intermarque Challenge in his Lancia Beta coupe. Ian Pearce's Beta and Ian Page's Delta completed a Lancia clean sweep.

Grahame Davis scored a comfortable victory with his MGB in the Class A MGOC Racing Championship race, followed by a less secure third at the wheel of the Motobuild Montego. Paul Willows overcame Tony Ross in a fine duel in the unruly front-wheel drive race.

Warwick Banks had to be patient in his MGB to continue his winning ways in Class C of the MGCC title chase. Only when Rod Longton's V8-powered example faltered could Banks assume the lead.

Another points leader, Malcolm Beer, won the restarted Class B & D encounter in his GTV8, but only after Derek Stewart had spun away the lead. Steve Williams also led a while.

■ Andy Leeder



New Brighton – John Gray hustled his SPA-Judd V10 to victory as Chris Hill fumed

SNETTERTON, Jun 13

BRSCC M & G International MGOC Racing Championship, Class A (10 laps)

1, Grahame Davis (MGB Roadster), 16m06.04s, 72.71mph; 2, Andrew Storer (Midget), 16m19.9s; 3, Jim Baynam (MGB Roadster), 16m21.2s; 4, Alan Springle (Midget), 16m22.7s; 5; Mick Mercer (Midget), 16m23.7s; 6, Ian Burgin (Midget), 16m28.3s. **Fastest lap:** Davis, 1m35.4s, 73.66mph.

BRSCC Italian Intermarque Challenge (10 laps)

Overall: 1, John Day (Lancia Beta Coupe), 14m25.1s, 81.22mph; 2, Ian Pearce (Lancia Beta), 14m52.3s; 3, Ian Page (Lancia Delta turbo), 15m20.7s; 4, Giovani di Gennaro (Fiat 128S), 15m31.9s. **Class A:** 1, Day; 2, Page; no other finishers. **Fastest lap:** Day, 1m24.4s, 83.26mph. **Class B:** 1, Pearce; 2, di Gennaro; 3, Nic Page (Alfasud), 15m57.2s. **Fastest lap:** Pearce, 1m27.3s, 80.49mph. **Class C:** 1, Ron Davidson (Alfa Romeo 164), 15m43.7s; 2, Martin Clarke (Alfa Romeo GTV), 9 laps; 3, Mike Butler (Alfa Romeo 164 Diesel), 9. **Fastest lap:** Davidson, 1m32.8s, 75.72mph. **Class D:** 1, Anthony George (Alfasud Ti), 9 laps; 2, Yvonne Mayne (Alfasud), 9. **Fastest lap:** George, 1m36.2s, 73.04mph.

Performance Car Caterham Super Seven Challenge, Class C (10 laps)

1, Shaun Balfe, 14m44.5s, 79.44mph; 2, Jack Newland, 14m51.9s; 3, Danny Audritt, 14m52.8s; 4, Alex Rae, 14m52.9s; 5, Neil Delargy, 15m01.4s; 6, Hubert de Suduiraut, 15m02.2s. **Fastest lap:** Audritt, 1m25.7s, 81.99mph.

Moss Europe MGCC MGB/C/V8 Championship in association with Penrite Oils, Classes A & C (10 laps)

Overall & Class C: 1, Warwick Banks (MGB), 14m56.0s, 78.42mph; 2, Rod Longton (MGB), 15m04.3s, 3, John Griffiths (MGB V8), 15m18.2s; 4, Peter Shuster (MGB), 15m39.1s. **Fastest lap:** Griffiths, 1m26.6s, 81.14mph. **Class A:** 1, Adrian Baker (MGB), 16m19.1s; 2, Peter Collis (MGB), 9 laps; 3, Graeme Willard (MGB), 9. **Fastest lap:** Baker, 1m36.6s, 72.74mph.

Liqui Moly Porsche 924 Championship (10 laps)

1, Richard Lloyd, 15m36.6s, 75.02mph; 2, Michael Neuhoff, 15m37.9s; 3, Les Johnson, 15m39.5s; 4, Richard Chilton, 16m01.2s; 5, Mark Smith, 16m01.6s; 6, Ian P Croft, 16m02.1s. **Fastest lap:** Lloyd, 1m32.2s, 76.21mph.

M & G International MGOC Racing Championship, Classes B & C (10 laps)

Overall: 1, Paul Willows (Maestro), 16m07.7s, 72.61mph; 2, Tony Ross (Maestro), 16m08.2s; 3, Grahame Davis (Montego), 16m13.0s; 4, Adrian Olsson (Maestro EFi), 16m21.7s. **Class B:** 1, Willows; 2, Richard Hollebon (Maestro), 16m24.1s; 3, Adrian Groocock (Maestro), 16m32.4s. **Fastest lap:** Willows, 1m33.2s, 75.39mph. **Class C:** 1, Ross; 2, Davis; 3, Olsson. **Fastest lap:** Ross, 1m33.4s, 75.23mph.

Performance Car Caterham Super Seven Challenge, Class B (10 laps)

1, Peter Fiddes, 14m07.8s, 82.88mph; 2, Robin Rex, 14m08.2s; 3, John Schneider, 14m15.0s; 4, Patrick Havill, 14m18.7s; 5, Jon Jowle, 14m35.9s; 6, Chris Johnson, 14m36.1s. **Fastest lap:** Rex, 1m23.2s, 84.46mph.

Moss Europe MGCC MGB/C/V8 Championship in Association with Penrite Oils, Classes B & D (10 laps)

Overall & Class D: 1, Malcolm Beer (MGB GT V8), 13m41.00s, 85.59mph; 2, Steve Williams (V8), 13m46.0s; 3, Derek Stewart (MGB GT V8), 14m17.8s; 4, Peter Cox (GT V8), 14m54.8s. **Fastest lap:** Beer, 1m20.4s, 87.40mph. **Class B:** 1, Peter Hiley (MGB), 15m05.8s; 2, Ray Armstrong (MGB), 9 laps; 3, Geoff Pyke (MGB), 9. **Fastest lap:** Hiley, 1m27.9s, 79.94mph.

Seafront SPA

NEW BRIGHTON, Jun 12: John Gray opened his RAC Sprint Championship account with a vengeance, taking his SPA-Judd V10 around Wallasey MC's unique seafront track inside Chris Hill's 1992 course record.

After missing the last round with an engine problem, a maximum score brought the Scot back into the frame, although reigning champion Hill is still 24 points clear.

Although qualifying fastest, Hill found the F3000 Reynard's third gear unobtainable on the first shot for points. He was left fighting to save third place on a single run, unable to challenge Ken Ayers. With no time to rectify the fault, the 'seafront specialist' elbowed past.

Eager for the challenge offered by the very fast but bumpy Merseyside course, its network of roads built on reclaimed land, Russ Ward booted the Chevron-Rover round to within 0.03s of the stricken Hill, leaving Tony Marsh's Rovercraft holding the final V8 spot. Power tells here and Roger Kilty's Chevron BDA lost out to the big hitters, but sixth place let him level with Ayers in the title chase.

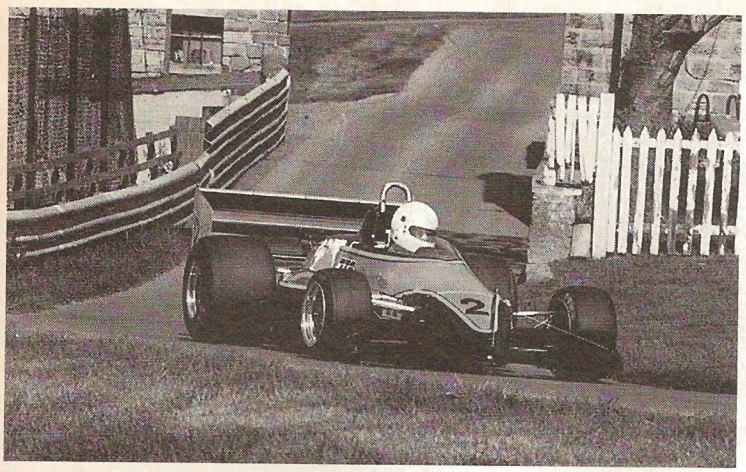
Disappointing support for the event saw Tony Cotton the final points scorer in his Ralt, with Ian Scott out during practice after grounding the revolutionary new Megapin's sump.

With three class runs on offer, top action came from the Modified Production cars. Chris and Andrew Thompson in their quick Escort Pinto leading Tom Kershaw until the Westfield nosed ahead, only for Andrew to leapfrog to a 0.02s last run win.

The unlimited class saw Mark Lewis' Jaguar XJS pressure the hard charging Paul Beddow into a spin, but only just manage to keep the Sierra Cosworth at bay.

Pat Jeffs scored a popular win in the rally car class, her Escort Cosworth never headed by a male onslaught led by Brian Smith's Talbot Sunbeam.

■ Jerry Sturman



Harewood – David Grace was in tip-top form to take victory on the long course

NEW BRIGHTON, Jun 12

RAC British Sprint Championship, round 4

BTD: John Gray (3.5 SPA-Judd GV), 47.59s **(record). Top 12 run-off:** 1, Gray, 47.59s; 2, Ken Ayers (4.0 Pilbeam-Cosworth DFL MP58), 49.53s; 3, Chris Hill (3.3 Reynard-Cosworth DFL 88D), 50.51s; 4, Russ Ward (4.5 Chevron-Rover/TVR B42), 50.54s; 5, Tony Marsh (4.5 Rovercraft), 50.80s; 6, Roger Kilty (1.6 Chevron-BDA B49), 52.83s; 7, Tony Cotton (2.0 Ralt-Toyota RT1), 56.66s; no other starters. **Class winners:** Mike Bastiana (1.4 Marcos Mini), 1m03.83s; Andrew Thompson (2.0 Ford Escort), 1m00.13s; Mark Lewis (5.3 Jaguar XJS), 1m03.60s; Mark Goodyear (2.0 Splinter GM93), 56.33s; Graham Curwen (Van Diemen RF87), 1m00.71s; Keith Robinson (0.5 Jedi-Honda 2/85), 1m06.56s; Martin Graham (1.0 Megapin-Yamaha 92), 1m01.94s; Kilty, 54.33s; Hill, 48.98s; Pat Jeffs (2.0 Ford Escort Cosworth), 1m02.71s; Brian Anderson (2.0t Lancia Integrale), 1m04.30s. **Championship positions:** 1, Hill, 34pts; 2, Patrick Wood (5.0 Pilbeam-Rover MP58), 23; 3, Ayers, Kilty & Peter Harper (1.6 Vision-BDA VIH), 16; 6, Roy Lane (4.0 Pilbeam-Cosworth DFL MP58), 14. **Next round:** Aintree, Jul 3.

Allen keeps up his 100% 1993 record

DURRIS Jun 13: Kenny Allen kept up his 100% record in this year's Grampian Television Scottish Hillclimb series with a win at Durris in his Ralt-BDG.

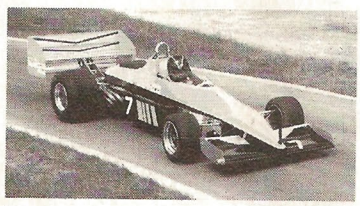
George Ritchie, out for the first time this season in his Pilbeam, got back into the swing of things quickly enough to beat Allen's first run time, but could do nothing about his subsequent half-second improvement.

Reigning champion John Whyte suffered an electrical glitch which prevented his Pilbeam from making a decent run, and he is now resigned to the idea of Allen taking the 1993 title with only three rounds gone. Willie Paterson was the star of the fiercely competitive 1400cc modified production class, in which he, Alan McRitchie, Douglas Fleming and Harry Simpson all finished well under the existing record.

■ David Finlay

DURRIS, Jun 13

BTD: Kenny Allen (2.0 Ralt RT30), 41.69s. **Class winners:** Graeme Wight Jr (1.0 Hillman Imp), 54.24s **(record)**; John Bruce (1.3 Austin Mini), 54.77s; George McDonald (1.6 Ford Fiesta), 51.14s; Iain Mitchell (2.0 Ford Escort), 53.21s; Neil Jones (1.3 MG Midget), 1m06.37s; Alan Nicol (2.0 Caterham Super 7), 50.07s; Willie Paterson (1.0 Davrian Mk8), 48.96s **(record)**; Andrew Ritchie (1.6 Talbot Sunbeam), 58.54s; Kevin Tawse (1.7 Mallock Mk21/24), 45.82s; Alistair Naismith (1.3 Mallock Mk16),49.27s; Bill McDonald (1.6 Mallock Mk11), 50.34s; Alex Graham (1.8 Mallock Mk20), 42.92s; Andrew Tymkewycz (1.0 Tymtek), 48.09s; Graeme Wight Sr (1.6 Pilbeam MP52), 44.34s; George Ritchie (2.0 Pilbeam MP58), 42.18s; John Whyte (2.8 Pilbeam MP50), 1m067.80s; Forsythe Oag (2.0 Ford Escort), 51.79s; Jamie Gibbon (5.3 Jaguar XJ12), 57.64s.



Harewood – Graham Hickman took fourth

RALLY RESULTS

JOHN STUBBINS MEMORIAL RALLY

Yorkshire, June 12/13

1, Rob Watson/David Sillito (Vauxhall Cavalier), 2m; 2, David Lomax/Richard Norbury (Ford Escort RS1600), 2m; 3, Ned Jones/Paul Burns (Isuzu Trooper), 6m; 4, Paul Holmborg/Lee Ellis (Ford Escort), 8m; 5, Ian Stephenson/Ian Winstanley (Ford Escort), 10m; 6, Jon & Jolyon Robinson (MG Metro), 29m.

AMOC HISTORIC ROAD RALLY

Northants, Jun 12/13

1, Richard Tyzack/Bob Duck (Renault Alpine), 28m50s; 2, Paul Merryweather/Brian Thomas (Aston Martin DB4), 29m07s; 3, Rod Morriss/Jeremy Wright (Aston Martin DB5), 30m53s; 4, John Noble/Robin Moser (Austin Healey 3000), 33m04s; 5, Peter Binns/David Pilsell (HRG), 33m04s; 6, Steve Hogan/Kevin Turner (Triumph TR5), 35m44s.

KERRIDGE STAGES

Classic and Sportscar Historic Stage Rally Championship, Jun 13

1, Nigel Rose/Julie Entwistle (Austin Healey), 56m46s; 2, Richard Oliver/Stuart Cardell (Ford Cortina GT), 1h00m17s; 3, Gordon Howie/Roger Bateman (MG Midget), 1hr00m31s; 4, Gordon Cameron/Sheila Grimshaw (Morris Cooper), 1h03m18s; 5, Neil White/Colin Willets (Ford Cortina GT), 1h04m33s; 6, Michael Hinde/Dennis Greenslade (VW Beetle), 1h05m06s.



Kerridge Stages – the winning Healey

CURBOROUGH

Shenstone Sprint, Jun 13

BTD: Alan Awcote (Terrapin), 31.28s. **Class winners:** Alan Woodings (Renault 5), 43.36s; Peter Cresswell (Toyota Corolla), 38.98s; Paul Edwards (Ginetta), 36.34s; Steve Evans (Mini 1275), 39.66s; Peter Barden (VW Golf), 34.53s; Peter Turnbull (Porsche 911SC), 35.53s; Kevin O'Nions (Westfield SEi), 37.49s; Roger Swift (Caterham HPC), 33.45s; Glyn Watkin (Westfield SE), 37.86s; Shaun Newcomb (Porsche 911E Targa), 41.91s; Keith Butler (Lotus 6), 49.17s; Tony Birch (Ferrari 308 GTS), 36.33s; Kim Johnson (MG Midget), 35.09s; Brian Partridge (Lotus 7), 36.36s; Chris Lloyd (Reliant Scimitar GTE), 34.41s; Tim Elmer (Phantom P84/88), 31.69s; Chris Baker (Hillman Imp), 38.88s; Richard Fielding (Mallock Mk16), 32.33s; Alan Dovey (ASD Suzuki), 34.63s; Michael Parker (Royale RP26), 36.33s; Geoff Bluff (Reynard SF79), 35.01s; John Brockley (Beach FV), 33.12s.

Grace's favour

HAREWOOD, Jun 13: After four gear ratio changes and an excursion far into the outfield in practice, David Grace finally found the best set-up for Harewood's tricky extended course. With maximum Gulf Oil RAC points already in the bag, he still found more from the Pilbeam-DFR on the final run of the day, pulling clear of 'Harewoodmeister' Roy Lane by more than half a second.

'It's very difficult to gear for the two sections here at Harewood,' said Grace early on Sunday. 'I could drive quicker round the paddock!' By the end of the meeting, a decisive win showed that despite a fairly slow start his championship challenge is far from over.

Lane gave it his best shot in the Steel King Pilbeam, but could find no reply to Grace.

After victory the week before on Shelsley's power slopes, Mark Colton came to Harewood's much tighter course to encounter understeer after changing to his run-off slicks. Adjustments failed to cure the problem and, despite a fierce final effort which narrowed the gap, he languished in third.

A peaky Hart-DFR and mismatched tyres are hardly the recipe for success at a course where handling is at a premium, but Graham Hickman overcame all this to manhandle his much modified Pilbeam up into fourth place at the expense of John Garnett. But the Harewood champion was happy as a superb opening shot had left his ex-Guyson Pilbeam turbocar trailing only the top three on his debut season in single-seaters.

Roger Moran claimed sixth in his 1600cc Pilbeam MP62 on his first visit to Harewood, to oust not only Simon Durling's 2-litre version, but go ahead of both class pacemakers Peter Harper and Tim Barrington. Down from fifth to seventh at the break, Harper fought back until the Vision jumped out of gear at Chippy's. Eighth place ahead of his co-driver was all the Sheffield engineer could salvage.

Paul Gething's first appearance in Yorkshire saw the Evans Halshaw Anson-Rover recover from practice suspension damage to secure the final point. Sixth fastest qualifier Christian Mineeff finished out of the points, while Peter Blankstone's MP62 suffered electrical problems.

Touring cars opened the class action, hard trying record holders Michael Holroyd and Paul Nutter both bouncing back to snatch their respective wins after first run excursions, with Dennis Cope and Geoff Peters demoted to the runner-up spots.

Ron Lea survived a late charge by Haydn Spedding as they muscled their big Jaguar E-types through the twisty opening complex. While yet another record holder had it all to do at the end: Martyn Brobyn got the Midget back on the straight and narrow to depose Paul Greaves.

In a typically competitive Formula Ford class, Colin Wright upset veteran circuit racer Ken Bailey's unbroken run of wins. A family duel for 1400 ModProd honours saw David Hutchinson overturn son Tim's early lead, while an epic scrap in the mid-range group saw the record fall three times, Bill Bristow finally depriving the spectacular Darren Soothill of his month-old Caterham standard.

More records fell as Peter Needham and Alan Warburton demolished Joe Ward's Clubmans record, Needham's innovative Splinter finally getting him the verdict from Warburton's elderly but still rapid ex-Grace Mallock.

Then it was Steve Owen's turn, the local constructor's Suzuki power taking him well over a second and a half inside his old mark set with the OMS-Kawasaki sports libre machine.

Mark Coley leapfrogged David Bancroft and brother Andy to lead the 500 racers, Alex and Ian Tyson heading the 1100s from Ray Davies' new OMS-Kawasaki.

Early leader Moran ended up third behind a battle between 1600 winner Harper and the venerable BT30 of Chris Seaman, settled by tenths. Having posted a strong challenge to the 2-litre ace at Shelsley, Alan Newton provided the upset of the day when his sonorous March-Abarth led Simon Durling's MP62 by just 0.02s at lunchtime. Identical times in the afternoon gave Newton the verdict on aggregate. Had he been registered for points, the 10-year-old hybrid would have made the run-off with ease...

■ Jerry Sturman

HAREWOOD

Gulf Oil RAC British Hillclimb Championship, round 7

BTD: David Grace (3.5 Pilbeam-Cosworth DFR/Hart MP58), 53.94s. **Top 12 run-off:** 1, Grace, 53.94s; 2, Roy Lane (4.0 Pilbeam-Cosworth DFL/J&F), 54.56s; 3, Mark Colton (3.5 Roman-Judd/Merlin VJ), 54.83s; 4, Graham Hickman (3.7 Pilbeam-Cosworth DFR/Hart MP58), 55.55s; 5, John Garnett (2.8t Pilbeam-Hart MP53/4), 55.65s; 6, Roger Moran (1.6 Pilbeam-Vauxhall/Swindon MP62), 55.87s; 7, Simon Durling (2.0 Pilbeam-Vauxhall/Swindon MP62), 56.05s; 8, Peter Harper (1.6 Vision-BDA/Beattie V1H), 56.13s; 9, Tim Barrington (1.6 Vision-BDA/Beattie V1H), 56.39s; 10, Paul Gething (4.5 Anson-Rover AP88E), 56.57s; 11, Christian Mineeff (2.5 Pilbeam-Hart MP43), 56.71s; 12, Peter Blankstone (2.0 Pilbeam-Vauxhall MP62), 58.39s. **Class winners:** Michael Holroyd (1.3 Austin Cooper S), 1m07.07s; Nigel Dodsworth (1.8 Alpine Renault A110), 1m11.84s; Paul Nutter (1.7 Ford Escort), 1m08.13s; Ron Lea (4.5 Jaguar E-Type), 1m05.63s; Martin Brobyn (1.3 MG Midget), 1m05.22s; Brian Lee (1.6 Lotus Elan), 1m09.02s; Colin Wright (1.6 Van Diemen RF86), 1m03.70s; David Hutchinson (1.4 MG Midget), 1m06.46s; Bill Bristow (2.0 Caterham Super 7), 59.49s **(record)**; Peter Needham (2.0 Splinter-Vauxhall), 58.58s **(record)**; Steve Owen (1.3 OMS-Suzuki SC), 1m00.66s **(record)**; Mineeff, 56.64s; Mark Coley (0.5 Jedi-Suzuki 021), 1m00.60s; Alex Tyson (1.0 Royale-Kawasaki ART 921), 58.70s; Harper, 56.54s; Alan Newton (2.0 March-Abarth 772P), 57.56s; Grace, 55.19s. **Championship position: 1, Lane, 65pts; 2, Colton, 51; 3, Grace, 46; 4, Durling, 31; 5, Hickman, 27; 6, Adrian Hopkins (2.0 RH430-Ford/Jennetts), 23. Next round:** Doune, Jun 20.

REPORT **ANDREW HAILL** PHOTOGRAPHY **GAVIN LODGE**

Murray hurries to Severn success

Murray Grierson won the Kerridge National Rally as Stephen Finlay again hit trouble while leading. But it is Chris Mellors who is topping the title race

For the second time this season Murray Grierson has won a round of the Mintex National Rally Series, his Metro 6R4 having inherited the lead after problems again affected Stephen Finlay's performance. It happened on the Granite City when the Ulsterman had been quickest on the stages before a timing error dropped him from first to last. Now, on the Kerridge National Rally, his Malcolm Wilson Sierra Cosworth was leading at two-third's distance before a broken steering rack demoted him to second place.

Dougie Watson-Clark put in another solid performance in his Escort Cosworth to finish third and take the Group N category with David Mann's Toyota Celica being the first Group A car home, in spite of initially struggling for grip on the changing surfaces of the stages.

Rounding off the top five was the Sierra Cosworth of Chris Mellors, who maintained his lead in the Mintex series with three rounds left to run.

The Kerridge National Rally was a qualifying round of no less than nine different series and, consequently, an entry of more than 150 crews was not a total surprise! Seventeen historic vehicles lead the field away from the Llandrindod Wells start (see panel) before the National competitors headed for the nine special stages in mid Wales.

In the battle for the Mintex title, Stephen Finlay has not had a good result since he won the Mazda Winter Rally at the end of January and it was generally accepted that a poor finish in Wales would put an end to his participation in the series. It is quite obvious that he has the measure of the opposition, but to finish first, you must first finish...

Many parts of the country had been affected by heavy rain and flooding in the days leading up to the start and the possible state of the stages was one of the main topics of conversation. Running at this time of year, dust has caused problems in the past, but surely not this time!

As has almost become customary, Finlay set fastest time on the opening stage and repeated the performance an the second, Cwmsgawen, despite spinning the Sierra and having to select reverse before continuing on his way.

Grierson's Metro was in close attendance on both occasions as the rally headed over towards Hafren where a 13-miler gave Finlay the opportunity to increase his lead over the Scotsman by 12 seconds and by 40 from the rest of the pack!

Watson-Clark was holding third, already more than a minute behind Finlay, but after three or four miles of each stage his Escort began to lose power. 'It feels as if we are towing another car,' said the likeable Cumbrian whose service crew had begun the task of changing everything they could think of in an attempt to cure the problem. The fuel metering unit was first to receive their attention but they were unable to trace the fault.

As crews arrived at service at Dylife the tales of woe began to unfold although, as is usually the case, not everybody was able to recount them personally! Marcus Dodd had put his Escort Cosworth off in Hafren and was taking no further part in the proceedings, while George Gauld's similar car was nursing the wounds from an altercation with a bank on the same stage. The Aberdonian had lost more than a minute with a puncture and his rally was to come to a complete stop soon afterwards.

The Kerridge was the first event for the five Peugeot Masters who had been promoted from the GTI Challenge at the mid-season point. However, their number was soon depleted



Murray Grierson was perfectly poised to score his second win of the series once Stephen Finlay hit trouble yet again





Rudi Lancaster took top points on the first round of the Peugeot Masters series

KERRIDGE HISTORIC RALLY

Nigel Rose and Julie Entwistle took their Austin Healey 3000 to a comfortable win on the Kerridge Historic Rally, run ahead of the Mintex National round.

The event qualified for both the *Classic & Sportscar* Historic series and the Speedsports Design Welsh Historic Championship.

Rose shared the lead after the first of five stages with 'flying farmer' Roger Chilman's Porsche 911 while Roger Powley took the honours on the second. However, both Chilman and Powley retired after accidents in Dyfi, leaving Rose to lead the field home. Peter Raven was second in a Fiat Abarth 124 with Richard Oliver's Cortina GT third.

Gordon Howie finished fourth in his MG Midget despite losing a halfshaft on the first stage while the Sweet Lamb watersplash accounted for several damp crews, notably the TR3 pairing of Keith Webster and Philip Kendrick.

● **Results on page 107.**

when Mark Lawn threw his 205 at the scenery on the second stage and Miles Johnston headed for home after electrical failure sidelined his example in Hafren. David Higgins' engine blew later in the day, leaving Rudi Lancaster to arrive back at the finish in front of Phil Brown.

'Mad' Mick Jones was a late entry and his Mitsubishi had also been in the wars. A turbo pipe came off on the second stage, to be followed by a broken strut on the next which rendered the car almost undriveable. Brian Bell was afflicted with problems of a different nature. Having damaged his Escort in Scotland, he had negotiated the use of Alan Peacock's Sierra – also from the Malcolm Wilson stable – and, having taken some time to come to grips with a seven-speed gearbox, he was now struggling with a five-speed one!

An off during the afternoon required the assistance of spectators to get the car back on the track but changing a puncture proved to be more time consuming when it was found that the wheelbrace would not undo the nuts!

Winner of the last Mintex round Martin Rowe was in a spot of bother when his Shell Scholarship Escort's gearbox broke near the start of the sixth stage after a minor off in the dust! He managed to coax the car through and on to service in Machynlleth where the unit was changed, allowing him to finish 10th and maintain his 100% finishing record.

Finlay's domination of the event continued as he was quickest on each of the second batch of three stages – still with Grierson as his nearest rival – but then, on the final forest stage of the day, the gremlins that have dogged his progress this season struck again. The Sierra's steering rack seized and, while the car did struggle out of the stage, it had taken three and a half minutes too long. Luckily – if that is the right word – Finlay had built up such a buffer over everybody except Grierson that the problem only cost him one place. The rack was replaced at Sweet Lamb service and he went on to record fastest times over the final two stages in the Builth Wells showground. However, it was all academic as Grierson was well over two minutes in front of him and on his way to another maximum points score.

Finlay has now pulled himself back up to eighth in the Mintex Series, but four of the drivers ahead of him have scores to drop. It is to be hoped that he will choose to continue his quest for a title that, even after the traumas of the last few months, is still in his grasp. ■

KERRIDGE NATIONAL RALLY (GB)

June 13, **MINTEX NATIONAL RALLY SERIES,** round 4

Pos	No	Driver/Co-Driver	Car	Result
1	2	Murray Grierson/Stewart Merry	MG Metro 6R4	1h19m31s
2	1	Stephen Finlay/Dessie Wilson	Ford Sierra Cosworth 4x4	1h21m55s
3	5	Dougie Watson-Clark/Ian Connelly	Ford Escort Cosworth (N)	1h22m11s
4	4	David Mann/Ian Wray	Toyota Celica GT-Four	1h23m13s
5	3	Chris Mellors/Reg Smith	Ford Sierra Cosworth 4x4	1h23n47s
6	12	Steve Petch/Geordie Tindall	Ford Escort Cosworth (N)	1h23m52s
7	13	Mick Jones/Andy Morgan	Mitsubishi Galant VR-4	1h24m23s
8	11	Tim Ellis-Jones/Huw Lewis	Ford Sierra Cosworth 4x4 (N)	1h25m25s
9	32	Adrian Struthers/Andrew Sankey	Ford Escort	1h25m30s
10	8	Martin Rowe/Chris Wood	Ford Escort Cosworth	1h25m41s

Championship points: 1, Mellors, 79; 2, Watson-Clark, 77; 3, Grierson, 72; 4, Rowe, 62; 5, Mann, 59; etc.
Next round: Kayel Graphics Rally, August 7

EDITED BY **ANDREW BENSON**



The Le Mans 24 Hours takes place this weekend. It should be a fight between champions Peugeot and challengers Toyota. Photo: DPPI

WEEKEND SPORT

Sat-Sun Jun 19-20: LE MANS (F), Le Mans 24 Hours, Peugeot 905 Spiders.
● See *Pit & Paddock* for latest news.
Sun Jun 20: MICHIGAN (USA), NASCAR Winston Cup, round 14.
● Kyle Petty won at Pocono last weekend, but Dale Earnhardt still has a comfortable lead in the championship.
Sun Jun 20: IMOLA (I), Italian Touring Car Championship, round six.
● Roberto Ravaglia leads the championship in his BMW 318i. Gabriele Tarquini's Alfa Romeo and the Peugeot of Briton Gary Ayles are tied for second place.
Sat Jun 19: OULTON PARK, National racing, including British Formula 2, TVR Tuscans, Pre-'87 Formula 3, Ford XRs, Pre-'85 FF1600 and FF1600. Practice: 0845, Racing: 1345. Admission: £8, Children: Free. Nr Tarporley, Ches. Tel: 0829 760301.
Fri-Sun Jun 18-20: MONDELLO PARK, Citroen 2CV 24 Hours. Practice: 1900 (Fri); Racing: 1400 (Sat). Admission: £6, Children: Free. Nr Dublin, Republic of Ireland. Tel: 010 353 456 0200.
Sun Jun 20: BRANDS HATCH, Club racing, including Modified Production Saloons, Classic Saloons, '74-'80 FF1600, Renault 5 Turbos and BMWs. Practice: 0920, Racing: 1345. Admission: £7, Children: Free. Nr Fawkham, Kent. Tel: 0474 872331.
Sun Jun 20: CADWELL PARK, Club racing, including Alfa Romeos, Road Saloons, Renault 5 TSs, Westfields and Modified Saloons. Practice: 0900, Racing: 1330. Admission: £7, Children: Free. Nr Louth, Lincs. Tel: 0507 343248.
Sun Jun 20: MALLORY PARK, Club racing, including Toyota Formula 3, VW Polo G40s, Replicas, Vecta Fast Fords, FF1600, Escort RS2000s and Multisports. Practice: 0930, Racing: 1400. Admission: £7, Children: Free. Nr Hinckley, Leics. Tel: 0455 842931.
Fri-Sun Jun 18-20: DONEGAL INTERNATIONAL RALLY, Dunlop Tarmac Championship, round four.
● See *Special Stage* for preview.
Sat-Sun Jun 19-20: DOUNE, Gulf Oil RAC British Hillclimb Championship, round eight. Practice: 0830 (Sat), 1000 (Sun); Timed runs: 1100 (Sun). Admission: £5 (both days), Children: Free. Nr Stirling, Scotland. Tel: 031-668 4969.
Sun Jun 20: HOLYHEAD, BRDA National Rallycross Championship, round seven. Practice: 0930, Racing: 1200. Admission: £4, Children: Free. Nr Bangor, N Wales. Tel: 0407 840253.
Sat/Sun Jun 19/20: GOODWOOD, Festival of Speed. Practice: 0900 (Sat). Timed runs: 0900 (Sun). Admission: £4 (Sat), £6 (Sun); Children: Free. Tel: 0243 774107.

ONE TO WATCH: GOODWOOD FESTIVAL OF SPEED



Just some of the mouth-watering machinery that will be on show at Goodwood this weekend

The garden party atmosphere which was the highlight of race meetings at Goodwood will be revived at this weekend's Festival of Speed.

An entry list which reads like a motor racing who's who will converge on Goodwood House to tackle a challenging hillclimb, on a course last used in 1936. All the machinery is from the Goodwood era of 1948-66, with a plethora of classic racing machines vying for pride of place.

Two Aston Martin DB4GT Zagatos, four Ferrari 250GTOs, five Jaguar D-types and Lotuses – including Cedric Selzer's Mk18 to be driven by either John Surtees or Willie Green – right up to the fearsome Mk30 and 40 sportscars swell a huge entry. Pink Floyd drummer Nick Mason's Tipo 60 Birdcage and Dan Margulies's 4CLT are among the Maseratis appearing.

McLaren supremo Ron Dennis is bringing along an M14, and look out too for two BRM V16s, to be driven by Rick Hall and Mason. Donington Park owner Tom Wheatcroft is also fielding the Ferrari Thinwall Special.

There is a separate competition for 500cc Formula 3 cars, and a host of motorcycles, to be ridden by John Surtees, Sammy Miller and Denis Jenkinson among others.

Other attractions include demonstration runs by Williams Grand Prix driver Damon Hill in a 3.8-litre Jaguar that was raced by his father, plus a number of Formula 1 cars and sideshows. And there is even a creche. All in all, the perfect day out for the classic racing car enthusiast.

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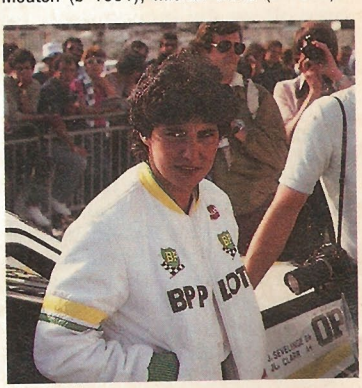
Calls are charged at 36p per minute (cheap rate) 48p per minute all other times

TV SPORT

BBC1
Sat Jun 19: 1055, *Grandstand*, including British Touring Cars, Brands Hatch.
ITV REGIONS
Tue Jun 22: 0130, *Sport AM*, including Acropolis Rally.
Wed Jun 23: 0040, *Nigel Mansell's Indycar '93*, times vary.
SKY SPORTS
Thu Jun 17: 2000, *F1 Grand Prix.*
Fri Jun 18: 0200 & 0800, *Best of British Motorsport*; 0930, *Motor World*; 1000, *F1 Grand Prix.*
Sun Jun 20: 0900, *Red Line.*
Mon Jun 21: *F1 Grand Prix*; 0700 & 1400, *Red Line.*
Tue Jun 22: 2400, *Motor World.*
Wed Jun 23: 0930, *Motor World.*
EUROSPORT
Thu Jun 17: 0900, Canadian Grand Prix.
Fri Jun 18: 1030, German Touring Cars, Nurburgring.
Sat Jun 19: 0800, *International Motorsport*; 1430, Le Mans 24 Hours – live; 2330, Le Mans, highlights.
Sun Jun 20: 0800, 1100 & 1300, Le Mans – live; 2330, Le Mans, highlights.
Mon Jun 21: 0900, *International Motorsport*; 1700, Le Mans.

ANNIVERSARIES

Jun 17: Adrian Campos (born 1960), Rinaldo Capello (b 1964), Anthony Cheshire (b 1970), Lucien Guitteny (b 1944), Kenny McKinstry (b 1953), Bob Sweikert (died 1956).
Jun 18: Beat Fehr (d 1967), Denny Hulme (b 1936, d Oct 4, 1992), Jeremy Rossiter (b 1950), Geki Russo (d 1967).
Jun 19: Enrico Bertaggia (b 1964), Chris Bristow (d 1960), Jimmy Bryan (d 1960), Jean-Michel Martin (b 1953), Alan Stacey (d 1960), Mark Williamson (b 1966).
Jun 20: Michael Dow (b 1947), Luigi Faglioli (d 1952), David Germain (b 1965), Ken Knott (b 1950), Shekhar Mehta (b 1945), Paul Pietsch (b 1911), Emilio Villoresi (d 1939).
Jun 21: Leopold von Bayern (b 1943), John Cannon (b 1937), Piers Courage (d 1970), Rob Dyson (b 1946), Pat Fairfield (d 1937), Al Loquasto (b 1943, d 1991), Phil Parsons (b 1957), Albino Paratesi (d 1933), Anthony Reid (b 1959), Marcel Tarres (b 1951).
Jun 22: 'Tim' Birkin (d 1933), Louis Chiron (d 1979), Mark Galvin (b 1955), Phil Krueger (b 1951), Simo Lampinen (b 1943).
Jun 23: Alvaro de Arenzana (b 1966), Amedee Gordini (b 1899), Alan Gow (b 1955), Bob Harkey (b 1930), Michele Mouton (b 1951), Michel Trolle (b 1959).



Michele Mouton — 42 on Wednesday

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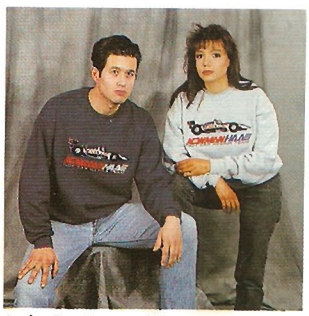


Team Baseball Jacket

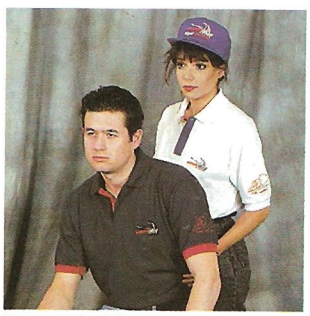


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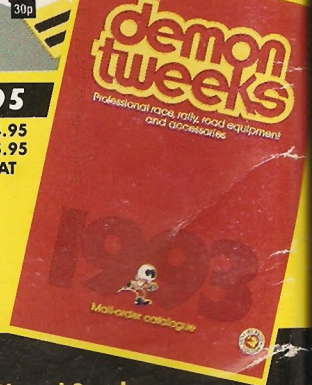


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