

OCTOBER 31 1985 80

AUTOSPORT



BRANDS FESTIVAL

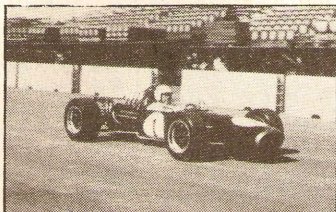
HERBERT FIGHTS BACK ♦ AUSTRALIAN GP BACKGROUND
RAC RALLY ENTRY ♦ EURO F3 CUP ♦ SIERRA 4×4 TEST

AUTOSPORT

PIT & PADDOCK 4

International Newsline — South African GP off — ACO announces Le Mans test weekend — F3 champions try F3000 at Ricard — Finland's raceway — Esso FF champions get F3 chance.

PREVIEW: AUSTRALIAN GRAND PRIX 10

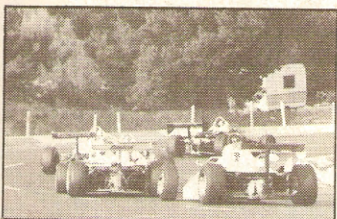


Quentin Spurring looks at the planning behind the forthcoming Australian GP and considers the runners and riders.

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Ian Phillips, hotfoot from Curacao, cooled his heels in the South of France and watched the Continental F3 men fighting it out to be 'European Champion'. Alex Caffi won the day.

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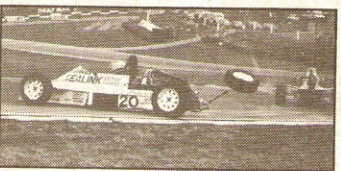


Rohrl joins Audi attack for RAC Rally — Eklund's 6R4 in 1986 — Lancia dominate in Europe — RAC MSA to allow prototypes on Open series — Scottish and BTRDA champions — Ivory Coast preview.

FORMULA FORD FESTIVAL 20



Johnny Herbert had a fairytale weekend at Brands Hatch taking his Quest to victory against the odds. Tony Dodgins and Bruce Jones were our men on the spot.



ROAD TEST 30



Mike McCarthy was let loose in a 4WD Ford Sierra and seems to have enjoyed the experience.

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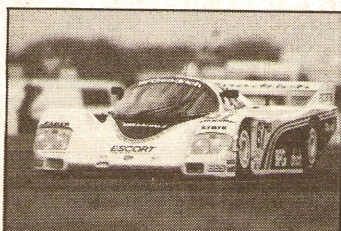
New executive saloon from Austin Rover/Honda — Fiat's latest offering: version 3 of the Type 4 — Uprated Excel from Lotus — Racy Mazda 323i.

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Nigel Roebuck reflects on the disappearance of Kyalami, as well as a day spent with Jackie Stewart at Donington.

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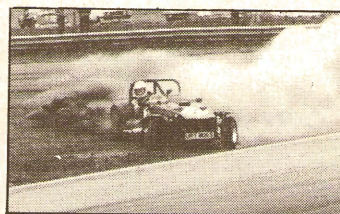


There has been a major shake up in the US Endurance Championship regulations. Jonathan Ingram considers the implications of the changes.

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SPORTSCARD 44



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FRONT COVER

The start of the Final of the Formula Ford Festival. Herbert leads Bancroft, Hill, Rogers and Blundell through Paddock. Photo: Jeff Bloxham. Report p20.

NEXT WEEK

Full report from the Australian GP at Adelaide: will Nigel Mansell make it a hat-trick? — World rallying from the Ivory Coast — *Armchair Enthusiast* — Mercedes 300 Road Test — Plus all our regular news and features*.

* These items correct at press time.

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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

South African Grand Prix dropped from 1986 calendar

FISA President Jean-Marie Balestre has lost no time in announcing that there will not be a South African Grand Prix in 1986. This news was hardly unexpected, coming only a couple of days after the FIM (motorcycle racing's governing body) announced the cancellation of their race at Kyalami.

Although Balestre cited security worries as the main reason behind the decision, perhaps more crucial is the fact that very many national TV networks

chose to boycott this year's race, this resulting in loss of income for FOCA.

The FISA (and FIA) President also commented on his own absence from Kyalami — which he firmly undertook, in his press conference at Spa, to attend, having never previously done so. The reason offered for his change of mind is a political one.

"The execution of Benjamin Moloise, which coincided with the start of qualifying, seemed to me a provocation

towards the international sporting authority," he said. "And thus I considered that the presence of the representative of the international federation would take on a political significance."

The 1986 season opener, it seems, will now be run in Buenos Aires, which last hosted a race in 1981. It would be nice to think that, by the time the teams reach there in early March, the state of war which still officially exists between Britain and Argentina will have ended.



Formula 3 champions all. (Left to right) Bordoli (CH), Caffi (Europe), Gugelmin (GB), Weidler (D), Danielsson (S), Forini (I), and Raphanel (F).

Gugelmin and Danielsson star in Ricard F3000 trials

On the day following the F3 *Grand Prix des Nations* at Paul Ricard, all six of Europe's F3 national champions: Mauricio Gugelmin (Britain); Pierre-Henri Raphanel (France); Franco Forini (Italy); Volker Weidler (Germany); Thomas Danielsson (Sweden) and Jacob Bordoli (Switzerland) were joined by the new European champion Alex Caffi for their first taste of F3000 power at the Le Castellet circuit.

Both the Onyx and ORECA F3000 crews were present with two Marches

apiece and the drivers each had 20 laps with each of the two outfits.

Fastest of all in the dry and sunny conditions was Brazilian Mauricio Gugelmin, who had never been to the circuit before. Equally impressive, though, was the performance of Sweden's rising star Thomas Danielsson who set the second best time, just 0.11sec shy of the Brazilian's mark.

"I was very impressed with the overall standard shown by all the drivers," commented Onyx's Mike Earle. "They

all showed skill and judgement in their decisions."

Each driver was given the chance to adjust the car and choose their tyres. In all the lappery there was but one spin.

The final list of times is as follows:

1 Mauricio Gugelmin	1:10.66
2 Thomas Danielsson	1:10.77
3 Volker Weidler	1:11.00
Pierre-Henri Raphanel	1:11.00
5 Alex Caffi	1:11.25
6 Franco Forini	1:11.28
7 Jacob Bordoli	1:11.92

Fastest of all in the testing was British champion Gugelmin, although Danielsson was a scant 0.11sec behind him.



Latest FISA F1 schedule

We do not suggest that you start booking your holidays yet, but, for the record, here is the latest draft Formula 1 World Championship calendar for 1986, as leaked in Paris last week by FISA President Jean-Marie Balestre. Zandvoort, you will note, is back in this time around. The final calendar, though, will not be issued until December.

Mar 09	Argentina
Mar 23	Brazil
Apr 06	Date frozen for possible F1 use
Apr 13	Spain
Apr 27	San Marino
May 11	Monaco
May 25	Belgium
Jun 15	Canada
Jun 22	Detroit
Jul 06	France (Dijon)
Jul 13	Britain (Brands Hatch)
Jul 17	Germany (Nurburgring)
Aug 03	Date frozen
Aug 10	Hungary
Aug 17	Austria
Aug 31	Holland
Sep 07	Italy
Sep 21	Portugal
Oct 12	Mexico
Oct 26	Australia

It should also be noted that 18 'firm' races are listed here, whereas only 16 will be run. There must be question marks against Argentina, Spain (no circuit nominated) and Mexico. Reserve races are given as Japan and Europe (with Silverstone favourite for the latter).

Indycar '86 alterations

Championship Automobile Racing Teams Inc. announced its 1986 PPG Indycar World Series schedule this week, with two late alterations to the fixture list published in P&P, Oct 24.

The series opener at Phoenix has been put back a week to April 6, now seven days before Long Beach in the interests of reduced travelling costs for the teams, between geographically 'convenient' locations.

Having lost their traditional late July/early August slot to the Toronto street race, the Road America organisers at Elkhart Lake are unwilling to accept the September 7 alternative offered, thus having regretfully withdrawn their claim to a round.

The Wisconsin venue, which traditionally draws a large summer audience, is a sad loss to the championship, comprising eight oval races and eight events on road courses. Of the latter, five will be on city streets in '86...

NASCAR at Elkhart?

Road America is likely to apply for a round of the Winston Grand National NASCAR Cup as its feature event of 1986, a move which will prove popular to the sponsors and teams, anxious to expand their sphere of influence from the South Eastern states, the confirmed NASCAR stronghold. A Winston spectacular will almost certainly be run at Watkins Glen, New York, next year, as part of the marathon series.

Le Mans Test Weekend scheduled for April 1986

The Le Mans Test Weekend, which was an annual feature of the sportscar racing scene until March, 1974, will be revived next year, probably taking place on Apr 26/27, one week before the Silverstone 1000. There is a possibility that the weekend may also include a new 'super-sprint' round of the Sportscar World Championship of Drivers.

The Test Weekend will be open to all the teams whose entries will have been accepted for the Le Mans 24 Hours (May 31/June 01) and the idea has been revived by the organising Automobile Club de l'Ouest for a number of reasons.

It will allow the Group C teams to set up their cars for the circuit prior to the four two-hour qualifying sessions, taking place on the Wednesday and Thursday evenings before the 24 Hours itself. This is particularly important next year because there will be a number of revisions to the track itself.

The corner at Mulsanne (at the end of the straight) will have a different layout because the local roads authority is building a roundabout on the spot, which is normally a busy crossroads. In addition, the big hump immediately before the braking area for Mulsanne Corner is to be considerably eased.

The ACO hopes, incidentally, to be able to comply with the wishes of a majority of the drivers by erecting three tiers of metal barrier along the entire 3½ miles of the Mulsanne Straight, replacing the existing two-tier barrier.

The club has also agreed to the request of the motorcycle federation (the FIM) for a new chicane near the top end of the pits road, before the Dunlop Curve. The final design of this chicane has not been finalised, but it is likely that part of the existing escape road will be used, the circuit then turning sharp right to rejoin the existing track. The use of the chicane for car as well as motorcycle racing is being discussed at the moment.

It is unlikely that the chicane will be built in time for the Test Weekend or for the 24 Hours race in 1986, but it may be used for the Formula 3000 race at Le Mans in September next year. If the layout works well, it will probably be adopted for the sportscar classic from 1987 onwards.

When the ACO officially announces the Test Weekend in the near future, it will probably use the event as a means of securing a more definite entry list. In the past, certain teams have entered the 24 Hours with good-looking cars and driv-

ers, only to withdraw nearer the race due to lack of sponsorship or some other reason. The club is likely to introduce a rule stating that attendance at the Test Weekend is compulsory for any team not seen at Estoril, Monza or Mugello, the three opening rounds.

Also currently being discussed is the possibility of a short, sprint race, time for which might be set aside on the Sunday, Apr 27. The ACO is looking at a joint promotion with the MC Nuernberg, whose Norising event will have FIA championship status for the first time in 1986. The idea is to run a two-race challenge with Norising.

The ACO has not yet finalised the format of the April sprint event but it is likely to be run as two separate races each of 180kms distance, each car being raced by two drivers, with the result decided on aggregate times.

The Le Mans club will decide this week whether to apply for FIA championship status for its proposed sprint.

Other alterations are planned for the Bugatti circuit, the short track that uses the main pits and startline area, and then winds through the infield behind the paddock, and which will be the venue of the F3000 event later in the year.



Wallace — looking to F3000.

F3000 plan for Wallace

Disappointed not to have won his passport to Monday's F3000 tests at Paul Ricard (with the Marlboro British F3 crown), Andy Wallace was in buoyant mood this week, knuckling down to the task of raising finance towards graduation to the F1 stepping stone.

"I've picked myself back off the floor after Silverstone, and am working round the clock to find a way up. It's got to be F3000 now, and I know I can get there. I've spoken to the teams, know what it costs, and am going out to secure my future."

Wallace is looking forward to the challenge of Macau, and pitching his skills against current F1 and F3000 drivers. "They will have to adjust to the cars, so it is up to the F3 regulars to maximise our knowledge of the formula. It is a great opportunity to get a result..."

ETC dates

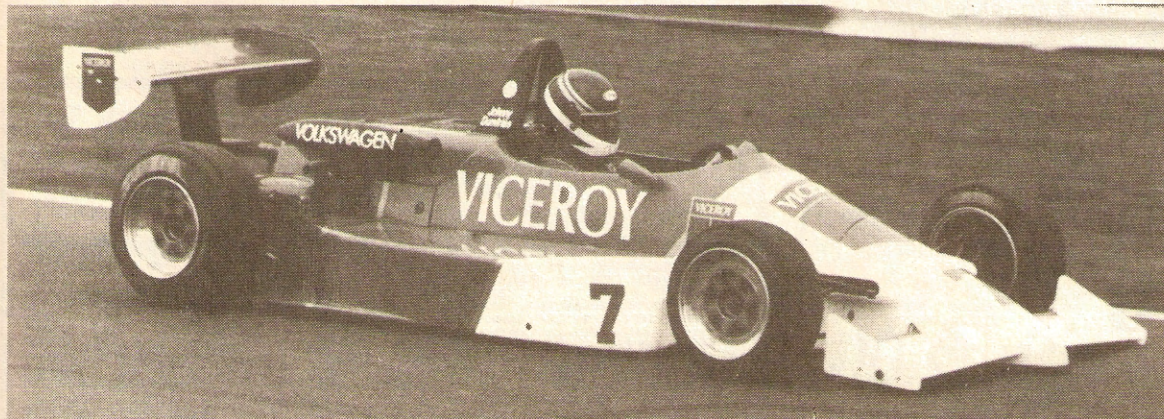
The dates for next year's European Touring Car Series have recently been issued and the schedule has a couple of interesting changes. The races at Vallelunga and Jarama are out (both have seriously sub-standard pit facilities) and in their place come new events at Hockenheim and at Misano.

Aside from this the well trodden ETC route remains much the same as in years past. The full list is:

Mar 23	Monza (I)
Apr 06	Donington Park (GB)
Apr 13	Hockenheim (D)
May 18	Anderstorp (S)
Jun 08	Brno (CS)
Jul 06	Salzburgring (A)
Jul 13	Nurburgring (D)
Jul 27 or Aug 03	Spa 24 Hours (B)
Aug 24	Misano (I)
Sep 07	Silverstone (GB)
Sep 14	Nogaro (F)
Sep 28	Zolder (B)
Oct 12	Estoril (P)

Saab to stay in British F3?

Although no official word is expected for a couple of weeks, current rumours suggest that Saab-Scania will continue its involvement in British F3 next season, with a revised 16-valve engine. In the light of his recent showings, it would not surprise us to see Swedish F3 champion Thomas Danielsson partnered by Julian Bailey in the 'works' team.



Johnny Dumfries all but matched the times of his Macau team mate Mike Thackwell, although neither could approach the speed of Russell Spence.

Spence finds his Macau form

Russell Spence set the best ever 'flat bottom' F3 time on the Silverstone GP circuit last week, while preparing his Warmastyle/Mountleigh Ralt-VW RT30 for this month's Macau GP spectacular.

Spence — flying

The Yorkshireman headed the day's timesheets for both Avon 'British' control and Yokohama tyres (the latter not to this year's Macau spec, we stress), settings bests of 1m 26.0secs and 1:25.3 respectively. This latter time, in cold and blustery conditions, narrowly eclipsed British champion Mauricio Gugelmin's October pole time at the circuit.

Mike Thackwell and Johnny Dumfries were closely matched all day, the Marlboro Ralt and Viceroy Reynard representatives on 1:26.5 apiece with the Japanese tyres, and a second slower on the standard Avons.

Rene Arnoux meanwhile, sampling F3 for the very first time in Murray Taylor's Flying Tigers Ralt, played himself in gently, recording 1:27.3 on the Yokos, after acclimatisation on the British tyres.

The 37-year-old Frenchman, with 96 Grands Prix (and seven wins) under his belt, found the transition to the light, and underpowered — relative to grip — car quite difficult, but was impressed by its responsiveness.

Arnoux did not, however, foresee too many problems in getting on the pace, particularly since his previous outing in a racing car, back in April, netted fourth place for Ferrari in the Brazilian GP...

Arnoux — still learning.





Mark Blundell was given a taste of F3 power as his prize for winning the Esso FF1600 championship.

Blundell and King impress

Mark Blundell and Andrew King, champion and runner-up respectively in this year's BRDC-run Esso FF1600 championship, had their F3 prize drives at Silverstone on Monday, watched by the series sponsors. Jeff Edwards, Advertising Co-ordinator of Esso Petroleum, also used the occasion to announce the company's continued support of the excellent championship in 1986.

Blundell was first to be let loose in the Eddie Jordan Racing Ralt-VW RT30, under the watchful eye of F3 team manager 'Jimbo' Wright. The Royston lad, winner of 36 FF1600 races in his first two seasons, was not slow to establish himself in the car.

He whittled his way rapidly down into the 55secs bracket on the Club circuit, ending the morning session on 55.0 after 58 laps. Having mulled over his progress with the EJR team during the lunch-break, Blundell promptly go down to 54.6secs, in a short session of 15 laps, before King took over.

"Driving the Ralt was not as physically demanding as my FF1600 car," commented the 19-year-old, "but I quickly realised that a smoother, more accurate driving style was needed, with greater attention to the shorter braking areas. I'd

like to do F3 next year, but can't raise the money, so I will be doing FF2000 in 1986 with Anglo European Racing.

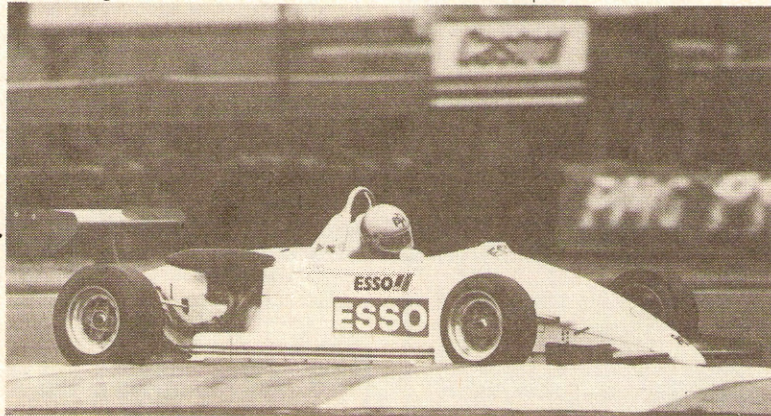
"I've still got a lot to learn, but aim to be in F3 for 1987, as part of a five-year plan to get into Grand Prix racing."

King, a protege of BRDC's British Racing Prospects subsidiary, also went very well, as anticipated. The former kart

champion from Highworth had a shorter, 90mins, session in the Ralt, during which his smooth, economical style was particularly impressive.

Andrew found his rhythm with consistent mid-55secs lappery, before slipping in a couple of 55.2s in a confident display. Another young man to watch out for in the future, no doubt.

Andrew King also had a run with one of EJR's Ralt RT30s and impressed.



European F3 cup confusion

It was some three hours after the end of Sunday's Grand Prix des Nations F3 race that the results were confirmed.

Italian Alex Caffi won the race on the road ahead of Sweden's Thomas Danielsson but both of them were subject to problems in the scrutineering bay. Caffi's Enzo Coloni Racing Dallara was found to have one empty fire extinguisher and the second one only half full. Danielsson's Madgwick Motorsport Reynard irregularly tipped the scales one kilo either side of the minimum weight although the lower reading was only found after the scales had been moved indoors for the night.

The Stewards spent many hours discussing their problem and at the end of the day decided to let the results stand because by that time everybody had gone home, most of them unaware of the drama. The Madgwick case was not really serious but Coloni was reckoned to have got off very lightly (again!) even though nobody would deny Caffi the result as a testimony to his driving.

Expanded F3000 series adopts control tyres

As a result of a meeting of F3000 team managers and Bernie Ecclestone last week, FISA's proposal that the formula should run on control tyres in 1986 was adopted, apparently without too much discussion. So far Avon are the only tyre company who have said that they will tender for the contract. The Michelin racing division are naturally keen to get back into single-seater racing via F3000

but senior management are expected to confirm this Wednesday that they will not be reconsidering their position.

The only other major decision taken at what we understand was a very cordial and positive meeting was that the championship would be international in 1986 with up to four events outside of Europe in Brazil, Argentina, Curaçao and possibly Canada.

Valour Racing to run customer cars in '86

John Upton's Valour Racing organisation is to continue in F3 next season, albeit on a more commercial footing. For the past two years, Upton has subsidised the efforts of Ross Cheever almost single-handedly but, despite the American scoring several convincing race wins in the British championship, little outside backing has been forthcoming.

"We have built up a good and successful team now," says Upton, "and

are ready to extend Valour's services. What was a great hobby for me has become a business, and I hope that drivers will consider us when they put together programmes for 1986."

The Wrotham-based team will have new premises from which to field customer cars, hopefully alongside a chassis in the colours of Racing for America if funds are forthcoming for a new Driver to Europe-type scheme.

Marlboro go Fittipaldi

Marlboro, whose future involvement in CART Indycar racing as a major sponsor has been mooted for some time, will renew its links with Emerson Fittipaldi, at U.E. 'Pat' Patrick's team in 1986. The Brazilian, who won the F1 World Championship for Marlboro McLaren in 1974, will continue to drive one of Patrick's three March chassis on the PPG World Series trail. The deal will be officially announced at this year's Miami finale on November 9.

ARS project non-starter?

Tomorrow (Nov 1) is the deadline set by the CART board for the submission of a detailed programme for the proposed American Racing Series (P&P, Oct 17). It is also the self-imposed financial deadline imposed by project director Pat Patrick, who had intended to buy 25 March chassis, to be fielded exclusively under his Wildcat banner.

It would appear, however, perhaps not unexpectedly, that interest among prospective competitors is insufficient to warrant its go-ahead. Thus far, it appears, only the useful (and wealthy) Bren brothers, Cary and Steve, have shown a firm commitment to compete.

Time is running out for the ARS, the announcement of which was greeted in lukewarm fashion last month.

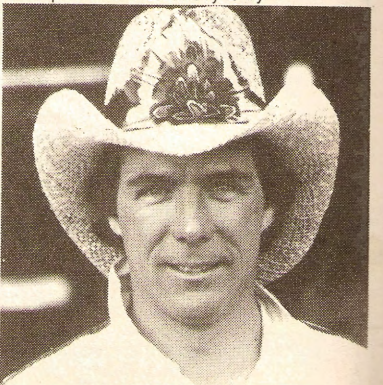
Jaws in new Monte Carlo

Junior Johnson's celebrated NASCAR team, leading the 1985 Winston Grand National Cup standings, turned up at Daytona last week with a revised Chevrolet Monte Carlo for Darrell Waltrip to test.

'Jaws', now in his fifth season with Johnson's equipe, was in Florida specifically to evaluate a modified tail end on the Chevy, in his efforts to regain the title. The new sheet metalwork will be seen on the '86 Monte Carlo street machines, to be launched in a few weeks' time.

NASCAR stockers, of course, are obliged to run contemporary 'stock clone' panels so collaboration with the NASCAR teams really does improve the breed, aerodynamically speaking, for the American road car buyer. Not that he is allowed to exceed 55mph . . .

Waltrip — a revised Chevy to try.



New Finlandia Raceway

Accompanied by great pomp and ceremony, the Finnish Sportscar Drivers' Association has announced plans for what has misleadingly been dubbed Finland's Formula 1 circuit.
A new motor sport facility is to be built near the little country town of Alastaro in south-western Finland. This should be to F1 standards, but so far even the circuit's layout has not been established, save for the fact that its intended length is between 4.5 and 5kms. However, the town has donated the Association an appropriate site, where the construction work is expected to start next spring.
The project is to be funded by outside sponsors, and all being well 'Finlandia

Raceway' will host its inaugural meeting in 1989 at European championship level. As yet it is too early to tell what category this main event would cater for.
It appears that the circuit will be built on fairly featureless, flat terrain, which offers good scope for construction. It is likely that artificial earthbanks will be built for the benefit of spectators.

The Formula 1 connotations have been busily bandied about primarily because it was important to court the public opinion. As Grand Prix racing currently enjoys something of a boom in Finland due to Keke Rosberg's exploits, the connection was quite natural. So far, no plans exist as to running a GP at the venue.

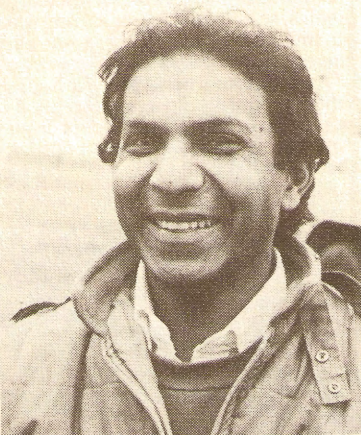
GTP-BMW at Daytona

Such has been the pace of the prototype March-BMW GTP car in recent testing that McLaren Engines have decided to enter it in next month's Camel IMSA series finale at Daytona. Britons David Hobbs and John Watson are expected to be its drivers on December 1, as they will share the number one car in the 1986 title.
Development of the car and power unit has been carried out at Detroit by W.H. 'Bill' Smith's team, with Tom Klausler as senior engineer and test driver. Next year's BMW-powered turbocars should offer a very stern challenge for the prestigious crown.

Taylor's triple chance

Murray Taylor's Marlboro FF1600 challenges Tony Bottoms (winner of the 1983-4 competition) and Tony Walsh (1984-5) both impressed when given the chance to try one of the team's Ralt-VW Tingling—back on the road again.

RT30 F3 chassis at Silverstone last Tuesday.
Bottoms, after his second season of FF1600, set a respectable 1m30.3secs best, under strict instructions to play himself in gradually, while the less experienced Walsh was but a second slower, after just 20 laps of the Grand Prix circuit. "I was delighted with their progress," said the Kiwi team chief, "and am working towards running them both in a full programme of senior FF1600 events in 1986."
Later in the day, Marlboro British F3 B-class champion Carlton Tingling returned to the cockpit after injury, for his prize drive in the A-class machine. The Jamaican, not yet fully recovered from the after-effects of his August testing shunt, was quickly into the groove, recording a fine 1m 29secs lap with ease.
Like Keith Fine in 1984, Tingling used an ex-Murray Taylor Racing Ralt RT3 to win the secondary class, and he enjoyed the transition to a contemporary car. Carlton is hoping to move into the premier division next year, finance permitting.



BRIEFLY



Bell — BARC Gold Medal.

- The British Automobile Racing Club is awarding its coveted Gold Medal to Derek Bell, in recognition of his victory, with Hans-Joachim Stuck, in this year's World Endurance Championship of Drivers. Instituted in 1955, the award is for outstanding achievement in motor racing by British subjects. Derek will receive the honour at the club's excellent 'Big Night Out' at Effingham Park on February 8, 1986.
- Latest scandalous rumour of the week on the subject of the new Brabham—it is said Gordon Murray's new car doesn't have a steering wheel! No, we didn't believe it either . . .
- Ford are, it appears, accepting tenders for their works Sierras for ETC next year and aside from the obvious teams, there are some highly successful current ETC outfits in the running . . .
- It may be just a coincidence, but we gather that J. Dumfries Esq has bought himself a place in Norfolk. Not a million miles from Hethel.
- Following the latest success of the F3 Dallara chassis in the F3 Grand Prix des Nations at Paul Ricard, British interest in the fleet Italian cars has reached a new high. Watch out next year.
- Due to a programme of renovation work at the RAC Club premises in Pall Mall, the RAC MSA's annual awards presentation ceremony has been brought forward to Friday, December 20. The prizegiving was originally scheduled for January 10, 1986.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Nov 03 Adelaide (AUS)	FIA Formula 1 World Championship <i>Alain Prost, of course, has all the pressure removed but Nigel Mansell after so long chasing his first win, will be out for a hat-trick. Full preview, p10.</i>
Nov 03 St Petersburg (USA)	SCCA Bendix TransAm Championship; Walker CanAm Championship <i>Wally Dallenbach Jr has already clinched the TransAm series, while the CanAm championship has been rather a disaster, woefully short on entries.</i>
Nov 03 Atlanta (USA)	NASCAR Winston Cup Grand National Championship <i>Although Bill Elliott's victory tally will no doubt impress his bank manager, Darrell Waltrip's three wins see him at the head of the complex points standings. Elliott will not be about to give up, though, and is a good bet at Atlanta.</i>
Nov 03 Suzuka (J)	All-Japan F2 Championship <i>Already champion, Satoru Nakajima has scored four wins this year and must start favourite again. He will face stiff competition, though, from Hishino, Moreno, Acheson and Co.</i>

NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Nov 02 Silverstone or Towcester, Northants	Monoposto, F750, F1300, FF1600, Pre '74 FF1600, GT and Sports Racing, Modsaloons, Libre, Pre '65 Classic saloons <i>John Brindley will be out in his March 821 in the Libre event, while Tim Barry will campaign his March 76A. The classic saloon race will see hordes of glorious Mk 1 Lotus Cortinas. Racing from 12.45.</i>
Nov 03 Brands Hatch or Fawkham, Kent	BBC Grandstand FF2000, Champion of Brands FF1600, Mini Miglias, Mini Sevens, Road Saloons, Mod Saloons, MGs <i>Ross Hockenhull will be out to repeat his splendid first round win over Dave Coyne in the BBC Grandstand race. Mark Blundell set a fine pole for the first round, and can be expected to be right on the pace. Racing from 1.00.</i>

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Nov 03 Lydden Hill or Canterbury, Kent	Lydden Winter rallycross Series, round 2 <i>Darlington driver Mark Rennison leads Ross Browning and Will Gollop after the first round. Racing from 1.15.</i>

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

RICHIE EVANS

We regret to record the death of veteran NASCAR Modified driver Richie Evans, following an accident at Martinsville, Virginia, last Thursday. One of the winningest competitors in American short track history, 44-year-old Evans averaged around 30 feature race wins per season, over his 20 years in the sport. Only the previous weekend, the Rome, NY, resident had clinched his ninth NASCAR National title at the Modified discipline. Richie's untimely death marked the first fatality in the venue's 38-year history.
Evans was one of the most popular and best respected personalities on the Modified circuit. An engineer and fabricator by trade, he ran his own race shop which produced many of the category's leading chassis. His personal win tally (25 this year) was the best advertisement for his preparation expertise. Richie will be sorely missed by the sport and its countless devoted followers in the USA. To his wife Lynn and their two young children, AUTOSPORT extends its sympathies.

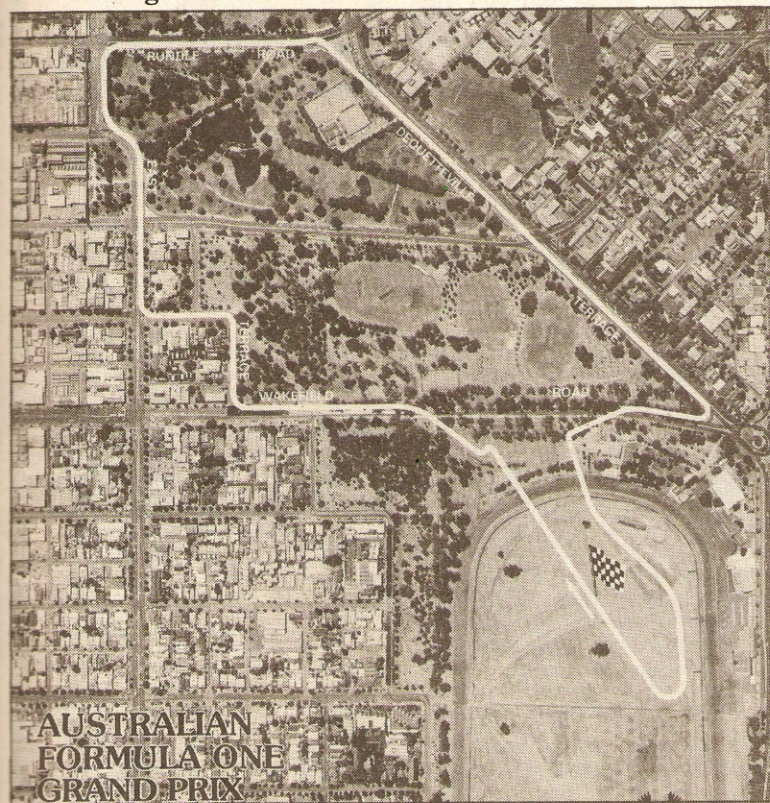
By **QUENTIN SPURRING**

State control

"The most significant sporting event in Australia since the 1956 Olympic Games." That is how the promoters see this weekend's Australian Grand Prix in Adelaide. It is a remark to be taken seriously, because the race is not being promoted by any individual, nor even by a private or public company, but by a government.

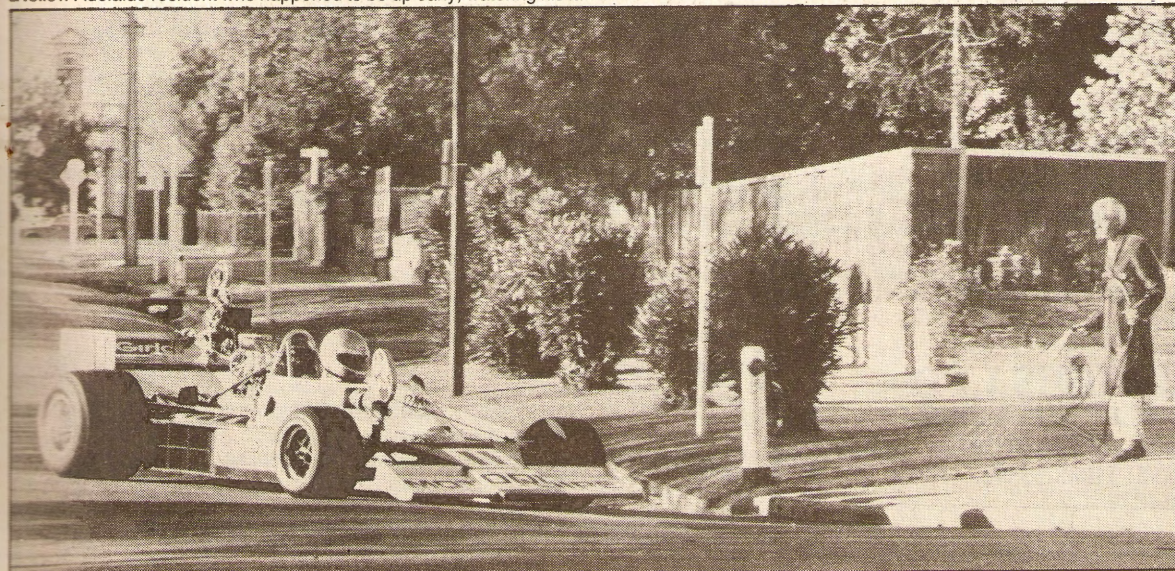
The first Formula 1 World Championship race to be held in Australia is being financed and organised by the State Government of South Australia, under the terms of a deal personally negotiated with FOCA by its Premier.

Organised in association with CAMS, the national motorsports authority, the race will provide a boost to the economy of South Australia officially estimated at £8 million. It will be held on what might turn out to be the best street circuit in the world.



AUSTRALIAN FORMULA ONE GRAND PRIX

Sunday's Mitsubishi Australian Grand Prix will be held over 82 laps of Adelaide's purpose-built, 2.35-mile circuit. Below: For a film as part of a presentation to the SA Government, an old F3000 Elfin was fitted with cameras and sent out at dawn one day last year. Driver Vern Schuppan started a fellow Adelaide resident who happened to be up early, watering his lawn...



Fierce patriotism is an Australian characteristic with which we in Europe are familiar, but it is necessary to visit that country to realise the full extent of another national trait, which is the rivalry between the major cities. Ask anyone from Sydney, Melbourne, Perth or Brisbane what he thinks of Adelaide hosting the first ever Australian Grand Prix, and he will tell you it's like Worthing having the Indy 500. A joke! A travesty!

Adelaideans, however, know better. They know they have the Grand Prix because other city administrators didn't think of it, or — like Australia's major circuit promoters — because they couldn't put a deal together. They know that the Grand Prix can put their city back on the map as a centre of worldwide interest in Australia, reversing a decline in Adelaide's image at a time when Australian industry and commerce seem once more to be gravitating towards Sydney.

The New South Wales capital, 1200 miles to the east, gets a lion's share of attention and, in securing the Grand Prix, the state of South Australia has certainly attracted some old-fashioned jealousy also from Queensland, Victoria and Western Australia.

By Sydney standards, and by those of the other major cities visited during each season by the Formula 1 circus, Adelaide is a sleepy kind of town. But its administrators are working hard to change that. They were eager for ideas when discussions began in late 1982 about the coming celebrations marking the 150th anniversary of South Australia's statehood — which was when the possibility of a Formula 1 event in the state capital was first mooted by entrepreneur Bill O'Gorman.

O'Gorman put the idea to Lord Mayor Wendy Chapman and to the Chairman of the Sesqui-Centenary Organising Committee, Kym Bonython. Both were enthusiastic and a tentative approach was made to FOCA early in 1983.

The original scheme had envisaged a one-off race in 1986, coinciding with the Jubilee 150 celebrations. But, when this could not be made financially viable, the plan had then been reconsidered as a three-year promotion, running from 1986 through to the national bicentennial celebrations in 1988. As time went on, however, and the State Government began to quantify the benefits for South Australia and for Adelaide in particular, a strong body of opinion gathered strength that efforts should be made to

secure the race on a more permanent basis.

FOCA responded by making a provisional offer of a long-term contract, and the project was then referred to the State Government. The Cabinet Office Director, Mel Hemmerling, was appointed chief negotiator in April last year, and subsequently the Premier of South Australia, John Bannon, flew to England to finalise negotiations with FOCA's Bernie Ecclestone.

Bannon and Ecclestone were able to negotiate a seven-year deal, running from 1985 to 1991.

The involvement of the SA Government as promoter has been essential to the Australian Grand Prix in Adelaide. On his return from London, Premier Bannon's first action was to initiate legislation without which the race could not take place.

The city of Adelaide was designed with great vision by the celebrated Colonel Light, incorporating a city centre measuring a mile by a mile and a half, surrounded by a 'green belt' of parklands a quarter of a mile across. Throughout the past 150 years, the parklands have been kept sacrosanct by generations of city administrators, much to the benefit of the inhabitants today. Part of the proposed Formula 1 circuit ran through the parklands, and a new law had to be passed allowing the State to enclose part of this area, and charge admission. Other laws were drafted to allow road closures and other disruption, and they were incorporated into the Australian Formula One Grand Prix Act.

The Act was drafted by a specially formed committee under Dr Hemmerling and banker Tim Marcus Clark, whose other members included Mr O'Gorman, Mrs Chapman, John Hadaway of the Adelaide City Council, businessman Ian Cocks and John Large, the President of CAMS. The committee was given a permanent staff of 12.

So as to allow the race to be run through the city streets and the parklands, the Act had to cover such things as the 60kmh speed limit and driving on the wrong side of the road. The new legislation was passed in December 1984.

Prior to this, the final design of the circuit was released by the Premier and the committee's consulting engineer, Don Breedon. Agreement was reached with the SA Jockey Club for the circuit to use the facilities of the Victoria Park Racecourse, which nestles in the Parklands. The site of the paddock, pits and startline area was therefore moved from Dequetteville Terrace (the parklands perimeter road to the north-east of the city centre) to a better site inside the racecourse area, which had existing grandstands.

The circuit itself is 2.35 miles long, and considerably faster than equivalent tracks in other cities. From the startline within the racecourse, the cars will race down a short straight to a tight left-right chicane, then through a fast left-hander onto the public roads, now heading west towards the city. Immediately following is a sequence of four 90deg corners interrupted by a quick left-right es-s-bend.

The last of these tight corners takes the cars east once more after skirting the city and, after a short straight, they will swing right and onto the main straight down Dequetteville, which is two-thirds of a mile long and probably the longest of any street circuit. The Formula 1 cars will be reaching about 200mph down here this weekend, travelling down one side of the dual carriageway.

After braking for a sharp right-hander, the cars will race on through a sequence of left-handers and back into the racecourse 'stadium'. A wide hairpin will lead

them back to the startline area, and the average speed is expected to be between 105 and 115mph.

No one can be sure until the race has happened, but the circuit looks good. Niki Lauda and Keke Rosberg inspected the track layout last November, and liked what they saw. "The track will be very fast in some parts and there are some very interesting corners," said Keke. "It will certainly not be the kind of stop-go street circuit we have been used to."

With the legislation secured, the State's organising committee set about the myriad tasks needed to make the race happen. The committee failed to secure the date it wanted, but settled for Nov 03, and was sufficiently organised to resist a later attempt by FISA to have it moved.

In all aspects of the overall organisation, the Australian Formula One Grand Prix Committee has involved local commerce and industry, granting contracts both to State enterprises and to private companies.

The actual construction of the circuit was entrusted to the city council and carried out as part of its roadworks programme, under project engineer Bob Barnard. The existing road was resurfaced and a new one built inside the racecourse area, the work taking just over two months and being completed last July, giving the surface 3½ months to settle and harden. The track was 'opened' by the State's Tourism Minister, Barbara Weise, and its first racing car was one of Sir Jack Brabham's own Repco powered cars. It was passed by FISA inspector Derek Ongaro during September.

Sponsorship was arranged with the Mitsubishi Corporation, which has a major factory in Adelaide, although the backing of around £500,000 represents only a small fraction of the State's investment in the project.

The construction of the circuit itself, the provision of 2100 demountable concrete barrier units, miles of fencing, overhead pedestrian bridges and temporary grandstands for 30,000 of the spectators, account for much of the expenditure. Being held for the first time, however, the race has involved more capital expenditure on such things as landlines for television (the State is hoping for 700 million viewers in 82 countries), new power sources, and new telecommunications links. There are also the expenses carried by every established Grand Prix promoter, of course: track and race management, ticket and programme printing, crowd control systems, hospitality suites, catering, health and medical facilities, advertising and marketing, public information and transport systems, and so on.

Probably only the SA Government could have sustained the cost of the race, even though much of the capital expenditure can be defrayed over seven years. On the other hand, the project has employed a large number of people in both private and public sectors, both in industry and services.

More than 3000 overseas visitors are expected (plus tens of thousands interstate) and the tourism industry alone will get a boost estimated at £2½ million. Hotels in Adelaide and the suburbs have been booked solid for many months, both by spectators and the demanding Formula 1 circus itself (for example, Ferrari have 30 rooms in the Adelaide Hilton), compelling the SA Government to initiate a Grand Prix home accommodation scheme with a capacity of 8000 extra beds in private homes. Ticket sales topped 60,000 over a month ago, about 40 percent going interstate or overseas.

The promoters' targets all appear to have been met, and it remains only for next weekend to be a success for the

project to achieve its immediate and — perhaps more important — its longterm objectives. The Mitsubishi Australian Grand Prix is not intended merely as a profit-making venture for the promoters, but as a means to create a new image for a city, a state and indeed a country.

The circus down-under

Mel Hemmerling and his team have not been so fortunate that the World Championship of Drivers goes down to the wire, but a centre of interest this weekend will be the outcome of the Constructors Cup, which is going to this 16th and final round. It is a two-way contest between McLaren and Ferrari, with the British team holding a very strong hand. Only a Ferrari victory can secure the title for Maranello, and that must be accompanied by another car in the top five even if McLaren fails to score.

The teams will get some extra testing today (Thursday) before getting into official practice and qualifying. So as to meet the additional demand, Goodyear have shipped 1800 tyres out to Australia, Pirelli 800.

There will be no major changes to the regular field, the absentees being the departed RAM team and Zakspeed, which never had Adelaide on its schedule. The French teams return for the final round, and the race will be the last for the Renault factory team which is present thanks to additional sponsorship secured by Jean Sage.

With Philippe Streiff back in a Liger, Ivan Capelli gets another chance with Ken Tyrrell's team. Niki Lauda will have his last race for McLaren and, if he wins, will exceed Jim Clark's total of 25 victories before he retires — although that Brabham offer remains on the table.

There should be 25 cars on the grid on Sunday and the meeting will also include races for Group A touring, Formula Mondial and Historic cars, plus karts.

■ Highlights of the Australian Grand Prix will be shown on BBC2 television at about 2230 on Sunday evening. Both Murray Walker and James Hunt will be in Adelaide and the footage will come from Australia's Channel 4, which has 23 cameras on the site.

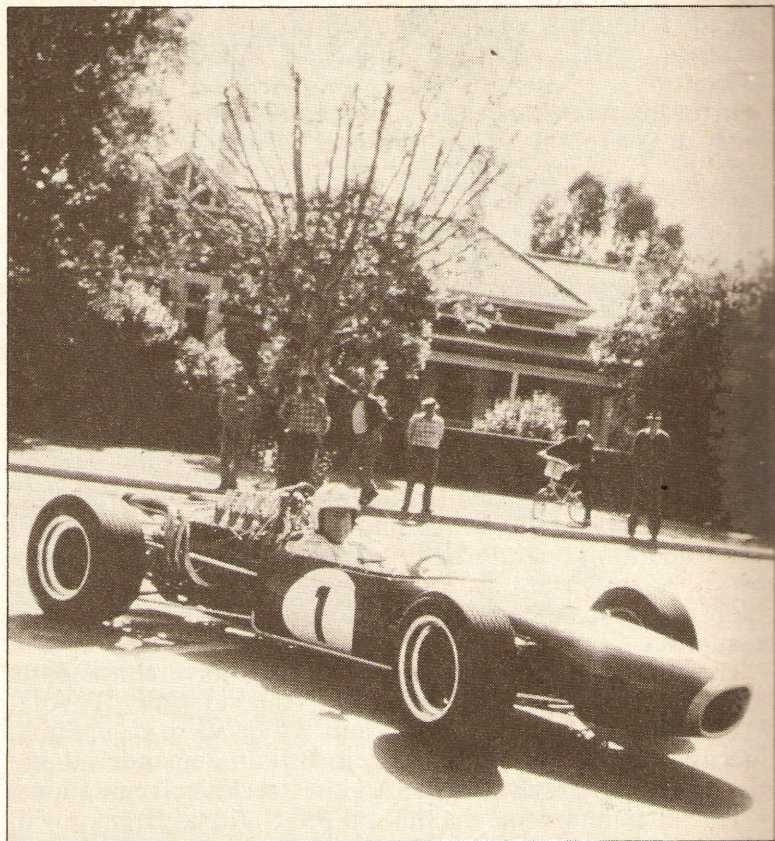
1985 FIA FORMULA 1 WORLD CHAMPIONSHIP

DRIVERS

1	Alain Prost (F)	73
2	Michele Alboreto	53
3	Ayrton Senna (BR)	37
4	Elio de Angelis	33
5	Nigel Mansell (GB)	31
	Keke Rosberg (SF)	31
7	Stefan Johansson (S)	11
8	Nelson Piquet (BR)	21
9	Niki Lauda (A)	14
10	Thierry Boutsen (B)	11
	Patrick Tambay (F)	11
12	Jacques Laffite (F)	10
13	Derek Warwick (GB)	5
	Marc Surer (CH)	5
15	Stefan Bellof (D)	4
16	René Arnoux (F)	3
	Andrea de Cesaris (I)	3
18	Gerhard Berger (A)	2

CONSTRUCTORS

1	McLaren-TAG	90
2	Ferrari	80
3	Lotus-Fenault	71
4	Williams-Honda	62
5	Brabham-BMW	26
6	Renault	16
7	Ligier-Renault	13
	Arrows-BMW	13
9	Tyrrell-Ford	4



At the circuit opening ceremonies, Sir Jack Brabham demonstrated one of his 1966 BT19 chassis, and concluded: "The organisers have done a fine job and the circuit is a really interesting mixture. In my view, it's as good a street circuit as there is anywhere. I'm sure the drivers will be pleased."



Safety at Brands Hatch

The circumstances of the tragic accident that cost a young marshal his life at Brands Hatch last Saturday (report: p20) inevitably again calls into question the safety of the world-famous Paddock Bend.

In the incident, a Formula Ford car cartwheeled over a barrier, demolishing an advertisement hoarding and came to rest within a marshalling area, fatally injuring a marshal. The spot was feet away from a popular spectating area, and a piece of debris caused a minor leg injury to a spectator.

Paddock Bend at Brands Hatch is one of the world's great motor racing corners, and it would be a blow to the sport if it was subjected to substantial change. The exit of the corner already features a considerable run-off area, but the braking and turn-in areas are 'tight', and close to both marshals and spectators.

In these circumstances, it is unacceptable that a competition car such as a relatively low-powered Formula Ford should be capable of clearing the barrier, thus endangering the lives of those on the other side. It is generally true that, like racing drivers, marshals understand the risks they are taking, and that

safety is the essential feature of all their training. In our view, however, they have a moral right to expect the fullest protection while carrying out their duties. The onus for providing such protection lies with the national governing body and thence with the circuit operators.

The case with spectators is quite different, even though every circuit warns the public of the dangers of motor racing. It may be argued that the spectator last Saturday was injured by a freak occurrence, but the fact remains that the sport has inflicted a physical injury on a member of the public.

This cannot be allowed to happen again, and we have to say that we are deeply concerned about the implications of a similar accident occurring during a Formula 1 race, with heavier cars travelling perhaps 70mph faster than a Formula Ford at this point on the circuit. The RACMSA safety officials and the Brands Hatch management must look again at the safety standards of the barriers and debris fencing, and we urge them to take their investigations further so as to consider the positioning of marshals, the levels of protection afforded by their posts, and the proximity of spectators at low level.

A matter of prestige

The 1986 RAC Open Rally Championship, on certain events will cater for prototype cars, a decision endorsed by the RACMSA Rallies Committee, one which can do little to further the international reputation of Britain's premier rally series.

Established in 1979, the competition has always been based on the country's top international rallies. Some formed part of the more important European championship, some were solely part of the Open series, but all were run to international regulations.

Through the years numerous factories have consistently been represented, and in 1985 Audi, Vauxhall-Opel, Toyota, Austin-Rover, Peugeot, Ford, and Skoda were competing. Success on an international rally in Britain demanded that a manufacturer comply with FISA's latest technical regulations.

This latest move means that on the National Breakdown, Welsh, and Ulster rallies (those which are not part of the Euro series), international success will be available to those manufacturers which have chosen to shortcut FISA's established procedures.

Such cars will not score overall championship points, but will be classified on the rallies, and so companies running

prototypes will be in a perfect position to steal an unfair advantage over those sticking to the international regulations. Additionally, those who find their 'legal' cars outclassed at the start of the year can opt out of the championship and run a more advanced specification car on later events.

It can hardly be a fair system, and AUTOSPORT finds the timing of this revision somewhat puzzling, as 1986 will be the first time in five years that two major British manufacturers will have cars which are expected to be fully competitive in top class competition.

For many years the British National championship has provided an ideal setting for those wishing to undertake development. Numerous factories have successfully used the series for just such work, adding spice to the scene. The RACMSA's decision to open the country's premier series to such prototype machinery will do little to boost entries but must surely reduce the international standing of the championship, and place those following international regulations at a considerable disadvantage, possibly denying them that all-important achievement of winning events outright.

CORRESPONDENCE

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

Survivor's instinct

I have read the correspondence regarding the Brands Hatch HGPCA tragedy with interest, and would like to add my own ha'porth; not in any professional capacity but through experience having thankfully survived two 90mph plus head-on collisions with hard banks (not my fault, sir, honest).

I feel that Christopher Mann's arguments (Oct 20) are damned by his own words when he says that the impact involved in Stephen Langton's terrible accident was sufficient to crush the steering wheel. Both my accidents were

in cars which had a roll-cage making a complete "safety-cell" around the driver: one in a Modsports MG Midgét with proprietary after-market cage bolted safely into place; the other in a modern Sports 2000 car with an excellent design incorporating massive strengthening bars and a double-boxed footwell. Each time I was able to jump out of the car and walk away. Although the monocoque was severely damaged, the cockpit aperture remained the same size and shape (even after the MG rolled), and as I was securely strapped into the car I was not thrown onto the steering wheel. (Some years ago, a relation of mine was

injured when thrown onto the car dashboard after a 25mph road accident . . .)

Whether we like it or not, motorsport does come under public criticism these days, and as competitors, entrants, or whatever, we must all try to lose the unfortunate 'cowboy' image. Of course, Fangio, Nuvolari, Hawthorn *et al* never used such 'cissy' devices, but the improved safety-record of motor racing over the last few years says far more than we ever can about their efficiency. I would contend — and would be genuinely interested to hear this refuted — that cornering potentials are higher now than

when many historic cars were designed (better tyres, better track surfaces and so on) which make the car handle differently on the limit and vastly raises impact speeds in the event of something going wrong. The fact remains that a roll-cage of some kind provides longitudinal and lateral strength in excess of the standard car's capabilities, as well as permitting the safe wearing of a safety harness, which is, after all, compulsory on the daily clutch-crash to the office.

MAX TYLER
CHIPPENHAM, WILTSHIRE

One of the greats

It is with much relief that I witnessed Alain Prost's championship victory at Brands Hatch. Why? Because Prost is the absolute talent of his era, an era which, reflected by your Grand Prix correspondent, has preferred to idolise the Villeneuves and Rosbergs of this world. Presumably this is because they are (or were) the embodiment of 'spectacular' motor racing and car control. Whether victory is achieved very often seems incidental.

However, Clark, Fangio and Stewart were seldom 'chargers' in the absolute crowd-pleasing mode either, yet there is no doubt who most enthusiasts would rate as the top three of the World Championship era. But it depends how you define exciting. Prost's awesome 1985 season has left me shaking my head on many occasions — at Imola, Zandvoort, Zeltweg and Brands — as with enthralling precision he reeled off a series of blinding record laps.

It is time people began to realise just how special Prost is. His is a talent comparable with any in the history of the sport.

As sponsor of the Australian driver's champion, John Bowe, I have had the opportunity to observe the Grand Prix stars of the '80s, in our rejuvenated Australian Grand Prix, in Mondial/Atlantic cars. Since 1980 we have seen Jones, Piquet, Rosberg, de Cesaris, Giacomelli, Laffite, Hesnault, Brabham, Moreno and others make the trip here. And they have all been very good drivers, quite obviously. But when Prost came in 1982 there was an obvious star quality about him. It wasn't just that he annihilated the field. It was more that no other driver could take the lines he took and when they tried it was fence time.

I would like to volunteer my new all-time top 10 in the light of our 1985 championship.

- 1, Jackie Stewart; 2, Jim Clark; 3, Juan-Manuel Fangio; 4, Alain Prost; 5, Niki Lauda; 6, Stirling Moss; 7, Alberto Ascari; 8, Graham Hill; 9, Jack Brabham; 10, Nelson Piquet.

CW LEACH
VICTORIA, AUSTRALIA

10

Ten years ago this week (AUTOSPORT, October 30, 1975) the magazine was full of Ferrari news and interviews. Sensational news had leaked out in Italy that the Scuderia were to produce an F2 engine (the ill-fated V6). There was an interview with the team's fiery young whizzkid manager Luca Montezemolo — at the time just 28 years old. Curiously our feature coincided with the news that Luca was being promoted out of the racing team and onto better things in the Ferrari hierarchy.

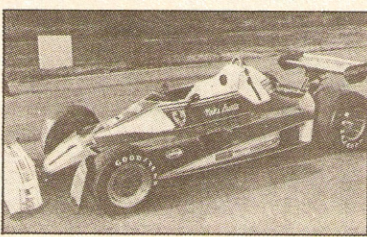
As if all this wasn't enough, the gorgeous Ferrari 312 T2 was launched to the world at a press conference at Fiorano (below). Niki Lauda and Clay Regazzoni were to drive the car in 1976.

It was a magazine chock-a-block with interviews. Aside from Montezemolo there was an interview with Tony Fowkes who was looking back on his most successful rallying season to date.

Ian Phillips profiled Roy James who, after 12 years away from the sport had made a comeback only to break his leg in a testing accident while at the wheel of a Formula Atlantic Lola. There were, however, many top people in motor racing keen to see the rapid driver do well.

And, to cap it all, we had a profile of French F2 star Michel Leclere, a man right on the verge of a Formula 1 career.

There was another Frenchman making his first appearance in our pages. A young 20 year old from St Etienne had just won the *Volant Elf* at Paul Ricard. Ten years on his name is on everyone's lips. He is France's first World Champion — Alain Prost. Watch out for the *Volant Elf* this year . . .

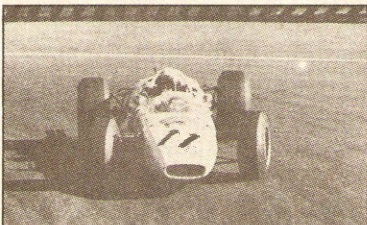


20

Twenty years ago this week (AUTOSPORT, October 29, 1965), Richie Ginther set the motor racing world buzzing by coming home first in the Mexican Grand Prix at the wheel of a V12 Honda (below). This was one in the eye for the British teams, and broke the mould by being the first 12-cylinder unit to win since the Ferraris and Alfa Romeos in 1951. It wasn't just the engine men who were smarting, as the car was on Goodyears, beating the all-conquering British Dunlops for the first time.

As well as this news of the Japanese company's deserved first victory, Bruce McLaren's secret had been unmasked. Having managed to test his new F1 car in secret in England, the Kiwi was spotted at Zandvoort, with his car on Firestones (interesting . . .). Running with a de-stroked and debored Oldsmobile engine, Chris Amon clocked 1m27.9s, some 2.7secs quicker than Jim Clark's circuit record. It was reckoned that there was more power to come, too.

In the mid-Sixties Jim Hall did a lot of winning in the States, and even the debut of his new aluminium bodied Chaparral for the North-Western GP couldn't stop him. He was pushed very hard by Phil Hill in a McLaren-Oldsmobile, the latter taking the lap record.



Pit & Paddock mentioned en passant that Rover had bought the manufacturing rights of the lightweight Buick V8 . . . still with us as the famous Rover 3.5. And Craig Breedlove had a fortunate escape when the front of his jet car 'Spirit of America' became airborne at 600mph! His parachute failed and he finally managed to pull to a halt 2 miles beyond the 'track'. Wow!

30

Thirty years ago this week (AUTOSPORT, October 28, 1955) the editorial hailed Tony Brooks' win in a Connaught against strong Maserati and Gordini opposition at the Syracuse GP (below). It was hoped that the long overdue win by a British driver in a British car would stop the exodus of talented British drivers to foreign teams. Three decades later, our editorial leader last week applauded Nigel Mansell's two recent wins in that most patriotic of teams, Williams. But the emphasis now seems to have changed. In these days of commercialisation, with cars resembling flying bill-boards, not much fervent nationalistic pride is behind the teams (Ferrari being the notable exception). Today, it's all about drivers.

Over in Stuttgart, a ceremony was held to celebrate Mercedes' three 1955 International championship wins —

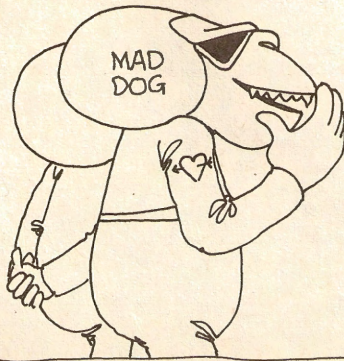


World Drivers, World Sports Cars and European Touring — the do attended by Moss and Fangio among many. The three pointed star stunned everyone by announcing a total withdrawal from motor racing. The official line was that the design and development departments were needed to concentrate on the production angle and that the motor racing mission had been accomplished. Ever since their withdrawal, rumours of a return have been rife, and with more and more manufacturers now building turbocharged Grand Prix engines, we wonder . . .

Prior to the announcement, Mercedes had taken a fine win at the Targa Florio with Stirling Moss upstaging everyone, Fangio included, with some amazing driving.

CATCHPOLE BARRY FOLEY

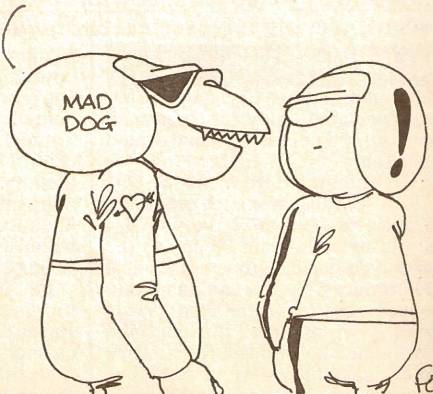
I THINK BRABHAM ARE GOING TO HAVE A VERY JAZZY COLOUR SCHEME ON THEIR CARS NEXT YEAR



HOW'D YOU KNOW THAT?
I HEARD THEM TALKING ABOUT IT - NIKI SAID THAT IF HE WAS GOING TO DRIVE A BRABHAM NEXT YEAR HE ...



... MUST HAVE IT DONE IN A SERIES OF LARGE CHECKS.





The battle of the race: Caffi in his Dallara leads Thomas Danielsson (Reynard). Caffi came home ahead, the Swede filling his mirrors.

Ice cool Caffi

The European Formula 3 Championship was successfully replaced by the Formula 3 *Grand Prix des Nations* at Paul Ricard at the weekend. A strong 31-car field comprising the top five, six or seven drivers from five national championships fought it out in a straight 100km run-off to find a European Champion.

The man to take that title was 21-year-old Italian Alex Caffi — runner up in his national championship, but the class of the field at Ricard — in his Coloni Team Dallara-Alfa Romeo. Caffi started from pole position, took the lead on lap 10 and, despite a strong challenge from the Madgwick Motorsport Bridgestone Reynard of Sweden's 20-year-old Thomas Danielsson, the Italian won by just over 5secs, although there was action later in the scrutineering bay (see *Pit & Paddock*).

QUALIFYING

Since the old European F3 championship was scrapped at the end of last season all the national championships have gained immeasurably in strength. However there was still the desire to pit the best from each series against each other and the *Grand Prix des Nations*, very similar to the old national team F3 cup of the early 70s, was decided upon as the ideal way to produce a European Champion.

Monaco used to be the *creme de la creme* of F3 events, until it produced a dubious qualifying procedure and then became ridiculously tyre-biased. The open regulations for the *Grand Prix des*

Nations remained unchanged to the norm, but Michelin did the event proud and produced just one type of tyre for the entire event, available to anyone who wanted it. Only the Swiss (on their control Yokohamas) and the Swedes (on their normal Bridgestones) used anything other than the Michelin 305 and in all seriousness, no-one else looked to be within a shot of the French rubber. How wrong can you be?

FISA's original intention was that the top six drivers from the British, French, Italian, German, Swiss and Swedish championships *must* take part. The British, however, stayed away en masse. A situation which created very bitter

feeling in the pit lane. Whether the arguments were because of tyres, of finance or whatever, every other country provided its full quota — many of them subsidised by their ASN to cover travel costs. With £15,000 prize money on offer it was an attractive event and there

should be a serious enquiry into why the British contingent was allowed to abstain. The event is supposed to be held in Britain next year, but the message was clear enough, no-one will come to support it unless there are guarantees about the future. "The British not being here devalues the event," said the top German entrant Bertram Schafer. "Volkswagen arranged the same Michelin tyres for all their runners and there was nothing for the British to worry about. It is a great pity they are not here."

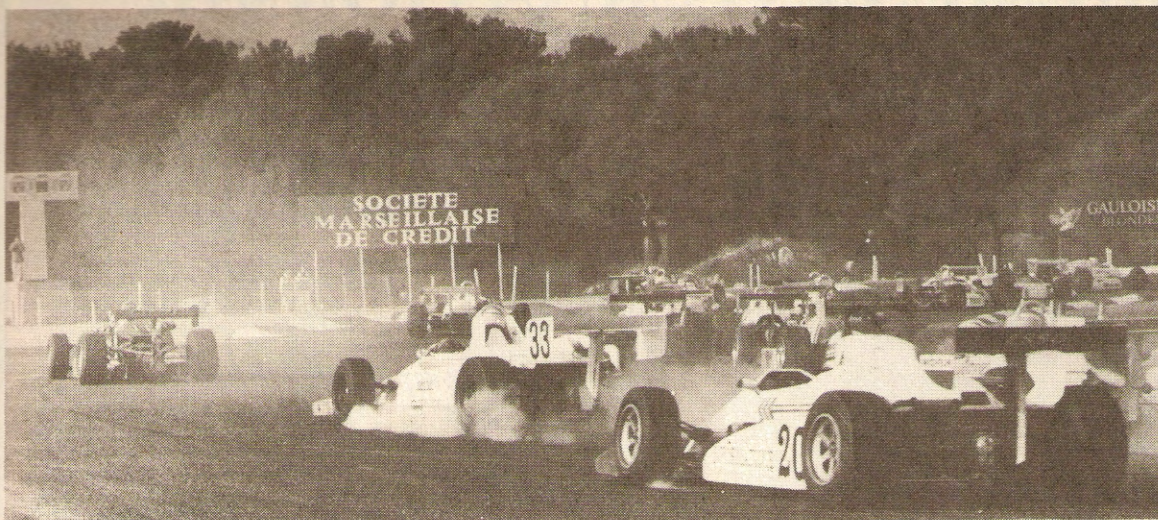
There were two scheduled qualifying sessions on Saturday but rain washed out the second, leaving the morning times to stand as the grid. Most of the teams had managed to take advantage of the Thursday free practice to learn the short 2.0 mile Ricard club circuit and to find a set-up on their chosen tyres which, in Michelin's majority case, were different to the control rubber they supply to the national championships.

It was widely anticipated that the French would dominate on their home ground, but that didn't happen. Things might have been different had there been a worthwhile second session, but it was the teams that were well organised that won the day. Italy's Coloni team wrapped up the front row of the grid with their two young chargers Alex Caffi and Nicola Larini in their respective Dallara-Alfa and Martini-Volkswagen chassis, although it was all pretty close at the front, the top 13 drivers covered by just 0.88sec. The Dallara chassis, engineered in typical Italian style, has been rapidly gaining admirers in recent months even if the current — soon to be superseded — Alfa engine is reckoned to be over the hill. The Speiss VW unit, with its electronic management system is currently the rage. This was fitted to Larini's car (he usually uses an Alfa Romeo) and to German Champion Volker-Weidler's similar Martini — which lined up third on the grid. Weidler had been the quickest in testing and had a complete set of new tyres left for the second session. Nevertheless he was quietly confident, if a little concerned about the tyre-induced understeer which appeared after 10 laps.

In a remarkably promising fourth place was Sweden's 20-year-old champion, Thomas Danielsson, for this occasion not in his regular Reynard-Saab, but in Madgwick Motorsport's VW-engined 853, sponsored by, and using, Bridgestone rubber. Both Robert Synge and Mick Cook were most impressed by the calm approach of the young man in only his 10th ever single seater event and his first outside Sweden.

Coloni's men disagree on the route to the first corner. Caffi on the right, Larini on the left.





Ai-ai-ai! Lots of locking up from the F3 boys as they pile into the first corner at the start of the race.

With the Brits missing, the Ralt strength lay in the Italian Trivellato and German Schafer teams. Luis Sala took fifth for Trivellato and Kris Nissen sixth in his VW Motorsport Schafer-run works car. Next up was Marco Apicella, winner of a recent non-championship Italian race in his Dallara (having switched from Reynard) who clocked the same time as Manuel Reuter (a member of Schafer's 'B' team this year, although now promoted to a Ralt RT30). Adrian Campos (who has driven the second Schafer RT30 all season) had switched to a Dallara for this weekend — with VW power — and it was the Spaniard and Fabrizio Barbazza in his Alfa-engined Dallara that completed the top 10.

The first of the French was Yannick Dalmas in 11th place with fellow French runner Michel Trollé alongside the ORECA Martini driver in the Elf-backed Ralt. Dalmas's championship winning team mate Pierre-Henri Raphanel was 18th, the team not getting to grips with their tyres and bemoaning their engines. The other fancied champion, Italian titleholder Franco Forini, was way down in 19th place after a suspension failure in the all-important first session.

RACE

Raceday was clear and cool. The warm up saw Weidler at the head of the timesheets, while Danielsson had a rose joint break at slow speed as he went out of the pits and Nissen crashed lightly with a slow Swiss driver. With the first 24 cars being covered by just 2secs, the 30 lap event promised plenty of action.

At the start it was Caffi who took the lead with Larini trying hard to move him over. Nicola's efforts failed and he was forced wide into the first corner, allowing Weidler — moving smartly along on the inside — through into second. There were clouds of wheel, tyre and brake smoke and a yellow flag for a rotating backmarker, but no long term damage in that fraught first turn.

At the end of the lap Weidler was ahead with Caffi, Danielsson, Larini, a fast starting Barbazza, Sala, Nissen, Apicella, Reuter, Campos, Dalmas, Giorgio Montaldo (Ralt VW RT30), Trollé and Finn Jari Nurminen (Martini-VW). The leading three pulled away a little on the second lap, Danielsson putting Caffi under intense pressure, and the pattern continued to be the same for virtually the whole of the first 10 laps, Weidler looking to be a little bit stronger — probably because of the fight Caffi had on his hands — but, as the German champion had feared, his tyres went after 10 laps. "At the start they were fantas-

tic," he related, "but the Martini does not suit them and they wore very quickly."

On the 11th lap Weidler understeered wide and in a flash Caffi and Danielsson were through. Larini was not far behind and Barbazza, Reuter and Sala were all pretty close. Nissen had dropped back after bending a front fin on lap 5 while Raphanel's efforts to get into the picture were spoiled when he tangled with Trollé

on lap 6, effecting the latter's retirement. Dalmas looked as though he might make an impression but threw it all away with a huge accident on lap 12, leaving Paul Belmondo to carry the French flag in his DPR Reynard, which he began to do quite effectively.

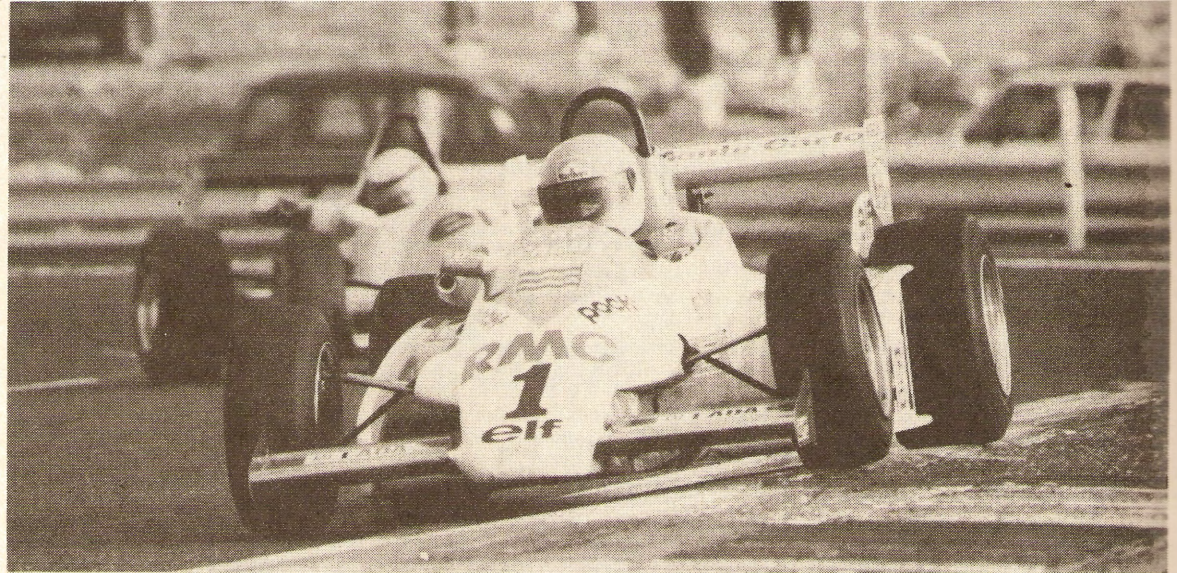
For 15 laps the battle between Caffi and Danielsson continued at the front, the Reynard losing out on the straights

because of its higher downforce settings, but getting it all back on the Dallara in the corners. With five laps to go Barbazza, Sala and Montaldo tangled and the resulting oil slick caught out Danielsson for a moment. Caffi had the break he wanted. "It was enough for me to lose touch and so I concentrated on finishing," said Danielsson whose right rear tyre looked well worn at the end too. Caffi, thus, won the race in impressive style from the Swede, both having driven exceptionally well.

Weidler hung on to take third with Larini only a second behind him, while the remains of Sala's Ralt was fifth, the nose and one sidepod well bashed after the argument over tarmac with Barbazza (who had gone no further) and Montaldo (who had spun, but recovered to finish sixth). Reuter was a relatively lonely seventh having fought free of the weaving Campos who stirred the wrath of Belmondo by refusing to give way to pressure in the final three laps, while Nissen dropped slowly backwards to finish 10th ahead of Forini who found it hard work moving up through the field from his lowly grid position.

The racing was pretty intense all the way through the field as 26 cars made it to the finish of what had been a very fine event. Afterwards, however, the attention turned to the scrutineering bay and a long wait while disputes were settled. (See Pit & Paddock.)

For some champions it was a bad weekend. Pierre-Henri Raphanel (below) was way down in 13th and Italy's Franco Forini could only make it 11th.



PAUL RICARD (F)

Oct 27, European Formula 3 Grand Prix des Nations, 30 laps — 61.90 miles

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying Pos
1	Alex Caffi (I)	Dallara-Alfa Romeo 385	M	38:52.27	1:16.14
2	Thomas Danielsson (S)	Reynard-Volkswagen 853	B	39:04.56	1:16.45
3	Volker Weidler (D)	Martini-Volkswagen MK45	M	39:07.43	1:16.37
4	Nicola Larini (I)	Martini-Volkswagen MK45	M	39:08.67	1:16.18
5	Luis Sala (E)	Ralt-Volkswagen RT30	M	39:21.38	1:16.61
6	Giorgio Montaldo (I)	Ralt-Volkswagen RT30	M	39:23.18	1:16.86
7	Manuel Reuter (D)	Ralt-Volkswagen RT30	M	39:26.21	1:16.78
8	Adrian Campos (E)	Dallara-Volkswagen 385	M	39:28.24	1:16.79
9	Paul Belmondo (F)	Reynard-Volkswagen 853	M	39:28.55	1:17.31
10	Kris Nissen (DK)	Ralt-Volkswagen RT30	M	39:36.76	1:16.76
11	Franco Forini (CH)	Dallara-Volkswagen 385	M	39:39.14	1:17.36
12	Alfrid Heger (D)	Ralt-Volkswagen RT3	M	39:40.83	1:17.31
13	Pierre-Henri Raphanel (F)	Martini-Alfa Romeo MK45	M	39:42.21	1:17.34
14	Michael Johansson (S)	Ralt-Toyota RT30	B	39:47.47	1:17.89
15	Steven Andskar (S)	Ralt-Volkswagen RT30	B	39:54.45	1:17.58
16	Franz Konrad (D)	Martini-Volkswagen MK45	M	39:55.68	1:18.83
17	Leif Lindstrom (S)	Ralt-Toyota RT30	B	39:56.36	1:17.33
18	Jo Zeller (CH)	Ralt-Toyota RT3	Y	39:56.44	1:17.60
19	Denis Morin (F)	Martini-Alfa Romeo MK45	M	40:02.81	1:17.95
20	Jacob Bordoli (CH)	Ralt-Toyota RT3	B	40:12.71	1:18.73
etc					
R	Fabrizio Barbazza (I)	Dallara-Alfa Romeo 385	M	26laps—accident	1:16.79
R	Hakan Olausson (S)	Ralt-Alfa Romeo RT30	Y	20laps—engine	1:18.64
R	Yannick Dalmas (F)	Martini-Alfa Romeo MK45	M	11laps—accident	1:16.81
R	Marco Apicella (I)	Dallara-Alfa Romeo 385	M	9laps—engine	1:16.78
R	Michel Trollé (F)	Ralt-Volkswagen RT30	M	4laps—accident	1:16.81

Winner's average speed: 95.27mph. Fastest lap: Caffi, 1m17.06s, 96.34mph.
M = Michelin, B = Bridgestone, Y = Yokohama.

Rohrl boosts Audi attack for top quality Lombard RAC Rally

The publication of the entry list for the Lombard RAC Rally confirms that this final round of the 1986 World Championship promises to be a real thriller. First impressions could be deceiving however, and this next week could see a number of changes.

New cars are entered from both Austin Rover and Lancia — the MG Metro 6R4 and the Delta S4 respectively — both seeking homologation into Group B this week before either party can confirm their line up. The biggest surprise is the addition of a second Audi Sport Quattro for Walter Rohrl, following confirmation by team boss Roland Gumpert last week that he would only send one car for Hannu Mikkola.

"He will do what we tell him," detailed Gumpert, and it appears that an outing on the RAC Rally (which starts on Sunday November 24 and runs until the following Thursday), may be dependent on the progress made with the revolutionary new semi automatic gearbox which Audi engineers have been developing. If it is ready, then Mikkola could run a normal car, and Rohrl—who does not enjoy the British event—would try the new system.

Heading the order will be World Champion, Timo Salonen, with his Peugeot 205 Turbo 16, backed by Kalle Grundel who will have Terry Harryman alongside, assuming that the Ulsterman is fully fit. Peter Diekmann, who has been with the Swede for some time, is



Rohrl—development Quattro?

billed as sitting next to Lars-Erik Torph, but that entry seems unlikely to be taken up (see separate story), and he may end up on the sidelines.

British enthusiasts look certain to have plenty to cheer, with Tony Pond and Malcolm Wilson running Metros; both Russell Brookes and Jimmy McRae in their usual Opels; and strong representation in the Group A battle as well. A total of 40 seeded drivers appear on the over-subscribed entry list. Some 169 entries were received by the RACMSA, and with 150 places the organisers should have no trouble in lining up a full start list in Nottingham.

LOMBARD RAC RALLY LEADING ENTRIES

1	Timo Salonen/Seppo Harjanne	B	Peugeot 205 Turbo 16
2	Hannu Mikkola/Arne Hertz	B	Audi Sport Quattro S1
3	Markku Alen/Ilkka Kivimaki	B	Lancia Delta S4
4	Walter Rohrl/Christian Geistdorfer	B	Audi Sport Quattro S1
5	Juha Kankkunen/Fred Gallagher	B	Toyota Celica Turbo
6	Henri Toivonen/Juha Piironen	B	Lancia Delta S4
7	Bjorn Waldegard/Hans Thorszelius	B	Toyota Celica Turbo
8	Per Eklund/tba	B	Audi Quattro A2
10	Tony Pond/Rob Arthur	B	MG Metro 6R4
11	Russell Brookes/Mike Broad	B	Opel Manta 400
12	Kalle Grundel/Terry Harryman	B	Peugeot 205 Turbo 16
13	Malcolm Wilson/Nigel Harris	B	MG Metro 6R4
14	Jimmy McRae/Ian Grindrod	B	Opel Manta 400
15	Mikael Sundstrom/Paul White	B	Peugeot 205 Turbo 16
16	Erwin Weber/Gunter Wanger	B	Opel Manta 400
17	Terry Kaby/Kevin Gormley	B	Nissan 240RS
18	Ingvar Carlsson/Benny Melander	B	Mazda RX-7
19	tba/tba	B	MG Metro 6R4
20	Mikael Ericsson/Claes Bilstam	A	Audi 90 Quattro
21	Ola Stromberg/Per Carlsson	A	Saab 99 Turbo
22	Lars-Erik Torph/Peter Diekmann	A	Volkswagen Golf GTI
24	Mats Jonsson/Johnny Johansson	B	Opel Ascona 400
25	Rod Millen/Brian Rainbow	B	Mazda RX-7
26	Jon Woodner/Bryan Harris	B	Peugeot 205 Turbo 16
27	Pentti Airikkala/Ronan MacNamee	A	Vauxhall Astra GTE
28	Mark Lovell/Peter Davis	A	Ford Escort RS Turbo
29	Andrew Wood/Mike Nicholson	A	Vauxhall Astra GTE
30	tba/tba	A	Rover Vitesse
31	Vahan Terzian/Stuart Derry	B	Nissan 240RS
32	John Haugland/Jan Olof Bohlin	B	Skoda 130LR
33	Stig Olof Walfridsson/tba	A	Volvo 240 Turbo
34	Erkki Pitkanen/Colin Wilson	A	Subaru 1800RX Turbo
35	Louise Aitken-Walker/Ellen Morgan	A	Peugeot 205 GTI
36	Henrik Morin/tba	B	Opel Ascona 400
37	Stuart Nicholls/Nicky Grist	A	Vauxhall Astra GTE
38	Simon Davison/Dave Nicholson	A	Vauxhall Astra GTE
41	Gunnar Pettersson/tba	A	Audi 80 Quattro

* To be confirmed.

Toivonen crashes as Lancia rule in Europe

Henri Toivonen crashed out of the Cataluna Rally in Spain at the weekend, his Lancia Rally 037 sliding off on the third stage, and leaving both Toivonen and co-driver Juha Piironen with minor injuries.

The driver suffered badly bruised ribs, and needed some attention while Piironen sprained his ankle and was on crutches for a few days until the pain eased.

The Spanish round of the European series did give Lancia some cause for celebration because the results board was dominated by Rally 037 models,

and the top of the Euro points table now boasts five Italians with Dario Cerrato; Fabrizio Tabaton; Andrea Zanussi; Micky Biasion; and Maurizio Pregliasco up front. Salvador Servia — the 1985 Spanish champion — completes the Lancia domination so that Harald Demuth, who started the year with optimistic hopes of clinching the title, finds himself unlikely even to gain an A seed.

The Spanish event was the last major round of the series, with just the Algarve Rally this weekend (where Markku Alen will debut the Delta S4); Condroz; and Rally du Var remaining.

Metros for all . . .

With Austin Rover's 1986 representation in this country now looking rather more settled, the European effort is starting to take shape with Marc Duez and Bernard Darniche sure to run MG Metro 6R4s, and Harald Demuth also a possible candidate.

At a meeting in Belgium last week, Bastos and Castrol confirmed that Duez will contest five rounds of the Belgian Championship (Spa, Haspengouw, Ypres, Bianchi, and Condroz) and that he may also run on the Janner Rally at the start of this year. Additionally, he will have three runs in Computervision colours on World Championship qualifiers; Belgian sources unofficially nominating Portugal, Acropolis, and San

Remo.

Bernard Darniche has been linked with Audi in recent years, but he is now expected to chase the French title with a Metro and, as with Duez's machine, Konrad Schmidt will take charge of the preparation work. Demuth's position is rather more debatable, and he seems to fit into a complicated web in Germany where the Peugeot Group is trying to replace Grundel, and may be considering Erwin Weber — presently tied to Opel — or Demuth.

No official comment on the European programmes has been given, but it is obvious that the MG Metro 6R4 is going to be contesting most international — and national — titles in 1986.

Torph to join Toyota team

Young Swede, Lars-Erik Torph, has been talking to a number of teams about the future, but is in the Ivory Coast this week with Toyota.

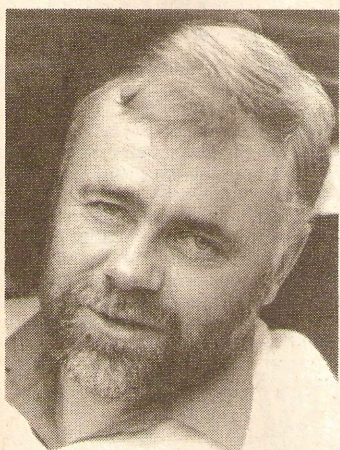
"I think everything is settled now," explained Torph from Abidjan, going on to explain that he expects to be part of Toyota Team Europe in 1986, and that the entry made on his behalf by Volkswagen for the RAC Rally, now seems unlikely to be taken up.

Toyota boss Ove Andersson still has to find a co-driver for his new recruit, but he at least has his number 1 crew established with Fred Gallagher confirmed alongside Bjorn Waldegard. "I am delighted with the decision," explained Gallagher. "It is exactly the programme that I was looking for, and I am sure we will have a successful season."

The schedule for the Cologne based team does not include many World Championship events, with the Safari Rally their first appearance at Easter, backed by the Olympus in America (a rally which Toyota supports), the Hong Kong — Beijing Rally, the Ivory Coast, and three or four others.

BRIEFLY

■ Bruno Saby, seemingly the forgotten man in all the driver changes, is now Kenya undertaking further testing and development work for Peugeot. The 205 Turbo 16 made a rather disappointing appearance on the Safari Rally in April, and team boss Jean Todt is obviously anxious.



6R4 for Eklund in 1986?

Per Eklund is expected to sign a contract within the next few days to drive a Metro 6R4 in 1986. While confirmation of the deal is unavailable at present, it seems likely that an eight event programme of World and European Championship rallies will be undertaken and we understand that Clarion, who have supported Eklund's private Quattro, are likely to retain their links. It is also expected that Dave Whittock will continue as the Swede's co-driver.

RAC MSA agree to allow 'Project' cars into 1986 Open

The RAC MSA have decided to allow manufacturers to enter 'Project' cars on three rounds of the Open Championship next year. The National Breakdown, Welsh and Ulster rallies are not part of the European Rally Championship and therefore do not require all cars to be homologated. On those events, prototype cars will be able to run — and win — although they will not qualify for points in either the Manufacturers or Drivers championships.

Although the exact wording of the regulations has yet to be decided, the RAC MSA plan to allow manufacturers to enter these cars providing they already have at least one homologated car on their fleet. Drivers must either hold a FISA seeding or be part of a National Seeding list. Each manufacturer which enters such a vehicle will be required to register their car with the RAC MSA and comply with the safety requirements for the Group into which it is ultimately intended to be homologated. The 'Project Car' class will only be part of the championship in that points will be allocated to cars in the class, even though it will have no bearing on the outcome of the series as a whole.



Turner — unmoved.

At present it seems that Vauxhall-Opel and Porsche are the only two manufacturers who are likely to benefit from the new class, the former with their four-wheel-drive Astra/Kadett and the latter with the 959, although there may be some doubt about the Rothmans Porsche team being classed as a manufacturer.

Reaction to the decision has been

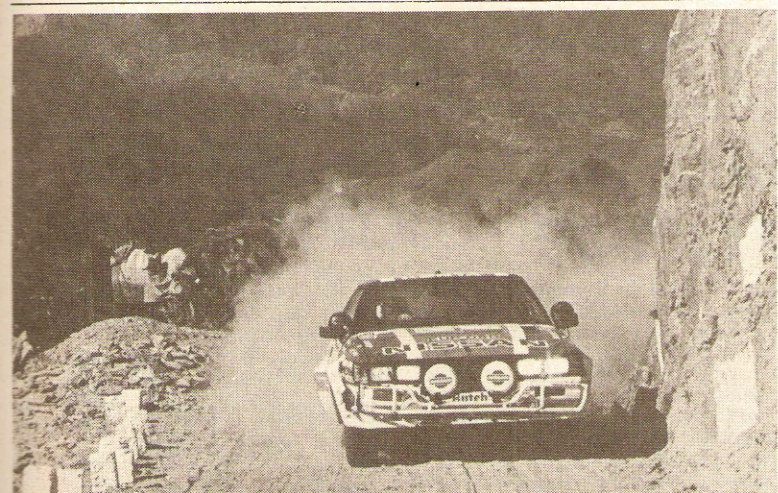


Davenport — bitter.

mixed. Stuart Turner of Ford was not particularly moved by the idea, feeling that, as it does not apply to all rounds, it should not be a problem. He felt that it would add interest to the three rounds although admitted that he would not like to see the scheme taken any further. John Davenport of Austin Rover, however, took an opposite view. Having said at

first that it was, "Beyond comment," he eventually conceded that the RAC MSA had gone against their apparently firm views on the eligibility of competing cars with regard to type approval and crash testing. He was particularly aggrieved that manufacturers who had spent money developing Group B cars for the international arena could be beaten on events by one-off prototypes, costing valuable publicity. "I really don't see why they have to create a special class for these cars on the Open series," he continued. "There is a perfectly good National Championship which offers a season long development exercise for teams with new cars. All this is doing is creating another category for the public to understand when the sport is complicated enough as it is."

Clearly the 'discussions' are far from over and several people have expressed concern about the safety of these new cars. While the RAC MSA will require manufacturers to satisfy scrutineers of their roadworthiness, there are no specific requirements laid down by the FISA for such vehicles and, no matter how diligent our scrutineers may be, there is nothing to provide support should any serious failing in the cars be discovered.



Jayant Shah has struggled hard in his quest for a fourth Himalaya Rally win.

Close finale to Himalaya Rally

Hopes of a fourth win on the Himalaya Rally for Jayant Shah seemed to have been dashed on Thursday morning as the rally leader checked into a control early and dropped to 14th place immediately. Belgian driver, Flory Roothaert, was also in trouble with his ex-Blydenstein Nissan 240RS and Australian, Ross Dunkerton, was only 11th with his Subaru.

But the event was led at that point by Rajeev Khanna in an ex-Rauno Aaltonen Manta 400 and, right up until Monday morning, it seemed that a home win was on the cards. However, engine failure stopped Khanna and returned Shah and Roothaert to the top places, the

pair having fought hard since their early problems. An accident hampered Shah once more and the Belgian driver was also slowed through the Jallori Pass.

As the cars entered Raniket with one day to go, only 32 of the 68 starters were still going and it was Ross Dunkerton (in the Group A Subaru) who held a scant 20mins lead over Shah's Nissan 240RS. The rally finished on Tuesday afternoon in Delhi and we shall have a full report next week. Sadly, however, we have to report that two competitors were killed when their car slid over a cliff early in the event.

Old cars given new lease of life . . .

In addition to the RAC MSA's acceptance of prototype cars into the Open Championship in certain events (see separate story), they have also agreed that cars whose homologation may have ceased, will also be eligible to contest the 'J-car' class on those same events. So long as the car had homologation during — or since — 1980, they will be able to contest the National Breakdown, Welsh and Ulster events.

The plan, discussed at last week's Rallies Committee meeting, is designed to allow club drivers to boost the entry

with their previously ineligible cars. Certain parties on the committee, however, have expressed concern that this would allow cars such as the Mk1 Escort to compete once more, even though it may fall short of its intended structural soundness.

The idea of withdrawing homologation after a period of time is intended to reduce the possibility of unsuitable cars being used on demanding events and some further discussions regarding safety are almost certain to take place before the 1986 season begins.

Group N expansion?

Depending on a decision from the FISA, Group N on next year's Open series may fall into two classes, split at the 1600cc limit.

This will only take place if the FISA

agrees to allow strengthening to the suspension, something that has kept interest in the so called 'showroom category' below an acceptable level since its introduction.

SA Golf for Kleint

Jochi Kleint has been confirmed as the driver of a privately entered VW Golf GTI on the Stannic International Rally, penultimate round of the South African Rally Championship this week. The German had been expected to contest the Lombard RAC Rally in a Volkswagen Motorsport entered car, but the team has decided to abandon these plans, and concentrate instead on 1986.

Tip top Peugeot

Des O'Dell returned from Paris last week where he has been overseeing the rebuild of Mikael Sundstrom's Peugeot 205 Turbo 16. The car was returned to the Peugeot factory for RAC Rally preparation and, while the car remains in first evolution trim, the Coventry team are now happy that it is in the best condition possible and that they have the necessary spares for the task.

Toyota and Audi to fight it out on depleted Ivory Coast affair

The penultimate round of the 1985 World Rally Championship started in the Ivory Coast yesterday (Wednesday), but the entry list boasts very few leading drivers, with only Toyota and Audi taking the rally at all seriously. Bjorn Walegard, Juha Kankkunen, and Michele Mouton are the only A seeds and again the rally is struggling.

This varying level of support which the different events enjoy will continue in 1986, as FISA's recent legislation that World Championship titles will only be awarded to those who have contested a non-European qualifying round does nothing to demand greater commitment to the series by those factories further down the points table.

Sadly, therefore, a few rallies will continue to lack real support, one of the characteristics of the Ivory Coast affair which itself seems likely to fall out of the premier Championship, according to FISA's latest statements.

The rally itself is tough and demanding, run to typical African standards with no special stages and on open roads. The favourites must be Toyota, the team which has won the Safari Rally for the last two years and is always a major force in Africa. With Waldegard and Kankkunen they have two good men, backed by a thoroughly professional army, which includes Lars-Erik Torph, driving a chase car with Benny Melander. Interestingly it was here, in 1983, that Kankkunen first found himself performing a similar role with the squad.

Mouton and Fabrizia Pons arrived in the



Toyota are the undoubted African masters although they can expect little opposition.

country in plenty time to start their recce, but the little co-driver then took an extremely bad reaction to the anti-malarial tablets and had to fly home to Italy; Arne Hertz taken out as her replacement. Then these two hit a train at speed, the unfortunate Hertz sustaining a very badly bruised foot, although he did start the event. Mouton had found her practice cut

short, and she did not even get to recce the final leg. Audi were trying their best to help, flying a car out to keep her mobile. It was far from ideal, Mouton on her first World Championship qualifier this year and due to lose her A seeding unless she could take a top three place in Africa.

Nissan's representatives also found

Timetable

First leg: Start Wednesday, Oct 30, at 1200 for 579km and 9 controls before arriving at Abidjan at 1800.

Second leg: Re-start Thursday at 0030, for 962km and 22 controls (with one rest halt at Abengourou) arriving Yamoussoukro on Thursday at 1415.

Third leg: Re-start Friday at 0000, for 1042km and 21 time controls (with halts at Korhogo and Bouake), arriving Yamoussoukro Friday, 1330.

Fourth leg: Re-start Saturday 1200 for 1591km and 20 time controls (with a rest halt at San Pedro), arriving Yamoussoukro on Sunday at 0945.

Total route is 4192km including 72 time controls, all on open roads.

World Championship for Drivers after round 10

1 Salonen	127
2 Blomqvist	75
3 Rohrl	59
4 Vatanen	55
5 Saby	23
Biasion	23
7 Ragnotti	20
Kankkunen	20
Mehta	20

themselves hastily changing their plans when African expert Shekhar Mehta decided to stay in England for family reasons, and Mike Kirkland took his place in a privately entered 240 RS ET. Backing this car is Ivory Coast resident Alain Ambrosino but that is the extent of the manufacturer involvement, and as we went to press, the rally was struggling to find the 50 necessary starters.

Champions all . . .

Two of the major club championships were decided at the weekend as the Esso Scottish and the BTRDA series drew to a close. On the Trossachs Rally it was George Marshall who crowned a hard fought season in the Nissan 240RS with the Scottish crown (right) and Vince Wetton (below) settled the BTRDA championship on the Quip Stages Rally. For Wetton, however, the end of the rally was a blessed relief as he had spent the day in considerable pain from a trapped nerve in his back although he still found time to joke with Shell's Roger Westwood at the prizegiving . . .



Forest fees up again

The Forestry Commission have recently announced that their charges for 1986 rallies will, as ever, be increased although not by a large amount.

Currently standing at £125 for first

usage and £105 for the second, the costs will rise by £5 in each case, VAT being extra of course! It would seem, therefore, that the Commission have reached a plateau with their balance of fees.

Wilson's 6R4 debut

Malcolm Wilson will make his debut with the Austin Rover team this Saturday — subject to doctor's agreement — on the Nicolet Stages. Although last year's winner, Alec Cannon, will lead the cars away from Betws-y-Coed at 1100, the main attention will be focussed on the second car as the Cumbrian gets to grips with the little projectile for the first time.

Opposition will come from Allan Edwards (winner in 1980) and Richard Gough (the 1982 victor) and action takes place in Clocaenog and Penmachno. Spectators are welcome in Penmachno (115/789504) at 1130 and in Clocaenog (116/036518) at 1330 before a return trip to Penmachno at around 1500.

LEADING ENTRIES

1, Cannon/Harris	Nissan 240RS
2, Wilson/Harris	MG Metro 6R4
3, Edwards/Morgan	Ford Escort 4WD
4, Gough/tba	Ford Escort RS
5, Jones/Fellows	Ford Escort RS



Chris is Nova king

Chris Birkbeck led home the Vauxhall Nova contingent on Saturday's Quip Forest Stages and, in doing so, clinched the Vauxhall Rental Nova Junior Cup. Birkbeck's closest challenger for the title, Graham Holden, effectively ended his challenge with an off on the third stage — repeated on the last — and thus the Saltburn driver emerged with a clear advantage. He now claims £1000 and an entry on the Lombard RAC Rally.



The overseas challengers vanquished, England's leading trio of (L to R) Jonathan Bancroft, Johnny Herbert and Damon Hill set off on their victory lap in suitably jubilant mood.

What a difference a day makes

The blond figure stalked back to the paddock, helmet in hand, face contorted in frustration and sheer disbelief. Once, twice, he hammered his fist into the white GPA in unbridled annoyance. Herbert had planted his Quest, the much fancied Festival winner, into the fence on his very first lap of qualifying and sentenced himself to the back of the grid with a 10sec penalty for Saturday's first heat. The Van Diemen men grinned contentedly, that was him out of the way. Herbert, though, had read a different script. Exercising strict caution he picked his way up to sixth in that first heat. He was fourth by the end of Sunday's quarter final, second at the conclusion of the semi-final, a mere fraction behind race winner, Jonathan Bancroft, and starting from the Grand Final front row. You can surely guess the rest . . .

HEATS

The first knockout rounds of the competition started two hours later than scheduled on Saturday morning because of thick fog that would not lift. The first heat was backed by the Post 9 marshals and looked set to be a British Racing Prospects benefit, with Allan Seedhouse on pole and Andy King alongside. However, the story of practice for this event, perhaps the story of the meeting, was that Johnny Herbert was to start from the back of the grid with a 10sec

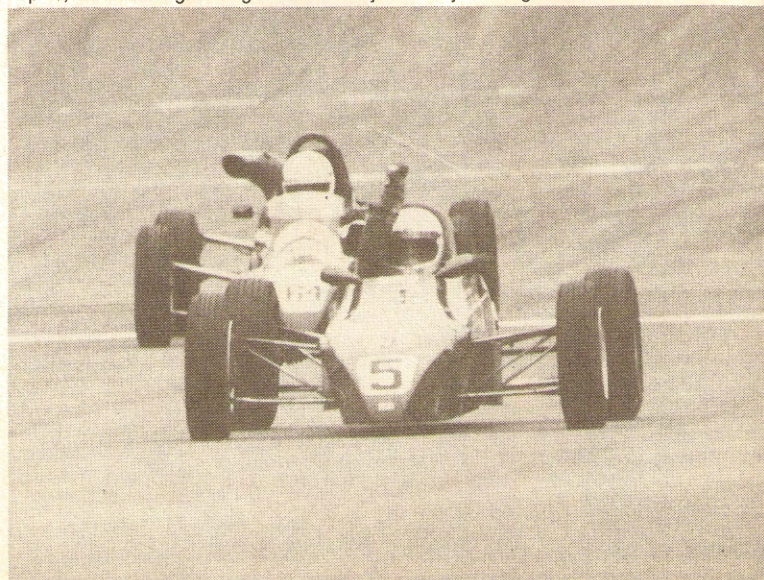
penalty having thrown his Quest into the Paddock Hill Bend catchfencing at the start of his first flying lap. His work was truly cut out . . . Only the first 13 finishers were to progress to the quarter-finals, Johnny starting a delayed 14th, reckoning on making it through to sixth.

At the green, Seedhouse made a fine start, with King, Eric van de Poele, Gerald van Uiter and Ted Whitbourn in pursuit. The race then stretched out into just the sort of race that Herbert did *not* want, with no one battling with anyone else (ie holding each other up). Her-

bert's progress was, however, startling and by lap 6 he was up to 10th. By lap 7 he was eighth and up against Kevin Gillen. The Sealink backed driver gave no ground to Johnny and it seemed as though the Quest driver might come

unstuck, but perseverance paid and they both made it by Whitbourn before Johnny took Kevin. Yet Seedhouse, King, van Uiter, van de Poele and 'Flying Finn' Matti Sarilo were long gone, so Johnny had to settle for sixth.

Lap 20, the final: a sight thought most unlikely on Friday morning . . .



Sarilo actually took fastest lap with a 49.22s. Was this going to be good enough for the Quest driver? The others to make the grade were: Gillen, Whitbourn, Alan Kelly, Ellen Lohr, Svent Hansen, Ringo Hine and Andy Sim.

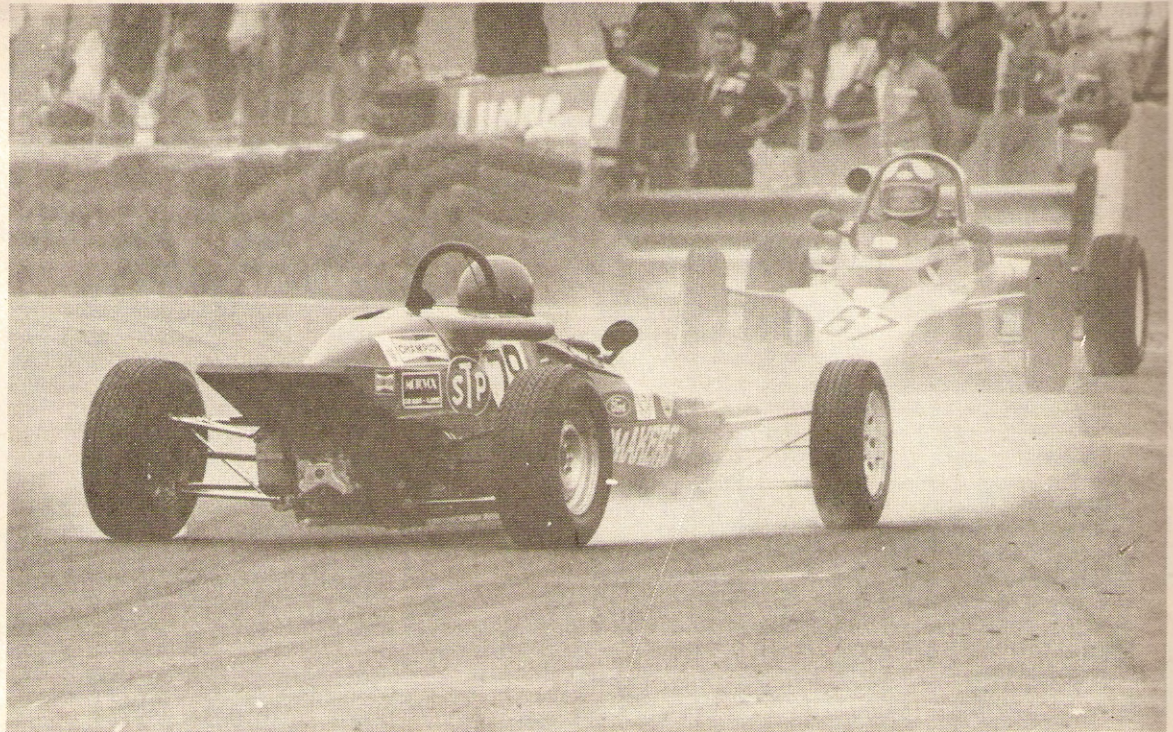
Heat 2 lacked the intrigue of the first, but the Racepeople backed race was packed with quality, with the on-form Damon Hill on pole with Brands expert, the underrated Rick Shortle, alongside, with the very experienced FF1600 men Rick Morris and Mark Peters next up, with Belgian Marc Simon upholding Quest honour in fifth.

At the start, Hill and Morris boxed Shortle and the Ricoh liveried Manadient RF85 of Hill grabbed the lead. At Paddock, Shortle forced Morris wide and Peters nipped by. So, at the end of the first lap it was Hill, Shortle, Peters and Morris with Simon looking for a way to join battle. Shortle wasn't giving any ground to Peters, and neither was Morris to Simon, the latter getting onto the grass along Cooper Straight and dropping back. On the front four battled, with Hill seldom really challenged as Shortle did all he knew to keep Peters at bay.

Behind all this action, Tom Brown circulated in his Cameron Industrial Services entry, with Martin Boyle next up as the first non Van Diemen in his Pallet Centre Mondiale. However, nothing could be done about Hill and he duly took the chequered flag by a fraction under a second, with the next three covered by 0.37sec. Shortle took fastest lap, albeit 0.20sec slower than Sarilo's. Simon finished seventh, with Leicester's Don Hardman behind, Paul Sleeman a further hundredth back, with Jeff Kite, Bob Bailey, Ted Hawkins and Hugo Spowers also progressing.

Paulo Carcasci set the pace in Friday's qualifying, and duly sat on pole for the OMP Racewear sponsored Heat 3, with a scorching 49.19s lap. Jonathan Bancroft, fourth in last year's Festival, was but 0.07sec behind. Then came the fastest Champion of Brands contender, Colin Stancombe, some 0.88sec slower. This looked set to be a two-car race. And so it was, except Stancombe tucked in behind Bancroft who had made a super getaway, and held Carcasci off until Paddock was attempted for the second time. The leading duo then broke clear of the Champion of Brands and left him to the devices of the flying Italian delicatessen owner, Nicky d'Amico, with the Ray campaigning Peter Bell also in touch. Behind Bell, the lone Delta of Dougie Spencer was circulating ahead of Tommy Reid and Leo Schildkamp with Stuart Ashwell, John Davies and Mick Lord scrapping in their wake. Bancroft and Carcasci continued ever onwards and forwards, while Schildkamp went sideways and fencewards at Clearways, recovering to repass Andy Pardoe to take the final qualifying place. Bancroft held on, looking most comfortable, to take the garlands, also bagging the fastest lap of the day, 49.20s. Stancombe was third, d'Amico next, then Bell, Davies, Ashwell, Lord, Spencer (with a 10sec penalty for jumping the start), Reid, Geordie Taylor, Alan Cooper (who started with a 10sec penalty for practising without a reverse gear) and Schildkamp.

Percy Bilton plc, sponsors of Alexander Arbis, were the backers of Heat 4, and one had to look back to sixth grid slot to find their driver, with Phil Andrews posting his intentions by netting pole in the Fleetray Racing RF85. Complete with TV-am colours, even though his namesake has crossed to the *Beeb*, Roland Ratzenberger was next, a fraction ahead of the bright yellow Banaglaze Laser of Peter Rogers. AER's Gary Thomas and Racefax's Jeremy Packer sat right behind



Heat 3, and Reid (left) appears to be sizing up to the rather errant Leo Schildkamp.

The first of several startline incidents of the weekend occurred at the green, or at the red to be more precise, when the poleman took off. He is sure that the green had shown, but the damage had been done and he had earned himself a 10sec penalty. So, off he went with Rogers right behind. At the end of the lap Andrews was still hanging on, but Rogers's Laser looked streets faster into Paddock Hill Bend and he took the lead at the start of lap 2. Ratzenberger followed.

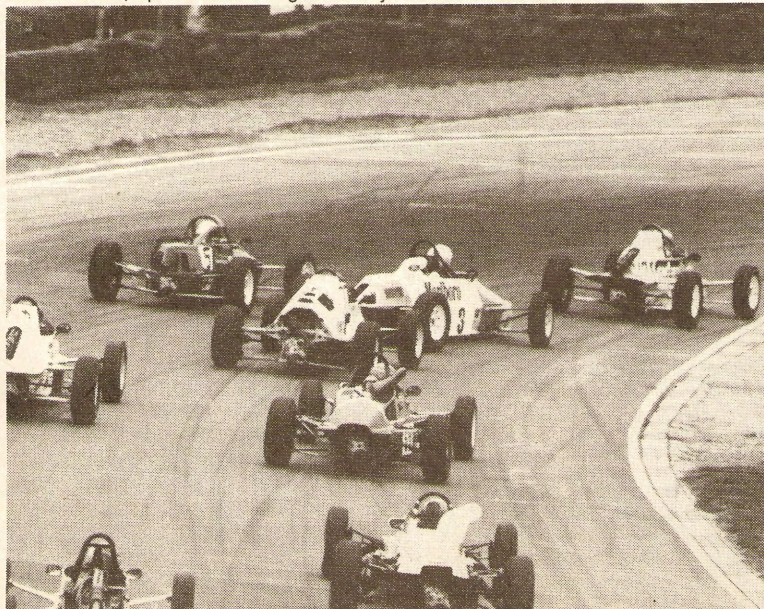
What was going on behind them became ever more annoying to watch, as John 'Butcher' Booth strove to keep the rest of the field behind him, many of whom were clearly faster. For much of the race, Packer was the next in line with Thomas, Arbis and Henrik Barkstrom in tow. Booth chose not only to hold his line into the corners, but to weave coming out of them and down the straights. He duly collected an endorsement and a warning. If it hadn't been a knockout competition, some of those behind might have punted him off but erred on the side of caution and held back, watching Andrews all but

nullify his penalty.

As it happens, Rogers won from Ratzenberger, with Booth classified third from Arbis, Packer, Barkstrom and then Andrews: third to seventh being covered by 0.48sec. Rowan Dewhurst held off Will Arif to move into the quarter finals, with Thomas dropping behind them with a broken throttle cable, leaving Birmingham's Dave Morgan, Finland's Tero Palmroth and Calne's Martin Cooper recovering from a 10sec penalty for practice infringements to fill the other qualifying places.

Heat 5, backed by Minister Racing Engines, saw Stephen Robertson head current Van Diemen works driver Ruairi O'Coileain on the grid, giving a clear indication of the progress made since his mid-season return. Dublin's Paul Bishop had claimed the final front row place in a Crossle 60F, but his car was found to be underweight, as was Karl Jones's unique Talon. They both started from the back... This elevated Wakefield's Mike Lindley in the green Jim Lee Racing Reynard 85FF, with Germany's Otto Rensing in one of the works Rays

Quarter-final 1, lap 1 and Herbert fights his way outside van Uiter et al.



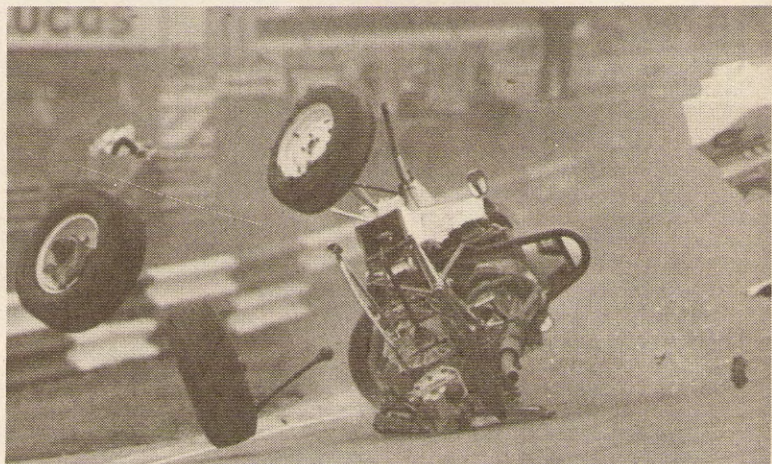
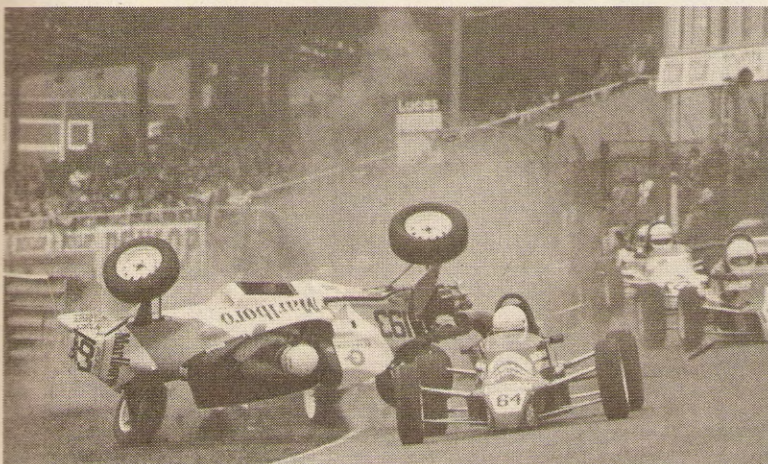
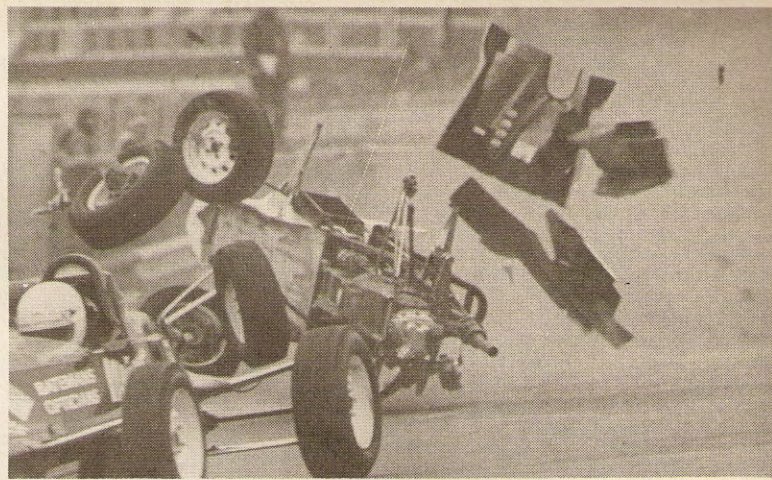
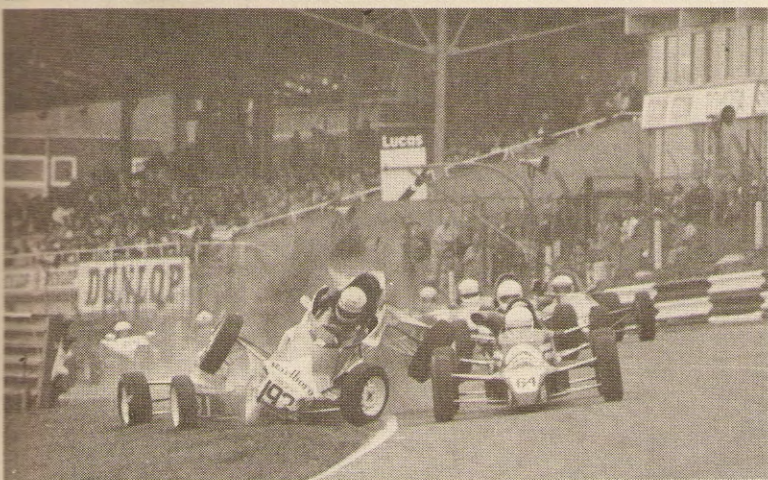
and Switzerland's Dano Hauri next up.

At the start, O'Coileain made a strong move for the lead, but Robertson was having none of that and held on to the inside line. These two then broke away, much as they pleased, and Hauri passed Lindley for third. Lindley then lost his nose cone on the first lap and duly delayed those behind, soon letting Rensing by. However, Hauri and Rensing had been adjudged to have jumped the start and picked up the obligatory 10sec penalty. Yet, this did not elevate Lindley, as he had participated in a practice start on the grid and been docked a similar amount of time. So, in reality, Jaap Bokhoven's Delmonte Bananas Mondiale was third and Chris Hall's Jamun fourth.

While the leading duo pulled ever further ahead, those behind really scrapped, and the outcome of the race was shaped by the arrival of Bishop at the back of the midfield pack on lap 7. Already in 13th place and thus through to the next round, Bishop attempted a very ill conceived dive past Kristyan Ingram as they entered Paddock Hill Bend. This was an unnecessary move since he had nigh on three laps to go and was plainly faster than those ahead. He struck the BRP RF85 and launched into a series of barrel-rolling end-over-ends, hardly touching the ground, and looking set to bounce clean into the crowd. The Crossle fell short, but struck two marshals (see *Sports Extra*), before coming to rest inverted just beyond the armco. Ingram stepped out of his car unhurt, and Bishop was freed in a rather shaken state.

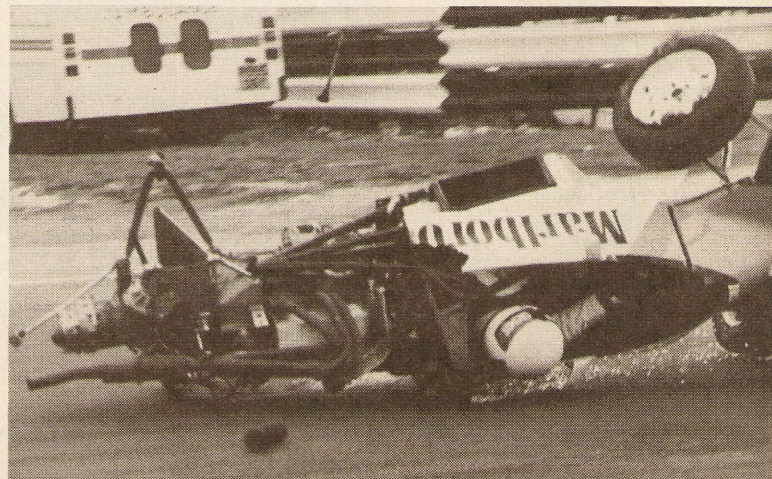
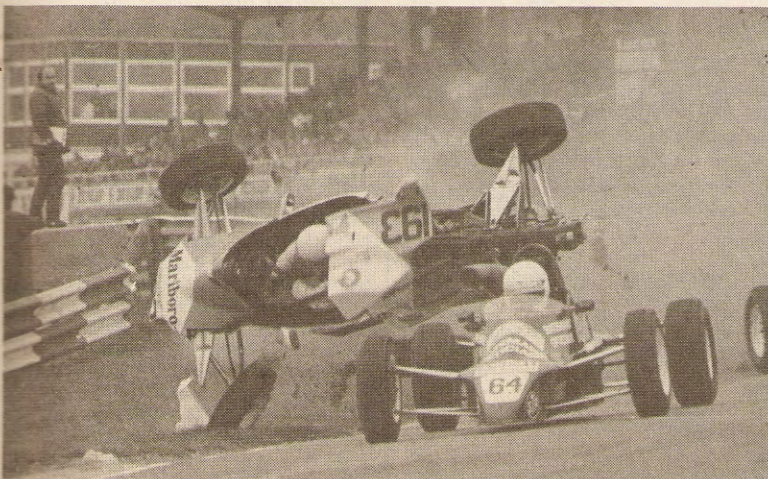
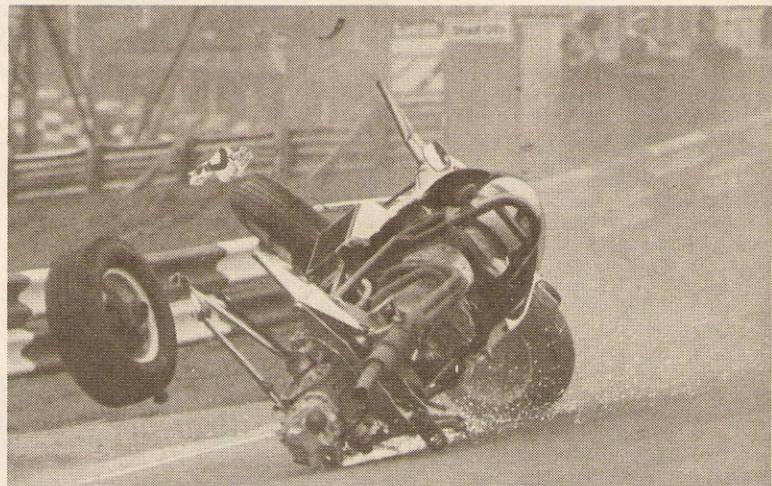
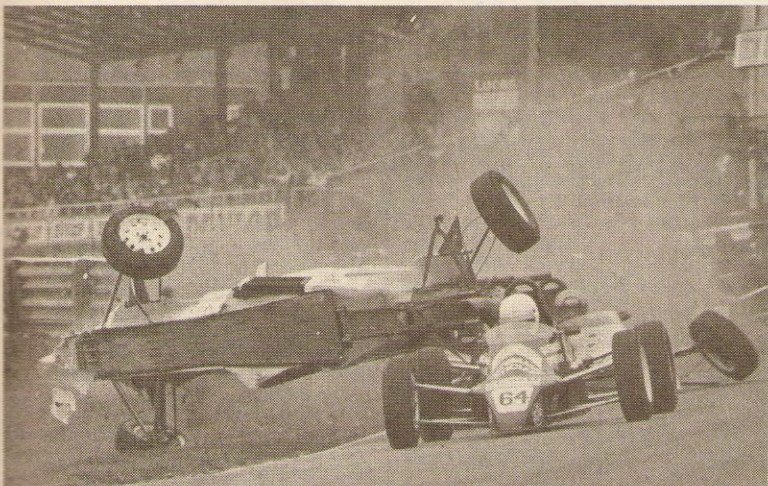
The race was stopped and the results declared at the end of the previous lap. Fifth place thus went Tony Walsh's way, from Jeff Williams's aged Van Diemen, Stuart Roden's unique Rotar, Rob Murphy's Getem, Ingram, Rensing, Hauri, Bishop and Lindley. One point of note was that the pace at the front had been very rapid, with O'Coileain scooping the fastest lap of the day, at 49.18s.

After an appreciable break, the Formula Services Heat 6 lined up with Mark Blundell's Abbey Life RF85 at the fore. Germany's Andy Bovensiepen lined up in the middle of the front row with the second Jim Lee Racing representative.



The start of the first semi-final saw a thoroughly unnecessary accident as Bancroft pulled over to take the lead into Paddock. Gachot moved over too, didn't back off and inevitably struck Carcasci, before taking off in a frightening sequence of rolls.

Gachot's car destroys itself as it slides along the ground at high speed. Bertrand was very lucky that the car stayed upright for so long before turning over and scraping his helmet along the track. Photo sequence 1-7: Paul Boothroyd. Photo 8: Michael Brown.



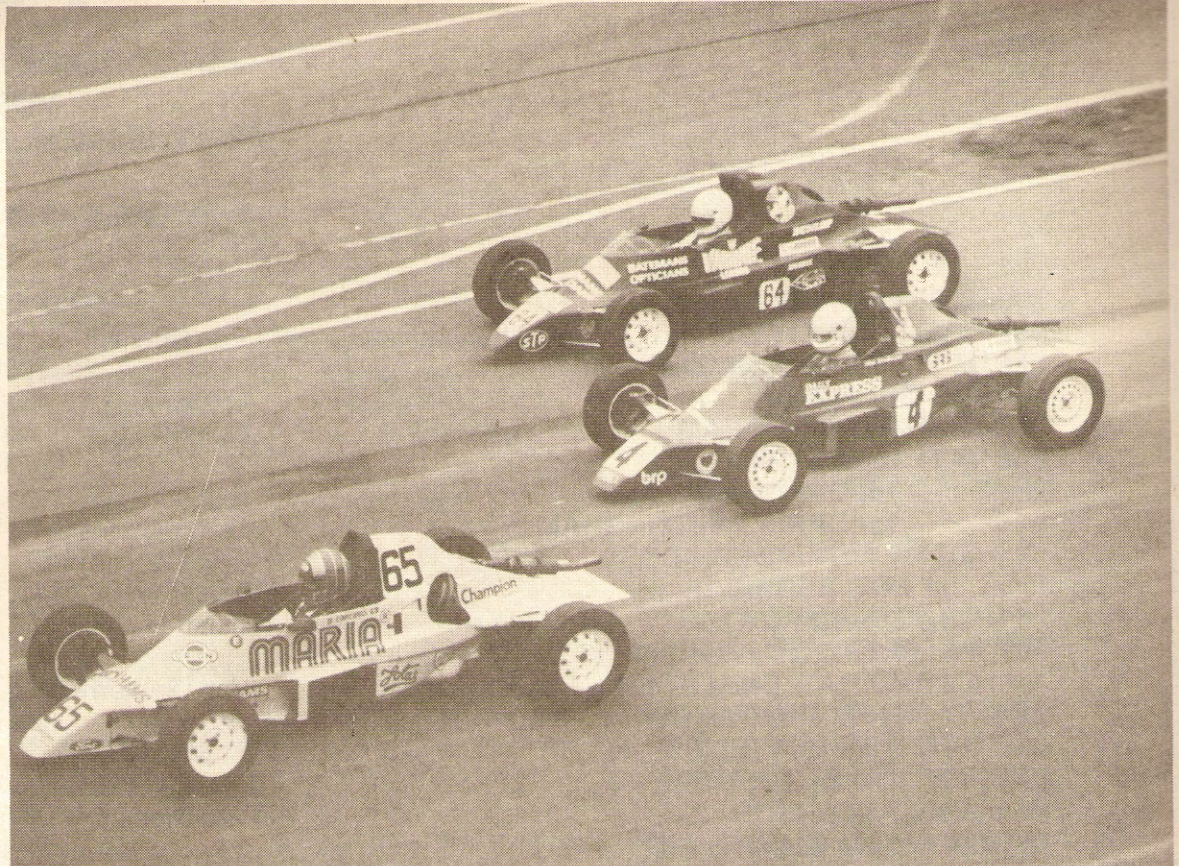
current Champion of Mallory, Richard Dean on the left. Two Irishmen filled row 2, Alan McGarrity heading Vivion Daly, with a troubled Gary Ayles behind with Lindoro da Silva and Cameron Binnie alongside.

At the start, a strange thing happened. The whole field appeared to set off on the red. Still . . . Dean was clearly in two minds and held back, losing a great deal of ground. Blundell shot into a lead he was never even to look like losing, and McGarrity made second place his own. At the end of lap 1, Dean was 11th! The main excitement thereafter occurred in the battle for the midfield positions, as Blundell stroked away as he pleased. Tim Harvey, Bob Hawkins, Bernard Dolan and Dean often flying into Paddock in pairs, nose-to-tail. Daly finished third, but Ayles was not far behind, with Bovensiepen having to make do with fifth. Then da Silva just held off Harvey — whose Quest was awaiting its Ivey engine which some charming customs people had decided to keep at Heathrow — Hawkins, Dean, Kuwaiti Nabil Marouf, Andrew Cox and Graham North. Thus, a quarter final place was left begging, as the rest had all retired . . .

Heat 7 bore allegiance to The Racing Car Show and saw Eddie Irvine on pole in his Mondiale, with Townsend Thoresen junior champion Adrian Willmott next to him, with RAC/Townsend Thoresen champion Bertrand Gachot completing the row. Fireworks could truly be expected, as just 0.01sec behind was Perry McCarthy, with Marc Hessel a similar blink of an eye slower. Also close on time were local lad Andrew Stapley in a works Ray (and finding it a pleasant change from his old RF82) and Nick Harvey.

Willmott made a fine bid for the lead, running level with Irvine and looking better set for the first corner, but Gachot kept the throttle floored and made one of his no-backing-off manoeuvres. He took the lead . . . Irvine also demoted Willmott and the trio made a break. Behind them McCarthy led from Hessel and a flying Len Bull, Harvey and Stapley. Bull then passed Hessel, and then the start of McCarthy's 'beastly' weekend arrived. He spun at Clearways, later being

Which way's north? Richard Dean, Jari Haavisto and Bernard Dolan seem to have differing ideas.



Pole position seldom yielded the lead, as Bancroft discovers at the start of quarter-final 1 with Carcasci beating him and Seedhouse away.

convinced that a large black dog had run across the track in front of him. Well, that was his story . . . He recovered to rejoin in 10th.

The order changed, little to the end with Gachot winning from Irvine and Willmott, then Bull from an impressive Stapley, Hessel, Harvey, McCarthy, Noel Roddy, Derek Pring, Diefen Lovell, and early spinners John Brooks and Bob Berridge. Actually, all 16 starters finished this one.

Having run through the lunchbreak, the BRSCC had managed to make up time lost by the late start, and the final

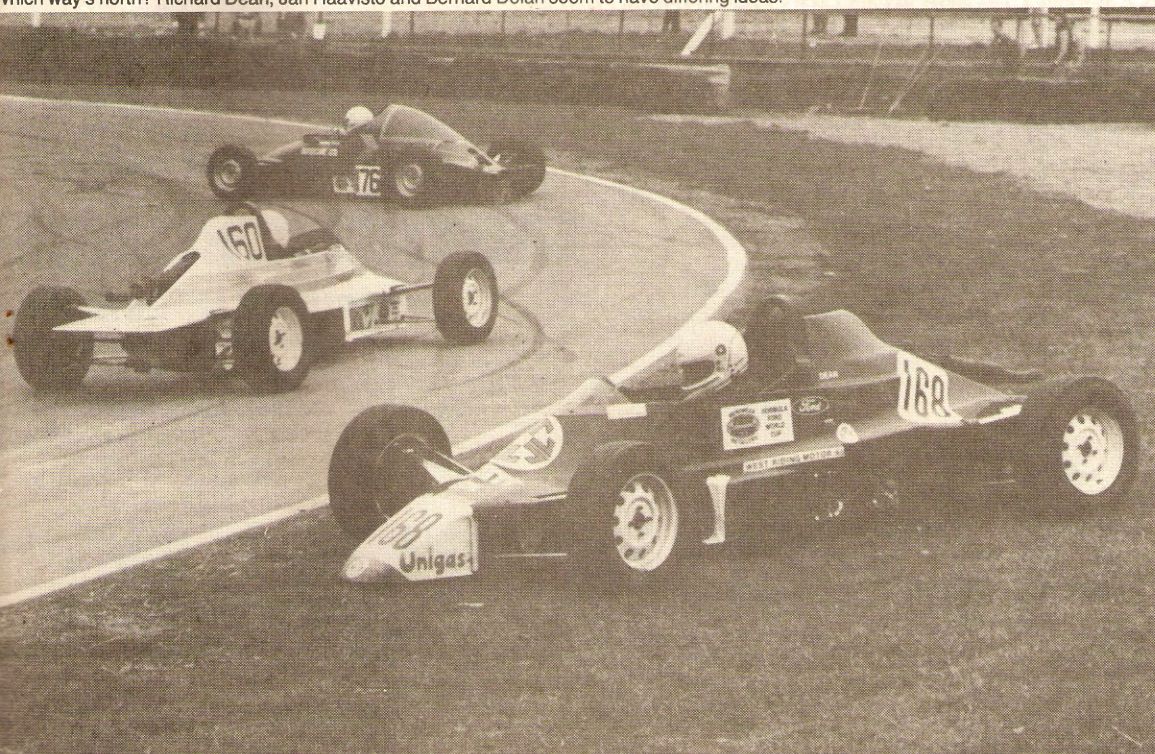
heat, sponsored by the Lep Group, got underway before nightfall. The top junior of 1985, Jason Elliott, had claimed pole by a fraction from Frank Biela's Eifelland/VIT Racing Reynard, and Lep's own Tim Jones, with David Griffin and Andy Mathew right behind. Philippe Favre was surprisingly down in ninth place behind Willie Rose, Maarten Bottelier and Luis Villalba.

Jones, much to his commentator father Brian's delight, pulled across at the green to claim the lead. Griffin made a bid, but got on the grass on the inside and slipped back to fourth again. Elliott

then tucked in behind Jones and Biela followed suit, the trio breaking away from the rest. The race then became strung out. Elliott kept the pressure on Jones, giving him nary a moment's peace, also having to watch his mirrors for Biela. All Elliott's attempts proved fruitless though, and Jones took the flag, 0.10sec clear, with Biela but 0.14sec behind Elliott. Their fastest laps revealed the closeness of their performance, being within 0.02sec of each other. Griffin held onto fourth by the skin of his teeth from Mathew, with Rose next up from Alister Lane who had fought his way past the ninth-placed Wally Warwick, Luis Villalba, Derek Daly (no relation), Scott Stringfellow, and the wild Bottelier. Only 12 finished, Bottelier and Favre having tangled at Druids the last time round when in sixth and seventh respectively . . . the Swiss did not finish. The heats certainly had not been classics.

QUARTER-FINALS

Sunday provided a slightly warmer and fog free day as everyone got down to the nitty-gritty of the quarter finals. Jonathan Bancroft sat on pole with his Racefax Van Diemen but, as was proven almost throughout the meeting, the outside berths were the place to be, with Carcasci winning the drag down to Paddock. Leo Schildkamp's Reynard was out in the first 10 yards, and Johnny Herbert was providing the fireworks lower down. From the middle of the fifth row, Herbert desperately needed to finish in the top four so as to start his semi-final from the front three rows and at least give himself a chance. Across the line they streamed; Carcasci, Bancroft, Seedhouse, Stancombe, King, van de Poele and incredibly, Herbert seventh. Next time round, and Herbert had demoted van de Poele and was right with Stancombe. At the front, however, Carcasci was beginning to leave Bancroft, the Brazilian's car feeling much



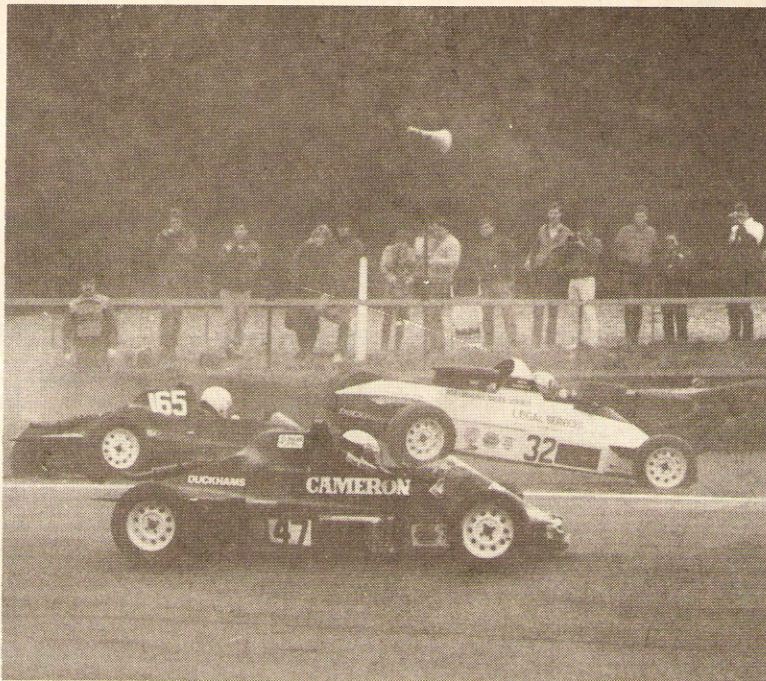
►► better balanced than a day earlier, when Bancroft had beaten him in Heat 3. The times proved it too, Carcasci down to 49.3s on the third tour and it was not long before the clocks were stopped at 48.94s. The Brazilian was looking good.

Back to Herbert. Having dived inside Stancombe to take fifth at Paddock on lap 4, the Romford lad demoted Andy King two laps later. King's BRP teammate, Seedhouse, was next in Johnny's sights and he gamely charged after him, taking a new lap record in the process. Herbert's new mark was 48.82s (six hundredths quicker than Gerrit van Kouwen's year old mark), and it brought him up to the back of Seedhouse's car with a lap remaining. Seedhouse, for his part, was posing something of a threat to Bancroft although never really mounting a serious challenge. No further progress was made and so Carcasci ran out a comfortable winner from Bancroft, Seedhouse, Herbert, a gap to King and then van de Poele and Gerald van Uiter, who had forced by Stancombe on the penultimate lap. Colin indeed only just held off a late challenge from Finn, Matti Sarilo, which saw both cars record identical times. Further down, Peter Bell's Ray claimed the final place in the semis, eliminating Danish champion, Svend Hansen.

Peter Rogers lined up on pole for the second quarter final, but the Laser was beaten away from the line by Damon Hill, the Ricoh Copiers car heading Rogers, Shortle, Booth (after a fine start), Arbis (penalised 10secs for a jumped start), Brown, Peters, Ratzemberger and Packer. Poor Rick Morris got no further than Paddock on the warming up lap before succumbing to a broken HT lead.

Quickly the race settled into a pattern, with Rogers seeing Hill's gearbox in two with the pointed nose of Howard Drake's elegant creation and Shortle staying in touch, these three breaking away from the pack. 'Butcher' Booth was still fourth — bad news for anyone outside the top three — and Peters was now the frustrated driver looking for a way by, Brown having fallen away to seventh, and Arbis passed by Mark at Paddock Bend.

Rogers decided he had had enough of playing second fiddle to Hill and in a positive move, charged inside Damon into Paddock for the sixth time. For a moment the Laser fought for grip, Rogers sliding wide and looking about to launch a retake of the famous Sala/Cheever incident of two years previous. Skillfully, though, Pete gathered it all together, Damon wisely accommodating



Lap 1, semi-final 1, Druids: Da Silva, Brown and Shortle enter retirement.

him, and the two cars made it through the bend, Rogers in front. Further down, Booth was given the 'naughty boy' flag for blocking, and Peters steeled himself for a big effort, finally outfoxing John at Paddock. In his defence, it has to be said that Booth's blocking was a great deal more temperate than the previous day's diabolical race-long carve up of Jeremy Packer which many felt should have seen him disqualified on the spot. As a result of it all, poor Packer was circulating a lot further down the order than he might have been, Jeremy equalling Rogers' fastest race lap of 49.30s while involved in a tussle with Martin Boyle and Marc Simon, which finally netted him an unrepresentative ninth.

At the front, Rogers drew out a breathing space from Hill and Shortle with Peters fourth, ahead of Booth. Mark waited for Booth on the slowing down lap and weaved in front of him all the way to Druids. Point taken. Ratzemberger, Brown and Boyle were next up, while Thomas, Barkstrom and Andrews claimed the final qualifying places. Alas, poor Arbis just missed the cut with his 10sec jump start penalty, 14th.

Quarter-final 3 provided an action packed first lap, with both Gachot and O'Coileain getting the drop on pole man

Stephen Robertson's Identicar Van Diemen. Ruairi led up to Druids but Gachot went all the way round the outside and arrived at Graham Hill Bend on the inside. Ruairi gamely stayed with it, though, and took back the lead at Clearways. This manoeuvre cost Gachot his nosecone, but undeterred, Bertrand flew around the outside of the amazed Duckhams Van Diemen driver at Paddock. Robertson was right there watching, but without showing any particular desire to get involved. Next up was Irvine from Chris Hall's Jamun, Adrian Willmott, Len Bull and Andrew Stapley, putting on a fine display with the Ray 85F.

By lap 4, the first three had made a decisive break, while further down Willmott nipped smartly inside Hall at Surtees to take fifth. Adrian later benefited further from a mistake by Irvine, the Mondiale getting out of shape on oil and forcing the Irishman into a quick rotation at Druids. Meanwhile, Nick Harvey suffered a spin, too, recovering quickly to come home 12th.

Chris Hall now had the full attention of Len Bull's RF84, Len making a bid for seventh as the pair turned into Paddock for the ninth time. Contact was made in the dip at the exit of the testing corner with Hall T-boning the sideways Bull and

launching himself into a impromptu aerobatic display. Thankfully Chris landed correct side up, but unfortunately caught a rather painful whiplash injury to his neck on landing. Exit both.

With three laps remaining, Ruairi began to have serious looks at the inside of Gachot but decided that discretion was the better part of valour and settled for second. Robertson was a fine third, 10secs clear of Willmott, Stapley and German Marc Hessel, who drove a fine race in the third Racefax Van Diemen. Fittingly, Bob Berridge grabbed the last qualifying spot behind Irvine, Rensing, McCarthy, Harvey, Murphy, and Stewart Roden with the unique Rotar.

The last quarter-final proved a fairly simple task for Mark Blundell, the Royston driver leading every lap from pole position and picking up fastest lap on the way. Mark looked in fine form, turning consistent 49.2s and easing away from Tim Jones and Jason Elliott. The latter looked as if he would be able to lap quicker than Jones should he manage to find a way by, but Tim was not about to give him any assistance whatsoever. Causing Elliott to pay close attention to his mirrors also, was Alan McGarrity. Alan was beaten to both Irish titles by Martin Boyle after missing some races with a bout of pneumonia, but he was not about to be caught cold today! Behind, Vivion Daly was pressurising Gary Ayles, while David Griffin was having a close tussle with German, Frank Biela.

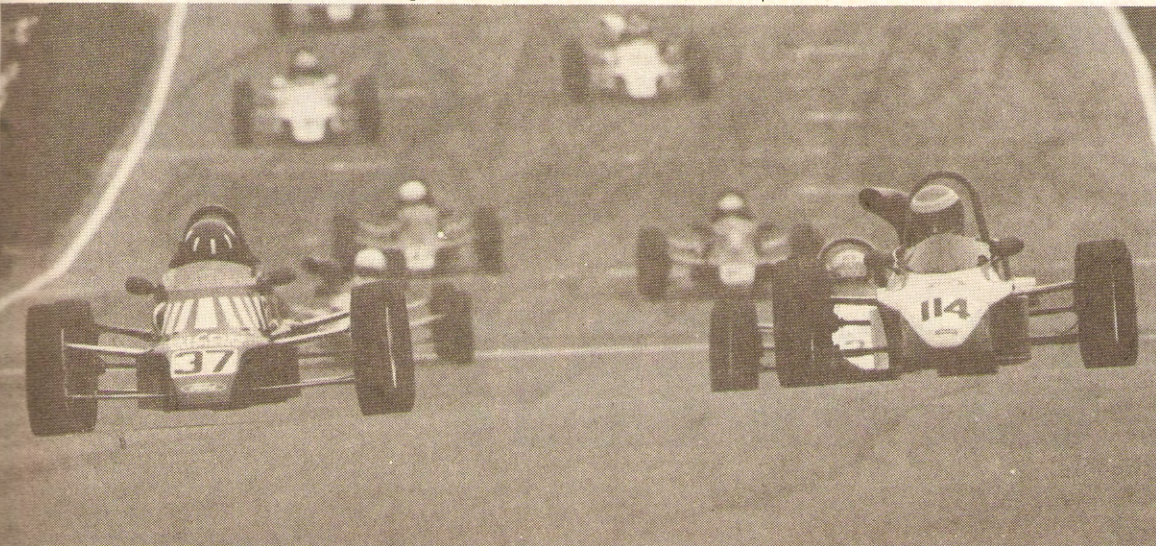
On lap 6, the inevitable happened — Bottelier spun at Paddock. Throughout the entire weekend, the Dutchman had faced almighty problems persuading the Reynard through Paddock, the evil looking red device seeming to show a marked preference for a trip to the Kentagon, or should that be Pentagon!

Blundell, then, ran out an easy winner, putting himself on pole for the semi-final. Jones defended second valiantly to the end, complaining of a dire lack of traction, while Elliott pipped McGarrity, and Daly did likewise to Ayles. Lindoro da Silva's Pacific Racing Van Diemen fought past a furious gaggle of six cars for seventh, with the following Griffin, Mathew, Biela, Dean and Bovensiepen all covered by an incredible 0.6secs. And 13th, just scraping into the semis, was Tim Harvey, ahead of a plucky performance from Formula E leading light, Alister Lane, with his Van Diemen RF80.

SEMI-FINALS

The 15 lap semi-finals brought together the big guns. A look at the front row for the first one really captured the imagination. Paulo Carcasci sat on pole with Gachot's Pacific run Marlboro car sitting threateningly on the middle berth. Jonathan Bancroft occupied the outside spot, contemplating his chances of braving it out into Paddock. Many people glanced anxiously towards the starting gantry, watching the lights, a definite air of nervous anticipation about this one. The lights blinked green and Bancroft made a perfect getaway, moving across to take the line into Paddock. Behind him, Carcasci had gone a fraction sideways from pole and had Gachot squeezing, squeezing, squeezing him as they approached the braking area. Suddenly the Brazilian was on the grass with nowhere to go. His brakes were rendered absolutely useless and as he avoided the barrier to his right Gachot was launched into an horrific roll, the Marlboro carskating along the track on its left side with Gachot's helmet scraping along the ground. The car came to rest broadside in front of the whole pack and the following Ruairi O'Coileain averted disaster by mere inches, steering left in a reflex action and taking off Gachot's

Damon Hill tries the inside line alongside Peter Rogers' Laser, with Rick Shortle in tow, in the quarter-finals.

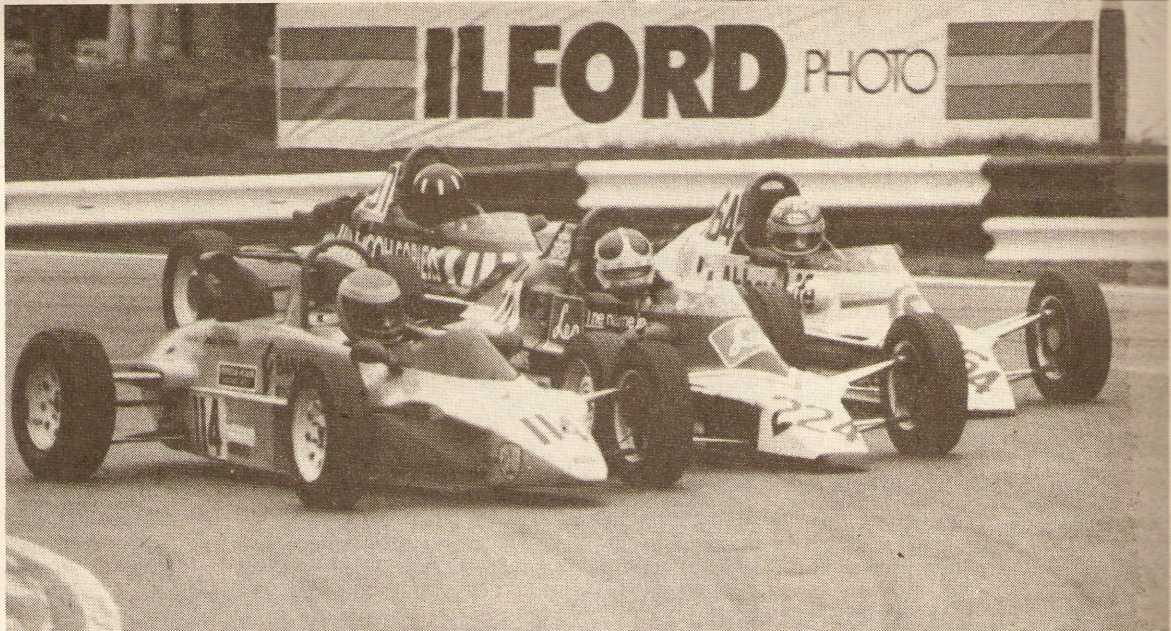


screen. Bertrand thankfully and incredibly emerged totally unscathed but both he and the disgruntled Carcasci were out.

After a short delay, they lined up for a second attempt, without two of the three front row men, and also minus the luckless Alan Kelly, Matti Sarilo, and Nick Harvey who had all been caught up in the mêlée. Bancroft simply pulled across into the vacant space and headed O'Coileain, Seedhouse, Robertson and Herbert through Paddock. Johnny, remember, gradually working his way to the front, had seen his big chance with Carcasci and Gachot off. Rapidly, he homed in on Robertson, displacing him on the third tour and setting off in pursuit of Seedhouse. The latter, though, was again driving well, and staying in touch with O'Coileain. There was no stopping Herbert in this mood, though, and the Quest was through on the inside of Seedhouse at Surtees soon after.

Back to the front, and O'Coileain was beginning to put pressure on Bancroft, and it was now that Herbert really got his head down, turning yet another 48s lap, the leading duo now in his sights.

At half distance, Otto Rensing spun the Ray at Graham Hill Bend, and Stewart Roden also suffered the same fate with the unique Rotar. Clearly there was some oil down at Graham Hill Bend and Bancroft noticeably altered his line, turning in earlier. Herbert was now right with O'Coileain, the leading threesome detached from their pursuers, led by Seedhouse and Willmott. Up to Surtees for the 11th time and Ruairi made a mistake, sliding wide across the grass. That was all the Quest needed and Herbert was through in a flash and after Bancroft. The latter's relatively untroubled run, plus the fact that the second semi would have the remnants of any oil to slow them for the duration, meant that Herbert's close second (two-hundredths



The amazing outcome of this manoeuvre was that Hill came out of Druids ahead of Rogers, Jones and Blundell!

down at the flag) would probably be good for the outside of the front row in the final. After Seedhouse and Robertson, Willmott had driven a fine race and headed van de Poele and Stapley while McCarthy came home ninth ahead of Champion of Brands, Colin Stancombe and Rob Murphy's Getem. Gerald van Uiter and Marc Hessel recorded identical times with the former just claiming 12th. Eliminated by 0.01secs, thus, was the intrepid pre '74 champion Bob Berridge who had given his all in a Lola T640. Another unlucky drive was Andy King who admitted to a tactical error. "I suffered a steering problem after a slight

collision and should have stayed in 13th where I was. I went for Kevin Gillen, though, and that was it. One mistake and you're out. It was stupid."

snap smartly into line and away up to the inside of Paddock. Not this time, though.

Tim Jones had made a superb start from the outside of the front row and came across to lead into Paddock. Rogers went with him, also moving right. Blundell desperately tried to defend his inside line and momentarily a repeat of the first semi-final shunt was on the cards. They all sorted themselves out, however, and charged up to Druids with Jones leading Rogers, Blundell, Hill, Peters and Shortle. Further down, a mêlée took out Packer, Brown, da Silva,

The second semi-final produced some absolutely breathtaking racing which is so absolutely typical of the Festival. Mark Blundell had the pole and up until this point Mark had been the only driver who seemed to have the knack of making proper use of it. Each time, he would line up the Abbey Life Van Diemen with the nose pointing toward the pit wall and the rear of the car up the sloping grid. As he let out the clutch, the car would normally

BRANDS HATCH

BRSCC

Post 9 Marshals Heat 1 (10 laps): 1, Allan Seedhouse (Van Diemen-Auriga RF85), 8m22.94s, 86.15mph; 2, Andy King (Van Diemen-Nelson RF85), 8m25.11s; 3, Gerald van Uiter (Mondiale-Minister M85S), 8m26.10s; 4, Eric van de Poele (Van Diemen-Zagk RF85), 8m26.43s; 5, Matti Sarilo (Van Diemen-Auriga RF85), 8m26.69s; 6, Johnny Herbert (Quest-lvey 85FF), 8m33.37s. **Fastest lap:** Sarilo, 49.22s, 88.03mph.

Racepeople Employment Agency Heat 2 (10 laps): 1, Damon Hill (Van Diemen-Nelson RF85), 8m23.46s, 86.06mph; 2, Rick Shortle (Reynard-Scholar 84FF), 8m24.44s; 3, Mark Peters (Van Diemen-Auriga RF85), 8m24.58s; 4, Rick Morris (Van Diemen-Scholar RF85), 8m24.81s; 5, Tom Brown (Van Diemen-Scholar RF85), 8m28.72s; 6, Martin Boyle (Mondiale-Aldon M84S), 8m30.61s. **Fastest lap:** Shortle, 49.42s, 87.67mph.

OMP Racewear Heat 3 (10 laps): 1, Jonathan Bancroft (Van Diemen-Auriga RF85), 8m21.69s, 86.36mph; 2, Paulo Carcasci (Van Diemen-Minister RF85), 8m22.24s; 3, Colin Stancombe (Lola-Stancombe T640/4E), 8m31.89s; 4, Nicky d'Amico (Van Diemen-Auriga RF84), 8m31.99s; 5, Peter Bell (Ray-Auriga 85F), 8m32.60s; 6, John M Davies (Crosslé-Scholar 60F), 8m44.72s. **Fastest lap:** Bancroft, 49.20s, 88.06mph.

Percy Bliton plc Heat 4 (10 laps): 1, Peter Rogers (Laser-Minister HD85), 8m21.48s, 86.40mph; 2, Roland Ratzenberger (Van Diemen-Minister RF85), 8m22.86s; 3, John 'Butcher' Booth (Van Diemen-Neil Brown RF85), 8m32.02s; 4, Alexander Arbis (Van Diemen-Neil Brown RF85), 8m32.05s; 5, Jeremy Packer (Van Diemen-Auriga RF85), 8m32.18s; 6, Henrik Barkstrom (Reynard-Auriga 85FF), 8m32.39s. **Fastest lap:** Ratzenberger, 49.30s, 87.88mph.

Minister Racing Engines Heat 5 (7 laps): 1, Stephen Robertson (Van Diemen-Auriga RF85), 5m52.83s, 85.96mph; 2, Ruairi O'Coileain (Van Diemen-Minister RF85), 5m53.46s; 3, Chris Hall (Jamun-Minister T12B), 6m04.25s; 4, Jaap Bokhoven (Mondiale-BS Power M84/85S), 6m04.82s; 5, Tony Walsh (Mondiale-Minister M85S), 6m04.93s; 6, Jeff Williams (Van Diemen-Ford RF80), 6m08.54s. **Fastest lap:** O'Coileain, 49.18s, 88.10mph. **Results declared after seven laps due to crash at Paddock Hill Bend.**

Formula Services Heat 6 (10 laps): 1, Mark Blundell (Van Diemen-Minister RF85), 8m22.24s, 86.27mph; 2, Alan McGarrity (Crosslé-GRD 60F), 8m29.96s; 3, Vivion Daly (Mondiale-Minister M85S), 8m31.00s; 4, Gary Ayles (Reynard-Minister 84FF), 8m31.54s; 5, Andy Bovensiepen (Van Diemen-Minister RF85), 8m31.83s; 6, Lindoro da Silva (Van Diemen-Gatmo RF85), 8m39.36s. **Fastest lap:** Blundell, 49.32s, 87.85mph.

The Racing Car Show Heat 7 (10 laps): 1, Bertrand Gachot (Van Diemen-Nelson RF85), 8m20.92s, 86.50mph; 2, Edmund Irvine (Mondiale-Auriga M85S), 8m22.65s; 3, Adrian Willmott (Van Diemen-Scholar RF85), 8m25.21s; 4, Len Bull (Van Diemen-Nolan RF84), 8m32.96s; 5, Andrew Stapley (Ray-Minister 85F), 8m33.96s; 6, Marc Hessel (Van Diemen-Auriga RF85), 8m34.10s. **Fastest lap:** Gachot, 49.32s, 87.85mph.

The Lep Group Heat 8 (10 laps): 1, Tim A Jones (Van Diemen-Minister RF85), 8m23.96s, 85.97mph; 2, Jason Elliott (Van Diemen-Scholar RF85), 8m24.06s; 3, Frank Biela (Reynard-Eifeland 84FF), 8m24.20s; 4, David Griffitt (Lola-Minister T644C), 8m33.23s; 5, Andy Mathew (Ray-Minister 83F), 8m33.24s; 6, Willie Rose (Reynard-Minister 84FF), 8m38.69s. **Fastest lap:** Jones & Biela, 49.57s, 87.41mph.

Duckhams Oils Quarter-Final 1 (12 laps): 1, Carcasci, 9m57.64s, 87.00mph; 2, Bancroft, 10m01.42s; 3, Seedhouse, 10m02.00s; 4, Herbert, 10m02.31s; 5, King, 10m05.61s; 6, van de Poele, 10m11.49s. **Fastest lap:** Herbert, 48.82s, 88.75mph (record).

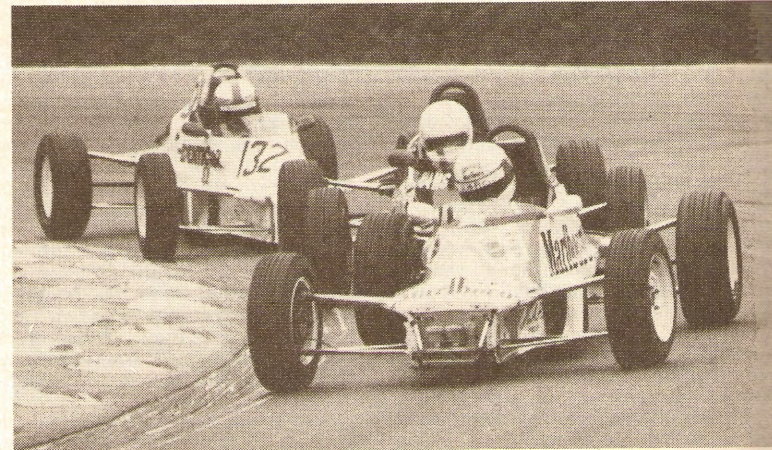
Gardner Platform Floors Quarter-Final 2 (12 laps): 1, Rogers, 10m02.66s, 86.27mph; 2, Hill, 10m04.22s; 3, Shortle, 10m04.58s; 4, Peters, 10m09.97s; 5, Booth, 10m11.41s; 6, Ratzenberger, 10m11.52s. **Fastest lap:** Rogers & Packer, 49.39s, 87.72mph.

Road and Racing Accessories Quarter-Final 3 (12 laps): 1, Gachot, 10m01.80s, 86.40mph; 2, O'Coileain, 10m02.34s; 3, Robertson, 10m02.50s; 4, Willmott, 10m12.25s; 5, Stapley, 10m13.47s; 6, Hessel, 10m14.50s. **Fastest lap:** Robertson, 49.01s, 88.40mph.

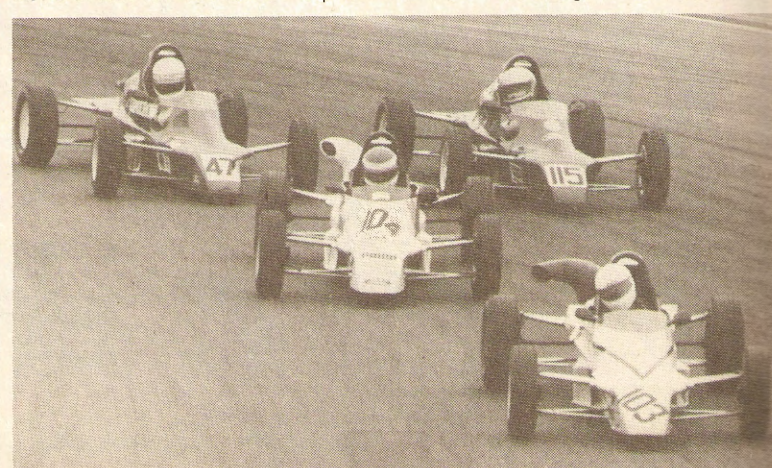
Quest Racing Cars Quarter-Final 4 (12 laps): 1, Blundell, 9m58.68s, 86.85mph; 2, Jones, 10m03.37s; 3, Elliott, 10m03.40s; 4, Alan McGarrity, 10m04.08s; 5, Daly, 10m07.31s; 6, Ayles, 10m07.44s. **Fastest lap:** Blundell, 49.20s, 88.06mph.

Brands Hatch Racing Semi-Final 1 (15 laps): 1, Bancroft, 12m33.62s, 86.24mph; 2, Herbert, 12m33.64s; 3, O'Coileain, 12m34.13s; 4, Seedhouse, 12m36.60s; 5, Robertson, 12m36.89s; 6, Willmott, 12m43.25s. **Fastest lap:** Herbert, 48.89s, 88.62mph.

Dunlop Semi-Final 2 (15 laps): 1, Hill, 12m40.77s, 85.43mph; 2, Rogers, 12m40.91s; 3, Jones, 12m44.17s; 4, Blundell, 12m44.30s; 5, Booth, 12m45.28s; 6, McGarrity, 12m45.30s. **Fastest lap:** McGarrity, 49.61s, 87.34mph.



Even sans nosecone, Bertrand Gachot managed to contain Ruairi O'Coileain and Stephen Robertson to win the third quarter-final, Robertson setting fastest lap. Below: Booth — Brands's mobile chicane for the weekend — disputes Paddock with Ratzenberger, Arbis and Brown.



Andrews and Daly, while Shortle ended a magnificent showing when he fell off at Druids.

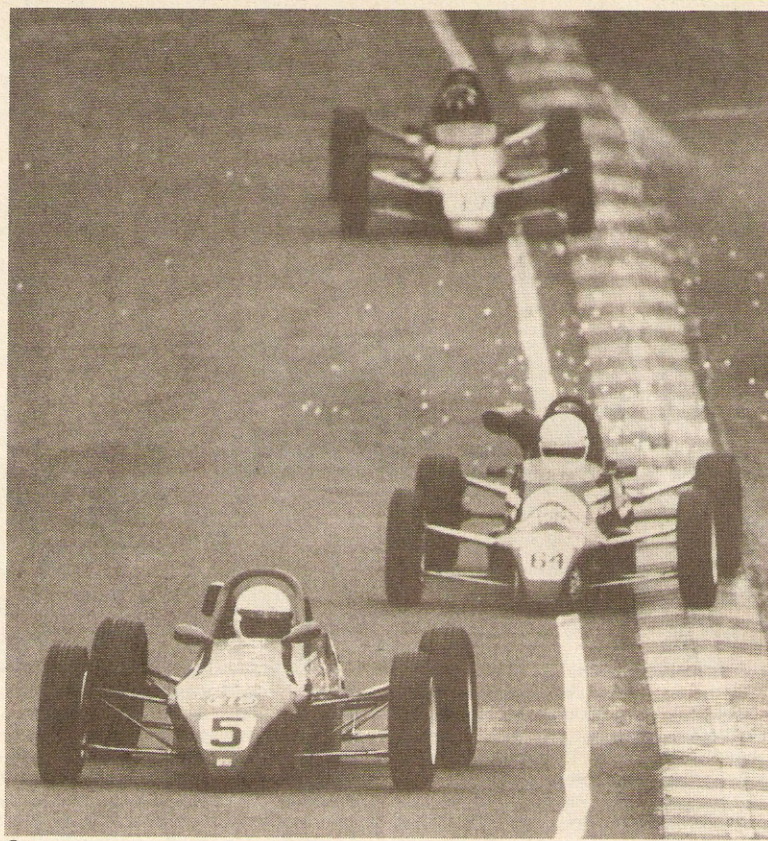
The first three were circulating as one, with Rogers all over Jones' Lep Group Van Diemen. Every time he made a move, though, Blundell threatened to take advantage, while all the while Hill was drawing ever closer. Peters was out by this time having run up the back of Damon at Clearways. "I think he missed a gear," said the still cheerful Peters who joined Gary Thomas as a spectator by the pit wall. Poor Gary had not even started, a change of petrol tank trapping the master lead under the seat and rendering him powerless.

By lap 5 the leading quartet had now broken clear with McGarrity next, chased by Elliott and Booth. Jason was sporting SDC colours after doing a quick deal to run Rick Morris' bodywork and he was going strongly after a hectic engine change prior to the final. On lap 7 he passed McGarrity up to Druids after getting through Paddock quicker than the Irishman.

Up front, it was surely a matter of time before Jones was passed. Rogers had been given the warning flag for weaving, but in the circumstances this seemed a trifle harsh. In his legitimate efforts to oust Jones, he was desperately trying to stop Blundell taking advantage and it all seemed fair enough. On lap 9 it all happened. Jones was slow through Paddock and Rogers shot inside him up to Druids. Simultaneously, Blundell went the other way while Hill sat watching, waiting for any developments. Into Druids on the inside line Rogers locked up and went straight on momentarily. Jones could not turn in and was also forced straight on, tapping the unlucky Blundell who had been planning to go around the outside. Damon could not believe his fortune and after going up behind Elliott, emerged first, to rapturous applause. Rogers got himself quickly sorted out and went after him, launching a repeat of his quarter-final move at Paddock. He led briefly, but slid wide and Hill reclaimed the lead. This was great stuff.

With Hill and Rogers breaking away, Jones was coming under severe pressure from Blundell and Elliott was not far away. The luckless Jason, however, was sidelined three laps from the end when an ignition lead fell off and that was that, a real pity after a splendid showing. Alan McGarrity had been storming along behind Elliott and was caught out, having to lift. John, 'Butcher' Booth took full advantage, storming through to take fifth, with Ratzenberger seventh ahead of a furious seven car train which

Heat winners both, Mark Blundell and Allan Seedhouse drove well throughout the weekend, ending up in fourth and fifth places overall.



One could say that sparks flew in the final, but Herbert was uncatchable.

comprised Griffin, Ayles, Biela, Dean, Mathew, and final qualifier, Tim Harvey.

FINAL

And so to the big one. There had been a feeling of irrevocability about Herbert's progress, he had 'momentum' if you like. And here he was on the outside of the front row, the favourable spot perhaps? Clearly the start was going to be all-important and Johnny got an absolute flyer, inching across to take the line into Paddock. The thing about the Grand Final grid was that the occupants of its front two rows had a combined IQ of something more than double figures this time, and appreciated that in order to win they not only had to be first through Paddock, but also negotiate the corner a further 19 times! With that in mind, everyone successfully made it and charged up to Druids in the order Herbert, Bancroft, Hill, O'Coileain, Rogers, Blundell, Seedhouse, Robertson, Jones and Booth.

Many people had thought that once in the lead, Herbert would waltz away.

Bancroft, though, had other ideas, hanging on grimly to the Quest as they began to break away from Hill. Damon seemed a couple of tenths from the ultimate pace all weekend, troubled by an understeer problem which prevented him from really getting in amongst it. Rogers was looking for a way by immediately and was himself the subject of Blundell's attentions once more. The field had already lost the clutchless Ayles then O'Coileain overcooked it on the exit of Graham Hill Bend, spinning out of the race. Griffin joined him and we were down to 23.

By lap 6, Blundell was becoming frustrated behind Rogers and gave the Laser a hefty clout as they accelerated out of Druids, Pete spinning down to the back of the field.

Seedhouse, meanwhile, was successfully fending off Robertson with Tim Jones struggling along behind, still short on traction. At the front, Bancroft was beginning to have serious looks at Herbert into Paddock at around mid-distance. Jonathan had suffered a puncture on the grid, necessitating a new left

rear, and was now well into the groove and looking very threatening. "Teased up a bit too much," Herbert said later, but whatever, he had it all to do again, gradually opening up a small advantage over the Batemans Opticians/Racefax car.

Further down, Dean (son of former Atlantic driver, Tony) was enjoying a fine scrap with Stancombe, the pair merrily banging wheels as they barrelled up to Druids. Dean finally got the better of the scrap and set off after Stapley and Biela, the former turning in a really fine performance with the Ray.

At the head of the field, the final had developed into four two-car battles. Herbert just about had the measure of Bancroft, while Hill just managed to hold off Blundell, Mark recording the fastest lap of the final in his pursuit. Seedhouse kept back Robertson while Tim Jones was a further 5secs in arrears holding off a spirited effort from Adrian Willmott who impressed throughout despite experiencing a throttle problem in the semi-final.

Rogers charged back up to 13th, while Perry McCarthy brought his Milldent/RfB car home 18th after a contretemps at Druids. How was the dog? "Oh it was a bloody rat this time!" retorted Perry. It was too, Ratzenberger being eliminated in their coming together on lap 14.

And so, after starting his heat the day before from the back of the grid with a 10sec penalty, 20-year-old Johnny Herbert crossed the line to wild cheers and no doubt filled Mike Thompson's order books for next year. It was no more than they deserved. Never the ones to make excuses, always sporting and down to earth, the small team had taken on the Van Diemen hordes and beaten them. It was an emotional moment and every one of the appreciative crowd knew it. Once more the Formula Ford Festival and World Cup had produced superb entertainment. England's victory was incidental — Herbert ironically not even a member of the team. Brands Hatch last Sunday was all about Quest Racing and Johnny Herbert.

BRANDS HATCH (GB)

Oct 25-27

First Edition Formula Ford World Cup and Festival

Grand Final

20 laps — 24.06 miles

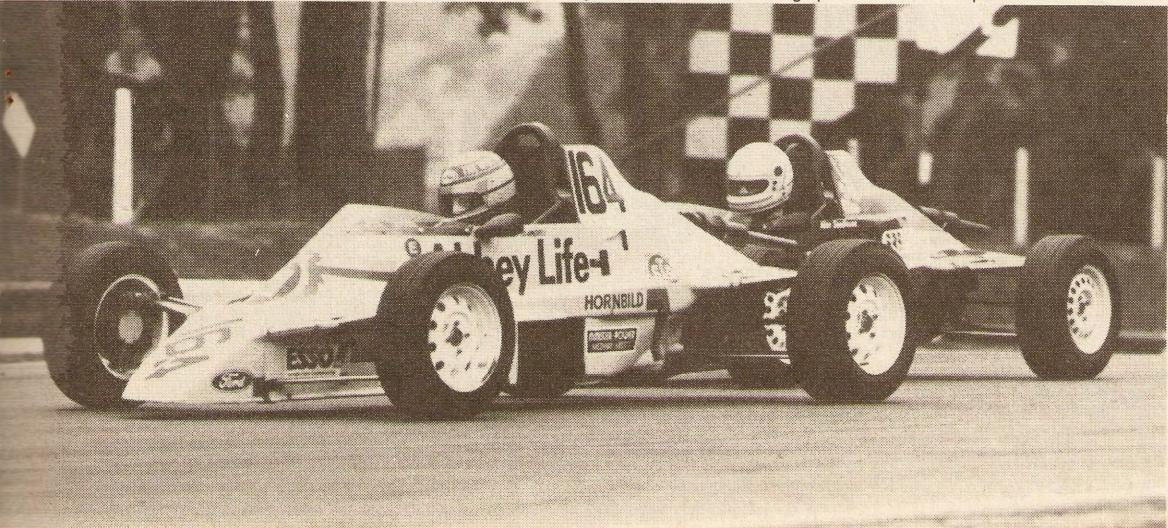
1, Johnny Herbert (Quest-Ivey FF85), 16m34.35s, 87.15mph; 2, Jonathan Bancroft (Van Diemen-Auriga RF85), 16m34.83s; 3, Damon Hill (Van Diemen-Nelson RF85), 16m37.94s; 4, Mark Blundell (Van Diemen-Minister RF85), 16m37.94s; 5, Allan Seedhouse (Van Diemen-Auriga RF85), 16m41.22s; 6, Stephen Robertson (Van Diemen-Auriga RF85), 16m41.38s;

7, Tim A Jones (Van Diemen-Minister RF85), 16m46.67s; 8, Adrian Willmott (Van Diemen-Scholar RF85), 16m46.72s; 9, Eric van de Poelle (Van Diemen-Zagk RF85), 16m51.89s; 10, Alan McGarrity (Crossle-GRD 60F), 16m52.54s; 11, John 'Butcher' Booth (Van Diemen-Neil Brown RF85), 16m52.58s; 12, Andrew Stapley (Ray-Minister 85F), 16m52.75s; 13, Peter Rogers (Laser-Minister HD85), 16m52.98s; 14, Frank Biela (Reynard-Eiffeland 84FF), 16m53.31s; 15, Richard Dean (Van Diemen-Neil Brown RF85), 16m53.79s; 16, Colin Stancombe (Lola-Stancombe T640/4E), 16m58.25s; 17, Mark Hessel (Van Diemen-Auriga RF85), 16m58.51s; 18, Perry McCarthy (Van Diemen-Minister RF85), 16m59.27s; 19, Robert Murphy (Getem-Minister GD115), 17m01.30s; 20, Gerald van Utert (Mondiale-Minister M85S), 17m01.76s; 21, Andrew Mathew (Ray-Minister 83F), 17m17.13s; 22, Tim Harvey (Quest-Ivey 85FF), 18 laps. No other finishers.

Fastest lap: Blundell, 49.05s, 88.33mph.

Not Classified: Roland Ratzenberger (Van Diemen-Minister RF85), 14 laps; David Griffin (Lola-Minister T644C), 2 laps; Ruairi O'Coileain (Van Diemen-Minister RF85), 2 laps; Gary Ayles (Reynard-Minister 84FF), 1 lap.

World Cup Team positions: 1, England, 263pts; 2, Belgium, 76; 3, Eire, 71; 4, Northern Ireland, 70; 5, Brazil, 43; 6, West Germany, 40.





Some roll is noticeable in the Sierra's cornering attitude, while the tail can be pulled out of line when pushed to its utmost limits.

Fun with a 4WD Ford!

For some months now I have been using a four-wheel drive car for everyday transport. It is not some knobby-tired, tall off-roader but a conventional-looking four-door family saloon, and it has turned me into a 4WD addict. And, like many converts to a new faith, I've no doubt that I sometimes tend to sing the praises of 4WD too loudly. But, until a few weeks ago, my Audi was the only 4WD car I'd ever driven for an extended period, so I couldn't be certain whether or not 4WD was the greatest thing since the wheel or not. I therefore looked forward to spending some time with the Sierra 4x4 from Ford. It, too, is 4WD, but in almost all other respects is a totally different car to the Audi. So is 4WD a stunning advance *per se*, or just a useful (at times) gimmick? Read on . . .

I know we've had a lousy summer, but even so I cannot remember the last time I drove on snow or ice in this country, so the benefits to me of 4WD have nothing to do with going in difficult conditions. Nor do I take every corner at the absolute limit. Thus the observable advantages of 4WD are there *at all times*. If I have to use one word to describe the benefits of 4WD, it would have to be stability. **Uncanny stability:** a 4WD car will sweep through fast bends, which will have two-wheel drive cars scrabbling unhappily, with considerable aplomb. After living with the Ford for well over a week, I am now convinced that 4WD is a major advantage, but that the differences between two- and four-wheel drive Fords is not quite so marked as it is between the Audis.

The basis of the Sierra 4x4 is the five-door version, unlike the XR4i which it replaces and which was a three-door. Contrasting with the XR4i too is the 4x4's discretion — no odd side-window configuration, no extravagant bi-plane rear wing, just a simple spoiler, special wheels and little badges giving away the fact that this is a real sporty car. I'm all for subtlety in a fast car — the less attention

you attract, especially from the police, the better.

The power unit is the familiar 2.8-litre fuel injected V6 as seen in the Capri 2.8i. It produces 150bhp (DIN) at 5700rpm,

Gone is the XR4i's massive bi-plane at the rear, replaced with a neat spoiler and simple badging.



and 159lb ft (DIN) torque at 3800rpm. Attached to it is a five-speed gearbox — but at this point the resemblance between the standard product and the 4x4 ends.

Behind the gearbox is a differential which splits the drive front/rear. This is not the ordinary type, but uses a planetary gear system which feeds the torque roughly 34% to the front wheels, 66% to the rears. In fact this split is not constant, varying continuously, but 34/66 can be taken as the average. Audi relies on a standard type of differential at this point, so their split is 50/50. Be it noted, though, that with a planetary diff Ford cannot get a 50/50 split even if they wanted it, while conversely Audi are stuck with a 50/50 split. The significance of this will become apparent later.

In addition to the centre diff, the Ford system is fitted with what has rapidly become the invention of the decade, the

viscous coupling. Developed by a British firm, FF Developments, but perfected in particular for this application by Ford's Special Vehicles Engineering team, it consists of a series of holed plates running in a special silicon fluid: half the plates are attached to one half of the system, half to the other. Under normal circumstances, when front and rear prop shafts are turning at the same speed, the viscous coupling effectively free-wheels, but should any difference in rotational speed occur — should, say, the rear wheels start to spin — the coupling comes into action and, progressively and automatically, locks the two halves of the system together, thus acting as a diff lock. A similar coupling in the rear axle acts in the same way to give the same effect side-to-side at the back. The advantage of the device is that it works without any driver assistance: that on the Audi, a mechanical type, requires the driver to lock it in manually under difficult conditions.

The advantages of 4WD on the road accrue from the fact that the forces within the tyre are more evenly divided, and therefore balanced, all round. The front tyres on a front-wheel drive car have to cope with both cornering and traction loads in a bend: in the case of the Sierra 4x4, 34% of the traction load is taken by the fronts, thus off-loading some of the work the rears have to do. The result is the same in both instances — an equalising of loads and therefore a more equitable balance.

And it shows on the road. You can feel the tyres working more efficiently, and the whole cornering stance is much more neutral. This may sound as if a 4WD version of a 2WD car is less fun — the opposite is the truth. A 4WD car sits all-square and unruffled up to ridiculously high cornering speeds, safely and surely and undramatically. Note, though, that the limit is set purely by the suspension and, more especially, the tyres, as *What Car?* found recently in a back-to-back test: a 2WD car with fatter tyres could generate higher steady sideways G forces than a 4WD car on narrower tyres.

In detail, the steering of the Sierra doesn't have quite the crispness and pin-sharp (but not twitchy) reaction of the Audi, so that, for example, turn-in is slower and a little more soggy. There is more roll from the Ford, too, so the handling isn't quite so taut either, but we are talking here of relatively minor differences — compared to their 2WD counterparts both Audi and Sierra are streets ahead.

As the limit is approached, the Audi becomes a determined understeerer: with the Sierra it is possible to power the tail out, and that is the difference between a 50/50 split and a 34/66 split. Lifting off in the Sierra can produce a wiggle from the tail, but is undramatic and easily corrected. Thus, in the handling stakes, the Sierra feels like what it is — basically a rear-wheel drive car — while the Audi feels more a full 4WD car.

Roadholding on both, as might be expected from the redistribution of forces in the tyres, is best described as sensational. Even better is that it is all so undramatic — you tend to treat wet roads after a while as if they were dry. The grip is uncanny: at one point we took the Sierra up a large dirt mound, wet and muddy, and we noticed a little bit of slipping and sliding. When we stopped, we discovered the reason for it — each tyre had about half an inch of mud all over it, so we were actually driving mud on mud, not rubber on mud.

The rest of the car will be familiar to many Sierra drivers. *Autocar* recorded a maximum speed of 125mph, and 0-60mph time of 8.4s, some 0.7sec slower

than the XR4i. This is easily explained, and illuminates both a disadvantage and an advantage of 4WD: the disadvantage is that you cannot use full wheel-spin starts to get the fastest possible acceleration times since 4WD doesn't allow excess power to be sent to one axle. The advantage though is much more useful—you can rocket out of T-junctions or other such situations immensely quickly and without embarrassing tyre squeal.

Once on the move the Sierra's high torque peak, and relatively high gearing, mean that—in spite of a bigger engine—you have to use the gearbox rather more than you do in the Audi, although the Sierra's V6 is much more muted and refined than the Audi's five cylinder engine.

Both cars suffer from slightly notchier gearchanges than their 2WD sisters for no particular reason that we can fathom—perhaps it is just the characteristics of these two cars. The Sierra is now available with ABS, but it wasn't fitted to the test car: in spite of that, we never had a moment's qualm about the braking since the standard set-up proved powerful and progressive.

Yet another similarity between the two cars is the ride: both are poor at low speeds but improve as speeds rise, and are really quite good on rough surfaces.

The interior of the Sierra is a little more stylish than that of the Audi, while the seating position is a lot better. The Sierra comes well equipped, with electric window lifters and exterior mirrors, and (optional) sunroof. Visibility is fine when on the road, but, because of its pudding-bowl shape, parking isn't quite so easy, since the extremities are not visible.

Summing up, the Sierra and the quattro are two approaches to the same idea. Both offer similar performance, interior space, furniture and fitting, so the major differences boil down to the handling characteristics. If you prefer rear-wheel drive, the Sierra is for you; if you prefer something rather more neutral, go for the Audi. Assuming you can afford the extra for the Audi of course: at £13,500 without ABS it is some £1600 more than the Sierra, which has to make the Ford better value on paper. There can be no doubt that in any case 4WD is the greatest thing since sliced apples. ■

FORD SIERRA 4 × 4

£11,914

Specification

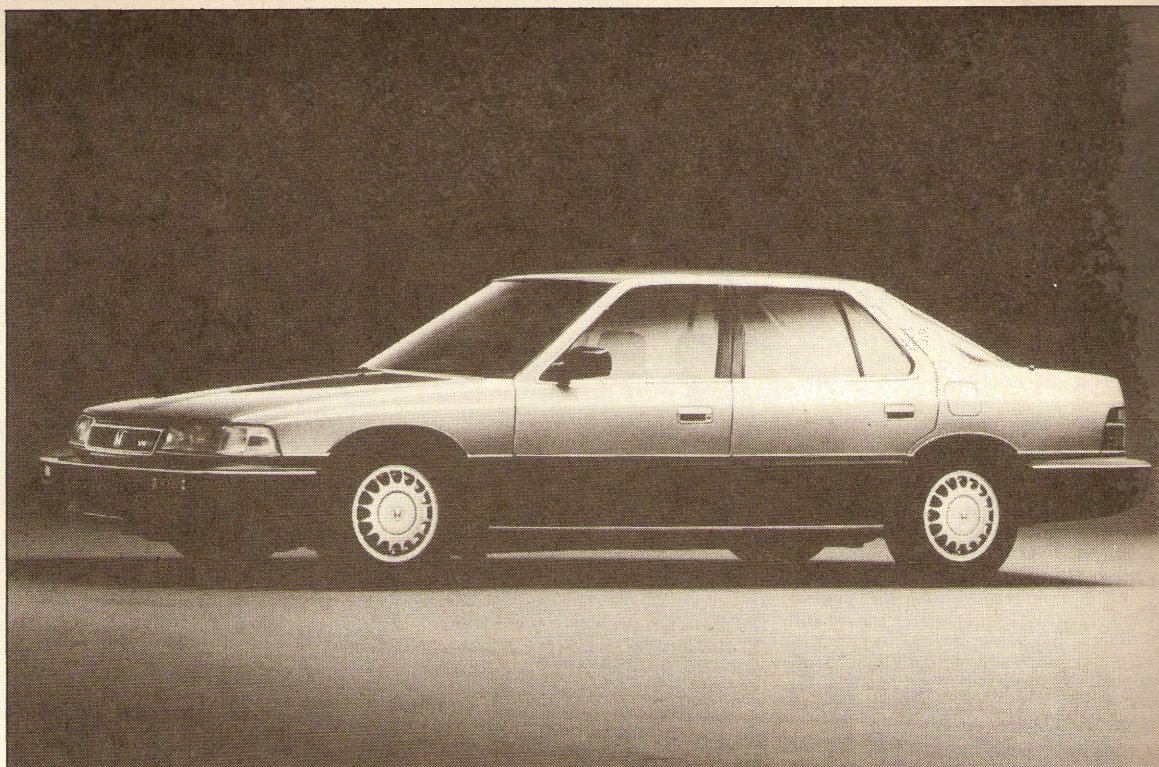
Cylinders/capacity	V6, 2792cc
Bore/stroke	93.0/68.5mm
Valve gear	Ohv
Fuel system	Bosch K-Jetronic fuel injection
Power/rpm	150bhp (DIN) at 5700rpm
Torque/rpm	159lb ft (DIN) at 3800rpm
Gear ratios	3.36, 1.81, 1.26, 1.00, 0.82:1
Final drive	3.62:1
Steering	Power assisted rack and pinion
Brakes	Servo assisted discs all round
Wheels	Aluminium alloy, 5½J × 14 ins
Tyres	195/60VR14
Suspension (F)	Independent by MacPherson strut, coil springs, anti-roll bar
Suspension (R)	Independent by semi-trailing arms, coil springs, anti-roll bar

Dimensions

Length	175.6ins
Wheelbase	102.7ins
Track (F/R)	57.8/57.7ins
Width	75.6ins
Weight	24.6cwt

Performance

(Autocar figures)	
Maximum	125mph
0-60mph	8.4s
0-100mph	25.0s
50-70mph (4th/5th)	7.2/10.3s
Fuel consumption	
(Urban/56mph/75mph)	18.5/36.7/29.7mpg
Test consumption	19.9mpg



The sleek, low-slung Honda Legend—the result of the Japanese company's tie-up with ARG. Expect ARG's version, the 'XX', next year.

Legendary collaboration

The announcement of a new executive saloon from Honda proves two things: firstly that Japanese cars are becoming ever more stylish; and secondly that their names continue to raise a wry smile in English speaking countries. Enter the Legend...

The Legend is the result of a collaboration between Honda and the Austin Rover Group and has a twofold aim: to establish Honda in the luxury car segment; and to replace ARG's current executive saloon. The joint development agreement was signed in April 1983 and ARG will manufacture the Legend for sale throughout Europe, plus their

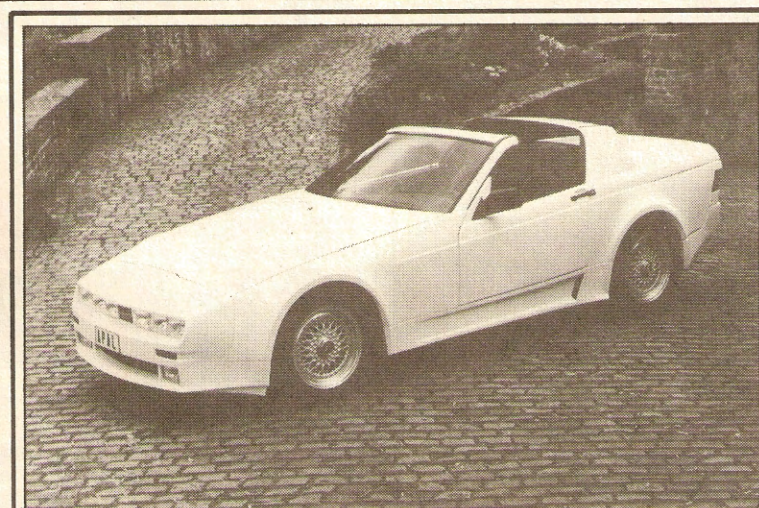
version of the 'XX' project car. On the other hand, Honda will build the car for the rest of the World market, plus the 'XX' for Australasia and Japan.

The bodyspace continues in the Honda style with a low profile grille and a high tail, giving a 0.32 drag factor, looking sleek and not bulky as so many other 'streamlined' cars do these days. The Legend looks long and low, rather like a stretched Accord to be precise.

Two new V6s are available, both with aluminium block and heads: one displacing 1996cc and the other 2493cc, both being transversely mounted to allow for a low bonnet line.

There are four valves per cylinder with a single overhead camshaft per bank. Fuel supply is aided by Honda's PGM-FI (Programmed Fuel-Injection), the 2-litre unit being backed up by an electronic intake system. One also has a choice of transmission, with both a five-speed manual and a four-speed automatic available, the latter including overdrive. The automatic also features an electronically controlled programmed lock-up which determines when to lock up the torque converter, according to vehicle speed and the throttle opening.

Full details of this important new car to follow shortly.

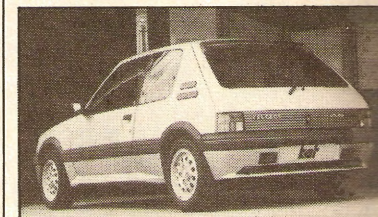


It's all in the name . . .

Remember the Triumph TR7? Well, the Belgians— not a nation renowned for their car designing capabilities— have mulled over its design and come out with something even uglier . . . The company name, Apal, says it all. Their latest Francorchamps model (above) is built from steel box sections and clad in fibreglass and Kevlar mouldings, fronted with six headlamps. If you are interested, phone Apal on Belgium 041 874525, and, oh yes, they also make a rather attractive Porsche 356 Speedster replica!

BRIEFLY

■ Elkron Ltd have developed a sophisticated car alarm system that is operated by a remote control unit, so that one can start the engine, open the windows, unlock the doors and/or arm the alarm from outside the car. Ideal in the case of a terrorist attack or the like, so we are told. The remote control works up to distances of 5.25m from the car. For further details, contact Tom Baker on Slough 49416.



■ For those of you with Peugeot 205 GTI and £645 to spare, the prolific Kat Designs company have a kit to 'enhance' your transport. Air dams front and rear, side skirts, spotlamps and rear foglamps can be fitted and painted for this price, or you can do the work yourself for £362— all prices exclusive of VAT. And there is a Connolly leather/Wilton retrim at £2950 . . .

Mazda's 323 gets hot hatchback treatment

The announcement of the Mazda 323 1.6i sees yet another entrant in the hot hatchback class, and one aimed straight at the Peugeot 205 GTI and VW Golf GTI models at that. Powered by an all-new engine pushing out 105bhp at 6000rpm, Mazda claim a top speed of 112mph and a 0-60mph time of just over 9s, enough on paper at least to give the new car a reasonable start in the stakes.

The 323 1.6i is based on the 3-door bodyshell of the recently-announced face-lifted 323 range. It features, among other things, close attention to detail on the body surface to give a lowish drag factor of 0.35, MacPherson struts all round (those at the rear located by what is called a Twin Trapezoidal link system which neutralises rear wheel toe-in) and double-construction bushes to give stiff sideways, but soft longitudinal compliance. Steering is by rack and pinion, and there are disc brakes all round, those at the front being ventilated.

The new engine — new only in this country since it's been on the roads in Japan for a year — is a single ohc design, with a bore and stroke of 78mm and 83.6mm to give a capacity of 1597cc. It is fitted with a special form of intake manifold which uses a 'surge tank' into the system — this reflects the ramming acoustic wave back towards the intake port just as the valve is closing, adding yet further to the ram effect. The injection system, also all-new, is called L-Jetronic EGI (for Electronic Gasoline Injection, would you believe!), and uses an 8-bit microcomputer to coordinate key factors fed into it from an assortment of digital sensors, including an air-flow meter which thus does away with the usual venturi, giving even cleaner porting.

Yet another new item is the gearbox, with closer ratios (second and third apart, which are the same) than in the rest



Mazda's 323 1.6i — gunning for the Peugeot 205 GTI and Volkswagen GTI market.

of the 323 range. First is higher, fourth and fifth lower.

Some miles behind the wheel of a 323 1.6i proved it to be a rorty little machine. The engine lacks the ultimate smoothness of the Peugeot or Golf units, but there's no denying its gutsiness. It can get harsh at the top end, but the mid-range torque more than overcomes this defect. A nicely matched set of gear ratios, too, help to keep things on the boil if you're in a hurry, so hustling it along on side roads can be quite pleasurable.

The suspension is super taut, which means not much roll and good grip in fast corners, but a hard ride. Accelerating hard out of T-junctions shows up much steering tug, and you can feel the front wheels scrabbling for grip when you're pressing on in tighter corners, but, though this may sound rather derogatory, it isn't — the car follows a chosen

line without major steering corrections. And, compared to its European competitors, there is much more understeer from lower speeds and cornering loads. One aggravating point about the steering is that it becomes abnormally heavy when parking or at low speeds — this is the second Mazda I've driven with this problem: perhaps Mazda engineers have stronger arm muscles than me!

The cockpit is spacious and the seats comfortable, while it comes quite well equipped with, for example, a sliding sunroof and reclining rear seats. The controls — steering apart — work well (gearchange in particular is a delight), another factor which adds to the enjoyability of the car. But I could do without the little flashing lights that tell you either to change up or lift off: the only way to drive this lively little beast is with both shining permanently! **MM**

New Excel from Hethel

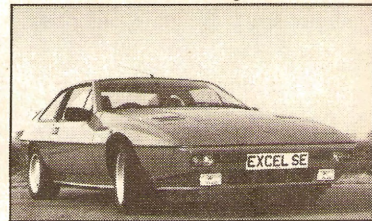
On show at the Motorfair was a new Lotus, not markedly so, but a new one all the same. The Lotus Excel SE (Special Equipment) incorporates a few ergonomic improvements to its interior (as does the standard Excel), but the main change comes under the bonnet with the 912S high compression 2.2-litre engine.

This new block meets four design criteria: increasing power; increasing torque; improving fuel consumption; and reducing levels of exhaust emission. The 16-valve unit now pushes out 180bhp and 165lb ft, these gains being achieved through the redesign of the port profiles and the camshaft: port areas and valve lift being increased to provide a greater gas flow. The new forged lightweight high compression pistons and forged aluminium liners come with a 'Nikosil' bore coating, too, for improved dissipation of heat and low wear characteristics.

In terms of performance, the SE is but 1mph quicker, registering 135mph at the top end, but its 0-60mph time drops from 7.0s to 6.8, with 100mph arriving 2.7secs sooner, in 18.2s. And it is less thirsty too, rising from 36.2mpg to 42.5 at 56mph. However, these gains aren't all down to the new engine, as the SE sports a new front spoiler, one which is 'stepped', and a more swept rear one. The drag coefficient remains the same, 0.32, but there is 25% less aerodynamic uplift into a head-on blow, with 42% less from a 20 degree angle, which explains a lot.

Prices for the new SE start from £17,980, inclusive of VAT and car tax.

Excel SE with new 912S engine.*



Take a tin-opener...

Here's a plan for wind-in-the-hair motoring. Ingredients: one Mercedes 190; one large bank balance; and a desire for something completely different. Thomson & Taylor (Brooklands) Ltd are now the UK agents for the Brabus Autosport kit that leaves one's Mercedes with a two section top: there is a removable metal panel over the front seats and fold-down convertible at the rear. When this is installed, by the above garage, all you have to do is hand over £5000 (plus VAT). But, if you care to *really* get the wind in your hair, you can part with a further £3775 (plus VAT) for spoilers and skirts, alloy wheels and Pirelli rubber, and an exhaust manifold that increases usable power by 12%. Alternatively, with the £22,000 cost of all this, you could buy yourself something really desirable... Full details are available on 0932 64493.

Fiat launch Croma

Fiat have not produced an executive saloon for some years now, but this is to be rectified in December when they are to launch the Croma.

The general outline is that the car will have five-doors, a transversely mounted engine in the front, front-wheel drive and all independent suspension.

The motive power will come from any of six engine choices: four petrol (83bhp 1600cc, 90bhp twin-cam 2-litre, 120bhp injected 2-litre, and 155bhp turbocharged 2-litre); and two diesel (75bhp 2500cc, and 100bhp turbocharged 2500cc).

More details to follow in due course.

Fiat's new executive five-door saloon, designated the Croma, out before Christmas.





While the Sierra 4x4 simply feels sporty, the Granada 4x4 is less dramatic, but smoothly functional.

Four-wheel drive refined

"We really don't know" said Walter Hayes, who needs no introduction to readers of *AUTOSPORT*, "How four-wheel drive is going to go. We see it as a functional option — we didn't go into it for racing or sporting reasons — but it's becoming clear that customers see it in different ways. The Sierra 4x4, for example, seems to be regarded as more 'sporting' than the Scorpio — but we honestly don't know which way things will swing . . .".

And that really seems to be the problem with four-wheel drive today. Audi promoted the 'sporty' image via the original quattro, but you cannot really call the 80 quattro 'sporty' (there is the 80 Sport for that role). The same applies to VW with their syncro, and apparently to Mercedes-Benz with their system which really operates in emergencies only. Yet there is no doubt that the Sierra 4x4 has a very 'sporty' image, having taken over

It isn't very often that a new marque appears in Britain, but recently Japan's oldest motor manufacturer Isuzu announced the establishing of a British company and revealed the car they believe will launch their name on the British market — The Piazza Turbo.

The car is a 130mph four-seater sports coupé, featuring a powerful 2-litre turbocharged engine, and made its public debut at Motorfair at Earls Court in London on Oct 17. And it was bound to be a crowd-puller. Why? Well, the car features the best of Japanese engineering combined with Italian styling and it sells for £11,950 — with no added extras. It's all there already.

Designed originally as a concept car, the Piazza first appeared at the 1979 Geneva Motor Show as the 'Ace of Clubs' show car from the pen of Ital Design's Giorgetto Giugiaro. Isuzu decided to put the car into production with as little change as possible from the original. The initial production car was launched in Japan in the summer of 1981 and the car launched in London is an improved version of that car.

A new company, Isuzu Cars Great Britain Limited has been established to import the car and will operate from Ashford, Kent through a dealer network which is now being put together. The Piazza Turbo will be sold in the UK as a single model, equipment normally found as optional extras is standard, and the only

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from the XR4i as the high performance model in the Sierra range.

You cannot, however, call the Granada 4x4 a 'sporty' car. The fact that it will, up to very high limits, out-corner most two-wheel drive cars without fuss or drama is almost irrelevant: its role seems to be that of a luxury car which copes easily with snow or mud (provided neither are too deep) and which can be used, Range Rover fashion, for muddy paddocks with a horse box behind, or towing a boat up a wet slipway. It's a functional car, much more notable for what it doesn't do — slide around on corners, lock wheels, become tail-happy — than for what it does do. And that's in spite of the fact that the Granada 4x4 has firmer suspension, 15in alloy wheels and lower-profile tyres compared to the standard offering.

Technically, the Granada 4x4 is a combination of the 2.8-litre V6-engined

standard Granada coupled with the four-wheel drive system as already seen in the Sierra (in fact there are many common components, and the Granada 4x4 was also developed by Ford's Special Vehicle Engineering department). This system has been extensively covered recently, but basically it splits the drive from the rear of the standard five-speed manual 'box into two, one drive passing to the front wheels, the other to the rear. This is achieved by using an epicyclic centre differential, the gearing of which produces a 34/66 front/rear torque split. Included with this is the Ferguson-patented, Ford-developed, viscous coupling limited-slip device, which prevents either axle spinning and thus dribbling away all the power. A similar device in the rear axle achieves the same object from side to side at the back. The Granada also comes with ATE electronic ABS as standard,



The shape has been seen before, but the Isuzu Piazza Turbo is new to the UK.

Here comes Isuzu

decision necessary is what colour scheme you want!

The Piazza Turbo certainly looks sleek and has a drag factor of 0.33Cd. Internally the car is well-equipped with adjustable

seats front and rear. As with most modern hatchbacks the rear parcel shelf can be removed and the rear seats folded forward (individually or together) to increase luggage space.

which is now also optional, incidentally, on the Sierra 4x4.

The rest of the specification is as per the standard Granada Ghia or Granada Scorpio on which the 4x4 is based. The engine gives 150bhp at 5800rpm, and 161 lb torque at 3000rpm, thanks in part to its electronic engine management system and dual manifold Bosch injection. Gearing is unchanged except for a 3.62:1 final drive, while the suspension set-up — MacPherson struts at the front, semi-trailing arms at the rear — features a stiffer anti-roll bar and springs at the front, standard units being retained at the rear, while damper settings have been revised. Ford claim a maximum speed of 125mph, and a 0-60mph in 9.5s.

In practice, the Granada doesn't feel as sporting as the Sierra, for a number of reasons. For a start it is a physically bigger car, and heavier with it, so it isn't quite as chuckable as its smaller sister. On the other hand the ride is much superior, as is the refinement.

There were a couple of things I didn't particularly care for: an odd steering quirk which made it rather difficult to achieve a smooth transition from the straight ahead into a corner — it felt as though the car toppled over slightly onto its outer front wheel for an instant. Once in the corner there were no problems, however. The other complaint is that the gearing is quite high, while the torque of the engine is also quite high up the rev range, so that, for example, when you're following another car at 40-50mph and you're in fifth, you need to drop two gears to get enough oomph to overtake.

Apart from that, however, the Granada is an excellent example of the advantages of four-wheel drive (to which I am a total convert, incidentally). The easiest way to explain how good it is to say what it doesn't do, really. With permanent four-wheel drive you don't get twitchy in slippery conditions, there is no drama, fuss or untoward happenings — it's like driving on normal dry roads at really rather low speeds. When I drove the car in Sardinia it was, perhaps untypically, pouring with rain, a fact brought home to us by a Fiat Strada which had spun and parked itself on a bank — backwards. In the Granada we could have been driving on a perfectly dry road — to the driver of the Strada, this was most patently not the case! **MM**

The instrumentation includes two adjustable satellite binnacles with all the control switches and the steering wheel position can also be altered so everyone can find their own most comfortable sitting position. There are electronically operated windows and rear view mirrors, not to mention a four speaker stereo radio-cassette system. All are standard.

Under the bonnet is the four-cylinder 2-litre turbocharged unit, complete with Isuzu's very own electronic management system. There is a five-speed 'box, all synchromesh and manually operated, and divided prop shaft drive to the rigid line back axle. A limited-slip differential is standard.

Independent front suspension is by coil springs and wishbones, allied to a speed-sensitive power-assisted steering system. The rear axle is located by radius arms and a Panhard rod and uses coil springs. All four wheels are fitted with ventilated disc brakes with a separate drum handbrake installation.

Maximum speed is 130mph with 0-60mph acceleration reckoned to be 8.5s and a power output of 150bhp.

All in all, the Piazza Turbo looks to be a quite remarkable car, and we are looking forward to road testing one as soon as possible to see if it lives up to expectations. If it does, then Isuzu can rightly claim that they have a market-beater on their hands. It certainly looks that way.

JMCS

33

show to any country which might want it, including Russia. And South Africa.

A lesson from JYS

"I've been thinking," Jackie Stewart murmured at a Grand Prix earlier this season, "that it might be a good idea to have a few journalists out on a circuit sometime — for a bit of tuition. What d'you think?"

I responded with alacrity, and various colleagues felt the same way. Thus, the week before Kyalami, we presented ourselves at Stansted early one morning for a quick flight up to Donington. I wasn't feeling great. The night before we had been to see *Are You Lonesome Tonight?* in London, then had dinner, then drove home. I got about three hours' sleep — and today I'm supposed to drive J.Y. Stewart . . .

"You look a bit bleary," he said, as I squinted into the low autumn sun at Donington. "Sure you're taking this seriously?" He, of course, the slender monument to living sensibly, was as bouncy as ever. We all trooped into his classroom, and after a couple of black coffees I felt almost ready to take off my sunglasses.

He began by giving us the theory of how to drive smoothly, safely and fast, drawing sketches on a blackboard to show why a car won't cooperate with you if you're rough with it. It was all done with lucid simplicity, and seemed so obvious that you wondered why you'd never thought of it.

The lecture over, Stewart went round with each of us in turn. At our disposal was a fleet of Sierras, some the 2-litre fuel-injected models, the rest four-wheel drive 2.8-litre 4x4s. Having never driven either, or been round Donington before, I put myself to the end of Jackie's queue, and set out from the pits alone.

It is a lovely way to spend an hour, thrashing someone else's car around a race circuit. By now I didn't feel 'bleary' at all. At circuit speeds the 2-litre Sierra, like most modern saloons, understeered strongly, making the 4x4 the more impressive afterwards. Steering response was so much better that at first the car seemed 'nervous', but in a few laps I came to be very impressed with it.

Fine, I now had a reasonable idea of which way the track went. My own car is a 2.8 Capri, so some aspects of the Sierra seemed very familiar.

Jackie has always been a great one for Jackie Stewart — as teacher — in action, explaining to his pupils the theory of good driving.

"Right, Roebuck, it's you at last," grinned Stewart. And, to make matters worse, he invited Alan Henry of *Motoring News* to spectate from the back seat. Any mistakes were going to get a wide hearing . . .

"First of all, I'm going to drive for a few laps," Jackie said. "Then you take over, and for a while I'll move the wheel if I think you're not getting into an apex at the right moment, things like that."

"I always used to notice that you sat nearer the wheel than most of your contemporaries," I said, as he adjusted the seat, made himself comfortable.

"That's right. You look at most racing drivers' forearms, and you'll see they're huge, solid. There's a lot of isometrics involved. When I started, I used the traditional 'Stirling Moss straight arms' driving position, because I thought it looked good. But as racing cars got heavier and bigger, that didn't work. You weren't strong enough like that — try picking up a chair with your arms straight, and then do it with them bent."

"Most people don't pay enough attention to their position in a car. With your shoulders against the back of the seat, you should be able to clench your hand over the top of the wheel. And when your left foot's not operating the clutch, it should be to the left of the pedal, firm against the floor. That braces you properly."

For the first few laps everything he did was accompanied by commentary. "You know, I've explained the importance of being smooth onto the brakes, lightly at first, then progressively harder. But I don't think many people think of the importance of being smooth off the brakes. Let me show you . . ."

The car lurched into a corner, and began to run wide.

"See what I mean? You have the brakes on hard, and the nose of the car, of course, is down. If you come off them abruptly, the nose comes up abruptly, and the car is unsettled — just as you need it to be working with you, as you turn into the corner."

"It's the same if you go into a corner with the brakes still on. The car is pitching forward because of the braking, and that's using up a lot of the suspension movement you have available — which means that it's not available to help you into the corner."

Jackie has always been a great one for Jackie Stewart — as teacher — in action, explaining to his pupils the theory of good driving.

'buzz' words and catchphrases, and his latest — referring to what you feel through the steering — is "light is right." If the steering wheel is heavy in your hands, fighting you, you've done it wrong.

The basic Stewart approach is simplicity itself — in theory. Lift off smoothly, lightly onto the brakes at first, then progressively harder, get your changing down done early, out of the way, lightly off the brake pedal, turn in, no throttle at all until the apex, then accelerate smoothly and progressively out.

Sounds simple? Well, I'm here to tell you it works. I know, I watched him do it. "Right, now this lap I'm going to drive absolutely as fast as I can. OK?" There was no talking on that lap, and none was necessary. I sat there in complete awe. "OK, now it's you," he said, pulling in.

I should tell you here that I'm no different from anyone else. I may have spun a Renault Formula 1 in a straight line, but in a quick road car I think I'm pretty damn good. It was therefore sobering to find Jackie's hand helping to move the wheel when he thought I hadn't turned in early enough. On one occasion, though, I was gratified to find that, steering from the passenger seat, even he is fallible . . .

"OK, flat! Flat! Flat! Don't lift!" he yelled, as we went down through the Craner Curves towards the Old Hairpin. I braked, changed down to third, thought I'd got it pretty well right — and suddenly the unseen Scottish hand was turning me in, too early, surely?

The Sierra went straight over the high inside kerbing, bounced across the road, over the kerbs and bump strips on the exit and onto the grass. There was no worry, nothing to hit, and JYS was helpless with laughter beside me: "My fault, my fault, sorry . . ." he graciously said. In the back, Henry was whimpering quietly to himself. His turn was approaching.

"Good, absolutely right," he said at the hairpin next time through. "Now, d'you see what I mean? You're smoother now than when we started, and I'll bet if we'd had a watch on you, you're also quicker, even though it may not feel it . . ."

"The best way to be a good driver, and to enjoy it, is consciously to think about everything you do, make every gear-change as imperceptible as you can, give the car an easy time. I had 27 wins from 99 races, you know, and people say that's a good average — but I had to finish those races to win them, and a lot of them came because I kept the car in one piece."

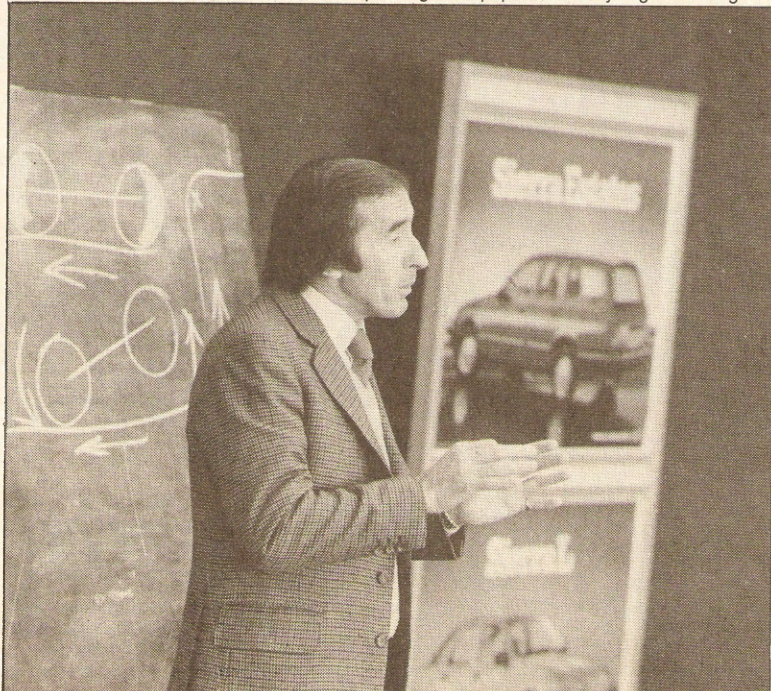
A lot of them also came because he was — and is — a genius in a car. He last drove me round a circuit in 1974, the year after he retired, and nothing has changed. He's been out of racing 12 years, and he's only a few months older than Mario Andretti. If he had continued, imagine the record Prost might be shooting at now . . .

There'll always be an England . . .

Scene: Heathrow, Sunday morning, 7.20. We have just alighted from BA 056 from Johannesburg, and are waiting for our bags. It arrives, and Nigel Mansell now has a suitcase to go with his considerable hand luggage, which includes his silver trophy from the day before.

"What do you reckon I should do with this?" he asked. "Do I need to declare it?" I thought surely not, but a Customs Official, unmoved by a British triumph, pointed him towards the red channel.

In the end they let him through without problem or payment, but they did keep him standing around for half an hour. In Italy they'd have been helping him carry it . . .



Au revoir, Kyalami

I learned, a few days after returning from Kyalami, that next year's South African motorcycle Grand Prix has been cancelled by the sport's governing body, the FIM. More sinisterly, the FIM also voted to ban South African riders from racing outside their own country.

I am sad now that FISA has chosen to go down the same path, and I say this because, yes, I do cleave to the notion that politics and sport should be kept apart. Otherwise, sport, one of the few remaining forces for good in the world, can have no realistic longterm future. There won't be anywhere to stage it.

The fact, surely, is that every place in the world is unacceptable to somebody. We have seen how political ideology — or, perhaps, political expediency — has mutilated the Olympic Games, with the Americans giving Moscow a miss, the Russians boycotting Los Angeles.

Cricket, too, has become the tool of political dogma, with X refusing to play Y if Z is included in the team. The cricket world formally shunned South Africa long ago, of course, but England and Australia are quite happy to include South Africans in their own Test sides. Thanks to the FIM, motorcycle racers from that country now have no comparable opportunity.

It is the hypocrisy of it all that I can't stomach. It is the selective morality, the careful removal at Kyalami of certain sponsors' names from the cars — despite the fact that their products are readily available down the road, widely advertised beyond the TV cameras' reach. It is governments living in glass houses attempting to pressure drivers into boycotting the race.

The motorcycle race is off, and now the Formula 1 race goes with it. What leaves me uncertain whether to laugh or cry is that the proposal approved by delegates of the FIM came from that bastion of democracy, the Soviet Union.

Next year we go to Budapest for the first ever Grand Prix in an eastern bloc country, and I look forward to it. A while ago, of course, there was even speculation about a race in Moscow, but the negotiations came to nought. If, as the Russian FIM delegate apparently suggest, an unblemished record on human rights is to be a criterion for suitability to hold a Grand Prix, his FISA counterpart would presumably feel honour bound to ensure they are never reopened. Wouldn't he? Or are the rights of some humans more equal than others?

I write this with cynicism, but not callousness. In the last 15 years of racing journalism, I've seen enough of the world to know that much of it is not very pleasant. But let us go one of two ways: either settle for a one-race World Championship on the moon, or work on the premise that sport is good for international relations, and take our

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WSTR



IMSA 1986-87: is it fair?

IMSA, the go-ahead and pragmatic American sportscar racing organisation, has announced a series of major revisions to its GTP rules for the 1986-87 seasons. According to IMSA President John Bishop, the changes have been made "in the interest of maintaining more even competition for the widest base of competing teams and manufacturers." The revisions are being studied with interest by Group C teams competing in the FIA World Endurance Championship, for which a similar set of rules was once considered — and might be so again.

The amended weight/displacement scale (see chart) for the four engine classes of the Camel GT series calls for both increased displacement in the normally aspirated engine categories and weight increases in the turbo engine categories, with the dominating 3.2-litre Porsche 962 to receive the heaviest increase.

In effect, the teams fielding normally aspirated cars can stay with current displacements and race at significantly lighter weights relative to those competitors running turbocharged engines. Plus, the turbo-powered teams will no longer be able to control boost pressure from the cockpit and must use a mechanical wastegate, to be changed only while the car is stationary.

The new rules have received favourable "wait and see" reactions among most of the current IMSA competitors, and all current teams or manufacturers involved have indicated that they will continue in the series. Upset by the rule changes, however, was Porsche Motorsport North America Director, Al Holbert. Porsche's turbo 962s, currently campaigned by five teams, will gain a whopping 72 kilos (160lbs) and compete at 943 kilos (2080lbs). "He (Bishop) just

doesn't respond to the people who have supported the series, he just kicks us in the teeth," said Holbert. "But he's got a good series, so we'll just keep coming back for another kick."

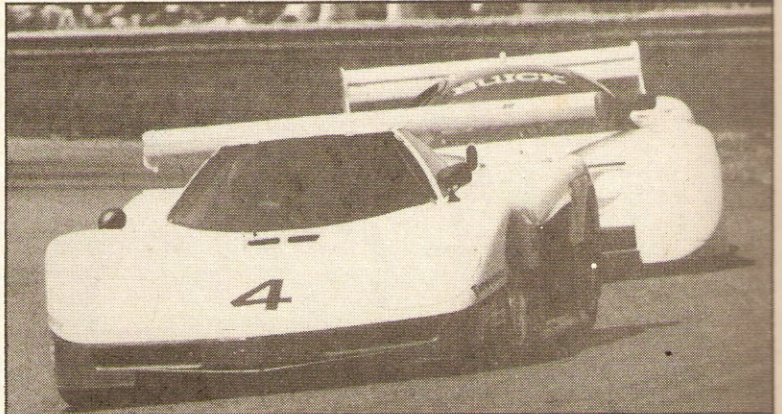
"You have to put the changes to the 962 into historical perspective," said IMSA Chief Steward Mark Raffauf. "When we first made the rules we did not have a graph with a sliding scale, so each engine category had a fixed weight and the end points on the graph were all the same. We went to the sliding scale for greater flexibility and to allow competitors a wide range of choices of engine displacement. Since the 3.5 turbo engines (ie Buick) were on the end of the scale for the two-valve turbos, it gave the Porsche 3.2 a weight advantage. In hindsight, it might have been the wrong thing to do, but the 3.2 engine with a single turbo was an unknown. All we're doing now is adjusting that based on experience. In retrospect, the 3.2-litre Porsche is stronger than we expected."

With an eye cast toward the future, IMSA also announced that two-valve production-based turbo engines will run at a maximum of 3-litres displacement in 1987. This again met with favourable response from the current competitors — with the exception of Holbert, whose Warrington, Pennsylvania, shops have taken over the development of new 962 chassis and engines from Porsche's Weissach facility. "That's going to mean a whole new development programme for us," said Holbert, "because we're going to have to come up with more horsepower. We had some things we didn't do because they were too expensive. But now we're going to go ahead and do them."

Don Devendorf, who campaigns the Electromotive Nissan-powered Lola, found little reason to disagree with the 3-litre rule for 1987 since this team employs the stock-based Nissan engine of just that size currently, Devendorf,



The rule changes favour the Electromotive team's Lola T-810, which is powered by a stockblock, 3-litre Nissan V6 engine turbo jointly developed by Nissan and Don Devendorf's organisation.



Cars like the Lola T-710 — this is Lew Price's 'Corvette GTP' — are in fair shape, even though the 3.5-litre Chevrolet V6 turbo (a two-valve stockblock) must lose 500cc by 1987.

however, was not happy with the 1986 rules, but declined to comment on them.

Herb Fishel of Chevrolet, who have just entered the Camel GTP fray in the form of Rick Hendrick's V6 Chevy turbopowered, Lola-built Corvette GTP, also had no quarrel with the switch to 3-litre stockblock turbo engines for 1987. "When you look at the sophistication you can bring to the two-valve stockblock in turbocharged form," he said, "I think the reduction to 3 litres is an appropriate change." For 1986, the chassis of the very powerful 3.5-litre, two-valve turbocharged motors of Buick and Chevrolet will have to add 150lbs —

up from the previous 1990 to 2140lbs (970 kilos).

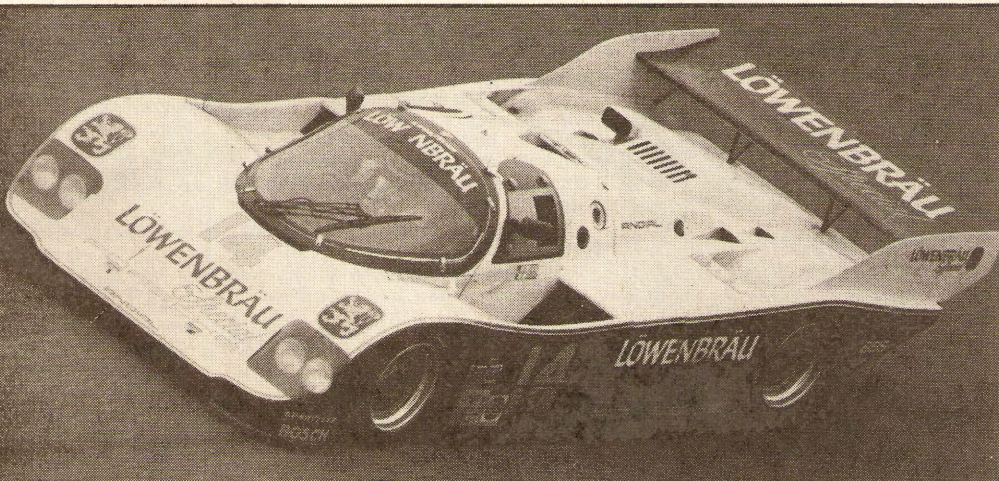
The other turbo engine category for four-valve racing motors highlights one of the significant changes in the 1986 weight/displacement grid. Previously the maximum displacements in all categories carried the same weight. The minimum weight for the four-valve turbos in 1986, however, is to be 2000 lbs, well below the minimum weight for the other GTP categories. The Ford Mustang Probe is the only team currently competing in the four-valve category and uses an engine near the maximum 2.15-litres displacement. (A BMW-powered March team is expected to race with a four-valve turbo in 1986, but because the engine was supposed to have an electronically controlled boost, BMW's participation remains to be seen.) The Probe gained only 10 lbs over the previous 1990 minimum and thus gained considerably less weight than any of the present turbo configurations.

Ford's SVO Director, Michael Kranefuss nevertheless adopted a wait-and-see attitude. "If we can have a sanctioning body that responds quickly, I think the new rules will work out," he said. "It remains to be seen until next year if some adjustments are needed. There are a lot of variables, and IMSA is trying to get a handle on it."

Naturally, the normally aspirated teams looked favourably on the new rules. Many of those teams are over the current minimum weights, but the new rules will give them extra incentive to meet the minima for next year and take advantage of favourable weights

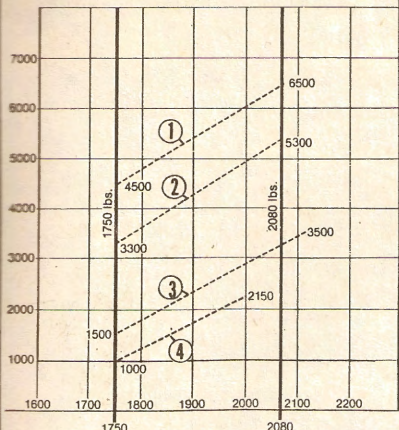


The 1985 IMSA champion, Al Holbert (above), shares the dismay of all Porsche 962 team owners. Next year, his Lowenbrau sponsored car must gain 72 kilos in weight, and loses the advantage of driver-adjustable turbo boost pressure. For 1987, it must run with a maximum engine capacity of 3 litres.

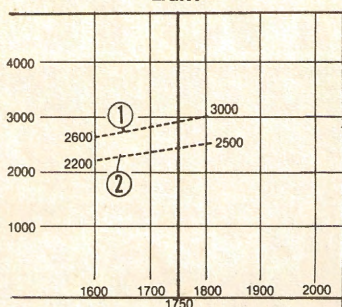


IMSA PROTOTYPES 1986

GTP



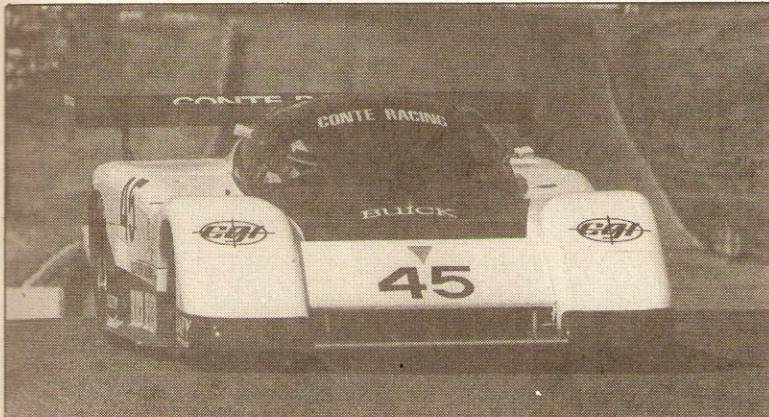
LIGHT



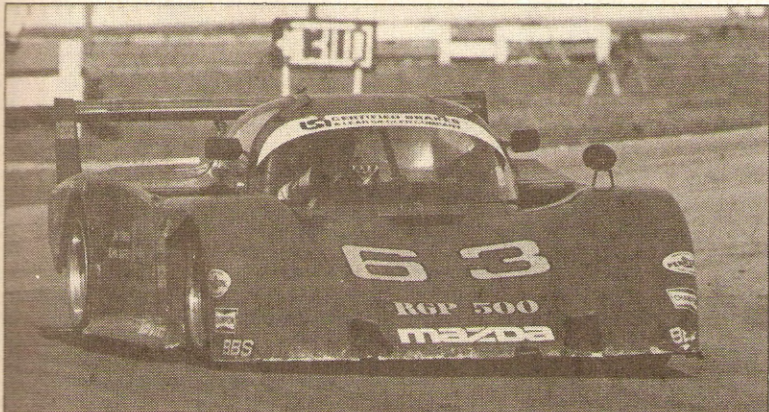
1. Atmospheric stockblock engines with two valves per cylinder, and rotary engines.
2. Atmospheric racing engines with four valves per cylinder.

Note: Graphs show engine capacities in cubic centimetres at left, weights in pounds at bottom.

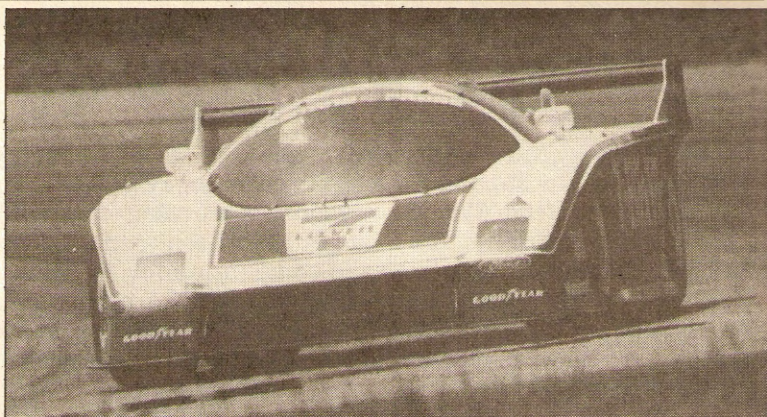
1. Atmospheric stockblock engines with two valves per cylinder, and rotary engines.
2. Atmospheric racing engines with four valves per cylinder.
3. Turbocharged Type 1 engines (single turbo only).
4. Turbocharged Type 2 engines.



The 'rival' Buick V6 turbo engine will be affected by the new rules in the same way as the Chevrolet. Conte Racing's very quick March 85G must add about 68 kilos by next season.



New Camel Lights champion, Jim Downing, welcomes the revised regulations and reckons that his Argo-Mazda will be on the minimum weight for rotary power plants. Below: The Group 44 team's Jaguar XJR-5 is to be replaced by the composite chassis XJR-7, which will be on the weight limit for 6-litre stockblocks.



The Zakspeed USA developed Ford Probe currently uses a four-valve turbo engine, its capacity very close to the 1986 maximum already — and the weight limit is favourable.

relative to the turbos. The Jaguar team, for instance, expects its new XJR-7 to meet the 2000 lbs minimum for its 6-litre V12 engines. "I think the rules will be helpful in terms of making the normally aspirated cars more competitive with the turbos," said Bob Tullius of Group 44. "We shall see."

Jaguar driver Hurley Haywood saw an advantage for his team in the non-adjustable boost for the turbos. "Some of these teams we can beat through the corners, but then they just turn up the boost and beat us on the straights," said Haywood.

Holbert has always discounted the advantages of the cockpit boost control in races, although conceding its advantage in qualifying. "When Hurley drove with me, he said he didn't use the boost regularly in races," said Holbert, who also explained that the biggest programme to be faced with a fixed boost will come early in races, where a higher boost is needed until the engine heats up. "But that's our problem now and we'll have to resolve it," he said.

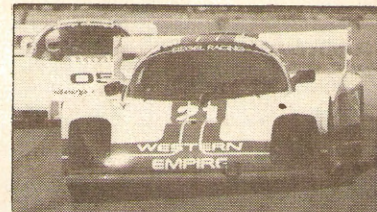
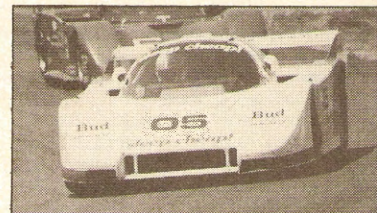
The only car currently competing regularly in the normally-aspirated category for four-valve racing engines is Jim Trueman's 3.9-litre Cosworth-powered Alba AR3. "I think the rules are a good attempt to try to make the competition tighter," said Trueman. "They could have been better," he continued, "but it gives people who can't afford to buy a Porsche an opportunity to run in the races and win. I think the series is strong and this will undoubtedly make it stronger."

One of the big questions concerning the rule changes asks whether they will indeed create new competitive combinations, or if they simply make the current combinations closer. "We have made, in my opinion, rules that make for some major additions to the manufacturers involved in the series. There are many more possibilities now," said Raffauf. "The rules give the 6-litre, two-valve, normally aspirated stockblocks a carrot because of the weight break. There's no way anybody can now sit down and say this is the best combination to use . . . I think we can say that any one of the cars competing will be able to win in capable hands."

In the Camel Light category, previously restricted to 700 kilos (1540 lbs), IMSA announced a new sliding scale with the top of the scale moved from 1750 to 1800 lbs. The sliding scale begins at 1600 lbs for 2.6-litre, two-valve engines and moves to 1800 lbs for 3-litre, two-valves. Four-valve engines on the same scale begin at 2.2 litres with the maximum displacement at 1800 lbs of 2.5 litres.

"The new Camel Light rules reflect the

reality of what weights the cars are competing at presently," said Raffauf. Two cars in the class, however, will gain considerable weight beyond their current racing trim — the Tiga GT285 and the Fabcar. In response, Tiga is building a new, slightly bigger chassis for the GT286 that is expected to debut with



Top to bottom: Jim Trueman's GTP Alba-Cosworth and two Camel Light contenders, Siegel Racing's Tiga-Mazda and Fabcar-Porsche.

Buick power at Daytona in November; previously the Tigas have run with Mazda power. Fabcar designer Dave Klym, whose car will have to gain 120 lbs over its previous racing trim with the Porsche 3-litre RSR engine, has protested the rule change vigorously. Raffauf, however, said the Porsche engine is capable of making the Fabcar competitive at 1800 lbs. "We ran 3-litre RSR engines in 1969," said Raffauf, "that were certainly a lot more powerful than the engine in that particular car." Holbert agrees the Porsche engines used in the Fabcar have been down-on-power, but says their maximum output will never be enough for the 1800 lbs limit.

Those cars with rotary Mazda power, which computes to 2.6-litres displacement, found favour with the rules. "The new rules are just what the series needs to bring in new people," said Jim Downing, whose factory Mazda-powered Argo JM16 has won six races and weighs close to the 1600 lbs required for 1986. "People won't have the fear that the big engines will be put in light cars."

No new cars at the FF Festival

For the first time in a long while, there were no new Formula Ford chassis on display at the First Edition Formula Ford Festival and World Cup meeting last weekend.

The official word from Reynard is that the launch of their new models for '86 can be expected in the first week of December. Adrian Reynard is keen to emphasise that the company is working hard on the new Formula Ford challengers for '86

and that precedence is not being given to the F3 project.

Details of the new cars are scarce at present, but it is known that the FF2000 car will be a logical update of the all conquering 84SF design with minor engineering detail changes. Likely interested parties will be receiving an invitation to the factory launch soon.

News on the Van Diemen front is quiet, too. Ralph Firman expects his new

cars to be ready by the end of November, the Norfolk marque facing the opposite problem of their Bicester rivals. Van Diemen, of course, have a competitive FF1600 car and are in need of a worthy 2-litre challenger.

Perhaps the best display of intent, though, was very public, namely that by Johnny Herbert with the superb Festival winning Quest. The big two most certainly have a worthy rival. . .

Hockenhull turns on the heat . . .

Ross Hockenhull was a popular winner of the first round of the BBC *Grandstand* FF2000 series at Brands Hatch last Saturday.

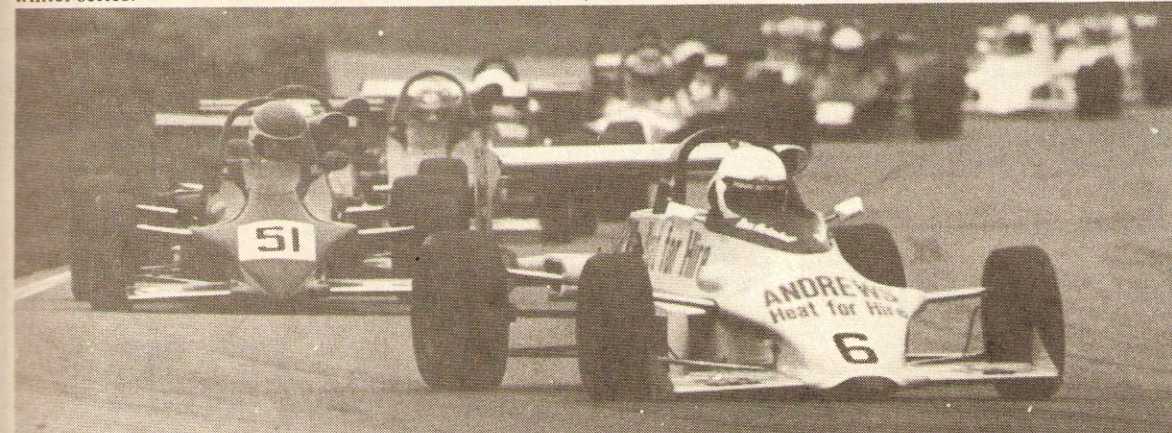
Having enjoyed the backing of Heine Brothers, business associates of the family turkey processing company, in FF2000 this year, Hockenhull is keen to step up to F3 next year, again with Heine backing. Keen to keep his hand in, though, Ross managed to secure support from Andrews Heat for Hire (sponsors of RAC Open champion Russell Brookes) with which to contest the *Grandstand* winter series.

Ross's first season of FF1600 in '83 showed considerable promise and Hockenhull has progressed rapidly to the stage where he can run with anyone, staying loyal all the while to Richard Dutton's Grantham based team. His '85 season featured a couple of B class F3 outings, also with Dutton, where he impressed highly, scoring a win with fastest lap and two second places. This distracted him slightly around mid season, but now he is flying once again.

A strong competitor, Ross was educated at Malvern and captained the rugby and soccer teams, a natural athlete.

Always keen on motor racing, Ross eventually persuaded his father that he should visit the Ian Taylor Racing Drivers School. Paul Hockenhull hoped that he would return with the 'Wally of the Month' award but instead Ross emerged as the star pupil. The family then agreed that racing was perhaps safer than another of Ross's pursuits — boxing.

Hockenhull is currently pondering next year but it looks increasingly likely that he could be seen in the British F3 series, likely as not with Dutton once more.



Ross Hockenhull warmed the crowd with his *Grandstand* performance, while Canadian Benoit Vigneault (following) impressed with his car control.

. . . and new man Vigneault impresses

One of the stars of the opening BBC *Grandstand* FF2000 race was 22-year-old Quebecois, Benoit Vigneault.

A former downhill skier and GP 125 amateur motorcycle series competitor in Canada, Vigneault switched to cars and followed similar tracks to those of current Racing Displays and European FF2000 champion, Bertrand Fabi. After contesting a series of Jim Russell races in FF1600, Benoit moved up to FF2000 and finished third in the recent National run-offs with a Reynard 85SF, beaten

only by Richard Speynard and Malcolm Bryan in 84SFs. He immediately turned quick times at Brands Hatch in pre-Festival testing.

Vigneault, driving Bertrand Fabi's Richard Dutton chassis, showed remarkably similar characteristics to his countryman, on Bert's first visit to the UK; fast and brave with natural car control. The Canadian's approach to Paddock Bend was awesome indeed, the Dutton Reynard going in hard and deep.

Benoit recorded a fine fifth place after

qualifying a remarkable third and will be out in the second round at Brands this coming weekend (Nov 3). We spoke to Richard Dutton and the Canadian on Monday, and both confirmed that they were keen for the association to continue to the end of the *Grandstand* series. With regard to next year, Vigneault was seriously considering a full FF2000 season in England. Rather like Brazilians in FF1600, are we about to witness a string of champion Canadians in the senior 2-litre category?

Donnelly defends Grandstand title

After securing a budget for the BBC *Grandstand* Trophy at the 11th hour, Martin Donnelly duly appeared to defend his crown at the wheel of a Jubilee Racing Reynard 84SF.

Donnelly had earlier tested the Swift midweek, turning in some respectable times before Frank Bradley crashed the car the following day. Martin suffered dire problems with the Reynard and this prevented him from displaying the speed of which everyone acknowledges he is capable. Plans for the rest of the series have yet to be finalised.

Brands Hatch prizewinners

As ever the Formula Ford Festival and World Cup meeting saw numerous accolades, rewarding drivers for their particular endeavours. Among the most notable were the following: The Polly Blanchet Trophy (in memory of the wife of Lola's Mike) for the fastest lap in the Grand Final went to Mark Blundell with a lap in 49.05s.

The Racepeople Trophy for the best presented team went to the BRP entry of Allan Seedhouse.

The Graeme Perry Racing trophy for

the highest place foreign team went to Belgium and was collected by Marc Simon and Bertrand Gachot.

The Roger Pedrick Trophy for the highest placed British driver went, of course, to winner Johnny Herbert as did Val Adaway's Formula Services Trophy for her highest placed client.

The newly instigated Ray Wood Trophy, in memory of the former Lucas competitions manager went, fittingly, to Tim Rolfe as chief mechanic on Herbert's Quest.

Ayles' works Quest for '86

Confirmed recently as the works Quest FF1600 driver in the senior series next year is promising youngster, Gary Ayles.

Mike Thompson's inspired choice of Johnny Herbert to pilot the works car this year reaped magnificent reward last weekend of course with the Romford lad's fine Festival win at Brands Hatch.

Ayles, Herbert's replacement, has driven the ex-John Pratt Reynard 84FF with considerable verve throughout the season, the Sussex driver having seemingly also inherited Pratt's flamboyant sideways style through Paddock, so noticeable at last weekend's Festival.

Ayles has tested the Quest recently and impressed in a short session at Brands, working the car down to times in the low 49s.



RON WOODS

We were shocked to learn of the death, on Saturday evening, of Ron Woods, following his inexplicable accident in the Birkett Six-Hour Relay race at Silverstone. Early in his stint, Ron's beloved Ginetta veered suddenly from its line on the approach to Woodcote corner and collided with a marshals post. Poor Ron was released from the car with multiple injuries, but succumbed to a heart attack later, in hospital.

An immensely likeable and popular man, Ron was a particularly well known face at Brands Hatch, where he worked for Jackie Epstein prior to setting up his own motor engineering business in nearby Gravesend, in partnership with his twin brother John.

Ron was one of that very rare breed of club sportsmen who prepared his own engines, built his own chassis and raced his own cars with equal, and consummate, skill. An ardent member of the Ginetta OC, and modsports stalwart, he fielded the immaculate G15, in various guises, for 12 years.

Ever ready to assist a rival in need, or proffer friendly guidance and advice to less experienced or able competitors, Ron had time for everybody, none more so than the scrutineers and marshals with whom he enjoyed a tremendous rapport.

I personally will never forget Ron's priceless contribution towards my first ever race win in 1982. He prepared and ran the FF1600 car on the day, sharpened my mental approach, calmed my apprehension and was more pleased than anyone with the result. I remember feeling sad that he refused my offer of the humble prize money, a gesture truly disproportionate to his great value. . .

In his thirties, Ron achieved much in amateur motor sport, without ever seeking recognition, although his professional expertise was much admired. To Ron's wife Helen, his brother, family and many friends, AUTOSPORT extends its sincere condolences.

MARCUS PYE

Herbert confirms FF2000 for '86

Following his magnificent win in Mike Thompson's Quest chassis at the Brands Hatch Formula Ford Festival and World Cup, Johnny Herbert confirmed that he would be staying with Mike Thompson in '86 to spearhead the Quest assault in FF2000.

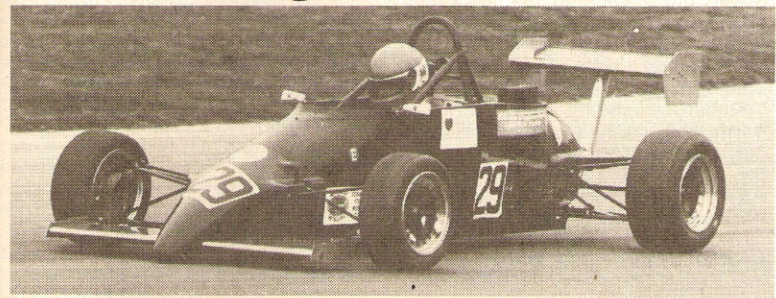
The FF2000 car will be a modified version of the neat, sophisticated 85FF chassis, and judging by the degree of traction shown by the FF1600 car, could well prove formidable opposition in the slickshod formula.

On his way to victory at Brands last weekend, Herbert's chassis showed a particular ability to put the power down effectively through the crucial 'kidney' section of the 'Indy' circuit and this was a key factor in Herbert's new lap record of 48.82s (0.06sec under van Kouwen's year-old mark).

Herbert — Works Quest FF2000 pilot for '86.



Promising Talon debut



Tim Davies was running seventh in the World Cup FF2000 encounter before retirement.

Examples of both the FF1600 and FF2000 Talon chassis appeared at Brands Hatch last weekend.

It was all a bit of a rush, however, and the team were caught out after qualifying by sheer lack of time. This had forced the team to field Karl Jones' FF1600 car after initial weighing was carried out minus the fire extinguisher and a couple of other ancillaries. The team's calculations were slightly awry and the Jones car was found to be 4kgs under the weight limit. It was thus placed at the back of the grid and then lapsed onto three cylinders following a spark plug problem.

The team fared somewhat better with the FF2000 programme, Tim Davies

setting some low 46s times before ending his race with a suspension problem while attacking a kerb. Tim was running seventh at the time, the new car showing distinct promise. Bearing in mind the lack of testing opportunities, ARC's Richard Martin was highly encouraged by the team's debut and will be hoping to offer favourable terms to a suitable driver for '86 in the near future. Standards of construction on the car were most impressive and it will be interesting to watch the car develop.

The team's ultimate goal is to become a volume manufacturer, but the need to develop the current chassis is the existing priority.

Accident mars Festival

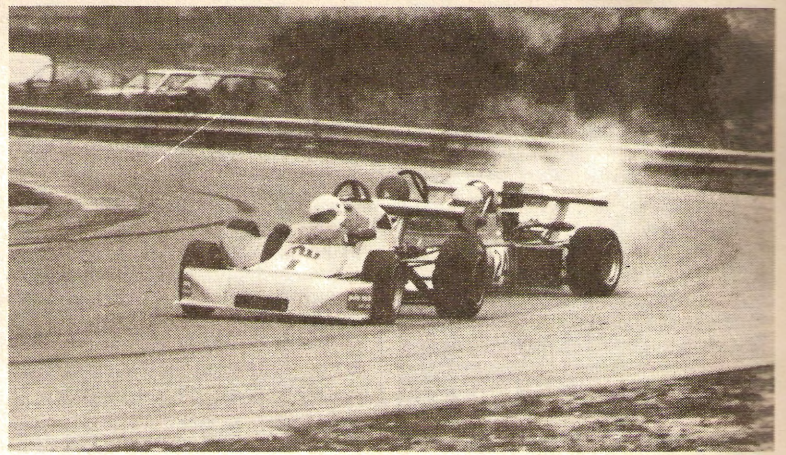
Casting a shadow over the First Edition Formula Ford Festival and World Cup meeting last weekend was the death of the luckless marshal struck by a cart-wheeling car while carrying out his duties at Paddock Bend during Saturday's heats. The name of the marshal has not, as yet, been released but we know that he was 26 years old and in his first season of circuit marshalling.

Of little comfort in the circumstances,

but nevertheless an indication of the esteem in which British marshals are held by the British motor racing fraternity, can be gauged by the sum in excess of £2000 raised by a low-key collection held by the marshals at the circuit on Sunday. A fund to assist the bereaved family was formed and AUTOSPORT would like to applaud the generosity shown by those present, not least by those competitors who donated their winnings.

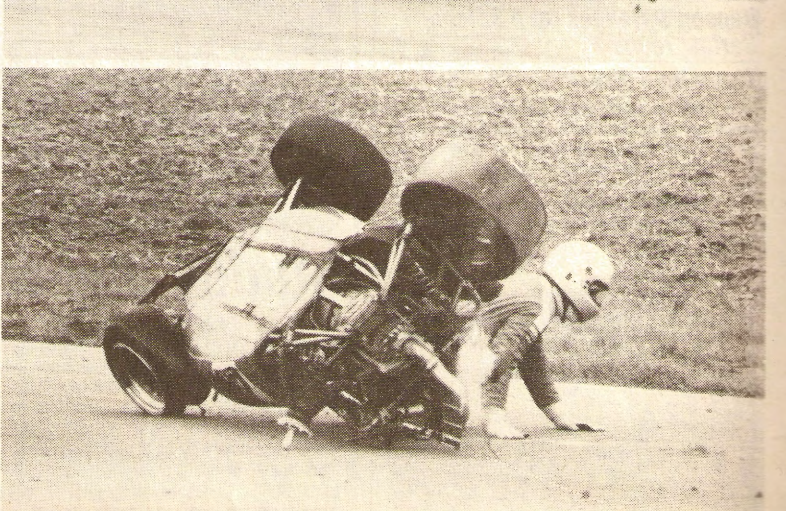
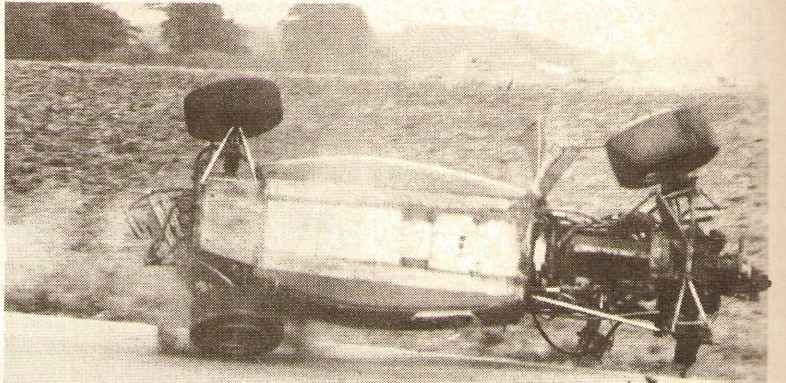
Once more, the Motor Racing Safety Fund will be the beneficiary of the charitable efforts of the BRSCC (Brands Hatch Centre) who raised £60 with a sweepstake. And, guess who picked the name of Johnny Herbert? Why, one Brian Jones...

Uniroyal Tyres have confirmed that they will be continuing their support of the BRDC/BRSCC Production Saloon Car Championship in '86.



Crawling from the wreckage

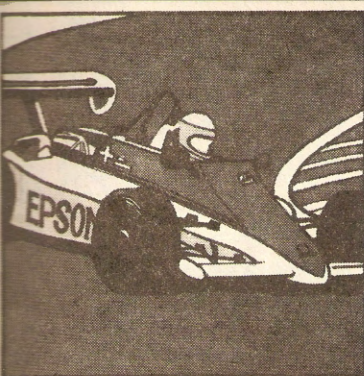
Bob Babikian had a most fortunate escape at Snetterton last Sunday when his car made contact with Bob Davis and was launched into some spectacular aerobatics. The incident happened in the title deciding F4 event which was a battle between Mike Watley and Rob Moores. Thankfully nobody was injured and the race's stoppage meant that Watley's 2nd place was good enough for the title. Although the pair were level on points, Moores lost the title when the two dropped scores were taken into consideration.



BRIEFLY

Rumours suggest that the crack Rushen Green Racing team may not be contesting the National championships next year. Dennis Rushen is apparently looking at SuperVee or a newly formed FF2000 series in the States.

Bexhill driver, Dick Whittington, has clinched this year's Bristol Street Motors Speed championship with his E-type.



INTERNATIONAL RACES

Off the Mark

MANFELD, Oct 20: Averaging 84.6mph to cover 135 laps of the Manfeild circuit, Robbie Francevic/Mark Petch won the opening round of the 1985 Benson & Hedges Group A saloon series. Francevic was behind the wheel for the maximum 2½ hours permitted for one driver and built up a substantial lead by the time Petch, the owner of the Volvo, took over.

The Brock GA Holden Commodores of Graeme Bowkett/Wayne Wilkinson and Denny Hulme/Ray Smith then proceeded to reel in the Volvo, but Petch held on to win by 5secs from Bowkett/Wilkinson. And the Hulme/Smith car was not far behind in third place, also completing 135 laps, followed in by Trevor Crowe/Tony Longhurst's Volvo, took over.

This was Crowe's first serious Gp A foray. The South Island Open Saloon Car champion shared the ex-Neville Crichton CSI with the JPS Team BMW driver. The car has been leased from Crichton, last year's Benson & Hedges series winner, by Christchurch's Archibalds Motors Ltd. Crichton will team up with Australian Dick Johnson to drive the latter's ex-Zakspeed Mustang GT in the final six-hour round of the series at Pukekohe next month.

In an otherwise incident-free race, a record crowd saw Kent Baigent (BMW 635CSi) and Hulme come in contact on the back straight. The BMW launched itself off the track, demolishing a substantial section of fencing and rolling several times before coming to rest. Baigent was helped from the wreck and admitted to hospital with internal injuries and a suspected broken arm. Baigent had taken the lead on lap 10 after Crowe and Hulme had been the front runners from the start. Hulme, however,

MANFELD (NZ)

Benson & Hedges Gp A Saloon Series, round 1

Three Hour Relay

1, Robbie Francevic/Mark Petch (Volvo 240T), 135 laps, 84.6mph; 2, Graeme Bowkett/Wayne Wilkinson (Holden Commodore) 135 laps; 3, Denny Hulme/Ray Smith (Holden Commodore) 135 laps; 4, Trevor Crowe/Tony Longhurst (BMW 635CSi) 135 laps; 5, Alan Prince/Mike Hourigan (Jaguar XJS) 123 laps; 6, Bill McFarlane/Wayne Murdoch (3.0 Ford Capri) 121 laps.

Francevic — home win.



Golden Tony

BAYPARK, Oct 27: Tony Longhurst (BMW 635CSi) snatched victory from Mark Petch (Volvo 240T) by about 2secs in the second Benson & Hedges saloon car round, the 2½-hour Group A saloon car race at Baypark.

The race pattern was similar to that which evolved in the first round at Manfeild a week earlier. After setting a 61s qualifying time in the rain, Robbie Francevic, Petch's partner took pole having bettered Kent Baigent's 1984 Group A record by almost 4secs. And there were four others within 1sec of Francevic's time.

Predictably, the Volvo was an early front runner on race day and by the time Francevic handed over to Petch he had built up a two-lap lead. About the same time Trevor Crowe turned the CSI over to Longhurst and the Queenslander immediately set about catching Petch. This he finally did in the dying stages after a charge that kept the enthusiastic crowd on its toes. The BMW and Volvo completed 140 laps of the 1.336-mile circuit for an average speed of 74.8mph. Third, but some 10 laps down, was the Alan Prince/Mike Hourigan Jaguar XJS and two laps behind him came Paul Adams/Alan Woolf (Toyota Corolla GT).

Prominent early in the race, Wayne Wilkinson/Graeme Bowkett (Brock Commodore) abandoned when the differential failed. While the similar car of Denny Hulme retired when the timing chain broke.

PETER GREENSLADE

BAYPARK (NZ)

Benson & Hedges Gp A Saloon Series, round 2

140 laps — 187.04 miles

1, Tony Longhurst/Trevor Crowe (3.5 BMW635CSi), 140 laps, 74.8mph; 2, Robbie Francevic/Mark Petch (2.0 Volvo 240T), 140 laps; 3, Alan Prince/Mike Hourigan (5.3 Jaguar XJS), 130 laps; 4, Paul Adams/Alan Woolf (1.6 Toyota Corolla GT), 124 laps; 5, Warren Burt/Jeff Pascoe (1.3 Toyota Starlet), 122 laps; 6, Danie Lupp/Robbie Kerr (5.0 Holden Commodore VK), 122 laps; etc.

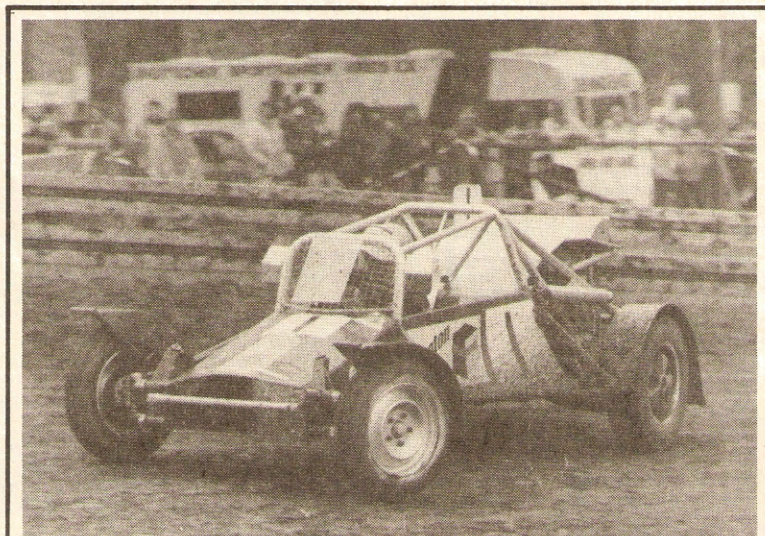


NATIONAL RACES

Fast Lane

BRANDS HATCH, Oct 26/27: The Formula E contingent put on a good show and proved very competitive on their first visit to Brands, with the first 13 qualifiers just 0.7sec apart. Festival contender Alistair Lane made the best start and soon pulled out a handy lead, while behind him a great dice between Wally Warwick and pole man Douglas Laque was caught by Will Arif, the threesome finishing in that order after successfully negotiating the many spinning backmarkers. Bernard Horwood brought his Rostron through to fifth ahead of Derek Pullman and the battling Tony Garside and Geordie Taylor.

Robin Parsons was offered a ride in Barrie Williams' title-winning Fiesta and duly qualified second to Ian Briggs for the Ford Credit Championship finale. Alistair Davidson led the field into Paddock but opted to keep out of trouble having sold his car in the paddock just prior to the race. Thus, Briggs, Parsons and Brian Farminer were all soon through and pulling away, but the main interest was provided by a superb scrap for fifth between Graham Hathaway and Mark Jones. When the Telecom car edged clear Nick Bates had a big go at Jones on the way into Paddock, and as they leant on each other all the way up the hill something was bound to happen.



Muddy and certainly bloody

Don't say that we don't scour the world for motor sporting action for you: Andras Fekete reports on the European autocross championships final from Brno in Czechoslovakia. Ten four-car teams from Austria, West and East Germany, Italy, Hungary, Spain, France, Holland, Switzerland and Czechoslovakia itself took part in the third running of this event, and the home team came out on top when one of their men, Bohumil Krestan, took the lead in the last race of the day. West Germany took second, with Italy third and France fourth. The individual event went the same way as it has for the last six years, to West Germany's Willi Rösler with his Porsche-powered and self-built contraption. The series is blossoming and Rösler will certainly be back next year looking for title number eight.

Eventually Bates was sent spinning into the path of an unlucky Stuart Cole as they went under the bridge. Crunch. Meanwhile, at the front, Parsons was really putting the pressure on, but Briggs just held him off with Farminer and a relieved and undamaged Davidson well clear of Hathaway.

The Pre '74s closed Saturdays programme with one of the most enjoyable races of the weekend. David Germain pulled away in front once he had passed Alan Naismith while an amazing five car battle for second developed. Peter Hancock got his Merlyn to the front of a queue which looked like something from Monza (circa 1970) and just held off that man Bernard Horwood into a photo finish. Chris Smith and Chris Whittingham were similarly close for fourth with Naismith hanging on at the tail of the group.

Two six car teams representing Lloyd's and the Stock Exchange / London Metal Exchange respectively lined up for their annual fund-raising bash. Armed with the Brands Hatch Racing Escort XR3 is a quick qualifying session preceded the race and Lloyd's took pole through the efforts of Malcolm Blair. Another of their men lined up alongside, Jon Finch, with Peter Hall of the Metal Exchange completing the front row.

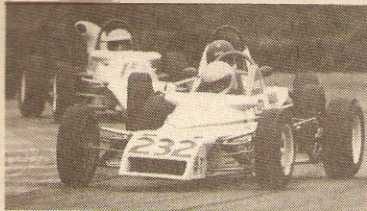
In fact, at the green, Hall appeared to have got the jump, but Finch slipped by coming out of Paddock. Another to make a good start was ex-F3 man Louis Parsons, rocketing through from the outside of the second row. But he went in to Paddock too fast and dropped from second to fifth.

Finch was not having things all his own way at the front, however, as Hall nipped by at Druids on lap 2 when the former left the door open. Yet, using his experience gained in Sports 2000 a few years ago, Finch was back ahead by the very next corner. From here on, he was never headed, eventually winning by almost 4½ secs. Behind, there really wasn't as much dicing as usual, with the field being stretched out. Former Clubmans competitor Mark Sharpley mad strenuous attempts to pass Parsons for fifth and eventually came out ahead on lap 7 when he ran alongside up to Druids, tried to go outside and eventually made it by continuing on to the inside line at Graham Hill Bend. Perseverance paid. The only other move of note was for second, in the closing laps, Blair closed on Hall, with Mick Cave closing on the pair. Blair had a look at the inside at Clearways on lap 8 and then made it by, almost on the grass, next time round with Cave missing out by hundredths on the line.

So, Lloyds took the honours again, and the chosen charity, Disablement in the City, benefited hugely. It's just a shame that the racing wasn't a little closer...

Although the entry for Sunday's World Cup FF2000 event was smaller than that for the TV race, most of the top runners (bar Blundell and Brabham) had opted to double up. Ross Hockenhill pipped Dave Coyne to pole with the fastest lap of the weekend, while John Pratt headed the sensational Benoit Vigneault on row 2. A frustrated Martin Donnelly led three non-Grandstand contenders, headed by Dutchman Allard Kalff in the Cresswell-run Marlboro entry. Tim Davies was taking a step back from F3 for a run in the Talon, and despite a lack of testing miles was only half a second shy of pole and in front of Spain's Philippe Machado in the Madgwick Reynard.

As Vigneault crept forward Coyne made a superb getaway, the RGR car switching to the right to close the door on Hockenhill on the way into Paddock. Pratt settled for third ahead of a



Alister Lane — Formula E victor.

penalised Vigneault and Kalff, with Donnelly and Davies next up. The leading pair soon opened out a gap to Pratt, but the repaired Van Diemen was running strongly and John was well clear of the rest. Davies dropped to the back with a spin at McLaren, but was recovering quickly until a trip over the kerbs at Paddock broke a rear suspension mounting and the smart black car slithered to a halt. Meanwhile Donnelly had pitted for further investigation of the Reynard's handling problem, the Irishman resuming three laps later to try a roll bar tweak.

At the front, Coyne was going superbly, the Reynard much more to the Camberley man's liking after a rear wing adjustment after Saturday's race. Hockenull pressured him throughout, but the Andrews car was just unable to find a way by, and the delighted Coyne was almost half a second clear at the flag. Pratt was a further 3secs down having all but caught Hockenull before a backmarker held him up. Kalff gained fourth when the impressive Vigneault was docked 10secs, while Machado had a lonely run to sixth. A big effort from Jo Lindstrom saw the Swede charging through to seventh after a heavy practice shunt, the Argo cheekily finding a way past a titanic all-Irish scrap involving Ivor Greenwood, Leslie Wright, TD Reid and Dennis McCall. The Moniale director had also lost 10secs and dropped behind the Rondeau of Neil Cunningham, up from the back after a fine effort.

It's been a long season, yet this 16th and final round of the B&Q Sports 2000 Championship still saw plenty of enthusiasm from the competitors. 1985 champion Sean Walker duly placed his MFI backed Shrike on pole with Mike O'Brien slipping alongside in his similar car, 0.10sec slower. Ian Flux and Alister Lyall filled the next two places, and then came the second Gil Baird entry, decked out in Racing for Sussex colours. At the wheel was S2000 debutant Graham Harry, only a fraction slower than the season's front-runners.

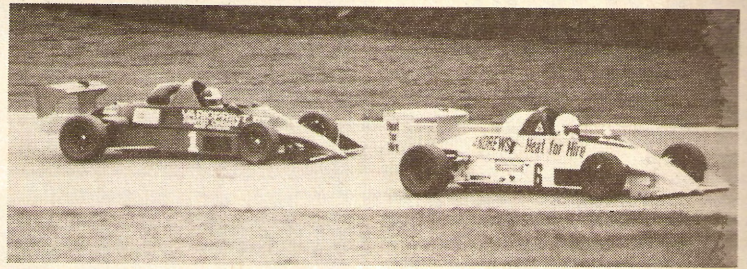
There was drama on the warming-up lap, as Flux pitted the Royale RP38. His throttle was sticking, and the cause was found to be a piece of tyre marking chalk. Ooops! He had to start from the pitlane.

At the green, Walker and O'Brien jostled into Paddock Hill Bend, with Lyall in tow. Walker came out ahead and the Shrike pair then started to pull away. Lyall, however, was having trouble staying with them as his crew had noticed a split in one of his rear tyres and the resultant tyre change affected his car's balance. However, he was safely in third, especially once Harry's Shrike had spun off at Clearways on the second lap. Thus, Dud Moseley found himself in fourth place, but this was not his for long, as Paul Stott drove by on lap 4. In the meanwhile, Flux was charging and by lap 7 he was up to fifth place.

O'Brien was giving Walker no peace at the front, but the leader gained a little space as they negotiated the backmarkers and duly held on to win, albeit only by 0.58sec. Lyall came home third, but was only 0.50sec ahead of Flux. Having seen a black car in his mirrors, Lyall thought it was a backmarker. But then it started growing... So he had to pick up his tempo. As ever, Moseley scooped the Pre '81 honours, coming home in eighth place, behind Geoff Janes and the recovering Harry.

BRUCE JONES / ADAM COOPER

BBC GRANDSTAND FF2000



Two men dominated the weekend's FF2000 action: Hockenull and Coyne.

Ross stakes his claim

A full 26-car entry graced the first round of the BBC Grandstand Trophy FF2000 series at Brands Hatch last Saturday.

Heading the list of qualifying times was Mark Blundell in the Anglo European Racing Reynard 84SF. This was a particularly fine performance as Mark had literally stepped straight from his FF1600 Van Diemen Festival entry into the Reynard. Although Blundell had tested the car mid-week, it was still no mean performance to outqualify most of the regular FF2000 runners. It was also the first foray into the 2-litre scene for the AER team. Doubly impressive. Alongside Blundell sat Ross Hockenull in Richard Dutton's 84SF. Ross's car was bedecked for the first time in the bright yellow livery of Andrews Heat for Hire, Hockenull doing his usual capable job with the car.

The inside of the second row produced a surprise, with no disrespect to its occupant intended. Canadian driver, Benoit Vigneault, was on his first visit to Brands and driving the same Richard Dutton chassis used by his fellow countryman and current double FF2000 champion, Bertrand Fabi. Quick from the outset and very brave, Benoit pipped Dave Coyne's ex-Martin Donnelly Rushen Green Racing chassis by 0.02secs.

Next up was John Pratt, in the ex-Coyne works Van Diemen, John pleased with the performance of the car, now running in wide track form. "It's the best it has felt all year." Alongside him, Dennis McCall was really showing well in the Mondiale, recording a 45.95s lap.

Behind McCall, Gary Brabham was just 0.01sec slower with his News Shopper backed RGR 84SF, a tenth adrift of team mate Coyne. It was certainly a surprise to see Martin Donnelly sharing the fourth row with him. Martin had done a deal to run in the series at the 11th hour and by that time his regular Rushen Green chassis was in the hands of Coyne. Donnelly was run by Stuart Veitch in a Jubilee Racing Reynard 84SF, the ex-John Booth car, and found that he had a terrible understeer problem.

Gary Dunn and Miles Johnston shared the fifth row ahead of an impressive debut 2-litre outing from Danny Wright. Danny was another driver to secure his budget at the last minute and was farmed out to Richard Dutton for this race only, his regular team, Anglo European Racing intending to run him from here on in.

As the lights changed Hockenull left nobody in any doubt that he intended to lead into the first corner, chopping across Blundell and taking the line into the first corner. We lost Chambers at Graham Hill Bend, Tony rejoining at the back of the field. Across the line they streamed, with Hockenull pressed hard by Coyne and Vigneault, Pratt, Blundell, Donnelly, Brabham, McCall, Dunn and Lee-Lewis in close attendance. Wright followed, with White's Talon nipping smartly inside Cunningham's Rondeau at Paddock.

On to the third tour and the Hockenull/Coyne scrap was detaching itself from the rest of the field. The Canadian, Vigneault, was still third but under strong pressure from Blundell, who had been given a driver warning flag for use of the old circuit at Paddock. Round at McLaren, Pratt lost the Van Diemen and spun into the catchfencing. With the lead pair clear, Pratt's demise saw a four way battle developing for third with Blundell, Donnelly and Brabham closing in on Vigneault. Donnelly was still struggling with an ill handling mount, however, and eventually slipped to the back of the group. Further down, Lee Lewis was driving an impressive race and eventually found a way past Dunn, taking himself to within 0.8secs of Donnelly.

Blundell screwed up his courage with seven laps to go and stormed inside Vigneault, pulling away thereafter in his chase of the leaders. Ross and Dave were well away though, Coyne revelling in the Reynard and really pressing hard in the closing stages. It was not to be, however, Hockenull hanging on to score a thoroughly deserved victory.

TONY DODGINS

The Fiesta action was as furious as ever: Briggs leads Parsons, Farminer and Davidson.



BRANDS HATCH

BRSCC

Formula E FF1600 race (12 laps): 1, Alister Lane (Van Diemen-Aldon RF80), 10m14.56s, 84.60mph; 2, Wally Warwick (PRS-Auriga RH01), 10m17.79s; 3, Doug Lague (Van Diemen-Thorne RF78), 10m18.10s; 4, Wil Arif (Crossle-Howe 25F), 10m18.51s; 5, Bernard Horwood (Rostron-Minister CT3), 10m22.91s; 6, Derek Pullman (Van Diemen-Greenan RF80), 10m23.30s. **Fastest lap:** Lane, 50.22s, 86.27mph (record).

Ford Credit Fiesta race (12 laps): 1, Ian Briggs, 11m33.82s, 74.94mph; 2, Robin Parsons, 11m34.05s; 3, Brian Farminer, 11m37.19s; 4, Alistair Davidson, 11m41.49s; 5, Graham Hathaway, 11m47.48s; 6, Mark Jones, 11m48.83s. **Fastest lap:** Parsons, 56.99s, 76.03mph (record).

BRSCC Pre 74FF1600 (12 laps): 1, David Germain (Elden-Minister Mk10C), 10m35.31s, 81.84mph; 2, Peter Hancock (Merlyn-Ford Mk20A/24H), 10m37.66s; 3, Bernard Horwood (Rostron-Minister CT3), 10m37.66s; 4, Chris Smith (Hawke-Swadkin DL11), 10m38.28s; 5, Chris Whittingham (Dulon-Minister MP15), 10m38.33s; 6, Alan Naismith (Dulon-Nelson MP15), 10m39.20s. **Fastest lap:** Smith, 51.65s, 83.89mph.

The 1985 City Challenge Celebrity race (10 laps): 1, John Finch, 10m41.43s, 67.55mph; 2, Malcolm Blair, 10m45.82s; 3, Peter Hall, 10m47.22s; 4, Mick Cave, 10m47.26s; 5, Mark Sharpley, 10m51.35s; 6, Louis Parsons, 10m51.85s. **Fastest lap:** Blair, 1m02.57s, 69.24mph.

FF2000 World Cup race (20 laps): 1, Dave Coyne (Reynard-Neil Brown 84SF), 15m27.46s, 93.43mph; 2, Ross Hockenull (Reynard-Neil Brown 84SF), 15m27.82s; 3, John Pratt (Van Diemen-Neil Brown RF85), 15m30.69s; 4, Allard Kalff (Reynard-Nelson 84SF), 15m38.72s; 5, Benoit Vigneault (Reynard-Neil Brown 84SF), 15m42.51s (including 10sec penalty); 6, Felipe Machado (Reynard-Neil Brown 84SF), 15m42.74s. **Fastest lap:** Hockenull, 45.64s, 94.93mph.

B&Q Sports 2000 race (20 laps) — Overall and Class A: 1, Sean Walker (Shrike-Nelson P15), 15m59.64s, 90.30mph; 2, Mike O'Brien (Shrike-Nelson P15), 16m00.22s; 3, Alister Lyall (Lola-Neil Brown T598), 16m11.13s; 4, Ian Flux (Royale-Neil Brown RP38), 16m11.63s; 5, Paul Stott (Royale-Neil Brown RP38), 16m19.35s; 6, Geoff Janes (Royale-Neil Brown RP37), 16m26.69s. **Fastest lap:** O'Brien, 46.92s. **Class B (Pre '81):** 1, Dud Moseley (Motus-Hewitt 10BX), 16m43.10s, 86.39mph; 2, Steve Collier (Chevron-Hewitt B52), 19 laps; 3, Martin Chambers (Tiga-Nelson SC80), 19 laps. **Fastest lap:** Moseley, 48.23s, 89.83mph (record).

BRANDS HATCH

Oct 26

BBC Grandstand FF2000 Championship, round 1

20 laps — 24.072 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Ross Hockenull	Reynard-Neil Brown 84SF	15m32.55s	45.70	45.70
2	Dave Coyne	Reynard-Neil Brown 84SF	15m32.59s	45.71	45.86
3	Mark Blundell	Reynard-Neil Brown 84SF	15m35.95s	45.65	45.65
4	Gary Brabham	Reynard-Nelson 84SF	15m37.82s	45.53	45.96
5	Benoit Vigneault	Reynard-Neil Brown 84SF	15m38.32s	46.01	45.84
6	Martin Donnelly	Reynard-Neil Brown 84SF	15m39.84s	46.00	46.12
7	Robert Lee Lewis	Reynard-Neil Brown 84SF	15m40.50s	45.75	46.43
8	Gary Dunn	Reynard-Swindon 84SF	15m42.50s	45.92	46.24
9	Danny Wright	Reynard-Scholar 84SF	15m53.74s	46.62	46.42
10	Roger White	Talon-Neil Brown SF8	15m55.01s	46.35	46.80
11	Neil Cunningham	Rondeau-Neil Brown M685	15m55.40s	46.46	45.65
12	Leslie T Wright	Reynard-Nelson 84SF	15m55.70s	46.36	46.91
13	Ivor Greenwood	Reynard-GRD 84SF	15m57.85s	46.57	47.02
14	TD Reid	Van Diemen-Reid RF83	15m58.72s	46.66	48.82
15	CJ Smith	Reynard-Neil Brown 84SF	15m59.11s	46.54	47.29
R	Dennis McCall	Mondiale-Loynings M85T	5 laps	47.35	45.95
R	John Pratt	Van Diemen-Neil Brown RF85	3 laps	46.67	45.88
NS	Miles Johnston	Reynard-Scholar 84SF	0 laps	—	46.41

Winner's average speed: 92.92mph. **Fastest race lap:** Brabham, 45.53, 95.16mph. **Next round:** Brands Hatch, Nov 03.

End of term

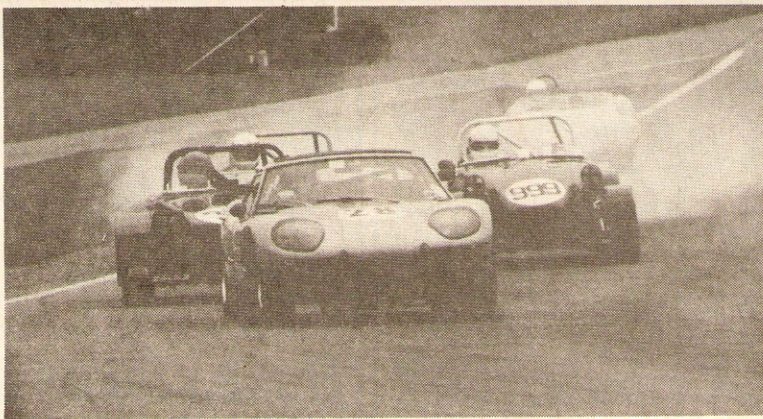
SNETTERTON, Oct 27: End of term at the Norfolk venue. Undoubtedly those who attracted the most attention, at the 750MC's traditional finale to the Snetterton season were the female pupils contesting the Jim Russell Racing Drivers School event. They achieved a notable distinction — the first ever all ladies single seater race — and an A plus for media interest but little in the way of entertainment on the track.

Although the day, which was overcast but dry, was to feature the final rounds of many of the organising clubs championships, the F750 competitors when they assembled for the first of the nine races, were embarking on their penultimate round. Little was at stake, for Ernie Frost's dominant performances this year with his Hague had already secured him the title, but nonetheless a fine race ensued. From pole Frost was the early leader with Bob Simpson and Richard Stephens in close pursuit. This trio indulged in a considerable amount of passing and re-passing all the time outdistancing the Darvi twins, Dick Harvey and Garry Dobbin who were keenly disputing fourth place in the race and third in the championship. Late in the race Frost broke free and scored his ninth victory of the season from Simpson and a slowing Stephens. The race had been run at a tremendous pace with all three drivers well under the record.

Next on to the grid were the FF1600s, and despite the attractions of the Festival at Brands Hatch 16 drivers had made the trip to East Anglia for points in the Champion of Snetterton and the 750 MC's FF1600 championships. Both series had been decided earlier and neither champion was present but numerous young chargers were present, eager to record their first race win. Two such drivers, Paul Bayley and Chris Tolchard lined up side by side on the front row and were to battle closely for the honours throughout 10 laps. Bayley who has suffered a limited season for financial reasons but plans for a full assault next year, led for much of the race but Tolchard, who has progressed steadily throughout the summer, slipped ahead two laps before the close. The Essex driver held tentatively onto his advantage to duly score the elusive first victory. Behind this pair the consistent Paul Norton ran alone until a rough sounding engine slowed him and almost allowed Miles Berkeley and Mike McKay to demote him.

Highlight of the afternoon was the anticipated duel between Mike Whatley and Rob Moores of the F4 championship. Just a single point separated the two and Chevron aficionado Moores needed to finish two places ahead to oust his Delta mounted rival from the title that Whatley has made his own in recent seasons.

The road going sports cars were kept until last as they had the use of headlights...



Mark Hales was at his winning ways again. Here he leads Dave Preece and Ted Marlow.

Practice resulted in Mike annexing pole with his rival only fifth fastest. Fortunately for Rob, Dave Shephard non-started and left a convenient gap in the front rank: through that slot for what must rate as one of the best 'legal' starts at Snetterton this year went the Turton based driver. Once ahead, Moores moved across to the inside, within a 100 metres he had control of the race! There was however a wild card in the pack, one Bob Davis, who was obviously no respecter of championship aspirants. Within the first lap Davis had taken his Davis T5 to the front with the order behind him Moores, Whatley and Martin Walford. This quartet ran in close formation until halfway through the scheduled 12 laps when Whatley began to increase the pressure on Moores. Before that contest could be resolved, it became the lead battle, for Davis went off briefly at Riches and rejoined third. At the completion of lap 8, Moores led with the charging Davis almost alongside Whatley attempting to snatch third and swing the championship pendulum. However, at the next corner Moores turned in ahead of a back marker but the duo behind him encountered the helpless fellow on the apex. In an ill-considered manoeuvre Davis made contact with the slower car which went off into the bank on the inside and was launched into a series of rolls before coming to rest inverted in the centre of the track. As the shaken driver emerged from under his machine an incident vehicle parked across the track to shield the driver and the car. With marshalling resource and experience stretched to the very limit the two leaders locked in combat, approached the accident with only a stationary white flag to warn them. It was potentially a very dangerous situation, but luckily Moore was forced to a halt and the following Whatley squeezed past. The race then died as black flags emerged and the results declared at lap 8, leaving Moores and Whatley equal on points with the latter taking the series on next best scores.

In the modified sports car race Richard

Ward rounded the first corner in front, his Elan heading the Marcos GTs of Richard Gamble and Allen Tolchard. Both Marcos were to break. Gambles at the second corner and Tolchard on lap 6 by when Allen was resigned to not being able to match younger brother Chris' earlier success. Ward eased his pace to finish 15 secs ahead of Pat Longhurst.

The well billed ladies race had been subject to a great deal of local television and radio coverage in the preceding week and there was a considerable media presence. A daunting prospect for the girls facing their first race. Nowhere was the tension higher than in the commentary box where the regular "voice of Snetterton" Norman Greenway had the unique and nailbiting experience of reporting the race debut of his wife, Barbara. Anita Latham, the youngest competitor, dominated the race to win by 20secs from *Motoring News*, Linda Keen and Virginia Murray. These three proved to be on a pace of their own with Barbara Greenway comfortably the next quickest as she raced home fifth behind Isobel Joset.

The *Kit Cars and Specials* race was red flagged on lap 2 when Tony Clinkard's Ginetta caught fire under the bridge at

the complex.

At the restart, Ted Marlow was first away, but he was soon pushed down to third by Mark Hales and Dave Preece. With Hales troubled by fuel feed bothers the ungainly O & C Super Sport Toyota, spiritedly driven as always by Preece, was able to harry the leading Marcos unmercifully. At the chequered flag Hales was ahead by a scant 0.4 sec. The large and varied field featured many battles, but none as close as that for the small class victory, James Buckton and Garry Shillabeer finishing side by side.

With daylight in short supply and the razzamatazz of the ladies race to account for, the next two races were shortened to seven laps. The FVee race got underway with a great deal of elbowing as the tightly bunched field approached Riches. However it was not until a lap later that the first retirement was posted, Mark Hadfield's Scarab hard against Riches barrier. Keith Atkins held sway until the penultimate lap when his car expired to allow Andy Ingram to head home a subdued champion elect Kevin Martin for a Scarab 1-2.

Martin Walford continued his very impressive F1300 campaign with another win with the WEV. The only likely challenger to Martin was Richard Gilmour, but he had shunted his Mallock early in practice and consequently had to overcome a lowly grid position before emerging in the runner-up slot on lap 4.

Wisely, the 750MC had left the road going sports car race until last. Their headlights were definitely needed, but everyone appeared to be happy as this allowed them to complete their scheduled 10 laps. Robin Gray was in tremendous form and despite the diminishing daylight he sliced a massive 3.2 sec off the lap record as he sped his Caterham Super 7 to victory half a minute clear of his nearest pursuer. Robin had needed the class win to keep his championship chances alive, but as Paul Lucas had secured a fine class winning seventh overall, Paul was the champion.

ANDY LEEDER

SNETTERTON

750MC

Dellorto Reliant 750 Formula race (10 laps): 1, Ernie Frost(Hague 78), 13m24.0s, 85.83mph; 2, Bob Simpson(SS Reliant), 13m24.9s; 3, Richard Stephens(Gallard J2), 13m34.4s; 4, Dick Harvey(Darvi MK8), 13m43.8s; 5, Garry Dobbin (Darvi MK5), 13m44.3s; 6, Ian Blackwood(Darvi MK3), 14m10.1s. **Fastest lap:** Simpson, 1m18.6s, 87.80mph (record).

Champion of Snetterton FF1600 race (10 laps): 1, Chris Tolchard (Van Diemen-Thorpe RF84), 12m31.7s, 91.80mph; 2, Paul Bayley (Van Diemen-Auriga RF82), 12m31.9s; 3, Paul Morton(Royale-Scholar RF33M), 12m49.8s; 4, Miles Berkeley (Van Diemen-Minister RF84), 12m50.0s; 5, Mike McKay(Van Diemen-Thorpe RF82), 12m50.4s; 6, Emlyn Evans(Royale-Minister RP31M), 12m53.1s. **Fastest lap:** Tolchard, 1m14.2s, 93.00mph.

Formula 4 race (8 laps): 1, Rob Moores(Chevron-Ralt B38), 9m26.5s, 97.45mph; 2, Mike Whatley(Delta-Whatley T81/4), 9m27.1s; 3, Bob Davis(Davis T5), 9m27.3s; 4, Martin Walford(WEV 2B-CKM), 9m30.2s; 5, Paul Tickner(March 713), 9m36.5s; 6, Wally Liles(Van Diemen RF82/4), 9m39.0s. **Fastest lap:** 1, Davis, 1m08.7s, 100.45mph.

750 MC Sports Car (modified) race (10 laps): 1, Richard Ward(Lotus Elan), 12m45.4s, 90.28mph; 2, Pat Longhurst(Davrian-Bevan MK8), 13m00.0s; 3, Robin Harvey(Davrian-Bevan MK8), 13m00.7s; 4, Norman Stechman(Morgan +8), 13m24.1s. **Up to 1000cc:** 1, Longhurst; 2, Harvey; 3, Richard Ridd(Davrian), 13m37.9s. **Fastest lap:** Longhurst, 1m15.6s, 91.28mph, (record). **1001 to 1500cc:** 1, Mark Ellis(MG Midget), 9 laps, 81.19mph. **Fastest lap:** Ellis, 1m22.7s, 83.44mph; **1501cc and over:** 1, Ward; 2, Stechman; 3, Brian Bransom(Lotus Elan), 13m24.4s. **Fastest lap:** Ward, 1m14.8s, 92.26mph.

Jim Russell International Racing Drivers School Esso All Ladies FF1600 race (6 laps): 1, Anita Latham, 10m02.5s, 68.72mph; 2, Linda Keen, 10m22.8s; 3, Virginia Murray, 10m38.4s; 4, Isobel Joset, 10m39.6s; 5, Barbara Greenway, 10m51.9s; 6, Beverley Flintom 11m04.5s. **Fastest lap:** Greenway, 1m38.7s, 70.42mph.

Kit Cars and Special race (10 laps): 1, Mark Hales (Marcos Mantula-Rover), 13m29.6s, 85.24mph; 2, Dave Preece(O & C Super Sport-Toyota), 13.30.0s; 3, Ted Marlow(Dutton B Plus-Ford), 13m57.7s; 4, Rob Wells(BRA 289 Cobra-Rover), 14m04.2s. **Up to 1330cc:** 1, James Buckton(Westfield 11-RMC), 77.58mph, 14m49.5s; 2, Gary Shillabeer(Nimbus Coupe-BMC), 14m49.5s; 3, Andrew Phillips(Sylva Star-Ford), 13m48.7s. **Fastest lap:** Buckton, 1m26.8s (record) 79.5mph. **1331 to 1645cc:** 1, Tony Jones(Westfield 11 T/C), 14m15.5s, 80.66mph; 2, Alistair Bell(Sylva Leader-Toyota), 14m19.5s; 3, Bryan Healey(Sylva Star-Ford) 9 laps. **Fastest lap:** Jones, 1m23.0s, 83.14mph. **1645cc to 2060cc:** 1, Preece. **Fastest lap:** Preece, 1m19.4s, 86.91mph. (record). **Over 2060cc:** 1, Hales; 2, Marlow; 3, Wells. **Fastest lap:** Hales, 1m19.2s, 87.13mph. (record)

Autocaven Formula Vee race (7 laps): 1, Andrew Ingram(Scarab 2A), 9m26.4s, 85.29mph; 2, Kevin Martin(Scarab MK 2), 9m27.0s; 3, John Mitchell(Austro MK 2), 9m36.2s; 4, Andy Storer(Scarab MK2 RSS), 9m38.9s; 5, Mike Steley (MJS V83), 9m39.5s; 6, Larry Maynard(Austro MK1), 9m40.7s. **Fastest lap:** Martin, 1m18.3s, 88.13mph.

Formula 1300 race (7 laps): 1, Martin Walford(WEV 2B-CKM), 8m35.8s, 93.65mph; 2, Richard Gilmour(Mallock), 8m43.2s; 3, Martyn Lane(Lola-Messer T492M), 8m50.2s; 4, Colin Marshall(Mallock MK16BW), 8m50.8s; 5, Dave Cook(Mallock U2-DAC) 9m14.0s; 6, Trevor Gant(GRM 1600-CVH), 9m14.4s. **Fastest lap:** Walford, 1m11.1s, 97.06mph. (record).

Sporting Cars race for Road Going Sports Cars (10 laps): 1, Robin Gray (Caterham Super 7 QED T/C), 13m31.4s, 85.05mph; 2, Graham Bryant(Morgan +8), 14m00.0s; 3, Simon Wheeler(Caterham 7), 14m00.5s; 4, Norman Stechman (Morgan +8), 14m10.0s. **Up to 1300cc:** 1, Paul Lucas (Triumph Spitfire), 14m27.2s, 79.58mph; 2, Roger Bowden (Ginetta G15), 14m33.8s; 3, John Bensley (MG Midget), 13m47.4s. **Fastest lap:** Lucas, 1m24.1s, 87.05mph. **1330 to 2060cc:** 1, Gray; 2, Wheeler; 3, Peter Turner (Lotus Elan), 14m11.9s. **Fastest lap:** Gray, 1m17.7s, 88.81mph (record). **Over 2010cc:** 1, Bryant; 2, Stechman; 3, Nicho Doczi (Porsche Carrera RS), 14m18.3s. **Fastest lap:** Stechman, 1m22.0s, 84.16s.

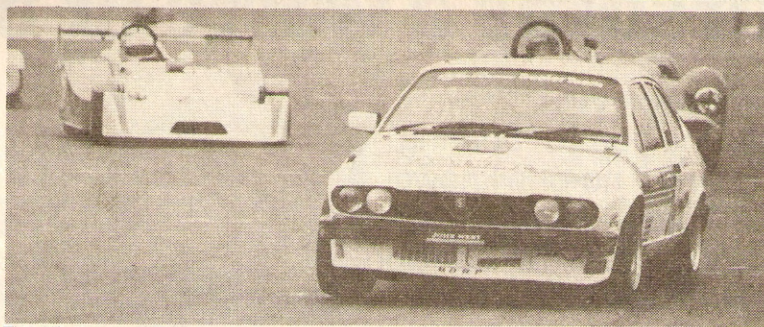
Porsche's sad victory

SILVERSTONE, Oct 26: The 750 MC attracted a super entry for the annual 6hr relay, but what should have been a real fun day was marred by the terrible accident that claimed the life of Ginetta driver Ron Woods. His G15 had been on the circuit for a matter of minutes, when it appeared to suffer a breakage or seizure as it sped towards Woodcote Corner, it slammed into a marshals post with terrible force. The BMRMC Silverstone incident team worked to release the critically injured driver, but we later learned that he had died in hospital.

The paddock was a busy place after practice with several cars receiving attention, but the most important thing (for the Allard team anyway) to report was the loss of Joe Clegg's previously pristine K2 Sports, which tried unsuccessfully to move the Woodcote sleepers. Such was the force of impact, the heavily built car had the rear axle moved forward several inches. This came as a double blow to the team, as the redoubtable Jim Tiller couldn't appear due to a slipped disc!

From the outset, it was the Chevron and Aston Martin teams that set the pace, and indeed such was the pace that within three laps lappery was taking place. Colin Pool's Chevron B26 soon overcame Peter Millward's Aston Martin-engined Lola T70, and these two gradually pulled away from the rest. The Porsche Tailwaggers team was being given a good opening stint by Paul Edwards who stayed out for 65 mins, and when he did hand over, his team were in third place. The ironic thing was that as he pulled into his pit, the engine seized! Millward handed over to Roger Bennington after 45 mins, but the latter's car began to lay a smoke trail after only 15 mins and he had to come in for attention. So, Pool had given the Chevron team a two lap lead at the completion of the first hour. Such was their pace that they led the handicap section as well. The Tailwaggers moved into second place with the Aston team hitting problems, but just after 1.30 black flags appeared around the circuit, the race had been stopped. It was nearly 50 mins before things got under way again.

At two hours, the Chevrons led by a lap from the Astons with the Tailwaggers on the same lap. Next up and giving a very good account of themselves were the Alfa team, Jon Dooley in the John West Salmon 'Trimoco' car putting in a good first stint.



The Alfa Romeo GTV 6 of Alfa Romeo stalwart Jon Dooley rounds Woodcote.

At the front of the field, the order stayed much the same, with the leading three teams going further ahead of the opposition. The second stoppage of the race was at 3.22, when Bill Stephens' Tiga-BDG suffered a broken output shaft in the differential which threw the car into a spin along the armco between Maggotts and Becketts. It finally slewed back across the track and came to rest right in the middle of the track just before the corner. The breakdown truck picked up the stricken car, and after a short delay, the race was restarted.

This was more like a 10 lap sprint race, with Richard Dodkins' Chevron B8 (part of the ginetta team) just leading Apollo team boss Alan Eisner's similar machine, while John Piper was out for the Tailwaggers team and flying in his Stoic Porsche 930. The Aston team had their DBS V8 out, and for several laps the heavy machine stayed in touch. Dodkins drew clear to lead the race 'on the road', but the news of Woods had by now reached the circuit, and as a mark of respect, the Ginetta team withdrew. At what should have been half distance (3 hours) the Tailwaggers had moved ahead of the Chevron team, although both were on the same lap. In third came the Astons, while the Carrera RS team had displaced the Alfas in fourth. In the next half hour the Tailwaggers put a couple of laps between themselves and the Chevrons, while the Astons were five laps further behind.

The regulations stated that with the day being the last one of summertime, that the race may have to end early if the light closed in, and what with the stoppages and the generally overcast day, the decision was taken to end at 5.42pm which gave a race time of 4hrs 20mins. At the 4hr mark, the Chevrons had clawed back a lap on the Porsche Tailwaggers, could we be in for a close finish? Uppermost in the minds of the teams was fuel consumption, and the Chevron team really gave it their best shot, getting to within 20 secs of the Porsches by the close. **DUD CANDLER**

A Chevron B36, Lola — Aston Martin and Porsche 911 Carrera share the much varied front row.



SILVERSTONE

750 MC

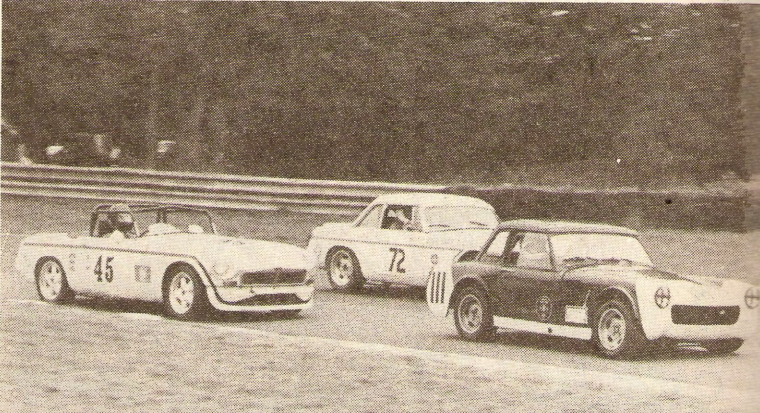
Birkett 6 hour relay race (shortened to 4hrs 20mins) Scratch: 1, Porsche Club GB Teutonic Tailwaggers, 256 laps; 2, Apollo Racewear Team Chevron, 256 laps; 3, Aston Martin OC Post War V8 team, 248 laps; 4, Porsche Club GB Carrera RS team, 236 laps; 5, Alfa Romeo OC, 234 laps; 6, Formula One Carburettor Specialists Clubmans 1600 team, 233 laps. **Handicap:** Chevron, 256 laps. **Class A:** Team Westfield, 235 (207) laps. **Class B:** Carrera RS team, 244 (236) laps. **Class C:** FOCs Clubmans, 242 (233) laps. **Class D:** AMOC V8 team, 248 laps. **Historic trophy:** Morgan Sports Car Club Plus Fours, 249 (198) laps. **Formula 750 trophy:** Clifda Steels 750 Formula team 246 (212) laps. Figures in brackets are actual laps completed. **Sir William Lyons Inter Club Replay Challenge:** 1, Tailwaggers; 2, Carrera RS; 3, Chevrons.

Ashworth's stormer

OULTON PARK, Oct 19: For this, the last meeting of the year at the superb Cheshire circuit, the weather deviated from the all too brief Indian Summer and turned decidedly chilly — which did not help to put a sparkle into some rather lacklustre races.

The opening Dutton Forshaw BCV8 series race was rather dominated by Terry Smith whose 4.0 V8 burbled round ahead of John Lodge and Martin Dell in their straight-fours. Smith looked to be a run-away winner, but the Lodge/Dell

Peter May disputes territory at Old Hall with the MGBs of Bill Beadnell and Mark Ashworth.



OULTON PARK

MGCC

Dutton Forshaw MGCC B, C, V8 race (10 laps) — Overall: 1, Terry Smith (4.0 BV8), 15m44.5s, 89.79mph. 2, John Lodge (1.95 B), 15m46.7s. 3, Martin Dell (1.8 B), 15m48.9s. 4, Mark Ashworth (1.95 B), 17m04.1s. **Standard:** 1, Richard Horn (1.95 B), 17m06.2s, 82.65mph. 2, Barry Sidery-Smith (1.95 B), 17m26.7s. 3, David Ross (1.95 B), 9 laps. **Fastest lap:** Horn, 1m41.2s, 83.81mph. **Full Race B & C:** 1, Lodge, 89.59mph. 2, Dell, 3, Ashworth. **Fastest lap:** Lodge & Dell, 1m33.2s, 91.00mph. **Modified V8:** 1, Smith. No other finishers. **Fastest lap:** Smith, 1m32.8s, 91.39mph. **Semi-modified Midgets:** 1, Peter May (1.34 Midget), 9 laps, 80.22mph. 2, Tony Dowler (1.34 Midget). No other finishers. **Fastest lap:** May, 1m42.0s, 83.15mph.

MG T Series Midget race (10 laps) — Overall and Modified Class: 1, Ron Gammons (1.5 TF), 18m09.3s, 77.86mph. 2, Brian Sayers (1.5 TC), 19m04.6s; 3, Richard Green (1.5 TC), 19m19.7s. 4, Malcolm Gammons (1.3 TF), 19m20.6s. **Fastest lap:** Dave Clewley (1.5 TB), 1m45.4s, 80.47mph. **Standard:** 1, Peter Smith (1.25 TD), 9 laps, 69.89mph; 2, David Mason (1.25 TC). 3, John Edney (1.5 TF). **Fastest lap:** Smith, 1m59.3s, 71.09mph. **MMM Cars:** 1, Foster (747s Monthery C Type), 8 laps, 63.86mph. No other starters. **Fastest lap:** 2m03.7s, 68.56mph.

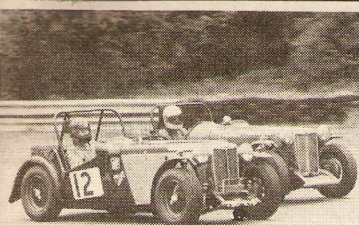
Peter Malimson Memorial/Cockshoot race (10 laps) — Overall: 1, Mark Ashworth (1.95 MGB), 16m52.4s, 83.77mph. 2, Robert Nettleton (1.3 Midget), 17m08.0s. 3, Bill Beadnell (1.8 MGB), 17m08.5s. 4, Peter Hiley (1.3 Midget), 18m03.4s. **Standard:** 1, Hiley, 78.28mph. 2, David Price (3.5 MGBGT V8), 18m08.9s. 3, Colin Mowle (1.3 Midget), 18m27.9s. **Fastest lap:** Price, 1m46.5s, 79.63mph. **Modified:** 1, Ashworth. 2, Nettleton. 3, Beadnell. **Fastest lap:** Ashworth, 1m39.8s, 84.96mph.

MGA race (10 laps) — Overall and Modified cars: 1, Richard Hutton (1.65), 17m28.4s, 80.90mph. 2, Geoff Mansell (1.65), 17m29.0s; 3, Mike Entwistle (1.65), 17m36.7s; 4, Doug McLay (1.65), 17m37.7s. **Fastest lap:** Mansell, 1m42.8s, 82.50mph. **Standard:** 1, Trevor Dalton (1.65), 19m23.8s, 72.87mph. 2, Stephen Smith (1.6), 9 laps. 3, Mark Dillimore (1.6). **Fastest lap:** Dalton, 1m54.7s, 73.94mph. **MMM cars:** 1, Foster, 8 laps, 62.34mph. No other starters. **Fastest lap:** 2m13.4s, 63.58mph.

Sprite-Midget Challenge/Dutton Forshaw MGCC B, C, V8 race (10 laps) — Overall: 1, Peter Hiley (1.3 Midget), 17m59.8s, 78.54mph; 2, Robert Nettleton (1.3 Midget), 18m00.7s. 3, Colin Mowle (1.3 Midget), 18m20.5s; 4, Darryl Davis (1.8 MGB), 19m06.6s. **Sprite-Midget:** 1, Hiley. 2, Nettleton. 3, Mowle. **Fastest lap:** Hiley, 1m46.7s, 79.49mph. **MGB:** 1, Davis, 73.97mph. 2, John Philipott (1.9 MGB), 19m07.6s. 3, Keith Hancock (1.9 MGB), 19m10.3s. **Fastest lap:** Hancock, 1m56.6s, 75.32mph.

Champion of Oulton FF1600 race (10 laps): 1, Roger Ecclestone (Reynard-Minister 84FF), 15m25.2s, 91.67mph. 2, Chris Latham (Reynard-Aldon 84FF), 15m28.8s. 3, Malcolm Barfoot (Crossie-Minister 32/35F), 15m40.2s; 4, Bryan Mullarkey (Van Diemen-Scholar RF84), 15m40.4s; 5, Ron Hammond (Van Diemen-Scholar RF83), 15m44.4s. 6, Nigel Bancroft (Van Diemen RF80), 15m50.2s. **Fastest lap:** Latham, 1m30.7s, 93.51mph.

Alcomers Scratch race (10 laps) — Overall: 1, Merv Sherlock (3.0 Porsche 911), 16m00.9s, 88.26mph. 2, John Hewitt (4.0 MGB V8), 16m16.1s. 3, Barry Sidery-Smith (1.95 MGB), 17m51.6s. 4, Paul McClean (1.4 Midget), 17m56.0s. **Standard Pre '55:** 1, David Mason (1.25 TC), 8 laps, 69.52mph. 2, Peter Smith (1.25 TC). No other finishers. **Fastest lap:** Mason, 1m59.1s, 71.21mph. **Modified Pre '55:** 1, Ron Gammon (1.5 TF), 9 laps, 77.92mph. 2, Julian White (1.5 TC). 3, Malcolm Gammons (1.3 TF). **Fastest lap:** Gammons (R), 1m46.6s, 79.56mph. **Standard Post '55:** 1, Jonathon Moorhouse (1.3 Midget), 9 laps, 75.48mph. 2, Tony Price (1.3 Midget). 3, Kit Marahajh (1.8 MGB). **Fastest lap:** Moorhouse and Price, 1m51.2s, 76.27mph. **Modified Post '55:** 1, Hewitt, 86.89mph. 2, Sidery-Smith. 3, McClean. **Fastest lap:** Hewitt, 1m34.2s, 90.03mph. **Porsche Invitation:** 1, Sherlock. 2, John Shorey (2.0 924), 9 laps. No other starters. **Fastest lap:** Sherlock, 1m34.3s, 89.94mph.



Julian White holds off Ron Gammons.

son (MGB) was going well and had moved up to fifth overall just after half distance but pulled off leaving David Price in the place, following the Peter Hiley Midget to the flag — these two being the first home in the standard class.

A small entry of MGAs were joined by the entertaining Barry Foster in his supercharged 747cc Montlhery C Type. For two laps Geoff Mansell led, but was passed by Richard Hutton, who went on to win by 0.6secs as Mansell tried to get back on terms. At the halfway point third place changed hands from Doug McLay to Mike Entwistle with Entwistle just having the lead across the line while Trevor Dalton was the last unappreciated runner, claiming fifth and the standard class from Stephen Smith.

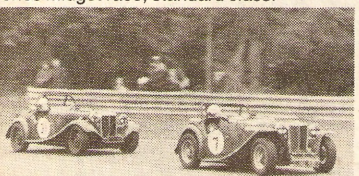
The Sprite-Midget contenders were joined by the unmodified Bs from the Dutton Forshaw championship, but all the front running was done by the Midgets of Peter Hiley and Robert Nettleton, who were separated by just under 1sec at the flag. Colin Mowle was third home in his Midget after a lonely run while Darryl Davis inherited the win in Class B after longtime leader Alan Meadows had spun away his chances at Cascades on the penultimate lap.

The only non-MG event of the day was the obligatory FF1600 counter for the Champion of Oulton series. Chris Latham had previously sewn up the title but came out with his Reynard in the hopes of a win to finish the season in style. Ranged against Latham, and a fraction quicker in practice, was the similar car of Roger Eccleston, but Latham made the best start and led away. On lap 3, Eccleston went to the front and Latham stayed right with the leader, closing up onto his gearbox on lap 8, slipping past to take a tenuous lead. Lap 9 at the Island hairpin saw the two Reynards touch and Eccleston regained momentum better and took the flag just over 2secs to the good. Behind the leading duo, Bryan Mullarkey held a strong third spot until the last lap when Malcolm Barfoot took the place away. Ron Hammond had an excellent race to take the season and took fifth, while sixth went to Nigel Bancroft.

Closing down the year at Oulton was a scratch race for assorted MGs and a couple of Porsches. Merv Sherlock took the win at a canter, but was chased home by the John Hewitt driven 4.0 MGB V8 which easily outdistanced the fight between Paul McClean and Barry Sidery-Smith. Smith getting to the flag ahead. A lap down on the leaders Ron Gammon had his 1.5 MG TF in fifth place, taking a class win in the process — as did Jonathan Moorhouse, after a close duel with the similar car of Tony Price.

PAUL BOOTHROYD

Peter Smith chases David Mason in the MG T Series Midget race, standard class.



NATIONAL RALLIES

Fab-rizio!

RALLYE CATALUNYA, Oct 25/27: A surprise win for bespectacled Grifone Lancia driver, Italian Fabrizio Tabaton shot him to second in the Euro series with Andrea Zanussi climbing to third as a result of his second place. Belgian Robert Droogmans was third with his Belga Porsche. Early favourites Henri Toivonen and Salvador Servia fell out early on, while the non-appearance of Demuth mean that he now slips from the top five, and his A-seeding now looks doubtful.

This was the last coeff 4 event of the 1985 European Rally Championship and saw many crews chasing points for their Grade A status. Included in the entry were no fewer than five Lancia Rallies (two West cars, one Grifone, one Jolly Club and even one Martini car). Kuzmic had come all the way from Yugoslavia in his Renault 5 Turbo, and Carlos Sainz should have been at the start, but his Maxi 5 Turbo was sadly destroyed in the last Spanish championship event.

Henri Toivonen led the field away from the Barcelona start on Friday evening in the Martini Lancia, and as expected he took the lead on the first short stage, taking 15 secs from Zanussi. But this first stage also saw the end of the first Lancia, Servia's Rothmans Jolly Club car blowing an engine.

Toivonen's lead lasted only to the third stage, however, a puncture just before a tight left landing the Lancia in a cliff face. Luckily neither driver was seriously injured, although Juha Piironen (whose door was ripped off) suffered a sprained ankle, and Henri's ribs needed some strapping.

The road was soon cleared of debris by the Spanish souvenir hunters, although Droogmans added to the chaos when he spun some 500yds before the carnage when the powerful RAS Porsche got away from him in the by now greasy conditions as drizzle began to fall.

So Zanussi inherited the lead, only to

lose it on the next stage. By the first short stop at Vic, he had eked out his lead to 8secs, with Droogmans some 2mins in arrears in third, and Claud Caba fourth (Ferrari 308GTB). However, Caba's run came to an end when following Kuzmic's Renault, the latter blowing up, and the Ferrari departing the scene in the Renault's smoke screen.

During the night Zanussi suffered a puncture which gave Tabaton a healthy 2min advantage at the end of the first night back in Barcelona, Droogmans and Pregliasco now well out of touch.

Zanussi never seriously challenged Tabaton thereafter, preferring instead to settle for 60 points for a second and certain A-seeding next year.

HUGH BISHOP

RALLYE CATALUNYA (E)

European Rally Championship, round 46 — coeff 4

1, Fabrizio Tabaton/Luciano Tedeschini (Lancia Rally-B), 5h57m13s; 2, Andrea Zanussi/Sergio Cresto (Lancia Rally-B), 6h00m29s; 3, Robert Droogmans/Ronny Joosten (Porsche 911 SCRS-B), 6h11m53s; 4, Mauro Pregliasco/Dany Cianci (Lancia Rally-B), 6h15m42s; 5, Rafael Martorell/Gracia Bou (Talbot Samba R-B), 6h35m36s; 6, Josep Arque/Xavier Montanyola (Opel Manta GTE-A), 6h39m35s; 7, J Serra/M Besoli (Peugeot 205GTI-A), 6h47m15s; 8, Josep Bassas/Maria Pilar Mas (Renault 11 Turbo-N), 6h50m27s; 9, Santacreu/Santacreu (Renault 5 GT T-N), 6h53m49s; 10, J C Pradera/Olaizola (Peugeot 205GTI-N), 6h54m09s.

European Rally Championship: 1, Cerrato, 409pts; 2, Tabaton, 264; 3, Zanussi, 250; 4, Biasion, 245; 5, Pregliasco, 242; 6, Servia, 231; 7, Demuth, 221; 8, Beguin, 185; 9, Brookes, 186; 10, Kaby, 184.

Magic Mazda

Oct 25/27: Rod Millen took the Budweiser Press-on-Regardless Rally at the weekend with his four-wheel drive Mazda RX-7, finishing well over 3mins ahead of John Buffum.

Among the 51 starters for the rally, which used some fairly rough roads, was Jon Woodner's new Peugeot 205 Turbo 16, built by Mike Little in Carlisle. On its debut run, the car finished eighth of the 18 finishers. Ola Stromberg brought his Saab 99 Turbo out again but only got as far as stage 19 — out of 26 — before the front suspension broke.

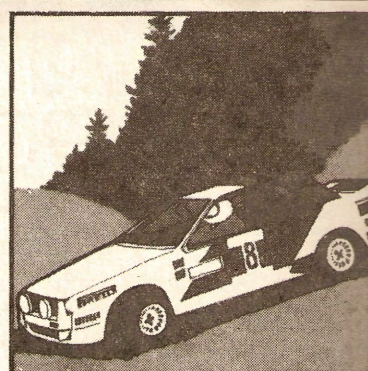
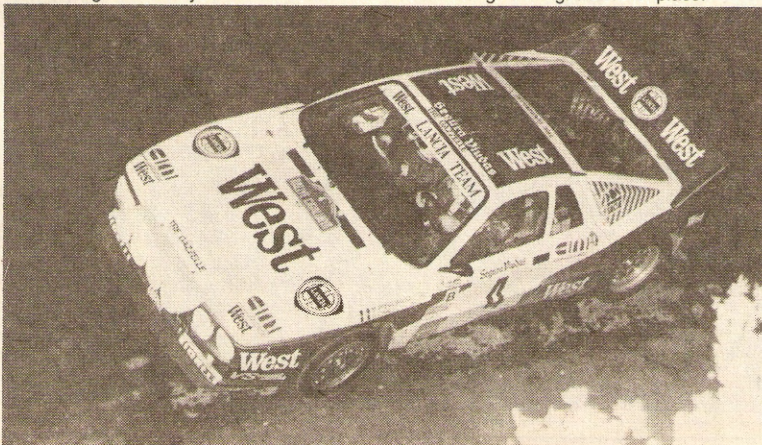
SU KEMPER

PRESS ON REGARDLESS (USA)

SCCA Pro Rally Championship, round 7

1, Rod Millen/John Bellefleur (Mazda RX7 4WD), 4h25m12s; 2, John Buffum/Tom Grimshaw (Audi Quattro Sport), 4h28m47s; 3, Clive Smith/Harry Ward (Toyota Corolla GTS), 4h51m00s; 4, Steve Nowicki/David Stone (Nissan 300), 5h00m19s; 5, Richey/Howard Watanabe (Toyota Corolla GTS), 5h05m40s; 6, Walter Boyce/Linda Wilcox (Dodge Omni GLH), 5h06m07s; 7, Scott Child/Tom Grant (Chevrolet Pick-up), 5h08m20s; 8, Jon Woodner/Tony Sircombe (Peugeot 205 T16), 5h09m37s; 9, Chad Dimarco/Rich Stuetzel (Subaru RX Turbo), 5h21m32s; 10, Dick Maxwell/Ken Nowak (Dodge Shelby Charger), 5h26m43s.

Mauro Pregliasco/Dany Cianci take their West Lancia through the night to fourth place.



INTERNATIONAL RALLIES

Title taken

Oct 26/27: Only 13 secs separated the leading two crews at the end of a 130 mile route in south west Wales on the final round of the Welsh Div II Road Rally Championship and the new title holders are Lynn Rogers and Guy Woodcock.

They finished runners-up to Vincent Davies/Kevin Evans but more importantly they beat rivals Phil and Mike Roach who could only manage fifth after a puncture in the VW Golf GTi. The new champions had four best times on the six selectives and also indulged in a time consuming spin.

CRESLITE AUTUMN RALLY

1, Vincent Davies/Kevin Evans (Ford Escort RS2000), 44m 39s; 2, Lynn Rogers/Guy Woodcock (Ford Escort RS2000), 44m 52s; 3, Vaughan Davies/Andrew Thompson (Ford Escort RS2000), 48m 33s; 4, Wayne Jenkins/Philip Mills (Mini), 51m 07s; 5, Phil & Mike Roach (VW Golf GTi), 51m 14s; 6, Martin Roberts/Dilwyn Llewellyn (Vauxhall Chevette), 51m 42s.

Flushed with success

Oct 19/20: After a 150 mile route in the Welsh Border region, Graham Middleton/Andrew Sankey ended the Stoate & Bishop Thunderball Rally with a lead of 3mins 8secs.

Sixty crews tackled the Cheltenham MC's event and when Theo Bengry/Malcolm Perrott picked up a fail for a wrong departure from a control the main threat to Middleton's victory had been removed. A three car pile-up in the second half neither blocked the road nor injured anyone.

THUNDERBALL RALLY

1, Graham Middleton/Andrew Sankey (Ford Escort RS2000), 39m35s; 2, Clive Spencer/Mike Strathern (Ford Escort RS2000), 42m43s; 3, Phil & Mike Roach (VW Golf GTi), 45m40s; 4, Geoff Hall/Paul Benson (Ford Escort RS2000), 55m01s; 5, Martin Garfield/Ashley Johnson (Vauxhall Astra), 57m24s; 6, Lars Jones/Mark Dawson (Ford Escort RS2000), 57m58s.

A Price to pay

Oct 19/20: Brian Price lost the lead in the Welsh Road Rally Championship after getting stuck for 10mins in north Wales on the Aberconwy Rally and Will Morris has moved ahead of him with three events left after his easy win.

There were eight selectives in the 150 mile route and the best dice was for second where Iwan Roberts nearly dropped behind Ewan Murray after a slowish last selective.

ABERCONWY RALLY

1, Will Morris/Mike Kidd (Ford Escort RS2000), 28m38s; 2, Iwan Roberts/Ian O'Neill (Talbot Sunbeam 1850), 34m20s; 3, Ewan Murray/Dave Jones (Ford Escort RS2000), 34m40s; 4, Hywel Davies/Huw Lewis (Ford Escort RS2000), 35m09s; 5, Julian Tod/Peter Carter (Ford Escort RS2000), 37m24s; 6, Martin Burton/Ian Wray (Ford Escort RS2000), 39m56s.

Wetton home and dry

QUIP FOREST STAGES, Oct 26: Malton farmer, Steve Bannister/Dave Oldfield in their Interbrick Escort RS won the Quip Forest Stages Rally by the comfortable margin of 28secs from Pete Doughty/Mike Smith in the Quickbits Manta 400. Third went to the PCE/Batchelor Bowles Ascona 400 of Vince Wetton, high enough to clinch this season's BTRDA Championship.

The rally was run in glorious autumn weather which, combined with the smooth, hard packed roads, produced some shatteringly fast times, even by Yorkshire standards. Proceedings started with Harwood Dale where Steve Bannister went into an early lead from Wetton while Stig Andervang had his reintroduction to Yorkshire rudely interrupted by a visit to the ditch for 40secs. Moving up to Sneaton, Wetton retook the lead with a super fast time, while Alec Cannon entered the top 10, gradually getting used to the Nissan 240RS.

A very fast Langdale stage saw Bannister regain the lead for the duration, the local man looking increasingly confident as the day went on, yet impressing observers with his neat and tidy driving. Alistair Sutherland retired the Collins Escort in Staindale with a broken stub axle and, as cars arrived at Slaters Transport for service, it was Bannister 8secs ahead of Wetton. Despite maintaining a cheerful face, Wetton was actually in considerable pain with a trapped nerve in his back, rendering him unable to emerge from the car all day.

With Pete Slight's in the Direct Windows Escort cruelly suffering a blown head gasket, the championship battle was over and attention shifted back to the rally.

Wetton lost second on Newton Dale when he spun the Ascona backwards into a bank, blocking the exhaust and losing 20secs, letting Doughty through to second. The rally moved to a close with a long Dalby stage where Bannister paralysed the field with a time 13secs clear of the rest. Wetton survived another huge moment when the Ascona landed on its nose after a flat in fifth yump, the resulting impact bending the bottom lights back and knocking out the rear screen. Several crews reported moments here, Doughty had a brief off and Bannister complained of the car spending too much time in the air!

Cannon had, by now, mastered the Nissan and took fourth fastest to move into fourth overall, just ahead of Glyn Jones in his Manta 400. David Mann took the 1300cc class with his Toyota while Robert Close took the production category, although the championship went to Jeremy Easson in his Capri. Chris Birkbeck beat off the Nova challenge to claim that title while the Astra round fell to Steve Hamber.

CHRIS ALLEN

QUIP FOREST STAGES

BTRDA Rally Championship, final round

1, Steve Bannister/Dave Oldfield (Ford Escort RS), 44m05s; 2, Pete Doughty/Mike Smith (Opel Manta 400), 44m32s; 3, Vince Wetton/Chris Allen (Opel Ascona 400), 44m53s; 4, Alec Cannon/Graham Harris (Nissan 240RS), 45m53s; 5, Glyn Jones/Bryan Thomas (Opel Manta 400), 46m02s; 6, David Mann/John Meadows (Toyota Corolla GT), 46m34s; 7, Yuk Hodgson/Tom Coatsworth (Ford Escort), 46m39s; 8, Pete Slight/Lou Naylor (Ford Escort RS), 46m40s; 9, Richard Moore/Pete Williams (Ford Escort), 46m56s; 10, Kevin Maxted/Joanne Sackett (Ford Escort 1600), 47m02s.

Championship positions: 1, Wetton, 115pts; 2, Slight, 112; 3, Doughty, 112.



Steve Bannister won the Quip Stages in fine style in his Interbrick Escort RS.

Wolfe attack

Oct 26: Andy and Ros Wolfe came from behind to win the Discount Autoparts backed Cambridge CC stage event held on seven venues in the county and which included a mixture of tarmac, loose and forestry surfaces.

Phil Ingle led the 51 strong entry to start with, then Harry Laing took over, but on the last four stages when darkness fell the Avenger husband and wife crew were in their element and the charged home 16secs to the good to take the main award for the second year in succession.

CAMBRIDGE STAGES

1, Andy & Ros Wolfe (Talbot Avenger RS2000), 1712s; 2, Harry & Geoff Laing (Ford Escort 2.4), 1728s; 3, Phil Ingle/Sean Baker (Ford Escort RS2000), 1739s; 4, Ian Rowles/Janice Farrow (Ford Escort RS2000), 1747s; 5, Tony Clements/Ian Weatherley (Talbot Sunbeam 1600), 1757; 6, Iain Freestone/Paul Newman (Ford Escort 1600), 1758s.

Roll me over

Oct 26/27: Sixty crews turned out for a 150 mile route round parts of the South Cotswolds and four selectives were used, three in the second half where Clive Spencer/Mike Strathern rolled heavily from the lead in their Escort RS2000.

Their demise left Tony Griffins/Bob Huthwaite with a fair old battle on to hold off Steve Conner/Russ Boulton which they managed to do to the tune of 33secs. But the battle for the Cotswolds Championship goes to the last round with Nick Cutts and Steve Snook both in with a chance.

HORSEBACK RALLY

1, Tony Griffin/Bob Huthwaite (Ford Escort RS2000), 12m 49s; 2, Steve Conner/Russ Boulton (Peugeot 205), 13 22s; 3, Nick Cutts/Duncan McNiven (Ford Escort RS2000), 16m 32s; 4, Steve Snook/Mick Staley (Ford Escort RS 2000), 22m 08s; 5, Doug Dawe/David Norton (Talbot Avenger 1600), 22m 51s; 6, Paul Curtis/Alan Spencer (Ford Escort 1600), 31m 53s.

When it all went wrong

Oct 26/27: Derek Carless and Peter Forrester were sailing along nicely to a comfortable and expected win on the Burns Garages supported Oakes Rally when it all went wrong.

First they were slotted in the second half, then they collided with Pete Wells at a control. Carless cut his arm and they were out. Wells was able to continue on the 150-mile route in Derbyshire and Cheshire and took third on this East Midlands Championship counter.

BURNS GARAGES OAKS RALLY

1, Ewan Murray/Dave Jones (Ford Escort RS2000), 22m 39s; 2, Martin Burton/Chris Hine (Ford Escort RS2000), 23m 58s; 3, Peter Wells/Mark Atkinson (Ford Escort RS2000), 27m 09s; 4, Tony Carannante/Dave Smith (Ford Escort RS2000), 28m 05s; 5, Keith Varley/Graham Stone (Ford Escort RS2000), 31m 02s; 6, Nigel Philipotts/Mark Kaye (Ford Escort RS2000), 33m 21s.

Double top

TROSSACHS RALLY, Oct 26: George Marshall's victory in the Esso Scottish Rally Championship was almost overshadowed by Ken Wood's winning debut in the Metro. For although the reigning champion dominated the Sprint Tyres Trossachs Rally, Marshall's canny fourth overall in the DS Dalglish Nissan earned sufficient points to take his first ever national title.

A maximum 120 car entry contested this final round of the series and massive crowds of spectators added to the organisers' problems, the numbers also exceeding police expectations which caused a few fraught moments. The car they came to see scorched over the 46 miles of tests 2½ mins clear of the field, giving the new car its first victory outside the works team.

Over the early stages, Wood's closest challenge came from Andrew Wood in the Precision Engine Services/GM Dealersport Astra. In RAC Rally trim the Gp A car was flying but Andrew's heroic effort came to grief over the blind brow in High Corrie, the road went right but he didn't! Second place therefore fell to Tom Muir in the Landalo Ascona who managed to hold off the fervent attentions of David Gillanders in the big Volvo.

With Marshall's five point buffer prior to the rally, Murray Grierson had to depend on fate playing a hand, but it did not and the Escort finished fifth, behind the Nissan. The only title contender, Gordon Smith, lost all chance of a win when the Murrays of Afford Escort plunged off the track on the fifth test and dropped to 40th.

Jimmy Girvan rounded off a cracking season with sixth overall in the Weldex offshore Escort; Don Brooker took the Gp A award with 11th overall in his Audi 80 Quattro; Frank Phipps won the 1600cc class and Alisdair Stewart took the 1300cc trophy. After the rally, AMTV showed their unedited video tapes filmed from the air and this provided the most interesting spectating of the day. Following the Golden Wonder Metro from stage start to finish, showed how undramatic its progress was — until you looked at the stopwatch!

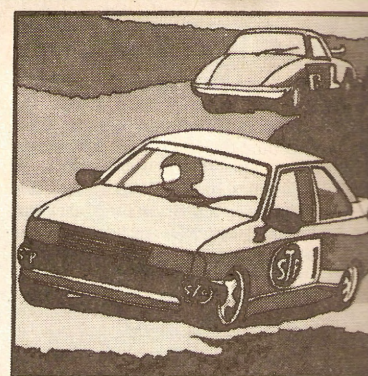
JOHN FIFE

TROSSACHS RALLY

Esso Scottish Rally Championship, final round

1, Ken Wood/Peter Brown (MG Metro 6R4), 48m36s; 2, Tom Muir/George Sharpe (Opel Ascona 400), 51m07s; 3, David Gillanders/Graham Neish (Volvo 240 Turbo), 51m30s; 4, George Marshall/Lyn Jenkins (Nissan 240RS), 51m40s; 5, Murray Grierson/Roger Anderson (Ford Escort RS), 51m54s; 6, Jimmy Girvan/Iain Urquhart (Ford Escort RS), 52m00s; 7, Robin Christie/Roy Campbell (Vauxhall Chevette HSR), 52m21s; 8, Kevin O'Kane/Noel Alexander (Talbot Sunbeam Lotus), 52m54s; 9, Wilson Girvan/Dugald MacGilvray (Toyota Celica GT), 52m59s; 10, John Shirley/Steve Sladden (Ford Escort), 53m37s.

Championship points: 1, Marshall, 191pts; 2, Grierson, 185; 3, Gillanders, 170; 4, Smith, 164; 5, Muir, 162.



OFF TRACK SPORT

Nick's title decider

BTRDA PCT FINAL, Oct 27: Nick Pollitt and his Vauxhall Nova rounded off a fine year by taking outright victory in the BTRDA PCT Grand Final held near Buxton, Pollitt having led all day and his win gave him the title for the first time.

The biggest threat came from Barrie Parker and Mike Stephens who both convincingly won their class despite strenuous challenges from Garry Preston and Bill Moffatt, the latter also having to contend with a superb drive from Richard Jones.

The top three Class D contenders, Mac Hazlewood and Jim Loveday in Panthers and Steve Courts back in his old Skoda, were separated by only three marks after 40 very tough sections. Neil Mackay won Class A and Chris Francis took the young driver award.

JOHN CLEWER

BTRDA PCT FINAL

Outright champion: Nick Pollitt (1.2 Vauxhall Nova), 115pts.

Class winners: A: 1, Neil Mackay (1.2 Vauxhall Nova), 151pts; 2, Gordon Francis (Fiat 127 Sport), 156. **Class B:** 1, Barrie Parker (Peugeot 104 SR), 120; 2, Gary Preston (V.6 VW Golf), 135. **Class C:** 1, Mac Hazlewood (Panther Lima), 124; 2, Steve Courts (Skoda Combi), 127. **Class D:** 1, Mike Stephens (Fiat 850), 81; 2, Bill Moffatt (875cc Hillman Imp), 99.

Neck and neck

NUTTS CORNER AUTOTEST, Oct 19: Going into the penultimate round of the ADC Autotest Championship, Stephen Reaney and Tommy Keys were joint series leaders. The championship is scored according to class positions; Reaney set BTD and they both won their class. So, the final round takes place in a fortnight, with the overall position unchanged. Joint third in the championship are Robert Dickson and Lee Lucas.

IAN LYNAS

NUTT'S CORNER AUTOTEST

1, Stephen Reaney (Mini Special), 476.5s; 2, Sam Bowden (Mini Special), 480.6s; 3, Robert Dickson (Metro), 484.4s; 4, Colin Earnley (Metro), 494.3s; 5, Will Rutherford (Mini Special), 497.3s; 6, Raymond Donaldson (Mini Special), 513.5s.

Class winners: Reaney; Tommy Keys (Mini), 584.7s; Ralph Ewing (MG Midget), 553.0s; Ray McCandless (Mini), 542.0s; Dickson; Ron Mullan (Ford Escort XR3i), 561.4s.

Gillanders — third overall.



Fly away John

CADWELL PARK, Oct 27: John Welch gathered yet another title when the former British Champion won at Cadwell to become the 1985 BRDA National Champion. The event, which attracted support from Charles Wilkinson, was held in far better condition than last year, and provided some exciting action for the Lincolnshire crowds as Welch managed a clean sweep in both qualifying and the finals to take the overall title. Mark Lloyd was a close second to Welch in both his finals to become the Formula B Champion. Brian Betteridge had only managed to make the 'B' final after qualifying problems, but then fought his way through to make the Superfinal and finish a fine third overall.

Fourth in the Superfinal was Rover driver Erling Jensen, the Dane thus taking the Formula A title as Formula D went to fifth placed man Alan Eckersley. Man of the meeting, Ian Sandwith, brought his Mini through to sixth ahead of Alan Goodey, while the new Formula E Champion, Bill Skermer, completed the order. The only class winner not to make the Superfinal was Mini man Tony Bardy, who nevertheless finished fifth in his 'A' final to win Formula C after failed electrics forced class leader Peter Brown to retire from a secure third place.

Jointly organised by the Enterprise AC, the BRDA and the Lincoln MC & CO, the event attracted a small entry, a number of the leading drivers failing to appear, including Trevor Hopkins and his new Escort. So it was left to Welch to set the pace, the Hampshire driver posting the quickest time of the first runs, despite the 5% time penalty. Welch repeated this in the second and third heats to secure pole position for the finals from the fastest of the 'conventional' Escort drivers, Lloyd. All of the runs saw a heavy retirement rate: John Smith's 4WD Porsche went out almost right away (steering arm); Betteridge pulled off on his first run (rear upright) but was out again for the third heats; while Lloyd also failed his first run, as did Bardy and Barry Hathaway. One of the unluckiest persons was Janice Dalby, who rolled her Mini at the start of practice. The car was repaired in time for the second heats but barely made it off the startline before retiring for good.

Hathaway's bad luck continued second time out when he again failed to record a time, but on the third run Barry posted fifth quickest time behind Welch, Lloyd, Betteridge and Brown. Things were at last starting to look good... not for long. Having got a run in the Formula A, B and C 'B' final, Hathaway's Fiesta lasted just three laps before driveshaft failure intervened!

Some, however, were in no problems

at all. Dave Pritchard set the fastest time of the first runs in the amalgamated Formula D/E class but Eckersley took over at the head of the field in the next two heats with a couple of extra quick times. Goodey was second fastest from Sandwith and Skermer in the second heats, the latter putting in a fine effort in a car of just under 1000cc, but there was even better to come in the third qualifying runs as Sandwith and Skermer both improved to move up a place at Goodey's expense.

Mini driver Neil Paylor succeeded in holding off Eamon Quigley's Escort for two laps in the Formula D and E 'B' final before having to pull out with damaged steering, Quigley thus taking victory from Strothard and George Tweddle. From the back of the grid, Betteridge made an excellent start to grab the lead of the other 'B' final where he stayed to beat Escort drivers Dave Davies and Neville Collett. A full line-up for the Formula D/E 'A' final saw Eckersley leading from start to finish. Sandwith was second from Skermer and Goodey in a close run race.

Despite Lloyd just dropping the clutch first at the start of the Formula A, B and C 'A' final, Welch easily powered off into the lead, leaving Lloyd to defend his second spot from the flying Betteridge, who had started from the back of the grid on the opening lap, that order remaining to the flag. Welch then disconnected the drive to the front wheels for the Superfinal to see how the car would go, and took yet another victory, and with it the title. Minicross final winner was Mick Bolton.

BILL MANTOVANI

CADWELL PARK

BRDA National Rallycross Championship, final round

Superfinal: 1, John Welch (1.8t 4WD Ford Escort), 3m 55.2s; 2, Mark Lloyd (2.3 Ford Escort), 3m 58.5s; 3, Brian Betteridge (2.2 Lotus/Esprit), 3m 59.6s; 4, Erling Jensen (3.5 Rover SD1), 4m 08.7s; 5, Alan Eckersley (1.6 Ford Fiesta), 4m 12.0s; 6, Ian Sandwith (1.3 BL Mini), 4m 15.9s; 7, Alan Goodey (1.5 BL Mini), 4m 18.3s; 8, Bill Skermer (1.0 BL Mini), 4m 19.1s.

Formula A, B and C 'A' Final: 1, Welch, 3m 56.2s; 2, Lloyd, 3m 59.2s; 3, Betteridge, 4m 00.4s; Jensen, 4m 12.9s; 5, Tony Bardy (1.5 BL Mini), 4m 17.7s; 6, Paul Bullivant (1.6 Ford Fiesta), 4m 17.8s; 7, Nick Martin (1.6 Ford Escort), 4m 43.7s; 8, Peter Brown (1.6 Ford Fiesta), retired.

Formula D and E 'A' Final: 1, Eckersley, 4m 11.3s; 2, Sandwith, 4m 15.1s; 3, Skermer, 4m 15.7s; Goodey, 4m 16.3s; 5, Dave Pritchard (1.5 BL Metro), 4m 16.6s; 6, Mark Clark (1.6 Ford Escort), 4m 23.0s; 7, Eamon Quigley (1.6 Ford Escort), 4m 23.2s; 9, Charles Golding (1.6 Ford Escort), 4m 25.3s.

Formula A, B and C 'B' Final: 1, Betteridge, 3m 59.3s; 2, Dave Davies (2.0 Ford Escort), 4m 22.5s; 3, Neville Collette (2.0 Ford Escort), 4m 29.4s; Hathaway (1.6 Ford Fiesta), retired.

Formula D and E 'B' Final: 1, Quigley, 4m 25.9s; 2, Charles Stothard (1.5 BL Mini), 4m 29.0s; 3, George Tweddle (1.6 Ford Escort), 4m 30.0s; 4, Graeme Watt (1.6 Ford Escort), 4m 31.6s; 5, Terry Wright (1.3 BL Mini), 4m 31.8s; 6, Trevor Lawson (1.0 BL Mini), 4m 42.4s; 7, Neil Paulor (1.4 BL Mini), retired; Geg Harris (1.4 BL Metro), DNS.



Mirror, signal, manoeuvre, but don't bank on it...

Britain's bronze

MAASMECHELEN, Oct 20: Newly crowned European Rallycross Champion Matti Alamaki led Finland to a narrow victory over Sweden at the Internations Cup meeting in Belgium. The strong Finnish team, which featured an impressive line-up of five turbo-charged four-wheel drive Porsches and one Audi Quattro (none of which had less than 500 bhp on offer!) clinched the cup by just three points following a closely fought battle. The British team, competing in this event for the first time, finished a delighted third ahead.

The weekend started badly for the Germans when Bernhard Carl rolled his Porsche very heavily during untimed practice, but some rapid work by the mechanics had the car roadworthy again within a few hours. The British with TEAC's Tony Nisbett as team manager, also got off to a worrying start when Trevor Reeves spun his Escort RS Turbo and damaged the front suspension, while Mark Rennison's engine developed a serious misfire, as did John Welch's. Fortunately, all of these problems were solved in time for timed practice, when Finnish driver Seppo Niittimäki proved the quickest from Sweden's Mikael Nordstrom, Alamaki, Rolf Nilsson and Olle Arnesson. Proving that his problems had now been solved, Welch headed the British team with sixth fastest lap, just 0.10sec behind Arnesson. For the Danish team, however, their worries began very early when Bjarne Mortensen's Volvo lost a rear wheel and as their troubles continued into qualifying, both they and the Dutch team, which was without Piet Dam due to his engine having blown the previous week, failed to make the finals.

Nordstrom set the ball rolling for Sweden as he won the first timed run, but it was to be disappointment for Britain when Rob Gibson's gearstick broke away and the Porsche driver dropped down the order. Completing the last two laps with his seat belts unfastened also brought forth a mild warning from the Belgian organisers. Rennison did better in his race, managing fifth behind the winner, Nilsson, the latter thus duly extending the Swedish team's early lead. Mark Lloyd very nearly came to grief in the next race when his Escort was sandwiched between two Porsches and launched over the front of one of them. The Kent driver survived, though, to finish third, while the Dutch suffered another blow when Peter Kramer rolled on lap 3. Welch managed an excellent second behind Alamaki, who was in devastating form, while John Smith successfully fended off the advances of Niittimäki despite having no brakes for the last two laps, to take third in his race and Reeves, now very happy with the Escort's performance, was second in the

last race of the first heats to see the British team slotting into third place, behind Sweden and the Finns.

As the second heats commenced, Belgian Francois Monten was posted as a retirement due to gearbox failure, but there were no worries for Finland as they won four of the six races to extend their lead. Lloyd and Gibson both managed second placings in their respective heats, Smith and Welch took thirds and Reeve a fourth place to strengthen the team's third overall placing. Unfortunately, the track had been watered before the start of these second runs and the now very slippery second corner hairpin became the scene of numerous incidents. Rennison became the first victim, but made amends by winning this third and final heat. Welch, though, had earlier given Britain their first victory when he beat Finland's Sukka Peltari to the chequer.

The finals though were not so lucky for the British team. Alamaki won the first final from Orjan Wahlund and Wim van Herck, with Gibson finishing last after being taken off as the very first corner by Wahlund. Try as he might, Rennison's 1600cc Escort was no match for 4WD turbo Porsches and he could finish no higher than fourth in the second of the five finals, Nilsson winning this one from Peltari. Final 3 went to Arnesson, but behind him a fine scrap between Welch and Timo Virtanen was finally resolved in the latter's favour. Then disaster struck when Lloyd's electrics simply cut out while he was holding a fine third place in final 4 and he coasted to a halt, promoting Belgium ahead of Britain by three points.

It was now all up to Smith if the British team were going to regain that lost third place, and sure enough the Porsche driver delivered the goods. As Nordstrom took the lead of the last race of the meeting, Smith settled into third spot behind Mauno Jokinen, demoting Belgian Eddi Colanbeen in the process.

BILL MANTOVANI

MAASMECHELEN RALLYCROSS (B) FISA Internations Rallycross Cup 1985

Final 1: Matt Alamaki (Porsche 911 twin-turbo 4WD); 2, Orjan Wahlund (VW 1303 turbo 4WD); 3, Wim van Herck (Volvo 360 turbo); 4, Ulrich Harms (Porsche 911 turbo); 5, Rob Gibson (Porsche 911).

Final 2: 1, Rolf Nilsson (Porsche 911 turbo 4WD); 2, Jukka Peltari (Porsche 911 turbo 4WD); 3, Adolf Heinz (Porsche 911 turbo); 4, Mark Rennison (Ford Escort); 5, Ludo Steukers (Renault Alpine A310 4WD).

Final 3: 1, Olle Arnesson (Audi Quattro); 2, Timo Virtanen (Audi Quattro); 3, John Welch (Ford Escort turbo 4WD); 4, Jan van Elderen (Renault 5); 5, Wolfgang Schrader (Datsun Cherry).

Final 4: 1, Seppo Niittimäki (Porsche 911 twin-turbo 4WD); 2, Cronge Norstedt (Saab 99 turbo); 3, Paul Kumpen (Renault Alpine A310); 4, Wolfgang Wentzien (BMW 320); 5, Mark Lloyd (Ford Escort).

Final 5: 1, Mikael Nordstrom (VW 1303 turbo 4WD); 2, Mauno Jokinen (Porsche 911 turbo 4WD); 3, John Smith (Porsche 911 4WD); 4, Eddy Colanbeen (Fiat X19); 5, Bernhard Carl (Porsche 911 turbo).

Final positions: 1, Finland, 174pts; 2, Sweden, 3, Great Britain, 86; 4, Belgium, 84; 5, Germany, 65; 6, Holland, 11; 7, Denmark, 9.

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