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Schumacher hits out at British GP penalty



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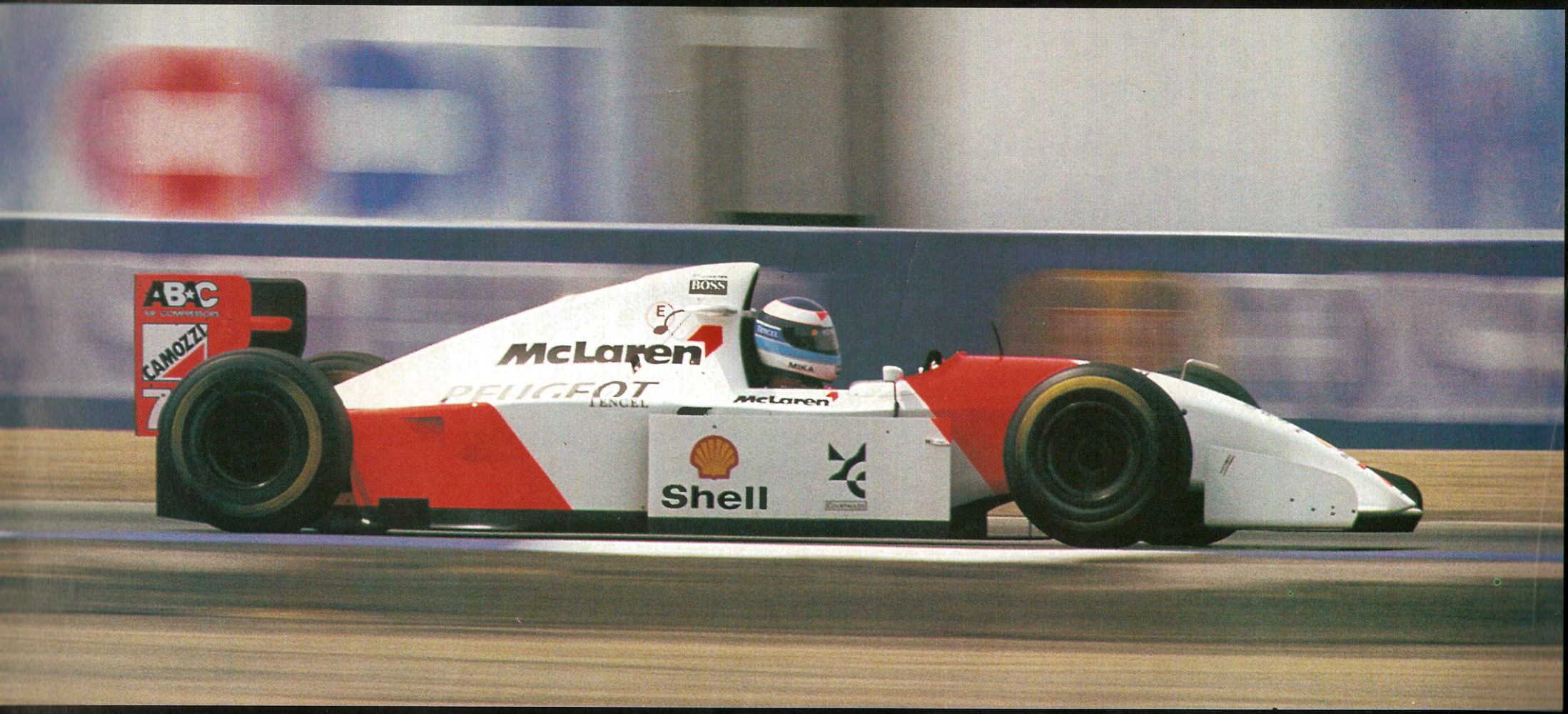
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'Me and Ayrton, in the middle of Milan, crawling under cars...' Page 28



MANSELL EXCLUSIVE: WHERE NOW?

MIKA HAKKINEN - 4TH PLACE, BRITISH GRAND PRIX - FIA FORMULA 1 WORLD CHAMPIONSHIP



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AUTOSPORT

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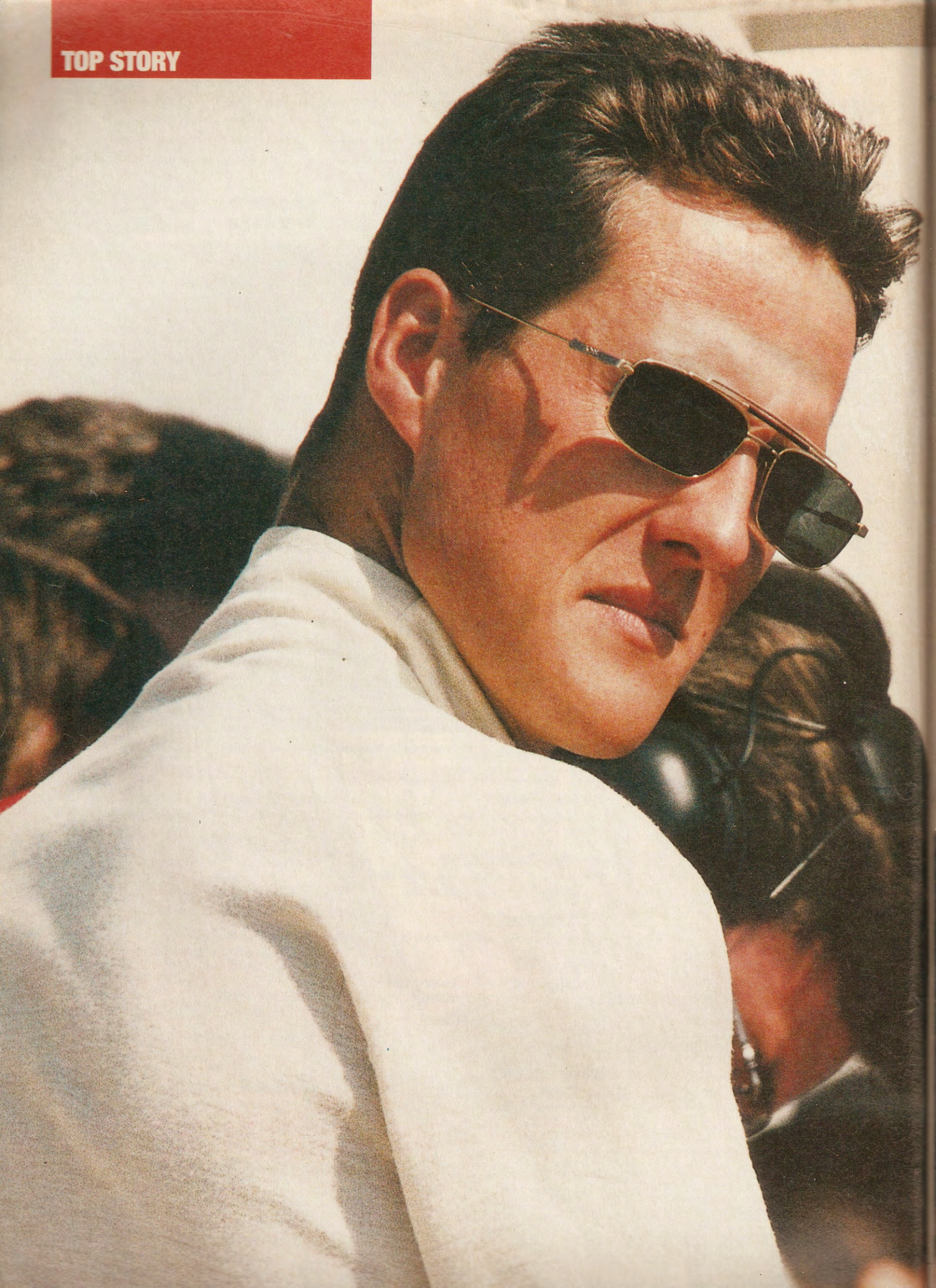
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COVER Gerhard Berger: Photo: Elford; Nigel Mansell: Sutton; Michael Schumacher, Elford



Schumacher slams title 'interference'

MICHAEL SCHUMACHER IS ATTRACTING FURTHER CONTROVERSY, HAVING DESCRIBED HIS UPCOMING FIA HEARING AS 'A LOT OF HOT AIR'. BY **TONY DODGINS**

Michael Schumacher has reacted angrily to news of his summons before a specially convened meeting of the World Motor Sports Council in Paris on July 26.

The World Championship leader ignored the black flag en route to second place in the British Grand Prix at Silverstone 10 days ago. At first, he appeared to have escaped with a US$25,000 fine.

But motor racing's governing body, the FIA, has demanded that Schumacher, along with Rubens Barrichello, Mika Hakkinen and Damon Hill – together with the Benetton team and Silverstone clerk of the course Pierre Aumonier – all appear before the World Council.

Barrichello and Hakkinen will be quizzed over their tangle on the final lap of the race. Hill, meanwhile, stopped to pick up the Union flag on his slowing down tour, thereby contravening article 151 of the Formula 1 championship sporting regulations. The article demands that, after receiving the end-of-race signal, all cars must proceed to *parc ferme* without stopping.

The meeting will take place next Tuesday, three days before opening practice for the German Grand Prix at Hockenheim – so Schumacher could still miss out on his home race. However, since he is the major crowd-puller there, commercial realities must make this scenario unlikely.

Speaking to the German media last week, Schumacher said: 'It is all a lot of hot air and I don't think it is right to interfere with the championship like this. All the theatre is rather stupid.'

But there is not much sympathy for him among his compatriots. Schumacher has admitted that he was not aware of any restriction preventing him from overtaking on the warm-up lap.

It is his disregard for the black flag following non-observance of a stop-go penalty that is the major bone of contention. Nigel Mansell attracted a one-race ban and double the fine for the same offence in the Portuguese Grand Prix five years ago, and it is widely anticipated that Schumacher will be punished further next week.

> **SCHUMACHER**
> **"I do not think it is right to interfere with the championship like this. All the theatre is rather stupid"**

In Mansell's case, at Estoril, he continued driving until he collided with race leader Ayrton Senna, eliminating both. As he did not finish, it was thus impossible to dock any points from the race in which the incident took place. Schumacher, however, could lose his six points from Silverstone.

Benetton boss Flavio Briatore did not endear himself to the FIA when he publicly called into question its ability to judge technical and safety issues earlier this year. It would be churlish to suggest this would stiffen the governing body's resolve to deal firmly with the current matter, but it certainly adds a touch of irony.

Schumacher continues to claim that he did not see the black flag, only a number five. If, however, he also claims that he stayed out under instruction from the team, it is possible that Benetton itself could be open to further sanction.

● See Alan Henry column, page 63

An unrepentant Michael Schumacher has been angered by his summons before the World Motor Sports Council. To make matters worse, he had a lucky escape in his Bugatti road car on the Paul Ricard circuit last week (see page 6). Photo: Glenn Campbell

Hakkinen outguns Schumacher at new-rules test

Mika Hakkinen's McLaren-Peugeot topped the times in testing at Paul Ricard last week when the leading Grand Prix teams tried out the stepped flat-bottom that becomes mandatory from the German Grand Prix at Hockenheim on July 31.

Lap times with the cars in the post-Monaco 'chopped' spec and with the 10mm stepped bottom were about 4-5s a lap slower than before at the French track.

Hakkinen was pleased with the findings at the test. 'This is working better with our car,' he said. 'It feels alright and hasn't made as much difference as I thought. I think it's definitely better for us.'

The Finn attempted a Grand Prix distance on Thursday, but it was spoiled by a gearbox hydraulic problem.

World championship leader Michael Schumacher was second quickest, 0.37s behind Hakkinen after almost 200 laps of running over the three days.

'It seems okay on this circuit,' said the German, 'but we'll see what develops when we continue our test programme at Silverstone. The engineers always end up producing good stuff no matter what. I don't think it was bad, but the difference is that the car is really tough to set up now.'

Those sentiments were echoed by Benetton engineer Rory Byrne, who added: 'It's a big engineering problem now and setting up is completely different. Before, we knew that the car would be legal at the end of a race; now we won't know. If there is a safety car period and the tyre pressures drop, or if the driver hits a kerb, it will be so easy to wear the piece of wood.'

With McLaren packing up after two days, Schumacher continued testing the Benetton because Jos Verstappen was feeling sick. The team concentrated on brake work, but a Grand Prix simulation was cut short by a blown engine.

Sauber driver Heinz-Harald Frentzen was just 0.06s adrift of his compatriot, but his car was slowed by a gearbox problem.

The Williams team concentrated on aerodynamic work with a revised FW16 in stepped-bottom configuration, but they were interrupted when David Coulthard crashed on Thursday (see right).

On Friday, the Scot completed about 90 laps and ended up just half a second from Schumacher's best of the day. Damon Hill is testing at Paul Ricard this week.

As if it didn't have enough problems, Ligier was hit hardest by the stepped bottom. Olivier Panis's best time in 66 laps with a stepped undertray was 4s slower than in a similar stint with a pre-Monaco underbody the following day.

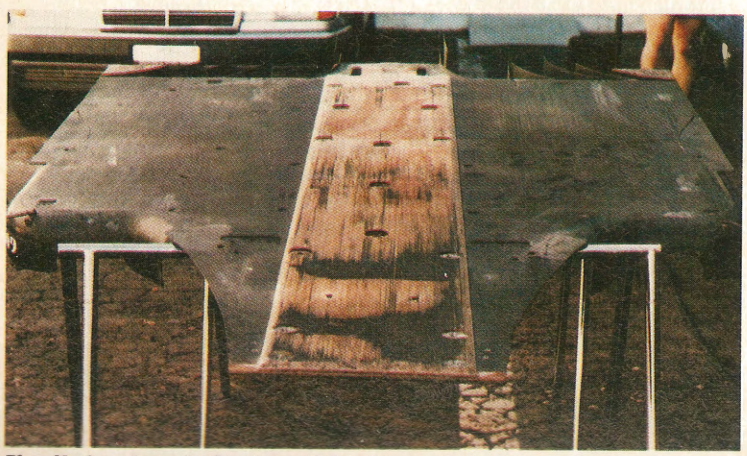
JJ Lehto was also on hand for Ligier (see right) and managed a stepped time 0.6s quicker than the reigning Formula 3000 Champion managed in a similar-spec car. 'With the step, it's just understeer in, oversteer out in big quantities,' said Lehto.

Frank Dernie began his role as technical director with Ligier and said of his first technical problem: 'It was a disaster for us. The step doesn't work with our car at all.'

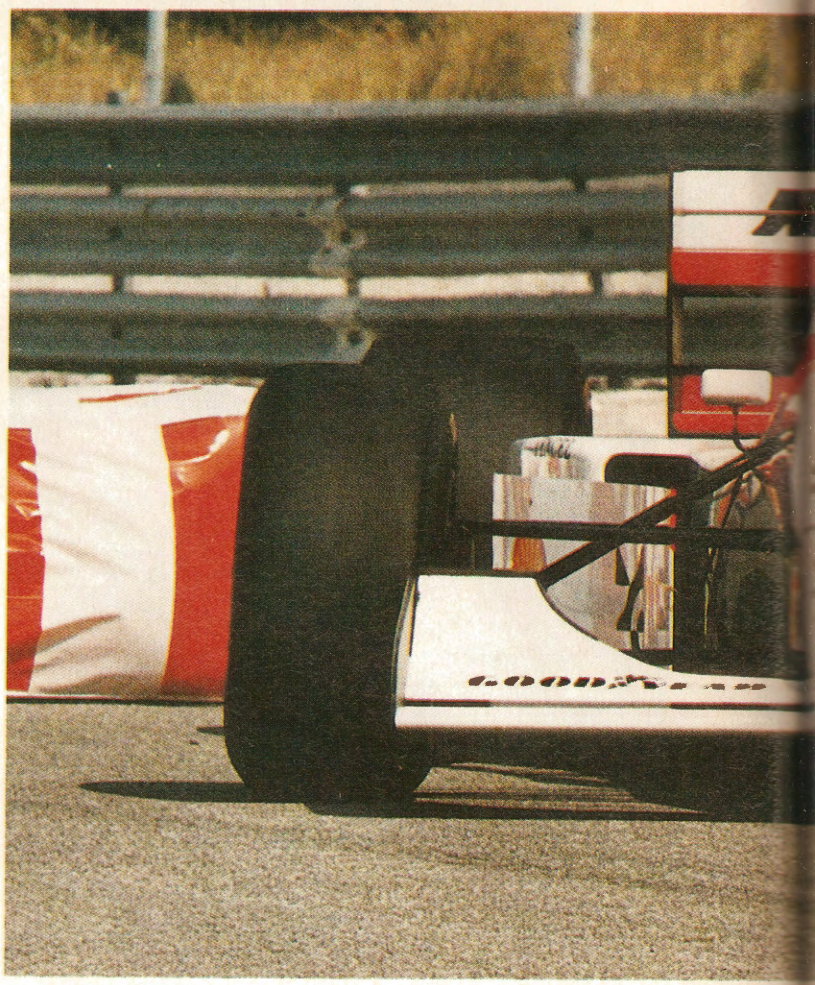
F1 TESTING, JULY 13-15

1	Mika Hakkinen (McLaren MP4/9)	1m07.942
2	Michael Schumacher (Benetton B194)	1m08.296
3	Heinz-Harald Frentzen (Sauber C13)	1m08.356
4	Olivier Panis (Ligier JS39B)*	1m08.454
5	David Coulthard (Williams FW16)	1m09.174
6	JJ Lehto (Ligier JS39B)	1m11.862

* flat bottom; all other times set with stepped floor



Ricard test saw teams testing stepped flat-bottoms for Hockenheim. Photo: Glenn Campbell



Coulthard crashes his race car...

David Coulthard crashed a revised Williams-Renault FW16 in testing at Paul Ricard in France last week.

The Scot went off under braking for the first corner when the car turned left instead of right after he had completed 30 laps on Thursday.

Coulthard said: 'I departed stage left, and I really don't know what happened. Something went suddenly.'

The Williams suffered damage to the nose, undertray and some bodywork, forcing Coulthard to sit out the rest of the day's testing.

The following day, Coulthard completed 90 laps in the repaired car, the Williams once again fitted with the 10mm stepped flat-bottom that becomes mandatory for the German Grand Prix at Hockenheim on July 31.

Coulthard found it difficult to assess the revised car.

'Whatever the grip/wing levels are, you have no real comparison without a back-to-back, so you drive to those limits,' he said. 'In the cockpit, I was not aware of a huge difference. From the physical point of view, there is less downforce, so it is actually a little easier. I suspect there will be a few adverse comments initially, as always, then it will go quiet.'

...Schumacher his road car

Michael Schumacher had a heart-stopping moment at Paul Ricard's super-quick Signes kink last week – but not in a Benetton.

The world championship leader spun his canary yellow Bugatti supercar at the corner, which in a Formula 1 car is taken virtually flat out.

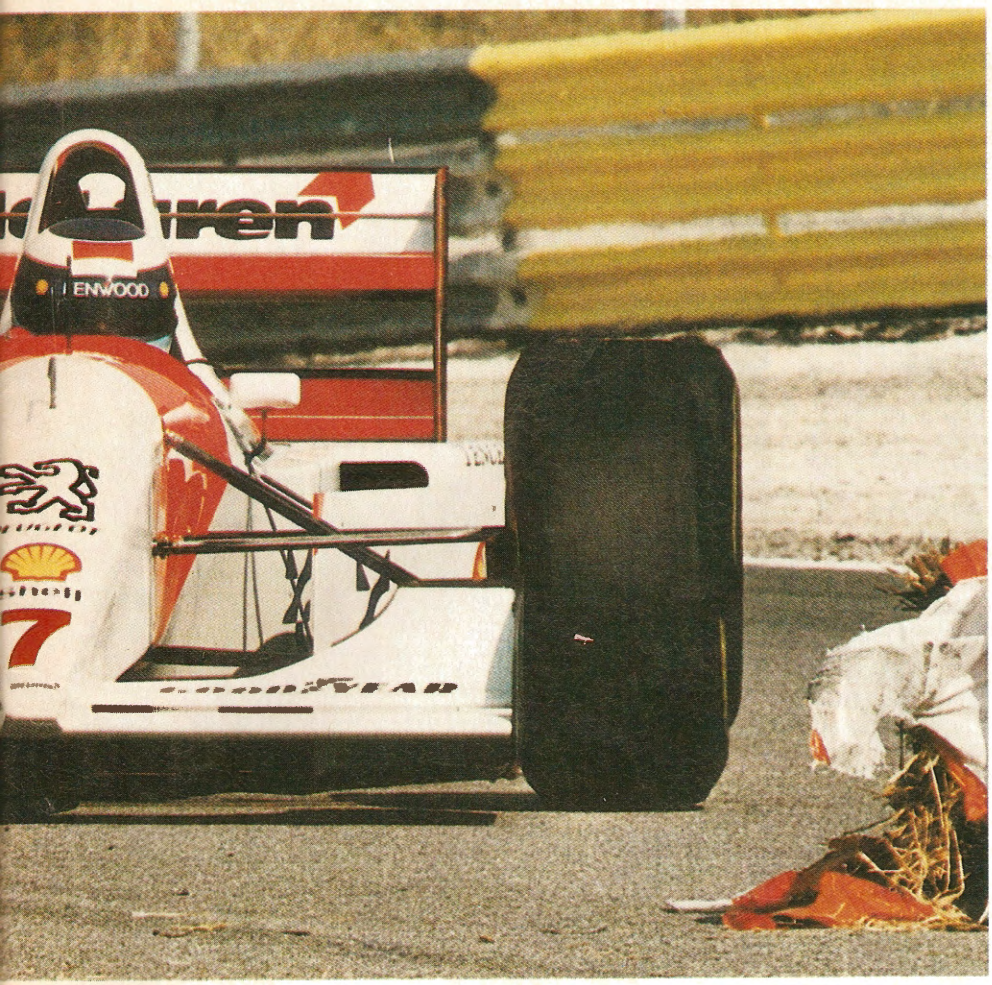
The German said: 'As I went into Signes I braked, but there was nothing. I knew we would crash into the barrier if I did not slow down so I put it into second. It was very close. I think I ought to have that car inspected very soon.'

Partially airborne, the car swung into four spins, before coming to rest two metres from a tyre barrier.

Schumacher, who was giving circuit rides to Ford engineers, admitted that it had been a hairy moment, a fact not lost on the man in the passenger seat. Slightly wide-eyed, he looked at the EB110 SS and said: 'I nearly lost my life in that car.'

Schumacher took delivery of the Bugatti on his way to the San Marino Grand Prix in April.

Aboard his regular Benetton-Ford B194, Schumacher was second fastest at the Paul Ricard test behind Mika Hakkinen's McLaren-Peugeot (see left).



Mika Hakkinen beat Schumacher and Coulthard to the top of the timesheets at Paul Ricard last week. Photo: Glenn Campbell



JJ Lehto (right) with new Ligier technical director Frank Dernie. Photo: Glenn Campbell

Lehto quick in first Ligier test

JJ Lehto impressed during his first test in a Ligier-Renault at Paul Ricard last Friday.

The Finn, who was replaced by Jos Verstappen at Benetton after the Canadian Grand Prix, was highly encouraged by his outing.

'It went well,' he said. 'I was on the pace immediately and we set a time of about 1m11.8s.' That was 0.6s quicker than regular driver Olivier Panis had managed over the previous two days.

'I didn't drive with a neck support or straps, and my neck didn't suffer at all. I wasn't tired even though I'd done 65 laps, which is very nearly a Grand Prix distance.

'I haven't been doing nothing since Montreal. It is five weeks since I drove a Formula 1 car, but I've done a lot of karting and I've been training hard.'

Lehto commented on the Renault engine's smoothness, but was less impressed by the JS39B chassis. 'Driving a Ligier after a Benetton is the same kind of step as driving a '93 Sauber after the '92 Dallara, but in the other direction.'

Ligier's other driver Eric Bernard did not test, and a Benetton mechanic let slip that he expected Lehto to be 'driving for the B-team' soon.

NEXT WEEK



F1's new king kicks up a storm

STAR PROFILE
As his home GP approaches, how is Michael Schumacher dealing with the pressure?

MONDEO TESTED
We drive the car Ford's Paul Radisich hopes will revive his British touring car fortunes

NASCAR AT INDY
Get ready for the Brickyard rumble. We speak to one of the red-hot favourites

RALLY SPECIAL
Meet National star Stephen Finlay as he prepares to do battle at home in Ulster

PLUS:
Fantasy Grand Prix II kicks off

The Brands Hatch revolution

Wendlinger appears in the public eye

Karl Wendlinger made his first public appearance last week, 62 days after his practice accident at the Monaco Grand Prix.

Wendlinger attended a Mercedes-Benz press conference at the Europa Tyrol Hotel in Innsbruck. He came straight from the University clinic where he is undergoing neurological therapy with professor Eric Schmutzhard, who accompanied the 25-year-old Austrian and his girlfriend, Sophie.



Wendlinger – press date

Wendlinger said: 'The first goal is to get back to a perfectly normal everyday life, to regain all physical strength. Racing is still my big interest. I follow what is going on and hope to be part of it very soon.'

On that subject, professor Schmutzhard said: 'A couple of weeks ago, when Karl arrived here, I said that this would be a possibility. Now I would add that it is a realistic possibility, without giving any schedule.

Wendlinger continued: 'It is very important for race drivers in that kind of situation to feel the support of a team, and I will be very glad to know that there will be a seat for me whenever I can use it. Racing is my job, and I make money out of it. To be back in the race car would be the most beautiful thing.'

Wendlinger's team boss, Peter Sauber, said to the Austrian: 'This is a very special and important day for all of us. We have always strongly thought that you will overcome it all and you will be the same as you used to be. Now we have the certainty that you will succeed. The team and a big crowd of fans were hoping and praying.'

Mercedes motorsport boss Norbert Haug said: 'At Mercedes we are a big family and when the time comes, we will give him a car. I think we will test him in a touring car first and take it from there.'

Wendlinger, who has lost 10kg during his recuperation, is due at Willi Dungl's Bio-Trainings Hotel in Austria within the next two weeks.



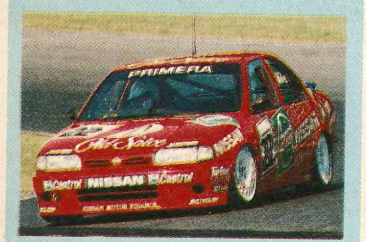
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STARTS ON PAGE 93

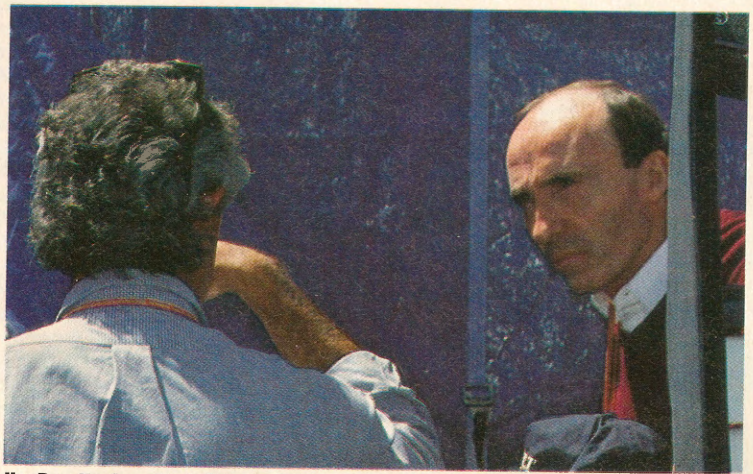
Matthews close to FRenault Euroseries crown **p93**

BTCC Nissan Primera goes club racing **p94**



Stirling Moss to race at Coy's Historic Festival **p98**

Rallying Shell doubles scholarship **p99**



Has Benetton boss Flavio Briatore (left) grabbed Williams's Renault engines? Photo: Elford

Benetton-Renault rumours grow

Rumours that an announcement of a Benetton-Renault tie up is imminent grew ever stronger at a Paul Ricard test session last week.

Ford engineers were officially told of the company's departure from the Benetton programme at the French test last week, according to our sources. Ford logos on the Zetec-R-powered Benetton B194 were taped over with stickers reading, 'Extremely Pissed Off'.

A Ford spokesman, however, denied that anything was decided. 'I think that can be traced back to one of the office girls reading the speculation in the press and phoning one of the guys at the circuit,' he said. 'We have always said that we will not finalise a decision before the end of the summer, and no matter how many headlines appear before then, we will not be changing our minds.'

Meanwhile, Frank Williams was reported to be seen at Cosworth last Thursday. 'I'm not saying he wasn't here,' a Cosworth man said, 'but at this time of the year it is only reasonable to expect everyone to be covering all their options.'

Grand Prix teams chase Villeneuve

Rookie Indycar star Jacques Villeneuve has been approached by several leading Grand Prix teams – including Ferrari, the team for which his late father, Gilles Villeneuve, drove in 1978-82.

Villeneuve, who is halfway through his first year in Indycars with the Forsythe-Green team, is comfortably leading the rookie standings and has been a regular points scorer.



Villeneuve Jr

But for the first time, Villeneuve has expressed an interest in following his father into Grand Prix racing.

'Of course I'm interested,' said Villeneuve, 23. 'Who wouldn't be? But I don't want to go to F1 at any cost.'

Villeneuve is currently thriving in a team which was created around him in the Toyota Atlantic category last year.

Bernie Ecclestone, boss of the Formula 1 Constructors' Association, is also rumoured to be keen to see the crowd-pulling Villeneuve name on the side of a Formula 1 car again.



In Senna's honour

The Brazilian football team celebrated its first World Cup victory since 1970 – and a record fourth in total – with a tribute to national hero Ayrton Senna. The banner read: 'Senna: we accelerate together. The fourth title is ours.' Sources in Brazil say that the World Cup win has softened some of the pain the country still feels after Senna's death. More than 200,000 people celebrated the victory in Paulista Avenue in Senna's home city of Sao Paulo, according to police. See *Fifth Column*, p25. Photo: AP/Michael Probst

INDYCARS IN BRIEF

The IndyCar organisation has put out a statement denying strong rumours that it is planning to offer a high-ranking job to McLaren's Tyler Alexander.

Arrows Formula 1 driver Christian Fittipaldi was an interested spectator at the Toronto Indycar race. Uncle Emerson invited him along for what was only his second visit to an Indycar event – the first was at Nazareth in 1989 when Emerson clinched the title. Also in Toronto were Arrows designer Alan Jenkins and Lotus boss Peter Collins. The latter had not been to an Indycar race since 1976.

Roberto Moreno is still hoping to join the Indycar series with Arizona Motorsports, the small team which ran Al Unser Sr at Indianapolis. The team has yet to come up with a budget, while Moreno has been searching for sponsorship in his home country.

Swede Fredrik Ekblom is hoping to rejoin the Indycar series soon, after making his debut with McCormack Motorsports at Detroit. The Swede will share the car with Claude Bourbonnais, who has Players' tobacco money for four races, starting at Toronto last weekend. Ekblom might drive as soon as Michigan on July 31.

Quote of the week. Adrian Reynard says that he made three mistakes with the 94I Indycar. 'We made it too strong, too durable, and too reliable. We're not selling any spares.'

Mark Smith had a spectacular accident in practice at Toronto, hitting the tyres and rolling his Walker Motorsports Lola. The car landed upside down on the rollhoop, but was virtually undamaged and was running again the next day.

Indianapolis Motor Speedway boss Tony George and IndyCar president Andrew Craig met in Indianapolis on Tuesday last week in continuing efforts to forge a compromise over George's plans to run the breakaway Indy Racing League series in 1996. 'I'm afraid I have nothing to report,' was all Craig would say about his latest meeting with George.

Mauricio and Stella Gugelmin became the proud parents of twin boys last week. Unusually, they were born on different days. Bernardo arrived at 11.58pm on July 13, while Giuliano followed at 12.25am on July 14, which is also Stella's birthday. The boys were born in Florida.

Mario Andretti started his 400th Indycar race in Toronto last Sunday. Fifty-three-year-old Andretti is retiring at the end of this season. He qualified 10th and finished fourth on Sunday, unlapped by son Michael who won the race. Mario broke AJ Foyt's record for Indycar starts at Cleveland two years ago when he started his 370th race.

NASCAR date for Californian circuit

NASCAR will hold a Winston Cup race at Roger Penske's new California Speedway when the track opens in two years' time.

Landing a date in the calendar of the US's leading racing series is the latest in a series of coups for new the two-mile super speedway. Last month, IndyCar said the track will stage a round of the World Series.

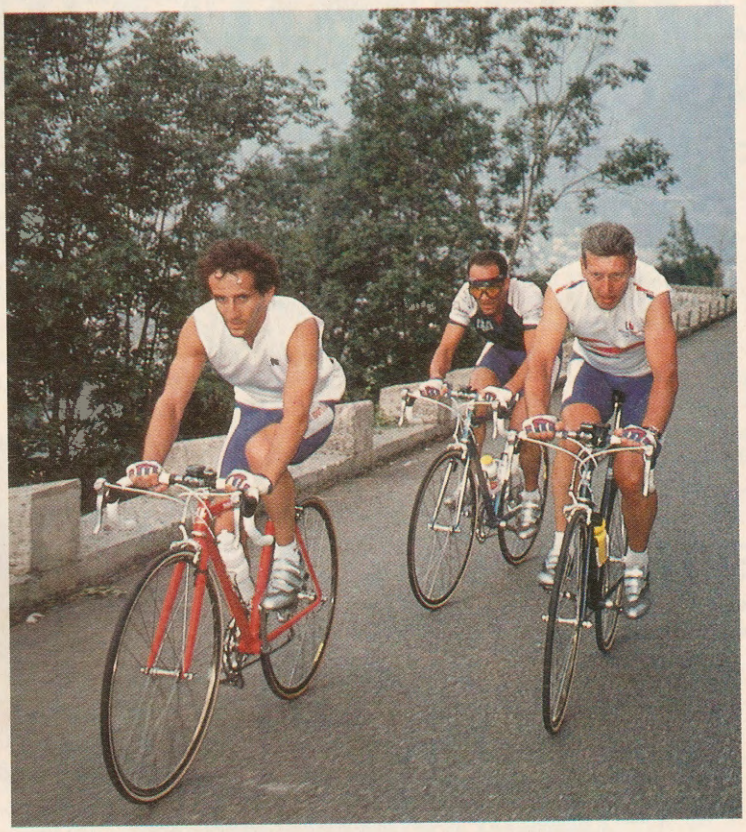
Penske, meanwhile, has hired Les Richter, who previously ran the Riverside Raceway in southern California and is currently Bill France Jr's right-hand man at NASCAR, to be executive director

Goodyear to leave King Indycar team

Scott Goodyear says he won't drive for the Budweiser-King Indycar team next year.

Goodyear has exercised an option to get out of the second season of a two-year deal with Kenny Bernstein's operation.

The team has had a poor season. At the Indianapolis 500, Goodyear only made the field after taking over Davy Jones's sister car, while at Toronto last weekend, Goodyear was out-performed by temporary team-mate Andrea Montermini, who finished seventh.



Alain Prost (above), Paul Belmondo and Philippe Alliot last week cycled the Lourdes to Luzardien stage of the Tour de France. The three rode the route in the Pyrenees – one of the most difficult on the Tour – on an open-day for serious amateurs. The reigning World Champion, who posted an impressive time when he rode a Tour stage last year, had to stop on the famous Tour Malet hill after 94 miles of the 127-mile stage with an knee injury. Photo: DPPI.

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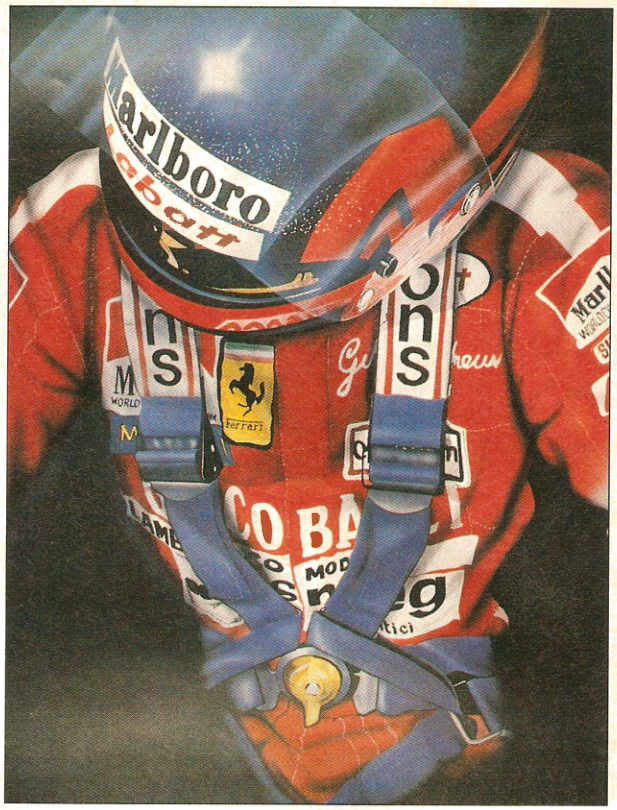
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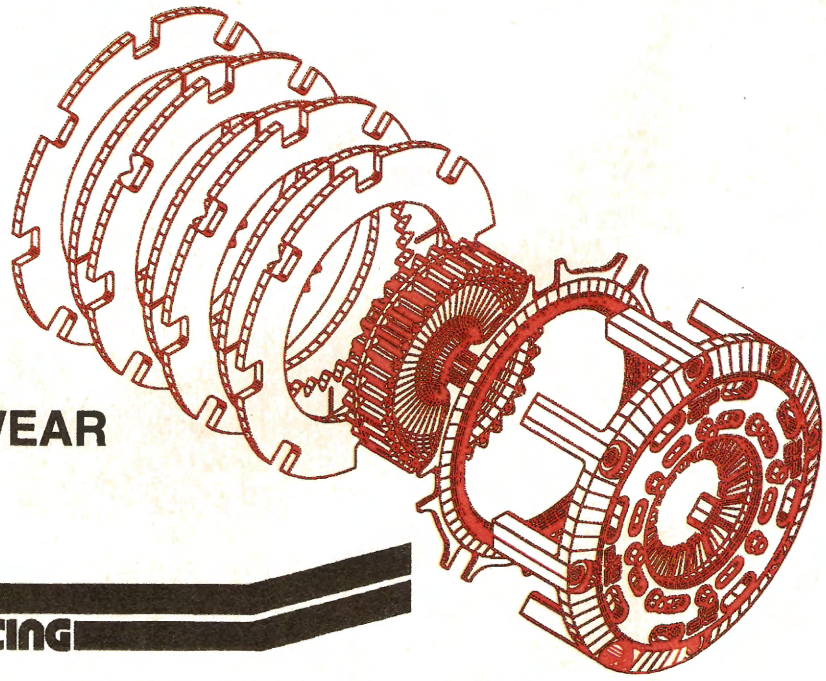
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Bryan Herta's badly damaged Lola-Ford T94/00 comes to rest after hitting the Toronto wall in Saturday practice. Photo: Gridwork

Herta injured in Indycar shunt

Bryan Herta crashed heavily and broke his right thigh and pelvis while practicing in Toronto.

Driving AJ Foyt's Lola-Ford, Herta lost control in the flat-out kink opposite the pits and crashed into the wall on Saturday. His car slid to a stop halfway toward the first turn and rescue workers cut him from the wreckage.

The right front wheel and suspension were knocked back into the side of the cockpit and the rookie and current Indy Lights champion sustained multiple fractures of his right femur and two compression fractures to his pelvis, plus internal injuries.

Herta underwent a three-hour operation on Saturday evening and will miss the balance of the 1994 season. He was scheduled to be flown from Toronto to Indianapolis's Methodist Hospital on Tuesday to begin the rehabilitation process under the guidance of Dr Terry Trammell.

Team owner Foyt said that Herta will drive for him in 1995 after he has recovered from his injuries. In the meantime, he intends to hire another young American for the balance of 1994.

Van de Poele steps down from Nissan front-line

Nissan driver Eric van de Poele is standing down from the BTCC to try to develop the Primera eGT back into a front-runner – but he's hinted that he's ready to quit touring cars altogether.

The Belgian will be replaced by Nissan irregular Tiff Needell in the Janspeed-run team from rounds 13 and 14 of the British Touring Car Championship at Knockhill on July 31. And he says he won't return until the Primera is a potential race winner.

'If we continue just to race, we will never improve the car,' said van de Poele, who has failed to finish in the top 10 this year. 'We must separate racing from development.'

Both Nissan and van de Poele claim that the decision has been reached by mutual agreement.

'I was not happy to race the car in this condition,' said van de Poele. 'We discussed many possibilities, but this was the best solution.'

Yet van de Poele has indicated that he doesn't necessarily see his future in touring car racing.

'For me, a touring car is not a proper racing car. The racing is great, but the cars are just not fun to drive.

'A race driver races because he likes to do it. If he loses the pleasure, maybe it is time to change.'



Van de Poele – test team

This weekend, van de Poele will be reunited with the Nissan 300ZX IMSA car he raced at Le Mans. Cunningham Racing has entered a third car at Laguna Seca in order to protect its lead in the GTS points.

'Maybe I will look to America next year,' he said, 'but I want to stay with Nissan.'

NEWS IN BRIEF

TOURING CARS

Joachim Winkelhock will race a BMW 318i in the German 2-litre Tourenwagen Cup rounds at Zeltweg on August 7 and the Nurburgring on September 25.

Ford Motorsport is to create a dedicated group at Boreham for touring car research and development. The group will work with existing teams running the Ford Mondeo in Europe's 2-litre championships.

Richard Owen has parted company with Tom Walkinshaw Racing. He was responsible for the design of the TWR Volvo 850 estate cars in the British Touring Car Championship.

DTM privateer Franz Engstler failed to show for the Donington Park 'DTM on Tour' meeting last weekend. The team had not officially reported its withdrawal to series organiser ITR and hence stands to lose all prize money won in 1994. Engstler is currently looking for a drive in the German 2-litre Tourenwagen Cup. 'I want to give my sponsors what they expect and not a show of me fighting for 15th position,' he said.

Neil Cunningham is in line to drive the WS DHL Team's second BMW E36 at the Nurburgring round of the DTM on August 21. Cunningham made his Class 1 debut with the team at Donington Park's 'DTM on Tour' meeting, finishing 14th overall in the second race – the highest result the team has achieved in touring cars. 'The team was happy with the consistency of my lap times and I brought the car back in one piece, so I'm hopeful of sorting something out for the Nurburgring,' he said.

Nicola Larini was fined DM3000 for speeding in the Donington Park pits on Saturday. The 1993 DTM champion set a benchmark figure of 38.5mph which remained unbeaten for the whole meeting.

Wealthy Italian DTM privateer Gianni Giudici was not content with watching his team lose to Brazil in the World Cup final on British soil. Instead, Giudici flew by private jet to watch the match in a hotel room near Milan airport.

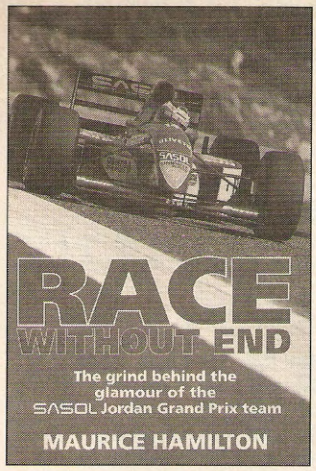
NASCAR

Cale Yarborough, winless as a Winston Cup car owner, has fired driver Derrike Cope and replaced him with rookie Jeremy Mayfield. Cope is considering an offer from Mayfield's former car owner, TW Taylor. Cope was a surprise winner of the 1990 Daytona 500 while driving for Bob Whitcomb.

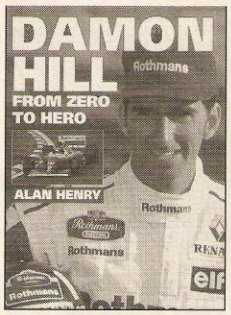
Andy Wallace will shortly be testing a NASCAR stock car at Richmond International Raceway, Virginia. The test, which is likely to be with a Busch Grand National car, is scheduled to take place between the IMSA WSC races at Laguna Seca and Portland.

GRAND PRIX HEROES

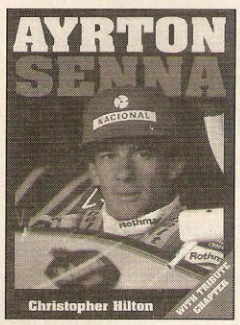
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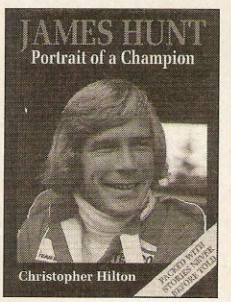
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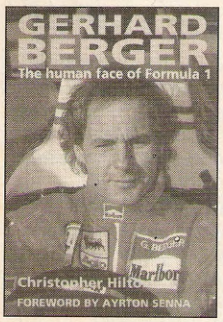
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Gabriele Tarquini, Alfa Romeo's foreign raider, will move from Britain to France next year. Photo: Ralph Hardwick

Tarquini heading for French Supertourisme in 1995

Runaway British Touring Car Championship leader Gabriele Tarquini is likely to race in French Supertourisme next year.

Speaking at Donington Park's 'DTM on Tour' meeting last weekend, Alfa Romeo's head of competition, Giorgio Pianta, stressed that one of the main aims for the Italian company in 2-litre touring car racing is to place as many Alfa Romeos as possible in the national teams competing in the FIA's Touring Car World Cup.

'We want to put British drivers in the BTCC cars, Italians in the Italian series, and so on,' he said. 'In France, which will be a new series for us, I think we will have Tarquini plus a French driver.'

Favourite to join Tarquini in a two-car Alfa Corse effort is Ford Mondeo racer Philippe Gache.

Pianta stressed that with Alfa's continued involvement in the 2.5-litre, Class 1 German Touring Car Championship, there were no plans to race in the 2-litre Tourenwagen Cup in 1995.

The car for Alfa's programmes is expected to remain the 155. 'Maybe the 146 is a better car,' said Pianta, 'but the decision is a marketing one.'

Mazda quits BTCC

David Leslie's Mazda Xedos 6 will not appear in the next few rounds of the British Touring Car Championship.

Mazda Cars (UK) Ltd has withdrawn the car temporarily so that further engine and chassis development can take place.

The outfit cites a restricted budget as one reason for the move, while Roger Dowson of RD Motorsport – which runs the programme – said lack of engine power is another major factor.

Dowson said: 'We need to assess the situation. We're concentrating mainly on the engine. Mazda Japan has promised us the loan of one of its units. If that's more competitive than ours, then we might be out again pretty soon.'

Mazda intends to return before the end of the year and is hunting a sponsor for 1995. Dowson says there is a possibility that Mazda will switch to the new-shape 323 (as used in Japan) for '95.

The news means disappointment for Leslie. 'I'll just have to try and find something else,' he said.

Nannini misses out as touring Germans go thirsty

Donington's 'DTM on Tour' double-header ended in controversy when on-the-road winner Alessandro Nannini was excluded from the second leg.

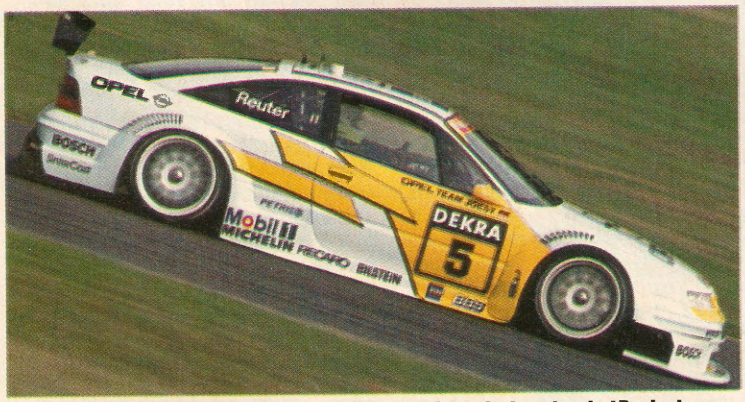
The move prevented Nannini, who earlier won the opening leg, scoring his second double of the year. Christian Danner and Bernd Schneider were also disqualified. All three finished the race with less than the regulation three litres of fuel required for post-race analysis.

In Nannini's case, after driving hard to keep Schneider's Mercedes C-Class behind, his Alfa Romeo 155 was forced to coast to the line. Post-race checks revealed 0.5 litres of fuel remaining.

Schneider lost his second spot with a similar problem to Nannini, but was unable to make it to the line. He was also fined DM3000 for failing to appear on the podium for his second place in the opening leg.

Danner's disqualification caused the most confusion. He had moved to third after Nannini's exclusion, but was subsequently found to have only 1.4 litres of fuel onboard.

The three-litre rule was introduced two years ago to allow easy checking of the DTM's strictly-regulated control fuel.



Opel's Calibra V6 scored its first German Touring Car victory last weekend, at Donington Park. Manuel Reuter charged to second from the pits and inherited the win when race-winner Alessandro Nannini was excluded (see story). Report page 40. Photo: Bloxham.

NEWS IN BRIEF

FORMULA 1

Lola's plans to run its own Formula 1 team next season took a step forward this week. The company, which made a disastrous foray into F1 last season with Scuderia Italia, has appointed Brett Trafford as Head of Marketing of the Lola Formula 1 Team. Trafford has previously worked with Benetton and, most recently, Jordan.

You can drive a Formula 1 car and help the Greater London Fund for the Blind in the Formula 1 Grand Prix Challenge. Dependent on raising set levels of sponsorship, contenders can drive a variety of competition vehicles including a Formula Vauxhall and an F1 RAM March. Phone 0891 424343 for details. Calls will cost no more than 49p of which 17p goes to the GLFB.

The Grand Prix Drivers Celebrity Golf Tournament, held at the RAC Country Club the day after the British GP, was won by Damon Hill from Tyrrell's Ukyo Katayama. The team award went to the International Management Group, led by McLaren boss Ron Dennis's wife Lisa.

FORMULA 3000

Wim Eyckmans missed last weekend's race at Enna-Pergusa because his team was worried that it had not done enough testing on low-downforce settings.

The new Auto Sport Racing team is hoping to finalise a deal with Marcello Ventre for its second seat later this week. Paolo delle Piane finished eighth for ASR on its debut last weekend.

The Mythos team tried using turning vanes on its cars in free practice at Enna last weekend. But it removed them when it discovered they caused overheating.

Emmanuel Clerico ran with a fin on the engine cover of his Apomatox Reynard last weekend. The Frenchman felt that the device, not dissimilar to those used by Penske in Indycars, helped the car's stability in high-speed corners.

Draco Racing, the Vauxhall Euroseries champion team, is considering a move up to F3000 next year. A decision is not expected until the end of the season.

The Leinster Trophy race at Mondello Park on September 10-11 will be run for British Formula 2 cars, if negotiations with the sponsor/promoter Venson Group come to fruition. A grid of at least 10 cars is expected for the event.

FORMULA 3

Teddy Pilette took to the wheel of the Formula 3 car bearing his name at Snetterton last week. The 52-year-old claimed the early handling problems that afflicted his radical contender have now been solved. Scott Lakin was due to drive the car on Wednesday (July 20).

FIA's safety chief defends Enna record

Roland Bruynseraede, the official FIA safety delegate, has renounced claims that the Enna-Pergusa track in Sicily is too dangerous to host a Formula 3000 race.

Speaking last weekend at Enna, the fourth round of the FIA International Championship, the Belgian said: 'An FIA inspector from the safety office has visited the track and asked for a lot of changes this year. We have put some more chicanes in, with gravel and tyres in front everywhere. So, in my opinion, for F3000 it's a good circuit.'

But the drivers did not agree. They were unhappy with the marshalling and safety facilities – and were especially concerned about the flat-out 180mph corner around the back of the circuit.

Marshals contributed to a crash involving front-runner 'Jules' Boullion in qualifying (see report, page 64). And after a seven-car shunt at the start of the race, the race organisers were late in putting out the red flag to stop the race – it was shown to leader Vincenzo Sospiri only at the scene of the accident on the next lap – and were slow to realise what should be done with the stranded cars.

Bruynseraede said that the drivers had not expressed their concerns to him, and that he and other race officials were always available to discuss safety.

But one driver said: 'It's crazy to race here. The F3000 drivers don't have the strength to threaten to boycott a race, and if someone crashes and is hurt badly, the facilities aren't good enough to guarantee his safety.

'The circuit is very dangerous, and the marshals don't know what they are doing. When cars stop in the middle of a corner, they hardly ever wave any flags.'

Yet the drivers did not mention their concerns when they toured the track in a bus with Bruynseraede before the race.

The FIA delegate claimed marshalling standards improved during the weekend after he had tutored them – but many doubted the wisdom of marshals *having* to be tutored during a major meeting.



Right: Mayhem at the Enna start. Marshals reacted badly to this as well. Photo: Sutton



The 1994 Spa 24 Hours loses the GTs and reverts back to a touring car-only format. Photo: Elford

Touring cars recapture the Ardennes

Multi-car works teams from BMW and Toyota head the entry as this weekend's Spa 24 Hour classic reverts to a touring car format.

This year, GTs are banished from the event in the Ardennes, but the organisers have still assembled a field of 46, including 14 Class 2 cars.

BMW has entered a quartet of 318is, with BMW Motorsport and Team Bigazzi running a pair each.

The drivers include Nelson Piquet, Ingo Hoffmann, Joachim Winkelhock and Altfrid Heger – the squad used at the Nurburgring 24 Hours – plus the likes of Roberto Ravaglia and Johnny Cecotto.

Toyota has entered three Carina Es. British series regulars Will Hoy and Tim Sugden are part of a line-up that includes Francois Chatriot and Pierre-Alain Thibault.

Doubts about the suitability of a Class 2 car for endurance racing are dismissed by Sugden.

'The cars should be up to the job,' he says. 'We'll drive as hard as normal, but we'll brake earlier, let the engine do more braking and change up 500 revs earlier. Also, we'll avoid the kerbs – except the "bus stop", which you've got to hit.'

Chevron back to sportscars

The Chevron marque is ready to return to international sportscar racing with an all-new IMSA WSC racer, after an absence of 10 years.

The first B71-94 chassis will shortly begin testing in the USA and is scheduled to make its race debut at the World Sports Car series finale at Phoenix on October 2.

The car, designed by former Matich Formula 5000 engineer Derek Kneller, has been built with the privateer in mind. It features an aluminium honeycomb tub rather than carbon-fibre to allow repairs to be undertaken in the field.

At £90,000, the B71 also substantially undercuts other proprietary WSC chassis. Chevron boasts the car can accommodate almost any engine option, including turbocharged units for Le Mans.

The first chassis, owned by Chevron historic racer David Kopf, is currently fitted with a Buick 3.5-litre V6, but it's likely that a larger capacity V8 will be installed in the car before its competition debut.

Kopf, who plans to race the Chevron at Le Mans, is likely to share the car with ex-British Formula 3 driver Calvin Fish.

Chevron is hoping to build several more B71 chassis for use in the USA and Europe.

German tourers expand foreign interests in '95

Next year's Class 1 German Touring Car Championship will consist of seven German rounds plus five more throughout Europe.

Races at the Nurburgring, Hockenheim (both twice), Norisring, Singen and Diepholz will be joined by the existing 'DTM on Tour' races at Donington and Mugello, upgraded to full DTM status, plus Spa and a French round. A fifth venue is under discussion.

Zolder is expected to be taken off the schedule, while Helsinki's mooted street race is unlikely to take place before 1996.

Goodyear takes centre-stage at NEC

A display of more than 100 Grand Prix cars will form the centrepiece of next January's AUTOSPORT International motorsport show at the NEC in Birmingham.

The display, which will celebrate Goodyear's 30 years in F1 and its 300th GP victory, will have a whole hall at the NEC to itself.

The show, from January 5-8, will again take place in the new NEC halls and will feature an expanded programme of live events in the indoor arena, including Formula 2 and four-wheel drive rally action.



Three Austrian marshals killed

Three track marshals were killed when an Opel Astra rolled over the barrier and hit their post at the Salzburgring in Austria last Saturday.

The accident happened in the first practice session for the smaller division of the German Touring Car Trophy, for Group N cars. The Astra, driven by experienced 40-year-old German driver Wolfgang Kudrass, left the road at the fast right-handed Fahrerlager Kurve.

The car slid into the gravel, became airborne and rolled along and then over the barrier. One marshal jumped to the right and escaped almost uninjured, but the other three jumped to the left. All three received fatal head and neck injuries. Driver Kudrass suffered only shock and bruising.

The ADAC, the organising club, immediately cancelled the other practice sessions and the races.

The three killed had all marshaled regularly at the track for between 14 and 18 years.

Organisations and manufacturers involved in Germany's premier touring car series, the DTM, immediately set up a fund for the dead men's families, with DM100,000 (about £36,000) collected already.



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· REFLECTIONS · IN · THE · RAIN ·

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IN RESPONSE TO THE VOLUME OF RECENT REQUESTS WE HAVE RECEIVED, AFTER CAREFUL CONSIDERATION, WE HAVE DECIDED TO PUBLISH THIS PICTURE,WHICH TO DATE ONLY A FEW PEOPLE ARE FAMILIAR WITH.IT IS AN ELOQUENT PORTRAIT AND AN EXPRESSIVE SUMMARY OF ONE OF AYRTON SENNA'S MOST REMARKABLE ACHIEVEMENTS AS A RACING DRIVER. GOING BACK ALMOST FIVE YEARS TO A RACE IN WHICH HE GAVE A VIRTUOSO PERFORMANCE OF DRIVING ABILITY AND INSPIRED THE ORIGINAL PAINTING.
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Two starts per weekend could become the norm next season. The majority of British Formula 3 teams are in favour of more twin races or double-headers in 1995. Photo: Martyn Elford

More F3 double-headers for '95

Plans to increase the number of double-header races in the British Formula 3 Championship have the backing of most of the teams.

The Formula 3 Association was due to discuss the proposal at a meeting on Wednesday. 'The idea of having fewer meetings, but more races, is a possibility for next year,' said FOTA's Jeremy Lord. 'When there's a two-day meeting, it's likely that we'll have two races.'

The idea has drawn widespread support from the F3 establishment.

'I'm all for it,' said leading team boss Alan Docking. 'I think it'll brighten up the series.'

Double-headers have featured in British F3 for the first time this year, but at the two meetings so far the races were separated by just 10 minutes. A longer gap is planned for '95. Races on consecutive days are envisaged at some meetings.

'We need a minimum of two hours between races,' said West Surrey Racing boss Dick Bennetts. 'That gives us the chance to change engines, for example.'

The move ties in with FOTA boss Dave Price's plans to revive the European F3 series for 1995.

Edenbridge team boss Peter Briggs said: 'I think 12 meetings with maybe 18 races and four events in Europe would be perfect.'

Aston Martin one-make series may support GPs

Aston Martin is planning an exciting one-make racing series for its new DB7 sportscar, which goes on sale next month in the UK.

Up to 25 of the £80,000 coupes could be seen at circuits around Britain and supporting a number of European Grands Prix if negotiations with potential series sponsors are successful. Aston Martin's Harry Calton said: 'We are hoping to organise a series along the lines of the Porsche Supercup.'

Each DB7 racer would be prepared to an identical specification using a kit of parts supplied by Aston Martin. 'We have already asked for quotes from two preparation specialists for a spec for the cars,' said Calton.

This is likely to include uprated brakes and suspension, but engines are unlikely to increase from the standard car's 335bhp.

● Aston's plans to take the DB7 to Le Mans next year are in the balance. 'We need a decision in six weeks, or it will be too late,' said Calton.

Neves takes on Europe at Masters

Former SudAm Formula 3 front-runner Helio Castro Neves will race against the cream of Europe's F3 talent in the Marlboro Masters at Zandvoort on August 6.

The 19-year-old Brazilian will drive the Fortec Dallara F394 used by Christian Horner in British F3.

'It was never in Christian's schedule to do Zandvoort,' said Fortec F3 team manager Russell Eacott. 'It's better to have two cars than one, and Helio has a lot of potential. It'll be interesting to see him up against the European guys.'

Rallyman de Mevius heads for Spa GTs

Gregoire de Mevius is swapping the rally stage for the race track this weekend following a visit from his brother-in-law.

'The brother of my wife asked me if I wanted to race his Porsche at Spa,' said the Belgian. 'I said, "for sure", because I think it will be fun.'

De Mevius, who drives an Opel Astra in the World Rally Championship, drives Bruno Pani's Porsche Carrera in the Spa 4 Hours GT race which takes place on Friday evening (July 22). The race finishes in darkness at 2200.

Bob Howlings

Bob Howlings, who died last Wednesday, aged 57, was totally immersed in motor sport.

An indefatigable privateer, he raced Formula 2, F3 and sportscars all over the world in a driving career embracing three decades.

But it was as a trader, wheeler-dealer and entrepreneur that he touched the lives of virtually everybody hell bent on competing.

Through Bob Howlings Racing Cars and other concerns he helped them achieve their dreams through fair deals.

A kind man, Howlings supplied the Ensign which Jim Crawford drove in British F1 in 1980, and more recently helped Formula Vauxhall racer Kurt Luby.

He lived in Florida in recent years and suffered poor health, but was in Britain making plans to return home when he died.

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NEWS IN BRIEF

SPORTSCARS

Michel Neugarten is competing in no fewer than four races this weekend at Spa-Francorchamps. As well as sharing an Audi 80 quattro with Philippe Adams and Jose Close in the Spa 24 Hours, the Belgian will also race two different types of Venturi and a Ferrari F40. He estimates spending a total of 19 hours behind the wheel.

The International Endurance GT series is set to make its first visit to the UK next year with a four-hour race at Silverstone. A date for this race, as well as the seven others in Spain, France, Italy, Germany and Belgium, has yet to be confirmed. A three-race Asian GT series is also planned by the organisers at the end of the season.

A number of entrants in the Spa 4 Hours on Friday have a pressing date in Rotterdam on Sunday evening. A total of 21 GT cars are due to be shipped out to Suzuka for the 1000Km race on August 28. The cars will spend a month in storage before taking part in the Zhuhai street race on November 11.

INTERNATIONAL

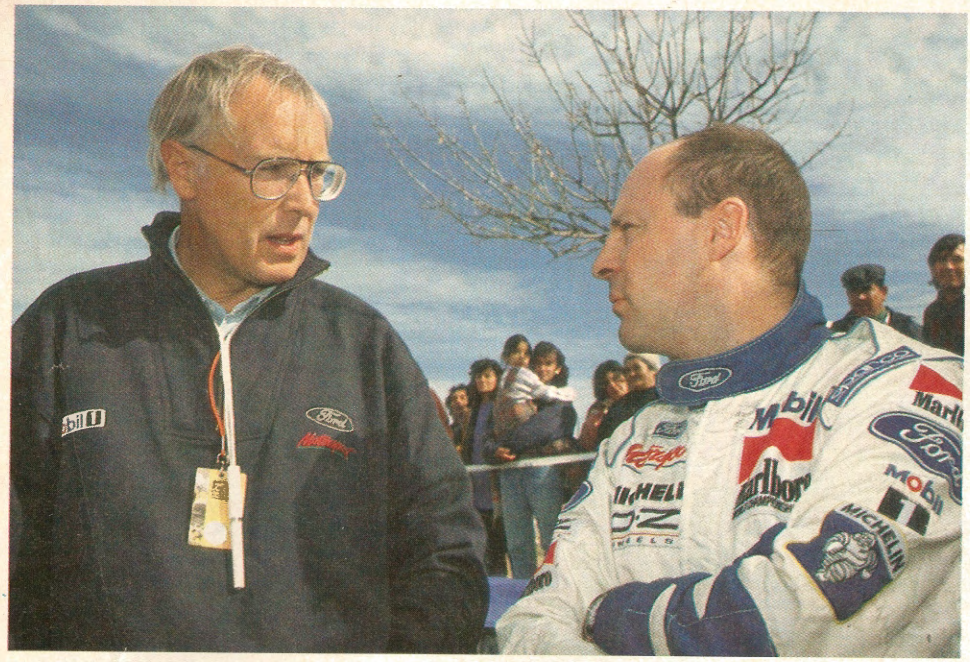
Indy Lights star Eddie Lawson will make his last professional motorcycle racing start in the Suzuka 8 Hours on July 31. Lawson, who won the recent Lights race at Cleveland, is hoping to graduate to Indycars next year.

The Indy Lights organisation has confirmed that it will mandate an entirely new chassis in 1997, following four years of stability with the current Lola-built car. An aerodynamic update kit will be produced for 1996, and older cars will continue to be eligible when the new car comes on stream.

The 1000 marshals on duty at the British Grand Prix were invited by Rover to enter a competition organised with AUTOSPORT – the F1 Marshals' Fantasy British Grand Prix. Points were awarded for correct predictions of the top six finishers and the winner was Marion Robinson of Worcester. Belinda Davies of Norwich came closest to predicting the winner's average speed. The 20 prize winners will all receive Competitor Memberships of Team Mobil 1 AUTOSPORT, courtesy of Rover.

Zeus Aluminium Products has been awarded a 1994 Queens Award for Export Achievement. The Dudley-based company, which produces specialised engine castings, can count among its 1994 successes supplying parts for the Indy 500-winning Mercedes engine.

We regret to record the death of Bill Nicholson – arguably Britain's best known MGB racer – last week, following a battle against cancer. Bill, who was 75, is survived by his wife Ros and daughter Loraine Mercury.



Colin Dobinson (left) and Miki Biasion discuss the future for Ford Motorsport. Photo: Maurice Selden

Ford: 'We won't return'

Ford Motorsport confirmed on Friday that it will cease direct involvement with the World Rally Championship at the end of 1994.

The workforce was informed that the team's motorsport centre at Boreham in Essex would no longer be making entries for the rally series and would, as from 1995, become a research and development operation geared towards improving the current Escort Cosworth and creating a two-wheel drive car in line with the 1998 regulations.

But unlike 1979 when the team went away to develop a replacement for the Escort RS, there are no plans for Ford's works team to return in three years.

'This is not seen as a temporary break,' insisted Ford's motorsport director Colin Dobinson on Monday. 'We will not be coming back – although perhaps one should never say "never".'

Ford is currently looking for one or two teams to take on the responsibility of running Escorts on the World Rally Championship from next season. 'We should be able to say who they are in a few weeks,' said Dobinson.

But he added: 'It is not our intention to allow them to nominate themselves as Ford for manufacturers' championship points. We do not wish to be sidetracked into a campaign.'

Dobinson would not be drawn on the level of support being made available to the successful team, or teams. However, it is felt that a minimum of £200,000 per event would be needed to make even the most basic entry.

There are not expected to be any redundancies at Boreham as a result of this decision but, while Malcolm Wilson is expected to take up the offer to stay on as Ford's test and development driver (see panel), Francois Delecour and Miki Biasion will not have their contracts renewed when they expire at the end of the season.

Ford's programme for the rest of the year remains unaffected although, ironically, Boreham has nominated its own two cars, plus two from RAS Sport and one from Schmidt Motor Sport, for the 1000 Lakes Rally in Finland at the end of next month.

● The battle for Boreham, page 56

IMMEDIATE REACTION TO FORD'S NEW ROLE FOR BOREHAM

KEITH OSWIN CHECKS OUT OPINION ON FORD'S DECISION AND HOW BOREHAM WILL CHANGE

PIERO SODANO
RAS Sport spokesman

'I think that RAS Sport is the only team being seriously considered for the job of taking over Ford's rally programme. We would take the current Boreham parts, build the cars in Belgium and run them from there, hopefully with Francois Delecour and Bruno Thiry at the wheel. We would continue to work closely with Boreham – as we do at the moment – for development parts.

'We are not sure what the necessary budget will be as we have not yet been told exactly what Ford will be providing. It is a major problem for us all as we really need to be planning for January's Monte Carlo Rally right now.'

KONRAD SCHMIDT
Owner, Schmidt Motor Sport

'We hope to be able to run a World Championship programme for Ford, but how easy that will be depends on whether Ford is prepared to nominate our cars for manufacturers' championship points. If that does not happen then it will be much harder to raise the necessary budget to do the job properly.

'I have a long-term agreement with Ari Vatanen – not a signed contract, just a gentleman's agreement – and I would not be happy to have to change that. But I would hope that we could add at least one of Ford's drivers to our strength if we were to contest the championship. I am sure that we have the best engineers to make the Escort highly competitive.

'In fact, we have the skills here to design, build and run a car – even a brand new one.'

MALCOLM WILSON
Ford test driver/ private team manager

'I think that, in the long-term, this will be good for Ford. If just one team takes over the running of Ford's rally programme then either RAS or Schmidt are best suited. I'm not sure that anyone could find that sort of budget and I'm sure that the work will be spread around. If that's the case, then I would expect my own company to have a part to play. We shall all have to get together in the next few weeks and see what each of us can do.

'It is important that Ford continues to be seen to compete at this level, because it could be damaging to companies like ourselves if people think Ford is no longer active.

'I would expect to start by using Boreham specification products, as I shall most likely be continuing as the test driver for Ford's development programme. But I certainly have the sort of engineers working here that would be capable of dealing with any problems which may occur.'

GORDON SPOONER
Owner, Gordon Spooner Engineering

'Inevitably, anything that Ford does affects us at Gordon Spooner Engineering. When Ford was away from rallying in the past we have not been as busy as when they were active.

'We have been developing our own Formula 2 Escort RS2000 – on a purely private commercial basis – from our base next door to Boreham, but I'm sure that they will go to an established front-running team to run their cars next year. However, I would hope that the work we've done on this car will be of use when they start work on their own car for the new rules in 1998.'

STUART TURNER
Former Director of Ford Motorsport

'The writing has been on the wall for a long time. National media coverage of the World Rally Championship has been minimal. It is not cost effective for a manufacturer-owned team any more.

'Long-term, a manufacturer needs to keep a direct link with its motorsport team, but I agree that independent teams have greater flexibility in their development options.'

Wilson's Finnish deal falls through

Malcolm Wilson has been forced to cancel plans to enter the 1000 Lakes Rally next month as the essential budget negotiations collapsed last week.

Wilson contested the event last year, but rolled on two separate occasions and failed to finish.

However, it is now possible that the Cumbrian will appear in San Remo, driving a second Martini Ford Escort Cosworth on the penultimate round of the World Rally Championship, subject to the outcome of contractual meetings this week.

Puras takes over Menem's NZ entry

Jesus Puras will drive the Mike Little Group N Ford Escort Cosworth in next weekend's Rothmans Rally of New Zealand.

The Spaniard takes over the car which should have been driven by Argentina's Carlos Menem, whose title hopes were dashed by transmission failure on the first stage of his home event.

Puras is expected to drive carefully in New Zealand, to ensure a crucial finish outside Europe in his quest to keep Mitsubishi's Jorge Recalde from the Group N prize.



Skoda has established a lead in this year's Formula 2 series, but is now aiming to build an outright winner by 1998

Skoda to build F2 'dream car'

Skoda is planning to build a Formula 2 rally car capable of beating the pace-setting Renault Clio and Opel Astra.

Competition boss Pavel Janeba confirmed the company's intention during the Bohemia Rally at the weekend, outlining a two-stage development plan.

Next year, the Czech company will contest the World F2 series (which it currently leads) with a 1500cc engine in a new 'kit-car' model – currently codenamed A02 and due for launch this autumn – increasing power from 110bhp in the present 1300cc Favorit to around 150bhp. The car will make its competition debut at next year's Monte Carlo Rally.

Meanwhile, Skoda will spend the next three years developing a challenger to Renault and Opel. Janeba insisted: 'Our dream is to build a competitive F2 car. We will start with Volkswagen's 1800cc multi-point injection Golf GTI engine and we will have our own 2-litre engine for the 1998 season.'

Skoda – whose giant killing cars finished ninth and 10th in Greece recently – homologated a new six-speed gearbox for the Favorit on July 1 and the car is now fitted with the increasingly popular Dutch-made Proflex shock absorbers.



David Llewellin's Mobil-backed Vauxhall leads the Formula 2 series. Photo: Chris Ellison

Mobil and *Top Gear* continue to back British Championship

The British Rally Championship has been boosted by the confirmation that Mobil has agreed to extend its support for the series until at least the end of 1997.

Additionally, BBC *Top Gear* will continue to cover the series next year as part of a growing commitment to motorsport which includes a new eight-part series starting this autumn.

Mobil's Peter White said: 'The British Rally Championship is getting bigger and better each year. We are delighted to continue to support it.'

RAC MSA chief executive John Quenby confirmed that the decision to base the 1995 series on the Formula 2 category has attracted more manufacturer interest than for many years. Of the decisions by Mobil and the BBC, he concluded: 'These are both tremendous votes of confidence in the championship.'

New Mitsubishi to take on Citroen in Spain

Bruno Saby will drive Mitsubishi's latest Pajero on this weekend's Baja Aragon in Spain. But the car is designed for the wide open spaces of the Paris-Dakar, rather than the tight twisty roads of the sprint event run near Zaragosa.

Mitsubishi hopes that it will be good enough to face the challenge of the new Citroen ZX Baja, successfully debuted in Portugal recently on the fourth round of the FIA Cross Country World Cup.

Mitsubishi won last year's Spanish event, but was later disqualified for using illegal fuel.

Ferry deal for Ulster Rally

The organisers of the Ulster Rally have again pulled off an 11th hour sponsorship deal.

Stena Sealink has agreed to back this year's event (to run out of Belfast on July 29-30) and it is hoped that the ferry company can be persuaded to extend the support to future years, thereby giving the rally much needed financial stability.

Stena Sealink has long been a supporter of both the event and Irish rallying, providing discounts for crews even at the busiest times.

NEWS IN BRIEF

Ari Vatanen flew out to begin his New Zealand recce last Tuesday afternoon having completed his 1000 Lakes testing and paid a flying visit to the Schmidt Motor Sport HQ in Bavaria. The Finn had suffered several transmission failures in Finland and the SMS team hopes to solve the quality control problem before he drives his most important event. In New Zealand, Vatanen will drive the Boreham car, but he will revert to the SMS version for the 1000 Lakes.

Nissan is entering two Sunny GTis on next month's 1000 Lakes, despite team regular Tommi Makinen electing to drive an RAS Sport Ford Escort instead of the Formula 2 racer. Flying Scot Alister McRae moves up from the Mobil 1/*Top Gear* British Championship to drive the lead car, while the second will be driven by former Audi driver, Ari Mokkanen, partnered by Risto Virtanen.

Didier Auriol is the fastest driver on this year's World Championship, according to figures supplied by the World Rally Teams Association. The Frenchman has been fastest on 38 stages so far, while series leader Carlos Sainz has been fastest on 34. Britain's Colin McRae is third on 19, with the injured Francois Delecour fourth on 16. Last week we erroneously coupled Auriol with a Subaru Impreza in our New Zealand Rally entry list but he is, of course, driving a Toyota...

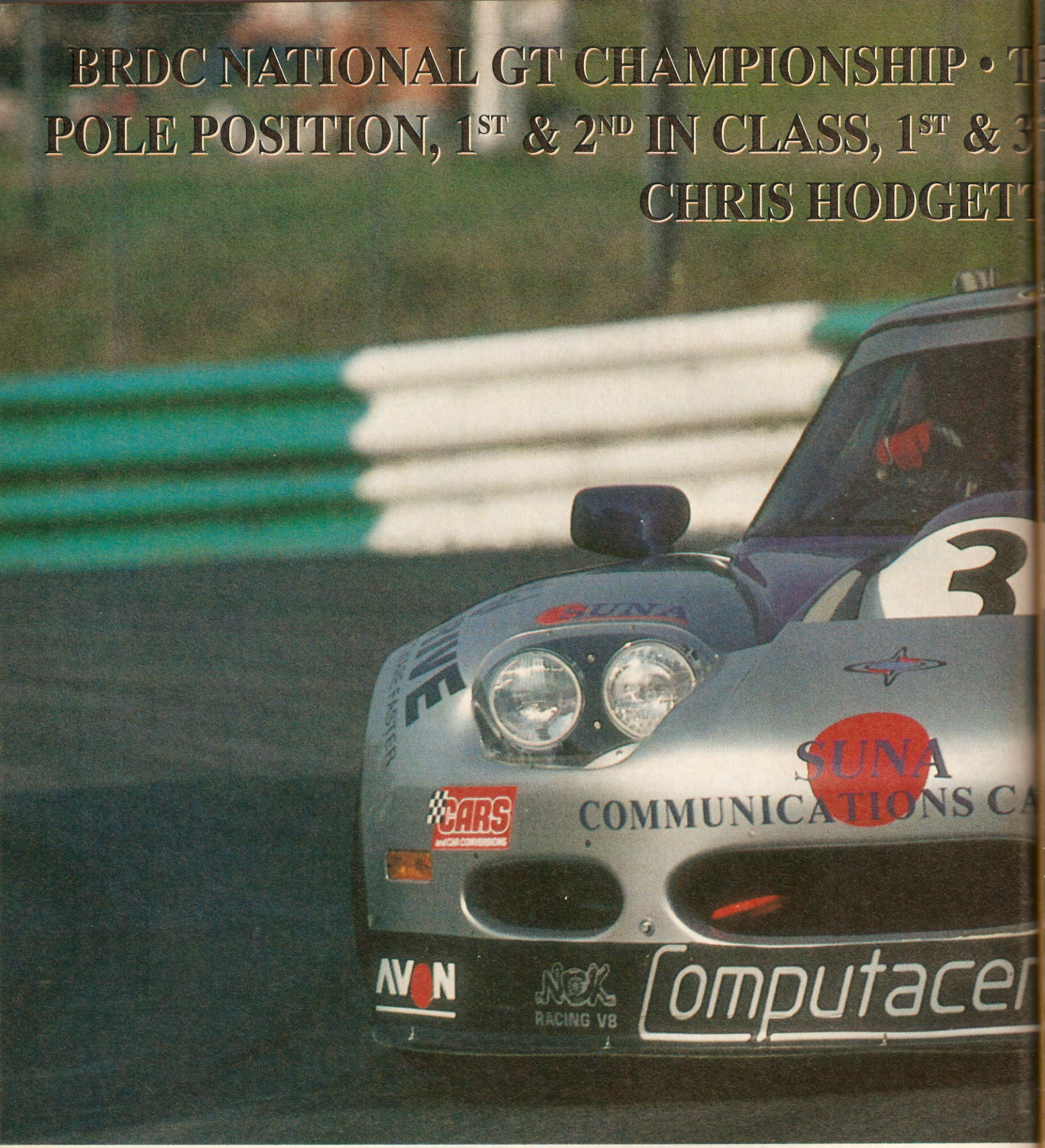


Nick Wirth (left) and David Brabham

David Brabham has been considering a possibility to contest November's Network Q RAC Rally with his Simtek Formula 1 boss, Nick Wirth, alongside. Last week the duo got their chance to try Ari Vatanen's Ford Escort for size, but team principal Konrad Schmidt seemed strangely reluctant to release it to the F1 driver, despite Brabham pointing out that, as the holder of an FIA superlicence, he would qualify as an A-seeded rallyman.

Stig Blomqvist finished seventh on his Skoda factory debut at last weekend's Rally Bohemia. He was sandwiched between team regulars Pavel Sibera and Vladimir Berger, while a third team regular, Emil Triner, stepped up to a Schmidt Audi Coupe S2 to finish second overall behind PierGiorgio Deila's VIP Motorsport Lancia.

Skoda is preparing one-make championships for France and Greece in 1995. Following the success of the UK-based Skoda Trophy, other countries are keen to run similar competitions.

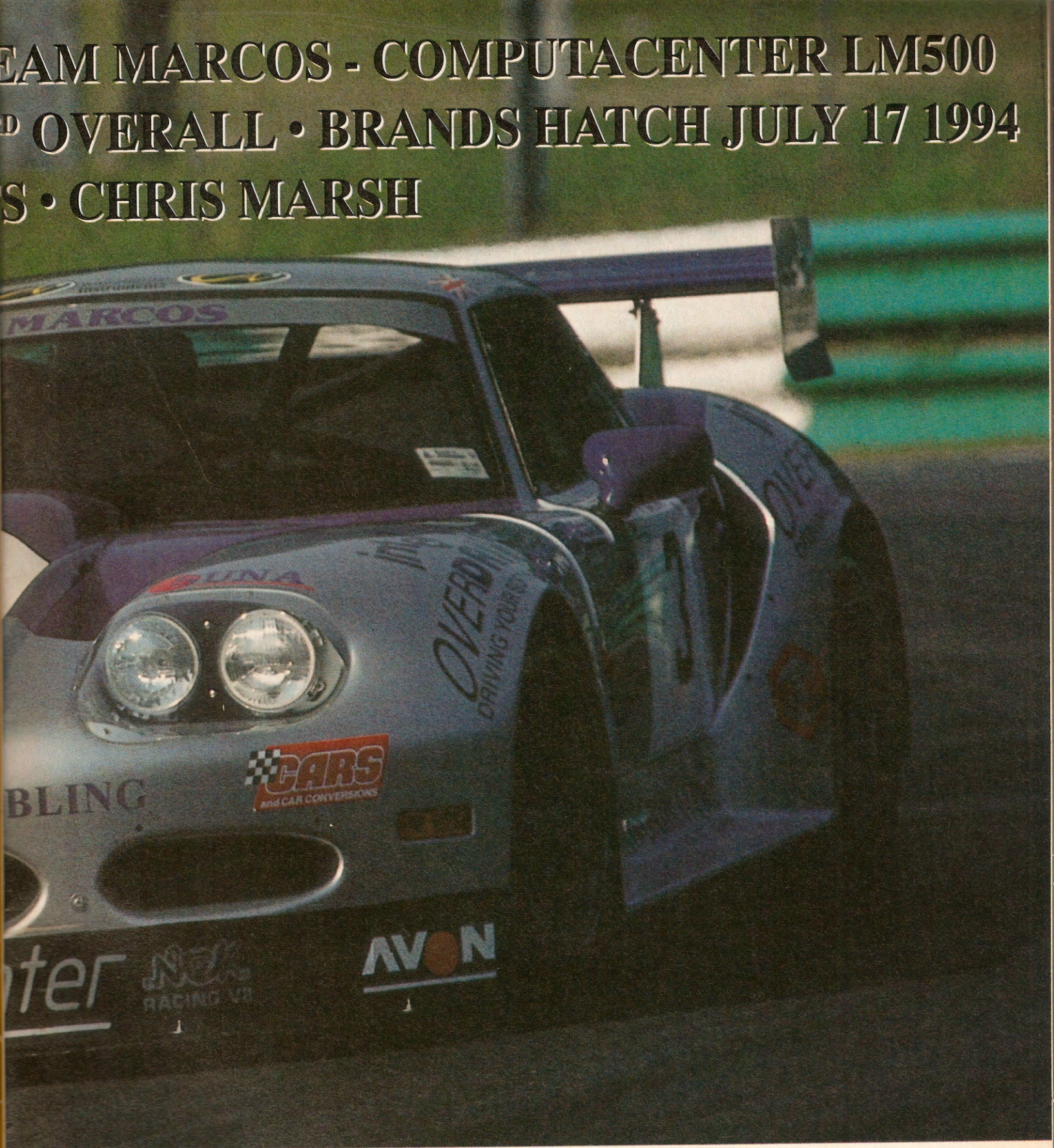


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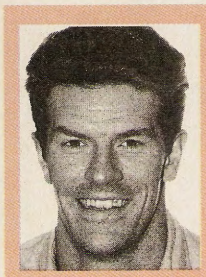


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Who will follow Ford?

World rallying took a body blow last Friday, when Ford confirmed its intention to withdraw its factory rally team at the end of the season. More worrying still is Ford's insistence that it won't be coming back, even with its new car.

The question to be addressed now is whether this is an isolated incident, or the start of an exodus as the major manufacturers turn their backs on a part of motorsport most closely related to the cars they sell in the high street.

Among several reasons for Ford's departure is the increasingly obvious fact that rallying is no longer cost-effective.

And among the reasons for that is the continuing lack of television coverage, where those who control the goalposts seem unable to stand still.

Equally, few feel that the rules released in June for 1998 are as hard and fast as necessary to enable advance planning.

Max Mosley claims that rallying is as important to the FIA as Formula 1. If he doesn't get its act together soon, Ford won't be the only absentee next year.

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Decision time

The FIA's representatives should have reprimanded 'Das Wunderkind' immediately after the parade lap, when he broke grid formation at Silverstone.

Alternatively, having failed to warn Benetton before the race was under way, the FIA should have left any further action until race-end or, at the very least, ensured the black flag, once imposed, was obeyed. As they chose to back down, who can blame Benetton for ignoring the flag if the FIA itself cannot take its rules seriously?

Is it simply that the FIA feels the need to flex its muscles now that the men in the cars have more to say about the way Formula 1 is run?

The FIA may be controlling F1 but who is controlling the FIA's decisions? Come in, Mr Mosley, you've been black-flagged... I said 'come in'... Well, just five seconds of your time then.

Sarah Taylor
Mildenhall, Suffolk

Sauce for the goose?

Although I understand the reason behind Michael Schumacher's penalty in the British Grand Prix, I could not help but wonder why Mika Hakkinen was not similarly penalised, as he was quite clearly in front of both Ferraris into Becketts during the first parade lap. Or was it just wishful thinking on my part!

Ed Noble
Stanley, County Durham

We was robbed!

What do the FIA think they are playing at? They go to endless lengths to make the racing safer and closer and then as soon as it looks as though a great race is developing, they rob us of it by pulling Michael Schumacher in for a minor infringement.

If of course he was playing mind games, he should be reprimanded with a fine, but not to the detriment of good, clean leadership battles.

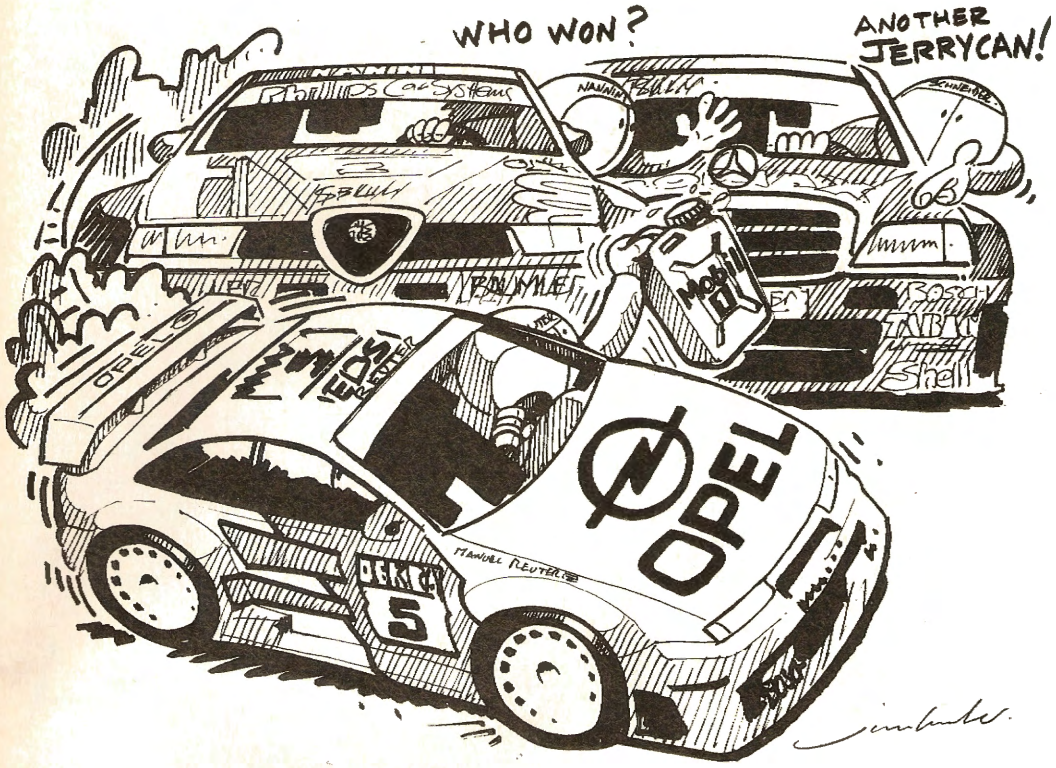
Anyway, of all people in Formula 1, Damon Hill is surely the least likely to be phased by such behaviour. Michael was robbed and so were we.

Paul Mourant
East Finchley, London

A question of overkill?

When Michael Schumacher infringed Article 120 of the FIA rules, by failing to maintain his position in the grid at the British Grand Prix, he could expect nothing else but to be penalised for his transgression.

I believe that the injustice in



this affair lies in the fact that while Schumacher clearly flouted a rule which was doubtless designed for driver safety, his actions did not lead to him gaining an advantage on the track. While the penalty applied for that offence had a critically detrimental effect on his performance in the race. Surely a large fine would have been more appropriate in this case?

Instead, the spectating public was denied a potentially thrilling contest and we have been left with a distinctly hollow victory for Damon Hill, which can give the true enthusiast, as opposed to the blind patriot, little satisfaction.

Martin Bamber
Salford, Manchester

Fashioning an escape

How is a team such as Benetton able to put so much pressure on the organisers that they rescind the black flag and then are only fined $25,000?

Even the German daily press is suggesting that Michael Schumacher has not been banned from the German Grand Prix at Hockenheim because money makes the rules.

Schumacher's arrogance on the warm-up laps and his sulking in the post-race interview betrayed a less charming side to this capable driver. I hope that Damon Hill will be allowed a cleaner race in Hockenheim.

S Coakley
Buntingford, Hertfordshire

Home truths

I was disappointed to read that Ron Dennis and McLaren have decided to support Jan Magnussen. While I realise he is an excellent driver, I think it would be nice if British teams supported young British drivers a little more. Two people that spring to mind are Kelvin Burt and Warren Hughes.

Kelvin could not have proved himself any better than to dominate the Formula 3 scene in 1993, yet he still seems to have to struggle to find a full-time drive with a top team.

Warren seems to be immediately quick in anything he steps into, yet he also has to struggle for sponsorship and top equipment.

I am glad to see Kelvin has a testing contract, but I am also disappointed that Warren has had to go off to Japan to continue his career.

I hope that the big teams will not continue to overlook such obvious British talent. Both men should now be in a top F3000 team being groomed for F1.

Nigel Lowe
Winston-Salem, North Carolina, USA

Moss speaks out

The headline in *Pit & Paddock* (AUTOSPORT July 14, 1994) concerning myself and an anti-smoking Formula 3 car was rather misleading.

While I am very anti-smoking myself, I am *not* trying to ban the very helpful support the tobacco companies give our sport. I have not yet been able to convince myself that a teenager will be more inclined to take up smoking because his/her team is sponsored by a tobacco company.

I can see that they might be tempted to switch brands because they want to support the company that helps their driver reach his goal.

Personally, I feel that if we can benefit from cigarette money in a constructive way, like helping to improve our cars, or our national image, then we should take it.

Why not go one step further; how about some tobacco sponsorship going towards helping with the fight against the downside, by funding cancer and heart disease research and putting money into great hospitals like Papworth?

I don't think we will ever stamp out smoking but if some of its profits can help us in sport and health, so much the better.

Stirling Moss
London

WHAT THE PAPERS SAY
WITH KEITH OSWIN

If a week is a long time in politics, it's a lifetime in motorsport. This time last week this office was awash with banner headlines proclaiming Damon Hill's victory at the British Grand Prix, but a combination of the World Cup and the Open Golf have forced our high octane world into the 'and finally' department.

With hindsight, the coverage given to the World Cup was almost obscene.

Mike Langley, in the Daily Mirror, summed up Pele's 'beautiful game' best by pointing out that the two best teams in the world couldn't score in two hours and that four out of nine players failed to beat a motionless goalkeeper at 12 yards!

Yet those who did have strong enough matchsticks to keep their eyes open to the end saw a remarkable moment as the Brazilians paraded a banner in memory of Ayrton Senna.

This poignant moment formed the basis of Neil Harman's World Cup review in Tuesday's *Daily Mail* and few would argue that victory in The Cup mattered more for its effect on the mourning people of Brazil than as an advert for the game.

Harman, with an insight not normally found among motorsport 'outsiders', believes that the driving force for Brazil's victory came 'not from the sands of Copacabana' (which is where the country's football roots are believed to be) but 'from the teeming streets of Rio de Janeiro.'

The team knew that this year could have brought Senna his fourth title and it was no coincidence that Brazil's fourth World Cup win was dedicated to Ayrton.

In the quiet days before the Three Tenors heralded the big match, the papers did find an inch or two to debate the Schumacher incident.

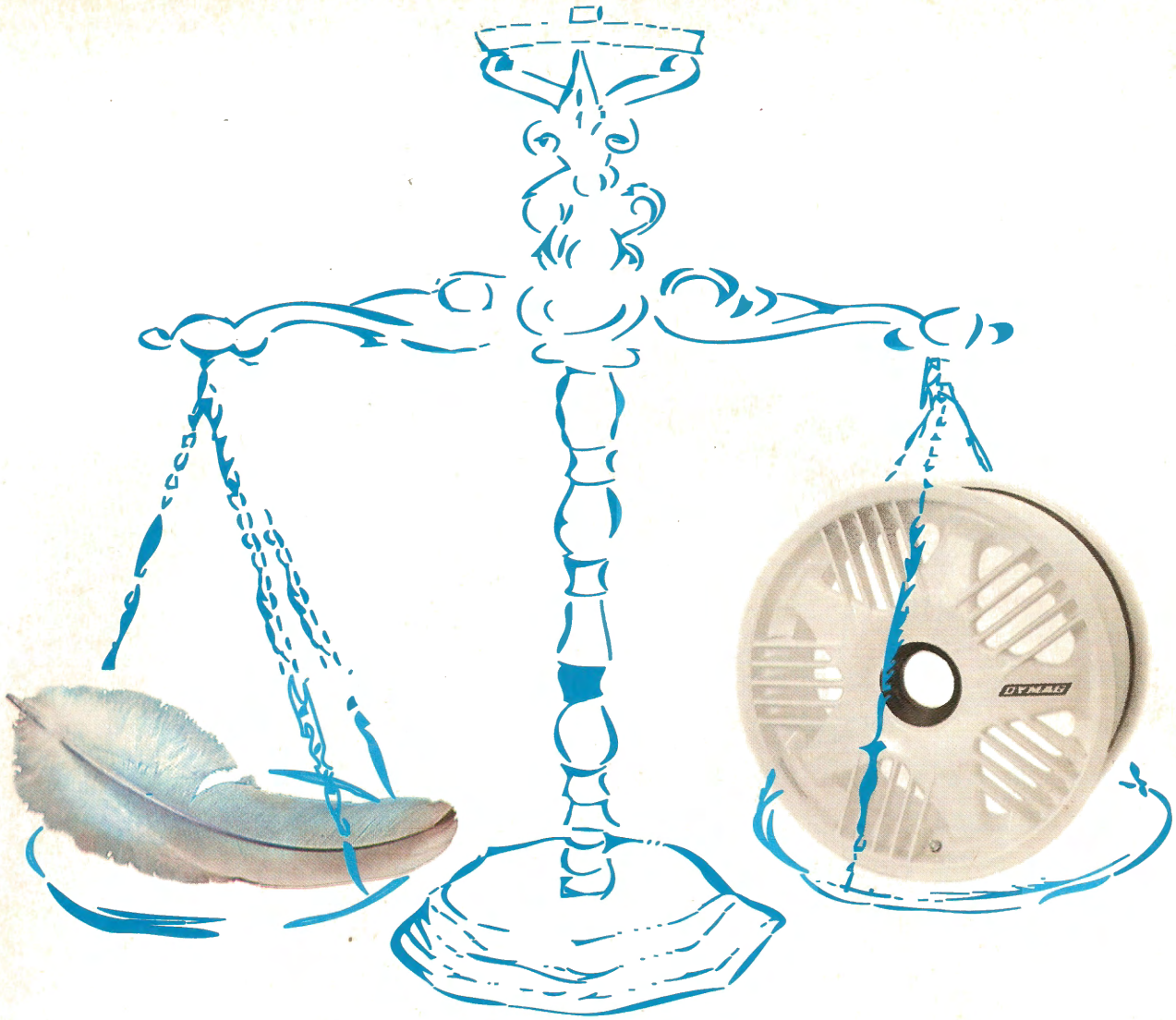
Few believed that 'Schu' should get away with his Silverstone misdemeanors and the headlines continued to warn that the FIA may (bravely, we hasten to add) decide to ban him from his home race. If there's one bloke more worried than Schumacher about that possibility, it must be the Hockenheim accountant...

Few elected to pass opinion on the matter, but Robert Hardman (in the *Daily Telegraph*) dared to ask why the Germans were such bad sports, highlighting Boris Becker's Wimbledon antics and Schumacher 'sticking up two fingers to the rule book.'

Hardman suggests that the stewards should also be fined for their handling of the matter, but points out the sad side of Formula 1 – at least as far as cynics are concerned – when he decides: 'Greed and short-term interest, two dominant forces in F1, will win out over justice and Schumacher will race at Hockenheim.'

Post weekend, the papers had Nigel Mansell to talk about again, this time after he was sidelined from a possible first win of the year after being dinged from behind by Michael Andretti at Toronto. The *Telegraph* quotes Andretti as saying that it amounted to 'a couple of love taps'. Good job Tiff Needell wasn't driving the Reynard out there...

Typographical errors are the nightmare that haunts any publication and we joke about others' slips at our peril. Yet several people highlighted Monday's *Guardian* where Amanda Campbell tried to explain Ford's decision to alter Boreham's *raison d'etre*. She suggested that one team bidding for the company's rally campaign was RAF Sport. With the sort of budget being discussed for the deal, that probably explains the government's decision to close Scampton air base.



How would you weigh-up your chances this season?

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In Brazil, the fans wish no ill on any foreign driver; they just passionately wanted to see Ayrton Senna beat them. Sadly, in 1994 at Interlagos, they were disappointed. Photo: Martyn Elford

A reason to smile



NIGEL ROEBUCK

As soon as Michael Andretti had taken the flag at Toronto on Sunday, I switched from Eurosport's maddeningly disjointed Indycar coverage to BBC1, and the events at the Pasadena Rose Bowl. And although I invariably root for Italy – in all things – against any country, save England, it was a delight that Brazil won the World Cup. If the match itself was all too typical of the contemporary game – thou shalt not lose – it would have been a travesty if the penalty shoot-out had gone the way of the Italians.

It still seemed to me an astonishing way of settling the outcome of a month-long competition, but people who know about these things tell me there is no workable alternative. In our world, I guess the equivalent would be the deciding of the World Championship with single laps against the clock. Doesn't bear thinking about.

However, justice was done on Sunday, and, amid the celebrations afterwards, it was moving to note a huge yellow and green banner, which paid homage to Ayrton Senna. A colleague, who was present at the match, reports that similar tributes were in evidence all round the ground. And to watch the unbridled joy, the sheer uninhibitedness, of the Brazilians – on the pitch, and in the audience – was to appreciate, if only a little, the effect of Senna's loss in his own land. Brazilians grieve no less intensely than they celebrate.

Being a Mancunian, I am inevitably a United fan, and can still recall that evening when my housemaster told me of the Munich disaster, of the end of a team which personified everything good in the game it graced.

The aeroplane was returning from a European Cup match, and it was not until 10 years later, in 1968, that United reached the final of the competition. 'I felt a bit sorry for the Benfica players that night,' said Bobby Charlton, a Munich survivor. 'They thought they were just playing the English champions at Wembley; they had no idea how much it meant...'

In the same way, it was more than merely important to Brazil that Romario *et al* should triumph on Sunday. They love sport passionately, and, if football takes precedence over all else, Formula 1 is next in line. At the time of Senna's death, there was quite literally despair in his country, to a degree that most of us cannot truly comprehend.

'Reasons for joy and pride are few and far between in Brazil,' wrote Lito Cavalcanti, in his AUTOSPORT article about Ayrton's funeral, and he went on to describe the numbing inflation, the political corruption, the violence, the drug trafficking, the kidnapping, which are rife in his country to a level beyond normal understanding.

To pass by the slums and *favellas* of Sao Paulo or Rio de Janeiro, believe me, is to appreciate your own country. En route from the hotel to Interlagos, each morning, we have to drive across a bridge over a filthy river, infested with chemical pollution; folk live down there, under the bridge, this the roof over their heads. Ayrton Senna, in his yellow and green helmet, waving the Brazilian flag on another of his countless victory laps, gave them cause for pride, as well as some respite from their hopelessness. 'He made us feel,' Cavalcanti said, 'that Brazil was a country worth living in.'

Hence, their overwhelming sense of loss. The response of the crowd, as Senna's car emerged from the pitlane at Interlagos, would dwarf in intensity anything the Monza *tifosi* can muster for their beloved Ferraris.

More than anything, it was always joyful, unlike the behaviour of those morons who came to Silverstone in 1992, personifying the ugly face of contemporary society, with their shameful 'Mansell kicks ass' and 'F*** you Senna' banners. These were creatures who came, not to see a motor race, but to wallow in xenophobia, to watch 'a Brit stuff the foreigners.' Yur. At the last couple of British Grands Prix, mercifully, they have been absent. Long may they remain so.

In Brazil, by contrast, the fans wished no ill on any foreign drivers, although they did passionately wish to see Ayrton beat them. In March, when he spun off late in the race, huge numbers of them headed sorrowfully for the exits; by the time Schumacher took the flag, the stands were emptying fast. At the time, I recall, many of us rejoiced at Michael's victory, rubbing our hands at the season in prospect, at the thought that, yes, Ayrton would have some real opposition in 1994, after all. Now, looking back, I only wish he had won that last time at Interlagos.

Back in 1986, he took the pole in Detroit with the Lotus-Renault, then skipped the press conference, so as to watch Brazil play France in a World Cup match. With deadlines near at hand, we were not much impressed by that at the time, I recall, considering it both unprofessional and thoughtless. In the press room, there was not too much dismay when it was learned that Brazil had lost.

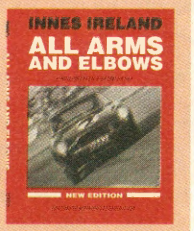
Senna, though, was stunned, and he was further amazed to learn that the journalists were angry at the contempt he had apparently shown them. 'You must understand,' he said, 'that I love my country,' as if that explained all. In hindsight, perhaps, in his case, it did. The following day, he restored some pride to Brazil, winning majestically, slicing through the field after being delayed by a puncture.

This time Ayrton did make the press conference, at which he spoke of Brazil's World Cup defeat, of the pleasure he hoped his victory would bring to his people. It wouldn't compensate them, he said, but it might help a little. There is no new Senna on the horizon just now, any more than there was a Pele or Garrincha among the yellow shirts on Sunday, but still a multitude will have had cause to celebrate for the first time since May Day. Ayrton would have loved it. ■

"It was more than merely important to Brazil that Romario *et al* should triumph on Sunday"

ARMCHAIR ENTHUSIAST

ALL ARMS AND ELBOWS BY **INNES IRELAND**; PUBLISHED BY TRANSPORT BOOKMAN; 160 PAGES, HARDBACK. **£19.95**



Innes Ireland had a reputation as a Grand Prix hellraiser, so his autobiography has got to be worth reading.

Written in 1967, this reprint was added to by Innes before his death last year from cancer. In it he takes us through his career as a Grand Prix driver and, explaining the background to his results, recounts anecdotes and tells the true story behind the 'bad press' he attracted on occasions.

The combination makes for fascinating and hilarious reading and, although quite short, it must rank as an all-time classic. As for Innes, was he a hellraiser? Probably, but I bet he was good company.

100 YEARS OF MOTORSPORT, A WALLCHART BY DOUG NYE, ORIGINAL WALLCHART LTD, **£5**

The renowned author Doug Nye has compiled a substantial wallchart which celebrates the 100th anniversary of motorsport. All areas of motorsport development are detailed with sections outlining the Pioneers, the Great Drivers, the Constructors and the Powers that Be. There are 121 emotive pictures dating from as early as 1894, bringing alive all the excitement of motorsport.

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Grand Prix Models has announced the first ever model of the classic Alan Manning Ford Escort Twin Cam, driven by Frank Gardner to victory in the 1968 British Touring Car Championship. Provence Moulage has produced the scale model for Grand Prix Models and it is available in both kit and hand-built form. This particular model (XOO 349F) won the Guards Trophy at Brands Hatch.

Contact: Grand Prix Models, 3 Noke Lane Business Centre, St Albans, Herts AL2 3NY. Telephone: 0727 845 645.



40 YEARS AGO

Germans lose British battle

The editorial (AUTOSPORT July 23, 1954) proposed that the defeat of Mercedes-Benz in the British Grand Prix was 'one of the best things that could have happened as regards the future of Grand Prix racing.' The result allayed fears that an era of German invincibility was about to begin, following the marque's victory at Rheims.

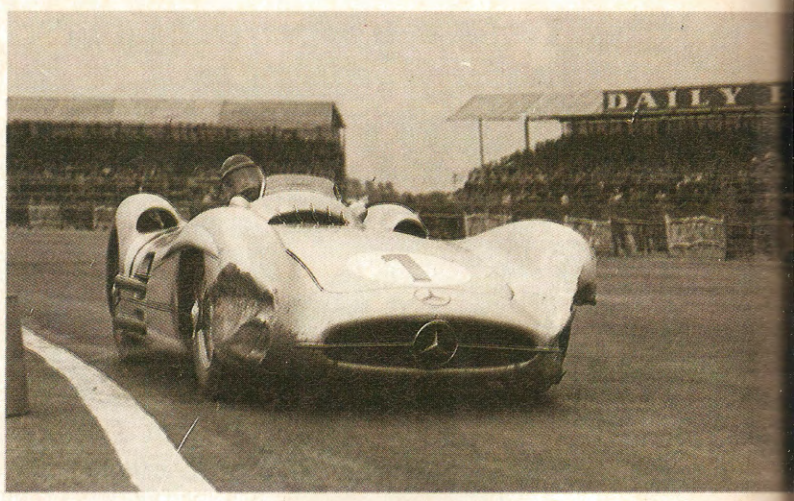
Not even Juan Manuel Fangio could make up for the inappropriate streamlining of the W196 for Silverstone, as he finished in fourth place.

Argentinian Jose Froilan Gonzalez took the spoils of victory in his more conventional Ferrari ahead of Mike Hawthorn.

30 YEARS AGO

The great Jim Clark (AUTOSPORT July 17, 1964) took victory by 2.8s over arch rival, Graham Hill (BRM), at the Grand Prix of Europe held at Brands Hatch. Clark's Lotus-Climax set a record average speed of 94.14mph as he fended off Hill's challenge from start to finish. The Clark/Hill duo lapped all bar Ferrari's John Surtees in third.



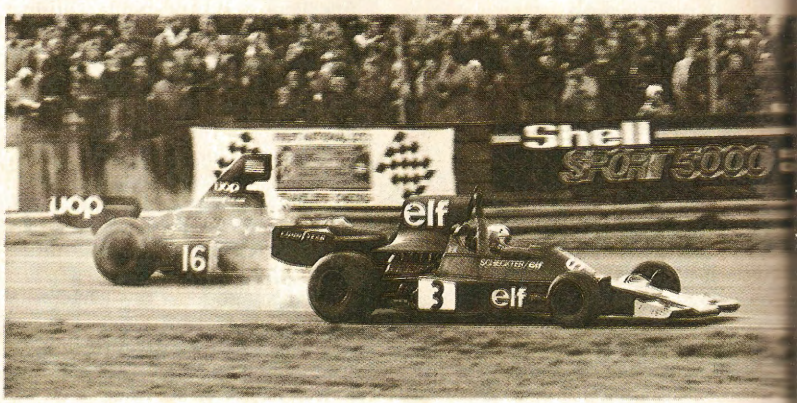


20 YEARS AGO

A record crowd of 68,000 saw Tyrrell's Jody Scheckter (AUTOSPORT July 25, 1974) take victory in the British Grand Prix at Brands Hatch ahead of Fittipaldi's McLaren as the unfortunate Niki Lauda was robbed of victory by a slow puncture, picked up 20 laps from the end in his Ferrari. Lauda ignored his team's signals, gambling that less time would be lost by staying out.

The gamble backfired and Lauda pitted on the penultimate lap. Amazingly, he was denied the opportunity to at least secure a points finish, by a crowded pitlane and shoddy marshalling that prevented the Austrian from leaving the pitlane.

In the Formula Atlantic race, Tom Walkinshaw crashed heavily at Westfield, when the rim of the steering wheel on his Modus came away in his hands. Fortunately, Walkinshaw managed to spin the car and hit the barrier sideways, instead of head-on.



MOTOR SPORT ON TV

Tune in to the BBC's *Grandstand* on Saturday and catch all the controversial first-corner action from the British Touring Car Championship round at the British Grand Prix.

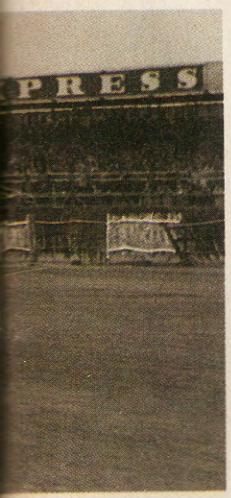
The same day you can see how the Indycar boys fared in Toronto on Wire TV, while the German Touring Car Championship pilots will be having their race at Diepholz televised on Eurosport.

More tin-top action can be seen on Wednesday, when Eurosport will be showing three-times Formula 1 World Champion Nelson Piquet competing in a works BMW in the classic 24 hour race at Spa-Francorchamps.

THURSDAY JULY 21
1000 *Motors*, Eurosport.
FRIDAY JULY 22
1730-1830 *International Motorsports Report*, Eurosport.
1930-2000 *International Young Driver of the Year*, BBC1.
2100-2130 *Wheels on Wire*, motoring magazine, Wire TV.
SATURDAY JULY 23
1305-1330 British Touring Car Championship, Silverstone, BBC1. Time subject to change.
1500-1600 *Wheel to Wheel*, Super Channel.



Copse Corner looked more like parc ferme in the BTCC race at Silverstone. Photo: Bloxham

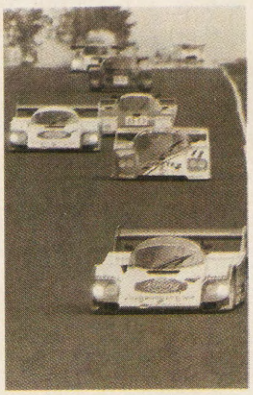


Clockwise from top: Juan Manuel Fangio's Mercedes W196 displays the scars of battle. Stefan Bellof and Derek Bell took a last-gasp victory in the Nurburgring 1000Kms in 1984. Jody Scheckter celebrates victory in the 1974 British GP. Jim Clark receives the winner's trophy after the European GP

■ 10 YEARS AGO

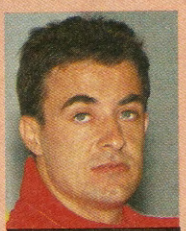
The works Porsche 956 of Stefan Bellof and Derek Bell (AUTOSPORT July 19, 1984) won the first World Sportscar Championship round on the new Nurburgring. Bellof demoted the Thierry Boutsen/David Hobbs 956 to second place five laps from home.

Ayrton Senna made his sportscar debut alongside Henri Pescarolo and Stefan Johansson, but the trio finished seventh following clutch problems.



1600-1630 *Formula 1*, Super Channel.
1900-2000 Indycars, Toronto, Wire TV.
2000-2100 German Touring Car Championship, Diepholz, Eurosport.
SUNDAY JULY 24
1500-1600 *Touring Car Championship Magazine*, Wire TV.
1800-1900 Le Mans 24 Hours, Sky Sports.
1930-2000 *Wheels on Wire*, Wire TV.
2000-2100 German Touring Car Championship, Diepholz, Eurosport.
2200-2300 *Touring Car Championship*, Eurosport.
MONDAY JULY 25
2200-2300 *Motorsport*, Sky Sports.
TUESDAY JULY 26
1230-1430 NASCAR, Talladega, Sky Sports.
1430-1530 *Motorsport*, Sky Sports.
1900-1930 *Nigel Mansell's Indycar 1994*, Wire TV.
0140-0205 *Nigel Mansell's Indycar 1994*, Carlton. Time may vary in other regions.
WEDNESDAY JULY 27
1630-1730 Spa 24 Hours, Eurosport.
2100-2200 *Motors*, Eurosport.

Frustration and satisfaction



ALESI

Competing in two successive Grands Prix, in the scorching heat, demands a lot of stamina. In order to recover in the three weeks between Silverstone and Hockenheim, I took time off and went back to my home village of Acalmo in Sicily. Not long enough to get a sun-tan, just to spend three days with my parents.

I have mixed feelings of satisfaction and frustration with regards to the last two Grands Prix. Satisfaction because the long-awaited 412 T1B car, to which Gustav Brunner has made some very positive aerodynamic changes, showed up very well.

Not all the faults on the 412 T1 have yet been rectified. It is still a bit heavy and responds quite slowly, with a great tendency to oversteer when coming out of corners. But despite requiring some more development work, I really felt I was driving a competitive car.

Gerhard and I competed very hard in qualifying in France and 0.005s separated us on the grid. I had planned a very attacking race with three pit stops. Following a very average start, I pushed as hard as I could, but found myself stuck behind Mansell for 15 laps. It was just impossible to overtake him.

It all started to go wrong with my second set of tyres, whose pressures were too high, increasing the oversteer problems. I only had four or five laps to go before my last pitstop and I wanted to catch Berger (who no longer needed to stop) when I found myself out of control at the Esses. I went straight across and managed to get back on the circuit without stalling the engine, but as I was about to start racing again, Barrichello came and hit me.

Whose fault was it? There was dust and sand on the track; I was in a hurry to get back on the circuit; he was in a hurry to overtake me, ignoring the yellow flags being waved... an accident with shared responsibility.

Despite this bad finish, the French GP left me satisfied. I would have liked to have done better and perform to the expectations of the thousands of fans who came to support me and celebrate my five years in Formula 1.

Believe me, I am most disappointed of all with the spin. The way I was driving, I should have finished third. Still, the race was a good omen for the British GP.

In truth, the major event at the French GP was Mansell's return to F1. Certainly, the publicity and commercialism surrounding his return overtook any sporting considerations.

It is not particularly satisfying for a team to resort to this kind of solution to get out of their current problems. Damon Hill has proved that he can stand on his own two feet.

But from a media point-of-view, it was a great success. As for Mansell, what he achieved in qualifying after 18 months away was not bad all. Pure Mansell.

I arrived at Silverstone full of hope, having spent an extra day at Magny-Cours trying the new gearbox and settings. I don't know whether it was the temperature, the track or the car, but I was two-tenths of a second faster than the GP pole position time! The 412 T1B was unrecognisable. Very receptive to changes in setting, comfortable, fast... I loved her.

The eight kilos we saved on the gearbox have completely changed the weight distribution and balanced the car. It is easier to drive in low and medium speed corners. Of course, it is not perfect, but we no longer battle just to stay on the track!

It was a great improvement, which was confirmed on the first practice day at the British GP. With the new engine, I felt I could fight for pole. Gerhard was competitive but I was not, because of oversteer problems.

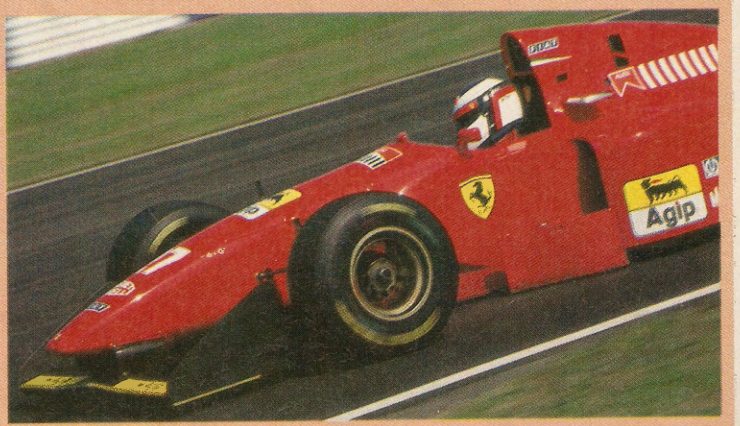
It was so bad that I was unable to do all the laps I was entitled to. Our two cars were different: Gerhard's had a new nose, specific shock absorbers and different wheels to mine. It was enough to explain the time he had over me on the twisty parts of the circuit.

Given the problems I had during qualifying, I was not expecting to stay with the pace in the race. I therefore adopted a different strategy. I knew everybody would go for two pitstops and that overtaking would be difficult. I therefore planned to stop only once, which paid off. Gerhard did not manage to pull away from me and before his retirement he still required his second pitstop.

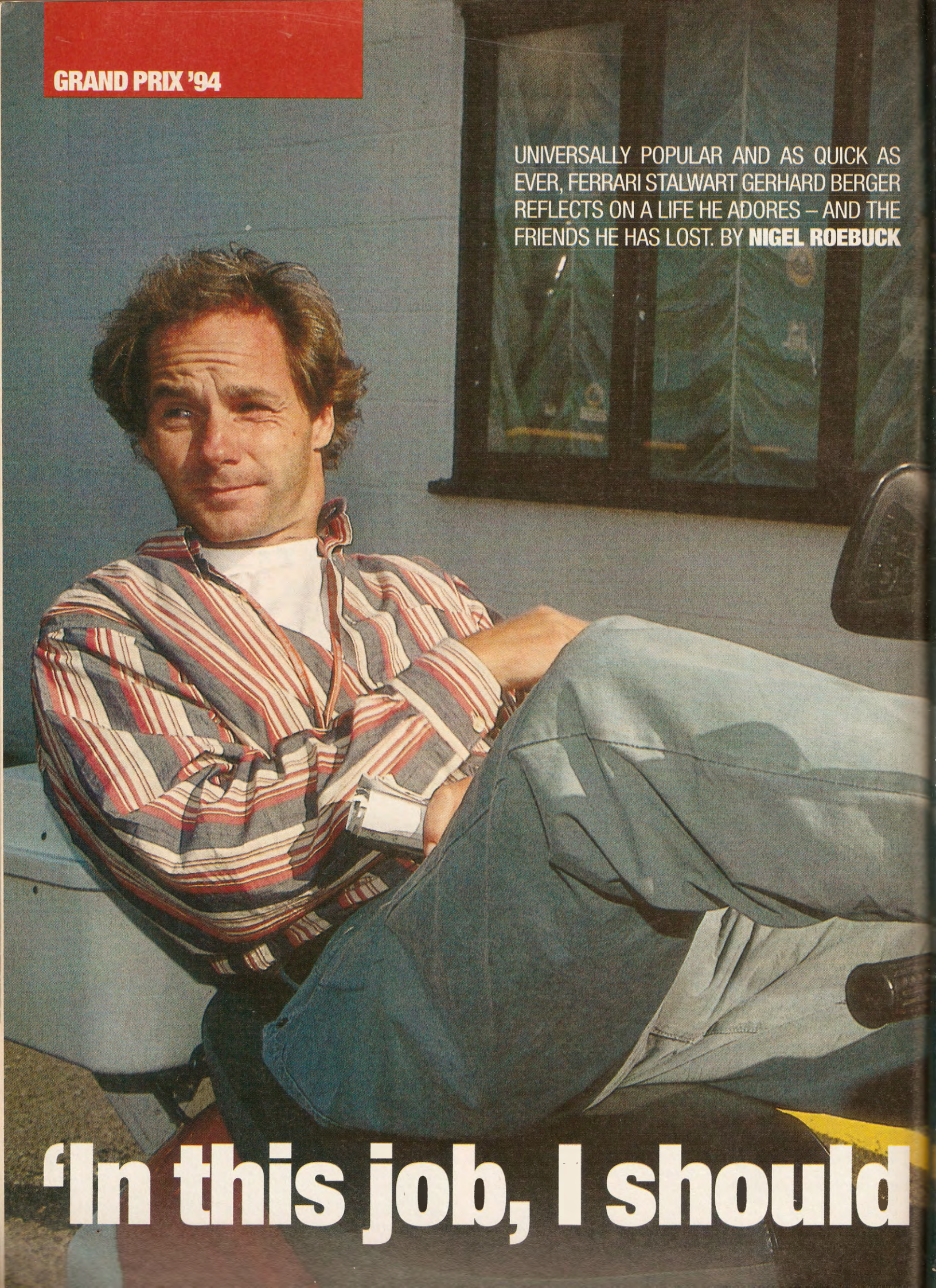
With seven rostrum positions in eight Grands Prix, Ferrari deserves congratulations. I would have liked to be more competitive, but we must not look down on four points. We must now find that extra half a second to catch the faster cars.

We have progressed, but so have our competitors. We must therefore work harder to match our hopes – and the potential being displayed by the Scuderia.

We are now only a few days away from the German GP. A meeting where we will have our new engine on a circuit favourable to our car. I am expecting a lot from this race, but we must not rely on a friendly circuit for good results. We must be competitive everywhere. We are not yet.



Jean Alesi: 'I really felt I was driving a competitive car.' Photo: Martyn Elford



UNIVERSALLY POPULAR AND AS QUICK AS EVER, FERRARI STALWART GERHARD BERGER REFLECTS ON A LIFE HE ADORES – AND THE FRIENDS HE HAS LOST. BY **NIGEL ROEBUCK**

'In this job, I should

It was shortly before eight o'clock when Gerhard Berger got back to his hotel the night before the French Grand Prix. The Ferrari debrief had finished long ago, but then there followed hours of safety discussion with Max Mosley. It had been the same the day before, and Berger admitted he found these peripheral aspects of Formula 1 a distraction from his work. Necessary, perhaps, but still a distraction.

'It's not really what you need over a Grand Prix weekend,' he shrugged, scanning his menu. 'In fact, I want to stop it as soon as possible, but the other drivers asked me to get involved in Monte Carlo, and I couldn't say no. Therefore I have to go through with it. I'm not complaining, you understand, but it takes up so much time.'

Berger is on the committee of the Grand Prix Drivers' Association, together with Christian Fittipaldi, Michael Schumacher and Niki Lauda. It was at Monte Carlo, in the wake of the Imola tragedies, that the GPDA was re-formed, and Berger felt an obligation when asked, to play an active role. Roland Ratzenberger was a fellow-countryman, after all, Ayrton Senna a close friend.

On the Wednesday before the Monaco Grand Prix, he'd called a press conference, and many of us suspected he would announce his retirement. For quite a while, he spoke movingly of his lost comrades, and perhaps the experience was therapeutic. Then he made clear he would continue to race.

'There was a Ferrari test the weekend before,' said Berger, 'but I said no – I didn't feel like driving at that point. I knew I wanted to keep racing, because it's my life, but the first time I *had* to get in the car was Monte Carlo, and that was soon enough. In the first session, I was immediately quick, and that was a relief.'

In the first session, too, Karl Wendlinger – Berger's protege and friend – crashed disastrously, suffering head injuries which put him into a deep coma for many days. For Berger, the nightmares must have seemed without end, but his essential commitment to racing remained.

Shortly before the Magny-Cours weekend, he visited Wendlinger in Innsbruck. 'A very positive surprise, I must say. I'd been to the hospital in Nice several times, but once he was back in Austria, I didn't want to see him too early. Three times, you know, he had nearly died, but now his girlfriend told me I'd be amazed when I saw him. And I was, although physically... well, you can read in his face what he's been through.

'Was I going to talk to him in a careful way, or just be myself? I wasn't sure, but I thought it was better to be natural. I spoke about everything, how we had changed the cars, and so on. Then, somehow, we got to talking about Senna, and Karl said, "Was that the reason the race was stopped?" He could remember that – but not that Senna had died. Yet he knew about Ratzenberger, so he remembered one day before Ayrton died. His memory is coming back by stages, I guess. He's not there yet, but my feeling is that he's going to be just as he was. And that's good. That's one good thing this year.'

Berger makes no secret of the fact that it was the death of Senna which most ▶



Main picture: Gerhard in relaxed mood at Silverstone a fortnight ago. Photo: Sutton. Above: Throughout qualifying, his Ferrari stunned the crowds. Photo: Martyn Elford

be more selfish...'

◀ profoundly affected him. No surprise, this, for while he knew Ratzenberger, and liked him, Senna was a close friend, and a major influence in his life. For all that, though, Berger came to his personal crossroads after Ratzenberger's accident, and Senna's, the following day, did not affect his decision.

'I was in the pit, watching the TV monitor, when Roland went off. I could see them starting to work on his heart, and I knew the guy was dead. I was completely shocked, and when I got to the motorhome, I was shaking. That was the moment when I said, "Think about this. You've had some success, and you've made good money out of it. For the rest of your life, you can have a smaller risk of hurting yourself – maybe now is the time to stop."

'For 10 minutes I sat there, and then I concluded, "No, I still love to drive racing cars, even if there is the risk." And if that was the case, I needed to get in the car straight away, which was why I practised again, afterwards. If I was going to race on Sunday, there was no reason not to practise now.



Berger and Senna at Imola in '91, where they took a McLaren 1-2. Photo: Andy Hallbery

'After Ayrton, of course I thought about it again, but, really, the decision was already taken. I saw him in the hospital in Bologna, at six o'clock that evening. He had no chance any more, but he was on the life-support machine and his heart was still beating. He was alive. And I want that to be known, because various accusations were made at the time, against Bernie Ecclestone, that Ayrton was already dead at the circuit, and Bernie knew about it. That's absolutely not true. I saw Ayrton with my own eyes.'

Keke Rosberg tells of the moment he came to accept the fact of Gilles Villeneuve's death, at Zolder in 1982. 'For some reason, I had to go up to the track again on the Monday, and the place was deserted, of course. There was just litter, and – all on its own – Gilles's helicopter.'

Berger faced a similar moment in Bologna that evening of May 1. From the Maggiore Hospital, he went by helicopter to the airport. 'We landed near my plane, which was parked next to his. Even though I'd just left him, it hit me hard. For a few days afterwards, I had a bit of discussion with myself, but really I'd made up my mind to go on.'

During the harrowing week after Imola, Berger attended Senna's funeral on the Thursday, then Ratzenberger's the following day. 'I knew Ayrton well, and the guy was special, just... different, you know? And his funeral... for me it was as if he'd organised it himself! The whole thing was on a bigger scale than you could imagine – 1.5 million people in the streets, hundreds of soldiers everywhere, military aircraft overhead, helicopters. It was like the funeral of an American president.

'For a moment, I thought, "He's up there, watching, and he's going to be so upset if one person moves the wrong way at the wrong moment. The organisation was unbelievable – as I say, like he had done it himself.

'Ayrton's parents were amazing. Usually, people go to funerals in black clothes, but his mother wore white, and I thought that was nice. And his father... he was in front of the coffin, hurting terribly, but at the same time, obviously so proud. It seemed to me the same as when you've lost someone in a war – this mixture of grief and pride. That day was unforgettable.'

Time passes, and, to a degree, it heals, but Berger admits that still he subconsciously expects to see Senna at a Grand Prix weekend. 'At the drivers' briefing, perhaps, or walking to the pits, with that yellow helmet. Not when I'm in the car, because then I'm concentrating on nothing else, but in other places, yes, I still feel his presence.'

Senna, Berger had said, was 'different', and by this he meant different in mentality, not only from other racing drivers, but from anyone else he had known. Senna's whole way of thinking was on a different scale.

'I used to wonder if it was because he came from such a big country,' Berger pondered. 'I grew up between two mountains, left and right, that's my country, you know? There are seven million people in Austria – that's half the number in Ayrton's *city*! So maybe, from the beginning, he had a different thinking, on money, on everything. I know that if I thought, say, "50" was OK, for him it was automatically "150".'

Berger is convinced that this mentality also carried over into Senna's work, and it was this that put the Brazilian, in his estimation, on a separate plane. 'He didn't respect any conditions,' Berger said. 'In qualifying, I would go out, set third fastest time, and say, "That's it. The two Williams are ahead, they're



Right: In his final race for McLaren, the '92 Australian GP, Berger drove superbly to take his second win of the season. 'After I was asked to go back to Ferrari, I told Ron Dennis, I would only stay at McLaren if Senna was leaving. While he was there, it would always be his team.' Top right: With Martin Brundle (third) and Michael Schumacher on the '92 Adelaide podium. Photos: Martyn Elford



"For a moment, I thought: Ayrton's up there, watching - and he'll be so upset if one person moves at the wrong moment!"

quicker than we are - maybe if we work on the car..."

'For Ayrton, though, the Williams didn't exist. In his mind, the only thing that existed was himself - and he had to be first. And, you know, by this thinking, he was able to create a power. That's the only word I can use.

'There'd be a car that, on paper, was a second a lap quicker, and you knew, at that moment, you couldn't beat it. Ninety-nine per cent of drivers will accept that, say, "Well, next week we'll have a new engine, and we'll be there." For Ayrton, no. He'd say, "I *have* to be quickest" - and he'd do it! It wasn't that he was dreaming. He *did* it! And it would be the same in the race.'

A month after Senna's death, McLaren team manager Jo Ramirez spoke of him in similar terms: 'Even if he knew the car couldn't do it, he was going to get over it. He was born to lead, to be first, to be fastest.' If that was Senna's greatest strength, Ramirez added, it was also his greatest weakness: 'At Imola Schumacher said he could see he was having problems, that his car was a handful. I think that Alain (Prost) - or anyone else - would have sat back a bit, to see how things developed, but Ayrton could not do that, which was why I always felt, if it was going to happen to anyone, it would probably be him...'

Berger nodded in agreement. 'Exactly. After Imola, I thought the same thing.'

In the course of his three years at McLaren, Berger says he learned a great deal from Senna, but he believes that Senna, too, benefited from their partnership. 'As people, we were entirely different, which was probably why we became friends. For sure, he had strengths where I didn't, but I think it was true the other way round, too.

'I can separate very well working time from free time. To me, these things have nothing to do with each other, but I can bring happiness from one to the other. Ayrton couldn't do that, and I think, when I arrived at McLaren, I made him even stronger, because he became more free. I believe, through me, he learned to laugh, and then he began to do the same things that I did.

'For example, one time we were driving in Milan in my Ferrari - and he grabs the ignition key, and throws it out of the window. Here I was, crawling under cars, looking for the key, which was OK - until everyone around realised it was Senna and myself! Then half the city went mad...

'Now, at one time, Ayrton would never have done anything like that - he wouldn't have *understood* anything like that. He would just have said, "Idiots". But then he seemed to discover a sense of humour, as if it were something he had had all along, but never used.'

Berger's three seasons with McLaren brought him good things, and bad. Ron Dennis changed him, he says, by trying to expunge the inherent exuberance in his driving style. Getting sideways all the time, jumping kerbs, Dennis suggested, looked good, but cost time.

'I knew what he meant, sure,' said Berger, 'but some drivers are made that way, and if they try to change, they can lose some of the good things, too, that are natural to them. Basically, I went from one extreme to the other, and now I'm coming slowly back, finding somewhere in the middle. There was one particular winter, before the 1991 season, when I really tried to change, think only of fitness, and so on, do it Ayrton's way, if you like. It was a waste of time; it wasn't me.

'Ron, you know, is a guy who likes to make everything perfect. If you have a house, you like it to be clean, of course, but if it's super-clean, you're not going to feel well in it any more - it's like nobody lives there. And that's what happened to me at McLaren for a time. On the other hand, I'm quite happy Ron did it, because I've moved slowly back, and now I'm where I should be.'

In other ways, too, McLaren was a shock. In his early teams - ATS, Arrows, Benetton - Berger had dominated his team mates, and even in 1989, when partnered with Nigel Mansell at Ferrari, he outqualified the Englishman more often than not.

'Therefore, I thought, "What should be the problem with Senna?" I was dreaming! As I said, this guy



Below: Driving the turbo-powered Benetton at his home GP in '86. 'I loved those cars, because it was so difficult to control the power.' Photo: Jeff Bloxham



was *different*. I completely underestimated him, although not so much from the performance point of view. At Phoenix, our first race together, I was on pole, and thought, "No problem." He went home to Brazil to think about it a bit - and I never beat him again!'

If he had underestimated Senna the driver, so also Berger had failed to appreciate how completely McLaren revolved around him. A major problem for Gerhard in his first year with the team was that, at 6ft1in, he simply couldn't fit comfortably into his car. It always amazed me that this, the most professional of all F1 teams, had neither appreciated the impending problem, nor done much to rectify it through the season. Why not?

'Simple,' Berger responded at once. 'Because Senna was not a tall guy! Let me say, McLaren was ▶

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◀ very nice to me, and I would say that Ron and I were friends, and still are. He didn't play too many games; he was always straight with me. But he never realised that his team was built *completely* around Senna.

'That was the funny thing: Ron has quite a strong character, you know, but Senna always told him what to do. I remember occasions when he said things to him that I just couldn't believe, but Ron accepted *anything* from Ayrton. If you ask him, I'm sure he'll say no, it's not true, and maybe he believes it. But, from the outside, there was no doubt about it.

'In 1992, I was asked to go back to Ferrari, and Ron wanted me to stay at McLaren. I told him I'd stay only if Senna was leaving, that otherwise there was no way. While he was there, it would always be his team.

'This is not a criticism of Ayrton, OK? As I said, he was the best racing driver, but still I wondered why Ron, as team chief, didn't lean on him sometimes. I wasn't upset about it, but it was a difficult situation, and it would have been the same for any driver there. Prost was Senna's greatest rival, which was why there was the big casino between them, and why Alain left. He had won World Championships with McLaren; it was his team when Ayrton arrived, but if *he* couldn't live with it – within McLaren – how was I going to do it? I never thought about it before I went there. I was stupid! I'm not often naive, but I was then.'

"We should say thank you to guys like Bernie who have built up Formula 1, and not try every day to threaten this or that"

All this was said, I should make clear, in the best humour, and without a hint of malice. Berger well understands how the situation at McLaren came to be, but wanted to make clear, too, how it became frustrating for 'the other driver' in the team.

Perhaps, too, his character is more suited to life at Ferrari. By any standards, let alone those of Grand Prix drivers, Berger is an easy-going fellow. He adores driving Formula 1 cars, and he does it superbly, but he has always had a strong awareness of life outside motor racing. Normally, to say of a man that he 'doesn't have an enemy in the world' is to suggest that, probably, he doesn't have too many friends, as well, being too bland to attract either. But Berger, while universally popular in the paddock, is anything but bland.

He sometimes considers, however, that perhaps his character is not ideal for his profession. 'There are times when I should probably be a bit more selfish. In a racing driver, not to be seems to be considered a weakness, but it's difficult for me to behave like that, because it's not my natural way.

'If I have a contract, giving me priority on new bits for the car, and they come up with, say, a new and better gearbox, if there's only one, I should have it, OK?

'Then they say that it's going to cause problems in the team, and I'll say, "OK, let's have the same gearbox on both cars". Many times I've done things like that, but in this business you shouldn't be like that, I guess. The great champions don't behave that way.'

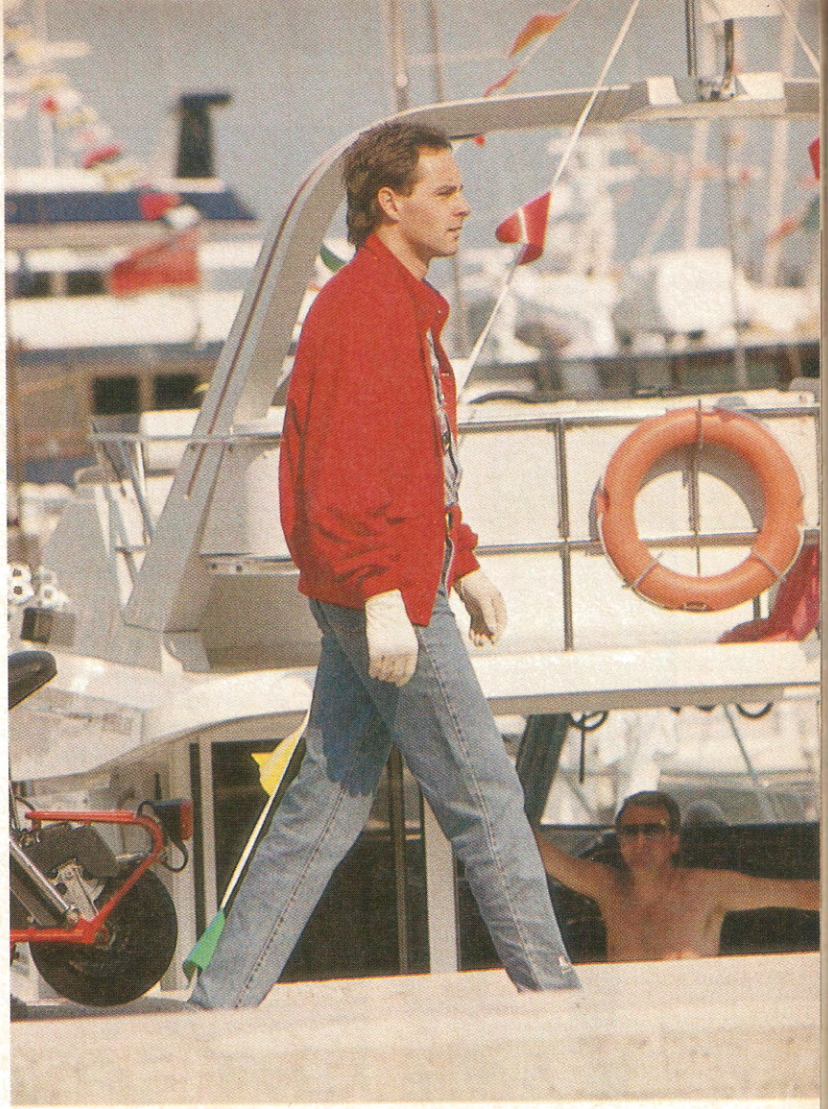
The menus were back. Just a black coffee, I said, but Berger clearly felt the need to build himself up for the next day's race: 'Vanilla ice cream, and hot chocolate sauce, please.' He had, mark you, been abstemious to this point, with sole and a salad.

'You know,' he said, 'all these safety meetings... This weekend, I've spent two hours with the other drivers, maybe four hours with Max Mosley, an hour with Bernie Ecclestone. It's fun to talk with Bernie, because he has a good sense of humour, and I like him. When you chat with him, it's good, because it frees your mind from what you're doing. But if you go to him – or Max – to speak about rear tyres, or pitlane speed limits, it's... well, first of all, it's boring, and, I tell you honestly, it's not really my natural way.

'All through my life I've been a bit... risky, you know? Even when I was a child, I always looked for experiments, let's say, which had nothing to do with safety. So it doesn't really fit my character, all this. But, again, maybe I have the most experience – especially in accidents, anyway!

'Maybe I can help to improve things, I don't know. But one thing I want to get over very clearly: we, the drivers, can only give some input. Everything must be actually run by Bernie and Max. Some of the drivers are very aggressive, threatening to strike all the time, but that's not the solution. What we must do is explain to Bernie and Max why we want something, and then they're going to do it by themselves. They're not stupid.

'Safety and money you should not mix up, you know, but, at the same time, we should never forget what we earn. Look at the motorbike guys: they have much more risk than us, and what do they earn compared with us? Nothing. So we should say thank you to guys like Bernie, who have built up F1, and not try every day to threaten this or that.'





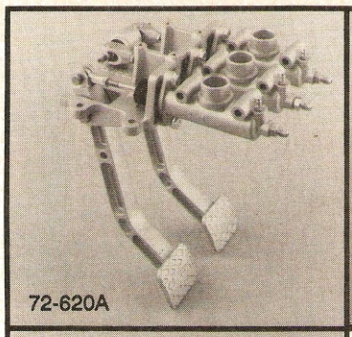
Below: Imola '89. 'After my Tamburello crash, I asked for the wall to be moved back...' Photo: Colorsport. Above: Incredibly, Berger escaped serious injury. Photo: Bloxham

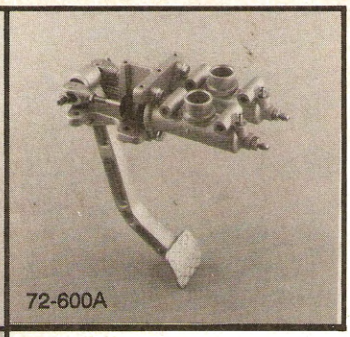
Berger gets impatient with folk who suggest that it was the change in regulations which spawned the disasters earlier in the season. 'Honestly, I think it was just coincidence. Things always come together, don't they? Same in normal life. I still believe it could happen again tomorrow, but everything that's been done since Imola I think is good.'

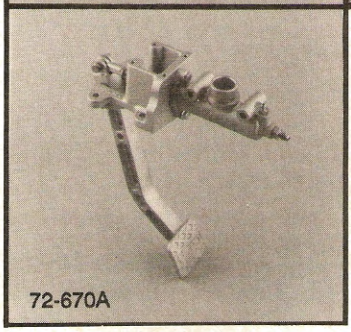
In 1993, Berger lived dangerously, and he shudders at the memory of a season he hated. There were innumerable accidents, including the notorious one at Estoril when a glitch in the Ferrari's active suspension sent it out of control at the exit of the pitlane, whence it shot across the road, between two cars travelling at maximum speed.

'I had a lot of accidents last year, many of them through car failures, and it just shows what a difference the rules make, because this year, until now, I haven't even had a spin. Some people – including certain ex-drivers – say, "Active was more safe". Jesus! Think of the teams with no money trying to develop an active system. I hated all that technology, and I was glad to see it go.'

It is perhaps no surprise that Berger's happiest F1 memories are of the turbo era. Sometimes, he says, he wonders why there is such a fight to reduce horsepower. ▶


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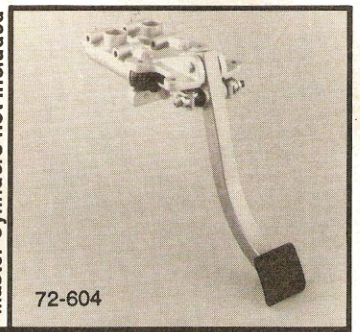
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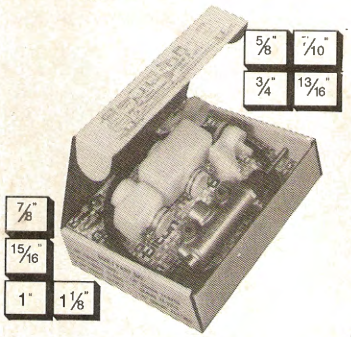
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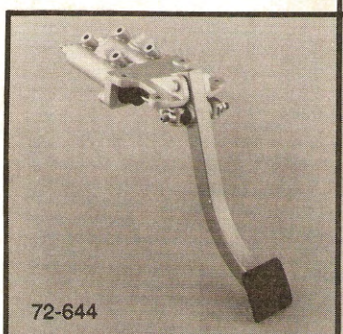
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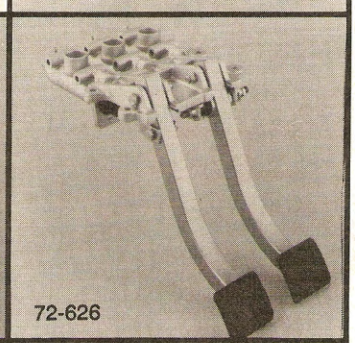
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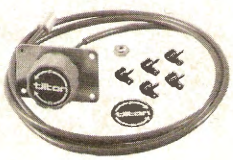


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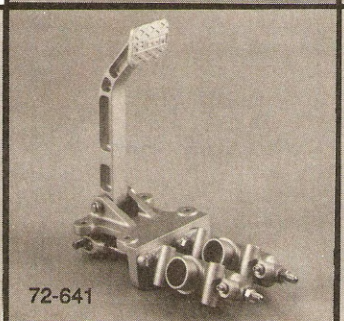

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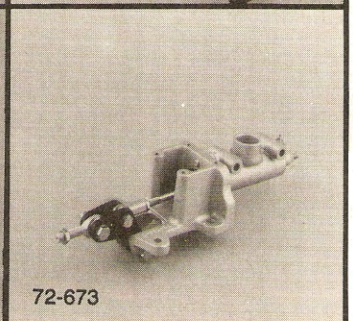
REMOTE CABLE ADJUSTER

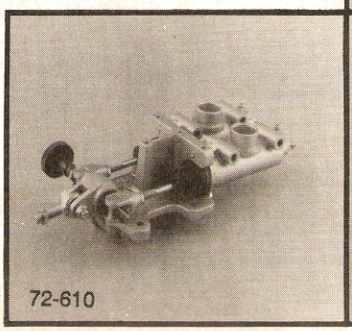


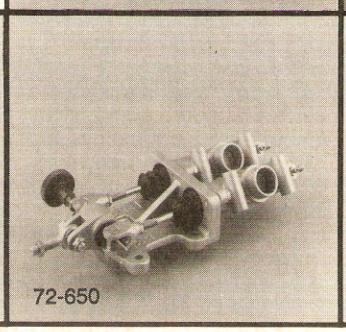
Allows in-cockpit balance bar adjustment

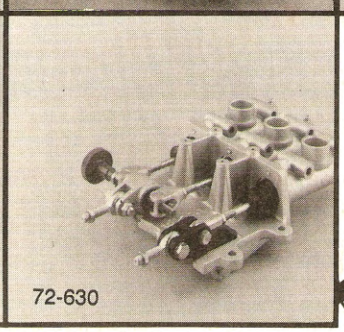

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◀ 'After all, we only have 800 now, but back then we used to qualify with 1400. In those days, though, the downforce came more from the wings, rather than the shape of the cars, and that slowed us in the straights. Even so, in the Benetton-BMW, during qualifying at the Osterreichring, I went through the speed trap at 214mph – with the Boschkurve ahead!

'I loved those cars, much preferred them to the cars of today, because it was so difficult to control the power. At Monte Carlo, I remember getting wheelspin at the top of the hill – in sixth gear!'

Then he paused to think about it. 'I really don't know if I could drive like that now. I didn't used to think much about set-up – I just used to get in and drive around whatever handling problems the car had. Today, I would say, "No, that's wrong, change this, and you'll be quicker", which is OK, but you have to be careful then not to forget to drive the car!'

At one point, during practice at Magny-Cours, Berger had been stranded out on the circuit, and there he watched for a while. F1's abiding problem, he says, is to find a balance between safety and spectacle. 'At a track like this, I thought the cars looked small and slow. But certainly the place is safe.

'Some people have the wrong impression of what the drivers want, I believe. Personally, I hate chicanes, and I don't want to see them everywhere. I think the drivers agree on that. We love fast corners, and we want more of them – but not without proper run-off areas.

'You know,' said Berger, 'after my accident at Tamburello in 1989, I asked the circuit people if the wall could be moved back, please, and they told me no, it couldn't, because there was a river behind it. I was a bloody idiot; I said, "OK, I understand..."'

In some ways, his thinking on safety has changed fundamentally. In the terrible rains of Adelaide in 1989, for example, he promised himself he would run a single lap, then park it. 'I didn't, of course. I started making places, and I kept going. The older you get, the more you use your head, and finally, when you only use your head, you know your time is over, and you should stop. I don't feel like that, but that day in Australia was insane, like the Hockenheim warm-up last year – 185mph, and you can't see the nose of your own car!

'That has nothing to do with driving ability. I was just behind Derek Warwick and Luca Badoer when they had their accident – and I never saw either of them. If we had a repeat of the Adelaide conditions now, I don't think we would race.'

It was at Adelaide in 1992 that Berger last won a Grand Prix, in what was also his last drive for McLaren. When first he climbed into the Ferrari, in an Estoril test early last year, he felt nothing but despair. 'I remember that evening well. Jesus, what was this latest stupid thing I had done? I'd gone to McLaren – Senna's team – and now, even more naively, I'd gone back to Ferrari! At that moment, we were *seven* seconds off the pace...'





Above: The terrible rains of Adelaide '89, when Berger promised himself he would do one lap in his Ferrari, then park it. 'That day was insane.' Photo: Jeff Bloxham. Below: 'The older you get, the more you use your head' – Gerhard addresses the press in Monaco earlier this year. Photo: Sutton. Bottom right: 'Racing is my life.' Photo: Elford

Since then, though, matters have improved somewhat. Berger was instrumental in organising the 'exchange of information' between Ferrari and Honda, since when the red cars' horsepower has vaulted to the top of the league. In other respects, too, he feels he has grounds for optimism, and the other week he re-signed for 1995.

'At first there was no structure in the team at all, but now they've got some very good technical people there, including Osamu Goto and some Peugeot guys, recruited by Jean Todt. I'm a big fan of Todt. He seems not to be an easy guy with the journalists, but I can tell you he's far less political than the people who were there before. He's made a huge difference to the team. I could bring some of the links in the chain to Ferrari, but I couldn't join them together. That's what Todt has done, and now the team is working as a team.

'Todt is one the very few guys I've met in my career who made me feel part of the team; the others were Charley Lamm, at Schnitzer, and Peter Collins, at Benetton. I need this feeling, but some drivers don't. Senna was one of them. If he had a fight, or whatever, it just didn't affect the way he worked. In fact, I think sometimes conflict actually made him better. He'd fight with you, and while you were still thinking about it, he was winning the race!

'I'm happy with Ferrari – I feel important to them, I guess; much more than I did to McLaren. At the last three races, I've even had a car which fits me! For the last four or five years, every time I pressed the brake pedal, I took the throttle down with me. I'd be hard on the brakes at the end of a straight, and have maybe 300 horsepower trying to push me on. Not ideal, I can tell you...'

When I interviewed Berger five years ago, he expressed no real interest in racing outside of F1. He had loved his Schnitzer BMW days, and could see himself perhaps racing saloon cars again, and he also said he would one day like to do the Indianapolis 500, because that particular race fascinated him. But he didn't see himself racing many years hence.

'I've changed completely,' he laughed. 'You know what I would love to do now? F1 until I'm 40, in five years' time, and then go to Indycars for another 10 years! I used to say I wanted to win the World Championship just once – I don't need three or four – and then stop, do something else. Well, I still want my one World Championship, but I have so much love for driving racing cars, and I can still cope with the pressure. I have nothing else in my life that could give me the same pressure, or pleasure. And until I have, I want to drive.

'That first morning in the car, at Monte Carlo, was very important, you know. I knew I wanted to go on racing, but perhaps there would be something inside now that said, "Be careful". I was immediately quick, though, and I knew, within two laps, that everything was all right. That was just as well, because I wasn't prepared for what would happen if I didn't feel that way. Then I would have faced a real problem. Racing is my life.' ■

"I want to do F1 until I'm 40, in five years' time – and then go to Indycars for another 10 years!"



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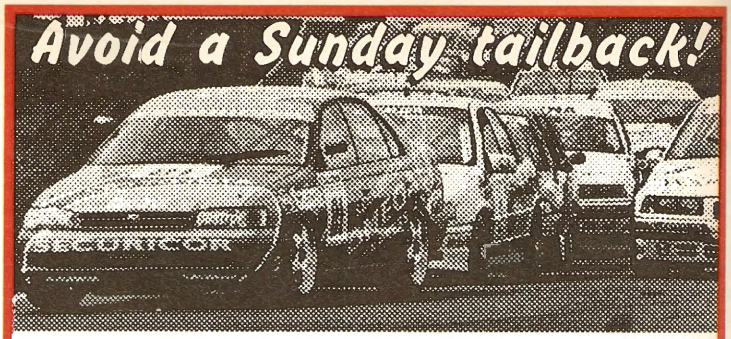
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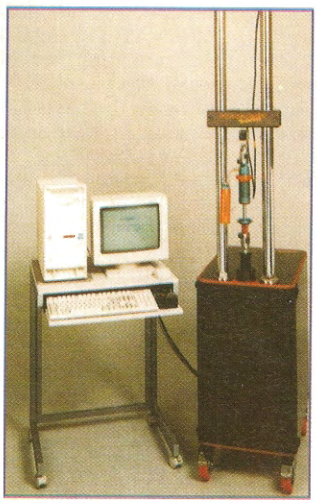
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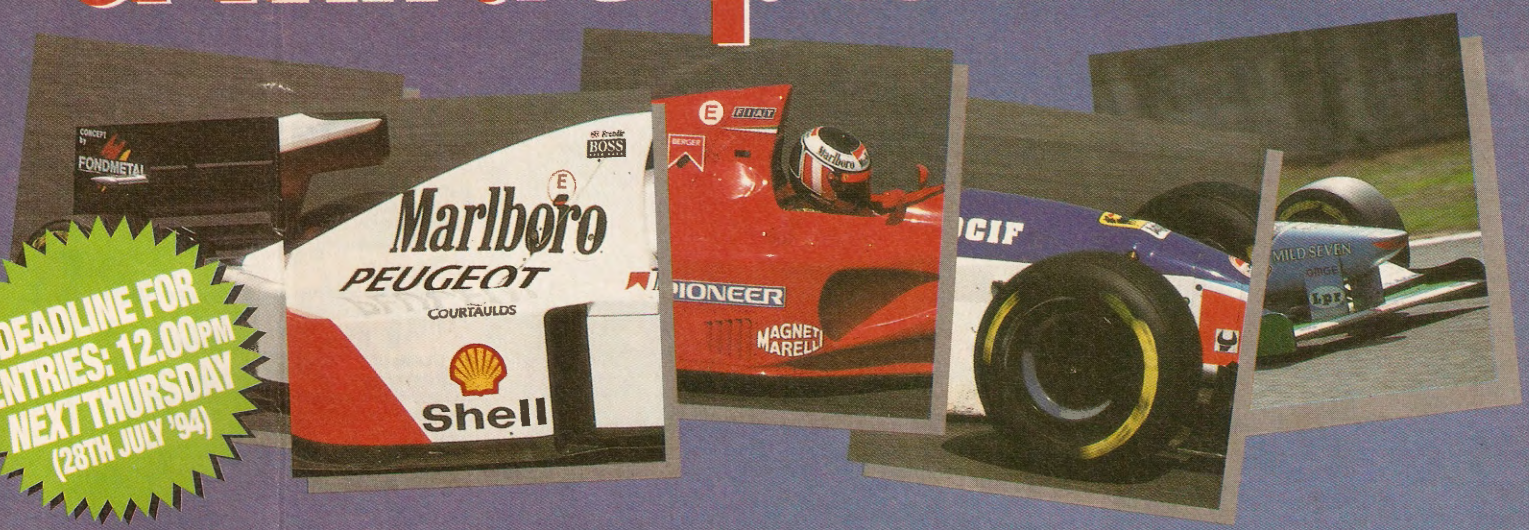
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HOW IT WORKS

You are a Grand Prix team manager with a budget of £30m. You have to buy five elements; **three** drivers, **one** chassis and **one** engine. From the 'Shopping List' on the following page, you must select *any* three drivers, The only proviso is that one of them *must* be from the £1 million price tag selection. All three of your drivers can be racing in Grands Prix at the moment, or you can gamble on a test driver getting called-up, like David Coulthard and Nicola Larini did in the first game.

Once you have registered your team, there is no way to change. However, you can enter as many teams as you wish, providing they have different team names.

Points are awarded for the real-life performance of each element of your team during the final races of this F1 season, so the skill is in picking parts most likely to score you points (see the 'How to Score' section following). You can also look at the 'Past Form' chart, to see how the drivers scored in the first game of Fantasy GP. Your aim, of course, is to be the team manager with the biggest points tally when the competition closes with the results from Adelaide on November 13, and the one who wins the fantastic fantasy trip of a lifetime to next year's Monaco Grand Prix.

First, a few ground rules: you must not exceed your budget of £30m, select a driver twice or choose a third driver who costs more than £1m. If you do, your entry will not be accepted by the Fantasy Grand Prix computer.

FANTASY GRAND PRIX

THE PRIZES

First prize is a trip to the 1995 Monaco Grand Prix, courtesy of Motor Racing International, specialist in motor racing tours. You and your partner will be flown to Nice with your race tickets, where you will be taken to your five-star hotel in Monte Carlo. For five nights you will enjoy the Grand Prix experience at the most thrilling circuit in the world.

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PLUS:

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PLAY FROM ANYWHERE IN THE WORLD!

To help you choose your power, remember that the Ford Zetec-R is the engine used exclusively by Benetton, while the HB V8 is used by other Ford-powered teams: Arrows, Larrousse, Minardi, and Simtek. The Mercedes engine is used by Sauber and the Ilmor by Pacific. In Fantasy Grand Prix, of course, you can mix your engine with any chassis you like — as long as you can afford it!

Just for fun, there will also be a league of celebrity entrants which will run alongside the main competition.

HOW TO SCORE

Points are awarded according to the results of the 1994 Grands Prix. The second game in the Fantasy Grand Prix series will be based on the results of the Grands Prix from Germany on July 31 until the final round of the 1994 World Championship in Australia on November 13.

Your team will score in the following way: if a driver finishes in the top six he scores 10 points, plus the points awarded in real-life — 10, 6, 4, 3, 2 and 1 for the first six drivers home.

The table shows the Fantasy value of each top six position. All your drivers are eligible to score, and can also gain extra points for the following (see over):

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● AUTOSPORT will nominate a 'driver of the day' after each Grand Prix for an outstanding performance. This is worth five bonus points. Our verdict will be given, along with all the other information you need to score, in a special Fantasy Grand Prix section within AUTOSPORT's Grand Prix report.

Race Result	Fantasy Points
1	20
2	16
3	14
4	13
5	12
6	11

● Drivers score one point for each place they've made up over their qualifying position. Points are not deducted for those who lose places relative to their grid position, but you lose five points if your driver posts the race's first retirement, four if it's the second and so on up to a one-point loss for the fifth retirement. The retirement order will be taken from the FIA's Official Results, issued after the Grand Prix.

● The fastest driver on race-day warm-up will collect six points, with five points for the second quickest driver and so on up to a point for the sixth quickest. Non-qualification for the Grand Prix means a deduction of five points. If a driver is on the FIA's published Starting Grid, but fails to take the start, *no* points will be deducted. Drivers who are disqualified or removed from the results for any reason will lose all points gained that weekend.

Any driver not competing in a Grand Prix weekend scores no points.

● One revision to the points scoring for Fantasy GP II is that chassis score in the same way as the drivers for a 'top six' finish (ie 10pts for finishing in the top six, plus the actual points; 10,6,4,3,2,1). Only the first chassis home can score per team. So, if there are two cars from the same team in the top six, the seventh-placed car will pick up a point for finishing 'sixth'. Points are deducted for the first five cars to retire on the same basis as for the drivers. Again, if two chassis are out early enough to both lose points, the deduction is for the first example to retire.

We have also revised the scoring for the engines. These too follow the same rules as the chassis (ie 10pts for finishing in the top six, plus the actual points; 10,6,4,3,2,1), but with no retirement penalties.

FANTASY GRAND PRIX HOTLINE
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HOW TO ENTER

FROM THE UK

Chose your dream team and its name (the more amusing the better — but keep them clean!) and call the Fantasy Grand Prix hotline (0891 321324) to register. Each selection must be entered by name *and* Fantasy Grand Prix number. For example:

Driver 1 - Schumacher, number 1.
Driver 2 - Comas, number 25.
Test driver - Coulthard, no: 10.
Chassis - Larrousse, no: 60.
Engine — Hart, no: 71.
Team name — 'Autosport Fantasy Grand Prix II'

FROM OVERSEAS

You too have the opportunity to share the thrills and excitement experienced by British readers during Fantasy Grand Prix.

Send your team entries (laid out as above) together with payment of £5 for one team, £8 for two and £10 for three teams to Emma Wright, AUTOSPORT, 60 Waldegrave Road, Teddington, Middlesex, TW11 8LG. Fax: +44 81 943 5922. Payment can be made by International Money Order, payable to AUTOSPORT, or credit card – include your card details (Visa/Mastercard, etc, number and expiry date). The trip to Monaco will depart from London. No cash alternative.

THE SHOPPING LIST

(Numbers in brackets are the element's score from the first Fantasy Grand Prix. Use this as your form guide)

DRIVERS

£23m
1. Michael Schumacher (142)
2. Nigel Mansell (-)
3. Alain Prost (-)

£20m
4. Damon Hill (88)

£15m
5. Jean Alesi (69)
6. Gerhard Berger (55)
7. Martin Brundle (31)
8. Mika Hakkinen (25)

£10m
9. Rubens Barrichello (44)
10. David Coulthard (16)

£7m
11. JJ Lehto (37)
12. Jos Verstappen (0)
13. Heinz-Harald Frentzen (14)
14. Eddie Irvine (9)
15a. Paul Tracy (-)

£5m
15b. Mark Blundell (28)
16. Johnny Herbert (49)
17. Christian Fittipaldi (22)
18. Ukyo Katayama (31)
19. Andrea De Cesaris (27)

£4m
20. Eric Bernard (24)
21. Pierluigi Martini (33)
22. Olivier Panis (59)

£3m
23. David Brabham (37)

£2m
24. Michele Alboreto (24)
25. Erik Comas (24)
26. Gianni Morbidelli (-6)
27. Philippe Alliot (-)
28. Nicola Larini (22)
29. Alessandro Zanardi (20)

£1m
30. Paul Belmondo (-24)
31. Olivier Beretta (2)
32. Emmanuel Collard (0)
33. Yannick Dalmas (0)
34. Fabrizio de Simone (0)
35. Bertrand Gachot (-10)
36. Oliver Gavin (0)
37. Allan McNish (0)
38. Andrea Montermini (-5)
39. Jean-Marc Gounon (-)
40. Franck Lagorce (-)

£1m (continued)
41. Gil De Ferran (-)
42. Jules Bouillon(-)
43. Mika Salo (-)
44. Kelvin Burt (-)
45. Jeff Krosnoff (-)
46. Mauro Martini (-)
47. Gabriele Tarquini (-)
48. Jacques Villeneuve (-)
49. Jan Magnussen (-)

CHASSIS

£18m
50. Benetton (108)

£14m
51. Williams (39)

£12m
52. Ferrari (45)

£10m
53. McLaren (12)

£8m
54. Sauber (7)

£6m
55. Jordan (24)
56. Tyrrell (8)

£5m
57. Arrows (0)

£4m
58. Minardi (1)

£3m
59. Ligier (0)
60. Larrousse (-10)

£2m
61. Lotus (-1)

£1m
62. Pacific (-9)
63. Simtek (-2)

ENGINES

£16m
64. Ford Zetec-R (112)

£12m
65. Renault (48)
66. Ferrari (54)

£10m
67. Peugeot (20)

£8m
68. Mercedes (12)

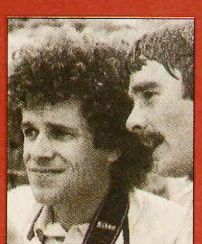
£6m
69. Ford HB V8 (16)

£4m
70. Hart (28)

£2m
71. Mugen (6)
72. Ilmor (0)

£1m
73. Yamaha (16)

CELEBRITY CHOICE



As team manager of 'Silverbird Racing' **LEO SAYER** chose Eddie Irvine, Ukyo Katayama, Jean Marc Gounon, Tyrrell, Peugeot. He says "My drivers are young and determined, my chassis reliable, my engine's starting to come good, and I'm gonna need luck.'

THE RULES

All telephone calls will be charged at 39p per minute off-peak, 49p at all other times, with a typical call lasting five to seven minutes. All entries are to be registered by midday BST on Thursday, 28 July, 1994. The full results will be issued a week after the Australian Grand Prix, November 13. Results will be taken as those standing at midnight on the Sunday of each Grand Prix and for the series as those standing at midnight on the Sunday of the Australian Grand Prix. Should there be more than one correct entry sharing the highest score, the outcome will be settled in favour of the first entry registered. The judges' decision is final and no correspondence will be entered into. Employees of Haymarket Publishing, MRI, Philips, Mobil, Moet et Chandon, Games by Mail, Intec, Hornby Hobbies and their families are not eligible. All entrants must be 18 or over.

The values stated for drivers, chassis and engines bear no relation to real life, as Fantasy Grand Prix is a game.

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Fuel rule is good news for Reuter

MANUEL REUTER SECURED THE FIRST DTM VICTORY FOR AN OPEL CALIBRA AT DONINGTON PARK ON SUNDAY – AFTER ALESSANDRO NANNINI WAS DOCKED HIS SECOND WIN FOR RUNNING HIS FUEL TANK DRY, REPORTS **LAURENCE FOSTER**

Alessandro Nannini's Alfa Romeo 155 V6 TI crossed the line first in each of Donington Park's pair of 'DTM on Tour' races, against a full strength Class 1 German touring car grid – but he won only one.

The rules say a car must complete the pair of races with three litres of fuel left in its tank for analysis. Sandro crossed the line coasting, the scrutineers pulled out 0.5 litres, and Manuel Reuter was there to take a first win for Opel after a brilliant charge from the pitlane.

Further back, Andy Wallace took his 1993-spec Schubel Alfa to the rarefied heights of fifth overall in race two – the highest a privateer has been this season.

RACE ONE

With the preliminaries completed, including Gerd Ruch trying to race a helicopter in his Ford Mustang, a pretty healthy crowd – Donington Park quoted 28,000 for the day – settled down to watch the 1994-spec DTM do its stuff in the very heart of Class 2 territory.

The pace car led the 28-car field round for a single lap, before ducking into the pits and unleashing the thundering pack to accelerate towards Redgate for the first of 25 laps. It was a genuinely impressive sight.

Kurt Thiim's Mercedes led, with Alessandro Nannini and Nicola Larini's Alfas glued on behind. Keke Rosberg was making a run up the outside of Larini in his Opel, but it was nothing compared to the move team mate Manuel Reuter was undertaking.

Wider still than Rosberg, Reuter was well over on the outside and already edging ahead of the Finn through Redgate.

Then disaster, as Larini pushed Rosberg even wider on the Redgate exit. Rosberg tapped Reuter, the pair twitched, Rosberg recovered, but the lack of grip from the rumble strips and dust sent Reuter into the gravel and out of race one, his front right suspension damaged. 'At first, I didn't realised it was Keke who gave me the tap – I thought I'd got clear of him,' said Reuter.

Rosberg was not pleased. 'Of course overtaking is allowed,' he said, 'but I think it should have been obvious the first corner wouldn't be wide enough for us all. Manuel should have lifted.'

Rosberg trundled back to the pits, his left rear corner damaged. After changing the wheel, he rejoined for a lap, but damage to the transmission meant the 1982 World Champion was destined to spend the rest of the afternoon in the commentary box.

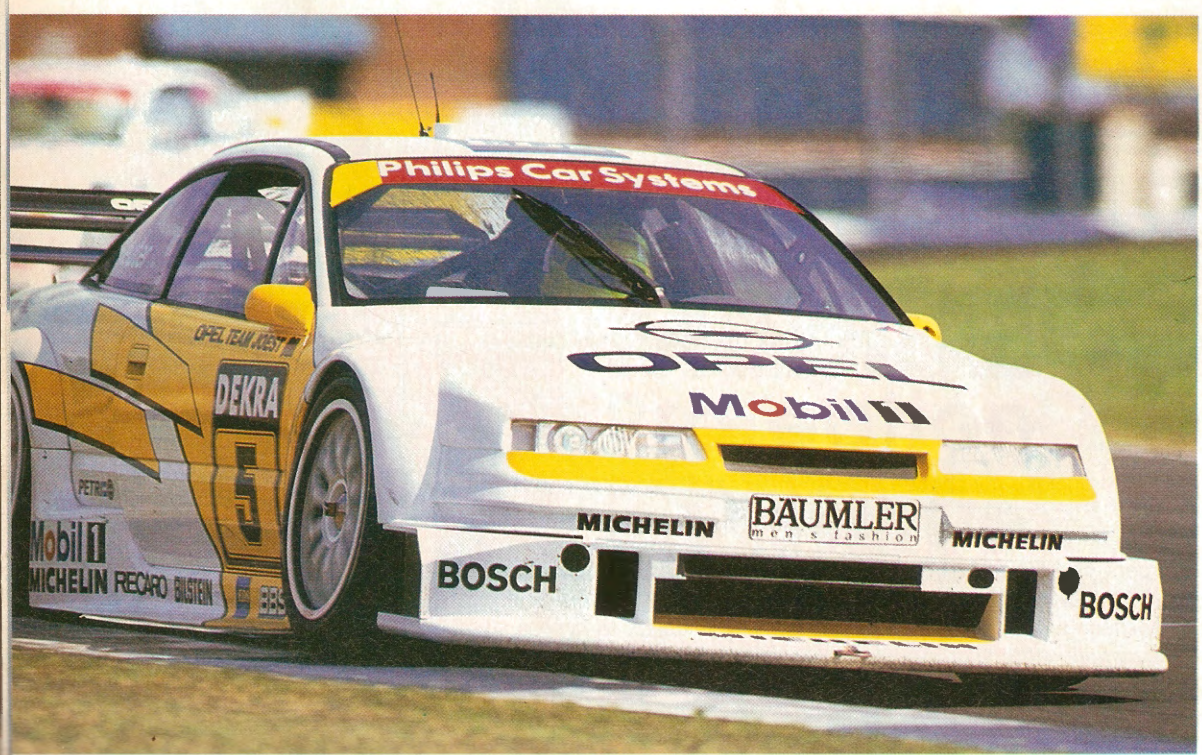
A horrendous start for Opel then, with its two star drivers out before things had really begun. But at the front, the battle for the lead between Mercedes and Alfa was beginning to hot up.

Thiim was holding on, but





Below: Alessandro Nannini takes the chequered flag in race one. Bottom left: Manuel Reuter had the drive of his life to finish second on the road, but first in the results, in race two



ING TO THE FUTURE





Above: Nannini and Bernd Schneider head the pack for race two. Left: A champagne moment for Reuter (left) and Jorg van Ommen. Nannini attempts to take cover

Nannini, right on his tail, was taking every opportunity to have a look. At Melbourne, the Alfa took the outside line, then dipped in to be side by side with Thiim's Mercedes on the drag to Goddard. The pair rubbed doors, but Thiim had the inside line at Goddard and held his place.

Two laps later, after checking out the possibilities at the Esses, Nannini was again side-by-side out of the Melbourne hairpin and then down the length of the start/finish straight too.

Larini, meanwhile, had latched onto his team mate's bumper, and as Nannini jinked to take a look at Thiim out of Redgate, Larini lined up a pass at the top of the Craners.

The pressure was still on Thiim, despite a reoccurrence of Larini's practice gearshift problems, and next time around at Goddard, the Dane found himself the filling in a classic opportunist's sandwich, courtesy of the '-ini' duo.

Larini saw a half chance and pulled to the outside of the Mercedes on the approach to Goddard. Thiim went wider to defend his line, but Nannini was there to thread his Alfa through the car-sized gap that had opened up on the inside.

'It was easy for Sandro,' recounted Larini, 'because Thiim was busy pushing me.'

Nannini agreed. 'They were fighting and the gap just appeared,' he smiled.

For Thiim, it was a double disaster, with Larini able to follow Nannini through on the straight. But Thiim's troubles didn't end there – Schneider had reeled in the lead trio and he also passed Thiim, who by now was hampered by the handling of his Mercedes dropping away.

Roland Asch was next through, making two Alfa Corse cars leading two Sonax AMG Mercedes at the halfway.

Further back, Kris Nissen's Schubel Alfa was taking out chunks in its pursuit of Thiim's sitting duck Mercedes and fifth place, while Ellen Lohr was making sure her team mate Klaus Ludwig's Mercedes didn't have any breathing space in seventh.

Ending lap 14, Schneider was ready to make his move on Larini. the Mercedes slid under the Alfa at Melbourne, but Larini wasn't giving up and almost came back into Goddard. Schneider held on and for just a while it even looked possible that Nannini could be in danger as the Mercedes methodically cut tenths from the Alfa's three second lead. But it wasn't to be and the Italian crossed the line still 1.36s ahead of the German.

Larini ran in third, but blew his engine as he rounded the last corner. Strangely enough, Gabriele Tarquini had done exactly the same thing while third in the BTCC race at the circuit a month before. 'Yes, Gabriele told me about that,' laughed Larini, 'so I carry on with the tradition.' And just like Tarquini, Larini would have to sit out the second race.

Behind, Asch rolled in a lonely fourth, with Nissen fifth. Lohr had taken Ludwig with a neat ▶



Above: Mechanics work on Reuter's damaged Opel between races. Below: Start one. Thiim leads as Reuter careens into the Redgate gravel

move on the inside of Goddard to hold sixth at the flag. 'Following another car closely is very difficult with these cars,' she said, 'so it's better to be in front of them.'

Ludwig eventually failed to trouble the scorers further when he pulled off at the bottom of the Craners on the penultimate lap with a brake problem.

Seventh and eighth came the ever fading Thiim and his team-mate Jorg van Ommen – both mystified by their cars' handling. 'Everybody was amazed by our speed at the Mugello DTM on Tour races,' said van Ommen. 'Now we're mystified by the lack of it.'

Christian Danner – 'my engine's as flat as a bloody pancake' – and guest driver Danny Sullivan, who was still not entirely comfortable with his Alfa, but making steady progress, rounded out the top 10.

In the privateer battle, Alzen led from the start as Wallace found his oversteer problem was still in the building. After a fighting performance, Wallace was unlucky to be lapped by winner Nannini in the last corner of the last lap. Sandy Grau and Stig Amthor took third and fourth for the DTM Junior Team.

"ALESSANDRO NANNINI Running out of fuel was my mistake. When Schneider pushed, I just responded too hard"

RACE TWO

It took a while to bring the stranded remnants back to the pits, but once the signal to start the 15-minute working period was given, most eyes focused on Opel's attempts to return Reuter's gravel-filled Calibra to the fray.

Larini was definitely out, as was Ludwig, who'd magnanimously elected to leave his car parked out on the grass to avoid delaying the day's events too much.

As the new grid formed up, headed by Nannini and Schneider, Reuter pulled out of his pit, frantically shaking out the last of the gravel, but just too late to join the back of the grid. He would start from the pitlane, along with Giorgio Francia's Alfa and Frank Schmickler's BMW.

As the lights flicked to green and the field rumbled over the line, Nannini took a slight lead over Schneider, who found himself receiving a lot of attention from Nissen. Over the course of the next half dozen laps, Nannini built and stabilised a gap of around a second and a half over Schneider, with Nissen beginning to fall back into range of Asch.

Lohr was really going for it in fifth spot, having scythed past Thiim at the top of the Craners, but had to pull off with nine laps completed. 'I heard a really funny noise at the back and I just stopped the car,' she said dejectedly.

Compared to the early laps of the first race, the second heat was becoming a bit static towards the front. Luckily, Reuter was supplying the excitement down the field. The Opel guys had done the business and the Calibra was taking places on nearly every lap.

Having disposed of the tail-enders, Reuter was into the serious stuff by the 10th lap. On lap 12 he passed Sullivan for eighth; on 13, he passed Thiim for sixth – Nissen having pulled off – and on 16, he was through into fifth, courtesy of Danner. Van Ommen was next, the Opel jinking down the inside at Goddard on lap 17. It was inspirational stuff, but that looked to be it with Asch 15s to the good in third place.

Schneider got a bit of a second wind and began to put the screws on Nannini again in the final laps. Inadvertently, that would prove the downfall of the lead pair. The margin varied according to the backmarker density, but a 1.01s gap was as close as Schneider would get.

Suddenly, on lap 23, Asch slowed dramatically, and Reuter had a podium place. On the last lap, Schneider cut his pace too, his tank virtually dry. Incredibly, Reuter was now up into second – and it still wasn't over.

With a third of the final lap to



go, Nannini's car began to cough and splutter. After virtually coasting through the Esses and Melbourne, there was no virtually about it as the Alfa rounded Goddard. The car was free-wheeling, Reuter was closing hand over fist and it was going to be *close*.

As Nannini trickled over the line, Reuter blasted out of Goddard. Had the line been 10 yards further on...

Minutes later, it all became academic anyway. Nannini was out and Reuter was sitting on Opel's first DTM victory with the Calibra.

Nannini had fallen foul of the DTM rule which says that although the cars are allowed a 110-litre fuel tank, at least three litres must remain at the end for analysis. In Nannini's case, just half a litre was left.

After a delay to clarify matters, Reuter expressed his pleasure: 'It's difficult to sum up my feelings,' he smiled. 'It's a good feeling, especially after coming so close at the Norisring, but I feel this is more important for the team than for me.'

Nannini was philosophical. 'It was my mistake,' he shrugged. 'When Schneider pushed, I responded too hard.'

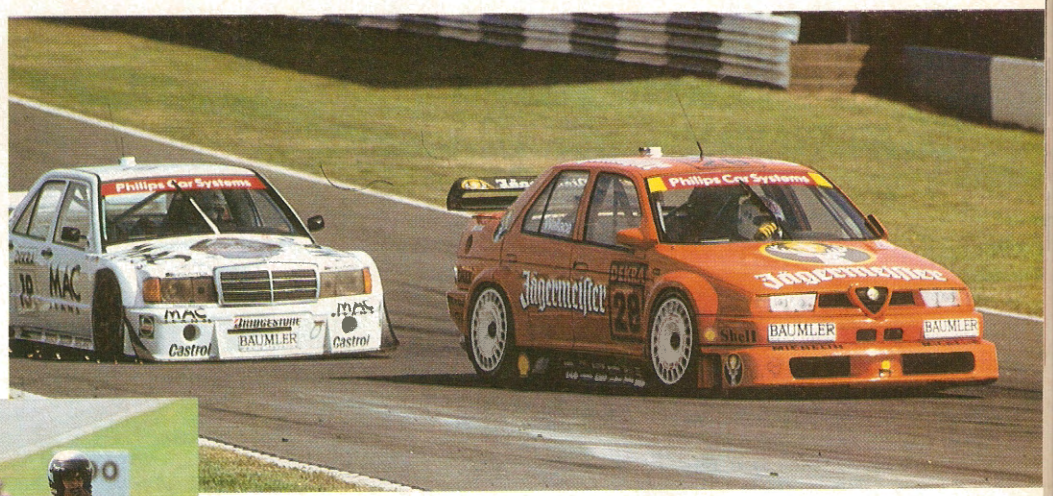
But the fuel capers didn't end at Nannini. Danner was briefly third until his tank was found to contain only 1.4 litres, while Schneider lost ninth with just 0.9 litres in his tank. Oh, and just to make his day, Schneider also found himself on the wrong end of a DM3000 fine for skipping the podium ceremony.

Of those who stayed in the results, van Ommen took an unexpected second to maintain his ITR Gold Cup lead, with Thiim making it two Zakspeed cars in the top three.

Sullivan played the consistency card to take fourth, while Wallace finished higher than any privateer has done all season, fifth overall. 'It's the first time I've completed two races,' said an elated Wallace. 'In the second race I managed to get rid of the oversteer by cranking on a whole load of rear toe-in. It was crude but effective.'

Also happy at the end was Neil Cunningham. He found himself elevated to 14th overall, despite having to race without the ABS and having to do the first race on Yokohamas and the second on Michelins. 'That was a great experience,' he enthused. 'I wanted to muck around a bit more with the car, but I also wanted to finish. I had a few good slides, a few lurid moments on the brakes, and generally just enjoyed it.'

For the DTM regulars, now it's back on to the Continent, where the DTM-proper recommences on the Diepholz airfield track next weekend. Nannini is back, but Ludwig holds onto a slender points lead. All in all it's shaping up to be an epic climax to the season. ■



Right: Uwe Alzen (left) and Andy Wallace took one privateer win apiece, with Wallace recording the best finish — fifth overall in race two — of any privateer this season





Far left: Job done, Alessandro Nannini vacates his empty-tanked Alfa. Left: Nannini and Keke Rosberg enjoy a spot of idle banter on the grid

DONINGTON PARK (GB)

July 17, **ITR Gold Cup,** rounds 9 & 10, 2 x 25 laps – 62.50 miles

RACE ONE

Pos	Driver (Nat)	Tyres	Car	Entrant/Sponsor	Result	Best lap	Qual	Grid
1	Alessandro Nannini (I)	M	Alfa Romeo 155 V6 TI/94	Alfa Corse	39:28.00	1:33.40	1:31.81	2
2	Bernd Schneider (D)	B	AMG Mercedes C-Class	AMG/Sonax + Tabac	39:29.36	1:34.03	1:32.28	7
3	Nicola Larini (I)	M	Alfa Romeo 155 V6 TI/94	Alfa Corse	39:37.51	1:33.76	1:31.85	3
4	Roland Asch (D)	B	AMG Mercedes C-Class	AMG/Sonax + Tabac	39:43.10	1:34.32	1:32.33	8
5	Kris Nissen (DK)	M	Alfa Romeo 155 V6 TI/94	Schubel/RTL	39:52.28	1:34.29	1:32.59	9
6	Ellen Lohr (D)	B	AMG Mercedes C-Class	AMG/D2 Privat	39:55.11	1:34.51	1:32.92	10
7	Kurt Thiim (DK)	M	AMG Mercedes C-Class	Zakspeed/Pro-Markt	40:00.16	1:34.52	1:31.72	1
8	Jorg van Ommen (D)	M	AMG Mercedes C-Class	Zakspeed/Pro-Markt	40:05.81	1:34.71	1:32.14	5
9	Christian Danner (D)	M	Alfa Romeo 155 V6 TI/94	Schubel/TV Spielfilm	40:10.02	1:34.95	1:33.66	12
10	Danny Sullivan (USA)	M	Alfa Romeo 155 V6 TI/94	Alfa Corse	40:15.63	1:35.68	1:35.00	13
11	'John Winter' (D)	M	Opel Calibra V6	Opel Team Joest	40:48.34	1:36.43	1:36.26	14
12	Uwe Alzen (D)	B	AMG Mercedes 190E	Persson Motorsport/Mac Jeans	41:08.79	1:37.36	1:35.89	16
13	Andy Wallace (GB)	M	Alfa Romeo 155 V6 TI/93	Schubel/Jagermeister	24 laps	1:37.58	1:36.23	17
14	Sandy Grau (D)	M	AMG Mercedes 190E	Zakspeed/Old Spice	24 laps	1:37.55	1:36.81	18
15	Stig Amthor (D)	M	AMG Mercedes 190E	Zakspeed/Car Royal	24 laps	1:38.03	1:37.22	20
16	Gianni Giudici (I)	M	Alfa Romeo 155 V6 TI/93	Team Giudici/Antera	24 laps	1:39.06	1:38.80	22
17	Marc Gindorf (D)	B	AMG Mercedes 190E	Persson Motorsport/Teleshop	24 laps	1:39.36	1:36.95	21
18	Armin Bernhard (D)	Y	Mercedes 190E Evo 2	BAS Reifen/Fora Hotels	24 laps	1:41.09	1:39.92	24
19	Neil Cunningham (AUS)	Y/M	BMW E36	WS Team/Birkin + Chopard	24 laps	1:41.16	1:41.15	25
20	Klaus Ludwig (D)	B	AMG Mercedes C-Class	AMG/D2 Privat	23 laps	1:34.15	0:00.00	15
21	Jurgen Ruch (D)	G	Ford Mustang GT	Ruch Motorsport/Dekra	23 laps	1:41.26	0:00.00	27
R	Georg Severich (D)	Y	BMW E36	WS Team/DHL	20 laps – spin	1:41.77	0:00.00	26
R	Frank Schmickler (D)	M	BMW E36	Linder/Ge-Ka	19 laps – drive shaft	1:39.26	1:38.38	21
R	Giorgio Francia (I)	M	Alfa Romeo 155 V6 TI/94	Schubel/TV Spielfilm	15 laps – oil leak	1:35.13	1:33.14	11
R	Gerd Ruch (D)	G	Ford Mustang GT	Ruch Motorsport/Dekra	11 laps – overheating	1:39.31	1:39.17	23
R	Keke Rosberg (SF)	M	Opel Calibra V6	Opel Team Joest	9 laps – transmission	1:34.24	1:31.86	4
R	Jurgen Feucht (D)	G	Ford Mustang GT	Driver/Buffalo Boots	4 laps – engine	1:45.84	0:00.00	28
R	Manuel Reuter (D)	M	Opel Calibra V6	Opel Team Joest	0 laps – accident	–	1:32.25	6

RACE TWO

Pos	Driver	Result	Best lap
DQ	Alessandro Nannini (I)	39:26.98	1:32.82
1	Manuel Reuter (D)	39:31.02	1:33.11
2	Jorg van Ommen (D)	39:41.36	1:34.34
DQ	Christian Danner (D)	39:42.12	1:34.43
3	Kurt Thiim (DK)	39:45.63	1:34.34
4	Danny Sullivan (USA)	39:55.09	1:34.84
5	Andy Wallace (GB)	40:48.33	1:36.91
6	Uwe Alzen (D)	40:49.62	1:36.86
7	'John Winter' (D)	41:32.40	1:35.15
DQ	Bernd Schneider (D)	24 laps	1:32.68
8	Roland Asch (D)	24 laps	1:33.57
9	Gianni Giudici (I)	24 laps	1:37.64
10	Marc Gindorf (D)	24 laps	1:37.59
11	Stig Amthor (D)	24 laps	1:37.84
12	Frank Schmickler (D)	24 laps	1:38.08
13	Armin Bernhard (D)	24 laps	1:39.49
14	Neil Cunningham (AUS)	23 laps	1:40.82
15	Jurgen Ruch (D)	22 laps	1:41.12
R	Giorgio Francia (I)	16 – trans	1:34.06
R	Kris Nissen (DK)	12 – trans	1:33.47
R	Ellen Lohr (D)	9 – mech	1:34.07
R	Georg Severich (D)	9 – crash	1:42.50
R	Sandy Grau (D)	6 – spin	1:37.49
R	Jurgen Feucht (D)	3 – handling	1:46.18
NS	Nicola Larini (I)	0 – engine	
NS	Klaus Ludwig (D)	0 – brakes	
NS	Keke Rosberg (SF)	0 – transmission	
NS	Gerd Ruch (D)	0 – overheating	

B = Bridgestone; G = Goodyear; M = Michelin; Y = Yokohama. **Winner's ave speed**: Race 1 – 95.01mph; Race 2 – 94.89mph. **Fastest lap**: Race 1 – Nannini, 1m33.40s, 96.35mph; Race 2 – Reuter, 1m33.11s, 96.65mph **(record). ITR Gold Cup positions:** 1, van Ommen, 142pts; 2, Nannini, 126; 3, Ludwig, 112; 4, Thiim, 108; 5, Larini, 102; 6, Nissen, 96; 7, Asch, 79; 8, Danner, 74; 9, Reuter, 62; 10, Francia, 55; etc. **Next round:** Diepholz, July 23/24

IN BRIEF

Slim pickings

Bad news for DTM privateers this season is that there are 15 works cars vying for the top 15 qualifying slots.

At the beginning of the year, the pickings were slim, but there was always a chance that one of the top privateers could squeeze into the bottom slot by dint of a tardy lap by 'John Winter' or mechanical failures to someone else. Now, 'John Winter' is nearer to the pace of his team mates and only the latter option is realistic. It's frustrating for a privateer to be sitting on the bubble in 14th or 15th slot, knowing that a Larini or a Rosberg is playing it cool and will put his banker in with five minutes to go – but that's the deal in the DTM.

Alzen on top

It was Uwe Alzen's turn to be the nearly man this week. He was 16th fastest on Friday in his Persson Motorsport Mercedes 190E and then fastest in the 'second 15' qualifying. 'The car worked well and I think my choice of tyres will be good for the race. The works cars will probably be too far away, but I think I can beat Andy Wallace.'

Wallace lined up second in an oversteering Schubel Alfa. For this weekend, with usual driver Michael Bartels away on 2-litre business at Zolder, Wallace was in the Jagermeister car – possibly for his last DTM outing.

BMW interlopers

It wasn't until the 21st starting spot that a car other than a Mercedes, an Alfa or an Opel made an appearance. Frank Schmickler's factory-disowned BMW E36 headed Gianni Giudici's '93-spec Alfa and Gerd Ruch in the first of a trio of rumbling Ford Mustangs. Speed trap figures showed that even on Donington's relatively short straights, the Ruch Motorsport heavy metal was among the fastest cars through the speed traps.

ABS breaks

Neil Cunningham's DTM debut was initially hampered by a shortage of Yokohamas and later by a faulty ABS system for the Aussie's WS Team BMW E36. A deal to use Michelins in the second race eased the first problem, but the ABS fault proved elusive. 'Not knowing if it's going to be there or not isn't a nice feeling,' said Cunningham, 'so I switched it off. Without ABS, you're nowhere in these cars, so I hope we get to the bottom of it.'

And finally...

As is traditional at DTM races, the top three on the grid attended a post-qualifying press conference. Quote of the conference came form Opel motorsport manager Walter Treser when asked why Rosberg only managed fourth. 'He doesn't like press conferences,' he smiled, 'so he lifted off in the last corner.'



Kurt Thiim took his fourth pole of the season as the opposition foundered. Below: Klaus Ludwig's qualifying lap lasted as far as the Redgate gravel trap. Photos: Jeff Bloxham

Fourth Thiim on the pole

DANE KURT THIIM SURPRISED EVERYBODY – HIMSELF INCLUDED – WHEN HE TOOK HIS FOURTH POLE OF THE SEASON IN HIS ZAKSPEED MERCEDES C-CLASS

Kurt Thiim is taking on the mantle of 'King of the DTM poles' after again setting fastest time in the DTM's Indy-style single-car qualifying.

Apart from Zolder's opening round, when Nicola Larini's Alfa Romeo took the top slot, Mercedes has bagged first on the grid at every round, with Thiim's vivid yellow Zakspeed machine occupying the pole at four of those.

On Friday, Thiim struggled. He set 11th fastest time in the afternoon timed session, hence guaranteeing his place in Saturday afternoon's top-15 qualifying, but 10th overall in Saturday morning's untimed practice hardly pointed to the car as a potential pole-sitter.

With the fastest 15 Friday qualifiers starting their single flying laps in reverse order, Thiim's was the fifth car out. The 1m31.72s lap, set with three hard race tyres and a softer left rear, looked beatable.

Half an hour later, Thiim was still there and on his fourth pole of the season. 'I was quick,' he said, 'but the others were slow. I thought that the time was good enough for the fourth row.'

Next to go after Thiim was team-mate Jorg van Ommen. 'I made four mistakes in one lap and there are only seven corners,' he said. Still, the lap was good enough for fifth overall.

Klaus Ludwig followed van Ommen in another Mercedes. His flyer lasted from the line as far as Redgate, at which point an ABS sensor failure pitched a locked-up DTM points leader into the gravel. With no time recorded, Ludwig would start 15th.

Manuel Reuter's Opel Calibra pulled out of the pits to start its speed-up lap with Ludwig's car still beached, but as he crossed the line to start his flyer, the track had been cleared. 'I was pretty sure they'd have things sorted by the time I got around,' he said. Gearbox problems put a stop to any thoughts of pole.

Bernd Schneider's Mercedes and Christian Danner's Alfa tried and failed to snatch pole. 'The problem was the driver,' said Schneider. 'That was a bloody terrible lap,' said Danner. Suddenly it began to look possible for Thiim.

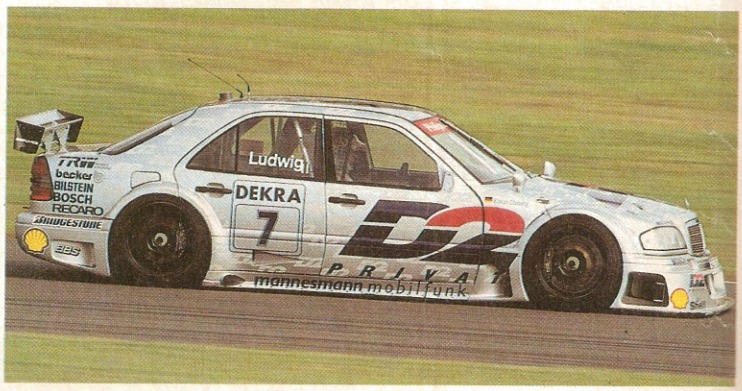
As Roland Asch failed to make the most of his single lap in the last of the Merc C-Class sextet and Norisring winner Kris Nissen blew his attempt in his garish Schubel Alfa, it was all down to the Alfa Corse duo of Alessandro Nannini and Larini and Opel big gun Keke Rosberg to try and prise the glory from Stuttgart.

Nannini was second fastest at the first split, dropped to third fastest at the second, but recovered to second at the end, just 0.09s down on Thiim.

Alfa's last chance, Larini, launched himself out of Goddard on to his flyer and stopped the clocks 0.05s quicker than Thiim at the first split. But after that, the lap degenerated into a series of lurid slides, sideways moments and gearbox glitches, which knocked him to third, four hundredths behind Nannini.

Now it was all down to Rosberg. He had been super-quick and super-spectacular throughout practice, but a close second at the second split, only 0.02s down, became fourth at the chequered, 0.14s behind Thiim.

'It just means more work for me to do tomorrow,' said a philosophical Finn.'



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Mansell: what now?

SAFELY BACK ACROSS THE WATER, NIGEL MANSELL REFLECTS ON HIS F1 RETURN – AND SPECULATES ON WHAT HE'LL BE DOING NEXT. BY **ADAM COOPER**

Saturday at Toronto, and Nigel Mansell is relaxing in the Texaco motorhome, with an eye on the TV and his mate Greg Norman playing in the British Open.

Final qualifying is 90 minutes away, and there's every chance the Penskes might push Nigel off the front row. Trouble is, he thumped the tyres the day before, and is nursing a bruised left hand.

That's just the latest episode in a season which has turned into something of a soap opera for Nigel. Every weekend seems to produce some drama, some new quirk of fate which conspires to keep him off top of the rostrum. In tomorrow's race he's destined to lead – until Michael Andretti clips and punctures his rear tyre...

The relentless pace of the IndyCar year does not help; since first practice at Indy in May there have been just two free weekends.

Nigel chose to fill one of his precious breaks with a trip to Magny-Cours. Yet rather than add to the mental and physical fatigue, it seems to have revitalised him: he seems rather more content with his lot than of late back. How does he view his French summer break?

'It was a fantastic weekend, thoroughly enjoyable,' he says. 'To my amazement, the papers made up headlines that it was the worst time of my life. We didn't say that at all. In point of fact, I'll tell you that it was one of the most exciting weekends I've had in motor racing, because of the challenge of it all. I wasn't disappointed. If anything, I was pleasantly surprised to be on the front row, to be competitive.'

But was he disappointed to be knocked off pole by Damon Hill?

'Yes and no. The thing that I was proud of – and this is where people have short memories and don't understand – is that I drew a lot of satisfaction with Damon getting pole, and to be able to help and motivate someone in the team who you actually support, who you actually helped get the drive. People forget that. Damon's pole made me quite happy: I wasn't upset.

'Yes, it would have been nice for me to get pole, but I've had a lot of them in my career, and if it was someone else who took it from me, I would have been disappointed. But the fact that Damon did it, I was actually very proud. It was great.

'The thing that was a little bit disappointing was that *I* set the car up wrong for the race, because I hadn't got the knowledge of the new cars; they are definitely different, they are definitely more difficult to drive. They're more nervous, more sensitive, and very, very critical on set-up. Even with the problems I had in the race, we were still lying – albeit a distant – third, still had a rostrum position up until the gearbox failed.'

Did he feel much frustration at this, after all the effort?

'Not frustration. I've been in motor racing so long now, and that's part of racing. Sometimes your car will work perfectly, and other times it will stop. Something wasn't quite right after the warm-up lap on the grid.

'People must realise, look at it as an objective picture and see that I turned up for one race, got on the front row of the grid, and was running third with less than a perfect car, set-up wise.

'All these other people you're up against are doing it day-in, day-out. F1 is the pinnacle of motorsport, and just to turn up and be vaguely competitive has made me happy.'

Nigel's greatest successes came in the all-singing, all-dancing active Williams of 1991-'92. Did he enjoy the '94-spec car any less?

'It's relative. If you win in a car which looks ugly, it's the most beautiful car. You can have the most beautiful car, but if it doesn't win or do anything, then it's ugly. But one race doesn't really give you a complete picture.

'Were we totally comfortable, and was there a lot of comfort zone? Probably not. For obvious reasons you only get that if you drive in the same car regularly.'

What the current cars require, arguably, is greater input from the driver. Nigel agrees.

'The biggest thing is that you have to understand the car, and interpret all the things it's telling you. Then you must have a great understanding of what things you can change to get what benefits. You're trading a lot of things off, and that's where I got caught out.

Is Nigel a better driver after his spell in Indycars?

'I would say that with any driver, I think every year he should be better than the previous year. He should be more knowledgeable, a little bit more mature and more at peace with the world. As long as he hasn't reached the peak of his talent and is going over the hill.

'I've certainly gained a lot from being over here. Some things good and some things bad.'

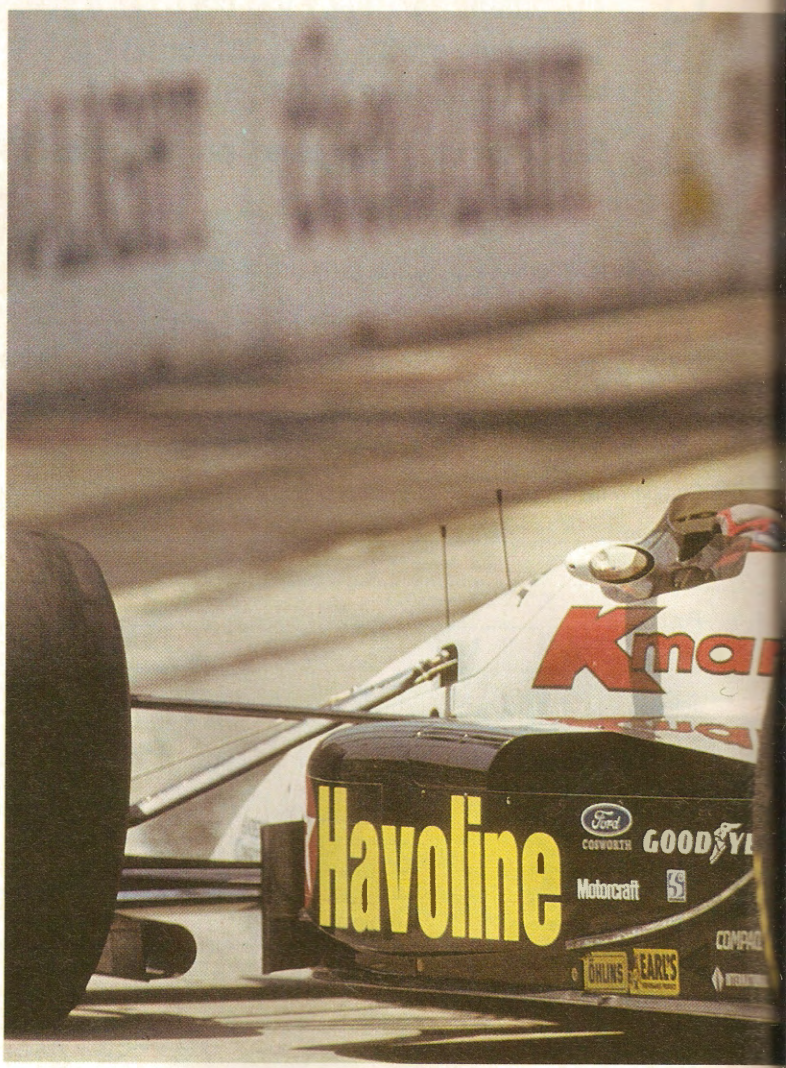
What are the positive gains?

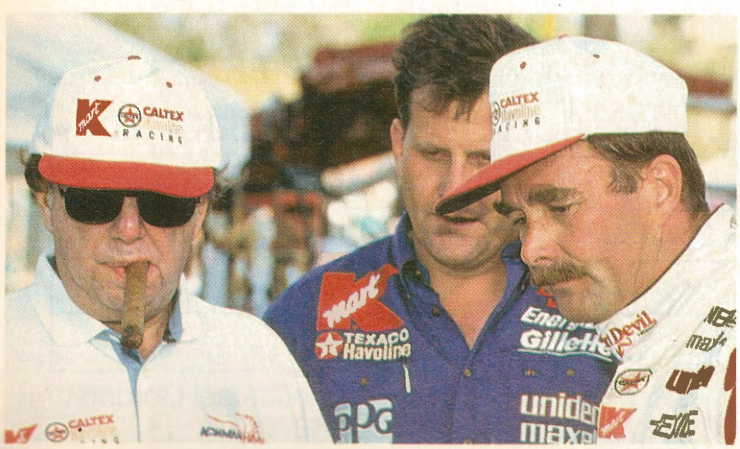
'Well, over here you've really got to work on the set-up of the car, especially on the ovals. You can't hustle the car. That is very, very important.'

So is he more of a perfectionist, whereas previously he might drive around problems?

'I wouldn't say I'm more of a perfectionist, it's just I like to try to get the car to do a bit more work.'

For the most part the Lola has not been up to the job, although the Penske steamroller has looked







Left: Does Nigel Mansell intend to drive away from Indycars at the end of the season? Photo: Steve Swope. Bottom left: Nigel with team boss Carl Haas (left). Photo: John Townsend/Sutton Photographic. Below: Nigel's French GP grinds to a halt. Photo: Martyn Elford

more vulnerable of late. With the wins not coming, has Nigel enjoyed this season less than last?

'It's always more difficult when you're not winning. This year's no different to an awful lot of years I had in F1. It's about six years since I've not won in a season, but we've got another eight chances yet...

'Penske is doing an absolutely outstanding job, which it's got to be congratulated on. It's marvellous what the team has achieved. The thing is it's got three drivers who are able and willing to do what is necessary to go for the title, and who've all won this year.

'But the Newman-Haas team – no disrespects to Mario, but he's in his retirement year, he's having parties at every race. At times, some of the team feel as if they're retiring as well! I turn up at the circuit and the motivation isn't there sometimes, because you can sense it around you. It's very difficult to compete against any top team when you're not working as you should do as a team.'

You have to wonder how much the hoopla over F1 has distracted Nigel from the job at hand. He says, a little unconvincingly perhaps, that it's not his problem.

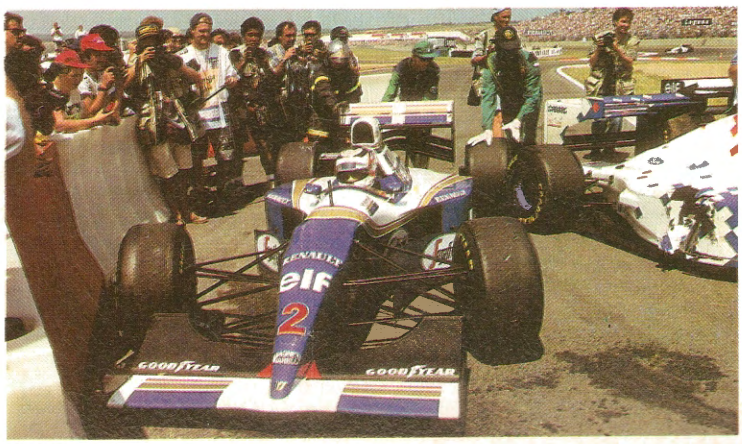
'I haven't been party to any of it. So, fortunately, it's not been much of a distraction for me. To everybody else it has. I've never been in a position to make it happen or not make it happen, so from that point-of-view I'm very thankful.'

"Honestly, I can look anyone in the eye and say: 'I don't feel any pressure at all now"

But does the media attention get him down?

'I don't get annoyed, but it is a little bit frustrating. You have to appreciate that when you're the current champion, you're gonna get attention like that. And when you're at the top of your game and you're competitive, the press is going to have a field day.

'To a certain extent you can't blame them. The only thing that I get amazed with, even after all these years, are the make believe stories. "This is a fact", or "This is an exclusive interview" – and you've never even spoken to them! What never ceases to amaze me is the lengths people will go to to try to get some one-upmanship on story telling. It's not so much me, but this sort of behaviour can cause very embarrassing problems for significant sponsors.'



So here's the big chance to get the facts right. After France, how does Nigel view the future?

'How do I view it? The nice thing with me, and this is consistent with what I've said, is that I view it year-by-year. This year is no different to any other. I wouldn't think there'll be any change on that view until probably about September. By then, we'll see how the land lies.'

Not much joy there. Surely, after winning last year, Nigel has nothing to prove in Indycars. And since he says that F1 is still the pinnacle, shouldn't he be there?

'That's a reasonably analogy. It just depends. You have to look at what's possible and what isn't. You have to balance it all up.

'I'm a lot more laid back than I was, a lot more patient. All these things will fit into place, whereby I don't have to make much of a decision about what might or might not happen.

'If it does, great, if it doesn't, that's great as well. There's no anticipation, there's no disappointment. And I think that's just confirming that I'm a lot more laid back. I'm not worried, you see, whatever happens.

'If you said to me, "Nigel, we've got a young star we'd like to give a drive to next week; we'd like you to stand down for a couple of races," or whatever, I'd say, "Fine, give me a call when you know." No problem at all. That's all to do with a really good feeling. That's the transition I've gone through in the last 18 months or two years.

'People say all these things; I'm having this problem, that problem. In the amount of years I've been in the business, I've probably had them all and more. So now when you get to another position in life, or another crisis or another situation arises, it's the 10th situation of the same type.

'What I feel now, which is absolutely marvellous, is that whatever I do, whether it's this side of the water or over there, I can honestly look anyone in the eye and say, "I don't feel any pressure at all now."

'I've got nothing to prove. I do the job and I get into the car because I want to, and I enjoy it. And the day that I don't enjoy it is the day that'll be the end of it.'

So if Nigel had to choose today, which would it be: F1 or Indycars?

'If I had to choose today, the way my thumb feels, I'd go fishing. Or play golf!' ■



Andretti lands vict

REYNARD'S MICHAEL ANDRETTI TOOK CENTRE STAGE IN TORONTO. **GORDON KIRBY** REPORTS

Michael Andretti was in full attack mode in the streets of Toronto last Sunday, coming from the third row to score his second surprise victory of the season.

Early leaders Robby Gordon and Nigel Mansell faded after puncturing tyres, while PPG Cup championship leader Al Unser Jr dropped out with an engine failure on the opening lap.

Unser's misfortune also proved unlucky for his team-mate, Paul Tracy, as the incident triggered a clash between Tracy and Andretti which damaged Tracy's car and cost him a lap.

Andretti qualified sixth in Toronto, his best recent qualifying performance, and led for the first time since winning at Surfer's Paradise in March. He took the lead after a quarter of the race and quickly put half a lap between himself and his nearest challenger. It was only towards the finish that he was challenged by Bobby Rahal.

Luck played its part in the win as, in addition to the scrape with Tracy on the opening lap, Andretti also survived a close shave with Mansell a little later.

Rahal scored his and Honda's best result of the year with an impressively strong drive to second place, fighting off a late challenge from Emerson Fittipaldi. The Brazilian finished third in Penske's thinnest day of the IndyCar season. The only other driver to run the full 98-lap distance was Mario Andretti who finished fourth after running well all weekend.

The opening lap was hectic. Poleman Gordon took the lead from the start chased by Mansell, Unser, Tracy, Fittipaldi and Michael. Going down the backstretch for the first time, however, Unser's engine blew and as Tracy and Fittipaldi pulled out to avoid their slowing team-mate, Andretti went for the deep inside.

Michael banged wheels with Tracy, sending Paul to the pits with a bent front wing and steering arm. Halfway through the first lap, then, it was Gordon leading from Mansell, Andretti and Fittipaldi.

'It was a real mess down there,' said Michael about the braking zone at the end of the backstretch. 'There were a bunch of cars all over the place, especially orange and white ones. I didn't hit Paul on purpose. It was just really tight quarters and I just clipped him as I went past.'

Out front, Gordon quickly took control, pulling away from Mansell until suddenly having his right rear tyre come apart as he passed the pits.

'We didn't touch anything,' said Gordon about his cut tyre. 'Right when we crossed the start-finish line, I felt the tyre go in the straight. The worst problem though was that I stalled the car. If I hadn't stalled it, I don't think we would have lost a lap. Fortunately the corner workers were there to give me a good push to get the car going again.'

Gordon came back to finish sixth, losing a fierce late-race battle with Tracy, but mightily impressive nevertheless.

Mansell took over from Gordon but soon came under increasing pressure from Michael. By the 22nd lap Michael was close enough to launch his attack. He made one unsuccessful attempt to take the lead before brushing wheels with Mansell on lap 26 while making a great pass for the lead. The incident happened in Turn 8, one of the





Leading men: Michael Andretti (left) and Bobby Rahal (right) held off a challenge from Emerson Fittipaldi (pictured with nephew, Christian, below) to finish one and two respectively Photos: John Townsend/ Sutton Photographic



Critical acclaim: Michael accepts the plaudits of the crowd from the winner's rostrum (below)



ory role

quicker corners on the Canadian street circuit and it may have been Michael's earlier, blocked attmept which damaged one of Mansell's rear tyres.

'Nigel and I were really going at it,' commented Andretti. 'One time I tried to go around him on the outside and he pushed me into the tyre wall. Then I decided to stay inside him and just tapped him a little bit. I got past him and I noticed he slowed down.'

Mansell went past the pits before realising his left rear tyre was flat, so he had to limp slowly around a full lap before stopping for fresh rubber. He rejoined a lap behind Andretti in 23rd place but after getting no higher than 19th Mansell finally pulled in to quit at two-thirds distance with handling troubles.

For much of the middle of the race Andretti was almost unchallenged although a curious occurence with the pace car cost him 30 seconds at one point. Just before his second pitstop Michael came upon the pace car as he powered down the backstretch. He dutifully fell into line behind the pace car for half a lap before the pace car ducked into the pitlane without a full-course yellow taking place!

'I don't know what happened,' said Andretti. 'That cost me dearly. I had 37 seconds over Bobby and after following the pace car for half a lap I was only four seconds ahead of him.'

Nevertheless, Michael was able to fight off Rahal's late challenge, finally winning by 6.8 seconds. 'I knew Bobby was going to be tough today,' noted Andretti. 'I followed him in practice yesterday and his car was working really well.'

Andretti said he tried to be careful, despite his incidents with Tracy and Mansell. 'I really tried to take my time today and pick my passing points,' commented Michael. 'I tried not to make any banzai moves.

'This year's been a strange one,' he went on. 'We started on a high and since then we've struggled. We've been crawling back, getting more competitive but then to come back and score a win is just great. It feels like it's been forever since Australia.'

Michael credited much of his return to winning form to engineer Mo Nunn who rejoined Chip Ganassi's team two weeks ago. Nunn was with Ganassi in 1992 and '93 but spent the first half of this season with Dick Simon's team.

'I think a lot of it has to do with Mo,' said Andretti about his race success. 'I believe the combination of Mo and (regular engineer) Julian Robertson really work well together. We needed somebody to come in from the outside and go through the notes to see things that we might have missed and done wrong. I think Mo's done that for us.'

Andretti also believes that Chip Ganassi's team has begun to tune and develop the Reynard chassis to suit his driving style. 'The four years that I drove for Newman-Haas, the Lola was really developed to suit my style of driving,' commented Andretti. 'The Reynard didn't really fit me and we've just been trying to get the car to fit my driving style. We had to sit down and figure out how to make the car suit me.'

Rahal was a strong second after changing engines for the race. Rahal has been experimenting in recent races with a new Honda engine, but reliability problems covinced him to revert the older specification 'big bang' engine for last Sunday's race. Bobby was delighted with his car's handling, crediting his performance primarily to good handling after outbraking Fittipaldi for second place.

'We're getting the car working really well,' commented Rahal. 'In the twisty bits my car was really good. That's where I was able to beat Emerson today. He was much faster than me down the straight, but I could leave him behind in the corners.

'For our crew this is a tremendous morale booster,' continued Rahal. 'Our pitstops and strategy were good. Everyone walks away from here feeling good. We have a new engine to start testing next week and we may race it at Michigan. We could be ▶



◀ running up front consistently from now on.'

Third-placed Fittipaldi said Rahal was able to catch and pass him because he inadvertently turned off his ignition switch. '(Team manager) Chuck Sprague said over the radio to change the fuel mixture,' explained Fittipaldi. 'I was doing that when I hit a bump and switched off the engine. It took me a few seconds to realise what had happened. That's when Bobby caught me and then outbraked me into Turn 1.'

Despite Emerson's best efforts he could not catch Rahal at the end of the race. 'Bobby was driving really well, really hard,' noted Fittipaldi. 'His car was working just great but he was driving as hard as I've ever seen him.'

The last unlapped finisher was Mario Andretti in fourth place. Andretti's crew had to change his gearbox before the race and the rushed change upset the balance of his car. 'The car was real loose,' reported Mario. 'We took some wing out and that was wrong. We put a lot back in and that didn't work either. It was a tough day.'

Tracy drove through the field to finish fifth after pitting for repairs at the end of the first lap. 'I felt somebody hit me from behind,' said Tracy about the opening lap. 'Then Michael came up and grabbed me from behind. He bent my steering arm and front wing.'

Tracy said he drove for points after his pitstop. 'Its really satisfying even though I felt I had a good enough car to win,' commented Tracy. 'I felt this was one of my best races of the year from where I came from. I tried to get by guys cleanly and sweet. The whole race I was thinking about points and trying to get into the top three or four.'

Polewinner and early leader Gordon came through the field in company with Tracy but couldn't stay with the Penske in the final laps. Nevertheless Gordon came home sixth, keeping himself in the thick of the PPG Cup points race, directly ahead of Tracy and Mansell.



Gordon (above) only managed sixth after starting on pole. Unser (far right) shares a joke with a member of his crew

A bit of a turnover in Toronto then, although Unser and Fittipaldi remain well established in first and second places in the IndyCar championship. Michael has pulled himself into third in the points race with Gordon, Tracy and Mansell clustered together in fourth, fifth and sixth. Next comes the Michigan 500, a race in which Mansell and team-mate Mario Andretti dominated a year ago. This year, the story may be a little different. ■

TORONTO (USA)

July 10, **PPG Indycar World Series**, round 9, 98 laps – 174.44 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Qual	Grid
1	Michael Andretti (USA)	Ganassi/Target	Reynard-Ford 94I	1- 48:15.978	58.775	6
2	Bobby Rahal (USA)	Rahal-Hogan/Miller	Lola-Honda T94/00	1-48:22.779	59.219	9
3	Emerson Fittipaldi (BR)	Penske/Marlboro	Penske-Ilmor PC23	98 laps	58.715	4
4	Mario Andretti (USA)	Newman-Haas/Texaco + K-mart	Lola-Ford T94/00	98 laps	59.314	10
5	Paul Tracy (CDN)	Penske/Marlboro.	Penske-Ilmor PC23	97 laps	58.738	5
6	Robby Gordon (USA)	Walker/Valvoline.	Lola-Ford T94/00.	97 laps	58.154	1
7	Andrea Montermini (I)	King Racing/Budweiser	Lola-Ford T93/00.	97 laps	59.522	13
8	Teo Fabi (I)	Hall/Pennzoil	Reynard-Ilmor 94I.	97 laps	59.397	12
9	Jacques Villeneuve (CDN)	Forsythe-Green/Player's.	Reynard-Ford 94I.	97 laps	59.570	15
10	Scott Goodyear (CDN)	Bernstein-King/Budweiser.	Lola-Ford T94/00.	97 laps	59.772	18
11	Dominic Dobson (USA)	PacWest	Lola-Ford T94/00	97 laps	59.643	16
12	Raul Boesel (BR)	Dick Simon/Duracell.	Lola-Ford T94/00.	97 laps	59.694	17
13	Adrian Fernandez (MEX)	Galles/Tecate.	Reynard-Ilmor 94I.	97 laps	59.332	11
14	Stefan Johansson (S)	Bettenhausen/Alumax.	Penske-Ilmor 94I.	97 laps	59.130	7
15	Marco Greco (BR)	Dick Simon/Arciero	Lola-Ford T93/00	96 laps	59.879	21
16	Scott Sharp (USA)	PacWest	Lola-Ford T94/00	94 laps – header	59.857	20
17	Alessandro Zampedri (I)	Euromotorsports/AGIP.	Lola-Ilmor T93/00.	93 laps. – off course	60.326	25
18	Hiro Matsushita (J).	Dick Simon/Panasonic.	Lola-Ford T94/00.	85 laps.	61.804	29
R	Ross Bentley (CDN)	Dale Coyne/AGFA	Lola-Ford T94/00	81 laps – oil pressure	62.228	30
R	Mauricio Gugelmin (BR)	Ganassi/Hollywood.	Reynard-Ford 94I.	69 laps – suspension	59.551	14
R	Willy T Ribbs (USA).	Walker/Service Merchandise.	Lola-Ford T93/00.	66 laps– contact	60.871	27
R	Mike Groff (USA).	Rahal-Hogan/Motorola.	Lola-Honda T93/00.	66 laps – transmission.	59.829	19
R	Nigel Mansell (GB)	Newman-Haas/Texaco + K-mart	Lola-Ford T94/00	66 laps – handling	58.295	2
R	Claude Bourbonnais (CDN)	ProFormance/Player's	Lola-Ilmor T93/00	57 laps – contact	60.782	26
R	Jimmy Vasser (USA)	Hayhoe/Conseco	Reynard-Ford 94I	43 laps – off course	59.141	8
R	Mimmo Schiattarella (I)	John Martin/Marcelo Group	Lola-Ford T93/00	31 laps – transmission	60.109	23
R	Parker Johnstone (USA).	Comptech.	Lola-Honda T94/00.	30 laps – transmission	61.128	28
R	Jeff Wood (USA)	Pagan Racing	Reynard-Ford 94I	12 laps – electrical	67.805	31
R	Al Unser Jr (USA)	Penske/Marlboro	Penske-Ilmor PC23	2 laps – engine	58.486	3
R	Mark Smith (USA)	Walker/Craftsman	Lola-Ford T94/00	2 laps – engine	60.064	22
R	Arie Luyendyk (NL)	Indy Regency/Eurosport	Lola-Ilmor T94/00	1 laps – electrical	60.199	24

Winners average speed: 96.673mph. **Championship positions:** 1, Unser, 127 pts; 2, Fittipaldi, 100; 3, Michael Andretti, 80; 4, Gordon, 75; 5, Tracy, 74; 6, Mansell, 72; 7, Villeneuve, 50; 8, Rahal, 45; 9, Mario Andretti , 40; 10, Johansson, 40. **Next round:** Michigan, July 31.

COOL WORLD

TORONTO IS VERY CHILLED OUT, SAYS ADAM COOPER

Few cities in North America are as cosmopolitan as Toronto, and that international flavour is what makes it such a great place to visit, especially at night. A town which justifies two Hard Rock Cafes has to be a pretty cool place.

Brazil and Italy are among the many groups with strong representation, and after the game in California, the Toronto streets were sure to be echoing to the sounds of Brazilian fans whistling and honking horns on Sunday night.

Toronto is a sports mad city. Baseball's Blue Jays have beaten off all challengers from south of the border for the past couple of years, while ice hockey's Maple Leafs, the team to beat until the late '60s, are still trying to relive past glories. Professional basketball is coming soon, and you can expect to hear a lot about the Toronto Raptors when the team hits the NBA.

Motor racing is another element in the mix, and it helps no end that a local born and bred driver is at the forefront of IndyCar racing. Even before his win last year Paul Tracy was a hero on a par with the top ball (and puck) players in town. Despite a dismal '94 season Scott Goodyear is still a big name in these parts, while Jacques Villeneuve, although not an Ontarian, is nevertheless the man the fans all want to meet.

The Molson Indy track is just to the west of downtown, and runs around the city's exhibition area, winding its way between some rather quaint public buildings.

The track is quite interesting by street circuit standards, offering a variety of corners. The main drawback is that it's bumpy, and the apexes of most corners are paved with concrete, so as to avoid problems with the tarmac breaking up. The concrete patches, as you might imagine, are not very grippy.

The strangest thing about Toronto is that the most exciting corner is right in front of the pits, in full view of mechanics who usually spend the season watching the tops of roll hoops speeding behind a concrete wall.

It's a truly wonderful corner at which to view, especially from behind. An off camber lefthander with big bumps in just the wrong places, taken at around 160mph – you can really see both car and driver stretched to the limit.

The consequences of something going wrong there are not pleasant, as Bryan Herta found out on Saturday morning. You can't help thinking that one day someone might enter the pitlane at rather more than the permitted 80mph, and from a very unexpected angle...

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Young Dane seeks greatness

HE'S DOMINATING BRITISH FORMULA 3, HE'S JUST SIGNED A McLAREN TEST CONTRACT AND HE WANTS TO WIN THE WORLD CHAMPIONSHIP – MEET 21-YEAR-OLD JAN MAGNUSSEN. BY **ANDREW BENSON**

Life doesn't get much better than it is for Jan Magnussen right now. Not only is he dominating the British Formula 3 Championship with eight wins from 11 races, but in the past few weeks he's had both Benetton and McLaren chasing his signature on a contract. He plumped for McLaren shortly before the British Grand Prix.

You'd think it might all be a bit too much for a Dane just past his 21st birthday, who arrived in England little more than two years ago without a penny to his name. But the first thing that strikes you about Magnussen is just how calm and unimpressed with himself he is.

'I've won a lot of races this year,' he says, matter of factly, 'and I think that came into the equation with McLaren when they started talking to me. It's always been my hope to get to Formula 1, but I never dreamed it would be this year.'

It must have swept him off his feet to have two of the best teams in F1 chasing him: 'It's a bit flattering, and it feels great, but I'm putting all my concentration into British F3 until I've either won the championship or the championship is over. I won't be doing anything else until then.'

He will then undertake a number of F1 tests over the winter and into next year with McLaren, whose intention it is to support his career for some time to come. And if things carry on as they are, it shouldn't be too long before Magnussen gets his turn to race an F1 car.

Magnussen is imposing the sort of domination on F3 that hasn't been seen since the late Ayrton Senna's championship year 11 years ago – and the Brazilian's record of 12 wins in a season is well within his reach.

The Dane's race engineer this year is Bruce Jenkins, who worked with Senna at McLaren in 1988. He sees considerable similarities between the two. 'Jan is good,' says Jenkins. 'He has the speed and determination of Senna and the thinking head of Alain Prost.'

That's a pretty serious statement to make about someone so early



The kind of performance Magnussen produced to win at Oulton in May (left) led to a McLaren F1 contract. Photos: Sutton & Bloxham

in his racing career, but Jenkins is in no doubt.

'It's the thinking that amazes me, especially at such an early stage in his career and at such a young age,' he says. 'Jan will go on to do better things. He thinks the same way as Senna did. He is that motivated. He eats, sleeps and shits motor racing. His motivation is exactly the same as Ayrton's was. He wants to win the World Championship. He's a very good thinking driver. He's very clever; he knows what he wants to do.'

So what does Magnussen think his secret is?

'I don't know,' he shrugs. 'It all comes naturally to me. I don't think I could explain to someone why I'm quick.'

But the comparisons with Senna make him uncomfortable. 'I don't know what to say about it. It's nice that people think that, but it's difficult to compare people. I'll just let people decide that for me. I've done well. Senna did better than I've done so far, but I've still got time to catch him. That's my aim for this year, to beat the records.'

The similarities are there, though, and the most obvious is extremely high levels of touch, feel and balance. According to Jenkins, Magnussen, like Senna, is 'amazing on cold tyres' at the start of a race. It is a strength that Magnussen knows he has. At a time when most drivers are still feeling their way with a car of which they are unsure, on tyres that are not yet up to racing temperature, Magnussen will build up a gap to his pursuers. It is an ability that has stood him in good stead this season, when race after race he has started from pole, built an early gap and controlled the race to his liking from there.

His raw ability was most noticeable in the most recent F3 race, at the British Grand Prix. When Magnussen lost one side of his front wing in a first- corner collision, everyone thought that was it for the day.

Everyone except Magnussen. He hung doggedly on to the leaders for the first two-thirds of the race before worn tyres forced him to drop back. He even held fastest lap at one-third distance.

Jenkins takes up the story: 'I'd told the guys to prepare for a pitstop, and then I looked at the stopwatch at the end of the first lap and thought it must be wrong. "You can't do that," I said. But then it happened again and again.

'Eventually the front tyres started to wear out. He'd pushed so hard that by the end of the race, they were completely bald. It should have been impossible to drive at that speed, but he'd just got even more pumped up by it, because he was annoyed by the fact that he'd made a mistake at the start.'

> **MAGNUSSEN**
> **"Winning the Formula Ford Festival was unbelievable. I didn't get as pissed when I signed for McLaren"**

Magnussen's talent has shone from his earliest days in racing. He had an incredible record in karts. He started racing them seriously in Denmark in 1984, won the national title in 1985 and 1986, the Junior World Championship in 1987 and 1989, and the Senior title in 1990.

In 1992, and without a penny to his name, he moved to England to race hand-to-mouth in Formula Ford. He 'had a few accidents' in the first few races as his low-budget team and he learned the ropes, before winning six of the last nine races in the British Open series. He then took a brilliant victory in the Formula Ford Festival at Brands Hatch, winning the final having started his heat from the back of the grid with a 10s penalty. He still rates it as the best moment of his career, better than signing for McLaren.

'They were similar feelings,' he says, 'but winning the Festival was unbelievable. I didn't get as pissed when I signed for McLaren.

'The Festival was good because the whole week it was like: "This is going to be easy." And I was disqualified in qualifying. But I kept coming through and winning. Brilliant.'

Suddenly, however, his career was stalling. A year ago, Magnussen was struggling in the Vauxhall Euroseries with his Formula Ford team, which had no experience in a series where knowledge of the little tweaks is all. But two people realised that a great talent was going to waste, and they decided to help him out with his career. Those people are Formula 3000 team owner David Sears – then boss of the title-holding Vauxhall Euroseries team – and Anne Newland, a garage owner from the Midlands, who has also supported the career of Jordan test driver and reigning British F3 Champion Kelvin Burt.

'It's only a year since I teamed up with Anne and David,' Magnussen says gratefully, 'and they've sorted out the best F3 drive for me and probably the best F1 seat.'

Thanks to them, and a precocious talent, his career is firmly back on course. 'I'm very single-minded in the car,' he says, 'but out of it I like to have fun, be with my family, my son. To be honest, I don't like all the pictures and interviews and autographs and all that. It's just real nice to get in the car, do what I do, get away from everything.'

And what one thing in his life does he want more than any other? Magnussen gives a look of incredulity. 'To win the World Championship. No question.'

It's not a hope, not an ambition, just a plain statement of fact. He's 21, and the world is at his feet. You'll be hearing a lot more about Jan Magnussen. ■

CONTENDER ONE

SCHMIDT MOTOR SPORT

From humble beginnings in 1976, Schmidt Motor Sport, which operates from behind Konrad Schmidt's Audi/VW dealership near Nuremburg, has grown into one of the most technically flexible operations in existence.

By 1985, the company had grown to such an extent that it was not only running competition vehicles but capable of designing and building prototypes, as well as producing performance conversions of current road models.

By 1991, SMS employed 130 people and enjoyed an annual turnover of DM30 million (£12.7 million).

Schmidt and rallying have been linked since 1977, with many of the world's top drivers steering the team's cars to victory.



Konrad Schmidt

Michele Mouton, Bjorn Waldegard, Per Eklund and Walter Rohrl have all achieved great success at the highest level in either Audis or, in the case of Eklund, the MG Metro 6R4. Harald Demuth and Sepp Haider both contested German series in SMS cars, while Schmidt was also the company that helped put Armin Schwarz on the rally map.

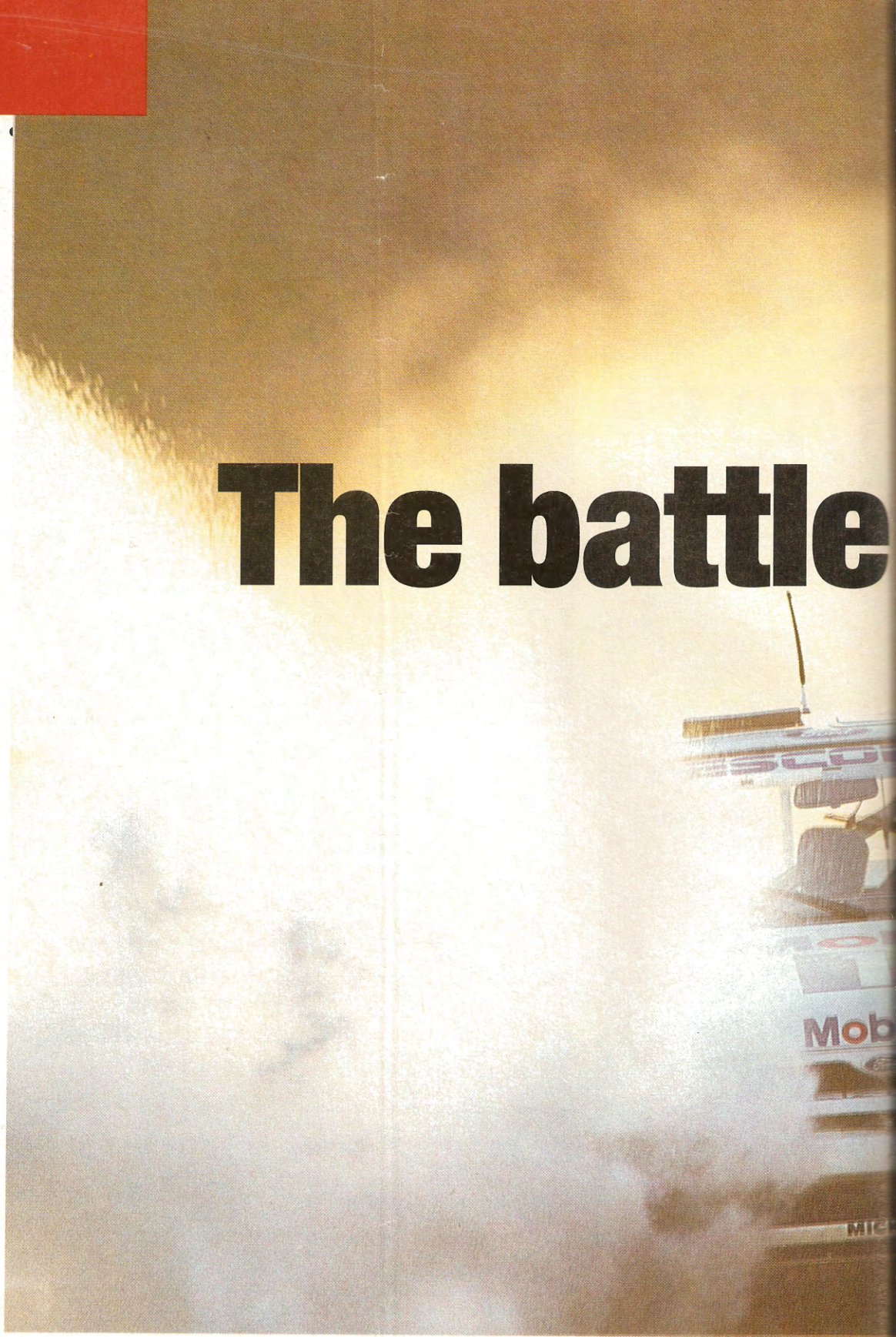
Rohrl is a regular visitor to the company, and when SMS went to the Acropolis Rally this year with Ari Vatanen, the legendary German oversaw the operation.

Schmidt, like RAS Sport (see right), has also been heavily involved in touring cars. The team entered an Audi V8 quattro for Hans Stuck in the German Touring Car Championship in 1990 and promptly won the title, only narrowly missing it the following season. Stuck and Patrick Bernhardt now contest the German 2-litre touring car series in Schmidt Audis.

The diversity of the SMS rally programme is underlined by Haider's plans to contest European events with a Group A Audi Coupe S2 and Vatanen's Ford Escort RS Cosworth outings. The company is also involved in Formula 1 as a shareholder and technical adviser to the Simtek team.

Several of the current key personnel joined SMS from Toyota Team Europe, notably senior engineer Karl-Heinz Goldstein and engine specialist, Norbert Kreyer (who formerly worked for Zakspeed).

Between them they designed and built the stunning A59 'Super Golf' which should have brought the Volkswagen back to World Championship, but was mothballed by VW just as testing began.



The battle

Boreham airfield is situated deep in the heart of Essex, but perhaps more significantly, it lies even deeper in the hearts of rally fans. It is from this windswept base that Ford has run its factory rally cars for 20 years.

Rumours of its imminent closure have circulated on and off for years, but last Friday, the axe finally fell. At the end of the year, Boreham's role will change to one of research and development.

Of all the currently contesting the World Rally Championship, Ford's is the only run directly by the manufacturer. Toyota, Subaru, Mitsubishi and – in its final years – Lancia have all relied on official satellite teams to do the job for them.

Fords, notably Escorts, have been remarkably successful at all levels of rallying. It's hard to imagine any rally, at any level, that has not been won by the marque at some time. But the record book shows that Ford has lifted the manufacturers championship just once in its illustrious career. Few would argue that the team's potential has been both helped and at times hindered by this relationship with the parent company.

Through Ford's Special Vehicle Engineering department, the motorsport operation could influence the design of new models, allowing road cars to be turned into rally cars rather more easily than some other manufactuers could manage. But there was a downside as well. The most famous example came in 1978 when Ford went on strike shortly before the RAC Rally. With several key personnel unavailable, at least officially, an emergency operation

for Boreham

WITH FORD'S RALLY IN-HOUSE RALLY TEAM ABOUT TO CLOSE, TWO CONTENDERS HAVE EMERGED FOR THE HONOUR OF RUNNING THE BLUE OVAL'S WORLD CHAMPIONSHIP CAMPAIGN. BY **KEITH OSWIN**



"RAS Sport and Schmidt Motor Sport have both made strong pitches for the Ford deal"

was hastily conceived. Drivers had to be released from their contracts so they could take up a temporary role with dealer-run teams, which, in turn, were forced to source mechanics at short notice.

Luckily the team management had contracts which were unaffected by the strike, so the likes of Peter Ashcroft, Charles Reynolds, Alan Wilkinson and Mick Jones were free to oversee the operation. That Hannu Mikkola went on to win the rally was testimony to the team's resilience, but it was a scenario few would wish to see repeated.

Ford pulled the plug on its Boreham team at the end of 1979 – after taking its eighth successive RAC Rally win – to go away and develop the Escort's successor. But delays in getting clearance meant that the two-wheel-drive RS1700T, along with the C100 Group C sportscar, was scrapped in March 1983. The decision came one week after Stuart Turner rejoined the company as competitions boss and shortly after Peugeot unveiled its 205 T16 four-wheel drive contender.

The need to build 'customer friendly' cars rather than out-and-out racers meant that Boreham's next project, the RS200 Group B car, was too much of a compromise to offer a sustained challenge to the front runners of the early '80s.

The cancellation of Group B in 1986 might have been a blessed relief to a team struggling to regain past glories. But apart from Didier Auriol's 1988 Tour de Corse win, Ford was off the winner's rostrum from the 1979 RAC Rally to the 1993 Portuguese event.

The quest now is to find which of two teams will take over Ford's role in the WRC. History suggests that this could be the best thing for the marque. Two years after the ▶

CONTENDER TWO

RAS SPORT

RAS Sport – or Ring Auto Service to give it its full title – is no stranger to Ford's rally programme. Throughout this season, the Belgian team has been running a third works Escort driven by Bruno Thiry. As well as supporting the official Boreham effort, RAS has been testing Ford's sequential gearbox.

During 1993, Charles Jouret's RAS operation was merged with the Italian Astra team run by Mauro Pregliasco – and the joint-venture now competes with both Fords and Lancias. A common link between the two teams is technical director Rino Buschiazzo, formerly Lancia's chief mechanic.

Although recent history has linked RAS with Ford's rally programme, the Chatelet team began racing and rallying with Volkswagen soon after it was established in 1983.

A Porsche (with Robert Droogmans at the wheel) took RAS into the Belgian series in 1985, while a Belga-backed Ford RS200 was next in line the following year. At the same time, RAS was contesting the European Touring Car series with Volvo 240 Turbos driven by Johnny Cecotto and Ulf Grandberg.

Droogmans was joined by Marc Duez to claim yet more Belgian titles and top European series placings, while Patrick Snyers and Bernard Beguin also won titles with RAS cars.

Until Schmidt in Germany and Malcolm Wilson Motorsport in the UK entered the fray, RAS was probably the biggest private team running Fords anywhere in the world.

In eight years of competition, RAS took 61 wins from 118 starts, while Astra, from 1987 to 1992, scored 67 wins from 333 starts (often as many as 70 in a season).



RAS Sport boss Mauro Pregliasco



RAS is one of most active teams in Europe. Fiorio is pictured in Portugal. Photo: Elford

◀Escort withdrawal, Ari Vatanen took the WRC drivers' title in a privately-run Rothmans Escort from the David Sutton stable.

The final decision on which team gets the job will not be taken until later in the year, but both RAS Sport and Schmidt Motor Sport have made strong pitches. Another possibility is that Ford's programme could be split between them.

"The private teams will have to find their own solutions to the weaknesses that still exist in the Cosworth"

Ford has promised the necessary hardware and a limited budget, but this will still need a top-up if they are to contest a full programme of nine WRC events next season.

Both teams have proved they can run successful Ford campaigns at world championship level. RAS regularly runs a third 'factory' Escort for Bruno Thiry, using Ford's development sequential gearbox. SMS emerged even more favourably after Vatanen's superb performance on the Acropolis Rally. After running ahead of the factory cars for much of the event, he finished fifth.

While the RAS car is more closely aligned to Boreham's specification, Schmidt has taken full advantage of the company's independence to develop new suspension and engine cooling techniques, which have both impressed Ford management.

While SMS claims it has the edge over RAS in its engineering skills, RAS would argue it has already proved capable of working to Ford's requirements, having received the company vote for 1994.

A major decision Ford will have to take is whether or not to allow either team to be nominated for manufacturers' points. While it is easy to write a clause into the contracts that the responsibility for adherence to the regulations – and paying any penalties that may come from failing to do so – is the responsibility of the nominated team, Ford's name will inevitably be tarnished to some degree by any infringements.

Consider the fine levied at Toyota after its servicing error in Sweden last year, or the exclusions of the Jolly Club Lancias from San Remo and Catalunya after failing fuel tests. Ford must assess whether it can shrug off any damage to its image should its nominated team or teams overstep the mark in 1995.

Friday's decision will free Boreham personnel to develop a two-wheel-drive contender for the 1998 – assuming Ford still wants an acitve role in world rallying by then – and expand its worldwide touring car programme.

Development work on the Escort Cosworth will probably now stop as far as Boreham is concerned. The private teams will have to find their own solutions to the weaknesses that still exist and that Boreham is presently unable to solve.

Providing the successful team gets full support from Ford and is not just abandoned to its fate, as Jolly Club appeared to be after Lancia backed away at the end of 1992, Boreham's back seat stance might just be the step needed to take Ford back to the top. ■

THE BOREHAM YEARS

FORD'S MOTORSPORT SUCCESS AND AN ESSEX AIRFIELD HAVE BEEN INEXTRICABLY LINKED

After beginning life as a WW2 American airbase in 1943, Boreham was being used for motorsport activities long before Ford took over the airfield.

The Chelmsford Rally finished there in 1949, and within two years Boreham was an established venue for both car and motorcycle racing. Moss, Hawthorn, Rolt, Surtees (who had his first solo motorcycle ride there in 1951), Salvadori, Villoresi, Nash, Hamilton, Allard and even one Bernie Ecclestone all competed at Boreham.

Financial difficulties brought the circuit to a close in 1952, before Ford moved in to use the facilities for testing heavy trucks in 1955.

The competition department didn't arrive until 1963 after moving from London's Great West Road. At the time, the company felt it was not making the most of its products. Having an on-site test track on site would be a great bonus.

Ford was competing with Anglias at the time of the move, but within 12 months it had switched to the Cortina GT and won the Safari with Peter Hughes.

But the Cortina was too heavy and staff at Boreham had spotted the potential of the new Escort. By 1967 the Cortina's twin-cam engine had been shoehorned into the Escort. Tony Chappell won first time out at a Croft rallycross meeting before the rally boys (led by Roger Clark, Ove Andersson, Bengt Soderstrom and Hannu Mikkola) quickly notched up victories on the Tulip, Circuit of Ireland, Alpine and 1000 Lakes.

The Escort revolutionised Ford's image, and in 1970, it won the London-Mexico with Hannu Mikkola. Two years late he won the Safari Rally.

In 1970, Stuart Turner became director of motorsport and spearheaded Ford's glory years, including an unbroken run of RAC Rally wins between 1972 and 1979.

Throughout the period, Ford regularly clashed with Fiat for the championship. Bjorn Waldegard took the first WRC drivers' crown in 1979, while Ari Vatanen, in a private Escort, won again in 1981. But the team itself won only one makes crown, in 1979.

The 1980 RAC was Ford's swansong as it was clear that the new front-drive Escorts would no longer be competitive.

The Boreham designers went away to work on the RS1700T but that car, unveiled in 1981 and tested soon after, was scrapped before it entered competition. Time – and four-wheel drive – had overtaken it.

"Ford's answer to Audi and Peugeot was the RS200 which had but two seasons before Group B was scrapped"

These were the dark days for Boreham, Ford seemingly always a step behind the opposition. The company's answer to Audi and Peugeot was the RS200 which had but two seasons before Group B was scrapped, forcing Ford to think again.

Boreham dallied with rear-drive Sierra Cosworths (which gave a glimmer of hope when Didier Auriol won the 1988 Tour de Corse, Ford's first WRC success in almost a decade) and the four-wheel drive Sierra XR4x4. A Sierra Cosworth 4x4 next emerged from the Essex base but again proved too big and not stiff enough to be a real contender.

Boreham and the Ford Escort were formally reunited at the start of 1993 when the Cosworth version made its debut in Monte Carlo. At the same time, Ford's current motorsport boss, Colin Dobinson arrived to take over from Peter Ashcroft. By the end of the year, Ford had only narrowly been edged out of the manufacturers' series by arch-rival Toyota, while star driver Francois Delecour had been even closer to the drivers' title.

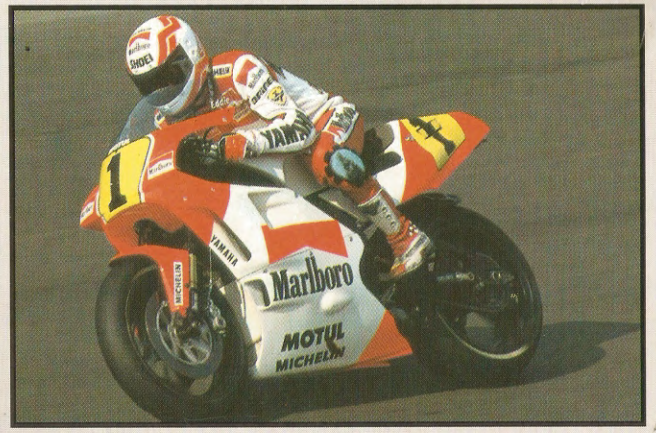
Boreham will continue as a research and development centre for Ford's competition activities, but the golden era is finally over. The place may be a little tatty around the edges, which not even its recent paint job can hide, but for many, Boreham was Ford. A little piece of nostalgia has finally passed on.



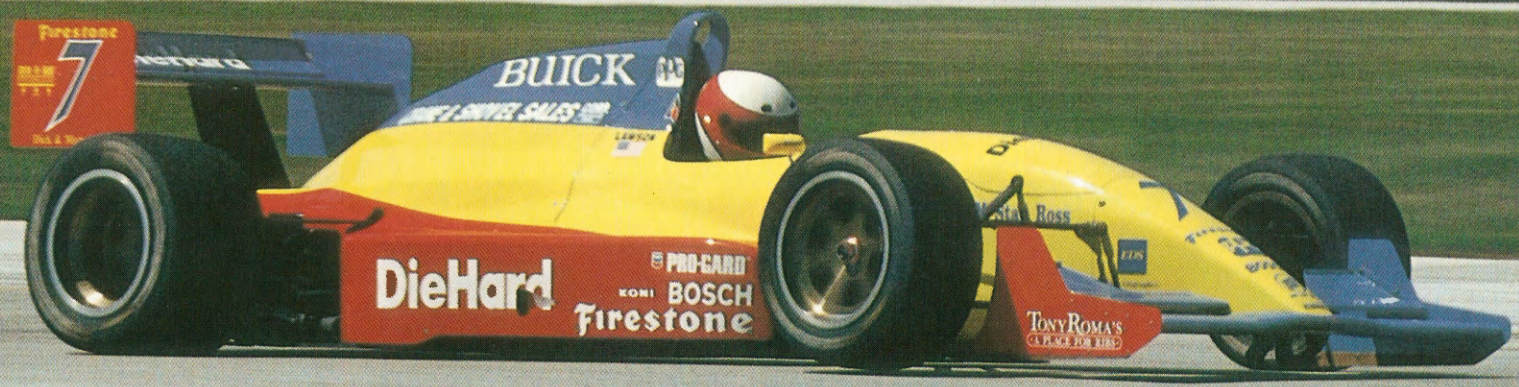
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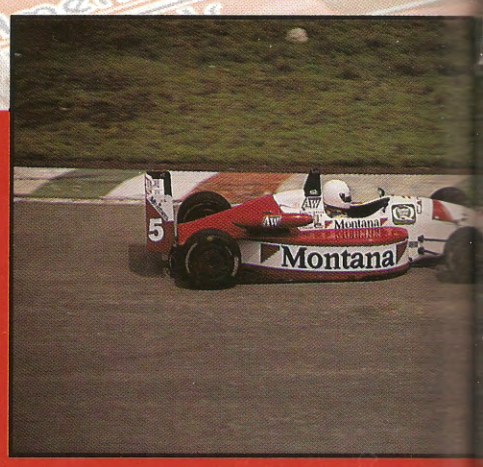
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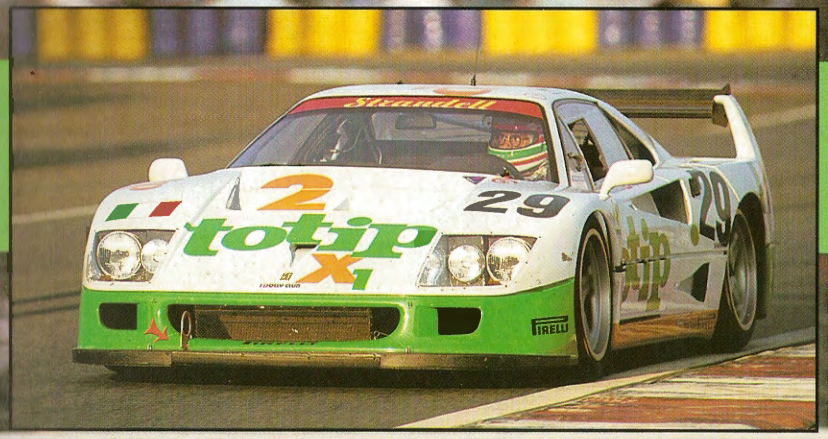












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Up before the Beak

by Alan Henry
Grand Prix Editor, Autocar & Motor

World Council time at the FIA on July 26 promises to be a Right Royal Party. What with Schumacher up before the Beak for developing myopia in the face of the black flag, Damon Hill presumably set to collect a ticket for parking on a double yellow line while pausing to pick up a Union Jack, and Rubens Barrichello in line for a clip round the ear for ramming a McLaren-Peugeot he'll probably be driving in 1995 anyway, it has all the ingredients of a Brian Rix farce.

Yet I suspect even more serious censure will be reserved for the Benetton-Ford team representatives and the British GP Clerk of the Course, Pierre Aumonier. It's disappointing to relate that the RAC has a pretty embarrassing track record in terms of glitches at the British Grand Prix. I caught Niki Lauda's eye in the immediate aftermath of this year's Schumacher fiasco and he knew exactly what I was about to say. It was 20 years to the day that he punctured a tyre while leading the British GP at Brands Hatch, raced into the pits for a replacement – and then found the pit exit completely blocked – nay roped-off! – by a JPS-liveried Ford Cortina and accompanying entourage.

I think Michael Schumacher is going to be disqualified from the British Grand Prix. And if he isn't, then he should be. Just as when James Hunt was very correctly excluded from the same race 18 years ago, the rules were breached and that's an end to it.

On that occasion at Brands Hatch, I believe the stewards were intimidated by the crowd's mood into allowing Hunt to restart the race after he had clearly stopped before the red flag was shown. I know dear old James isn't here any longer to argue the toss on this one, but I have always believed his subsequent disqualification by the FIA was absolutely correct.

I honestly don't see any difference between such deliberate flouting of what I would term 'operational' rules and clear breaches of the technical regulations, such as a car being underweight at the end of the race.

Nobody says 'err, umm, well it was only 2kg under the limit' or 'err, umm, well it was only 3cc above the engine capacity limit.' Just as nobody should have been allowed to say 'err, umm, I didn't see the black flag.' Come along. These guys have a level of acuity which enables them to read a house number three streets away. I just don't buy it, and neither will the FIA World Council.

"It was the officials' willingness to turn the pitlane into a debating society which told Briatore's boys the race administration was a soft touch"

That said, I believe parade lap nonsense needs to be altered with immediate effect. It's quite clear that the troops can't be trusted to keep properly in line, so they should be flagged away individually, one by one. Then they might manage to keep out of trouble. Furthermore, having torn so many leaves out of the Indycar book anyway over the past 12 months – refuelling, safety car, speed limits in pits – perhaps the time has arrived to introduce rolling starts in Grand Prix racing. I think rolling starts are exhilarating. And given the surprising inability of many F1 drivers to avoid stalling their cars on the starting grids, it would ensure that worldwide TV coverage is not delayed by the need to bring all the starting paraphernalia back to the starting grid again.

My 14-year-old son was spectating at the Silverstone startline throughout the British GP. He just couldn't believe that Schumacher had repeatedly ignored the black flag. 'Everybody knows that you've got to stop immediately, don't they?' he asked incredulously. Clearly not.

This opens another dimension. Just as Ayrton Senna's intimidating driving style sent a message to young Formula Ford drivers at Silverstone that barging into other cars was a legitimate tactic, by the same token, the sheer lack of discipline displayed by Schumacher and the Benetton team was a sad reference point for anybody seeking to draw an example from contemporary Grand Prix racing.

We live in an age of cynicism, where commercial influence and expediency all too often triumphs over etiquette and sporting values. My estimation is that Schumacher and Benetton pushed their luck just a little too far. Yet it was the officials' willingness to turn the pitlane into a debating society that signalled to Briatore's boys that the race administration was a soft touch.

Perhaps the time has come to initiate a compulsory off-season correspondence course for drivers and officials alike. If there had been a GCSE O-level for the equivalent of F1 domestic science at Silverstone on July 10, nobody in the class would even have scraped a pass at the very lowest level.

Must Try Harder. See me after the race. ■



Parade lap nonsense: Michael Schumacher's Benetton flaunts the regulations by leading the field around before the start of the British GP. Photo: Jeff Bloxham

De Ferran's Brazilian double act

VICTORY AFTER THE USUAL ENNA PILE-UP WAS GIL DE FERRAN'S SECOND OF THE YEAR – AFTERWARDS HE HAD LOTS TO CELEBRATE. BY **ANDREW BENSON**



'The car was beautiful. All the way through the race it was a pleasure to drive.' That was Gil de Ferran after winning Brazil's other victory on Sunday. This one, nowhere near as close as the one in Pasadena, gave de Ferran his second Formula 3000 win of the season and the championship lead.

He had settled in behind pole-man Franck Lagorce at the start of the race and pressured him for five laps, before steaming by into a race of his own, leaving the rest of the field struggling in his wake.

But that's only half the story. De Ferran had been extremely lucky to finish the race at all. At Enna, it always seems to be a matter of when rather than if there is going to be a pile-up. This year we only had to wait until the first corner, and the accident was triggered by the race leaders.

De Ferran and Lagorce both spun. They had been trying to outbrake each other, and instead they ended up outbraking themselves. 'I was off-line,' Lagorce said, 'and Gil was off-line. We both tried to brake and turn in, but there is no grip there, and we both went straight on. We didn't touch, though – I think we have too much respect for each other to do that.'

They both went straight on and on to the grass. They then spun twice in unison like an ice dancing couple – before rejoining the circuit stone last.

'It was so embarrassing,' de Ferran smiled, 'the car just wouldn't stop spinning.'

But that was just the start of the mayhem. All hell broke loose in the dust cloud behind the two leaders, and when everything had gone quiet again, seven cars lay stricken. Fabrizio de Simone, Marc Goossens, Guillaume Gomez and Emmanuel Clerico had been involved in one shunt; Oliver Gavin and Paulo delle Piane hit each other; and somewhere in the middle of it all, Kenny Brack had gone off as well. De Simone is a very lucky man: Gavin's Lola came to rest on top of the nose of his Reynard, the front wing inches from the Italian's head. Oh yes, and Didier Cottaz went off at the next corner as well...

All took the restart from the pits, except Clerico who managed to get his car going again in time to regain his position on the dummy grid.

For de Ferran, things went from the ridiculous to the sublime after that. 'I was so happy when the red flags came out,' he said, 'because I was last and there was grass in my radiators and that would basically have been the end of the race for me. But after that it was made easy for me because the equipment was so perfect.

'Lagorce's car really wasn't very good compared with my super machine,' he said. 'I was



Above: Mayhem at the first corner. Leaders Franck Lagorce and de Ferran rejoined – but seven other drivers were not so fortunate



Main picture: Gil de Ferran powers to his second win of the season, in the Reynard he pronounced 'a pleasure to drive'. Below: 'Jules' Boullion is forced off the circuit to avoid marshals standing in the middle of the track (see sidebar). All pictures: Sutton Photographic

flat from the word go in the quick right-hander around the back, but he was having some trouble there. It was just a matter of getting the exit from the second chicane as quick as I could to get by him. On lap six I got it perfect, and I just sucked, sucked, sucked up to him as we went round the big corner. He protected the inside coming into the last chicane, but I had so much momentum that I thought: "The outside is good enough for me." And I was past almost before we braked.'

Once ahead of Lagorce, de Ferran eased out a comfortable gap and that was that. 'It was one of those weekends,' he grinned, 'where the team and I made all the right decisions.'

While de Ferran celebrated the red flag, Vincenzo Sospiri was rueing it. The Italian, sharing the championship lead with Lagorce and de Ferran going into the race, had come through the first-race fracas unscathed in the lead, and for a split second it looked as if he was going to leave Sicily with both a win and a comfortable series lead. But it was not to be.

Sospiri had run third in the early laps, but once de Ferran



was past Lagorce, and building a gap that Sospiri knew would very soon become irretrievable, the Italian began to put Lagorce under severe pressure. He finally made it past on lap 10 at the third chicane, but the two collided in the process, and Sospiri's front wing was knocked loose. He carried on with it dangling increasingly precariously for another nine laps, until the team sensibly brought him in. He crashed out a couple of laps after rejoining.

Sospiri's problems ensured Lagorce, struggling a little with oversteer, was safe in second. He tried vainly to keep with de Ferran, and eventually flat-spotted a front tyre so often did he lock his brakes into the chicanes.

For a time it looked as if Hideki Noda, driving a conservative and consistent race behind him, might be able to snatch second place, and indeed Lagorce let him reduce the gap from six seconds to three before he responded to secure second place in both the race and the championship. ▶

CAUSE FOR CONCERN

Every year Formula 3000 comes to Enna, and every year it breathes a sigh of relief when it leaves without a driver getting seriously hurt.

The circuit is dangerous enough. Formula 1 drivers would stare in disbelief at what Oliver Gavin calls the 'Wall of Death' – a flat in top, 180mph bend around the back of the circuit with absolutely no run-off. But what makes the place a death trap is the appalling standard of marshalling.

It's like watching Laurel and Hardy. Marshals and policemen wander across the track during a session as cars approach them at top speed. They seem to have no idea what to do if a car spins off, they don't use flags properly, the brushes they use to sweep gravel off the track look like witches' broomsticks and don't seem to work. Some marshals even sit on the track-side of the barrier.

It's as if they're competing for some 'king of bravery' award. As if they have to prove their manhood in some bizarre medieval ritual transplanted to the 20th century – in Pamplona, they run in front of charging bulls, in Enna they stand on a race track in front of speeding racing cars.

In most parts of the world, marshals are there to help prevent crashes. At Enna, they help cause them. In first qualifying, Hideki Noda's car had knocked some gravel on to the track at the final chicane. The marshals decided to stand on the track and wave cars into the pits as they brushed it up, despite the fact the session had not been stopped.

Kenny Brack was on a slow lap and was confused as to what to do, until he saw 'Jules' Boullion arriving behind him at full speed, and stalled trying to get out of the way. The Frenchman swears there was no yellow flag to warn him of the impending danger until he had turned into the first part of the two-part chicane.

'What could I do?' he shrugged. 'I either hit the car stopped in front of me, I ran over the marshals, or I crashed.' He chose to crash, but there were more than a few suggestions that he should have gone for the marshals instead.

So why was the race allowed to go ahead? FIA safety delegate Roland Bruynseraede, who attended the race, claimed that the circuit is safe enough (see *Pit & Paddock*), and that the marshals improved during the weekend. The drivers disagree, but feel that they are powerless when it comes to safety. They are not F1 drivers, they point out, so who would listen?

It's all such a pity, because this would otherwise be a superb place for a race. As one leading driver put it: 'F3000 is a high-tech, high-speed formula, and it has no place coming here. Sicily is lovely – it would be great to come here on holiday and tour around in your car. But Enna is no place for a motor race.'

■ Andrew Benson

Noda said: 'I was driving quite carefully all race. I know at one stage I was catching Lagorce, but after crashing at Barcelona I wanted more than anything else to finish on the podium.' It was his best ever result.

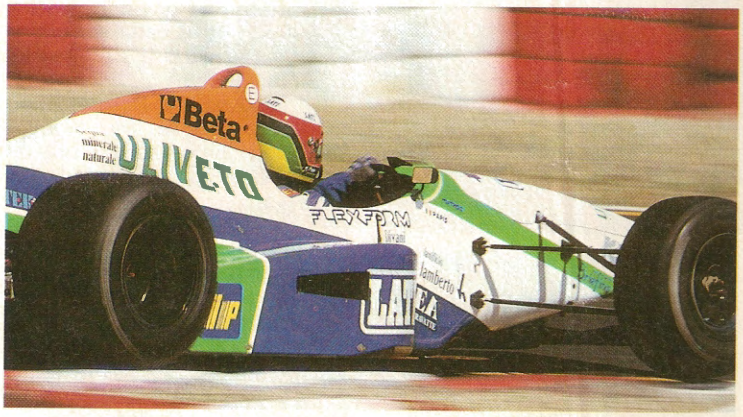
Noda had spent the first half of the race behind Clerico, but the Frenchman was out of luck for the second race running. In Barcelona seven weeks ago he had retired from fourth place with a blown engine. This time it was the suspension.

Instead, fourth place should probably have gone to 'Jules' Boullion, but another race turned sour for him. He topped free practice, and had then set a stunning pace in the opening moments of first qualifying, with a 1m25.7s on his first flying lap, before he fell foul of the dire Enna marshalling (see sidebar).

His pace, helped by developments to the front wing and floor on his DAMS car, had left Sospiri impressed – 'Did you see Boullion's time? That car is seriously quick,' he said after the session – but Boullion never recovered from the setback. He didn't get out for the rest of the first session, and then his engine blew out all its oil as the team started it before the second, so he qualified a frustrated 13th. He quickly made up places in the race before his wing, too, worked loose after one too many work-outs over the kerbs at the chicanes.

Fourth thus went to Massimiliano Papis, who drove consistently and quickly in the race once he had found a way past Tarso Marques on lap 11, with Jerome Policand a comfortable fifth. But two of the drives of the race came from Christian Pescatori and Marc Goossens in sixth and seventh.





Above: Lagorce leads de Ferran away at the second, clean start. Below: Massimiliano Papis drove consistently and quickly to fourth place

Pescatori is showing all the signs of being a future star. The diminutive Italian Formula 3 Champion, driving a year-old car, qualified an excellent ninth, but was slowed in the early stages of the race by an incorrect fuel mixture. Once that was fixed, he flew along, and eventually – incredibly – set fastest lap.

Goossens was even more impressive. His Nordic team did not have enough time to fix the car after the first-corner shunt, and he was forced to start from the pit lane with a broken diffuser. And then he drove a blinder. 'The car was very unpredictable, very uncontrollable,' he shrugged, 'but I figured I had nothing to lose so I just kept going for it.' If there was any justice in the world – and if the race had led to as many retirements as is normal at Enna – he would have picked up a point or two.

But whatever excellent performances there were down the rest of the field, everyone else was really a sideshow to de Ferran's superlative drive. He has two wins from four races now, and looks likely to be extremely difficult to beat as the season moves into its second half, even by the two men who have established themselves as the other consistent front-runners – Lagorce and Sospiri. 'There's still a long way to go,' Gil said, now coming down from his victory high, 'but I think we're looking good. But you just can't rest. It's tough out there.' ■

ENNA-PERGUSA (I)

June 16-17, **FIA Formula 3000 International Championship,** round four, 41 laps – 126.12 miles

Pos	No	Driver (Nat)	Team/Sponsor	Chassis-engine	Result	Best lap	Qual	Pos
1	5	Gil de Ferran (BR)	Paul Stewart Racing/Marlboro	Reynard-Zytek Judd KV 94D	57:41.731	1:25.309	1:24.483	2
2	15	Franck Lagorce (F)	Apomatox/Elf + ATS	Reynard-Cosworth AC 94D	57:52.357	1:25.610	1:24.159	1
3	10	Hideki Noda (J)	Forti Corse/Tenoras	Reynard-Cosworth AC 94D	57:55.845	1:25.190	1:25.601	6
4	12	Massimiliano Papis (I)	Mythos/Uliveto + Lati	Reynard-Zytek Judd KV 94D	58:13.860	1:25.566	1:25.712	11
5	36	Jerome Policand (F)	Danielson SP 3000/Balthazard & Cotte	Reynard-Cosworth DFV 94D	58:19.358	1:25.553	1:25.655	10
6	31	Christian Pescatori (I)	Supercars Durango/Bonetti + Elettrobrescia	Reynard-Cosworth AC 93D	58:24.122	1:25.157	1:25.624	8
7	20	Marc Goossens (B)	Nordic Racing/INC	Lola-Cosworth AC T94/50	58:35.804	1:25.762	1:25.653	9
8	16	Paulo delle Piane (I)	Auto Sport Racing/Sarema + Sports of Sare	Reynard-Cosworth AC 93D	58:41.497	1:26.272	1:27.123	17
9	6	Didier Cottaz (F)	Paul Stewart Racing/Drum + l'ain	Reynard-Zytek Judd KV 94D	58:52.095	1:26.711	1:26.519	16
10	2	Guillaume Gomez (F)	DAMS/Elf + Bouygues	Reynard-Cosworth AC 94D	58:52.277	1:25.583	1:26.074	14
11	27	Kenny Brack (S)	Madgwick International/Europolitan	Reynard-Zytek Judd KV 94D	58:53.989	1:26.179	1:26.133	15
12*	17	Tarso Marques (BR)	Vortex Motorsport/Banco do Brasil	Reynard-Cosworth AC 94D	58:41.027	1:26.309	1:25.732	12
13	33	Taki Inoue (J)	Super Nova Racing	Reynard-Cosworth AC 94D	39 laps	1:27.562	1:28.5793	19
14	1	'Jules' Boullion (F)	DAMS/Elf + Bouygues	Reynard-Cosworth AC 94D	39 laps	1:25.251	1:25.776	3
15	16	James Taylor (GB)	Vortex Motorsport/Driver	Reynard-Cosworth AC 94D	37 laps	1:31.937	1:25.251	22
R	32	Vincenzo Sospiri (I)	Super Nova Racing	Reynard-Cosworth AC 94D	22 laps - accident	1:25.744	1:25.123	4
R	14	Emmanuel Clerico (F)	Apomatox/Elf + Lido	Reynard-Cosworth AC 94D	20 laps - suspension	1:26.098	1:24.650	3
R	9	Pedro Diniz (BR)	Forti Corse/Arisco	Reynard-Cosworth AC 94D	9 laps - accident	1:27.920	1:25.498	5
R	24	Nicolas Leboissetier (F)	Danielson SP 3000/ATS	Reynard-Cosworth DFV 94D	6 laps - accident	1:28.926	1:29.249	21
R	19	Norio Matsubara (BR)	Omegaland/Driver	Lola-Zytek Judd KV T94/50	5 laps - accident	1:32.639	1:30.331	23
R	18	Oliver Gavin (GB)	Omegaland/GQ + Sony	Lola-Judd KV T94/50	1 lap - throttle cable	27:01.632	1:28.039	18
R	26	Mikke van Hool (B)	Madgwick International/Cavendish + Van Hool	Reynard-Zytek Judd KV 93D	0 laps - clutch	-	1:29.080	20
R	11	Fabrizio de Simone (I)	Mythos/Uliveto	Reynard-Zytek Judd KV 94D	0 laps - accident	-	1:25.606	7
DNQ	30	Severino Nardozi (I)	Supercars Durango/Boscari + Ocmer	Reynard-Cosworth AC 93D	-	-	1:34.734	24

Winner's average speed: 127.945mph. **Fastest lap:** Pescatori, 1m25.157s, 130.028mph. **Championship positions:** 1, de Ferran, 22; 2, Lagorce, 19; 3, Sospiri, 13; 4, Papis, 12; 5, David Coulthard, Noda & de Simone, 6; 8, Cottaz, 5; 9, Boullion & Gene, 3; 11, Policand, 2; 12, Gomez, Goossens & Pescatori, 1. **Next round:** Hockenheim, July 31.
* = penalised one minute for jumped start.

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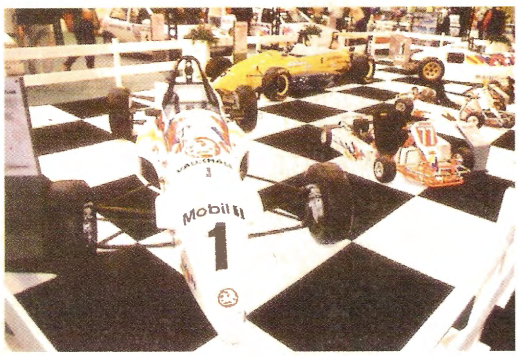
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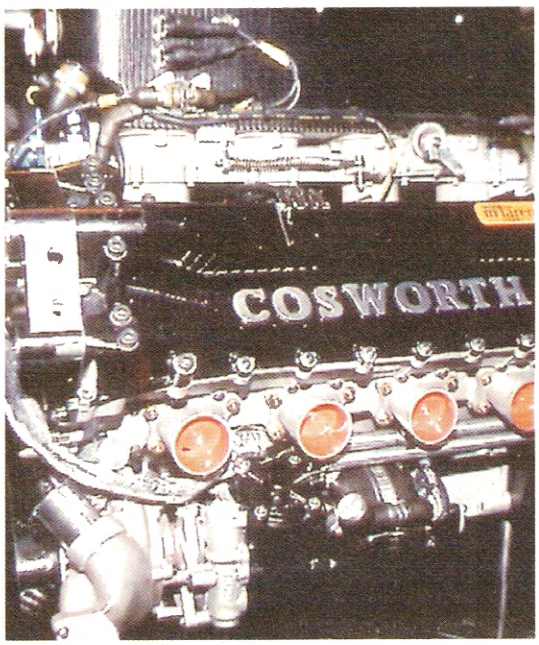
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BMW topples Peugeot at last

THE SCORE LAY AT SIX WINS TO PEUGEOT, NONE TO ANYONE ELSE. **DANIEL ORTELLI** RELATES HOW THIS ALL CHANGED AT CROIX-EN-TERNOIS



Works BMW pilot Yvan Muller – 1992 British Formula 2 Champion – was the driver who reversed the trend and stopped Peugeot's 100% winning record in this year's French Supertourisme series. Third in the first heat, he went on to win the second to take victory on aggregate, his ORECA-run 318i well suited to the twisty Croix-en-Ternois circuit that they call 'the tourniquet'.

However, it had looked as though victory was going to go to works Opel driver Eric Helary, but the polesitter put his Vectra into a sandtrap two laps from home when leading the first heat by 7s from Laurent Aiello's Peugeot... The former Formula 3000 racer blamed a loss of brakes.

Thus, Peugeot was able to claim a fortunate 1-2 finish in the first heat, Yannick Dalmas following team mate Aiello home. Muller was hard on Dalmas's tail, with Alain Cudini similarly stuck to his in the second Opel, suggesting that the tight lay-out had removed much of Peugeot's normal advantage.

Out of luck in Heat 1 was Philippe Gache who parked his Ford Mondeo after it stripped its gearbox on the first lap.

Heat 2 saw Peugeot's luck change as Dalmas's starter failed. Frantic work saw him push-started and sent to join the grid. However, his bonnet was not fastened and it flew back, smashing the screen. Yannick returned to the pits for a new one, started late and did well to salvage seventh in the race, which translated to fifth overall.

This left Aiello out front, but he was demoted on the run to the first corner by Muller. Muller's team mate Jean-Marc Gounon tried to push his BMW past Aiello, too, but his move failed as he had to lift after clipping the rear of Muller's car... Thus, the order at the end of the first lap was Muller, Aiello and Cudini, followed by the junior works entries of Arnaud Trevisiol (BMW) and Stephane Ortelli (Peugeot). Gounon came around sixth, having visited a gravel trap.

Muller motored away to win by 7s from Cudini, with Gounon coming home third, a further 7s behind, but 7s up on Aiello who was slowing with worn tyres. Aiello was able to claim third on aggregate, though, with Gounon *just* holding on to fourth from Dalmas, with Ortelli pipping Trevisiol for sixth.

FRENCH FORMULA 3

Tinseau fights back

Christophe Tinseau broke Jean-Philippe Belloc's two race winning run to take his own second win of the year and thus moved back into contention for the title.

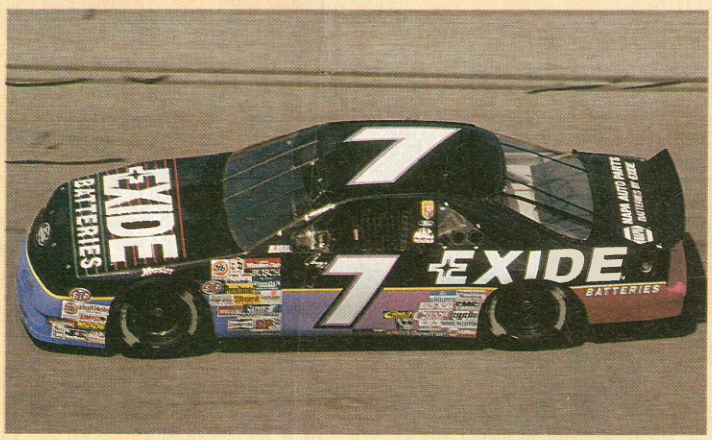
Belloc started from pole with David Dussau alongside. He led away, as Dussau fluffed his start, and Tinseau slotted into second, before slicing through into the lead at the second corner. Tinseau pulled away and was never pressed again, but Belloc came under pressure from Jean-Claude de Castelli with his powerful Seymaz-tuned Honda engine. De Castelli finally grabbed second with a clean and spectacular move on lap 31.

Dussau's attempts to move back up the field resulted only in a bent front wing.

■ Daniel Ortelli

FRENCH FORMULA 3 CHAMPIONSHIP, ROUND 7, CROIX-EN-TERNOIS (F), 40 LAPS – 47.20 MILES, JUL 17

1, Christophe Tinseau (Dallara-Opel F393), 34m27.67s, 82.22mph; 2, Jean-Claude de Castelli (Dallara-Seymaz Honda F393), 34m32.25s; 3, Jean-Philippe Belloc (Dallara-Fiat F393), 34m32.90s; 4, Nicolas Minassian (Dallara-Fiat F393), 34m46.40s; 5, Benjamin Roy (Dallara-Fiat F393), 34m53.35s; 6, Laurent Pareyre (Dallara-Opel F393), 34m54.02s; 7, Franck Guibbert (Dallara-Fiat F393), 34m54.64s; 8, Alexandre Janoray (Dallara-Opel F393), 34m55.24s; 9, Jesse Bouhet (Dallara-Fiat F393), 34m57.46s; 10, Laurent Redon (Dallara-Fiat F393), 34m57.73s. **Fastest lap:** Tinseau, 51.03s, 83.29mph. **Championship positions:** 1, Belloc, 79pts; 2, Tinseau, 69; 3, Dussau, 65; 4, de Castelli, 51. **Next round:** Paul Ricard, Jul 24.



Bodine scored his 15th win. Photo: Webb

NASCAR WINSTON CUP

Hoosier walkover

Geoff Bodine scored Hoosier's first Winston Cup win and his first since buying the team of the late Alan Kulwicki. The Hoosier tyre was so superior to Goodyear's radials, the top four finishers – Bodine and rookies Ward Burton, Joe Nemechek and Jeff Burton – all rode the Indiana rubber.

Bodine started from pole and along with Harry Gant worked up to a 17s lead before the second pitstops.

Gant succumbed to a leaking oil pump system. Then Irvan and Mark Martin retired with engine problems and Rusty Wallace had late-race engine trouble that dropped him to ninth.

Although he could not handle the Hoosier men, Dale Earnhardt added to his points lead by finishing seventh behind the other leading Goodyear cars of Morgan Shepherd and Ricky Rudd.

■ Jonathan Ingram

NASCAR WINSTON CUP, ROUND 17, POCONO (USA), 200 LAPS – 500 MILES

1, Geoff Bodine (Ford Thunderbird), 136.08mph, 3h52m50.0s; 2, Ward Burton (Chevrolet Lumina), 3h52m51.26s; 3, Joe Nemechek (Chevrolet Lumina), 200 laps; 4, Jeff Burton (Ford Thunderbird), 200; 5, Morgan Shepherd (Ford Thunderbird), 200; 6, Ricky Rudd (Ford Thunderbird), 200; 7, Dale Earnhardt (Chevrolet Lumina), 200; 8, Jeff Gordon (Chevrolet Lumina), 200; 9, Rusty Wallace (Ford Thunderbird), ,199; 10, Dale Jarrett (Chevrolet Lumina), 199. **Championship positions:** 1, Earnhardt, 2657pts; 2, Irvan, 2564; 3, Wallace, 2413; 4, Martin, 2331; 5, Shepherd, 2225; etc. **Next round:** Talladega, Jul 24.

JAPANESE FORMULA 3

Four up for Krumm

German driver Michael Krumm took his fourth win of the season to take a solid lead in the All-Japan F3 Championship with just three rounds to go.

Krumm's TOM'S team mate Masami Kageyama – the winner of the previous round – was on pole and led initially, but he was troubled by understeer and, when he missed a gear, Krumm grabbed the lead.

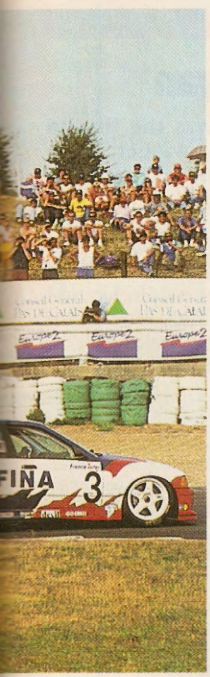
Toranosuke Takagi was third ahead of the frustrated Richard Dean, who had overtaken Takagi, but then ran wide after outbraking himself to lose the place again.

Warren Hughes battled with Satoshi Motoyama for fifth, before crashing out of the event when an insect got inside his racesuit and gave him a nip.

■ Jiro Takahashi

ALL-JAPAN FORMULA 3 CHAMPIONSHIP, ROUND 7, MINE (J), 28 LAPS – 56.37 MILES, JUL 17

1, Michael Krumm (TOM'S-Toyota 034F), 40m32.16s, 83.41mph; 2, Masami Kageyama (TOM'S-Toyota 033F), 40m41.99s; 3, Toranosuke Takagi (TOM'S-Toyota 034F), 40m48.62s; 4, Richard Dean (Dallara-Opel F394), 40m55.46s; 5, Satoshi Motoyama (Dallara-Toyota F393), 40m56.23s; 6, Shinji Nakano (Dallara-Mugen F393), 40m59.47s; 7, Ryou Michigami (Dallara-Toyota F394), 40m59.82s; 8, Hiroki Kato (Dallara-Mugen F393), 41m09.77s; 9, Takeshi Tsuchiya (TOM'S-Toyota 033F), 41m21.72s; 10, Kazuhiro Koizumi (Dallara-Mugen F393), 41m29.18s. **Fastest lap:** Krumm, 1m25.99s, 84.26mph. **Next round:** TI Circuit, Aug 7.



BMWs to the fore as Yvan Muller leads team mate Jean-Marc Gounon, Laurent Aiello and Alain Cudini (obscured) into the first corner. Photo: Ralph Hardwick

FRENCH SUPERTOURISME CHAMPIONSHIP, ROUND 7, CROIX-EN-TERNOIS, 2 x 32 LAPS – 2 x 37.78 MILES, JUL 17

1, Yvan Muller (BMW 318i), 1h02m19.06s, 72.75mph; 2, Alain Cudini (Opel Vectra), 1h02m26.95s; 3, Laurent Aiello (Peugeot 405 Mi16), 1h02m36.79s; 4, Jean-Marc Gounon (BMW 318i), 1h02m52.29s; 5, Yannick Dalmas (Peugeot 405 Mi16), 1h02m53.67s; 6, Stephane Ortelli (Peugeot 405 Mi16), 1h03m17.72s; 7, Arnaud Trevisiol (BMW 318i), 1h03m18.82s; 8, Jacques Laffite (Opel Vectra), 1h03m39.84s; 9, Olivier Couvreur (BMW 318i), 1h03m52.46s; 10, Olivier Thevenin (Seat Toledo), 63 laps. **Fastest lap:** Helary, 57.15s, 74.37mph. **Championship:** 1, Aiello, 152pts; 2, Dalmas, 148. **Next round:** Paul Ricard, Jul 24.

SUDAM FORMULA 3

Omar wins again

Omar Martinez underlined his and the Toyota 031F's current form by scoring a second successive win for the Pro-Racing team by leading all the way.

Willy Kissling brought his Ralt RT34 home second after breaking free from a four-car group, which included the troubled series leader Gabriel Furlan.

Furlan had rolled his self-run Dallara in practice while avoiding a slower car and was lucky to start after travelling over 100 metres on the roll hoop... He dropped back in the race, finishing sixth.

Fernando Croceri took third for the Cesario Formula team, with Furlan's team mate Marcelo Benitez close behind after working past Fabian Malta and Furlan.

■ Antonio Watson

SUDAM FORMULA 3 CHAMPIONSHIP, ROUND 5, RIO CUARTO (RA), 33 LAPS – 67.87 MILES, JUL 17

1, Omar Martinez (TOM'S-Toyota 031F), 37m00.59s, 110.49mph; 2, Willy Kissling (Ralt-Mugen RT34), 37m04.84s; 3, Fernando Croceri (Ralt-Mugen RT33), 37m12.11s; 4, Marcelo Benitez (Dallara-Fiat 390), 37m16.25s; 5, Fabian Malta (Ralt-Mugen RT34), 37m17.33s; 6, Gabriel Furlan (Dallara-Fiat 390), 38m25.19s; 7, Daniel Balassone (Ralt-Alfa Romeo RT33), 38m07.89s; 8, Ricardo Risatti (TOM'S-Toyota 031F), 32 laps; 9, Danny Candia (Dallara-Fiat 390), 32 laps; 10, Rodriguez Romano (Reynard-Alfa Romeo 883), 32 laps. **Fastest lap:** Martinez, 1m06.00s, 112.19mph. **Championship positions:** 1, Furlan, 34pts; 2, Malta, 22; 3, Martinez, 18; 4, Kissling, 16; 5, Benitez & Croceri, 14; etc. **Next round:** Montevideo (URG), Aug 7.



Team Herdez men to the fore as Rod Macleod and Carlos Guerrero lead away at Puebla



Interview time for Tommy Byrne

Boom time down Mexico way

MEXICO'S RACING SCENE IS BOOMING. **STUART DENT** FOUND A HANDFUL OF NAMES DRIVERS WHO'VE GONE EX-PAT TO REBUILD THEIR RACING CAREERS

Mexico could be the 'new Japan' for drivers seeking to expand their international careers. This is the message that came across loud and clear on a visit to Puebla to see a round of the Mexican F3 Championship, courtesy of Edmundo Ayela, president of series promoters IDEA.

While motorsport in Japan is no longer the cash-rich hunting ground it was in the 1980s, Mexican motorsport is enjoying a boom. You wouldn't find the likes of Tommy Byrne, Oswaldo Negri, Rod Macleod and Derek Higgins plying their trade here if it wasn't.

Puebla itself could be described as 'historically quaint', but the cars that filled the paddock and the teams that run them would not look out of place in European. Indeed, many of those running the cars *are* European, such as Steve Miller, engineer with the leading Herdez team, an outfit that also runs cars in the Formula 2 and prototype series.

Arriving in Mexico in 1990, Miller found it: 'a bit of a culture shock.' However, things soon improved.

Although equipped with Reynard 933s, fitted with British Avon tyres, they differ from their British series counterparts in that their engines are less restricted, offering an extra 60bhp. The races are run to a longer format, too, with one hour outings par for the course.

Miller is not the only British engineer in Mexican F3, though, for Dave Morgan, Vince Higgins and Mike Rowe all work in the same paddocks.

Then there are the drivers. Take Derek Higgins, a driver who had already tried Japan in a quest to keep his career going: 'Last year, I thought I'd never race again.' Indeed, he ended up helping out Alan Docking Racing as a driver coach. A deal for this year fell through, but then Kenny Brack decided to do F3000 and so a deal came together to race for Prometeo.

'At first, I wasn't sure if it was a positive career move,' continued Derek. 'But now I am. It should be easier to get into Indycars or Indy Lights than it is from Europe.'

Indeed, this is a direction that many are looking to go. Title contender Carlos Guerrero concurs: 'The sport is growing very fast here, and professional teams are hungry for European drivers. Instead of fighting for sponsorship in Europe, they can come here and eventually may even be able to take their Mexican sponsors to the USA.'

One driver who has done just that is Mexican Adrian Fernandez, who returned from Europe, rebuilt his career in F3 with Alberto Lozano's team and is now driving for the Galles Indycar team.

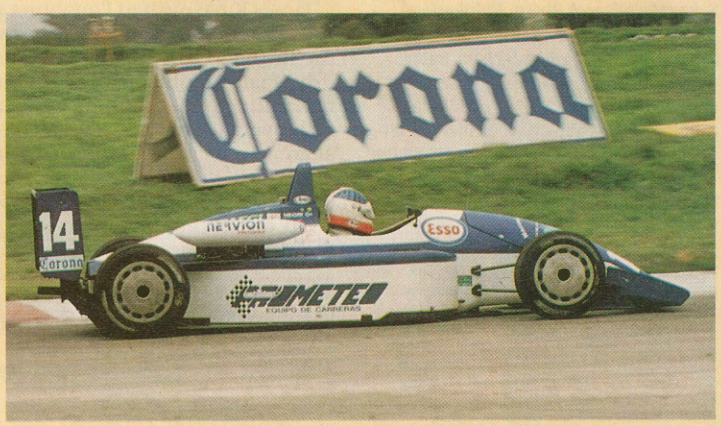
Lozano's lead driver now is Byrne, a refugee from Indy Lights. 'He's an excellent driver and a great person.'

Byrne, too, is content: 'I love it here. The racing is tough and close, and the atmosphere is fantastic.'

He is a newcomer, though. Scotland's Rod Macleod has been in Mexico since 1990, and is now one of the established stars, driving alongside Guerrero for Herdez. 'Having men like Byrne and Negri over here – guys who have done something – makes a big difference. Now we have a real benchmark.'

There is also the question of how F3 ranks against Mexico's other main single-seater category: F2. Sometime F3000 racer Giovanni Aloi has no doubts: 'F3 is the only serious category.'

Races have been shared this year. Byrne won the first. The next five went to five different drivers, namely Macleod, Negri, Aloi, Higgins and Guerrero.



Oswaldo Negri Jr is one of the many overseas drivers winning races in Mexico



Higgins — triumphant at San Luis Potosi



Frank Biela fought both with Audi team mate Emanuele Pirro and BMW's Johnny Cecotto before scoring his third win of the year. Photo: Sutton Photographic

Audi's revenge

After BMW's victory at Zolder two weeks ago it was Audi's turn again. Frank Biela scored his third victory in a very tight race with Emanuele Pirro and Johnny Cecotto.

Biela was under pressure from Cecotto's BMW from the start, but managed to keep his cool and ward off numerous attacks before the man from Venezuela lost second to Pirro, who got the better start from a re-start after a safety car phase.

The safety car came out 10 laps before the end in response to a coming together of Ford driver Thierry Boutsen and Audi's Hans Stuck on lap 26. Thierry's brakes locked up, he lost control of his Mondeo and hit Hans. Both spun, with both cars badly damaged.

BMW's Alexander Burgstaller came in fourth after a superb and flawless race ahead of Markus Oestreich in the quickest Ford Mondeo and Altfrid Heger's BMW. Rinaldo Capello ran fourth until he collided with Burgstaller which put him into the gravel trap.

Seventh position went to sometime F3000 racer Klaus Panchyrz in a Ford Mondeo after an exciting battle with Marco Werner's Opel Astra. Once again no luck for Nissan. Ivan Capelli's brakes locked up on lap 21 and he spun off. Michael Bartels spun three laps later as well, but managed to see the chequered flag coming home in 14th.

GERMAN 2-LITRE CUP, ROUND 4, ZANDVOORT (NL), 38 LAPS – 62.58 MILES

1, Frank Biela (Audi 80 Competition), 49m11.86s, 72.50mph; 2, Emanuele Pirro (Audi 80 Competition), 49m12.76s; 3, Johnny Cecotto (BMW 318i), 49m12.96s; 4, Alexander Burgstaller (BMW 318i), 49m13.42s; 5, Markus Oestreich (Ford Mondeo), 49m22.71s; 6, Altfrid Heger (BMW 318i), 49m24.67s; 7, Klaus Panchyrz (Ford Mondeo), 49m29.00s; 8, Marco Werner (Opel Astra), 49m30.81s; 9, Bruno Eichmann (Ford Mondeo), 49m35.03s; 10, Patrick Bernhardt (Audi 80 Competition), 49m41.53s. **Fastest lap:** Rinaldo Capello, 1m09.98s, 80.48mph. **Championship positions:** 1, Biela, 75pts; 2, Pirro, 54; 3, Cecotto, 35; 4, Stuck, 29; 5, Oestreich, 26; 6, Heger, 21. **Next round:** Osterreichring, Aug 7.

INDY LIGHTS

One for Bryan

Steve Robertson was the first to admit that pole winner Greg Moore held the upper hand on Sunday at Toronto.

'Greg was strong out there,' said Robertson, who trailed the Canadian by almost 4s after 29 of 42 laps. 'But after a while I could see he was increasingly locking up his left-front (under braking).'

Within a couple of laps, the advantage had gone. Then Moore locked and went off. Moore rejoined in eighth, only to suffer the same problem a couple of laps later, going out for good. Not only did the Briton claim his fourth win of the season, he also extended his lead to 31 points over Moore.

Robertson, who was followed home by Tasman team mate Andre Ribeiro, dedicated his success to his 1993 team mate Bryan Herta (see *Pit & Paddock*).

Patrick Carpentier blotted his otherwise impressive Indy Lights debut by taking out both himself and Pedro Chaves on lap 3.

■ Jeremy Shaw

INDY LIGHTS CHAMPIONSHIP, ROUND 7, TORONTO (CDN), 42 LAPS – 74.76 MILES

1, Steve Robertson, 48m22.30s, 92.73mph; 2, Andre Ribeiro, 48m30.27s; 3, Nick Firestone, 42 laps; 4, Alex Padilla, 42; 5, Eddie Lawson, 42; 6, Doug Boyer, 42; 7, Buzz Calkins, 42; 8, Bob Reid, 42; 9, Enrique Contreras, 42; 10, Bob Dorricott Jr, 41. **Fastest lap:** Robertson, 1m04.11s, 99.95mph. **Next round:** Mid-Ohio, Aug 14.



Schanche's Escort. Photo: Whittington

EUROPEAN RALLY CROSS

Schanche scores

Martin Schanche had a successful time in Finland: fastest in the heats in his Division 2 Escort RS2000, he went on to win what was a dramatic A final.

Schanche led away from Will Gollop and Kenneth Hansen. And the order stayed constant until the penultimate lap, when Hansen used the nose of his Citroen to tip Gollop's Peugeot into the tyres on the exit of the last corner. The Briton retired and Hansen was lucky to be able to claim second as Schanche went on to an untroubled win.

A British driver had better luck in the Division 1 A final when Richard Hutton grabbed the lead from Ludwig Hunsbedt and was never headed. Hunsbedt was pushed by Pavel Koutny, but they hit on the last lap, letting Gunde Svan through.

FIA EUROPEAN RALLYCROSS CHAMPIONSHIP, ROUND 7, AHVENISTO (SF), JUL 17

Division 2 A final: 1, Martin Schanche (Ford Escort RS); 2, Kenneth Hansen (Citroen ZX); 3, Per Eklund (Subaru Impreza); 4, Jean-Luc Pailler (Citroen Xantia); 5, Tommy Kristofersson (Audi Quattro); 6, Will Gollop (Peugeot 309). **Division 1 A final:** 1, Richard Hutton (Ford Escort RS2000); 2, Gunde Svan (Toyota Celica); 3, Jos Kuypers (Ford Escort RS); 4, Ludwig Hunsbedt (Ford Escort RS); 5, Pavel Koutny (Ford Escort RS); 6, Gunnar Kittilsen (Ford Escort RS). Championship positions – Division 2: 1, Hansen, 124pts; 2, Schanche, 102; 3, Gollop, 83; etc. **Division 1:** 1, Leinemann, 109pts; 2, Hutton, 102; 3, Svan, 86.

AUSTRALIAN 2-LITRE

Another BMW rout

It was a good day for the BMW camp when the Australian 2-Litre Touring Car Championship moved to Lakeside. Its 318is picked up a 1-2-3 finish with Tony Longhurst first home ahead of John Blanchard and rookie Mark Adderton.

Longhurst dominated both of the 26-lap heats in his Benson & Hedges liveried 318i and was able to close to within two points of team mate Paul Morris when the series leader packed his Diet Coke-sponsored BMW with clutch problems, thus atoning for Tony's exclusion from the previous race.

James Kaye pushed Longhurst to finish second in the first heat, but the Briton's Orix Toyota Carina hit driveshaft trouble in the second race and retired, dropping James to fifth overall. Thus second place on aggregate went to Blanchard who was third in the first race, then second in the second, albeit almost a lap down on Longhurst.

■ Paul Ryan

AUSTRALIAN 2-LITRE TOURING CAR CHAMPIONSHIP, ROUND 4, LAKESIDE (AUS), 2 x 26 LAPS – 2 x 39.16 MILES, JUL 14

1, Tony Longhurst (BMW 318i), 48m56.93s, 96.15mph; 2, John Blanchard (BMW 318i), 49m34.75s; 3, Mark Adderton (BMW 318i), 50 laps; 4, Peter McKay (Mercedes 190E), 49; 5, James Kaye (Toyota Carina); 6, Phil Ward (Mercedes 190E). **Championship positions:** 1, Paul Morris, 112pts; 2, Longhurst, 110; 3, Blanchard, 98. **Next round:** Mallala, Aug 7.

REPORTS IN BRIEF

The Toyota Atlantic race at Toronto was settled at Turn 3 on lap 1, when an optimistic out-braking move by Greg Ray resulted in he and David Empringham falling to the back of the 14-car field. Hearn nipped into the lead and was never threatened en route to his second straight win. Empringham made it back to second past Colin Trueman.

Tommy Kendall won the TransAm race in Toronto. His win was assured only when race leader Ron Fellows' similar Ford Mustang was punted out of the lead while lapping Kendall's team mate, Jon Gooding. Scott Pruett took second with his Chevrolet and thus extends his championship lead.

Steve Soper won both All-Japan Touring Car races at Mine last weekend. Full report next week.

Paul Stokell won both Formula Brabham heats at Lakeside in his Reynard 91D. Greg Murphy had led, but the engine in his Ralt RT23 threw a drive belt in the first heat. Then, from the rear of the grid, he took second in the second, leaving his lead over Stokell at just two points.

Dennis Setzer became a first time NASCAR Grand National series winner, at South Boston, Virginia.

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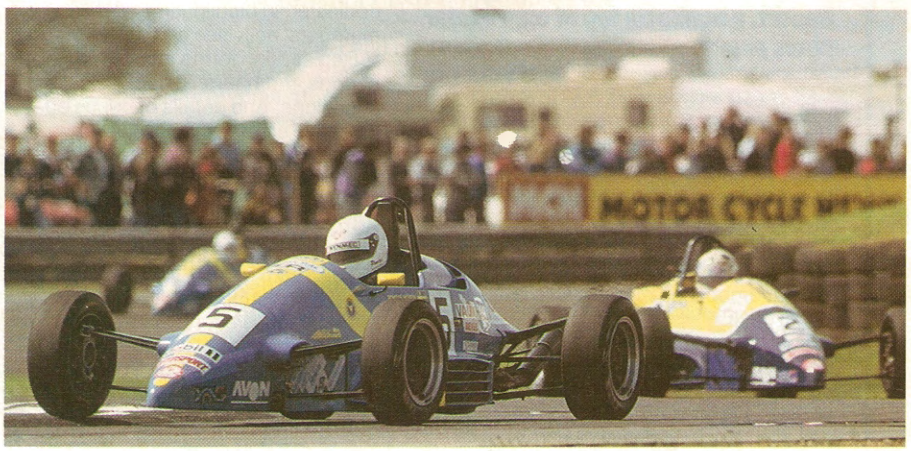
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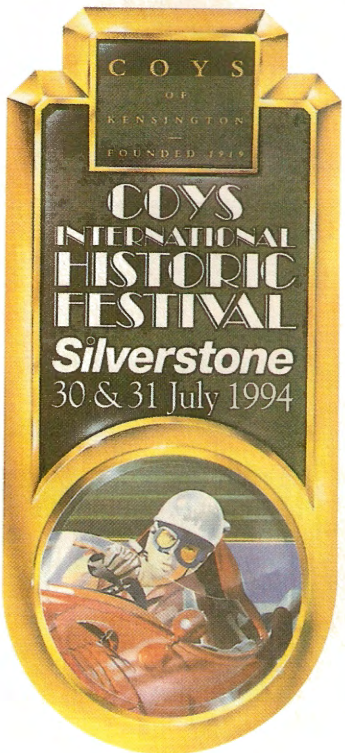
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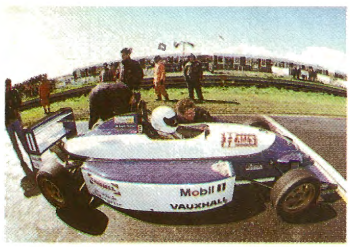
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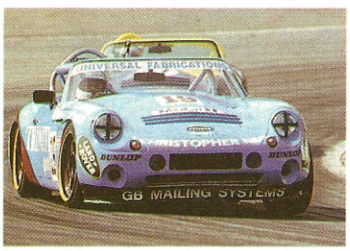
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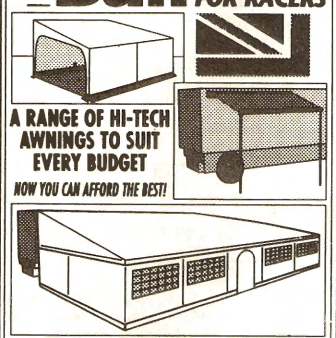
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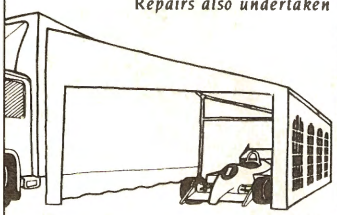
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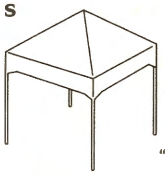
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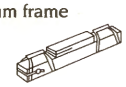
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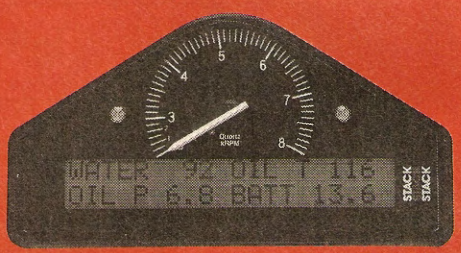
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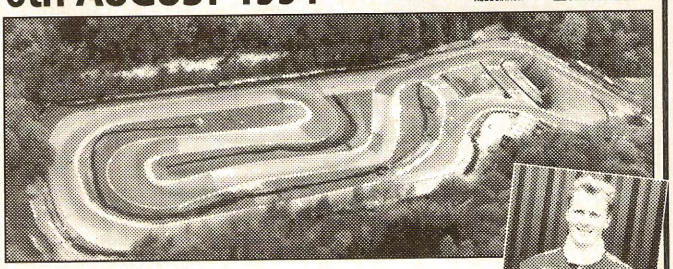
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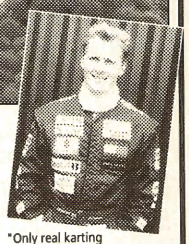
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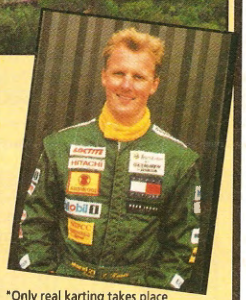
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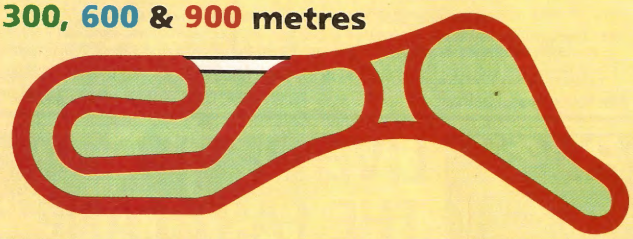
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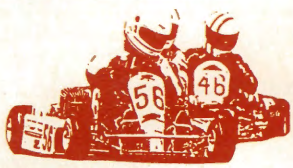
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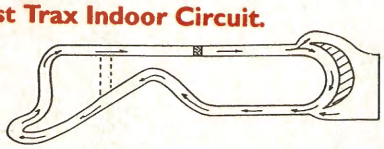
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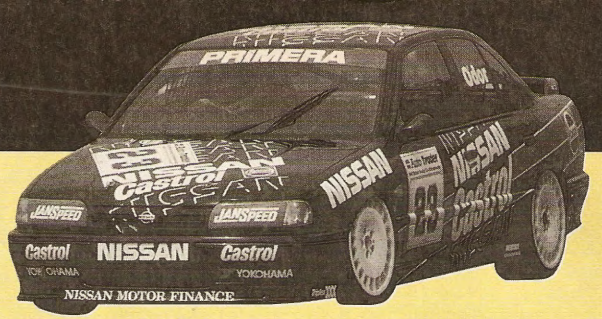
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Interpro 475 FIA 4 Point, 3" Webbing £105.00
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SABELT Pro Saloon 6 Point 3".....£150.00
SABELT 3 Point Full Harness inc. Fitting Kit £31.00
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TOTAL Budget 3 Point.....£23.50
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Corbeau Red/Blue/Black pair £10.00
Cobra Red/Blue/Black pair £10.00
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Wilwood Adjustable Turnscrew Brake Valve £69.50
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Torque Starter Battery Medium £49.50
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Capri 2 ZAKSPEED Body Kit £172.00
Capri 3 X-PACK Body Kit £179.00
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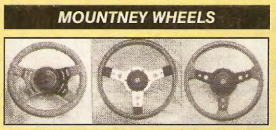
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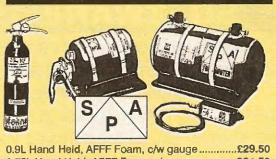
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SPEED 4 Spoke Leather 365 Black.....£155.00
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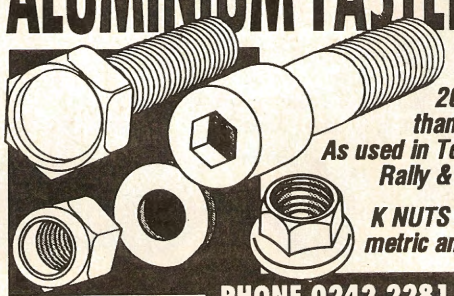


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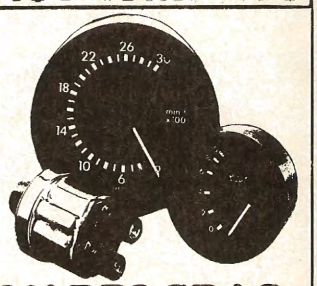
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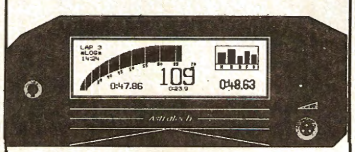
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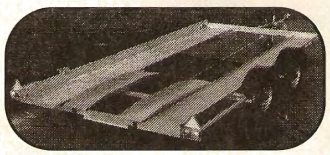
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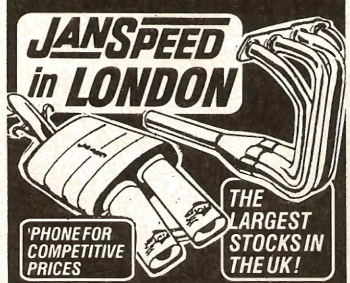
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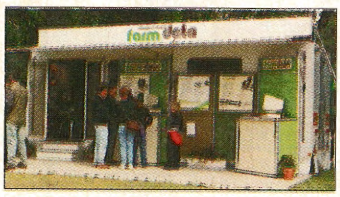
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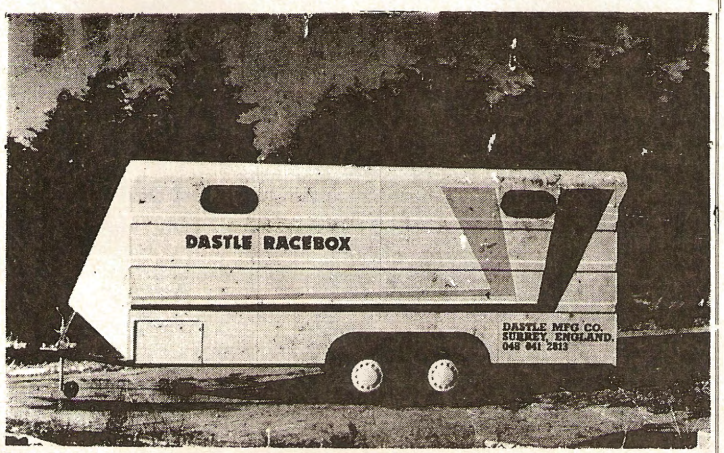
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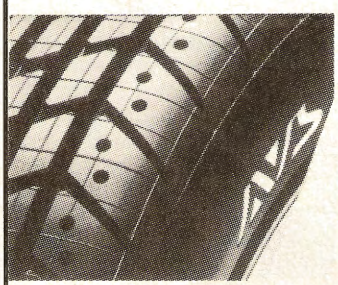
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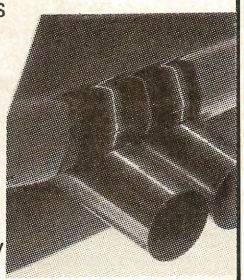
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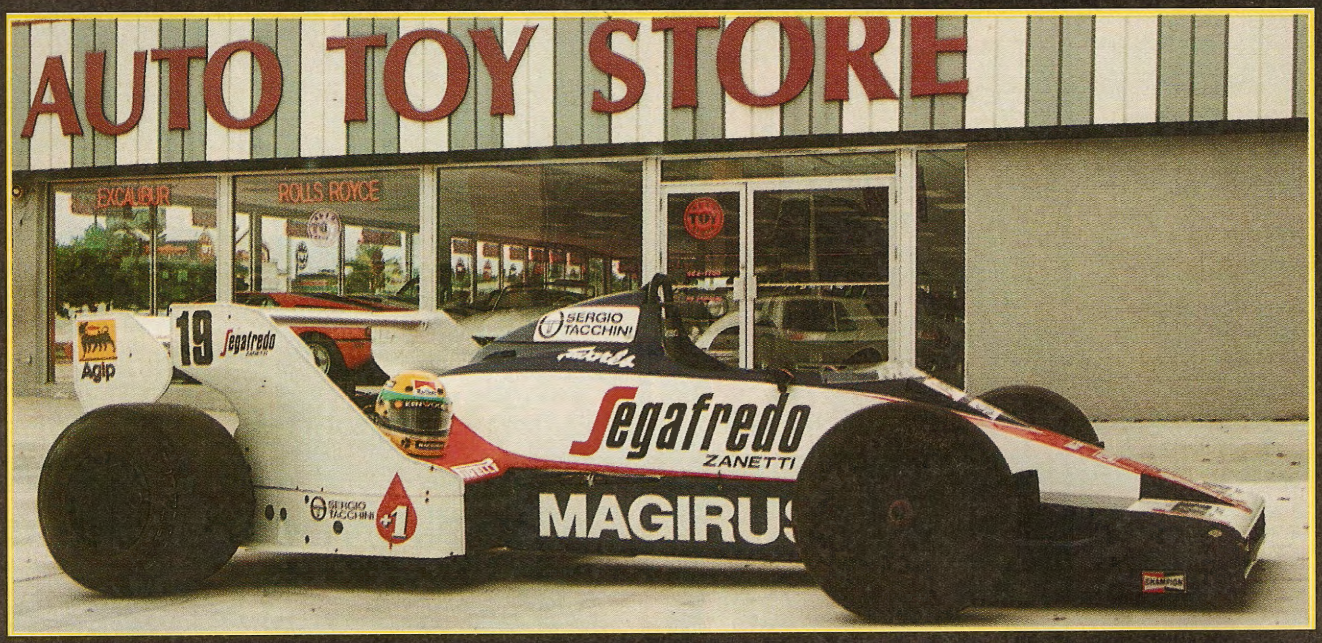
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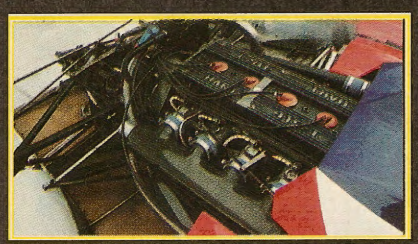


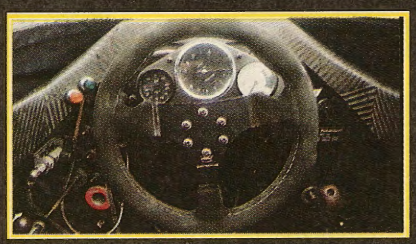
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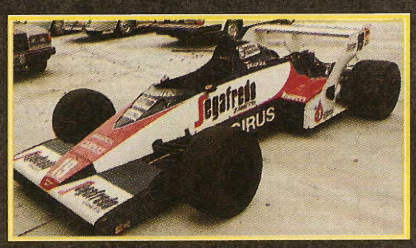


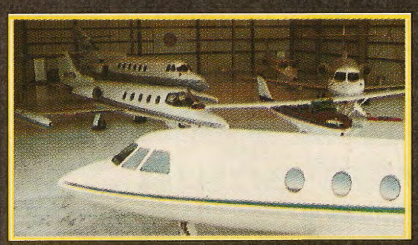
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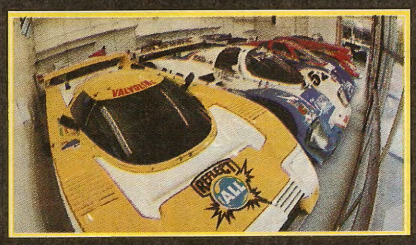






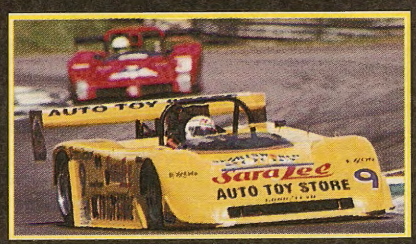








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164 TWIN SPARK LUSSO 1991. Red, one owner, full Alfa history. Immaculate. £6,499. P/X. Warranty. Tel: (081) 859 1929 9am-6pm. (042926)

ALFA 164 TWIN SPARK LUSSO 1991/H. Finished in black. One company owner, full Alfa Romeo service history, central locking, elec. windows, mirrors and sunroof. £6,500. Call Mark Gravener (0836) 575361. (5364)

ALFA ROMEO 2600 SPIDER. 1962. LHD. Fully restored. Lovely condition throughout. New MoT. Red. £9,500. Tel: (0291) 624300 (England). (5377)

ALFA ROMEO GT JUNIOR 1600. 1972, red, bodywork excellent condition. Re-cond wheels, very good all round condition. £2,800. Tel: (081) 530 6012 after 5.30pm *or* (071) 337 5027 (work) London. (5351)

ALFA ROMEO SZ 1991 H/reg. Excellent condition. A rare opportunity to own this Italian classic. All the fun of an Escort Cosworth plus the poise of a 911. Wild excitement at a sensible price. £19,000ono. Tel: Tracy (071) 734 9601 daytime. (5405)

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£22,500
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B

BMW CABRIOLET 2002, 1974. Red with blue interior. New hood, year's MoT. LHD. Sound condition. Rare. £1,750. Tel: Oxford (0865) 716192. (5278)

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BENTLEY S3
Air Conditioned. 2 owners, blue and silver with blue leather. Refurbished interior.
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C

CATERHAM 7 1600 SPRINT. Live axle, yellow/ally weather gear. Professionally built, 4600 miles. Registered 1992. £7,750. Tel: (0256) 332564 evenings. (042922)

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D

DAIMLER CONQUEST 1954. Black, registration **PRT 202**. One owner for last 26 years, maintained with meticulous care. In very good condition throughout. Original logbook. Owners handbook. Workshop manual and toolkit. Offers invited around £3,500. Cranmer, Leamington Spa. Tel: (0926) 424637. (5370)

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F

FERRARI, 1966 11/12 TESTAROSSA
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FERRARI 308 GT4. Very special car, being the very last one, registered in June 1981. Maranello supplied and still with original number plate. 42,000 miles, with FSH from Ferrari. Two owners, full spec. Stunning Giallo fly yellow. Sound investment. £17,950. Tel: (0703) 556300 *or* Mobile (0836) 263471. (5302)

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FORD SIERRA RS COSWORTH 1986/D. Engine rebuilt, SS exhaust, new brakes/discs, FSH. Same owner from new. White, grey interior. £7,450. Tel: (0235) 533101. (5384)

G

GORDON KEEBLE, 1965. MoT and taxed. Cream body, blue interior, 5.3 engine, one of only 99 production cars. £12,750. Tel: (0536) 84359 after 6pm or (0536) 412646 days. PRIVATE SALE. (5068)

J



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JAGUAR XK120 SE ROADSTER. 1954, LHD. Old English white with red Connolly hide, chrome wires. Extensive mechanical work. Last owner 12 years. 12 months MoT. Please phone for further details. £24,995. Tel: (0323) 730167 or (0860) 402030. (08727)

JAGUAR XK120, 1954. DHC. Red, 42,000 miles from new, totally original, history, three owners. Last owner since 1981. £25,000. Tel: (0494) 837325. (08765)

JAGUAR E-TYPE SERIES 1 4.2L. RHD, 1965, 57,000 miles. Excellent condition. £20,000. Tel: (0732) 454932 eves. (08693)

JAGUAR XK150 1958. R/H coupe 3.4. Very low mileage, gunmetal grey, total restoration. Superb motor. Offers over £20K. Tel: (0299) 861346. PRIVATE SALE. (5209)

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Dark blue with magnolia interior, car completely rebuilt 2 years ago by manufacturer, car is as new and in immaculate condition.
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L

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LANCIA HPEi 2000 1983 in red, excellent condition. £1,995. Take motorcycle/van. Tel: (0483) 232959. (5394)

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REGISTERED 6.93 (N1),
3,800 MILES, MINT
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LOTUS ELITE CLIMAX 1960. Red with black/grey interior. Stainless steel exhaust. Twin carbs, very original, immaculate condition. Taxed and MoT. £32,000. Tel: (0656) 785810 Glamorgan. (5274)

LOTUS ELITE CLIMAX, 1960. Red with black/grey interior. Stainless steel exhaust, twin carbs, very original, immaculate condition. Taxed and MoT. £32,000. Tel: (0656) 785810 Glamorgan. (5274)

LOTUS ELITE SERIES II, 1962. Complete but needs restoring. Climax ZF Webers. 4 Branch exhaust. Tel: (0749) 674388. (5373)

LOTUS ELITE. T/reg. Very low mileage. Good condition. Lots of history. Two previous owners. Thousands spent. Collector car. £1,995ono. P/X. Tel: (0895) 238970. PRIVATE SALE. (08781)

LOTUS ESPRIT, HCNA, H-registration, 21,000 miles. Lotus FSH, metallic silver, full black leather trim, Multi CD, radio cassette. Removable glass roof. Excellent condition. Priced to sell at £14,990ovno. Tel: Noel (0272) 407670. (5237)

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M

RARE RHD MATRA MURENA 2.2 '83. Silver grey. Twin Dellortos. Stainless steel exhaust. Engine overhaul just completed. Offers circa £7,000. Tel: (0332) 792441 Derby. (08692)

MERCEDES 1984 200 SALOON. Manual, blue. "Classic Cars Future Classic". Just completed major service. Fully operational. MoT run out - attention required explained. Family objects to three-simultaneous projects. £780. Tel: (0372) 468250. (5003)

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MERCEDES 280 SL PAGODA, 1968. Green, beige interior. This car is a very rare 5-speed manual having done 75,000 miles. FSH. £17,000ono. Tel: (081) 368 8136. (08760)

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MERCEDES 500 SL. New shape, pearl grey, black hide, Ex-con, many extras. UK reg. MoT/Tax. £36,500. Tel: (0473) 832282/(0860) 223131. (5366)

MERCEDES 540K ROADSTER, manufactured by Heritage Motors Florida, 1990. The most stunning car you will ever see. Cost new £46,000. 5.7ltr injection. Auto, air con etc. Mint condition. 7000 miles. £23,500. May P/Ex. Tel: Bournemouth (0202) 769769. (5305)

MERCEDES BENZ 450 SLC, 1978. Stored last 4 years (South African re-import). Immaculate, alloys, S/R, A/C, A/W, C/L, R/C. 80,000 miles. FSH since re-import. £8,500. Tel: Mercedes Benz Club Owner (0308) 488287 all hours. (08712)

1969 MGC GT. Wire wheels, chrome bumpers, bare metal respray. Old English white, overdrive, full history. Many extras, too many to list. VGC. £4,800. Tel: (0245) 266436. (5245)

1980 MGBGT. Vermillion red, original service book, many bills for work completed to keep it in excellent condition. Viewing essential. **Deane Motors**. Tel: (0204) 28640. (5306)

MG MIDGETE, 1972. Restored but needs minor cosmetics. Taxed/MoT. Used regularly. £2,250ono. Tel: (0342) 834521 (Surrey). (4203)

MGA 1600 MKII ROADSTER. Superb example, total rebuild. Reconditioned engine, wire wheels, MoT and 12 months warranty. £13,500ono. PX considered. Tel: (0374) 735205 or (0745) 823931. (5196)

MGA COUPE 1960. Excellent restored condition, chariot red, black interior. Tax and MoT. 1800 engine. £5,900. Tel: (0424) 715938. No canvassers. (2940)

MGB GT 1977/S. Primrose yellow, black interior, black/yellow striped seats, 12 months MoT (sailed through MoT!). New tyres and battery, manual overdrive, sunroof, vgc throughout. £2,500. Tel: Truro (0872) 70186. (5225)

MGB GT November 1973. Chrome bumpers, O/Drive, sunroof + tinted glass, stereo, tax/MoT May 1995. HRW S/S exhaust. 10 years in ownership of careful lady driver. £2,195 for quick sale. Tel: (0737) 763343 Surrey. (5399)

MGB GT 1981/y, pageant blue, 57,000 miles, very good condition. Two lady owners, sunroof, stereo. £3,900ono. Tel: (071) 438 5327 daytime or (0494) 866743 evenings. (5388)

MGB GT 1970. Midnight blue, old chrome bumper, extensively restored, receipts for £9,500. Engine 20,000 miles, many refinements, owned 8 years. MoT/Tax March 1995. No dealers/time wasters. £4,000. Tel: (0453) 545478. (5316)

MGB GT 1971. Midnight blue, 12 months MoT. Tax, chrome bumpers, new tyres, brakes, suspension, steering rack plus more. £3,000ono. Tel: (0793) 892059 work or home (0672) 514865. (5244)

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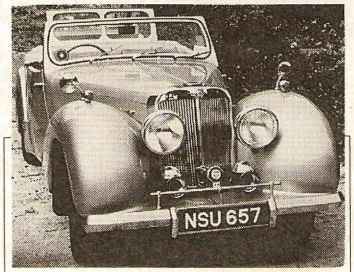
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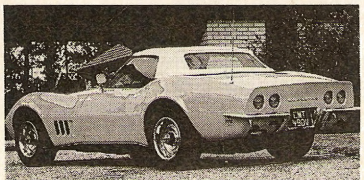
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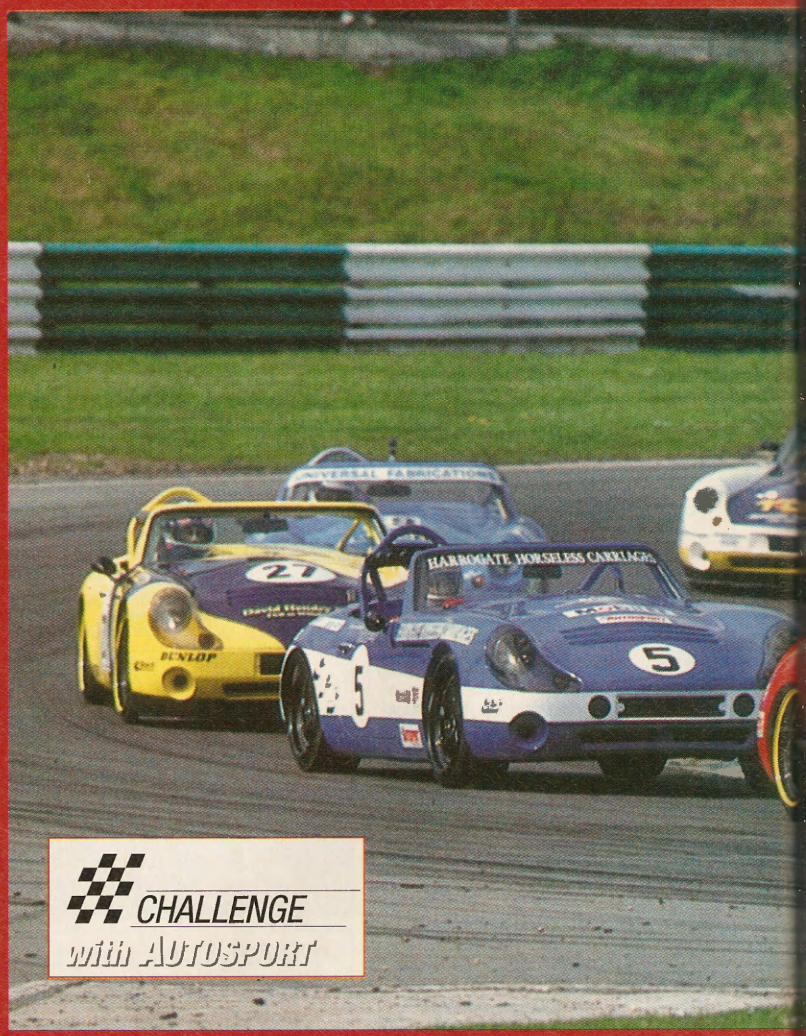
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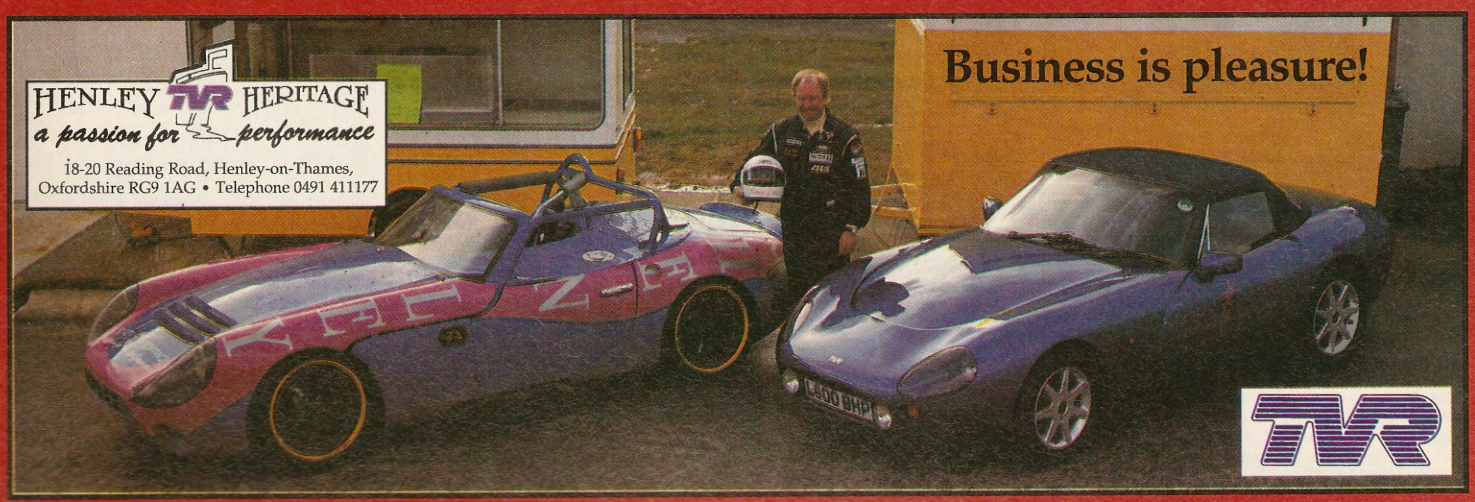
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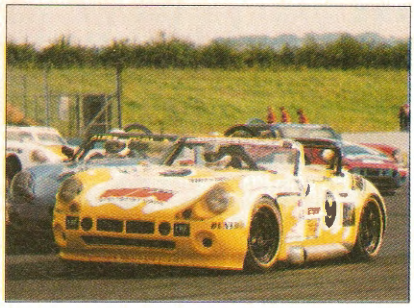
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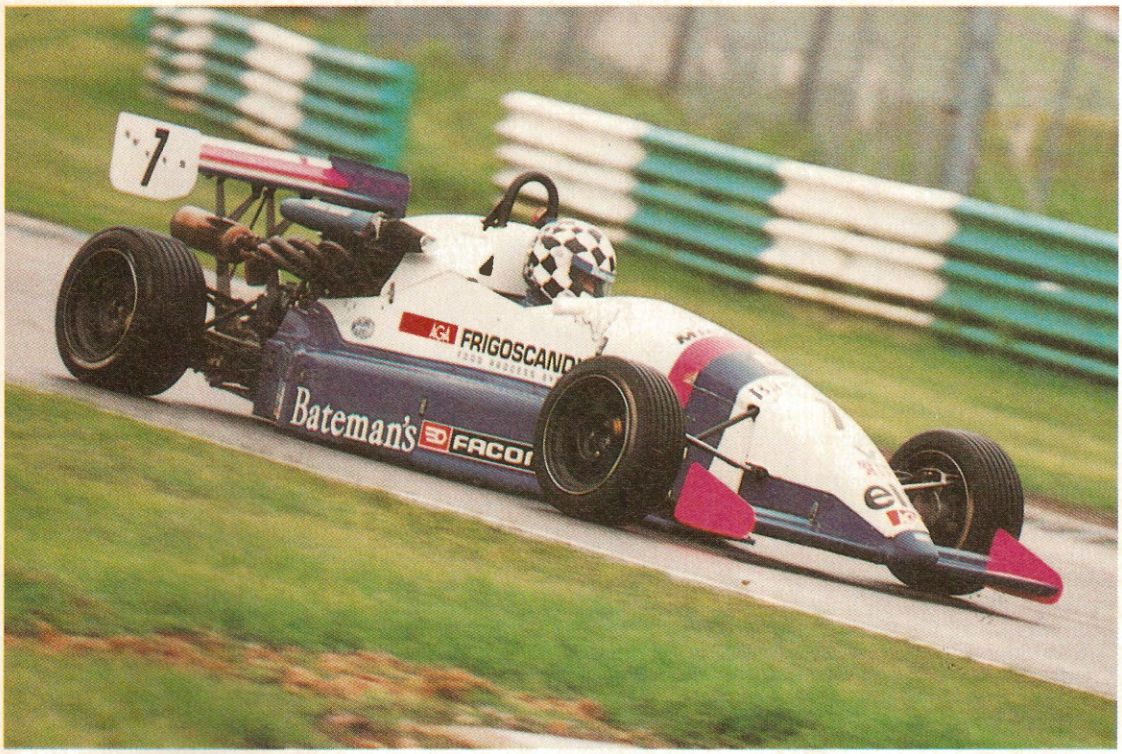
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CLUB AUTOSPORT

ALL THE NATIONAL RACE, RALLY & HISTORIC NEWS PLUS FULL RESULTS ROUND-UP

EDITOR **MARCUS PYE** ASSISTANT EDITORS **CHARLES ARMSTRONG-WILSON, MATTHEW FRANEY, KEITH OSWIN**



James Seccombe, pictured at Brands Hatch, finished second and third at the Nurburgring in his GT Services Martini. Photo: Gary Hawkins

Matthews closes on FR Eurocup

James Matthews is within nine points of clinching the Formula Renault Eurocup for Manor Motorsport's Business Post Van Diemen team, by virtue of third and first places in Sunday's twin rounds at the Nurburgring.

But fellow Briton James Seccombe put in the drive of his life to stave Matthews off in the first event, finishing within 0.68s of polesitter Timo Kluck in a one-two for Martini cars.

Seccombe, in his GT Services-run MK63, held Matthews at bay in the early stages of the second race. Indeed, it took James best part of a lap to forge ahead in the most stirring FR battle of the season.

Matthews now enjoys a very healthy lead in the prestigious Eurocup series, which has two rounds to run – at Zandvoort next month and Jarama in October.

Each driver's final points score in this competition takes into account his best three results in his national series. Matthews is unbeaten in seven Ultrafilter International series races at home.

Jean-Pierre Haouza, his closest rival, must win the last two Eurocup rounds and three of the last four French counters to snatch the crown. He has not won a race in either competition to date with his PEKA Racing-run Alpa.

Seccombe's results at the 'Ring – the fruits of two days of exhaustive testing at Pembrey last week – were a long overdue reward for the aggressive and determined youngster and the hard-trying little GT Services team, run by Richard Shaw and Tom Shephard.

Tiff and Fluxie for EUROCAR Mondeos

Silverstone's oval hosts its first EUROCAR Super Saloon race on Sunday, and BTCC stars Tiff Needell and Ian Flux will make their debuts in the 12-car field.

The series, for identical V6-engined spaceframe cars, is led by Dagenham Motors team mates Barry Lee and Alf Boarer.

Marcos wins, but class switch angers GT rivals

Threats from leading competitors to withdraw from the BRDC National Sports GT Challenge have forced the Marcos team to do a U-turn and swap classes for the second time in a week.

Marcos switched from Class B (for cars running to international GT rules) to the National class (for production road cars) at Brands Hatch last weekend. This allowed the two LM500s to run without engine air-restrictors and to a lower weight limit, which helped Chris Hodgetts score the marque's first major race victory in 25 years.

The move angered the factory-backed Lotus team and Ford Escort RS Cosworth driver Gary Ward, who both promised to quit the series. 'We don't mind being beaten by a team running to the same rules,' said Lotus team boss Hugh Chamberlain. 'But that car is not a production car by the definition of the FIA *Yellow Book*.'

Marcos is now reviewing its position. 'We don't want to do anything that might jeopardise the series,' said founder Jem Marsh. 'If we can make the cars conform to Le Mans-spec, we will race them in that form. We hope to do that for Snetterton's round on August 7.'

NUMBLE PYE

SAFETY FIRST

DESPITE A CLOSE CALL, REQUESTS FOR THE INCIDENT FLAGGING PROCEDURE AT HAREWOOD TO BE CHANGED WERE NOT HEEDED

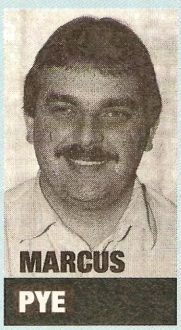
I do not seek to criticise marshals, for they allow me to enjoy the sport that has captivated me for 30 years, but when the regime under which they operate compromises the safety of competitors (and themselves for that matter), I am compelled to comment.

At Harewood on Sunday, during final practice for the Gulf Oil RAC British Hillclimb Championship round, the BARC Yorkshire Centre's 'system' of red-flagging drivers to warn of an incident on course – coupled with the inappropriate siting of two key marshals' posts – could have contributed to a serious accident.

The instruction of BARC 'Y' senior officials for marshals to display red flags only at the scene of the incident, and at one or two posts beforehand is crass, when other cars could be on the track. At all other speed venues to my knowledge, marshals automatically relay reds back over the full course (usually alerting neighbouring posts additionally with shrill whistles) to stop oncoming competitors as early as possible.

Sunday's incident highlighted the folly of displaying localised reds. An experienced competitor crested the blind brow at Country Corner, at racing speed, to be confronted by a crippled car stationary in the middle of the course. A potentially disastrous collision was avoided by fewer yards than either driver would like to be reminded.

In this instance, there may well have been red flags at Chippy's and by the old (short course) startline, but the first post is elevated way left of the driver's sightline when he or she is concentrating on a slippery right-hand bend, and the latter is also outside the natural line of vision. A relayed red would have caught the hapless driver sooner.



While this was the source of consternation among many competitors (at least one of whom had expressed his concern prior to the event), far more worrying was the trenchant attitude of senior officials who were clearly unprepared to learn from mistakes and implement immediate change. Gentlemen, you can't toy with safety.

BTCC Nissan fourth on ModSaloon debut

Janspeed engine builder Stephen Miles enjoyed the ride of his life at Oulton Park on Saturday, when team owner Jan Odor allowed him to enter an Old Spice Nissan Racing Primera in the BRSCC GMS Tickets Modified Saloon round.

The 27-year-old Devonian, who started circuit racing this season with a Ford Fiesta in the Toyo Tyres Super Road Saloon series, finished a promising fourth despite not having driven the 1992-specification test and development car until qualifying.

Miles is no novice however, for he made Andy Hooper's unlikely-sounding 1800cc Morris Marina TC go indecently quickly in south western hillclimbs for several years.

The graduation to the 270bhp front-wheel-drive racer – and slick tyres – presented no real problems for Miles, who was assisted on the day by team truckie Robin Rich.

'I thoroughly enjoyed with the opportunity,' said Stephen. 'It was very trusting of Jan, particularly since I have so little circuit racing experience. Nobodies don't usually get to drive BTCC cars, so it was a bit of a coup for me!'

Will he get to drive the Nissan again? 'I'd love to, but it's all down to Jan, and the priority work which the car needs to do. It's mainly used for brake testing and corporate entertainment for sponsor Procter & Gamble.'

Prior to Oulton, the car had been featured on Channel 4's programme *The Big Breakfast*.

The ModSaloon series has been swelled by obsolete BTCC contenders this season. Saturday's race was won by Falken Tyres Modified Production Car champion Andy Clarkin in his ex-works/Ian Ashley Vauxhall Cavalier.

Wiltshire veteran Brian Chatfield has also tasted success with an ex-Rouse Sport 'old shape' Toyota Carina E.



Miles's Nissan Primera leads Andrew Joyce's Ford Escort and David Willcock's Sierra at Oulton. Photo: Steve Jones

Simon brothers for British FF series

The Sieber/Simon Motorsport team of brothers Patrick, Marc and Norman Simon, has quit Germany's Formula Ford series and is set to run its Van Diemens in Britain's National series, starting at Oulton Park next month.

The trio's desertion is in protest at rival Mario Hilgert's successful appeal against exclusion from Zolder's double-header in May, when he won the first leg despite a yellow flag infringement.

Patrick Simon was an FF1600 star at last year's Festival.

Saunders impresses in American trials

Briton Brian Saunders is planning to race in the USA, having topped the Zerex Saab Pro-Series times in testing at Savannah, Georgia, last week.

The Surrey driver, who raced spasmodically last season after a strong year in French FF1600, also enjoyed a brief run in one of Primus Racing's FF2000 Van Diemen RF94s at Road Atlanta.

'That's a fantastic car,' said Brian. 'I couldn't believe the grip. I'm hoping I can race one in the big-money Hooters series.'



Stapley wins RacePro Le Mans 24 Hours karting enduro

A traffic jam of 67 entries formed the grid for last weekend's Le Mans 24 Hours Karting Challenge (above). The event, a round of the European Endurance Championship run by Bob Pope's RacePro organisation, was won by the five-man AVS Geographics team anchored by former Champion of Brands FF1600 ace Andy Stapley and George Holroyd. Ex-Formula E Superkart racer Carolynn Hoy (nee Grant-Sale), sister-in-law of 1991 BTCC champion Will, tackled the event single-handed after the rest of her team pulled out, and covered an astonishing total of 702 miles on her twin Honda-engined ProKart... The two Team Mobil 1 AUTOSPORT entries met with varying degrees of success, finishing 22nd and 46th respectively after a catalogue of woes, which included qualifying last. But with so many machines jostling for position on the excellent 1350 metre Piste Alain Prost, merely to finish was an achievement. Photo: Andy Hallbery.



Field looks to cars after promising Mallory test

Formula 100B karter Tommy Field plans to graduate to cars this season, following a trial at Mallory Park in a Van Diemen RF91.

The Mountune engine builder is due to test a works Vector next month, and his employer hopes to get him a test with John Booth's Manor Motorsport team.

Field – runner-up in the kart final of last year's McLAREN/AUTOSPORT Young Driver of the Year competition – races an outfit loaned by former World Karting Champion Terry Fullerton.

Ward wins in old Mondiale at Oulton

Champion of Oulton Chris Ward found time in his BRC FF1600 programme to win Saturday's Pre-'90 thrash at the circuit, in the ex-Hugh Robertson Mondiale MS88.

The competitiveness of the car – which Peacock Racing took in a part-exchange deal – was proven when Ward qualified it two seconds under the class lap record.

Thought was given to taking the car to Sunday's BRC round at Brands Hatch, but Ward and the Peacock team elected to stay with their newer Mondiale.

NEWS IN BRIEF

Castle Combe's administration staff moved from Westway House to their new offices on the circuit campus (adjacent to Merlin Motorsport's base in the paddock) on Monday. Contact numbers remain the same: 0249 782417 (telephone) and 789392 (fax). An official opening will take place in September.

Fife Telecom is to sponsor Formula Vauxhall Junior Championship leader Peter Dumbreck for the remainder of the season. Dumbreck, known as the 'Fife Flyer,' will debut the colours at Knockhill on July 30/31. Fife Telecom and the Dumbreck family's mushroom farm are based close to the Dunfermline circuit.

Stuart Wood's third win of the season, at Cadwell Park on Sunday, has put him back into the running for the BRSCC National Formula First title. Paston Racing's charge lies second in the table, 25 points behind seven-time winner Alex Deighton. Nobody else has won a round, such is their dominance.

The annual road racing spectacular in Dublin's Phoenix Park, takes place on August 13/14. Non-championship races for Formula Opel (an 18-lapper), FF1600 and FVee single-seaters, Group N, Peugeot 205s and Fiat Uno/Ritmo saloons (two per class) are scheduled. Entries are available from Mrs Ann Stevens on 010 353 1 459 1200 (office hours). Competitors from the mainland who hold RAC MSA International or National licences are welcome to enter.

Champion of Brands runner Robert d'Ercole has bought the Van Diemen RF91 previously campaigned by Nigel Williams, who has decided to graduate from FF1600 to Zetec power. Australian-born d'Ercole started the season in a Ray 92F.

Graeme Riley's continental forays are set to continue with races at Paul Ricard and Zandvoort planned amid his Champion of Oulton FF1600 programme.

Interest in Formula Asia is growing, following the class's successful introduction at Sentul, Indonesia, a fortnight ago. British marque Argo supplies the control FA2000 chassis.



Gerry Marshall bounds over the Cadwell Park Mountain in his TVR. Photo: Chris Walker

A loose wheel and a seized steering rack hobbled Gerry Marshall's qualifying effort in Sunday's TVR Tuscan race at Cadwell Park. Rival Colin Blower crashed his car in practice, damaging its suspension and warping a brake disc.

Formula Ford 1600 racers took up the Knickerbrook microphone when an unexpected commentator's vacancy arose at Oulton Park on Saturday. Mike Waite filled in until circuit regular Richard Sproston had completed his Pre-'87 race and was able to take over.

Volkswagen Polo Cup champion Stephen Day missed Sunday's round of the Scottish Mutual Vento VR6 Challenge at Cadwell Park, having destroyed his car in a testing shunt on Friday. Day, 35, sustained whiplash and bruised ribs when he hit the Charlie's corner tyre wall at an estimated 95mph. Mytech Engineering has two weeks to re-shell the car for Oulton's round on July 30.

Michael Cullen stormed from the back of the 24-car grid to third place in Sunday's Dunlop Fiat Uno Cup round at Mondello Park, his DC Kwikfit/Prima Travel/National Batteries car having burst its radiator during qualifying. Michael Barrable and championship leader Steven Griffin headed the Dubliner home.

Modified Production Saloon racer Mal Davison is joining the Motul Sports 1600 trail with a Mallock Mk27/28. The ex-FF1600 Champion of Cadwell plans to debut the car at Brands on July 31.



FAsia racers Akbar Ebrahim, Chandra Alim, David Sonenscher and Darren Shaw at Sentul

Nick Mizen moved to the head of the GMS Tickets Modified Saloon Championship with his third win of the season in the Bristol Discount Cars Sunbeam Stiletto at Oulton on Saturday.

Former Formula Fordster Nick Leston – son of the legendary Les – drove his Rover Vitesse from 20th on the grid to ninth place in Saturday's Slick 50 Road Saloon race at Oulton Park. 'I hadn't driven the car before Thursday, when I took it for its MOT test,' said Nick. 'I didn't know where I was in the race, I was having such a ball.'

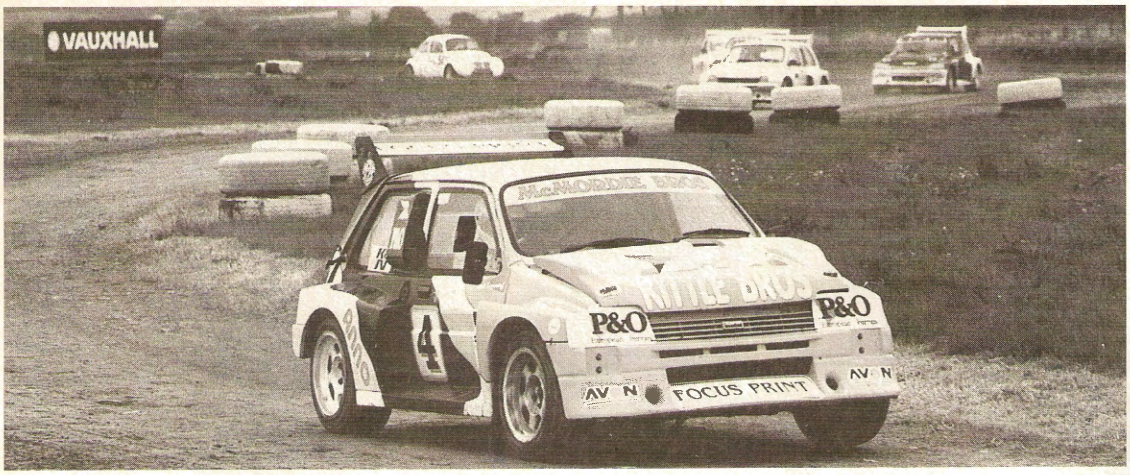
Belgians Johan de Bolster and Patrick Rogister are to contest the remainder of the Caterham Rover Championship. Former karter de Bolster is his country's Harley-Davidson motorcycle importer. Rogister previously raced an Opel Calibra in his national saloon series.

Stewards took a dim view of the driving of John Barker, Des Winks and Robert Babikan who were all excluded from the results of a rough Porsche race at Brands Hatch on Sunday. Winks and Barker were fined £100 each for a first lap collision at Clearways, in which they traded paint for 100 yards! Babikan was kicked out for a yellow flag infringement.

Mini Se7en driver Jason Porter had a big accident at Cadwell Park on Sunday – after the chequered flag! Porter was travelling at sedate pace when he moved over to let a car past, but found a second one there too. In swerving to avoid Dave Braggins, Jason plunged heavily into the Hall Bends barriers.

Suspended with the closure of the Swindon track, Ian Evans's Rallycross School – which has already discovered young talents Daniel Hedaux and James Bird – is reopening at Pembrey this week. Details from 0981 21791.

Caterham driver Barry Ely incurred the wrath of fellow 750MC members at Snetterton on Sunday, because our report of the Cadwell Park meeting on June 18 erroneously held his oil responsible for an accident in a Road Sports race. As Barry was sitting in the grandstand at the time, our man in the field was unfortunately mistaken.



Former British Rallycross champion Denis Biggerstaff's MG Metro 6R4 leads the field at Pembrey. Photo: Ian Hayward

Rallycross lobby to save Group B?

Pressure is growing for the RAC Motor Sports Council to grant an indefinite stay of execution for Group B 'Supercars' in the RAC British Rallycross Championship, despite proposals from its Speed Committee to ban the four-wheel-drive machines at the end of 1995.

The Speed Committee and its specialist Rallycross Sub-Committee are recommending that the cars (mainly MG Metro 6R4s and Ford RS200Es) should be outlawed, but the MSC must endorse this if it is to become law.

A ban would affect no fewer than 15 competitors who have scored points in this year's championship, devaluing their machinery at a stroke. It would also leave the sport very short of competitive 'modern' cars.

The remaining Group B cars would go from the Supercar category (to be aligned with the FIA European Championship's Division 2), while the various Renault 5s, Porsche 911s and Triumph TR7 V8s would be barred from the Modified class.

Tony Nisbett, administrator of the BRSCC-run British series, sees the changes as necessary if the sport is to grow. 'The people we are speaking to are not interested in old cars. We cannot progress because of them,' he says.

Aggrieved competitors will find support from hardened rallycross enthusiasts who would much rather see the sport's most spectacular and powerful machinery than a few ERC Division 2 type cars supported by a plethora of Group N-derived vehicles.



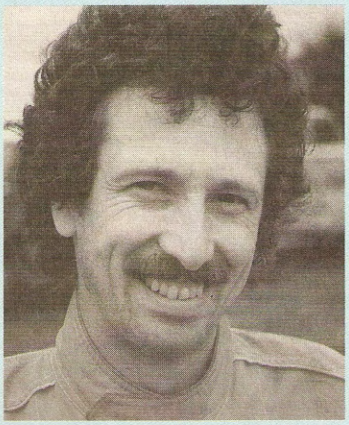
Andy Tymkewycz on his record-breaking run with the Tymtek-Imp. Photos: Marcus Pye

Tymkewycz breaks Harewood record

Andrew Tymkewycz staggered onlookers at Harewood on Sunday by shattering the 1100cc Racing Car record in his Tymtek, one of the few quick cars in the class not to use a 'bike engine.

The Edinburgh gas board engineer, an ace in Imp saloons, has built and developed the Sunbeam-engined pushrod suspended machine over several years.

Andy's record did not stick, however, for Phil Jefferies pipped him by 0.03s in the HiTech-Norton, which has wiped out most of the British championship class marks in the past two seasons.



Tymkewycz– rapid driver/constructor

Clay Pigeon shoot for karting's young guns

Britain's top Cadet and Junior kart racers are out at Dorset's Clay Pigeon circuit this weekend, for round four of the Vauxhall/AUTOSPORT Super One Series.

Niki Richardson is the Cadet class standout to date, but Luke Hines, Stefan Hodgetts and Colin Brown are chasing hard. The Junior InterContinental A action is fast and furious, with Niki Rowledge, Anthony Davidson and Jenson Button to the fore.

Clay Pigeon is between Yeovil and Dorchester on the A37.

Hickman recovering after major surgery

Hillclimber Graham Hickman is on the road to recovery, following an operation to repair the shoulder blade which was smashed in his monumental accident at Shelsley Walsh a fortnight ago.

Hickman also fractured his skull, jaw and cheekbone in the multiple roll, but was saved from further injury by the integrity of his Formula 1 Jordan's monocoque.

The tub is now back at Jordan Grand Prix for examination. It will be rebuilt for next season, perhaps in a different configuration...

NEWS IN BRIEF

The brow before Mays Cross on Belfast's Craigantlet hillclimb course has been shaved and resurfaced for next month's Gulf Oil RAC British Championship round.

The first carbonfibre OMS hillclimb chassis is expected to run within a month. Constructor Steve Owen said at Harewood on Sunday that he has finished the tub, and is now working on its bodywork and sidepods.

Brian Walker has finished the chassis for his new hillclimb contender. To be powered by a four-rotor Norton motorcycle-derived engine – essentially two units mated together – the exciting lightweight machine will take on the Formula 1 V8 and Hart-engined cars in the unlimited capacity class.

Intrepid hillclimbers Rick Fielding and Paul Parker are experimenting with steering column-mounted flippers to change gear in their Rover V8-powered Mallock Mk18, which uses three-speed Borg-Warner automatic transmission in a home-made casing.

Alex Graham suffered his second major engine failure in nine weeks at Harewood on Sunday. After a con-rod ventilated the block of his 1800cc BDA at Barbon, a 1600cc version was built for his Mallock. This time, a big-end cap let go during practice. Graham is now considering the loan of a Ford pushrod engine for next month's RAC round at Craigantlet.

Davrian driver Harry Simpson has secured sponsorship for 1995 from Linlithgow chartered accountancy Barclay & Co. The Edinburgh butcher will preview the deal in September's national hillclimb finale at Doune.

The outright record for Cornwall's Tregrehan hillclimb fell twice during Sunday's Truro & DMC clubbie. Simon Ashley reduced Mike Lee's 18.21s mark to 18.18s on his first run in the 1600cc Ralt-BDA RT3. Lee responded with 18.02s in his 2-litre Lyncar-BDG!

In a repeat of last year's result, Midland Hillclimb champion Clive Kenrick set BTD in both of the weekend's Loton Park hillclimbs. With his Caterham-BDG back on road tyres, the Llangollen garage owner broke the Hagley and District LCC's Road Sports record again on Sunday.

Roy Millbank set BTD in Sunday's Sprint on Watton airfield, in Norfolk. The veteran averaged 103mph in his Pilbeam-Vauxhall MP62.

We regret to record the sudden death, last week, of Mini speed eventer Phil Meek. The telecom engineer, who was only 31, suffered a brain haemorrhage. AUTOSPORT offers condolences to his girlfriend Stephanie.

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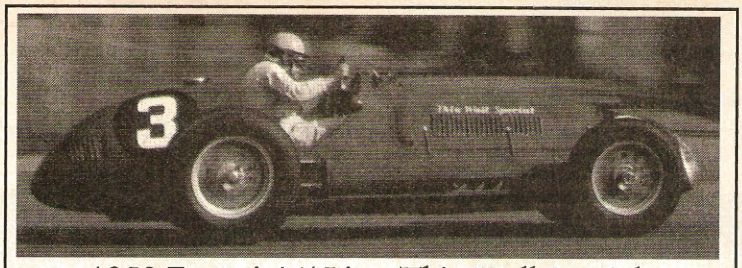
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1950 Ferrari 4 ½ Litre Thin Wall Special:

One of the most famous Grand Prix Ferraris and the predecessor to the later World Championship winning Vanwall, this historic single seater is one of the many cars which will be offered for sale at Coys Important Auction of Sports, Sports-Racing and Grand Prix cars, to be held at Silverstone on 30th July 1994 in conjunction with the Coys International Historic Festival.

COYS AUCTION

LOT No			Estimate	
1	1994	Childs electric MG TD	£2-3,000	N/R
2	1931	Alfa Romeo P2 model	£1-2,000	N/R
3	1920s	Bentley/Alvis/SS/Delage sales brouchures	£150-250	N/R
4	1960s	Nurburgring posters	£200-300	N/R
5	1949	Paris GP poster	£500-700	N/R
6	1955	Le Mans poster	£700-900	N/R
7	1933	Monaco GP poster	£1-2,000	N/R
8	1935	Monaco GP poster	£1-2,000	N/R
9	1969	BOAC poster + program (autographed)	£1,500-2,500	N/R
10	1931	Klausenrennen poster	£500-600	N/R
11	1910	Brooklands Silver Trophy	£2-3,000	N/R
12	1991	Williams F.1 side pod (ex Patrese)	£200-400	N/R
13	1991	Williams F.1 end plate 1 (ex Mansell)	£200-400	N/R
14	1992	Williams F.1 end plate 2 (ex Mansell)	£200-400	N/R
15	1993	Williams F.1 rear engine cover (ex Hill)	£500-1,000	N/R
16	1993	Williams parts front nose cone (ex Prost)	£400-800	N/R
17	1956	Ecurie Ecosse Automobilia (scrapbook etc)	£300-500	N/R
18	1956	Ecurie Ecosse Automobilia (spinners, armbands)	£250-350	N/R
19	1956	Ecurie Ecosse Automobilia (photographs)	£70-150	N/R
20	1950s	Ferrari/Maserati sales brochures	£200-300	N/R
21	1950s	Jaguar D-Type/AM DB4GT sales brochures	£200-300	N/R
22	1950s/60s	Jaguar XK/AC Cobras sales brochures	£100-200	N/R
23	1958	AC Bristol engine	£5,500-8,500	N/R
24	1947	Triumph 350 Twin motorcycle	£2,500-4,000	N/R
25	1978	Fiat 131 Rallye Abarth	£6-8,000	N/R
26	1958	MGA 1600 coupe	£6-8,000	N/R
27	1969	Aston Martin DB6 automatic	£15-20,000	N/R
28	1970	Alfa Romeo Junior Zagato	£8-10,000	N/R
29	1951	Aston Martin DB2 Vantage coupe (concours)	£33-37,000	
30	1969	Alfa Romeo 2600 Spyder by Touring	£5,500-5,800	N/R
31	1959	Maserati 3500 GTi Touring coupe	£14-17,000	
32	1934	Austin 7 Seven Ulster special	£4-6,000	N/R
33	1960	Mercedes-Benz 190 SL	£10-14,000	NR
34	1960	Jaguar XK150 fhc racing car	£8-10,000	N/R
35	1972	Maserati Mexico 4.7 (concours)	£10-12,000	N/R
36	1926	Bentley 3 Litre Speed Model VDP tourer	£50-60,000	
37	1951	MG TD (concours)	£10-12,000	N/R
38	1956	Porsche 356 Speedster (concours)	£30-35,000	
39	1959	Stanguellini Formula Junior	£19-24,000	
40	1966	Alfa Romeo 1600 GTA	£14-16,000	N/R
41	1962	Lynx E-Type L:ightweight Low Drag coupe	£60-70,000	
42	1947	Alfa Romeo 6C 2500 Freccia d'Oro (concours)	£24-28,000	
43	1984	Lynx D-Type (V12 Weslake F.1 engined)	£35-40,000	
44	1992	Ferrari 196 S Dino Replica	£36-40,000	
45	1967	Ikenga Prototype	£20-30,000	
46	1950	Nash Healey roadster	£13-15,000	N/R
47	1960	Jaguar XK150 'S' roadster	£20-30,000	N/R
48	1965	Ferrari 275 GTB	£95-115,000	
49	1931	MG Q-Type by Peter Gregory	£28-32,000	
50	1950	Alfa Romeo 6C 2500SS Villa d'Este	£38-50,000	
51	1931	Invicta Low Chassis S-Type	£115-130,000	
52	1964	Alfa Romeo TZ 1 (concours)	£85-95,000	
53	1989	Maserati 450 S replica	£44-48,000	
54	1988	Wingfield D-Type	£45-50,000	
55	1969	Jaguar E-Type 4.2 roadster	£16-20,000	
56	1992	Transformer HF2000 Stratos	£15-20,000	N/R
57	1926	Sumbeam Twin Cam open tourer	£50-60,000	
58	1967	Brabham BT 21 B	£20-22,000	N/R
59	1972	Chevron B19	£30-40,000	
60	1973	Jaguar E-Type V12 roadster	£20-22,000	
61	1965	Alfa Romeo Giulia GTC	£9-12,000	
62	1992	Noble Motorsport P4	£15-20,000	N/R
63	1972	Alfa Romeo Montreal (concours)	£9-12,000	N/R
64	1955	HWM-Jaguar 'VPA 9'	£70-90,000	
65	1954	Jaguar XK 120 fhc (concours)	£20-25,000	N/R
66	1957	Cooper T.43	£32-38,000	
67	1957	Maserati A6G/2000 Frua spyder (concours)	£50-65,000	
68	1950	Ferrari 4 ½ Litre 'Thin Wall Special'	£275-325,000	
69	1961	MG'A' Twin Cam ex-Sebring works car 'UMO 96'	£30-35,000	
70	1963	MG'B' ex-Sebring, Targa Florio, 1000 mile BOAC, Nurburgring works car '8 DBL'	£30-35,000	
71	1966	MG'C' ex-Sebring works car 'RMO 699F'	£38-46,000	
72	1965	Alvis TE 21 dhc (concours)	£20-25,000	N/R
73	1961	Jaguar E-Type 3.8 Competition Roadster	£40-50,000	
74	1938	Jaguar SS100 2 ½ Litre	£70-80,000	
75	1953	Cooper Bristol MkII 2.0	£55-70,000	
76	1956	AC Ace	£24-28,000	
77	1960	Austin Healey 3000 MkI (concours)	£14-16,000	N/R
78	1974	Porshe 3.0 Carrera RS	£32-38,000	
79	1958	Alfa Romeo Giulietta Spyder Veloce (concours)	£14-17,000	
80	1951	Frazer Nash Le Mans Replica	£38-44,000	
81	1980	BMW M1 Le Mans	£50-55,000	
82	1963	MG'B' Le Mans/Sebring works car 'BMO 541B'	£30-35,000	N/R
83	1963	Ferrari 250GT SWB berlinetta	£260-300,000	
84	1963	Ferrari 250 GTE 2+2 (1 owner)	£20-26,000	N/R
85	1972	Ferrari 246GT Dino (1 owner)	£20-26,000	N/R
86	1973	Ferrari 365 GTB/4 Daytona (1 owner)	£55-65,000	N/R
87	1955	Mercedes-Benz 300SL Gullwing (25,000 miles)	£75-100,000	
88	1989	Jaguar XJR-11 ex-works car	£45-55,000	

N/R = No Reserve

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NEWS IN BRIEF

Duncan Ricketts' remarkable season continued at the VSCC's Mallory Park meeting, at which he beat allcomers to win on aggregate the interrupted Bob Gerard Race in the 1.5-litre ERA R12B (Hanuman 11), thereby adding to the considerable success he has already enjoyed in R1B, which is now scheduled for a rebuild.

Martin Stretton will be reunited with his highly successful ex-Yeoman Credit 1959 Cooper-Climax T59 at the Coys International Festival at Silverstone on July 30-31. He aims to topple the all-conquering Lotus 33 of Robs Lamplough in the FORE pre-'66 F1 races. Martin is also driving the ex-Earl Howe 1936 Lagonda belonging to Terry Cohn in the Pre-War Le Mans race.

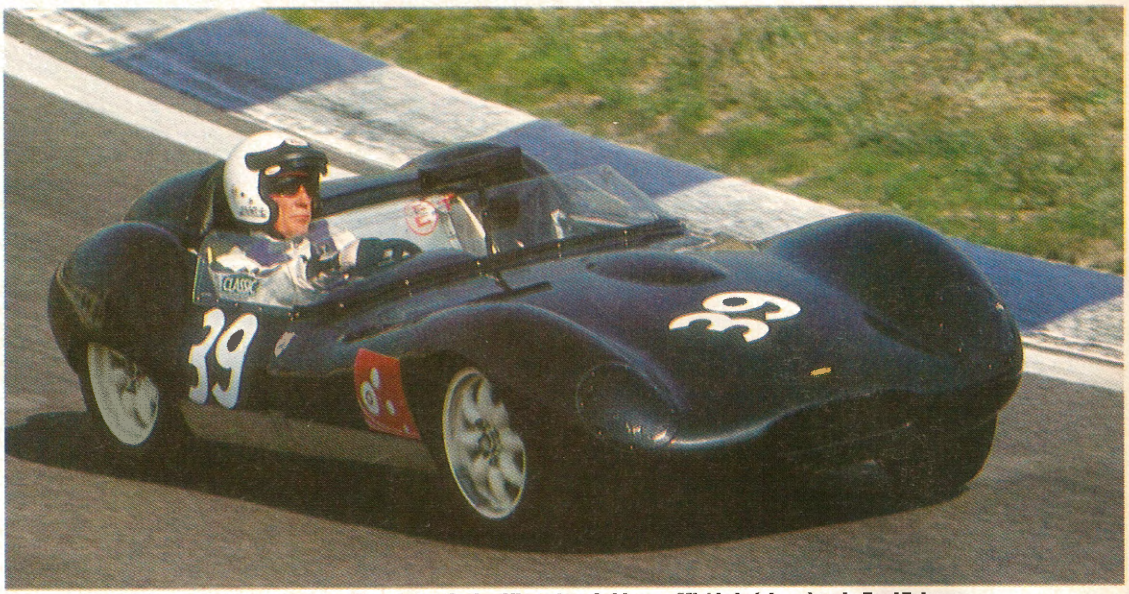
John Harper was only fourth in the Gerard Trophy race in ERA R4D, despite setting fastest lap by over 2 seconds, because he stalled at the re-start parade lap and was forced to begin from the back. Harper is adamant that the limited slip differential recently revealed in R4D gave only a negligible advantage.

Julian Mazjub successfully defended the Williams Monaco Trophy – gained at last year's VSCC Mallory Park meeting – last Sunday. It was, however, due to the final lap retirement, made in an expensively smoky manner, by Sir John Venables-Llewelyn in Lord Raglan's Bugatti T51 while leading comfortably. Sir John had won nine of the last 11 Monaco Trophies.

Pirelli Maranello Ferrari stalwarts Robin Mortimer and Mike Golding both had frightening experiences during their race at Donington Park. Mortimer was coming under the Dunlop Bridge, when the rubber on a rear tyre stripped from the casing. He was able to limp back to the pits, where the remains of the tyre was surprisingly still inflated. Golding collected a bump in the rear at McLeans after missing a gear. The damaged glass fibre fractured an oil pipe which then ignited. After making it back to the pits, the fire was hurriedly extinguished and little damage was suffered.

The 1959 Ecurie Ecosse Le Mans Tojeiro-Jaguar returned to Goodwood on Saturday for the first time in 35 years. Last time it competed was at the circuit in the 1959 Tourist Trophy Nine Hour race when Jim Clark and Masten Gregory shared the car. Unfortunately it went off at Woodcote with Masten at the wheel and crashed heavily into the banking. Now owned by Dick Skipworth, the car returned in the hands of Lynx Motors Chairman John Marston-Taylor for a sprint event and it won its class.

Paul Smeeth won the MG T Register class at Sunday's Harewood National Hillclimb. Smeeth's well driven TC easily had the legs of the closely-matched Roger Thacker (MGA) and Ronnie Feather (TC).



Stirling Moss will be competing at the Coys Historic Festival at Silverstone in his own Mk1 Lola (above) and a Ford Falcon

Stirling Moss to race at Coys

Legendary British racing driver Stirling Moss will be one of the star attractions and one of the busiest drivers at the Coys International Historic Festival.

On the Sunday, he will be teaming up with Tony Lanfranchi to challenge for outright honours driving a 4.7-litre Ford Falcon Sprint. Competing in the only round of the FIA European Historic Touring Cars Championship to be staged in the UK this year, they should be in contention.

In addition, on Saturday and Sunday, he will be piloting his own 1959 Lola Mk1 in the two 1950s Sportscar races.

He is also unlikely to be far away when the British Racing Drivers Club honours his old team mate, Juan Manuel Fangio. The five-times world champion will be represented by his racing driver nephew, Juan Manuel Fangio II, who will receive a BRDC Gold Star on his uncle's behalf for lifetime achievement in the sport.

For more details of the festival see our full preview next week.



Datsun crew dominate Watton Rally

Victory in the Watton Stages Historic Rally went to Kevin Bristow and James Morris in their Datsun 240Z. They avoided diff problems that plagued them on the Kerridge and were able to show their usual speed. Nearest challengers were Peter Raven and Mick Wood who were 52s adrift in their Fiat 124 Abarth Spider but still won their class. The Porsche 911 of Dave Preece and Rowland Prentice was third. Next round in the *Classic and Sportscar* Stage Rally series is the Longcross Stages on August 14. Photo: Paul Hardiman.

Restored Turner in debut crash

The long awaited debut of the 'Turner Special' was sadly cut short during the Bob Gerard Race at the VSCC's Mallory Park meeting when owner Philip Walker had a huge, race-stopping accident after four laps. The MG's throttle stuck open at the Devil's Elbow, and the car ran headlong into the barrier before rebounding onto the track. Walker was admitted to hospital with a severely bruised chest.

Built by Jack Turner in the early '50s on a pre-war MG, the car was fresh from a two-year restoration.

European Formula 2 back at Thruxton

Thruxton hosts a round of the European Formula 2 Championship for the first time in more than a decade on Sunday – and the cars are the same 1600cc machines which raced there from 1967-71.

Now a thriving Historic class, the series brings together Brabham, Lotus, March, Merlyn and Tecno chassis. The entry is headed by reigning champion Fredy Kumschick (Lotus 69), but the Swiss driver was beaten by Briton Martin Stretton (March 712) last time out at Montlhery.



Martin Rowe is one of four drivers to have been helped by the Shell Rally Scholarship

Shell doubles up its scholarship

Shell is revamping its rally scholarship and will be supporting two drivers next year instead of just one.

The scheme is now three years old and has helped kick start the careers of Alister McRae, Jonny Milner and Ashley Blenkhorn plus Martin Rowe, who stepped in when McRae clinched his British Subaru deal in 1993.

Last week, the committee selected nine drivers from which two will be chosen at an assessment day later this year.

Those two drivers will contest a programme of events in the N3 (1600-2000cc) class of the 1995 Mobil 1/*Top Gear* British Championship, before one is taken on as Shell's exclusive scholar for the Network Q RAC Rally and another British season.

The nine drivers selected feature some who have been nominated before but also some newcomers, including the scholarship's first female driver, acknowledging a growing number of women taking their first steps in rallying.

The nine contenders for the scholarship are: Jock Armstrong, Scott Bradshaw, Ryan Champion, Justin Dale, Jane Gunningham, David Higgins, Stephen Mantle, Julian Porter and Neil Simpson.

Nissan to launch one-make series?

Nissan Motorsports Europe is thought to be putting the final touches to details of a one-make championship for 1995.

The most likely model for the series – believed to be scheduled for clubman and national level events, possibly in support of the British Championship – is the Group N 1300c Micra.

NME boss Dave Whittock would not confirm the rumours, but was convinced his team could build an exciting entry-level rally car should there be the demand.



Rudi Lancaster will be aiming to get ahead in the Peugeot Sport BTRDA series on Saturday

Moore takes first win but Doughty hangs on

Wetherby's Richard Moore took his first national rally win on Sunday with an 11s victory on the Yellow Brick Road Rally.

However, second place over the 20 stages in Northumberland was enough for Pete Doughty to retain his lead of the EARS/*Motoring News* Tarmac Championship.

Doughty's lead after five of the seven events is now 15 points over Frank O'Mahony.

The next event is in Wexford on September 18, with the finale over Otterburn on October 30.

Quintessentially Lancaster?

Rudi Lancaster heads the entry for this Saturday's Quinton Stages Rally and hopes to cut back the lead in the Peugeot Sport BTRDA Gold Star Championship currently held by Ricky Evans.

While Evans is BTRDA front runner, it is Woolacombe Bay's Lancaster who tops the Peugeot GTI Rally Challenge. But he is lucky to do so, after his car's oil pressure disappeared within sight of the final control of the last round. A few miles more and he would have missed out on a crucial set of championship points.

Providing much needed variety among the massed ranks of Peugeots on Saturday are the VW Golfs of Steve Davies and Steve French plus the Vauxhall Nova of Julian Porter.

Mark Fisher, son of Bertie, is also making the trip with his Suzuki Swift, while in addition there will be no fewer than nine lady drivers out in the forests.

The action takes place in Crychan, Cefn Llwydlo and on the fearsome Esgair Dafydd.

NEWS IN BRIEF

Mark Brickstock was described as critical by staff at Addenbrokes Hospital on Monday evening following an accident during Saturday's Watton Stages Rally. He was co-driving with Ray Cook when the Escort crashed heavily and rolled several times. Brickstock was taken immediately to Norfolk and Norwich Hospital and then on to Addenbrokes.

Justin Dale is planning to go flat-out for a fourth successive Under-25 category win in the Peugeot GTI section of Saturday's Quinton Stages. He finished equal second on the last round with a total time matching that of the series leader, so the Hampshire driver is confident of another good result.

The Kayel Graphics Rally organisers have been forced to abandon their traditional five-stage format and increase the number of stages to nine. Harvesting and road engineering – plus the addition of two asphalt stages at Swansea's Singleton Park – have brought about the increase, although Port Talbot MC has still kept a 20-mile stage and two exceeding 14 miles for the Mintex series event on August 13.

The Artemis Equipment Rally is officially the cheapest in the Mintex National Series, now that entry fees for the championship finale in Yorkshire on September 24 have been reduced to £299. An anonymous backer has chipped in to boost the club funds and assist this year's 25th anniversary celebrations. Continued support from Buywell Retail Park means the clubmans event has been retained. After several years at Scarborough, the rally base shifts to the four-star Hilton Hotel in Leeds city centre.

Two-wheel drive fans will be well catered for on Selby & DMC's Elvington Stages Rally on September 3 as the regulations – just issued – declare that four-wheel drive and forced induction engines are banned.

Clive Faine has won the Bovingdon Stages Rally for the past five years, so he will be a marked man if he tries for a sixth win on this year's event, scheduled for August 14.

John Brazier – current Mintex Class N1 champion – is about to start a charity drive taking in all 73 counties of the British Isles. The Leukaemia Research Fund will benefit from his efforts in a Splitfire UK-loaned Vauxhall Cavalier. Jimmy Tarbuck helped launch the bid to topple the official world record time, which currently stands at just over 96 hours.

Mike Tregoning debuted his immaculate Ford Escort Cosworth on Bath MC's Azimghur Stages at Colerne airfield on Sunday. Sadly he was forced out with broken transmission, but fellow Cornishman Roger Hearn took his Darrian T9 on to win.

CADWELL PARK JULY 17

Farrance flies home as Milligan is spiked

THE CATERHAM VAUXHALL RACE PRODUCED A GRANDSTAND FINISH. **ADAM PROCTOR** WATCHED IT

The racers in the Best of British package produced a top-class show for the Cadwell Park crowd on Sunday.

In the Caterham Vauxhall race Paul Milligan took full advantage of his pole position to storm into the lead. Keith Farrance and David Walton tried to stay with the leader, but quickly resigned themselves to second and third.

However, disaster struck the unlucky Milligan immediately on lap one, when he picked up an electrical problem and cruised to a halt at the top of the Mountain.

Farrance decided that there was time for a final charge and pushed Walton hard to the flag, beating him by a matter of inches.

The day's events kicked off with a qualification race for the Mini Se7en brigade with David Braggins heading the qualifiers.

The next race on the agenda was the first visit of the VW Ventos to Cadwell Park. Ian Briggs will go down in history as the inaugural winner ahead of championship leader Mark Lemmer. The VW Polo G40 counter was won by expectant father Michael Day.

Race three saw the Mini Miglia drivers stretch their legs round Cadwell. Chris Lewis produced the best performance this time out.

Warren Briggs's antics in the Rover 216 race heralded his exclusion, handing the winner's points to Laurence Plummer.

The proper Mini Se7en race was won by Ian Curley, closely followed by Kelly Rogers across the line. But Rogers suffered a 10s penalty for jumping the start and dropped to sixth place. Matthew Hayman profited to take the second place spoils. Genny Cook impressed with fourth place.

The Formula First series made its second visit of the season to Cadwell Park and Stuart Wood managed to reproduce his winning drive ahead of Verdan teammates Ben Collins and championship leader Alex Deighton. Wood drove well from a lowly sixth on the grid and made good use of a mistake by the leading bunch on lap four to take the lead.

To bring the day's events to a close, the Big Boys Toys VW Beetles came onto the grid. Willem Selles promoted himself to the lead of the championship with his fourth win from the last four outings.

Closely following Selles across the finishing line was Mark Sumpter who had pulled away from the fight for third place between Grant Cassidy and Andrew Greenslade.

MINI SE7EN QUALIFICATION RACE (8 LAPS)

1, David Braggins, 15m25.03s, 67.56mph; 2, Phil Manser, 15m26.56s; 3, Steve Bell, 8 laps; 4, Mickey Bray, 8; 5, Neil Johnson, 8; 6, Andy Burge, 8. **Fastest lap:** Braggins, 1m52.20s, 69.62mph **(establishes record).**

SCOTTISH MUTUAL VW VENTO VR6 CHAMPIONSHIP (12 LAPS)

1, Ian Briggs, 20m43.98s, 75.35mph; 2, Mark Lemmer, 20m44.76s; 3, Tim Sugden, 12 laps; 4, Ray Armes, 12; 5, Richard Meadon, 12; 6, David Pinkney, 11; **Fastest lap:** Briggs, 1m41.83s, 76.71mph **(establishes record).**

VW POLO G40 CHALLENGE (12 LAPS)

1, Michael Day, 21m39.41s, 72.14mph; 2, Andy Kraemer, 21m42.49s; 3, Adrian Saunders, 12 laps; 4, Philip Burgess, 12; 5, Ian Churchill, 12; 6, Nick Baughn, 12; **Fastest lap:** Day, 1m45.85s, 73.80mph.

UNIPART DCM MINI MIGLIA CHALLENGE (10 LAPS)

1, Chris Lewis, 17m27.25s, 74.59mph; 2, Ian Gunn, 17m27,81s; 3, Stewart Drake, 10 laps; 4, Tony Hobbs, 10; 5, Graham Penn, 10; 6, Gordon Pocock, 10. **Fastest lap:** Bill Sollis, 1m43.23s, 75.67mph **(establishes record).**

CATERHAM VAUXHALL CHALLENGE (12 LAPS)

1, Keith Farrance, 19m20.51s, 80.77mph; 2, David Walton, 19m20.51s; 3, Simon Jackson, 12 laps; 4, Russell Morgan, 12; 5, Shaun Balfe, 12; 6, Graham Morris, 12. **Fastest lap:** Paul Milligan, 1m34.77s, 82.43mph.

DUNLOP ROVER GTi CHAMPIONSHIP (12 LAPS)

1, Laurence Plummer, 21m34.32s, 72.42mph; 2, Russell Grady, 21m35.39s; 3, Troy Dunlop, 12 laps; 4, Phil Sharp, 12; 5, Mark Humphrey, 12; 6, Spencer Baker, 12. **Fastest lap:** Plummer, 1m46.41s, 73.41mph **(establishes record).**

TVR TUSCAN CHALLENGE (12 LAPS)

1, John Kent, 17m15.52s, 82.98mph; 2, Mark Hales, 17m17.85s; 3, Simon Wayne, 12 laps; 4, Colin Blower, 12; 5, Chris Maries, 12; 6, Nick Cresswell, 12. **Fastest lap:** Blower 1m32.82s, 84.16mph **(record).**

UNIPART DCM MINI SE7EN CHALLENGE (10 LAPS)

1, Ian Curley, 18m55.06s, 68.82mph; 2, Matthew Hayman, 18m56.16s; 3, Dave Banwell, 10 laps; 4, Genny Cook, 10; 5, Phil Manser, 10; 6, Kelly Rogers, 10. **Fastest lap:** David Bragging, 1m52.20s, 69.62mph **(record).**

BRSCC FORMULA FIRST CHAMPIONSHIP (10 LAPS)

1, Stuart Wood, 16m45.76s, 77.67mph; 2, Ben Collins, 16m46.74s; 3, Alex Deighton, 10 laps; 4, Mark Egan, 10; 5, Andy Berg, 10; 6, David Lumer, 10. **Fastest lap:** Deighton, 1m37.93s, 79.77mph.

BIG BOYS TOYS VW BEETLE CHAMPIONSHIP (10 LAPS)

1, Willem Selles, 19m56.40s, 65.29mph; 2, Mark Sumpter, 19m58.62s; 3, Grant Cassidy, 10 laps; 4, Andrew Greenslade, 10; 5, Chris Ryan, 10; 6, Matthew French, 10. **Fastest lap:** Sumpter, 1m57.36s, 66.56mph **(record).**





Ian Briggs was the victor in the first ever VW Vento race at Cadwell Park. Photo: Chris Walker



Russell Grady (2) pressures Warren Briggs on his way to second place. Photo: Chris Walker



Phil Manser (23) squeezes past Neil Johnson in the Unipart DCM Mini Se7en Challenge race. Photo: Chris Walker

AUTOSPORT TVR TUSCANS



The AUTOSPORT TVR Tuscan Challenge thrilled the crowds at Cadwell Park. Photo: Chris Walker

Kent enjoys that winning feeling

John Kent finally found the winning form he's been looking for all season as he took a comfortable victory ahead of championship leader Mark Hales.

Kent lined himself up on pole just under half a second faster than Hales and a full second faster than Simon Wayne and Gerry Marshall.

John explained that he had been testing at Oulton Park in the week and he had managed to find a cure for the understeer which has been troubling him for the past three months. 'It must be a good set-up, as we have not changed the car from the Oulton test. Hopefully we can keep this form up for the rest of the season now,' said Kent.

Championship contender Colin Blower had the worst qualifying session. He tried a little too hard on cold tyres and planted his Tuscan into the barriers at Hall Bends. 'It was all my own fault, I just tried to go too fast too soon,' admitted Blower. Some speedy work by his mechanics had the car out on the grid, though, albeit down in last place.

At the green light Kent and Hales got the jump on Gerry Marshall, forcing him into third going into Coppice. 'I had a great start, but Hales and Kent shut the door and after that Mark was holding me up,' said Marshall who subsequently retired with a broken driveshaft and differential, leaving the leading duo the breathing space to escape from the clutches of the field.



John Kent reaped the benefits of midweek testing to win. Photo: Chris Walker

TVR-TUSCAN CHALLENGE with AUTOSPORT

You didn't have to look very far for the excitement in this race, though, as Blower had worked his way up to ninth on lap two and was slicing his way through the rest of the 23-car field at an amazing pace. At two-thirds distance Blower was up to fourth spot.

An amazed Chris Maries said, 'I could of held him up, but I'm not that sort of bloke. Colin certainly had a very quick car set-up today.'

Colin wasn't quite satisfied with his finishing position after the race and joked, 'it would have been nice to have made the podium. The mechanics did a super job on the car and it just handled like a dream.' He completed his exemplary display by smashing Jeff Allam's five-year-old lap record.

Mark Hales enjoyed his race, but he was unhappy with the tyres. 'They go off too quickly and I'd like to try a different make,' said Hales.

Another satisfied driver was Simon Wayne who managed to hold off the Colin Blower crusade and finish third after a terrible start.

With Ian Flux missing last weekend's Cadwell round, Hales increased his lead further and Blower moved into second place in the championship with Kent just behind him.

■ Adam Proctor

ONE TO WATCH

GAVIN COOPER



Gavin has really thrown himself in at the deep end for his first ever season of racing by entering the TVR Tuscan Challenge, but the 26-year-old lay a highly creditable sixth in the championship prior to Sunday's round.

Along with his father Bob, Gavin runs a TVR dealership in Maidstone and he has quickly got to grips with the 420bhp beasts.

A successful five-year career in Trials riding, which culminated in securing the British Championship in 1992, prepared him for the Tuscans.

'I did my first ever race at the TOCA Shoot-Out last year and was hooked,' he smiles. Gavin's ambition is to make a living from motor racing.

BRANDS HATCH JUL 17

Gravett escorts Cox to one-hour win

One hour races can be a bore – but not this one. Even the best of script writers could not have bettered this plot, with four race leaders and an absolute peach of a battle for Class C and Class D honours.

As expected, it was an all Ford Escort Cosworth front row with Charlie Cox/Robb Gravett on pole and Graham Coomes/Kurt Luby alongside. The improving Nissan Skyline of Andy Middlehurst/Barrie Williams qualified third, prompting a delighted Middlehurst to prophesy: 'The Escorts could be marginal on fuel, I'll be going like stink from the outset!'

From the rolling start it was Cox, Coomes, Middlehurst, Graham Hathaway, Dave Brodie and Graham Scarborough, who broke clear of the rest. Coomes took the lead on lap six but was pushed back to second by Brodie, who was having to contend with an uncooperative gearbox.

Five laps later, Brodie found a box full of neutrals approaching Paddock. The Michael Woodcock-owned Ford Escort Cosworth swapped ends and spun into the gravel trap. When, a lap later, David O'Dell put his Astra into the trap at the bottom of the hill, the pace car came as the recovery crews retrieved the errant cars.

A flurry of pit stops for driver changes occurred during the six laps under the pace car. Gravett led as the race got underway again but Luby was soon in front. David Yates had taken over from Scarborough but he lost fourth place when a wheel bearing failed, while poor Luby saw victory snatched from his grasp on lap 50 when his Escort's centre differential cried enough.

Even then the drama wasn't over, as Williams ploughed through the Clearways gravel trap when a front tyre let go. The incident cost the Skyline third place as he pitted for a fresh tyre.

Gravett stroked home, allowing John Davis to close to within two seconds whilst the steady run of Class B winners Colin Wells and Terry Kaby earned them third ahead of the Middlehurst Nissan.

In a wonderful race long scrap between the Class C and D cars the lead changed on countless occasions. Peter Morss/Colin Davids took Class C honours in a revised result in which six cars including Class D winners Dan Liddle/Graham Churchill were blanketed by just three seconds!

You could be excused for thinking that the BRC FF1600 race was a Champion of Brands round, as its main protagonists, Mark Marchant and John Hayden, occupied the top two grid spots.

Marchant set the early pace, as Hayden held off Graeme Riley until half distance, when Riley went past Hayden and then easily outdragged Marchant on Brabham Straight. He undid all his good work, however, on lap 11 when he did 'a Winkelhock' at McLaren, going too far left and spinning into the tyre wall at Clearways.

Marchant just held on in a tight finish with Hayden. Less than one second blanketed third to sixth places with BRC series leader Austin Kinsella taking third.

The Porsche Class A & B race was pretty eventful and ended up in the stewards room with three drivers excluded. Stephen Radcliffe was handed a winning margin when his rivals were involved in first lap contact and came home clear of Graeme Langford with Andrew Davies third.

John Schneider was unstoppable in the Arrowstar Caterham race, the London man blasting past former leader Simon Harris on lap 10. Harris then thumped the tyre wall at Paddock on lap 11 which left championship leader Patrick Havill to chase home the winner.

The later Porsche race for Class C & D cars wasn't as rough as the earlier encounter but Paul Edwards was still an unexpected winner after Roger Coy and John Williams clashed at Graham Hill Bend. Coy lost several places, while Williams picked up a puncture to leave Edwards clear of championship leader Pete Chambers.

Clive Richards maintained his remarkable winning streak in the Caterham Rover K Series race, the Sussex driver coming home well clear of some nail-biting battles for the minor places.

■ Dud Candler





Right: Graham Riley is chased hard by Mark Marchant and John Hayden in the FF1660 race. Bottom right: John Schneider (19) won the Caterham Challenge race. Bottom left: Roger Coy (77) and John Williams clashed in the Porsche race, handing victory to Paul Edwards



PRODUCTION PORSCHE CLASS A & B (15 LAPS)

Overall & Class A: 1, Stephen Radcliffe (3.0 968CS), 13m43.55s, 78.94mph; 2, Graeme Langford (3.2 911), 13m47.33s; 3, Andrew Davies (2.5t 944 Turbo SE), 15 laps; 4, Hugh Price (3.2 911), 15. **Fastest lap:** Radcliffe, 53.69s, 80.73mph. **Class B:** 1, John Robinson (3.0 911 SC), 14m03.56s, 77.07mph; 2, Ray Armstrong (3.0944 S2), 14m19.12s; 3, Richard Lambert (3.0 Carrera), 14 laps. **Fastest lap:** Robinson, 54.62s, 79.35mph.

NATIONAL SALOON CAR CUP (ONE HOUR)

Overall: 1, Charlie Cox/Robb Gravett (2.0t Ford Escort Cosworth), 63 laps, 1hr00m23.18s, 75.36mph; 2, John Davis/Graham Hathaway (2.0t Ford Escort Cosworth), 1hr00m25.07s; 3, Colin Wells/Terry Kaby (2.3 BMW M3), 62 laps; 4, Andy Middlehurst/Barrie Williams (2.6t Nissan Skyline GTR), 62. **Class A:** 1, Cox/Gravett; 2, Davis/Hathaway; 3, Middlehurst/Williams. **Fastest lap:** Graham Coomes/Kurt Luby (2.0t Ford Escort Cosworth), 50.76s, 85.39mph **(record). Class B:** 1, Wells/Kaby, 62 laps, 73.82mph. **Fastest lap:** Wells/Kaby, 52.95s, 81.85mph; **Class C:** 1, Peter Morss/Colin Davids (2.0 Vauxhall Astra GSi), 61 laps, 71.94mph. **Fastest lap:** David Pitcher/Paul Taft (2.0 Vauxhall Astra GTE), 54.01s, 80.25mph. **Class D:** 1, Dan Liddle/Graham Churchill (1.6 Honda Civic V-Tec), 61 laps, 71.93mph. **Fastest lap:** Liddle/Churchill, 54.07s, 80.16mph. **Class E:** 1, Don Kettleborough/Adam Crowton (1.4 Rover Metro GTi), 59 laps, 69.53mph. **Fastest lap:** Kettleborough/Crowton, 56.06s, 77.31mph **(record).**

ARROWSTAR CATERHAM CHALLENGE (12 LAPS)

1, John Schneider, 10m51.61s, 79.82mph; 2, Patrick Havill, 10m52.82s; 3, Ralph Bennett, 12 laps; 4, Howard Cramer, 12; 5, Chris Johnson, 12; 6, Jon Jowle, 12. **Fastest lap:** Schneider, 52.97s, 81.82mph.

BRC FF1600 CHAMPIONSHIP (12 LAPS)

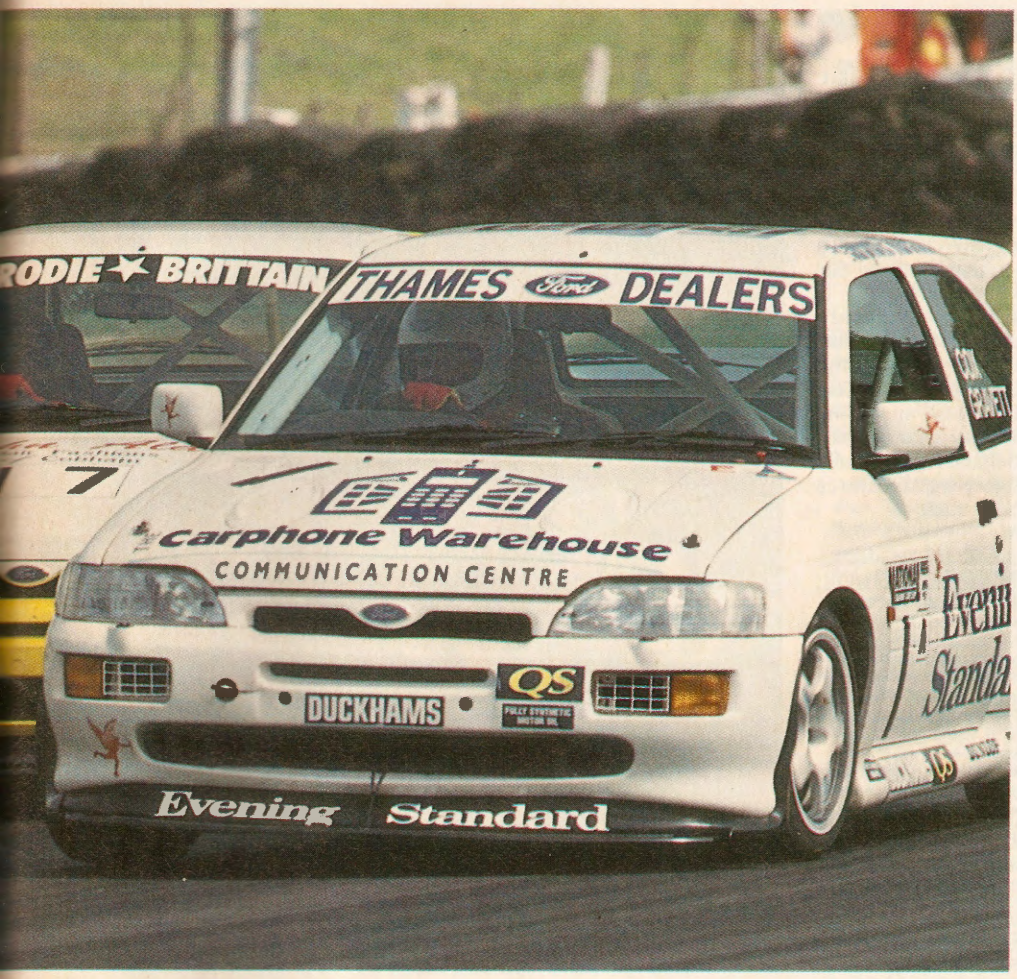
1, Mark Marchant (Jamun-Greenwood M94), 9m56.44s, 87.20mph; 2, John Hayden (Van Diemen-Auriga RF90), 9m56.50s; 3, Austin Kinsella (Van Diemen-Minister RF92), 12 laps; 4, Alistair Weston (Van Diemen-Scholar RF92), 12; 5, Nigel Greensall (Van Diemen-Minister RF90), 12; 6, Peter Alexander (Swift-Auriga FB91), 12. **Fastest lap:** Graeme Riley (Swift-Minister SC94F), 48.63s, 89.13mph.

PRODUCTION PORSCHES CLASS C & D (15 LAPS)

Overall Class C: 1, Paul Edwards (3.0 911SC), 14m03.23s, 77.10mph; 2, Pete Chambers (3.0 911SC), 14m08.41s; 3, Peter Wilson (3.0 911SC), 15 laps; 4, Roger Coy (3.0 911SC), 12. **Fastest lap:** John Williams (2.4 911E), 54.82s, 79.06mph. **Class D:** 1, Caroline Lucas (2.5 924S), 14m33.59s, 74.42mph; 2, John Bussell (2.4 911T), 14m48.27s; 3, Dave Bennett (2.4 911T), 15 laps. **Fastest lap:** Derek Gregory (2.5 924S), 56.21s, 77.11mph.

CATERHAM ROVER K SERIES RACE (12 LAPS)

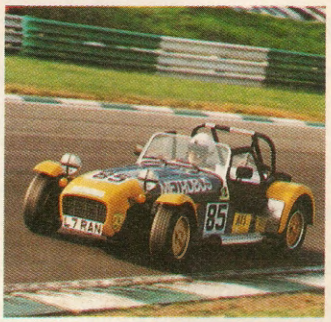
1, Clive Richards, 10m59.97s, 78.81mph; 2, Nigel Taylor, 11m07.63s; 3, Warren Gilbert, 12 laps; 4, Tim Fuller, 12; 5, Chris Finch, 12; 6, Neil Delargy, 12. **Fastest lap:** Richards, 54.16s, 80.02mph.



The winning Ford Escort Cosworth of Charlie Cox and Robb Gravett leads the Michael Woodcock/Dave Brodie Cosworth during the National Saloon Car Cup One-Hour race. All photos: Gary Hawkins

ONE TO WATCH

CLIVE RICHARDS



Anyone who has followed hillclimbing and sprinting will tell you that Clive Richards is a fiercely competitive driver, yet only this year has he sprung to prominence. He started in speed events in father, Jack's Frazer-Nash and HWM, before racing in the Caterham Ford series in 1990.

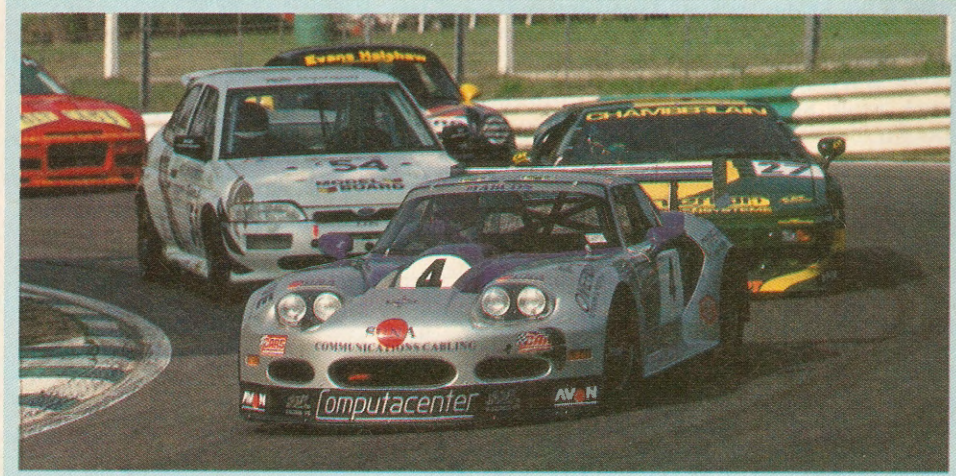
The Caterham was run in Roadsports events in '91, but lack of money forced the Sussex tree surgeon to sit out two years. A generous gesture by Jerry Scholefield and John Stephens has seen Richards return to action in their Caterham Rover K Series. With Metrobus backing, Richards has won seven of the eight races. 'I'm too old and fat for a single-seater, but I'd love a Caterham Vauxhall next year,' says Clive.

■ Dud Candler





SPORTS GT CHALLENGE



Marcos returned to the winner's rostrum at Brands Hatch. Here Chris Marsh fends of Andreas Fuchs' Lotus Esprit. Photo: Gary Hawkins

Marcos sets Sports GT precedent

Specialist sportscar manufacturer Marcos scored its first major race victory since the 1960s in the BRDC Sports GT Challenge at Brands Hatch last weekend.

Two things were new at Team Marcos for Brands Hatch: its number one driver and its class. Chris Hodgetts took over the lead Marcos which, like its sister car, moved classes to gain a weight break and lose an air-restrictor.

The lighter Marcos LM500 proved the match of the previously all-conquering Lotus Esprit Sport 300s in qualifying, Hodgetts stealing pole from Thorkild Thyrring by two-tenths of a second.

From the outside of the front row, the Dane made the better start, edged half a length clear and promptly put it in the gravel. 'My mistake,' he said.

This allowed Hodgetts to win unchallenged, while team-mate Chris Marsh almost made it a Marcos one-two. As second-placed Ross Hyett slowed in his G-Force Porsche 935 replica after fuel pump failure, Marsh charged on to the tail of the G-Force team car.

Fourth place fell to Gary Ward's Ford Escort RS Cosworth which had been unable to fend of the advances of Richard Piper's similar car.

After losing six places in the first-lap melee, Piper charged on to Marsh's tail. After a big effort at Paddock on lap 15, the sportscar veteran dropped back to conserve his ailing tyres before the distributor lead pulled out.

Andreas Fuchs lost fifth to John Greasley's Porsche 911 Turbo on the final lap, the Lotus driver dropping to 10th in the opening laps despite starting from the second row. 'In the first few laps I was hit three times,' he said. A misfire ended his move up the field.

Ian Jacobs claimed eighth in his Harrier after battling with Fuchs until his fuel-filler cap came off.

■ Gary Watkins

DONINGTON PARK JULY 17

A Rose by any other name...

A packed Donington Park was treated to an excellent two-part International Supersports race, with Laurence Rose taking his Osella to an aggregate victory.

Poleman Wido Roessler led the field away but his McLaren M6 was unable to shake off the attentions of Geoff Farmer's M8C. After an aborted attempt into the Esses, Farmer eventually powered ahead on the run into Melbourne.

However, his lead was shortlived, a broken driveshaft putting him out on lap four and restoring Roessler to the head of the field. But three laps later it was Roessler who coasted to a halt with a broken rotor arm.

Richard Eyre inherited the lead in the McLaren M8F but fared little better, spinning out at McLeans. Laurence Rose's Osella therefore became the fourth leader and, unlike the rest, he led to the chequered flag.

Mike Wrigley's Chevron B19 held onto second despite jumping out of gear, which had allowed John Burton and Phil Buck to close considerably on the final lap.

With Eyre, Farmer and Roessler all at the back of the grid for race two, Rose made the best of pole position and held the lead until lap seven when Roessler and Farmer, who had made light work of the rest of the field, treated onlookers to a wheel-to-wheel duel.

Roessler succeeded in retaining his slight advantage, while Rose almost allowed Burton into third after missing a gear at Melbourne. Rose was the aggregate victor from Burton, after Wrigley slowed on the closing laps.

Brian Stevens's Jaguar XJ12 had the measure of Andy Bacon's Chevrolet Camaro throughout the BARC/CSCC Post-Historic Touring Car race.

A four-car dice for third began to fragment when Mark Osborne's Dolomite pulled off, leaving David Thomas's Capri to do battle with Peter Brown's Dolomite and Julian Belcher's RS2000. When Thomas spun out of Melbourne he dropped to fifth on lap eight and Belcher seemed to have finally shaken off Brown, only to spin at the last corner and rejoin behind him.

Les Nash's attempts to stay with his son Spencer, saw his Lotus Cortina spin down to ninth place on the opening lap of the BARC\CSCC Historic Touring Car race. Spencer however had his mirrors full of Kevin Mansell's Lotus Cortina until the latter visited the Esses gravel.

Nash Jr was left with an ever-increasing lead which he held to the flag, while the mighty Ford Falcon of Leo Voyazides was equally dominant in second. Mansell recovered to third place before retiring on lap five, to leave Roger Stanford to take the last podium place ahead of Les Nash.

The Lynton Trailers Sports/Saloon Challenge brought the programme to an end, with another lights-to-flag victory for Tony Sugden's Skoda Coupe.

Although Andrew Wareing's Elan held second throughout, another lap may have made all the difference as Alan Crosby's Escort XR3 was reeling him in. Tony Burch brought his Skoda into fourth, while Richard Harris finally shook off Phil Hepworth after a racelong battle for fifth.

■ Peter Scherer

INTERNATIONAL SUPERSPORTS (2 x 12 LAPS)

1, Laurence Rose (2.0 Osella), 38m24.28s, 93.73mph; 2, John Burton (2.0 Chevron B19), 38m29.71s; 3, Mike Wrigley (2.0 Chevron B19), 24 laps; 4, Phil Buck (2.0 Daren Mk3), 24. **Class A:** 1, Richard Eyre (8.0 McLaren M8F), 22 laps, 83.54mph; 2, Wido Roessler (5.9 McLaren M6), 18 laps; 3, Geoff Farmer (6.3 McLaren M8F) 15. **Fastest lap:** Farmer, 1m31.60s, 98.25mph **(record). Class B:** 1, Nigel Hulme (5.7 Lola T70), 40m00.45s, 89.98mph; 2, Colin Parry-Williams (5.0 Lola T70 Spyder), 23 laps; 3, Jonathan Baker (5.0 Lola T70), 16. **Fastest lap:** Baker 1m35.78s, 93.96mph **(record). Class C:** 1, Burton, 93.51mph; 2, Wrigley, 24 laps; 3, Buck, 24. **Fastest lap:** Chris Chiles (2.0 Chevron B19), 1m33.69s, 96.06mph **(record). Class D:** 1, P Lee (2.0 Chevron B8), 23 laps, 84.98mph; 2, W Schneider (2.0 Benke Condor), 22 laps; 3, Chris Chiles Jr (2.0 Chevron B8), 22. **Fastest lap:** Lee 1m42.48s, 87.82mph. **Class E:** 1, Rose; 2, P Beckhauser (2.0 Chevron B21), 24 laps; 3, Gerard Macquillan (2.0 Chevron B31), 21. **Fastest lap:** Rose, 1m33.90s, 95.84mph **(record).**

POST-HISTORIC TOURING CAR RACE (10 LAPS)

1, Brian Stevens (5.3 Jaguar XJ12), 19m41.09s; 2, Andy Bacon (5.7 Chevrolet Camaro), 19m45.79s, 75.89mph; 3, Peter Brown (2.0 Triumph Dolomite Sprint), 10 laps; 4, Julian Belcher (2.0 Ford Escort RS2000), 10. **Class A:** 1, Stevens; 2, Bacon; no other starters. **Fastest lap:** Bacon, 1m56.66s, 77.14mph **(record). Class B:** 1, David Thomas (3.0 Ford Capri), 20m30.31s, 73.15mph; 2, John Allen (3.0 Ford Capri), 10 laps; 3, Colin Stubbs (3.0 Ford Capri GT), 10. **Fastest lap:** Thomas, 2m00.54s, 74.66mph **(record). Class C:** 1, Brown, 20m19.02s, 73.82mph; 2, J Belcher, 10 laps; 3, Terry Van-Der-Zee, 10. **Fastest lap:** Brown 1m59.25s, 75.47mph. **Class D:** 1, Roger Stanford (1.6 Lotus Cortina), 20m45.82s, 72.24mph; 2, David Austin (1.6 Lotus Cortina), 10 laps; no other finishers. **Fastest lap:** Stanford 2m02.87s, 73.24mph. **Class E:** 1, Mick Ward (1.3 Simca Rallye), 9 laps, 61.59mph; no other finishers. **Fastest lap:** Ward, 2m19.26s, 64.62mph. **Class F:** 1, Mike Dowsett (0.9 Hillman Imp Sport), 9 laps, 63.45mph; no other finishers. **Fastest lap:** Dowsett 2m18.81s, 64.83mph **(record).**

PIRELLI MARANELLO FERRARI RACE (10 LAPS)

Overall & Modified Class: 1, Michael Millard (5.0 BB512), 18m30.33s, 81.05mph; 2, George Christopher (3.0 308 GT4), 18m40.61s; 3, David Wilkinson (3.2 328 GTB), 10 laps; 4, Nicky Paul-Barron (3.0 308 GT4), 10. **Fastest lap:** Millard, 1m49.85s, 81.92mph. **Original Class:** 1, Thornton Mustard (3.0 308 GTB), 20m01.80s, 74.88mph; 2, Martin Shaw (3.2 328 GTB), 10 laps; 3, Lawrence Benson (3.2 328 GTB), 9. **Fastest lap:** Shaw 1m58.36s, 76.03mph **(record).**

HISTORIC TOURING CAR RACE (10 LAPS)

1, Spencer Nash (1.6 Lotus Cortina), 20m19.61s, 73.79mph; 2, Leo Voyazides (4.7 Ford Falcon), 20m33.97s; 3, Roger Stanford (1.6 Lotus Cortina), 10 laps; 4, Les Nash (1.6 Lotus Cortina), 10. **Class A:** 1, Peter Lloyd (3.8 Jaguar Mk11), 21m10.85s, 70.81mph; 2, Adrian Frey (3.8 Jaguar Mk11), 10 laps; 3, Tony Bailey (3.8 Jaguar Mk1), 10. **Fastest lap:** Lloyd 2m04.57s, 72.24mph. **Class B:** 1, Bill Clayton (2.0 Triumph 2000), 9 laps, 64.06mph; no other finishers. **Fastest lap:** Clayton, 2m18.00s, 65.21mph **(record). Class C:** 1, David Ince (1.5 Ford Cortina GT), 22m30.69s; no other finishers. **Fastest lap:** Kevin Templeman (1.4 Ford Anglia), 2m08.35s, 70.12mph **(record). Class D:** 1, Nick Jones (1.2 Ford Anglia), 9 laps, 60.37mph; no other finishers. **Fastest lap:** Derek Harris (1.1 Austin A40), 2m21.38s, 63.65mph **(record). Class E:** 1, Andrew Cross (1.0 Morris Minor 1000), 9 laps, 60.84mph; 2, Steve Mundy (0.9 Hillman Imp), 9 laps; no other starters. **Fastest lap:** Cross, 2m25.93s, 61.67mph **(record). Class F:** 1, Spencer Nash; 2, Stanford; 3, Les Nash. **Fastest lap:** Spencer Nash, 2m00.36s, 74.77mph **(record). Class CK:** 1, Bob Fleet (1.5 Ford Cortina GT), 22m18.43s, 67.24mph; no other starters. **Fastest lap:** Fleet, 2m11.43s, 68.47mph **(record). Class FK:** 1, Ron Cosgrove (1.6 Lotus Cortina), 21m59.09s, 68.22mph; no other finishers. **Fastest lap:** Kevin Mansell (1.6 Lotus Cortina), 2m01.86s, 73.85mph **(record). Class AK:** 1, Voyazides, 72.93mph; 2, Bruce Stevens (4.7 Ford Falcon), 10 laps; no other starters. **Fastest lap:** Voyazides, 2m01.63s, 73.99mph **(record).**

LYNTON TRAILERS SPORTS SALOON CHAMPIONSHIP (10 LAPS)

1, Tony Sugden (2.0 Skoda Coupe), 17m20.80s, 86.47mph; 2, Andrew Wareing (2.0 Lotus Elan), 17m32.32s; 3, Alan Crosby (4.2 Ford Escort XR3), 10 laps; 4, Tony Burch (2.3 Skoda Coupe), 10. **Class A:** 1, Sugden; 2, Brian Scholey (4.0 Reliant Kitten), 9 laps; 3, Mike Allen 3.0 Ford Escort), 9. **Fastest lap:** Sugden, 1m42.30s, 87.97mph. **Class B:** 1, Wareing, 85.52mph; 2, Burch; 3, Richard Harris (2.0 Suzuki SC100), 10 laps. **Fastest lap:** Wareing 1m43.53s, 86.93mph. **Class C:** 1, Phil Hepworth (1.6 Rover Mini), 18m22.62s, 81.62mph; 2, Ron Harper (1.5 Triumph Spitfire), 10 laps; 3, Martin Brockhouse (1.6 Skoda Coupe), 10. **Fastest lap:** Hepworth, 1m48.77s, 82.74mph. **Class D:** 1, John Roberts (2.4 Ford Escort RS2000), 9 laps, 76.95mph; 2, Pip Gardner (2.0 Mazda RX7), 9 laps; 3, Andy Lloyd (3.5 Ford Sierra XR4i), 9. **Fastest lap:** Roberts, 1m54.57s, 78.55mph. **Class E:** 1, Chris Griffiths (1.5 Davrian Mk7), 9 laps, 75.24mph; 2, Anthony Ridd (1.0 Davrian Mk8), 9 laps; 3, Philip Wadsley (1.4 Mini Gem), 9. **Fastest lap:** Tony McQueen (1.2 Davrian Mk7), 1m56.61s, 77.18mph **(record).**





Leo Voyazides leans hard on his Ford Falcon



Terry Van-Der-Zee slams the door on Nigel Garrett (52). Photo: Jeff Bloxham



Wido Roessler is tailed by Jeff Farmer into Redgate at the start of the International Supersports race. Both would lead the race, but the eventual winner was Laurence Rose. Photo: Jeff Bloxham

OULTON PARK JULY 17

Taylor and Lane share Ford honours

A win apiece was a fair outcome for FF1600 rivals Geordie Taylor and Alastair Lane, as backmarker involvement decided the issue in both contests.

Taylor's Pre-'87 Champion of Oulton win came at the expense of Don Hardman, who stole the lead with a brave lunge at Old Hall on lap three. On the last lap, the pair came upon backmarker Mike Newton at Cascades.

'There was no blue flag, so the poor chappie didn't know what was going on,' said Hardman. 'Unfortunately, he chose to be gentlemanly to Geordie and drove into my path.' He recovered to salvage third as Taylor and Lane sped by on their way to the line.

Lane won the Pre-'85 outing, despite Taylor leading for nine laps. Approaching Foulstons on the last lap, Taylor closed up on backmarker and put a wheel onto the grass. It was all Lane needed to take the win. 'I made a mistake and paid for it,' said Taylor.

A battle for third between Simon Davey and David Cooper ended when Davey's electrics played up.

Golf GTi duo Paul Rose and Andy Woolfe opened a gap on the Slick 50 Class B field, but Rose's brakes let him down on lap seven, allowing Woolfe to take victory.

Chris Ward outclassed the Pre-'90 FF1600 field as Graham Fennymore, second in the race, moved to within a point of series leader Simon Barker who took third.

A poor start for Andy Clarkin was rectified within three laps when the Cavalier driver took the lead in the Modified Saloon race. Graham Wait's Capri shadowed Clarkin, but was never a real threat.

Graham Riley dominated the Champion of Oulton FF1600 race, as Andrew Murphy struggled with an ailing clutch. John Fairclough's gearbox problems cost him the Classic Sports Car contest, as Ian Hodkinson took the win.

■ Paul Weighill Pickup

PRE-'87 FORMULA FORD 1600 (10 LAPS)

1, Geordie Taylor (Reynard-Taylor 84FF), 18m44.47s, 88.84mph; 2, Alastair Lane (Van Diemen-Bold RF81), 18m44.82s; 3, Don Hardman (Van Diemen-Minister RF86), 18m56.51s; 4, Bruce Evans (Reynard-Searle 84FF), 10 laps; 5, Andrew Stafford (Van Diemen-Bold RF86), 10; 6, Gary Jones (Van Diemen-Scholar RF86), 10. **Fastest lap:** Hardman, 1m50.73s, 90.21mph **(record).**

SLICK 50 ROAD SALOONS CLASS B (10 LAPS)

1, Andy Woolfe (1.8 VW Golf GTi), 21m50.90s, 76.20mph; 2, Paul Rose (1.8 VW Golf GTi), 21m51.30s; 3, Michael Caine (1.8 VW Scirocco GTXi), 22m06.55s; 4, David Gowring (1.8 VW Golf GTi), 10 laps; 5, Magnus Mikkonen (1.6 Vauxhall Nova GTE), 10; 6, Samantha Wicks (1.8 VW Golf GTi), 10. **Fastest lap:** Rose, 2m09.26s, 77.28mph **(record).**

BRSCC FF1600 PRE-'85 RACE (10 LAPS)

1, Alastair Lane, 18m42.83s, 88.97mph; 2, Geordie Taylor, 18m43.43s; 3, David Cooper (Reynard-Searle 84FF), 19m04.57s, 4, Simon Davey (Lola-Scholar T644E), 10 laps; 5, Martin Sismey (Reynard-Croft 83FF), 10; 6, Adam Moody (Ray-Searle 84F), 10. **Fastest lap:** Lane, 1m50.86s, 90.11mph **(record).**

SLICK 50 ROAD SALOONS CLASS A&C (10 LAPS)

Overall: 1, Steve Hirst (2.0 Ford Escort), 22m00.79s, 75.63mph; 2, David Porter (4.0 Rover Vitesse), 22m05.89s; 3, Al Fleming (3.5 Rover Vitesse), 22m18.46s; 4, Killian Konig (1.8 VW Golf GTi), 10 laps. **Class A:** 1, Hirst; 2, Porter; 3, Fleming. **Fastest lap:** Porter, 2m10.75s, 79.90mph. **Class C:** 1, Konig, 22m19.39s, 74.58mph; 2, Malcolm Dunderdale (2.0 Vauxhall Astra GTE), 22m20.09s; 3, Andrew Bell (2.0 VW Golf GTi), 22m31.78s. **Fastest lap:** Bell, 2m11.94s, 75.71mph.

BRSCC FF1600 PRE-'90 RACE (10 LAPS)

1, Chris Ward (Mondiale-Scholar MS88), 18m32.48s, 89.79mph; 2, Graham Fennymore (Reynard-Scholar 89FF), 18m40.76s; 3, Simon Barker (Reynard-Minister 89FF), 18m41.45s; 4, Dave Hart (Mondiale-Bold MS89), 10 laps; 5, Alan Peat (Van Diemen-Bold RF88), 10; 6, Alaric Gordon (Mondiale-Scholar MS89), 10. **Fastest lap:** Ward, 1m50.21s, 90.64mph **(record).**

GMS TICKETS MODIFIED SALOONS (10 LAPS)

Overall: 1, Andy Clarkin (2.0 Vauxhall Cavalier), 19m10.72s, 86.81mph; 2, Graham Wait (3.0 Ford Capri), 19m11.38s; 3, Richard Wood (4.0 Ford Capri), 19m11.55s; 4, Stephen Miles (2.0 Nissan Primera), 10 laps. **Class A:** 1, Wait, 86.76mph; 2, Wood; 3, Dave Strather (3.0 BMW), 19m59.93s. **Fastest lap:** Wood, 1m52.60s, 88.72mph **(record). Class B:** 1, Clarkin; 2, Miles, 19m12.88s; 3, David Wilcock (2.0 Ford Sierra), 20m03.48s. **Fastest lap:** Clarkin, 1m52.60s, 88.72mph. **Class C:** 1, Nick Maizen (1.1 Sunbeam Stiletto), 9 laps, 77.12mph; 2, Richard Donnelly (1.3 Rover Mini), 9; 3, Nigel Morris (1.3 Leyland Mini), 9. **Fastest lap:** Marc Le Maitre (1.3 MJA Cooper), 2m00.26s, 83.07mph.

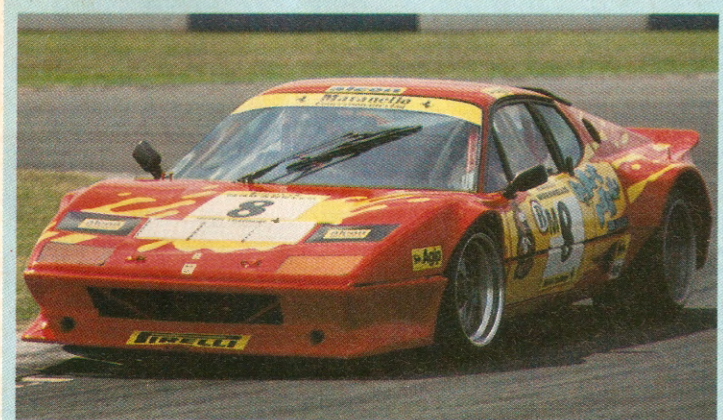
CHAMPION OF OULTON FF1600 (10 LAPS)

1, Graeme Riley (Swift-Minister SC94), 18m18.51s, 90.94mph; 2, Andrew Murphy (Van Diemen-Bold RF91), 18m29.56s; 3, David Taylor (Van Diemen-EDA RF91), 18m30.58s; 4, Steve Moore (Van Diemen-Scholar RF91), 10 laps; 5, Stuart Sanders (Swift-Minister SC92), 10; 6, Jonathan Tandy (Swift-Bold AWR92), 10. **Fastest lap:** Riley, 1m48.68s, 91.92mph.

CLASSIC SPORTS CARS (10 LAPS)

Overall & Class B: 1, Ian Hodkinson (1.9 MGB), 21m00.70s, 79.26mph; 2, Michael Booker (1.9 MGB), 21m02.12s; 3, John Fairclough (1.4 MG Midget), 21m12.66s; 4, Martin Richardson (1.9 MGB), 10 laps. **Fastest lap:** Fairclough, 2m04.15s, 80.46mph. **Class A:** 1, Paul Rodman (1.3 Austin Healey Sprite), 22m53.98s, 72.70mph; 2, Jim Mitchell (1.3 MG Midget), 21m11.75s; 3, Jeff Culkin (1.3 MG Midget), 9. **Fastest lap:** Mitchell, 2m13.83s, 74.64mph.

PIRELLI MARANELLO FERRARI CHALLENGE



Michael Millard was dominant in the Pirelli Maranello Challenge. Photo: Jeff Bloxham

Millard's Boxer KO's rivals

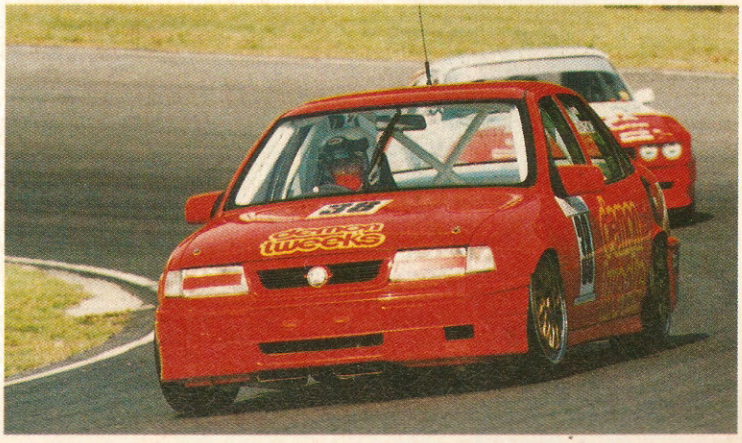
For once, everything held together to give Michael Millard a well-deserved victory in the eighth round of the Pirelli Maranello Ferrari Challenge. Millard made an excellent start from pole, to head series leader George Christopher.

Robin Mortimer's 308 GTB was the first to challenge Christopher's 308 GT4 moving ahead at Melbourne on lap two, after initially losing out under braking. Christopher managed to stay in a challenging position, and succeeded in bringing along Nicky Paul-Barron (308 GT4) and David Wilkinson (328 GTB).

After a mid-race lull, the race came alive on lap seven. Mortimer had rear tyre problems and was forced to pit, returning Christopher to second. Wilkinson, stuck behind Paul-Barron for some time, was beginning to look for a suitable passing place.

On the penultimate lap the pair caught a group of backmarkers at Redgate, Paul-Barron stayed ahead, but Wilkinson's next attempt at Coppice saw him into third. With Millard's 512 BB home and dry, Christopher's pace had slowed sufficiently to give Wilkinson thoughts of second place. Entering the last corner, Wilkinson went for it and came within a whisker of pulling it off.

■ Paul Scherer



Andy Clarkin was chased – but never caught – by Graham Wait's Capri. Photo: Steve Jones

SNETTERTON JULY 17

Emery papers over Messer's cracks

Keith Messer appeared to have judged his F1300 race to perfection, until he was caught out at the Esses on the final lap and was last seen disappearing backwards under the bridge!

The category's stalwart had taken the opening tours to catch early frontrunner Chris Emery and once on the current points leader's tail, Messer had bided his time before moving ahead on the penultimate lap. With victory within his grasp, barring any mistake, Messer ran wide onto the new kerbing and spun into the bridge parapet on the last lap. Emery avoided the gyrating Lola, but was greeted by red flags at Coram. Nonetheless, with the results taken at lap eight, Emery recorded another maximum.

Richard Casswell, third overall, comfortably won the Sports 2000 class, but Andrew Darby had to work much harder to snatch the Multisports division from Les Johnson and Mike Turner.

Paul Barker shrugged off a challenge from series leader Martin Stewart to score a worthy Kit Car victory, while behind, Mike Topp finished a lonely third.

The MG Midget Challenge round was led from start to finish by Terry Farman. Mick Mercer held second throughout but had to fend off a late charge from Daniel Eaves.

Poleman Julian Sole quickly fell to fifth in the Phoenix MG counter but then drove faultlessly to regain the lead and score a dominant win. In his wake, the MGAs of Colin Jones and Bob Lines battled furiously and kept Simon Hutchinson's extremely lively Midget at bay.

Their race shortened to six laps following a red flag incident, the Hot Hatches again scored full marks for entertainment. Current champion John Griffiths went a step nearer to retaining his title with a deserved win. Behind, Chris Lyddon snatched the runner-up slot from Bernie Bowden as the pair traded paint on an aggressive run to the line. Similarly, Stuart Cooling demoted Lynton Bate from fourth spot on the last lap.

Ginny Hyde initially led Class A until Tony Broom battled past. However, 'Driver of the Day' and fastest lap were some reward for her efforts.

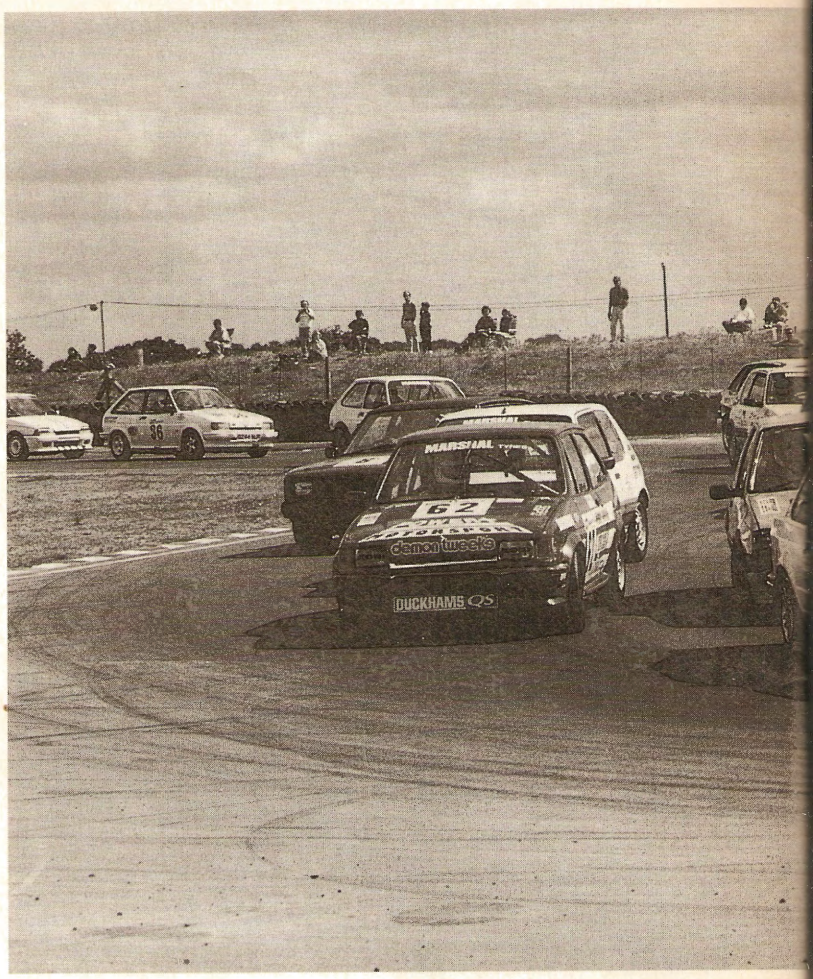
Gearbox problem's cost Bob Davis victory in the F4 qualifier. Eventual race winner Steve Collier and the impressive Daron Bland squeezed past when Bob slowed on the final tour.

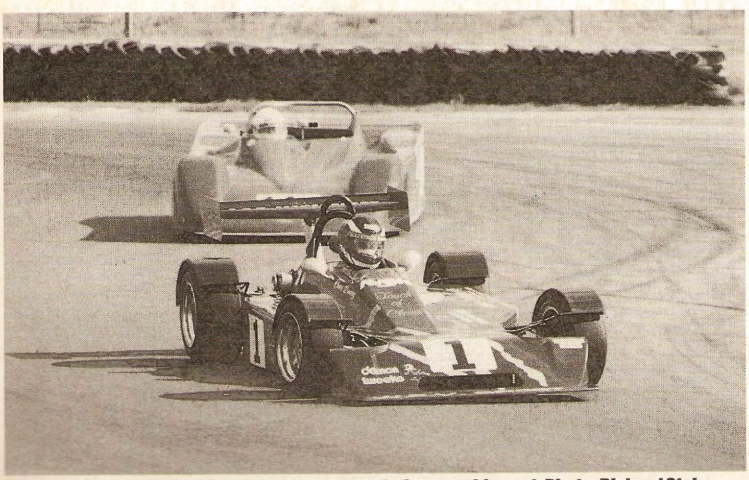
David Fabian worked extremely hard in the Supersports round for little reward. Initially, Fabian hounded leader Bob Light but no sooner had he found a way by, than he spun. The Pulsar driver then spent the remainder of the race vainly trying to relieve Reg Woodcock of second position.

More successful was Mick Harris, who worked his Darvi passed Keith McPherson and Bob Simpson to win an entertaining F750 counter.

George Howard Chappell's Lotus Esprit Turbo dominated the Roadsports round until it was red-flagged on lap five.

■ Andy Leeder





Keith Messer harried F1300 leader Chris Emery before crashing out. Photo: Richard Styles

750MC KIT CAR CHAMPIONSHIP RACE (10 LAPS)

Overall: 1, Paul Barker (Dutton Phaeton), 14m18.7s, 81.83mph; 2, Martin Stewart (Sylva Phoenix), 14m24.3s; 3, Mike Topp (Westfield SE), 10 laps; 4; Clive Turner (Gemini), 10. **Class A:** 1, Barker; 2, Turner, 14m53.8s; 3, Matthew Lewis (Dutton Phaeton), 10. **Fastest lap:** Barker, 1m24.5s, 83.16mph. **Class B:** 1, Stewart; 2, Topp, 14m32.6s; 3, Tony Edwards (Westfield SE), 10 laps. **Fastest lap:** Stewart, 1m24.8s, 82.86mph. **Class C:** 1, Roger Dexter (Westfield 7SE), 15m05.8s, 77.58mph; 2, Charles Colledge (Mini Marcos), 9 laps; 3, Alan Wilkinson (Westfield 11), 9. **Fastest lap:** Dexter, 1m28.8s, 79.13mph **(record).**

VOLKSPARES FORMULA VEE CHAMPIONSHIP (10 LAPS)

1, Jeremy Clark (Predator-GAC), 13m55.3s, 84.12mph; 2, Trevor Walsh (Scarab-GAC), 14m00.2s; 3, Michael O'Brien (Spyder-FV), 10 laps; 4, Martin Eyre (Scarab Mk2), 10; 5, Lash McCall (Predator), 10; 6, Martin Brown (Ray FV91), 10. **Fastest lap:** Clark, 1m21.8s, 85.90mph.

HALFORDS MG MIDGET CHALLENGE (10 LAPS)

1, Terry Farman, 16m04.9s, 72.82mph; 2, Mick Mercer, 16m08.5s; 3, Daniel Eaves, 10 laps; 4, Gil Duffy (Austin Healey Sprite), 10; 5, Paul Rook (Austin Healey Sprite), 10; 6, Dave Callender (Austin Healey Sprite), 10. **Fastest lap:** Farman/Eaves, 1m35.1s, 73.89mph.

PHOENIX PETROLEUM CHALLENGE RACE (10 LAPS)

Overall & Class A: 1, Julian Sole (MG Midget), 14m48.3s, 79.10mph; 2, Colin Jones (MGA TwinCam) 15m03.6s; 3, Bob Lines (MGA), 10 laps; 4, Simon Hutchinson (MG Midget), 10. **Fastest lap:** Sole, 1m26.8s, 81.90mph. **Class C:** 1, John Stopes (MG Midget), 16m21.4s, 71.60mph; 2, Dave Callender (Austin Healey Sprite Mk4), 14m53.9s, 9 laps; 3, Robin Lackford (MGB Roadster), 9. **Fastest lap:** Stopes, 1m36.2s; 73.04mph. **Class D:** 1, Peter Weston (MG Metro) 16m16.9s, 64.74mph, 9 laps; 2, Tony Baxter (MG Metro) 16m21.7s; no other finishers. **Fastest lap:** Weston, 1m44.7s, 67.11mph. **Class E:** 1, Tony Howe (MG Metro Turbo), 15m30.8s, 75.49mph; 2, Andrew Talbot (MG Metro), 15m32.4s; 3, Andrew Scothern (MG Metro Turbo), 10 laps. **Fastest lap:** Talbot, 1m30.0s, 73.08mph.

MARSHAL TYRES/*FAST CAR* HOT HATCH CHAMPIONSHIP (6 LAPS)

Overall & Class B: 1, John Griffiths (Ford Fiesta XR2), 9m25.9s, 74.50mph; 2, Chris Lyddon (Ford Fiesta XR2), 9m30.7s; 3, Bernie Bowden (Vauxhall Nova GTE), 6 laps; 4, Stuart Cooling (Ford Escort XR3i), 6. **Fastest lap:** Griffiths, 1m32.2s, 76.21mph **(record). Class A:** 1, Tony Broom (Citroen AXGT), 9m52.3s, 71.18mph; 2, Ginny Hyde (Fiat Uno 60), 9m53.7s; 3, Tim Foxon (Citroen AXGT), 6 laps. **Fastest lap:** Hyde, 1m36.0s, 73.20mph.

YOKOHAMA TYRES FORMULA 4 CHAMPIONSHIP RACE (10 LAPS)

Overall: 1, Steve Collier (Delta), 12m56.3s, 90.52mph; 2, Daron Bland (Reynard SF79/81), 12m57.7s; 3, Bob Davis (Davis T6C), 10 laps; 4, Nicholas Pearce (Van Diemen RF82), 10. **Class A:** 1, Collier; 2, Davis; 3, Adrian Beswick (Van Diemen RF87), 13m24.5s. **Fastest lap:** Davis, 1m15.8s, 92.70mph. **Class B:** 1, Bland; 2, Pearce, 13m03.4s; 3, Ken Thorogood (Van Diemen RF82), 10 laps. **Fastest lap:** Pearce, 1m16.7s, 91.61mph.

750MC FORMULA 1300 CHAMPIONSHIP RACE (8 LAPS)

Overall: 1, Chris Emery (WEV Sports), 10m35.2s, 88.50mph; 2, Keith Messer (Lola T492M), 10m35.6s; 3, Richard Casswell (Shrike F15), 8 laps; 4, Martin Ennis (Messer Mk6), 8. **Class A:** 1, Emery; 2, Messer; 3, Ennis, 11m14.9s. **Fastest lap:** Messer, 1m17.5s, 90.67mph. **Class B:** 1, Casswell, 11m00.2s; 2, Chris de Vere (Shrike P15), 11m23.0s; 3, Gary Gunn (Lola 596), 8 laps. **Fastest lap:** Casswell, 1m21.1s, 86.64mph. **Class C:** 1, Andrew Darby (Multisports), 11m35.7s, 80.80mph; 2, Mike Turner (Multisports), 11m36.0s; 3, Les Johnson (Van Diemen Multisports), 8 laps. **Fastest lap:** Turner, 1m24.3s, 83.35mph.

NEWEY JEWELLERS SUPERSPORTS CHAMPIONSHIP (10 LAPS)

Overall & Class A: 1, Bob Light (Noble 23 Shapecraft), 13m07.0s, 89.29mph; 2, Reg Woodcock (Westfield 11), 13m15.7s; 3, David Fabian (Pulsar 931), 10 laps; 4, David Lloyd (Westfield SE), 10. **Fastest lap:** Light/Fabian, 1m16.6s, 91.73mph **(record). Class B:** 1, Andrew Waters (Sylva Phoenix). 13m25.9s, 78.47mph, 9 laps; no other finishers. **Fastest lap:** Waters, 1m24.0s, 83.65mph. **Class C:** 1, Lloyd, 13m47.2s, 84.95mph; 2, Lyndon Griffin (Westfield SE1), 13m47.3s; 3, Jon Stokes (Westfield SE), 9. **Fastest lap:** Lloyd, 1m20.0s, 87.84mph, **(record). Class D:** 1, Jonathan White (Sylva Striker), 13m32.5s, 77.83mph, 9 laps; 2, Emma Dexter (Westfield 7SE), 14m42.6s, 9; no other starters. **Fastest lap:** White, 1m27.6s, 80.21mph. **Class E:** 1, Paul Philpott (Caterham 7), 14m10.7s, 82.60mph; 2, Mick Hyde (Caterham Super7), 14m17.7s; 3, Barry Ely (Caterham 7), 10. **Fastest lap:** Hyde, 1m22.9s, 84.76mph.

750 FORMULA RACE (10 LAPS)

Overall & Class A: 1, Mick Harris (Darvi 877), 14m37.0s, 80.12mph; 2, Bob Simpson (SS Reliant), 14m37.5s; 3, Keith McPherson (Marrow), 10 laps; 4, Pete Knipe (DNC), 10. **Fastest lap:** Harris/Simpson, 1m25.0s, 82.67mph. **Class B:** 1, Colin Cox (Batten 2), 14m50.0s, 78.95mph; 2, Jonathan Loader (DEB3), 15m34.2s; no other starters. **Fastest lap:** Cox, 1m25.1s, 82.57mph. **Class C:** 1, Brian Allen (Multisports), 15m33.8s, 75.25mph. no other finishers. **Fastest lap:** Allen, 1m29.0s, 78.95mph.

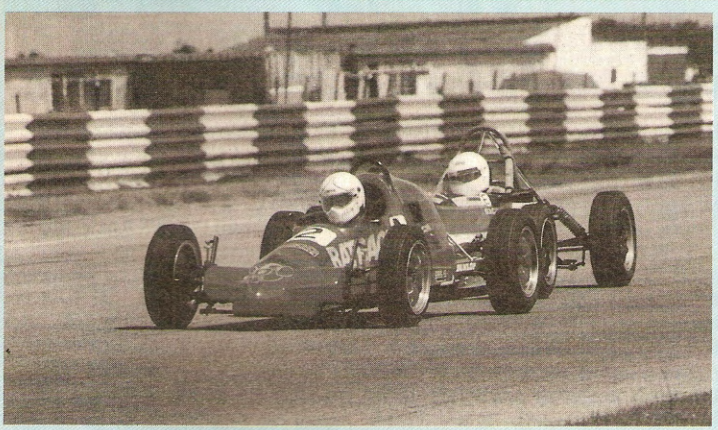
750 MC ROADSPORTS RACE & PHOENIX PETROLEUM CHALLENGE CLASS B (4 LAPS)

Overall: 1, George Howard Chappell (Lotus Esprit Turbo), 5m30.0s, 85.11mph; 2, Nick Olson (Lotus Esprit), 5m43.6s; 3, Richard Ball (Lotus Elan S3), 4 laps; 4, Chris Reece (Lotus Elan S1), 4. **Class A:** 1, Pete Richards (Clan Crusader), 6m16.7s, 74.61mph; 2, Jon Wolfe (Triumph Spitfire), 6m23.6s; 3, Ron Crawley (Ginetta G5), 4 laps. **Fastest lap:** Richards, 1m30.4s, 77.73mph. **Class B:** 1, Olson; 2, Ball, 5m48.8s; 3, Reece. **Fastest lap:** Olson, 1m24.1s, 88.55mph. **Class C:** 1, Howard Chappell; 2, Graham Walker (Reliant Sabre), 5m53.0s; 3, Adrian Vincent (Morgan Plus 8), 4. **Fastest lap:** Howard Chappell, 1m20.8s, 86.97mph, **(record). Class P:** 1, John Grottick (MGB GTV8), 6m19.3s, 74.10mph; 2, Peter Holden (MG Midget), 6m30.7s; 3, David Brooke (MGB GT), 4 Laps. **Fastest lap:** Grottick, 1m31.3s, 76.96mph.



Fourth-place finisher Stuart Cooling heads a squabbling pack of Hot Hatches at Russell. Photo: Richard Styles

FORMULA VEE



Jeremy Clark fends off Trevor Welsh in a heated duel for the lead. Photo: Mike Watling

Clark's hotshoe shuffle earns win

A record 270 entries emphasised the strength of the 750 Motor Club, but it was the FVees that underlined the competitiveness of the club's racing.

Reigning champion Trevor Welsh and current points leader Jeremy Clark fought a superb duel for outright honours. Welsh started the ball rolling when, on lap one, he passed poleman Clark through the Bombhole. When Clark retaliated, Trevor pulled the same move again and the battle raged.

Nose-to-tail, Clark led his rival onto the last lap. Welsh challenged at the Esses and the duo completed the complex side-by-side. At Coram, Clark moved ahead but Welsh was not finished.

Braking late, he forged a tight line into Russell. In the middle of the chicane they touched. Clark was deflected across the gravel, emerging from the trap alongside his assailant. Welsh won the drag to the line by less than a metre. Officials, however, judged that Welsh had gained an advantage from the manoeuvre and a 5s penalty handed the spoils back to Clark.

Michael O'Brien snatched third place from Martin Eyre on an exciting last lap of a race in which the top dozen had been in close combat throughout.

■ Andy Leeder

MALLORY PARK JULY 17

Ricketts's winning run continues

An enthusiastic crowd witnessed a fine display of club racing at Mallory Park, for a VSCC Meeting which included another win for the unstoppable Duncan Ricketts in the Bob Gerard Trophy Race.

The race was run as an aggregate after Philip Walker's L-Type MG crashed heavily at Devil's Elbow. John Harper's ERA R4D had powered its way past poleman Donald Day on lap four when the action was halted.

At the restart, Harper stalled on the grid and, starting from the back, charged through to fourth in spectacular fashion. In R4D's absence, Day led away but was displaced by Ricketts's R12B at the Lake Esses on lap two.

Ricketts maintained a 1s lead to win from Day who saw off the close attentions of Mark Gillies. Ian Bentall was fifth, the first of five Cooper-Bristols.

The day started with the first heat of the Spero & Voiturette Trophy, in which Freddie William's Rapier went from pole to fourth, only to surge to the front for a comfortable win.

In heat two, Tony Noble stormed away to win in his Austin A4G. The final saw Noble win easily once again, while Frank Hernandez, Keith Pointing and Freddie Williams disputed second place, finishing in that order.

In the Patrick Marsh Scratch Race for Pre-'31 cars, Tim Llewellyn started from pole and was never headed. Freddie Giles's AC/GN lost second place to Spencer Flack's Bentley on lap three, but regained the spot approaching Shaws for the last time.

Sir John Venables-Llewelyn was cruising to victory in the Williams Monaco Trophy race in Lord Raglan's Bugatti T51, but the crank case had split and he retired smokily on the final lap, leaving Julian Mazjub's T35 to inherit the spoils ahead of Ricketts's Dixon Riley and Stretton's Alfa.

Julian Bronson's supercharged Riley led from flag-to-flag in a six lap scratch race, while David Robinson and Roy Spiers continually swapped the lead in the final race of the day. Robinson eventually proved triumphant.

Three handicaps were scattered throughout the programme, producing wins for Graham Withington, Mike Painter and Barrie Cannell.

■ Tim Scott

SPERO & VOITURETTE HEAT 1 (6 LAPS)

1, Freddie Williams (1.1 Rapier), 6m52.4s, 70mph; 2, John Macdonald (1.1 Lagonda), 6m56.1s; 3, Edward Bradley (0.7 Austin), 6 laps; 4, Tony Irwin (1.1 Riley) 6; 5, Grant Wilson (0.7 Austin), 6; 6, Mike Fountain (1.1 Gillow Special), 6. **Fastest lap:** Williams, 1m05.9s, 73.7mph. **Handicap winner:** Irwin.

PATRICK MARSH SCRATCH RACE (12 LAPS)

1, Tim Llewellyn (8.4 Bentley), 13m09.2s, 79.9mph; 2, Freddie Giles (2.0 AC/GN), 13m16.7s; 3, Spencer Flack (8.0 Bentley), 12 laps; 4, J Baker-Courtenay (4.0 Sunbeam), 12; 5, Gary Caroline (1.3 Morgan), 12 laps; 6, Tony Smith (1.5 Frazer Nash), 12. **Fastest lap:** Flack, 59.8s, 81.2mph. **Handicap winner:** Caroline.

HANDICAP RACE (6 LAPS)

1, Graham Withington (4.3 Bentley), 7m35.5s, 70.1mph; 2, John Skeavington (0.7 Austin), 7m36.4s; 3, Keith Piper (1.5 Aston Martin), 6 laps; 4, Shirley Monro (1.3s Lagonda), 6; 5, Robert Toone (1.8s Alfa Romeo 6C), 6; 6, Cyril Hancock (1.0 Fiat), 6. **Fastest lap:** Withington, 1m06.7s, 72.8mph.

SPERO & VOITURETTE HEAT 2 (6 LAPS)

1, Tony Noble (0.7s Austin/MG), 6m47.7s, 71.5mph; 2, Keith Pointing (1.1 Riley), 6m54.1s; 3, Frank Hernandez (0.7 Austin), 6 laps; 4, Clive Temple (1.1 Riley), 6; 5, Edward Way (0.7s Austin), 6; 6, David Cranage (1.1 Riley), 6. **Fastest lap:** Noble, 1m04.00s, 75.9mph. **Handicap winner:** Alan McBeath (0.8 Austin), 6 laps.

BOB GERARD PRE & POST-WAR RACE (10 LAPS)

1, Duncan Ricketts (1.5s ERA R12B), 9m28.7s, 85.4mph; 2, Donald Day (2.0s ERA R145), 9m31.1s; 3, Mark Gillies (2.0s Brooke Special), 10 laps; 4, John Harper (2.0s ERA R4D), 10; 5, Ian Bentall (2.0 Cooper-Bristol), 10; 6, Ted Dunn (1.5 Riley), 10. **Fastest lap:** Harper, 52.8s, 92.0mph. **Handicap winner:** Dunn

HANDICAP RACE (6 LAPS)

1, Mike Painter (1.0s MG), 7m19.1s, 69.5mph; 2, Bruce Riches (1.5 Riley), 7m23.0s; 3, Keith Piper (1.5 Aston Martin), 6 laps; 4, Patrick Fleming (1.5 Riley), 6; 5, Clive Rides (1.5 Riley), 6; 6, Robert Toone (1.8s Alfa Romeo 6C). **Fastest lap:** Welch (1.5 Riley), 1m05.3s, 74.4mph.

WILLIAMS MONACO TROPHY RACE (8 LAPS)

1, Julian Mazjub (2.3s Bugatti T35), 7m56.85s, 81.5mph; 2, Duncan Ricketts (2.0 Dixon Riley), 8m03.7s; 3, Martin Stretton (2.65 Alfa Romeo Monza), 8 laps; 4, Keith Knight (2.0s ERA/Riley), 8; 5, Ivan Dutton (2.3s Bugatti T35), 8; 6, Max Lane (2.3s Bugatti T51), 8. **Fastest lap:** Sir John Venables-Llewelyn (2.3s Bugatti T51), 57.6s, 84.4mph. **Handicap winner:** Knight.

SCRATCH RACE (5 LAPS)

1, Julian Bronson (2.4s Riley), 5m04.9s, 79.7mph; 2, Bob Gilbert (4.3 Bentley), 5m06.1s; 3, John Seber (1.8s Wolseley), 5 laps; 4, Frank Lockhart (3.0 Rover Special), 5; 5, John Guyatt (2.9 Talbot), 5; 6, Roy Spiers (4.4 Alvis), 5. **Fastest lap:** Bronson, 59.2s, 82.0mph. **Handicap winner:** Spiers.

SPERO & VOITURETTE TROPHIES FINAL (6 LAPS)

1, Tony Noble (0.7s Austin/MG), 6m31.2s, 74.5mph; 2, Frank Hernandez (0.7 Austin), 6m38.9s; 3, Keith Pointing (1.1 Riley), 6 laps; 4, Freddie Williams (1.1 Rapier), 6; 5, Clive Temple (1.1 Riley), 6; 6, Edward Bradley (0.7 Austin), 6. **Fastest lap:** Noble, 1m03.6s, 76.4mph. **Handicap winner:** Williams.

HANDICAP RACE (5 LAPS)

1, Barrie Cannell (4.4 Alvis), 5m46.1s, 75.6mph; 2, Richard Hannis (3.6 Alvis), 5m48.2s; 3, Frank Lockhart (3.0 Rover Special), 5 laps; 4, Tye Pountney (1.5 Riley), 5; 5, Martin Stretton (4.5 Invicta), 5; 6, Dennis Barbet (1.5 Riley), 5. **Fastest lap:** Bronson (2.4s Riley), 1m00.8s, 79.93mph.

SCRATCH RACE (5 LAPS)

1, David Robinson (1.5 Riley), 5m15.7s, 76.9mph; 2, Roy Spiers (4.4 Alvis), 5m17.4s; 3, Timothy Wakeley (1.1s Rapier), 5 laps; 4, Bruce Riches (1.5 Riley), 5 laps; 5, Anne Templeton (1.3s MG), 5; 6, Ken Painter (1.5s Maserati 4CS), 5. **Fastest lap:** Robinson, 1m01.4s, 79.1mph. **Handicap winner:** George Jepson (1.5 Riley).



Rod Delves' Kieft 500. Photo: Mike Watling

MONDELLO PARK JULY 17

Cullen is the great entertainer

Steve Griffin led last Sunday's Dunlop Fiat Uno Cup race from lights to flag, but it was Michael Cullen who provided great entertainment as he worked his way through from the back of the grid to finish third.

Two six-lap heats decided the final grid, the first of which was taken by Barrable when Cullen retired with mechanical trouble.

Championship leader Griffin came through the second heat unscathed and it was he who duly led away from pole in the final with Barrable tucked in behind.

Meanwhile Cullen, who started 22nd, was already up to 13th by the end of the first lap, as the leading two inched away from the battle for third between Trevor Noble and Mark Cuffe.

Cullen was now ninth and bearing down on Noel McIntyre. With two laps to go Cullen was fifth and he then took fourth from Noble the next time around.

Then on the last lap, as Griffin took the flag for a fine controlled win, Cullen came blazing into Dunlop on Cuffe's tail. Michael feinted to the inside, Mark defended but as Cullen switched back to take a late apex, Cuffe understeered wide leaving Cullen clear to take a hard-earned third.

Damien Faulkner's Mondiale led away from pole in the Star of Tomorrow FF1600 but Michael Duke in a Swift got by before the end of the second lap and was never headed again, despite stern pressure from the Donegal man. Ken Grandon held off Neil Tohill for third.

In the Ford of Ireland FF1600 final, polesitter Chris Paul's Van Diemen was beaten off the line by Derek Cunneely's Swift and despite strong attention he managed to stay ahead until the flag. Paul and Mark O'Connor both took turns at chasing Cunneely before Paul made the position his at Coca Cola on lap 12.

The Yorkie Formula Vee final was a Gerry O'Reilly benefit as fellow Sheane-mounted runners Padraic Owens and Damien Doherty engaged in a terrific scrap for second with Owens just holding on. The earlier 'C' and Tedcastles 'B' qualifiers were taken by Paul Conroy and Fergal Begley.

The Ryanair Peugeot 205GTI race was led for a while by Formula Opel racer David Collier but, with a frantic pack behind him, he was bundled out of the way at Coca Cola on lap eight. He recovered to finish second behind the victor David O'Riordan.

The Dunlop Group 'N' race was taken comfortably by Gordon Kellett's Sierra Cosworth with Michael Cullen taking the small class honours in his Astra after a terrific dice with Kevin Rowland's Sapphire Cosworth.

■ Declan Quigley

FORMULA VEE 'C' RACE (12 LAPS)

1, Paul Conroy (Sheane), 13m03.47s, 63.41mph; 2, Mark Armstrong (Sheane), 13m08.37s; 3, Andy Kavanagh (Sheane), 12 laps; 4, Hugh Maguire (Sheane), 12; 5, Bob Parks (Sheane), 12; 6, Philip Rafferty (Sheane), 12. **Fastest lap:** Conroy, 1m04.02, 64.67mph.

TEDCASTLES FORMULA VEE 'B' RACE (10 LAPS)

1, Fergal Begley (Sheane), 10m48.45s, 63.84mph; 2, John Mahon (Sheane), 10m50.05s; 3, David Waters (Sheane), 10 laps; 4, Peter Panama (Sheane), 10; 5, Jonathon Taylor (Sheane), 10; 6, Oscar Christie (Sheane), 10. **Fastest lap:** Mahon, 1m02.92s, 65.80mph.

YORKIE FORMULA VEE FINAL (15 LAPS)

1, Gerry O'Reilly (Sheane), 15m45.50s, 65.68mph; 2, Padraic Owens (Sheane), 15m50.18; 3, Damien Doherty (Sheane), 15 laps; 4, Johnny Flynn (Scarab), 15; 5, John Mahon (Sheane), 15; 6, Jonathon Taylor (Sheane), 15. **Fastest lap:** Doherty, 1m02.04, 66.73mph.

DUNLOP GROUP N CHAMPIONSHIP (12 LAPS)

1, Gordon Kellett (Ford Sierra Cosworth), 13m04.41s, 63.33mph; 2, John Keaney (Ford Sierra Cosworth), 13m06.67s; 3, Kevin Rowland (Ford Sapphire Cosworth), 12 laps; 4, Michael Cullen (Opel Astra), 12. **Over 2000cc:** 1, Kellett; 2, Keaney; 3, Rowland. .Kellett, 1m04.13s, 64.56mph. **Up to 2000cc:** 1, Cullen; 2, Karl O'Donoghue (Peugeot 205GTI), 13m36.53s; 3, Steven Meli (Peugeot 205GTI), 12 laps. **Fastest lap:** Cullen, 1m05.67s, 63.04mph.

PPG FIAT RITMO CHALLENGE (12 LAPS)

1, Alan Byrne, 15m23.39s, 53.80mph; 2, Bobby Jolley, 15m31.64s; 3, Enda Cassidy, 12 laps; 4, Sean Sweeney, 12; 5, Paul Saunders, 12; 6, Lisa O'Reilly, 12. **Fastest lap:** Byrne, 1m14.85s, 55.31s.

DUNLOP FIAT UNO CUP HEAT ONE (6 LAPS)

1, Michael Barrable, 7m14.83s, 57.12mph; 2, Mark Cuffe, 7m15.87s; 3, Ed O'Connor, 6 laps; 4, David Maguire, 6; 5, Mark Turley, 6; 6, Stephen Fitzgerald, 6. Fastest lap: Barrable, 1m10.84s, 58.44mph.

DUNLOP FIAT UNO CUP HEAT TWO (6 LAPS)

1, Stephen Griffin, 7m12.69s, 57.41mph; 2, Trevor Noble, 7m16.37s; 3, Ray McCabe, 6 laps; 4, Eugene Heary, 6; 5, Noel Mcintyre, 6; 6, Liam Denning, 6. **Fastest lap:** Griffin, 1m11.17s, 58.17mph.

DUNLOP FIAT UNO CUP FINAL (12 LAPS)

1, Steve Griffen, 14m17.40s, 57.94mph; 2, Michael Barrable, 14m17.95s; 3, Michael Cullen, 12 laps; 4, Mark Cuffe, 12; 5, Ray McCane, 12; 6, Trevor Noble, 12. **Fastest lap:** Cullen, 1m10.62s, 58.62mph.

STAR OF TOMORROW FF1600 (12 LAPS)

1, Michael Duke (Swift-Auriga SC93), 12m05.07s, 68.52mph; 2, Damien Faulkner (Mondiale-Reid M89S), 12m05.45s; 3, Ken Grandon (Mondiale M91S), 12 laps; 4, Neil Tohill (Van Diemen RF90), 12; 5, Francis Prendergast (Crossle 67F), 12; 6, Michael Hill (Van Diemen RF92), 12. **Fastest lap:** Duke, 59.34s, 68.52mph.

FORD OF IRELAND FF1600 (15 LAPS)

1, Derek Cunneely (Swift-Loynings SC92), 14m51.38s, 69.67mph; 2, Chris Paul (Van Diemen-Motex RF92), 14m52.76s; 3, Mark O'Connor (Van Diemen-Scholar RF92), 15 laps; 4, Mark McKenna (Swift SC92), 15; 5, Derek M Daly (Van Diemen-Scholar RF93), 15; 6, Noel Dunne (Swift-Greenwood SC92), 15. **Fastest lap:** Paul, 58.69s, 70.54mph.

RYANAIR PEUGEOT 205GTI (9 LAPS)

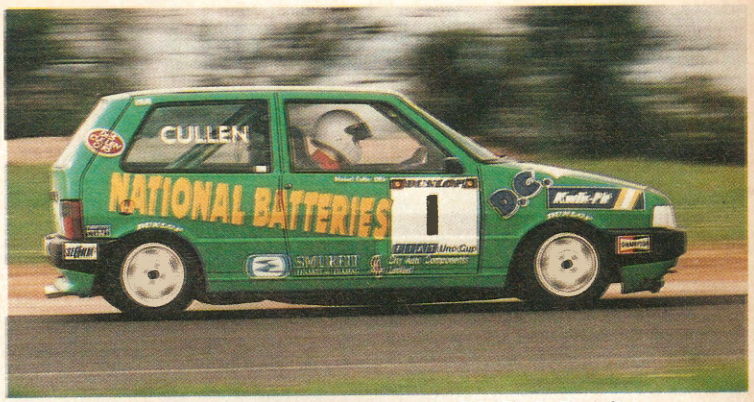
1, David O'Riordan, 10m08.58s, 61.22mph; 2, David Collier, 10m09.84s; 3, Steven Meli, 9 laps; 4, Barry Barrable, 9; 5, Karl O'Donoghue, 9; 6, Joe Foley, 9. **Fastest lap:** Collier, 1m06.17s, 62.57mph.

PRE-'87 FF1600 (12 LAPS)

1, Francis Prendergast (Crossle 67F), 12m17.99s, 67.32mph; 2, Lowry Scarlett (Crossle-Minister 32F), 12m26.07s; 3, Larry Corrigan (Crossle-Corrigan 45F), 12 laps; 4, Pat Donegan (Mondiale), 12; 5, Donal Healy (Crossle 30F), 12; no other finishers. **Fastest lap:** Prendergast, 1m00.94s, 67.94mph.

C&C CLUB HISTORICS RACE (12 LAPS)

1, Bertie Carruthers (Porsche 911), 13m57.05s, 59.35mph; 2, Peter Hart (MGB), 13m57.18s; 3, Maurice Cassidy, 12 laps; 4, ACJ Dowling (Mallock U2), 12; 5, Dominic Peel (MG), 12; 6, Des Nevin (MGB), 12. **Fastest Lap:** not given.



Michael Cullen stormed from 22nd to third in the Fiat Uno final. Photo: David Sleator



Richard Young blasted his trusty Coogar to BTD at Eagles Rock. Photo: Gus Geddes

YELLOW BRICK ROAD JULY 17

Moore proves he's wizard of the road

Richard Moore powered his ex-Prodrive Subaru Legacy to victory by 11s over series leader Pete Doughty, over 20 demanding stages in Northumberland.

This duo finished over a minute clear of John Brodie's Metro 6R4, with series sponsor Mike Pattison finishing a troubled fourth following two turbo failures.

Local driver Steve Petch secured Group N and fifth place overall in his Sierra Cosworth, while Frank O'Mahony kept his championship hopes alive with sixth place, just 2s down on Petch.

Notable retirements included Pete Slights with engine failure and Jonny Milner with transmission failure on his private Escort.

■ George Bolt

EARS/MOTORING NEWS NATIONAL TARMAC RALLY SERIES, ROUND 5

1, Richard Moore/Alun Cook (Subaru Legacy), 1h09m56s; 2, Pete Doughty/Jerry Freeman (Ford Sierra Cosworth), 1h10m07s; 3, John Brodie/Ian Edwards (MG Metro 6R4), 1h11m21s; 4, Mike Pattison/Pete Forrester (Ford Sierra Cosworth), 1h12m32s; 5, Steve Petch/Peter Croft (Ford Escort Cosworth), 1h12m51s; 6, Frank O'Mahony/Hugh McPhilips (MG Metro 6R4), 1h12m53s; 7, Tony Janetta/Lee Carter (Ford Escort Cosworth), 1h13m36s; 8, John Pye/Andy Turnbull (Ford Escort Cosworth), 1h14m32s; 9, Chris Griffiths/Steve Griffiths (Opel Manta), 1h14m33s; 10, Jeff McNeil/Jeff Haigh (Ford Escort Cosworth), 1h15m06s. **Championship positions:** 1, Doughty, 98 pts; 2, D'Mahony & Dave, 83; 4, Moore, 66. **Next round:** Wexford Rally, Sep 17-18.

EAGLE'S ROCK JULY 13

Coogar is first among Eagles

Richard Young growled his Ralt RT1-based Coogar-Rover to within a second of Jackie Harris's hill record to win Coleraine & District MC's annual Eagle's Rock hillclimb in Northern Ireland last Wednesday.

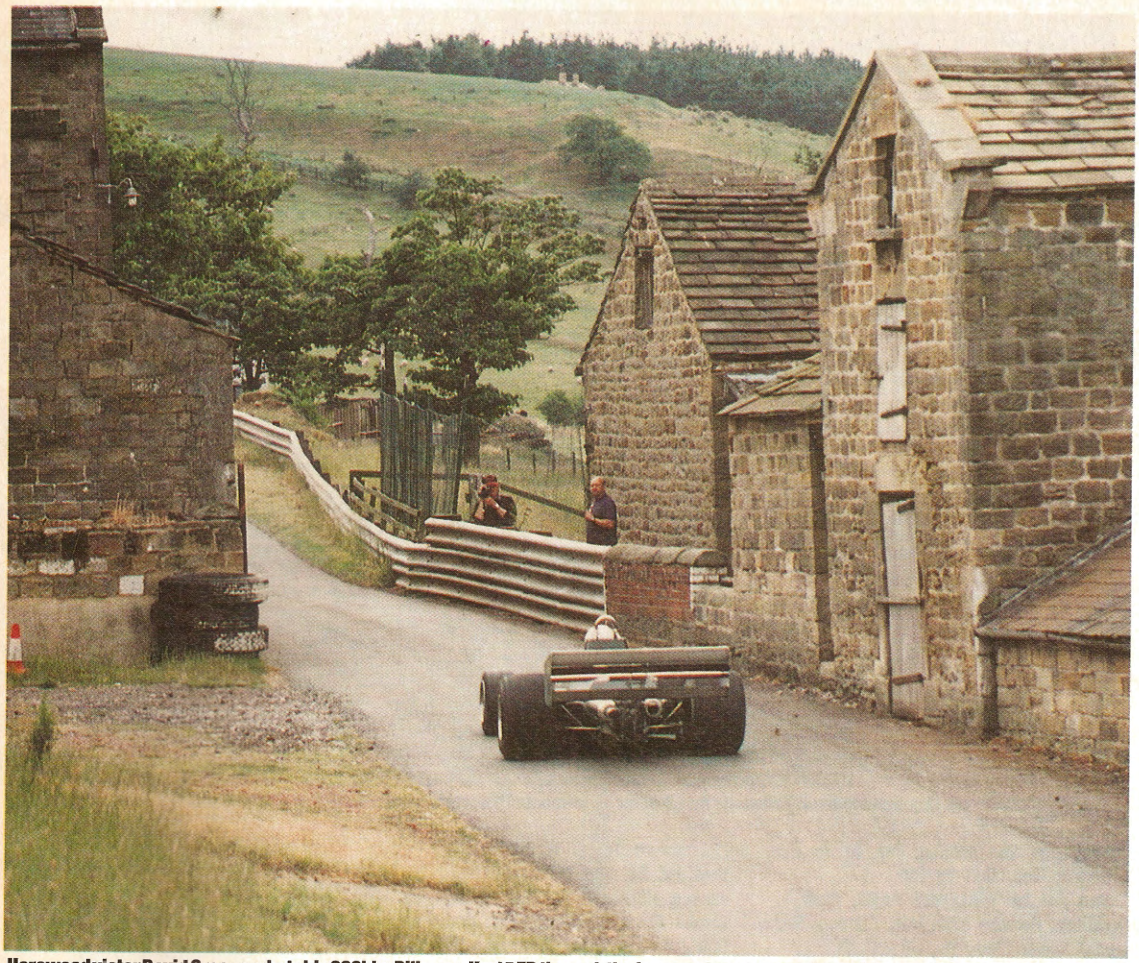
Inspired by his BTD at Dungarvan three days earlier, AUTOSPORT's correspondent in the province topped 140mph as he hurled the big machine up the tortuous lanes. He stopped the clocks 1.66s sooner than Andrew Kittle, whose 2.8-litre Pilbeam-Hart MP58 was hobbled by a dragging clutch.

One hundredth of a second split MG Metro 6R4 drivers Denis Biggerstaff and Norman Kittle after a battle which took them clear of Ronnie Maybin (Delta T80) and Robert Woodside (Pilbeam MP62).

■ Marcus Pye

COLERAINE & DMC HILLCLIMB

BTD: Richard Young (3.9 Coogar-Rover/TDTRT1-02), 1m03.53s. **Class winners:** Michael Beattie (1.4 Turner-BMC Mk1), 1m14.40s **(record)**; Jim McClements (1.3 KAD Mini), 1m17.02s; Eric O'Neill (2.0 Peugeot 205 RWD), 1m13.75s **(record)**; George Robinson (2.0t Ford Sierra RS Cosworth), 1m13.46s; Denis Biggerstaff (3.8 MG Metro 6R4), 1m05.36s **(record)**; Ian Duff (1.3 Vauxhall Nova), 1m23.86s; Alan Roddy (1.5 Mini Cooper S), 1m20.12s; Ian Johnston (2.7 Porsche Carrera), 1m16.85s; Jaye Jordan (2.0t Ford Escort RS Cosworth), 1m18.22s **(record)**, Michael O'Hara (1.6 Mondiale-Ford MS88), 1m15.38s; Rodney Stewart (2.0 Royale-Ford RP30), 1m07.57s **(record)**; Young; Sidney Gilmore (4.3 Derby Bentley), 1m40.74s.



Harewood victor David Grace rockets his 600bhp Pilbeam-Hart DFR through the farmyard on his record-breaking run. Photo: Marcus Pye

The prodigal returns

LOCAL HERO DAVID GRACE BROKE ANDY PRIAULX'S HILL RECORD TO COMPLETE HIS HAT-TRICK IN A THRILLING FINAL CHARGE, WRITES **MARCUS PYE**

HAREWOOD JULY 17

Defending champion David Grace halved his deficit to Gulf Oil RAC British Hillclimb Championship leader Mark Colton with his third successive victory, but as the series enters the phase where competitors start to discard their lowest scores, the pair effectively go on to Jersey and Guernsey neck-and-neck. Having seen a 3-1 win advantage turned around to 3-4, Colton is now tasting pressure...

Back on home soil in Yorkshire, Grace was quickest in practice, qualified top (on old tyres) and bagged maximum points. Sounds simple, but the reality was far from easy, for 20-year-old Andy Priaulx smashed Roy Lane's outright course record on his first Run-Off shot, and it survived until Grace let rip on the last run of the day.

The long course starts tight, narrow and twiddly (manna for Priaulx's 2.8-litre Bank of Bermuda Pilbeam-Hart), then opens out into the old traditional sweepers – real V8 territory. If Andy trounced David to win the 'compulsory figures,' then David won the 'free programme' hands down. One cancelled out the other though, and the difference on the clock was a scant 0.06s. The partisan spectators erupted as Yorkshire-born (but Oxfordshire-based) Grace denied the young Guernseyman his first RAC win. Priaulx did not expect victory on a plate, but his day will come soon.

Third at the break, three-times champion Roy Lane missed a shift ('I must learn to change gear') on his final run, which would normally have cost him more than one place. As it was, Patrick Wood demoted Lane with a corking climb – which saw the traction-controlled Pilbeam-DFZ/R sideways at Willow – but Colton remained in Roy's shadow, unable to make his Roman-Judd grip – even at 37mph! – in the slow bits.

Harewood specialist Roger Kilty bagged sixth, bringing the second four-cylinder car home with two runs within 0.01s of each other. Mindful that he needed to preserve the car for his son, Graham Priaulx still found a second for seventh, leap-frogging the pretty Pilbeam-Judd V8 of Kenny Allen and George Ritchie, who were but 0.04s apart.

Roger Moran moved to the head of the Bridgestone Leaders Championship table with another class win in his screaming Pilbeam-Vauxhall. Two sub-1600cc record Run-Off shots counted only for but one point, despite the Ludlow driver's heroic last effort being a full 0.65s under par for the course.

Not content with beating senior partner Jim Robinson for the first time in the series, Rob Fradley went on to set the best ever Sportscar time here (by a country mile), but even that was not good enough to score. Two-litre winner Simon Durling was also a wheel-locking bridesmaid, for the fourth time in a most frustrating year.

Resident champion Michael Holroyd creamed 0.07s from his own Touring Car record, while Tony Mekwinski downed record holder Paul Nutter in their Ford Escort tussle.

Peter Herbert and the Talbot brothers all climbed under the 1400cc Modified Production record, but Carl Talbot punched it through the 62s barrier for the first time with the KAD Lotus 7.

With three rivals within a second on the first run, Darren Soothill was forced to break the magic minute to stave off south coast raider Ian Chard for 2-litre honours. Sooty's time would also have swept the big class, in which Mike Kerr's outrageous Westfield-Rover just beat Leaders champion Tony Lambert's Ferrari turbocar.

The small-capacity Racing Car classes produced two of the drives of the day. Daniel Stilp switched to Mark Griffiths's Jedi after Ian Blunt bent his usual mount in practice, and duly smashed the 500cc record, beating the redoubtable Alex Tyson, guesting in Dave Bancroft's OMS. Among the 1100s, Andrew Tymkewycz carved 0.3s from Tyson's Royale-Kawasaki mark 'despite muffing both hairpins' with his extraordinary Tymtek-Imp (see p96). After one attempt was red-flagged, Phil Jefferies had a think, but could only beat the Scot by 0.03s in his HiTech-Norton 'rotary rocket!'

GULF OIL/RAC BRITISH HILLCLIMB CHAMPIONSHIP with AUTOSPORT

GULF OIL RAC BRITISH HILLCLIMB CHAMPIONSHIP, IN ASSOCIATION WITH AUTOSPORT, ROUND 10

BRIDGESTONE RAC MSA LEADERS HILLCLIMB CHAMPIONSHIP, ROUND 9

BTD: David Grace (3.7 Pilbeam-Hart DFR MP58-5), 53.15s. **Top 12 Run-Off:** 1, Grace, 53.15s; 2, Andy Priaulx (2.8 Pilbeam-Hart/Beattie MP57-2), 53.21s; 3, Patrick Wood (3.5 Pilbeam-Cosworth/L&P DFZ/R MP58-4), 53.30s; 4, Roy Lane (3.5 Pilbeam-Judd EV MP58-9), 53.74s; 5, Mark Colton (3.5 Roman-Judd/Merlin CV VJ), 53.78s; 6, Roger Kilty (2.8 Pilbeam-Hart MP40), 54.43s; 7, Graham Priaulx (2.8 Pilbeam-Hart/Beattie MP57-2), 54.80s; 8, Kenny Allen (3.5 Pilbeam-Judd EV MP58-1), 54.90s; 9, George Ritchie (3.5 Pilbeam-Judd EV MP58-1), 54.94s; 10, Roger Moran (1.6 Pilbeam-Vauxhall/Swindon MP62-4), 55.03s; 11, Rob Fradley (2.8 Pilbeam-Hart MP43C-3), 55.33s; 12, Simon Durling (2.0 Pilbeam-Vauxhall/Swindon MP62-6), 56.30s. **Class winners:** Michael Holroyd (1.3 Mini Cooper S), 1m06.20s **(record)**; Paul Smeeth (1.3s MG TC), 1m11.39s; Tony Mekwinski (1.7 Ford Escort), 1m06.95s; David Bailey (2.0t Ford Sapphire RS Cosworth), 1m05.83s; Paul Greaves (1.3 MG Midget), 1m06.48s; Ken Bailey (1.6 Reynard-Ford FF89), 1m02.62s; Carl Talbot (1.4 Lotus-BMC/KAD 7), 1m01.73s **(record)**; Darren Soothill (2.0 Caterham-BDG/Gardner Super 7), 59.51s; Mike Kerr (4.0 Westfield-Rover SEight), 59.91s **(record)**; Chris Merrick (1.7 Mallock-Ford Mk20), 59.89s; Mark Britt (1.3 OMS-Suzuki SC1/01), 1m00.77s; Fradley, 56.06s; Daniel Stilp (0.5 Jedi), 59.36s **(record)**; Phil Jefferies (0.6r HiTech-Norton DP1100), 57.39s **(record)**; Moran, 55.91s; Durling, 56.12s; Grace, 54.21s **(record)**. **Gulf British Championship positions:** 1, Colton, 86pts; 2, Grace, 79; 3, Lane, 62; 4, Wood & Andy Priaulx, 58; 5, Graham Priaulx, 32. **Next round:** Bouley Bay, Jersey, Jul 28. **Bridgestone Leaders Championship positions:** 1, Moran, 68pts; 2, Soothill, 66; 3, Carl Talbot, 63; 4, Tony Lambert (3.0t Ferrari 308GTB), 61; 5, Jefferies, 58; 6, Dylan Talbot (1.4 Lotus-BMC/KAD 7), 57. **Next round:** Shelsley Walsh, Aug 14.

WEEKEND SPORT

Sun Jul 24: TALLEDEGA (USA), NASCAR Winston Cup, round 20. Dale Earnhardt and Ernie Irvan are vying for the championship lead.
Sun Jul 24: LAGUNA SECA (USA), IMSA WSC/Exxon GT Championship, round 6. IMSA Supercars, round 5. Barber-Saab Pro Series, round 7.
Sun Jul 24: DIEPHOLZ (D), German Touring Car Championship, rounds 11 & 12. German F3 Championship, rounds 11 & 12. Klaus Ludwig will be intent on defending his narrow three-point lead over Alessandro Nannini, as the GTCC returns home after its trip to Donington Park.
Sat Jul 23/Sun Jul 24: SPA 24 HOURS (B). Nelson Piquet is driving in a works BMW 318i.
Sun Jul 24: CROIX-EN-TERNOIS (F), French F3 Championship, round 8.
Sun Jul 24: PAUL RICARD (F), French Supertourisme Championship, round 8.
Sun Jul 24: VALLELUNGA (I), Italian F3 Championship, round 7. Giancarlo Fisichella is defending a 56-point lead as the championship recommences after a month-long layoff.
Sun Jul 24: MINE (J), Japanese F3 Championship, round 7.
Sun Jul 24: TOKACHI 24 HOURS (J), Japanese GTs, non-championship round.
Sun Jul 24: ORAN PARK (AUS), Australian Touring Car Championship, round 10. The final round of a closely-fought championship.
Sat Jul 23/Sun Jul 24: SNETTERTON, British Formula 3 Championship, BRSCC ARP/Toyota F3, Paxton F2000, Monopostos/Monokents, Prosport 3000 Trophy, Ferrari Challenge, BRSCC Thundersaloons, Road Saloons, Inter-Marque Challenge, MGCC Cockshoot Cup. Practice: 0900 (Sat); Racing: 1100 (Sun). Admission: £6. Children: free. Nr Norwich, Norfolk. Tel: 0953 887303.
Sun Jul 24: MALLORY PARK, Club racing, Porsche 924s, Alfa Romeos, Vecta Max Power Challenge, BRSCC XR Challenge, BRSCC CRX Challenge, Renault 5TSs. Practice: 0930; Racing: 1330. Admission: £6.50; Children: free. Nr Kirkby Mallory, Leics. Tel: 0455 842931.
Sun Jul 24: CADWELL PARK, Historic racing, Pre'-65 Single-Seater Challenge, Historic FF1600 and FJunior, Historic Sports Racing Cars, Classic Sports Cars, Improved Road Sports, '70s Road Sports, Road Sports and Lotus 7s, Historic Racing Saloons. Practice: 0900; Racing: 1400. Admission: £6; Children: free. Nr Louth, Lincolnshire. Tel: 0507 343248.
Sun Jul 24: THRUXTON, Historic racing, HSCC Formula 1 Championship, Classic FF1600s, Classic F3s. Practice: 0905; Racing: 1430. Admission: £7; Children: free. Nr Andover, Hampshire. Tel: 0264 772607.
Sun Jul 24: PEMBREY, Club racing, Jaguar CC, MG Metros, TR Register. Practice: 0900; Racing: 1300. Admission: free. Nr Llanelli. Tel: 0554 891042.
Sat Jul 23: AINTREE, Sprint, nr Liverpool. Tel: 061-865 6436.
Sat Jul 23/Sun Jul 24: CLAY PIGEON, Vauxhall/Autosport Super One Karting Championship. Nr Dorchester, Dorset.



The NASCAR Winston Cup reconvenes at Talledega for a further instalment of the world's most exciting racing. Photo: Sutton Photographic

ANNIVERSARIES

Jul 21: Pierre Chauvet (born 1943), Rich Vogler (died 1990), Paul Warwick (d 1991).
Jul 22: Emil Andres (b 1911), Craig Baird (b 1970), Dennis Firestone (b 1944), Calvin Fish (b 1961), Dorino Serafini (b 1909).
Jul 23: Bjorn Cederberg (b 1937), John Cordts (b 1935), Gunter Gebhardt (b 1953), Jim Hall (b 1935), Kemper Miller (b 1946), Torsten Palm (b 1947), Eddie Rickenbacher (d 1973), Pierre Yver (b 1947).
Jul 24: Ian Cantwell (b 1966), Gianfranco Comotti (b 1906), Piero Frescobaldi (d 1964), Eduardo Galicia (b 1976), Rick Gorne (b 1954), Richard Hubbard (b 1946), Gordon Kimball (b 1952), Johnny O'Connell (b 1962), Lance Reventlow (d 1972).



Philippe Alliot

Jul 25: Gerry Ashmore (b 1936), Ernst von Delius (d 1937), Len Duncan (b 1911), Franz Engstler (b 1964), Guillaume Gomez (b 1969), Georges Grignard (b 1905), Frank Weiss (b 1944).
Jul 26: Antonio Ascari (d 1925), Don Beauman (b 1928), Ernst von Delius (d 1937), Padraic Owens (b 1964), Teddy Pilette (b 1942), George Souders (d 1976), Emilio de Villota (b 1946).
Jul 27: John Alcorn (b 1964), Philippe Alliot (b 1954), Woolf Bernato (d 1948), Chris Lawrence (b 1933), Patrick de Radigues (b 1956), Bob Tattersall (b 1924).

ONE TO WATCH ■ GRAHAM MORRIS

CATERHAM RACER UPS PACE DESPITE SETBACKS

Graham Morris has surprised many fellow competitors with his recent exceptional performances in the Vauxhall Caterham Challenge.

He drove faultlessly to take three wins from three starts at the Zandvoort double-header and Spa-Francorchamps.

Prior to his success at Zandvoort, Morris, 38, had a best result of 12th place after two seasons in the series. He then made the crucial decision to entrust his car to Arrowstar Racing, and the transformation has been remarkable.

The dental laboratory owner began his motorsport career on two wheels in 1981 with some success: he secured several club championships over the following four years.

There followed a five-year absence from the circuits before Morris switched to four wheels in 1990.



A dream debut saw him take his Lotus Elan home in first place in the HSCC Road Car Championship at Cadwell Park.

The following year Morris challenged closely for both class and overall honours in this championship, but lost out to the Elan of ex-F3 racer Martin Wood in his class. Morris finished third overall, and had the added consolation of a class win in the 750MC Championship.

During 1991-92, Morris's racing was curtailed by business and personal commitments, although he drove for the winning Vauxhall Caterham team in the Birkett Relay Race at Snetterton.

Morris acquired a Vauxhall Caterham in 1993 but, first time out, he crashed at Cadwell Park.

The car did not reappear until November at Brands Hatch. There, Morris was unlucky to suffer gearbox failure, preventing him starting from a well-earned pole position.

At the recent Donington round, Morris maintained his momentum with a strong performance while trying to overcome mechanical maladies. Hampered by sticking brakes, he was ultimately forced into the gravel on the last lap while third.

'I believe I can challenge for Caterham Championship honours, either this year or next', says Morris. A further ambition for this Lotus enthusiast is to secure a drive in a Hugh Chamberlain Lotus at Le Mans.

■ Philip Richmond

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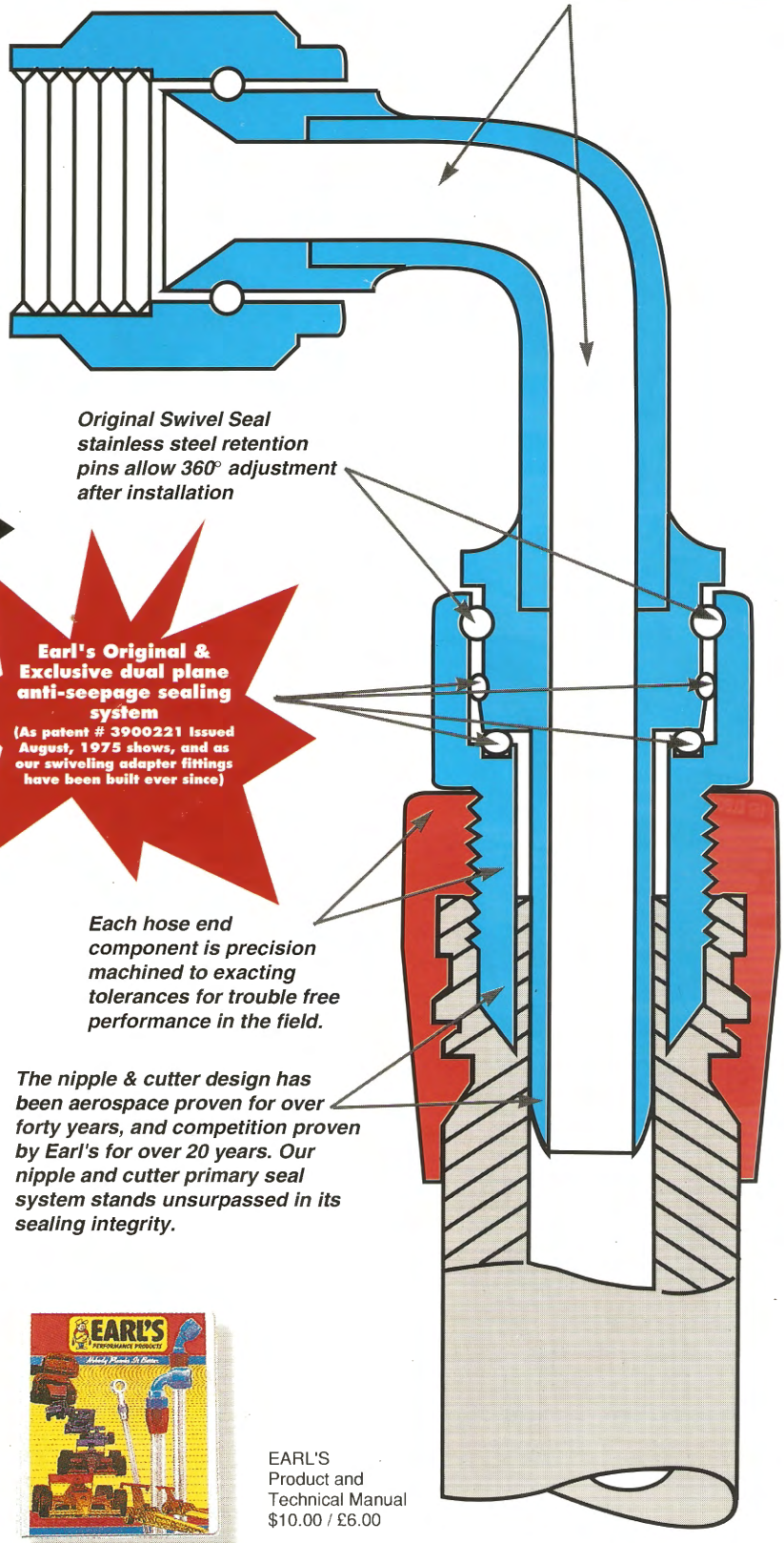
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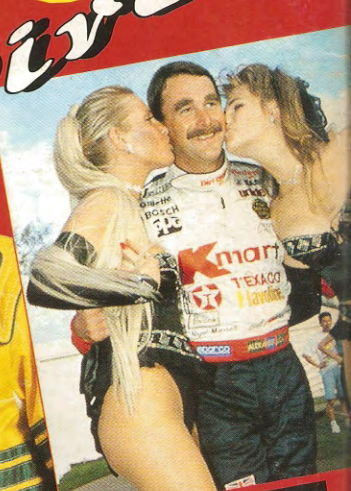


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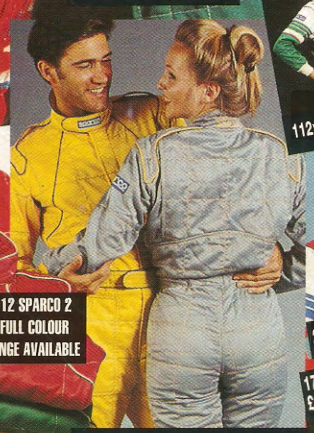
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