

WIN! World Rally ride with McRae

9 770269 946159 37
US \$5.95, C\$ 6.95, DM 12.50, 221 BF,
OS 77.00, 10,000 IL, 33 FIM

www.autosport.com

SEPTEMBER 14 2000 EVERY WEEK £2.60

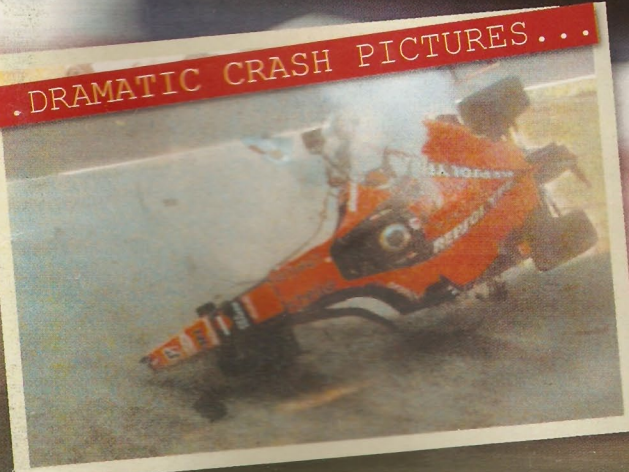


AUTOSPORT

ITALIAN GP REPORT

Triumph

How Michael's tears won tifosi hearts



...DRAMATIC CRASH PICTURES...

and tragedy

Marshal's death raises fears over F1's future in Italy

F1 Diecast

OFFICIAL 2000 COLLECTION

ACTION
Performance International Ltd.

www.grandprixinc.com

MINICHAMPS[®]

Action Performance International, and its sister companies Grand Prix Inc. and Minichamps, are pleased to bring you the very latest Formula One diecast on the market.

The newest arrivals will be the BMW WilliamsF1 Team and McLaren Mercedes 2000 season production versions. Since we make the Minichamps models ourselves, we are assured of the promptest delivery and sufficient stock holdings of these often limited edition collectors models.

2000 BMW WilliamsF1 Team

J. Button production (OYBMW058BE) 1:18 scale (mid October)
R. Schumacher production (OYBMW064BE) 1:18 scale (mid September)
J. Button production (OYBMW061BE) 1:43 scale (in stock now)
R. Schumacher production (OYBMW063BE) 1:43 scale (in stock now)



2000 McLaren Mercedes

M. Hakkinen production (OYMCL001SR) 1:18 scale (mid October)
D. Coulthard production (OYMCL003SR) 1:18 scale (mid October)
M. Hakkinen production (OYMCL002SR) 1:43 scale (mid October)
D. Coulthard production (OYMCL004SR) 1:43 scale (mid October)



Action Performance aims to be your exclusive source for the entire range of Formula One diecast in all scales. We will be offering the remaining models from the entire grid as they become available later in the year; however we have chosen to wait until we have exact delivery dates.

2000 Jordan Mugen-Honda

H. H. Frenzen presentation (OYJ0R001YW) 1:18 scale (in stock now)



2000 Jaguar Racing

E. Irvine presentation (OYJAG002GN) 1:18 scale (in stock now)



Prices - 1:43 scale transporter **£79.99**,
1:18 scale car **£39.99**, 1:43 scale car **£18.99**

We also bring you a selection of team transporters to complement your team cars, crafted by Eligor in 1:43 scale.

2000 Ferrari

M. Schumacher presentation (OYFER001RD) 1:18 scale (in stock now)



2000 Race Transporters

Jaguar Racing (OYJAG001GN) 1:43 scale (in stock now)
BMW WilliamsF1 Team (OYBMW057BE) 1:43 scale (in stock now)



To order call the Action Performance HOTLINE on:

0800 917 3131

Phone Lines are open from 9am to 6pm, Mon-Fri.
All major credit cards accepted.

For overseas orders dial +44 208 897 8422

Money Back Guarantee. If you are not happy with your purchase for any reason, all sales can be exchanged/refunded within 30 days of delivery.

Action Performance International Ltd., Valley Centre, High Wycombe, Bucks. HP13 6EQ

Shop online from our full range of motorsport products @

www.grandprixinc.com

or visit the Grand Prix Inc. store in Harrods

AERODYNAMICS > MECHANICS > POWER > ACTION



ITALIAN GP SCHUMACHER ON TOP AFTER FIRST-LAP MAYHEM

32 SUTTON

NEWS & COMMENT

- 4 Top story** FIA says racing in Italy is not under threat after marshal's death
- 6 Pit & Paddock** Brands denies GP in doubt; Dennis and Mosley in war of words; Blundell splits with PacWest
- 20 Special stage** Carlos Sainz equals Kankkunen win record to set up title bid
- 29 Fifth column** Are chicanes making racing less safe? By Nigel Roebuck
- 31 Soapbox** Can a noble past secure Monza's future? By Anthony Rowlinson
- 67 Behind the wheel** Marko Ipatti on becoming British rally champ
- 126 Last lap** Mike Nicholson on Vauxhall's decision to quit British rallying

EXCLUSIVE F1 UNDER THREAT IN ITALY 4



CHAMP CARS CASTRONEVES VICTORY 60



McLAREN
AUTOSPORT
AWARD

SEARCH FOR 2000 YOUNG DRIVER 12



HYUNDAI WRC WIN A RIDE WITH McRAE 63



CYPRUS RALLY SUCCESS FOR SAINZ 68



BTCC REID WINS 54

FEATURES & REPORTS

- 32 Italian Grand Prix** Full report from Monza, plus qualifying, team-by-team, technical focus and Jody Scheckter
- 50 Senna and Schumacher** By winning at Monza, the Ferrari star equalled the great Brazilian in all-time victories
- 54 BTCC Oulton Park** Reid moves into series lead with battling performances
- 60 CART Laguna Seca** Penske carries on road-course form as Castroneves wins
- 68 Cyprus Rally** All the action from the WRC's newest event as Sainz moves himself back into title contention
- 78 ALMS Portland** McNish and Capello turn the tables in yellow-flag melee
- 80 Manx Rally** Championship showdown ends in Ipatti's favour when Wearden breaks down on the very first stage
- 82 Cleland in an ASCAR** The former BTCC champ can't wait to drive it
- 86 World of Sport** Swedish Touring Cars; Australian V8 Championship; NASCAR; Indy Lights; European Rallycross;
- 26 Letters, Bamber, TV listings**

CLUB AUTOSPORT

- 107 Faulkner crowned EFPA champ** Irishman seals F3000 seat for 2001
- 108 Lister trebles up for Belgium** Brookspeed joins two factory cars in Spa
- 111 New cars boost for Porsche Cup** One-marque series allows 2001 machines
- 113 Second Focus heads for Ireland** Frank Meagher to drive new Ford hatch
- 114 National Reports** TOCA action from Oulton; Premier Package thrills from Brands
- 124 National Focus** Your guide to this weekend's Goodwood Circuit Revival

Copyright: Reproduction in whole or part of any text, photograph or illustration without the written permission of the publisher is strictly prohibited. ISSN 0269-946X. Subscriptions (not US/Canada/Mexico) Autosport, PO Box 280, Sittingbourne, Kent, ME9 8FB. Tel: 01795 414817. Fax: 01795 414555. e-mail: haymarket@galleon.co.uk. Rates: UK £135.20, Eire and Europe/overseas surface mail £156.00, Middle East/Africa/India £188.00, rest of the world £230.00. Autosport (USPS 454230) is published 51 times a year by Haymarket Specialist Magazines Ltd in the United Kingdom. US/Canada/Mexico rates: USA \$169.00, (Canada/Mexico \$208.00) from EWA, 205 US Hwy 22, Green Brook, NJ 08812. Call (732) 424 7811, fax: (732) 424 7814. Second-class postage paid at Dunellen NJ 08812. Postmaster: send address corrections to EWA, 205 US Hwy 22, Green Brook, NJ 08812. E-mail address is ewa@ewacars.com. Postage is free for all subscriptions. Back numbers: Haymarket Reprints, PO Box 200, Abingdon, Oxfordshire, OX14 3FG. Tel: 01235 534323. USA news stand: Eastern News, 1130 Cleveland Road, Sandusky, Ohio 44870. Registered at the Post Office as a newspaper. Copyright: Autosport 2000.

How to contact us Turn to p126

COVER PICS

Triumph

WIN! World Rally ride with McRae

Main: LAT
Inset: EPA

and tragedy

Vol 160
No 10



CRASH PHOTOS: EPA

Italian GP's future safe despite death crash

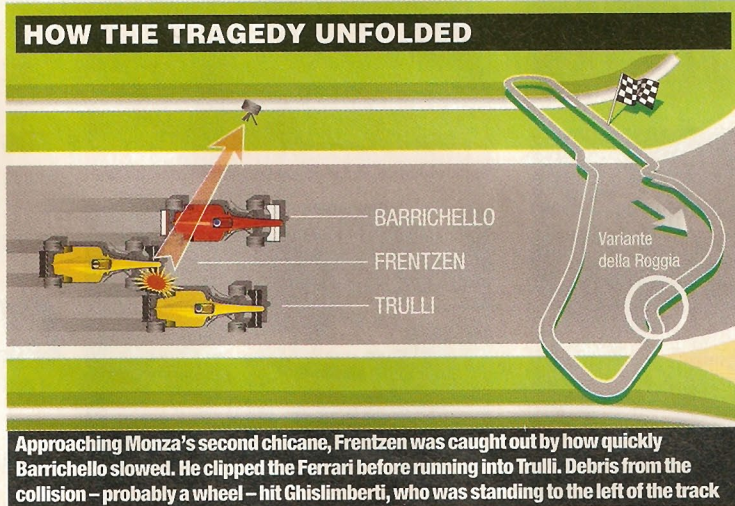
The death of a marshal as the result of Sunday's pile-up at Monza, raised far-reaching questions for F1. But the sport is confident it can answer them, reports **Jonathan Noble**

Motor racing's governing body, the FIA, is confident that Formula 1's future in Italy is safe despite the death of a fire marshal in an accident during Sunday's Italian Grand Prix.

Although the sport appears to have escaped a repeat of the type of legal turmoil that dragged on following the death of Ayrton Senna at the 1994 San Marino Grand Prix, the accident has provided a harsh reminder that team personnel can still be held responsible for deaths and injuries in events on Italian soil.

The marshal, Paulo Ghislimberti, 33, died from serious injuries sustained after being struck by debris, believed to be a wheel. This had been thrown into the air following a collision between Jordan duo Heinz-Harald Frentzen and Jarno Trulli, Ferrari's Rubens Barrichello and McLaren's David Coulthard at Monza's revised second chicane.

As other cars braked to avoid this accident, Arrows' Pedro de la Rosa struck the back of Ricardo Zonta's BAR before being launched into the air over the back of Johnny Herbert's Jaguar. The Spaniard cartwheeled



through the gravel trap before landing upside down on Barrichello's Ferrari. All drivers escaped injury, although a chunk was taken out of Barrichello's helmet by debris from de la Rosa's Arrows.

The race stewards interviewed all those involved after the race and subsequently decided that it was just a racing accident. Comments in the

British press this week from Rubens Barrichello, which harshly criticised Frentzen, were made in the heat of the moment after the race.

Frentzen, who was said to be "shattered" when he heard of the death of the marshal, is still at a loss to explain the accident. "I can only say that I was lying behind Barrichello and I was slipstreaming the Ferrari,"

he said just before he left the circuit. "Before the second chicane he attacked my team-mate Jarno Trulli in front of us. Suddenly the Ferrari decelerated much sooner than I had expected. I first hit the back of the Ferrari, then the back of Trulli, and all hell broke loose."

Ghislimberti was treated for his injuries at the side of the track and taken to a local hospital in Monza where he died shortly after the race.

It was a bad day for the sport in Italy - hillclimber Luigi Amadio also died in an event on Sunday - and local media claimed that not enough had been done to save Ghislimberti's life. This was denied in a statement issued by the circuit.

After Ghislimberti's death was confirmed, under Italian law the police had to launch an official investigation as fatal motor racing accidents are treated in the same way as crashes on the road. The five cars were impounded subject to these investigations and the drivers involved were all asked to provide statements.

Monza public prosecutor Salvatore Bellomo arrived at the track on

GRAPHIC: ALAN ELDRIIDGE



HOST TRACK UNDER FIRE

MONZA is facing up to the fact that it might need to be radically altered if it is to continue hosting Formula 1 races.

In the aftermath of the fatal crash in Sunday's race, David Coulthard was chief among those claiming that the circuit should no longer be guaranteed a future place in F1 just because of tradition. The track has staged more grands prix than any other.

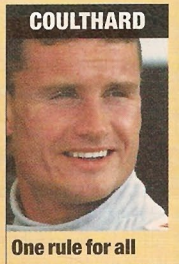
"I know at Monza they have kept up the Italian enthusiasm for motor racing, but it cannot be allowed to go on here this way just because it is Italy – while people get fined for it in other places," Coulthard said.

"There has to be one rule for all."

Jenson Button revealed that when he went off the track just ahead of the safety car restart, he nearly hit a marshal who was standing close to the barriers.

Monza is understood to have been told by Formula One Administration that it must make changes to the track, pits and paddock before next season or risk losing its race. Max Mosley, president of motor racing's governing body the FIA, has said that the time might have come for some radical changes to the track, although he thought it premature to talk about the track losing its place on the calendar.

"We must wait for reports from the national authority and we shall look into any points they raise," he said. "However, I think it is going over the top to call for the closure of Monza. Other parts of the circuit might have to be redone. One of the problems is that Monza is in a park and there are objections to cutting down trees, but we might have to do that."



One rule for all

Left, the Jordans and Barrichello spin at the start of the chain reaction. De la Rosa (above) was lucky to escape after his Arrows flipped



Fire marshal Paolo Ghislimberti (left) died after being struck by debris. Herbert's Jaguar (above) was caught up in the accident

Sunday evening to decide whether criminal proceedings should be launched, but on Monday night it was announced that the cars had been released. It is understood, however, that the wheels which came free are still being held. Proceedings were continuing in the local court, but it is thought that this was only to bring an official end to the case. The inquest on Ghislimberti was due to be completed on Tuesday.

While the news that legal

"I hit the back of the Ferrari, then Trulli, and all hell broke loose"

HEINZ-HARALD FRENTZEN

proceedings were unlikely was welcomed, it has again brought into the open the realisation that criminal proceedings hang over individuals associated with the sport. The Senna trial, in which several Williams personnel were accused of

manslaughter, lasted for five years.

That case prompted Mosley to push for an exception from Italian law for motor racing, because he felt teams should not have to risk racing in a country if they faced possible conviction. Although the Italians

promised to look into such changes, nothing has yet been done.

The FIA is believed to feel that the subject of teams facing legal action is still important, although the way the Italians have handled the current investigation is evidence of a more considered approach.

The FIA has requested a full report from the Italian authorities. It is thought unlikely that new double wheel tethers, which are being introduced from the start of 2001, would have prevented the tragedy. ■

CASE HISTORIES: ITALIAN LAW V MOTORSPORT

ITALY'S complicated legal system has brought it head-to-head with F1 on several occasions in the past.

1961 Italian Grand Prix (Wolfgang von Trips + 13 spectators)

Von Trips' Ferrari was launched into the crowd after colliding with Jim Clark's Lotus under braking for the Parabolica on the second lap of the race. Investigations initially blamed Clark, but there were no charges brought against the Scot.

1970 Italian Grand Prix (Jochen Rindt)

Rindt was killed during practice for the Italian GP when he crashed at the Parabolica. The car was



impounded. Lotus did not officially enter the following year as team boss Colin Chapman faced manslaughter charges. Works driver Emerson

Fittipaldi competed under the World Wide Racing banner.

1978 Italian Grand Prix (Ronnie Peterson)

The Swede died of fat embolism as the result of massive leg injuries

Ayrton Senna's fatal crash at Imola led to a trial that dragged on for several years

caused in a multiple car pile-up just after the start. Italian Riccardo Patrese was blamed by many drivers and charged, but the case was dropped four years later.

1994 San Marino Grand Prix (Roland Ratzenberger and Ayrton Senna)

While all those at Ratzenberger's team Simtek were soon acquitted after the Austrian's crash, it took five years before Williams' Patrick Head, Frank Williams and Adrian Newey were cleared of manslaughter charges.

Brands denies planning hitch will

Brands Hatch insists the 2002 British Grand Prix can still take place at the Kent circuit, despite the government's decision to question the changes needed to bring the track up to Formula 1 standards.

The Department of the Environment, Transport and Regions announced last week that it would review Brands Hatch Leisure's application for planning permission that would allow 14 hectares of ancient woodland to be cut down during re-development.

Sevenoaks District Council gave

its permission back in June (AUTOSPORT, June 29), but the final say lies with Secretary of State, John Prescott. In most cases the government does not get involved with local planning applications, but it questions those it believes have a national significance. In this case, it is concerned the plans could conflict with national policies on 'green belt' countryside conservation.

A BHL spokeswoman told AUTOSPORT the move does not put the 2002 race in jeopardy. She said work would take only six months.

But F1 boss Bernie Ecclestone has

said the hopes of Brands holding the race have faded and that BHL is more likely to run it at Donington Park, which is also undergoing development. Speaking on ITV's coverage of last Sunday's Italian GP, Ecclestone said: "Brands Hatch is a non-event now. I've seen the Donington plans. If they do what they say, it would be fantastic."

Also, a spokeswoman for the DETR said: "Even if a favourable decision is given, we understand that it is unlikely the 2002 British GP will be held at Brands Hatch."

The circuit issued a statement last week expressing its "surprise" at the move and urged the government to push the plans through a fast track procedure to give the go-ahead.

BHL's chief executive Rob Bain said: "We are confident that the government will use its fast track procedure to ensure that Britain continues as host to a round of the F1 world championship. We feel sure the extensive public consultation that has been undertaken will be taken into account."

Environmental group the Woodland Trust welcomed the government's move. It is strongly opposed to the loss of ancient woodland at Brands.

ECCLESTONE ATTACKS SILVERSTONE

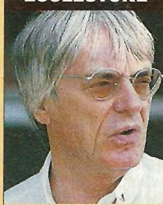
FORMULA 1 boss Bernie Ecclestone has attacked Silverstone on live national television.

Interviewed during ITV's coverage of Sunday's Italian Grand Prix, he declared that the British GP is the worst on the F1 calendar.

"We should have the best track in the world," he said, "but we've got the worst. It's not a case of a repaint job any more. It needs rebuilding."

Brands Hatch holds the rights to run the British GP from 2002, but Ecclestone believes the circuit will not host the race (see above) and favours a

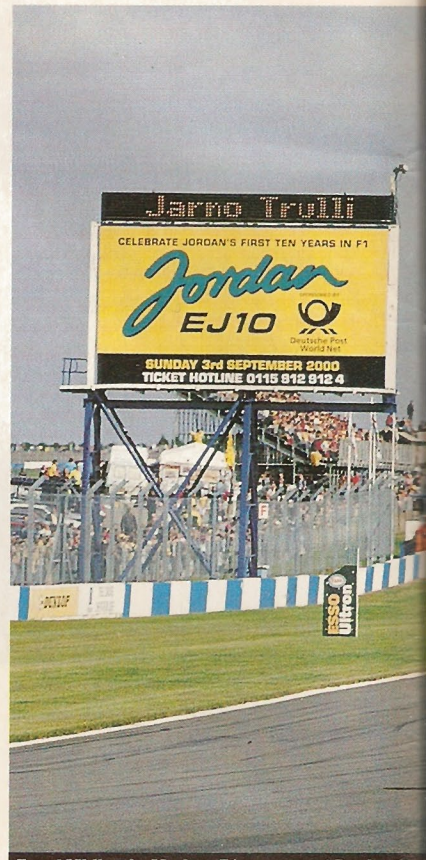
ECCLESTONE



Critical words

move to Donington Park. Jordan's Jarno Trulli and Heinz-Harald Frentzen drove at the Midlands track two weeks ago during the team's 10th anniversary celebrations.

Trulli said: "It is a very technical circuit, but they need to do some work. It is not long enough and they will need to rebuild the paddock."



Feast Midlands: Modern F1 cars ran at Donington

Ferrari back in F1 title fight

MICHAEL Schumacher's emotional victory in Sunday's Italian Grand Prix has re-opened the fight for this year's world championship.

Schumacher closed to just two points behind world championship leader Mika Hakkinen when he matched the 41 career wins of the late Ayrton Senna. He broke down in tears after the race as the emotion became too much for him.

Despite the joy, Ferrari's technical director Ross Brawn sounded a note of caution that McLaren will be tough to beat in the final three races of the year. He said: "It was very close, just as it has been all season. I don't think we had done a great job in the previous couple of races, so the car didn't quite look as good as it was."

"The car was very nice all weekend and Michael said it was the best car he has had in a race for a long time."

"But it's difficult to judge just how the rest of the season is going to go. There is no reason why we shouldn't be competitive on the rest of the circuits, but then again there is no reason why McLaren shouldn't be competitive either. It will be down to that little push from each team, although it is fair to say that this win has given us a great boost."

Mika Hakkinen was not too disheartened about being outpaced by Schumacher in Monza and was confident that McLaren would be



Italian mob: tifosi surround Schuey

strong in the final two races in Japan and Malaysia - although he was unsure about the relative competitiveness at Indianapolis on September 22.

"The next race is going to be very difficult for everybody to find the right set-up for the car," the Finn said. "It is going to be a bit of a gamble, but I know we should be competitive in Japan and last year we were quite quick in Malaysia."

Brawn added: "Indy is going to be tricky because there is a very long straight with the longest full-throttle running we do all season - something like 25 seconds. But there is also the tight twisty infield, so I am sure some people are going to go for very low downforce for the straight while others put it on for the infield. It's a bit of a step into the unknown."

DC CONCEDES DEFEAT

DAVID Coulthard admits that his world title dreams are all but over following his opening-lap exit from Sunday's Italian GP.

The McLaren driver needed a good result at Monza to put himself in a position to take the fight to team-mate Mika Hakkinen and Ferrari's Michael Schumacher in the last three races of the season.

But his misfortune to be caught up in the accident that eliminated both Jordans and Rubens Barrichello has left the Scot 19 points adrift of Hakkinen.

"To say I am disappointed is an understatement really," he said.

"As far as my title chances are concerned, it is unlikely to expect my main competitors not to finish the next few races."

"You've got to try and overcome the obstacles in your way. I have had less obstacles on the track this year, but am still tripping at the last hurdle. I've got to do my best in these last few races, then try again next year."

Coulthard believes team boss Ron Dennis will expect him to support Hakkinen's bid for a third consecutive world crown.

"Ask Ron," he said, "but I guess that would be the case."

COULTHARD



Title hopes shot

German star claims Mika is best rival...

MIKA Hakkinen is the best rival any driver could hope for, Michael Schumacher said at the Italian Grand Prix last weekend.

Schumacher said: "Mika is very professional in his attitude, whereas other people are looking for trouble. That is a good thing. We concentrate on what we get paid for - driving, not fighting in the media."

Hakkinen looked visibly moved when Schumacher broke down in tears during an emotional post-race press conference following the Ferrari driver's victory at Monza.

...and thinks racing is fairer than it was

MICHAEL Schumacher believes Formula 1 is much fairer and more sporting in the modern era than it was a decade ago.

The Ferrari ace claims that even though strict rules have replaced ethics between drivers to govern fair play, the general feeling of the sport is more friendly.

"I think there is a kind of spirit," he said. "If you look at certain races - 10, 15 years ago - with Nigel Mansell, Ayrton Senna and so on, I think there was far more happening than there is now, honestly."

1 stop Grand Prix



ing Jordan's 10th anniversary party – and Bernie Ecclestone tips the track to host the British GP

US GP not to be live on ITV

THE United States Grand Prix will not be broadcast live on British terrestrial television.

ITV will show the race at the Indianapolis Motor Speedway in full, but the programme will not begin until 10.45pm. The race will start at 7pm British time.

The move has been blamed on a clash with the channel's prime-time Sunday evening viewing.

ITV's spokesman Paul Tyrrell said: "ITV is Britain's favourite channel and is obliged to respect the wishes of the majority of its viewers. We hope F1 fans can understand.

"This is the first time that we've ever done this and it will be the last this season – and for the foreseeable future."

Sunday evenings are vital for ITV because they attract some of its biggest audiences of the week.

Last Sunday's Italian GP attracted an average of 3.6 million viewers, in comparison with the 11.5 million average that watched ITV's programmes during the three-hour slot that the US GP would fill if shown live.

ITV is not thought to be obliged to show F1 races live, but is committed to doing so when practical.

Schuey sorry after Button crash

ITALIAN Grand Prix winner Michael Schumacher apologised to Jenson Button after the race on Sunday for the way he accidentally caused the Williams ace to retire from the event.

Schumacher led the field during the safety car period and accelerated on the straight between the Ascari Chicane and Parabolica. The cars behind thought the Ferrari driver was ready to restart the race and were caught out when he slowed



BUTTON

Safety car slip-up

down again in a bid to warm up his brakes.

Button came off worse because he ran off the track and hit the barriers when he jinked to miss a collision with Jacques Villeneuve.

"Because temperatures were low I was going to warm up my brakes,"

Schumacher said. "After the lights go out on the safety car the leader can dictate the pace. I accelerated, braked, accelerated and braked.

"I think I made a mistake the way I did it because some drivers thought I was going to go flat out and some only saw it too late. I am sorry to see that someone suffered from that."

But Schumacher's apology was little consolation to Button.

He said: "I am very annoyed. I got told off for overtaking under the safety car, but I think I avoided quite a big accident. Jacques stood on the brakes so as not to overtake the people in front and I had nowhere to go. I just missed a marshal who was standing at the side of the circuit."



Barrier grief: Button (right) careers back on to the track after being caught out by leader Schumacher's tactics behind the safety car

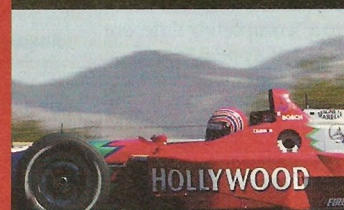
NEWS INDEX



8 Dennis rejects 'F1 boss' notion



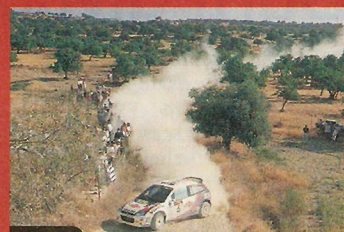
10 Blundell loses PacWest drive



13 Merc quits Champ Car series

"The new BTCC just does not suit Ford"

TEAM BOSS EXPLAINS PULL-OUT, P14

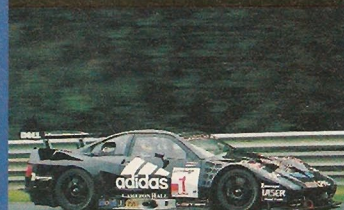


20 Sainz spurred on by record win

CLUB AUTOSPORT



107 Faulkner takes Euro FPA title



108 Lister beefs up Spa GT attack

Dennis: I don't want to

Mclaren boss Ron Dennis has said that he has no interest in running Formula 1 after Max Mosley suggested as much in a letter written to Frank Williams, and copied to all F1 team principals.

Mosley wrote to Williams in the wake of the meeting two weeks ago between team bosses, where a plan to oust him from his position as president of the FIA was foiled. He expressed disappointment that Williams and Dennis had written to the European Union insisting the FIA set up a "completely different Court of Appeal."

The letter went on to suggest that Dennis and Williams had been stirring up trouble with the EU, which has been investigating F1. The letter stated: "I quite understand going to the European Commission if all else fails. What I find more difficult is doing so when nothing else had been tried. The only conclusion I can come to is that you had reasons other than a genuine desire to change the FIA Court of Appeal. The obvious motive would be a wish to disrupt

our negotiations with the EU."

The letter also suggested that Dennis, "has some sort of mission to manage F1, although no-one has even invited him to do so."

Dennis said he was disappointed details of the Heathrow meeting and the letter had not been kept private. "I have no other desire to contribute to Grand Prix racing other than to

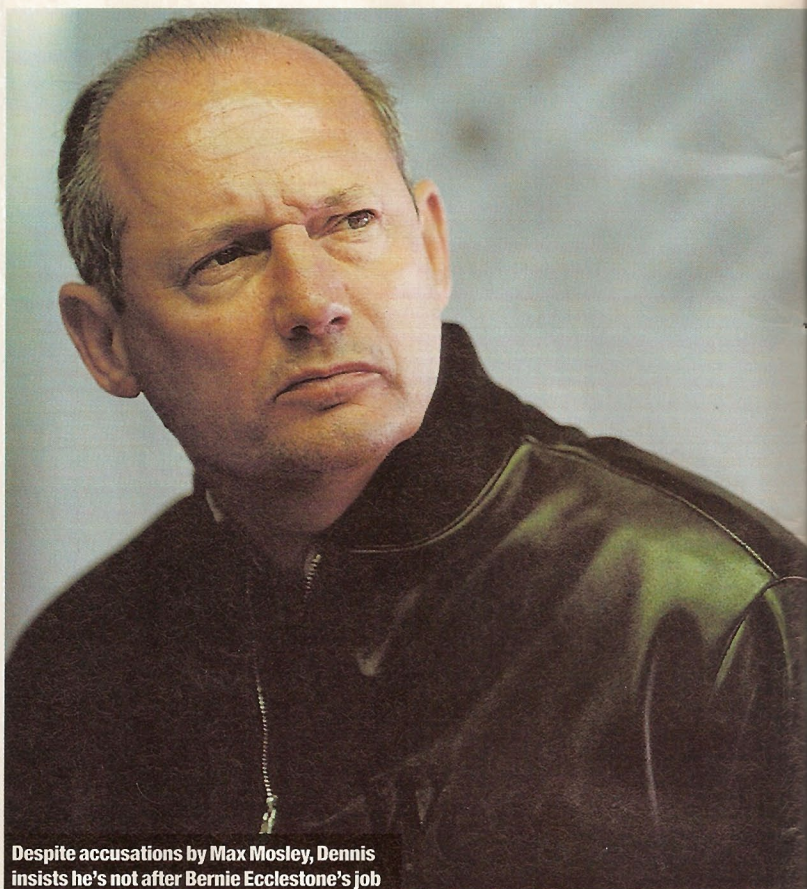


Angered Dennis

follow a strategy which will help our group of companies," he said. "There isn't any money in the world that would see me wish to do Bernie [Ecclestone's] job and Bernie knows that."

"The friction in that meeting came from differences of opinion which were very strongly exploited by different people and that is the beginning and the end of it. It was a totally open forum and people were encouraged to speak their minds."

"The meeting was about making F1 better, it was an airing of frustrations on all sides... Some of the message that came out was that it was constructive and in other ways it was destructive. It is counterproductive to share everything with the world, it is not the way to make progress to make F1 better."



Despite accusations by Max Mosley, Dennis insists he's not after Bernie Ecclestone's job

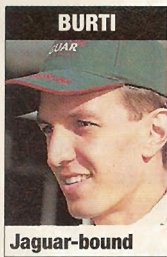
Burti gives Button credit for drive

FORMULA 1 signing Luciano Burti believes that the example set by Jenson Button in his impressive debut season was a key factor in helping him land a full time Grand Prix ride next season.

The Brazilian, who has been Jaguar's official test driver, was confirmed as Eddie Irvine's team-mate at the Italian Grand Prix and is hoping to push the Ulsterman hard in 2001.

"I think Jenson definitely helped

me to find a seat because he did such a good job," he said. "But maybe he adds pressure on me because he's done so well and that might be expected of me."



Jaguar-bound

"I think people understand that your performance depends on the car you are driving. Jenson has a very good car and I think you can compare him to Nick Heidfeld, who is a very good driver, but doesn't have the machinery and is struggling."

Jaguar's chairman Neil Ressler said:

"He has a lot of really good attributes and in the end what you want is a quick driver and no-one's forecast on that account is good. Just witness what some people said about Jenson Button. We think Luciano is a good bet and we are expecting him to do a good job for the team."

Ferrari's Rubens Barrichello, a close friend of Burti's ever since the pair shared a house together in Cambridge, believed the new Jaguar signing would perform better if he focused on his own driving rather than on Irvine.

"He should just concentrate on his job and not try to beat Eddie. If he's doing well in his own right then he should do a good job overall."

Irvine seemed less convinced. "He has a good feeling for the car and a good head," he said, "but he lacks experience so can't bring much to the party."

Ressler made it clear at Monza that CART star Dario Franchitti, who signed a new one-year deal with Team Green two weeks ago, was never a front-runner for the job despite a test at Silverstone. "He did fine but he wasn't one of the guys we were seriously considering," he said. "We obviously thought about it, but Luciano had the best chance as he was already with us, everybody knew him and that is important."



Top cat: Jaguar's new signing Luciano Burti proved his worth on his GP debut in Austria

Q&A LUCIANO BURTI

Is it a relief to land a full-time drive?

Sometimes I knew I had a good chance to get a seat, but at other times I thought not. You don't really know until you have signed the contract. Maybe it is more of a relief than a pleasure, although it is the biggest pleasure of my life.

How did racing in the Austrian GP help you understand what F1 is like?

I think that was a big help for me. Although I didn't have enough time to get to know the track, at least I know what it feels like to qualify and race in F1. I know it was a strange situation and the result wasn't that good, but it was actually a big help regarding next year.

What do you think it will be like to race with Eddie Irvine next year?

Eddie has this image of being the wild guy and difficult, but I have a good relationship with him. There is no problem between us because he is the guy with experience to push the team. We can be a good combination. It won't be a problem.

What about Jaguar's form next year?

I am sure that next year will be better, but 2002 will be the year when we deliver.

run F1 McLaren tech row rages on

FORMAT CHANGES

FORMULA 1 teams agreed on changes to the sport's format during a meeting at Monza last weekend.

WEEKEND FORMAT: After discussions on whether two-day qualifying should be introduced, or weekends should be cut back to two days, it was decided that the current format should be kept, with practice on Fridays and a single qualifying session on Saturday.

FRIDAYS: To make Fridays more exciting, the teams tyre allowance will increase from eight to 10. But, three sets will be returned to the supplier on Friday evening. This ensures teams do more running on Friday.

SUMMER BREAK: It was agreed that there will be a three-week break in August, possibly created by running Austria and Germany back-to-back and moving the Hungarian GP. Testing would be banned during this period. The only concession to this was forced by Ferrari who insisted on a shakedown test on the Monday before each race. A 50km run will be allowed.

TESTING BAN: It was agreed that teams would be able to test at Monza, Silverstone, Barcelona and Magny-Cours – except from four weeks before each circuit's race.

McLAREN boss Ron Dennis has claimed that a ruling which bans torque steer in mechanical differentials has not affected this year's car – despite technical director Adrian Newey reportedly telling Williams' Patrick Head it had run the system this season.

Ferrari brought up the subject at the Belgian Grand Prix, despite McLaren not running the system at Spa-Francorchamps.

Dennis hit out at Ferrari, saying: "Some of our competitors take a scatter-gun approach and shoot to see if there is anything they can hit. There was a hit on the gearbox

development we had worked on and gained approval, but it is now subject to debate.

"There was nothing to do with this year's car and we have not come here with anything that has affected our performance."

But Williams technical director Patrick Head said: "I understand the new interpretation has made McLaren change the way it runs its car. The FIA has been fully briefed on what McLaren runs, so the team is somewhat aggrieved by the FIA's change of position two-thirds of the way through the season. Adrian said to me that they had been racing it."

Wurz and Zonta court test deals

ALEXANDER Wurz and Ricardo Zonta look set to become McLaren's official test drivers for next season, with the team believed to want two men to fulfil the testing duties.

Wurz's contract is expected to be announced this week, while Zonta's deal may not be confirmed for some time. He still has an outside chance of racing for Sauber, but that depends on Pedro Diniz (see page 10).

"We will make an announcement prior to the next Grand Prix," said McLaren boss Ron Dennis at Monza. "We will use experienced guys to do the testing and development. We are

in discussions with Alexander Wurz and Ricardo Zonta."

Although Wurz refused to comment about a deal, but he admitted he was comfortable with his future. "I don't want to answer this question, but my direction has been clear for a while," he said. There is a possibility he could twin his testing duties with a season in the DTM for Mercedes-Benz.

Zonta said: "Maybe I will have another season of racing. Yes, there are a lot of negotiations and we will have to see what is best for my future."

Radio boost is well received by drivers

CONFUSION caused by poor quality pit-to-car radio transmissions should become a thing of the past thanks to new technology developed at Jordan.

Team sponsor Lucent Technologies has been developing in-helmet technology. Work on the new communication equipment includes the use of a high-tech electret microphone which is less sensitive to vibration and has more noise cancelling performance. It has been used by both Jarno Trulli and Heinz-Harald Frentzen since the Hungarian Grand Prix.



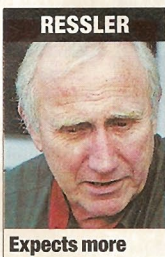
FORMULA 3000 RACE WINNER Mark Webber has his first test for Benetton this week at the Estoril circuit in Portugal. The Australian is due to run for three days. Benetton boss Flavio Briatore said: "We need to give a chance to young drivers."

Jaguar boss: we will get it right

JAGUAR chairman Neil Ressler believes his team will make a big leap forward in 2001 after addressing the areas he feels let them down this year. The American has promised he will sign big names to get the job done.

"We are correcting the problems of this year," he said at Monza. "The decisions we make now will make or break us next year. We've studied very carefully the things that have not worked and

implemented corrective action.



RESSLER
Expects more

"I expect a significant improvement, but I am not going to predict anything too hard as all these other skilled outfits are promising the same thing and doing it."

Jaguar's major problems this year have been the single oiling system, development mistakes on the Cosworth engine, and problems with some aerodynamic and suspension designs which meant testing didn't "adequately evaluate

radical changes early enough to alter the course of the season."

Jaguar is understood to have signed former Williams man James Robinson to be its Chief Operations Engineer. Although the team's sights is believed to focus on Ferrari's Technical Director Ross Brawn, it is believed the team will have to look elsewhere for someone to support Gary Anderson in the design office.

"I would be inclined to call [the staff changes] more like additions, which is a luxury you can entertain when you are growing," Ressler said.

NEWS IN BRIEF

FORMULA 1

Giancarlo Fisichella reported no problems with his right ankle in the Italian Grand Prix following his sizeable testing crash at Monza.

Eddie Irvine has said that he is serious about setting up his own team when he leaves F1 – although it definitely won't be in Grand Prix racing. "I like the competition and I am not going to be driving until I am 80," he said. "F1 is impossible, it is for corporations nowadays, and I am not a political animal. In CART, you get sponsors and you don't need someone who is your boss because he paid \$100 million for the team."

Michael Schumacher has made a cheeky remark about whether he thinks McLaren is operating an equal policy between both its drivers. "Just look at Zeltweg, Hockenheim and Spa," said Schumacher, referring to the delayed pit-stops which cost Coulthard time. "Who was the guy they [McLaren] brought in first?"



Honda celebrated its 200th GP start at Monza last weekend (above). British American Racing's Jacques Villeneuve ran third in the race before retiring.

An inquest into the deaths of two pilots that died in David Coulthard's plane crash at Lyon's Satolas airport in France on May 2 recorded a verdict of accidental death in Leamington Spa last week. Coulthard submitted written evidence to the hearing.

Sources suggest that Bahrain looks the most likely new addition to the F1 calendar, although a race will not take place until 2003 at the earliest. Dubai is pushing hard, while studies have been carried out in Lebanon and Egypt.

Hockenheim's revised circuit layout will not be ready until 2002.

David Coulthard's race engineer Pat Fry is understood to have been approached by rival team Benetton.

British Formula Renault champion Kimi Raikkonen was understood to be testing for Sauber at Mugello on Tuesday. The Finn has won nearly every championship race this season and is expected to race in Formula 3 in 2001.

An error in last week's story about recent staff changes in F1 should have said that Sam Michael's wages are not being topped up by Williams driver Ralf Schumacher. Apologies to both him and James Robinson.

Blundell splits with Cham

Struggling British Champ Car driver Mark Blundell will split with the PacWest Racing team at the end of the season.

The 34-year-old has driven for the squad since his first year in the CART Championship Series in 1996, but is looking for a new drive after the team dropped him. Blundell was supposed to have another year left on his contract.

"I have had two very frustrating seasons [before this one] and I have not been able to produce the results which I know I am capable of

achieving," said the former Grand Prix driver. "It is time to move on now.

"There are plenty of opportunities for me and I'm considering a number of options, but I can't announce anything at the moment. I have over four years of Champ Car experience, with the highs and lows associated with such close competitive racing. I want to return to the highs I experienced in

'97, and I hope that 2001 will bring these to me."

Blundell took three Champ Car wins in '97, including a historic victory at Portland. He beat Gil de Ferran by just 0.027 of a second, the closest Champ Car finish. However he has failed to make the podium since then and has not broken into the top six this year.

PacWest boss Bruce McCaw said: "It has been a frustrating couple of seasons for Mark and we have decided it would be in his best interests if he became a free agent.

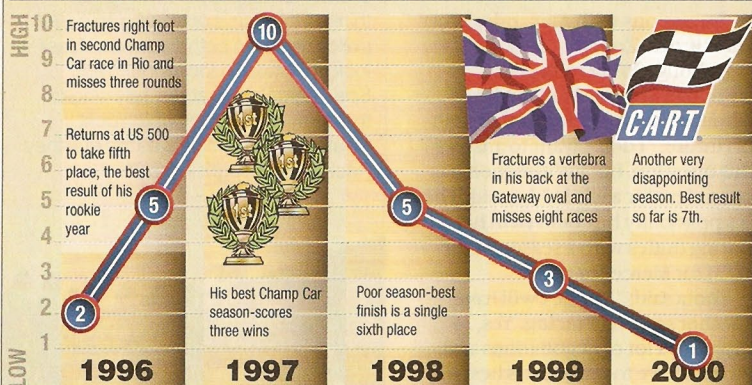
"Mark is a talented driver and it is unfortunate he has been unable to demonstrate his ability recently. We have shared a lot of success and hopefully we can put together another couple of results before the end of the season. Mark is a professional and I fully expect to see him in a Champ Car next season."

The team's Indy Lights star, Scott Dixon, is tipped to replace Blundell. The 20-year-old New Zealander, who is the leader in the Champ Car feeder formula, impressed the team in a CART test at Laguna Seca recently. Dixon took his fifth Indy Lights win of the season last weekend.



Free agent

MARK BLUNDELL'S CHAMP CAR CAREER



GRAPHIC ALAN ELDREDGE



Blundell has not shone with PacWest since 1997 and is now moving on

Diniz holds key to driver market

PEDRO Diniz holds the key to the final pieces of the Formula 1 driver jigsaw, although it seems he will stay at Sauber next season rather than opt for Prost.

The Brazilian had been expected to switch from his current Swiss-based outfit to help pay for a supply of Ferrari engines which Prost is believed to have secured for the next two seasons.

However, Diniz's main sponsor, Parmalat, is said to have cut back its commitment to him by as much as

50%. Diniz's father Abilio, a supermarket magnate from Brazil, was at Monza last weekend and had talks with Prost and Sauber.

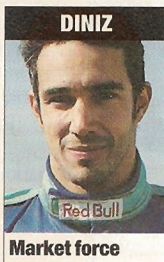
It is understood that he wants his son to remain where he is.

Sauber is keen to get more money from title sponsor Red Bull, but to do that they are believed to have to run a Brazilian because the soft drinks company is making a big push in the South American country. If Diniz leaves, Sauber

would most likely take either Ricardo Zonta or Enrique Bernoldi.

Should Diniz stay, that will leave Prost with a major problem in finding a team-mate for Jean Alesi, who pledged his future to the team at Monza (see below). The outfit would almost certainly need a driver with sponsorship and one option would be to try and lure Spanish telecommunications giant Telefonica away from Minardi and sign Marc Gene.

● Arrows looks certain to retain Spaniard Pedro de la Rosa and Dutch star Jos Verstappen for 2001.



Market force

Alesi wants Barnard design

JEAN Alesi confirmed at the Italian Grand Prix last weekend that he would be staying with the Prost team for 2001, then made a demand that next year's car be designed by John Barnard.

Alesi's future had depended on whether Alain Prost stayed a part of the team. The former world champion appears to have confirmed his future, so Alesi is setting out his stall for the improvements that need to be made to lift the team up the grid.

"I need John Barnard to make the car for me," said Alesi. "He is the most experienced designer in

Formula 1 and one of the best. I know that if he does the job we will reach the next level. Our main problem is aerodynamics and he can help with that."

Barnard currently works on a sub-contract basis for the French team, providing specific items on the car. The last car Barnard designed by himself was the 1998 Arrows, which Mika Salo took to fourth place in that year's Monaco Grand Prix.

Prost has been searching for a new chief designer since Alan Jenkins split with the outfit earlier this year. Jenkins was at the Monza race as a spectator.

Drivers to learn Indy on games

SEVERAL Formula 1 drivers will be using the latest computer games in a bid to hit the ground running when practice begins for the United States Grand Prix next week.

The Indianapolis track has been simulated on PlayStation console game F1-2000 and drivers like Rubens Barrichello and Jarno Trulli are hoping to get an early insight into its intricacies.

"Using the PlayStation can help you figure out what type of circuit it is because no one knows at the moment," said Jordan's Trulli.

Barrichello added: "I know the circuit already because I saw it on the PlayStation."

But world champion Mika Hakkinen was not so convinced about the idea. "It is a bit difficult to play it at home because you need to have a machine where you can sit down and change gears," he said. "You don't really get a feel for the circuit and on the PlayStation you are just sitting and pressing buttons. It is not the same."

Michael Schumacher echoed Hakkinen's comments: "It is something that you have to find out for yourself and I have never enjoyed playing the PlayStation. I have never had a problem going to a new track and learning."



Jean Alesi confirmed his future with Prost

Champ Car squad



US GP tyre concerns

FORMULA 1 tyre supplier Bridgestone will take no responsibility for failures caused by teams running their rubber below a recommended pressure at the United States Grand Prix.

Bridgestone wants teams to run with high pressures to counteract the big loads that will be exerted on tyres at the final corner of the Indianapolis road course which is Turn One of the oval.

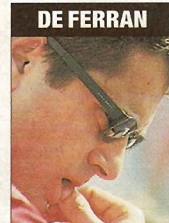
This extra pressure will make the cars handle nervously on the twisty infield section, and Bridgestone technical manager Yoshihiko Ichikawa believes the teams may be tempted to lower the pressures to improve handling.

"If they [the teams] want to reduce the pressure then they have to be very careful," said Ichikawa at the Italian Grand Prix. "We will recommend a pressure, but we are not the people who make the final decision about pressures. If they do it [run low pressures] it is their responsibility."

A tyre failure for Bridgestone at the final turn would be a massive public relations disaster, coming on the back of the problems caused by certain types of its US-branded Firestone rubber which have been blamed for the deaths of 88 people.

Points lead for Penske star

PENSKÉ star Gil de Ferran has taken the lead in the CART Championship Series for the first time in his career



Points leader

after his team's domination of the Laguna Seca race last Sunday.

The Brazilian followed home team-mate Helio Castroneves at the Californian circuit and now heads erstwhile leader Michael

Andretti by six points. Canadian Paul Tracy is a further four points behind.

This is the first time in three years that a Penske driver has led the points table. The team has been rejuvenated by a switch from its self-built cars to Reynard chassis this year. It has won five races so far in 2000, with Castroneves taking three and de Ferran two.

Castroneves dedicated his Laguna victory to Uruguayan driver Gonzalo Rodriguez, who died driving for Penske at the circuit one year ago. The Formula 3000 star had switched to the US series and was beginning to make a name for himself when he was killed.

One-day qualifying for CART

CHAMP Car qualifying is to be reduced to one day in a move which brings it into line with Formula 1.

That is one of a raft of rule changes finally ratified last week by sanctioning body CART.

Friday qualifying has made way for an extended practice period, which will now span three hours and 45 minutes. Each car will be allowed only three sets of slick tyres or two sets of wet-weather rubber.

Qualifying will now take place solely on Saturdays.

Testing during the season has been banned, with off-season testing

now limited to circuits within the continental United States.

The engine rules have also been confirmed. For 2001, turbo boost pressures on the 2.65-litre engines will be cut from 40 inches to 37, with a further cut to 34 for 2002.

CART hopes it means a reduction in horsepower from almost 900bhp to around 840bhp for next year and 780bhp for 2002.

CART plans to announce a new engine formula for 2003, with series boss Bobby Rahal hopeful he can reach an agreement with the engine manufacturers later this year.



BRYAN HERTA made a one-off Champ Car return at Laguna Seca in a third Forsythe Racing Reynard-Ford. Herta, whose two CART wins have both been at Laguna, qualified and finished fourth. He was sponsored by Britain's Rockingham Motor Speedway

NEWS IN BRIEF

FORMULA 1

Benetton is believed to have extended its sponsorship with Mild Seven for another two years. The deal is said to be worth an estimated £19 million for 2001 and will rise by a further £3m the following year if it finishes third in the constructors' championship. The car will remain blue next year, but is expected to be blue and yellow in 2002 in deference to its new owner, Renault.

David Coulthard and Heinz-Harald Frentzen had words after qualifying in Italy following another incident during qualifying. Coulthard was accidentally blocked by Frentzen on his final run and he wanted to make sure it was not a legacy of their clashes in Belgium, when they blocked each other during qualifying. "He told me it wasn't and I take his word for it," said Coulthard.

Ferrari's Rubens Barrichello recorded the fastest speed through the speed trap in the closing seconds of qualifying at Monza. His top speed of 220.5mph, was 0.3mph faster than Ricardo Zonta. Eddie Irvine's Jaguar was the slowest, clocking on 214.2mph.

The United States Grand Prix at Indianapolis, on September 24, has now officially sold out on race day.

CHAMP CARS

Reynard clinched its sixth successive Champ Car constructors' title with Helio Castroneves' victory at Laguna Seca. With four races still remaining, it has an unassailable lead ahead of British rival Lola.

Castroneves' victory also gave Honda a narrow one-point lead over Ford in the manufacturer's championship. It was the Japanese marque's fourth consecutive victory.

Bettenhausen Motorsports has denied that it ever approached BMW sportscar star Jorg Muller regarding a race or test seat for next season.

The concept of the Champ Car All-Star Team, in which a panel votes for the five most impressive drivers of the season, is to be extended to Indy Lights and Toyota Atlantic. The aim is to increase awareness of up-and-coming talent.

INTERNATIONAL

Indy Racing League team owner Larry Curry has been indicted on multiple counts of money laundering. Now a co-owner of the Tri-Star Motorsports team, Curry was formerly manager of Team Menard before he was fired in 1998.

Reigning Pan-American Indy Lights champion Waldemar Coronas made his debut in the US series at Laguna Seca last weekend. The Argentinian finished 15th.



Jenson Button 1998 award winner

VOTE FOR BRITAIN'S TOP YOUNG DRIVER



Place your nomination for a future Grand Prix star

THIS week marks the launch of the 2000 MCLAREN AUTOSPORT BRDC Young Driver Award, British motorsport's most prestigious prize.

The award is open to any British single-seater racing driver nominated by AUTOSPORT readers. The winner will receive a cheque for £50,000, a test in a McLaren Formula 1 car and membership of the British Racing Drivers' Club.

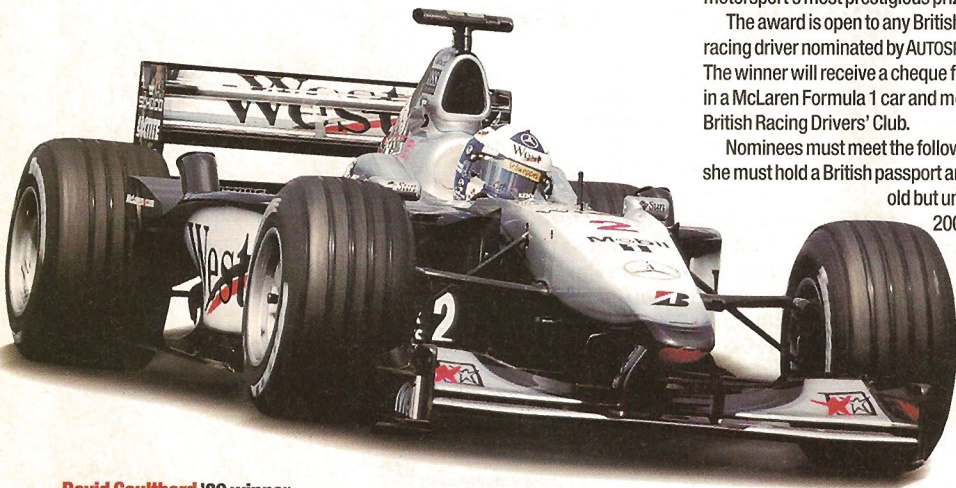
Nominees must meet the following criteria. He or she must hold a British passport and be over 17 years old but under 23 on January 1 2001. They must also have competed in a British or European

single-seater racing championship up to and including Formula 3 National class, but excluding F3 Class A.

From the list of nominees a panel of expert judges will select six finalists to compete in an intensive two-day test at Silverstone. This will decide the MCLAREN AUTOSPORT BRDC Young Driver Award winner.

Previous winners in the 11 years that the award has been running are: David Coulthard, Gareth Rees, Oliver Gavin, Dario Franchitti, Ralph Firman, Jamie Davies, Johnny Kane, Darren Turner, Andrew Kirkaldy, Jenson Button and Gary Paffett.

Nominations close on September 30



David Coulthard '89 winner



Dario Franchitti '92 winner

NOMINATE YOUR CANDIDATE HERE

DRIVER'S NAME _____ RACE CATEGORY _____

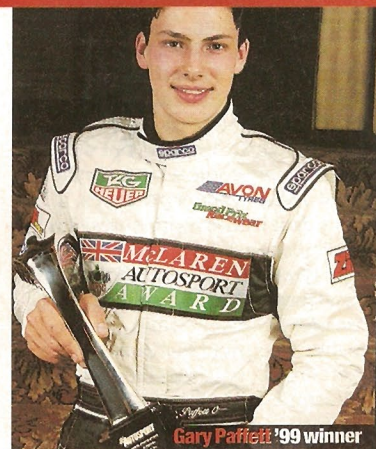
YOUR NAME AND ADDRESS _____

TELEPHONE NUMBER _____ E-MAIL ADDRESS _____

EACH READER MAY VOTE ONLY ONCE

Please tick if you do not wish to receive information from other carefully selected companies

All nominees must be British, aged over 17 but under 23 on January 1 2001 and competing in a British or European racing championship. Your entry must reach us by September 30. Send this form (or a photocopy) to: MCLAREN AUTOSPORT BRDC Award, AUTOSPORT, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.



Gary Paffett '99 winner

Mercedes pulls plug on CART

Mercedes-Benz has confirmed its withdrawal from Champ Car racing at the end of the season after seven years in the US-based series.

The move has been rumoured all season, with the engine supplier falling behind its rival marques in the CART Championship Series.

It has scored only one podium finish this year – Mauricio Gugelmin's second place for PacWest Racing at Nazareth in May.

Mercedes' director Jurgen Hubbert said that the decision was based on

the German company's other motorsport projects rather than its form in the USA. "We have had to re-evaluate our motorsport strategy from 2001 onwards in order to meet the higher targets in the Formula 1 world championship where eight manufacturers will be competing beginning in 2002. We are also very keen to further develop the DTM touring car series, especially in Germany, our home market."

Mercedes' engine builder Ilmor could still supply re-badged motors to teams next year, if there is a

demand. Its managing director Paul Morgan said: "We'll see if any of our teams have an interest in running our engines. If they do we will supply them, but under some other nameplate. It probably wouldn't be called an Ilmor." He denied rumours that Chrysler could put its name to the motors.

Mercedes' ranks in the series have been depleted to just five cars this year. Its two main squads, PacWest and Mo Nunn Racing, are talking to Honda about the possibility of engine supply for next year.



Mercedes won on its CART debut at the Indy 500 in 1994 (inset), but its involvement this year (main pic) has not been so successful

New safety fears for Laguna

A CHAMP Car drivers' strike was averted at Laguna Seca last Friday after a spectacular accident in practice for Patrick Carpentier.

The Canadian's Forsythe Reynard-Ford spun entering the 140mph Turn 4, then was launched by the gravel trap into the tyre barrier, which bounced him over a 15-foot fence.

The gravel trap was discovered to be higher than the track surface.

Champ Car safety consultant Parker Johnstone then oversaw correctional work while the drivers held a meeting with series boss Bobby Rahal.

Some were highly critical of safety

at the California track, where Gonzalo Rodriguez was killed last year.

Dario Franchitti said: "Nothing has been done. The cars outgrew this track many years ago."

But the Scot's rival Gil de Ferran disagreed: "Even if we dealt with every issue we'd find there are always new things to push for, but I think what Dario says is not accurate because some work has been done."

Carpentier said: "The track is pretty safe. There's nothing wrong with the safety measures here. The only problem is the gravel pits don't slow you down, but can launch you."

Paffett secures top test

BRITISH Formula 3 Scholarship Class champion Gary Paffett is to test for Stewart Racing this week.

The reigning McLAREN AUTOSPORT BRDC Young Driver is believed to be running at Snetterton tomorrow (Friday) in the car normally raced by Narain Karthikeyan, who has commitments in his native India.

Paffett is believed to be the first of a number of potential drivers that Stewart is to test over the next couple of months in preparation for 2001, when it will be relaunched as Ford's Jaguar junior team.

Team manager Bruce Jenkins

denied any such plan, but sources suggest the team will test Dane Nicolas Kiesa, Australian James Courtney and Briton Anthony Davidson.

Kiesa has already won a British F3 round this year, while Courtney is the newly-crowned British Formula Ford champion and Davidson one of his major rivals.

Paffett was unavailable for comment, while his manager Martin Hines would not be drawn. Hines would only say: "My partner in everything I do is Ford, so if Gary had the opportunity to go anywhere it would be logical for it to be Ford."

Indian aims for Carlin

INDIAN Formula 3 star Narain Karthikeyan could form an Asian superteam with Japan's Takuma Sato for this year's end-of-season races in Macau and Korea.

Karthikeyan is hoping to rejoin the Carlin Motorsport squad, with which he won two races in 1999, after his

2000 team Stewart Racing announced it would not go to the Far East.

But the 24-year-old's chances rest on a decision by Briton Ben Collins, who has partnered Sato at Carlin this year.

Collins has first refusal with the team. Team boss Trevor Carlin said: "It's early days really. Narain wants to do it with us, but so does Ben."

Karthikeyan said: "I want to go back to Carlin. I don't know what my other options are but I have to speak to some other teams. My people know some Japanese teams and I am talking to Manor Motorsport."

Manor, which looks set to tie up this year's British title with Antonio Pizzonia, is keen for Karthikeyan to partner the Brazilian.



Asian superteam?

NEWS IN BRIEF

TOURING CARS

Saturday's British Touring Car Championship finale at Silverstone will definitely go ahead, despite the fuel crisis. Supplies have been sorted out for the main event and for all the support championships.

The BTCC is expected to retain its compulsory pitstops as part of the new 2001 rules package that will be revealed at Silverstone this weekend.

Nissan star David Leslie praised the Swedish Touring Car series after competing in the Mantorp Park finale, but not its unruly driving. "It was well promoted, had a good crowd, many cars and good driving," said the Scot, "but it was a bit too tough for my liking. I found myself punted off and pushed wide by other cars without any reaction from the race stewards."

Australian V8 legend Peter Brock's stepson made his V8 Supercar debut in the Queensland 500 last weekend. James Brock, who has some experience in the junior Future Tourer category, finished 21st in a Holden Commodore shared with series regular Paul Romano.

FORMULA 3

Ex-F3 racer Julian Westwood returns to the British series after an eight-year absence for the final two rounds at Spa and Silverstone. Westwood, who last competed in the class for Van Diemen in 1992, is joining new Scholarship Class team Parker F3.

Top British F3 team Carlin Motorsport is to run a third car in the next race at Spa. Rob Austin, who competed in the Scholarship Class with ME Motorsport in the last round, steps up to the Championship Class. Austin is testing with Carlin at Pembrey this week, along with Scottish Formula Renault ace Ryan Dalziel and Irish Palmer Audi frontrunner Derek Hayes.

British F3 runner-up Tomas Scheckter could contest the Macau and Korea end-of-season races with a German team, according to sources. He has been forced to find a new seat after Stewart Racing elected not to go. The South African could not be contacted for comment.

Formula Ford star Mark Taylor has had his maiden F3 test at Pembrey with Fortec Motorsport. The Briton is expected to join rival team Manor Motorsport for 2001.

Five cars from 'foreign' F3 championships will bolster the British series grid on its away visit to Spa in Belgium next week. Promatecme will field its French runner Yannick Schroeder, top French team ASM takes Tiago Monteiro and Tristan Gommendy, while Belgian squad JB Motorsport (which competes in Germany) will be present with Nicolas Stelandre and Val Hillebrand.

Ford quits BTCC, Honda cuts back

Ford and Honda have dealt the British Touring Car Championship a double blow – both will quit the series as fully fledged works teams at the end of this season.

Ford announced its decision yesterday (Wednesday). Ford of Britain marketing director John Mendel said: "With an all-new Ford Mondeo about to go on sale and the manufacturer's championship already won by our three-car team this season, now is a good time to pause, reflect on our success and then make the most appropriate decisions with regard to any future racing plans."

"The BTCC has been very good for Ford. We wish the new-format series every success."

Works team boss David Richards admitted the news was no surprise: "We've known for a year. The new BTCC just doesn't suit Ford."

However, he predicts his Prodrive

squad will remain in tin-top racing for 2001. "We will be in touring car racing next year. We could still be in Britain, but Europe is looking more attractive at the moment," he said.

Richards is believed to be chasing a deal to run Volvos in next year's new Superstars series or in the DTM. The team could even run this year's Mondeos in the European Super Touring Challenge.

Honda has not yet made its withdrawal official, but is expected

to make a statement shortly after this weekend's race at Silverstone.

The Japanese marque could still assist a semi-works team next year. Current factory squad West Surrey Racing is hopeful of clinching a deal.

Team boss Dick Bennetts said: "We have not been informed. We understand it will not be a full-works team, but are working on a semi-works deal."

Honda may also enter next year's European Super Touring Cup as a

works outfit. It has assisted works team JAS Engineering with a single-car attack on the series with Peter Kox this year.

Next year's STC has already confirmed it will run to Super Touring regulations.

Ford and Honda's withdrawal leaves Vauxhall as the only manufacturer not to have quit the British Touring Car Championship.

Peugeot and Rover are expected to rejoin the series next year.



The new Mondeo (above) will not be seen in next year's BTCC as Ford, along with Honda, is leaving the series. Vauxhall is now the only manufacturer not to have quit the championship

Tin-tops set for showdown

FORD stars Alain Menu and Anthony Reid will settle the British Touring Car Championship's last Super Touring crown at Silverstone's finale on Saturday night.

The title will almost certainly be decided in the final feature race of the year, with just three points separating the pair once dropped scores are taken into account.

Menu holds a narrow lead and will not carry any ballast this weekend, whereas Reid will carry 40kg after scoring a win and a second place at Oulton Park.

Menu has said he'll drive to win,

but added: "I think I've won enough races, I don't need to win, I just need to score fairly well."

The night race format holds no fear for the Swiss: "It doesn't matter to me, I won the first night race of the year at Snetterton."

"The only thing you might say is that there's more scope to get bumped," he admitted.

Rickard Rydell has an outside chance of winning the title, but the Ford ace damaged his championship hopes after colliding with Menu at Oulton. "I've got nothing to lose, and will be doing my best to win," he said.

CLASS B DUEL EXPECTED

THE battle for the class B BTCC title will also be resolved at Silverstone.

Series leader Alan Morrison leads James Kaye by 13 points. The pair shared race wins at Oulton Park, with Kaye's victory coming from the back of the 12-car grid.

Peugeot-ace Morrison is expecting a tough battle to the final flag. "It's still wide open yet, but we're keeping our fingers crossed," said the Ulsterman.

Kaye is also looking forward to some close racing at the Silverstone finale. "There's a lot to play for," said the Honda Accord driver.

Dan Eaves will support Morrison's bid again, driving a second Touring Car VIP Club Peugeot 306.

Ex-Nissan tester gets race debut

EX-NISSAN test driver Bryce Wilson gets his belated British Touring Car Championship debut this weekend at Silverstone in a Class B Primera.

The Scot will drive for RJN Motorsport in the car raced last weekend by Andy Middlehurst.

"At long last!" said Wilson, the 1997 Renault Spider champion. "I must be the most experienced touring car driver that's never actually raced one."

"I'm looking forward to it. There are three hours of testing during which we can either try and get a pace for the race or a speed for qualifying."



GAVIN PYPER WAS CRITICISED by Class B BTCC rivals for his driving before the roll which forced him out at Oulton Park. James Kaye said: "I just hope he learns a lesson. You don't do that at this level." Pyper said: "I made a move on him going into Old Hall. We were side by side and he hit me a few times. Then the steering went and I speared into him."

BRAND NEW

**OFFICIAL GRAND PRIX
RACEDAY
PROGRAMMES!**

**Collect Official Grand Prix
raceday programmes!**

These are the actual programmes available from
race circuits around the world. You might not get to
a race but you can keep up with all the trackside and
team news with your own raceday programme!

Hot off the press and straight to your door!

**One
Pit-Stop
Required!**



Call Now!

PROGRAMME HOTLINE

0870 602 6000

or write to:
GrandPree c/o PMP Ltd, 6 Artichoke Mews, London SE5 8TS

www.grandpree.com

www.motorracingtours.com

The season is drawing to a
close - visit our website for
the latest availability!

**Indianapolis
24th September**

**Kuala Lumpur
22nd October**

Latest results,
Championship Tables,
Circuit Maps &
Everything you need
to know!

**THE
WINNING
FORMULA.**



www.europcar.co.uk

Europcar, the car rental company for
people in the fast lane.
Central reservations: 0870 607 5000

Europcar

YOU RENT A LOT MORE THAN A CAR.

**PAGE
& MOY
LTD**

www.motorracingtours.com

Cleland launches ASCAR

Former British Touring Car champion John Cleland will race in next year's inaugural ASCAR series, as team boss of a new two-car squad.

The Scot has created Cleland Speed Sport with historic Formula 1 ace Bob Berridge, and will take part in Britain's new oval-based stock car racing championship.

Cleland, who raced in the British GT Championship this season, has quit sportscars to try American-style racing in Europe.

"I thought I'd be able to get a buzz out of the British GT series, but it wasn't quite what I thought it would be," said Cleland.

"There wasn't the same show, it wasn't as entertaining and I wasn't

enjoying it," claimed the Scot.

ASCAR boss Mike Schmidt is convinced that the series will be a complete success and claims 22 of the 560bhp NASCAR lookalike machines have already been sold. He expects around 30 cars on the grid by next May.

Apart from Cleland and Berridge, most buyers have chosen to keep their identities secret until the series' credibility is proven.

Cleland admits the series must win over the public. "Nobody is going to hand you status - it has to be earned. But I think what they [ASCAR] have planned for spectators will be awesome, and is something that the public will warm to," he said.

"The idea of stadium-style racing is going to prove the greatest attraction to spectators in the early days of ASCAR," said Schmidt.

Next year's series will race at Germany's new Lausitzring oval three times, and plans are in place to expand the series much further afield in future years.

"In due course, ASCAR will grow to become a pan-European series," said Schmidt.

Touring car team bosses John Bintcliffe, Vic Lee, and Jon Brookes joined over 100 people in a presentation at Corby, near Rockingham last week to hear more about the series.

ASCAR FEATURE

p82

CHAMP CAR SUPPORT

ASCAR received a huge vote of confidence for its future last week, with news it has landed slots on the support bill for both European Champ Car races.

The stock car series will race at the Lausitzring in Germany and England's Rockingham oval in September when the CART circus visits.

"We are absolutely thrilled at the

prospect of supporting the Champ Car series and this is a fantastic boost for the prestige of ASCAR," said series boss Mike Schmidt.

The full calendar was revealed last week, with 10 rounds scheduled, including an ambitious plan for a double-header meeting at the new Rockingham circuit on both the oval and road course.

CALENDAR

MAY 12/13	LAUSITZRING
MAY 26	ROCKINGHAM
JUNE 16/17	ROCKINGHAM*
JUNE 30/ JULY 1	LAUSITZRING
JULY 15	ROCKINGHAM
AUGUST 12	ENGLAND (TBA)
AUGUST 25/26	KNOCKHILL
SEPTEMBER 14/15	LAUSITZRING
SEPTEMBER 21/22	ROCKINGHAM

*DOUBLE HEADER



Cleland (right) and Berridge have teamed up to compete in ASCAR next season

Watt ready for sportscar race

EX-FORMULA 3000 star Jason Watt is on course to make his international racing return this weekend, less than a year after being paralysed.

The Dane lost the use of his legs in a motorcycle road accident last October. He has made a successful comeback in the Danish Touring Car Championship, and is now set to race a Panoz prototype in the SportsRacing World Cup event at the Nürburgring on Sunday.

One of the Den Bla Avis team's LMP Roadsters has been fitted with a more sophisticated version of the hand controls Watt has used in his Peugeot 306 tin-top.

The major obstacle facing Watt as AUTOSPORT closed for press was obtaining the necessary international race licence.

"The application is with the FIA [the sport's governing body], but I'm confident," said Watt. "The rules say I have to be able to get out of the car in seven seconds in an emergency and I've got it down to 6.5."

SRWC boss John Mangoletsi said: "The only proviso is that Jason can meet the car exit time."

Watt is due to share the team's second car with Den Bla Avis boss Karsten Ree and Formula Palmer Audi driver Jesper Carlsen. Team boss John Nielsen will share the lead car with ex-Formula Renault racer Kasper Elgaard.

Brit Dean lands drive with ALMS Porsche

FORMER British GT champion Richard Dean was drafted in at the last minute to race in the American Le Mans Series last weekend.

He was hired to pilot the second Team Skea Porsche 911 GT3-R at Portland. "It was a last minute thing but I'm glad to be here," he said.

His chance of racing was foiled, however, when co-driver Doc Bundy crashed heavily during the first stint, breaking a rib.

Dean's previous ALMS start came with the Sintura GT1 team at Laguna Seca last year.

F3000 Autumn Cup is canned

THE Formula 3000 Autumn Cup has been cancelled.

The mini-series had already been reduced to three rounds after this weekend's planned opening round at Brands Hatch was canned. Now the other races have followed suit.

Early indications were promising, but the McLaren Junior team scaled down its planned involvement and the Red Bull Junior squad pulled out of the series late in the day.

Autumn Cup instigator Peter Briggs said: "You can't run a series like this with a small number of cars."

BMW pairing bullish for title

FACTORY BMW pairing Jorg Muller and JJ Lehto are confident they can take the battle for American Le Mans Series championship all the way to the final round in Adelaide.

The Schnitzer team drivers scored their seventh podium finish from eight races so far this season at Portland last weekend to stay at the top of the table ahead of Audi star Allan McNish.

Their BMW V12 LMR, the model which won the Le Mans 24 Hours last year, has been unable to



Confident

compete with the all-conquering 2000-spec Audi R8 in recent races. However, the ALMS points system rewards consistency and they believe they can win, despite a dropped scores rule that may play against them.

Lehto: "We need good results now - but anything can happen at Petit Le Mans as it's such a long race. The championship is far from over."

The 10-hour Petit Le Mans race at Road Atlanta at the end of September will be a key factor in the title battle, as it carries extra points.

GT teams in call for action

THE teams in the GT class of the American Le Mans Series have called for tougher action to be taken against the faster prototypes that hit their cars during races.

Prototype drivers were warned to take extra care after qualifying at last weekend's Portland event following a recent spate of crashes.

In the race, the Dick Barbour Racing Porsche 911 GT3-R of Dirk Muller was inadvertently hit by Rinaldo Capello's Audi in the opening laps, and then lost the lead after being caught up in an incident between a Dodge Viper and the Rafanelli Lola. Team Skea's Doc Bundy suffered a cracked rib after his Porsche was pitched into the barriers by an LMP-class runner.

Dick Barbour said: "You've got 25 cars out there trying to put on a good show. We've been hit by prototypes seven times in the last three races, and that's unacceptable."

Fellow leading GT class Porsche team boss Alex Job added: "It's a serious situation that was addressed at the drivers' meeting before the race. But obviously the message did not get through. The situation must be looked at again - if a corner-spotter sees a prototype hitting a GT needlessly, it must be reported and acted upon - we're all racing to win."

AR bid Cadillac ditches R&S

CADILLAC looks certain to mastermind its attack on next year's Le Mans 24 Hours from Europe after ending its deal with American constructor Riley & Scott.

The General Motors brand has terminated what was thought to be a three-year deal with the Reynard-owned company to build and run its Northstar LMP prototypes.

The end of the partnership comes two-thirds of the way through a disappointing debut year for the Northstar project.

Cadillac refused to comment on whether its bid to win Le Mans by 2002 would remain an American project, as GM Racing boss Herb Fishel asserted after this year's race. He is known, however, to have talked to a number of racing car builders in Europe.

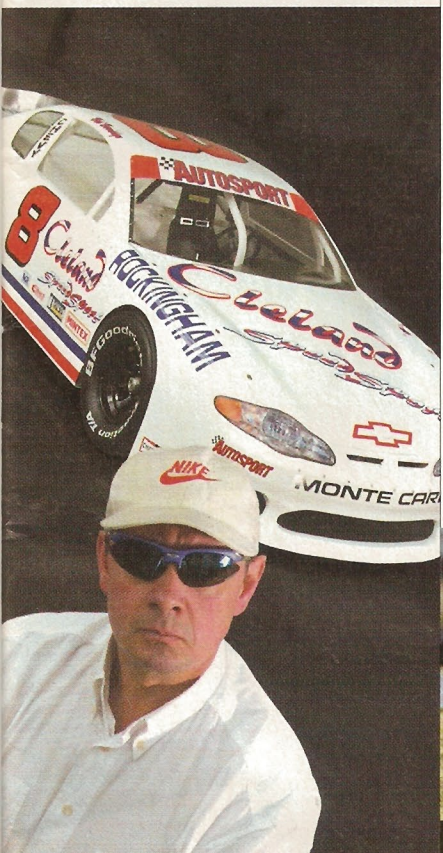
Possibles include Prodrive, which Fishel visited after Le Mans, Reynard and TWR. The last-named is known to have aspirations to return to Le Mans after a two-year absence and already builds the engines for GM brand Opel's DTM touring car.

Cadillac looks set to separate the building and running of the cars. A GM spokesman said: "That is under consideration."

The French DAMS squad, which is running a pair of works-backed Northstars this year, must be in pole position to take over the latter role.

The GM boss said "many options" are being considered, but it's believed that an announcement on Cadillac's new partners is imminent.

The upheaval suggests Cadillac has given up on hopes of contesting the full ALMS next season.



The Riley & Scott squad has lost the deal to build and run Cadillac's Northstar prototypes

Panoz for Trans-Am

THE Panoz sportscar marque is expanding into the US Trans-Am silhouette series for 2001.

The American constructor is building an all-new contender for the revitalised series, which will be clad in bodywork styled after its all-aluminium Esperante road car.

Motorsport magnate Don Panoz said a Trans-Am car made sense for his company. Not only did the American take over the series this year, together with Miami-based race promoter Ralph Sanchez, but he has identified an untapped market for an up-to-date chassis and engine.

Project boss Mark Sanderson said: "We have designed the car from a clean sheet of paper and it's going to be quite a bit different from anything else that's out there at the moment."

Design work began three months ago at the Georgia HQ of Elan Motorsports Technologies, the umbrella company that encompasses British-based G-Force and Van Diemen.

Panoz will not run factory cars, in keeping with the ethos of the series. Instead, it plans to sell chassis and bodies to customer teams, as well as leasing Elan-tuned Ford V8 engines.

The Panoz takes advantage of new Trans-Am rules designed to encourage more manufacturer interest in the series.

● Trans-Am championship leader Paul Gentilozzi is scheduled to race alongside US legends Mario Andretti and Al Unser Jr in the Porsche Supercup race at the Indianapolis Grand Prix meeting.

He has signed with Farnbacher Racing to be one of eight Americans racing in the one-make sportscar event at the Brickyard's inaugural US GP on September 24.

Kremer resurrects plan for own chassis

SPORTSCAR stalwart team Kremer could revert to running its own chassis in 2001.

The German squad abandoned plans to compete with its new K9 at the start of last year in favour of a buying a Lola B98/10 chassis.

Now, boss Erwin Kremer has admitted the unraced car could resurface next season.

"When we have the time, we still work on the K9 and it could be ready for next year," he said. "The big question is what engine we would put in it."

Latest Lola set for World Cup debut

LOLA's new B2K/10 sportscar is to make its first appearance in the SportsRacing World Cup at the Nürburgring this weekend.

Konrad Motorsport is to race in the event with its Ford-powered machine, which was run at Le Mans as the Racing for Holland entry.

German GT ace Sascha Maassen and team boss Franz Konrad have been lined up to drive.

Porsche regular Maassen got his first taste of the B2K at Oschersleben recently. He said: "The car has huge potential and we should be very competitive."

NEWS IN BRIEF

SPORTSCARS

American Le Mans Series boss Don Panoz has confirmed that there will be five races in the new European Le Mans Series schedule next year. The calendar will not officially be revealed until the Road Atlanta race on September 30.

Audi will not build a new car for its likely assault on next year's ALMS, marque motorsport boss Wolfgang Ullrich has confirmed. "If anything," he said, "there will be an evolution."

The new Panoz prototype is to begin its testing schedule in early November, according to Panoz team director David Price. It will run at Road Atlanta and Sebring, with the new 4-litre Elan-built engine, before going to the Adelaide ALMS finale to make its race debut.

SportsRacing World Cup points leader JMB Competition could make its ALMS debut in December's seasonal finale in Australia. The French squad is investigating taking its Ferrari 333SP to the Adelaide street race on December 31, straight from the World Cup closer at Kyalami at the end of November.

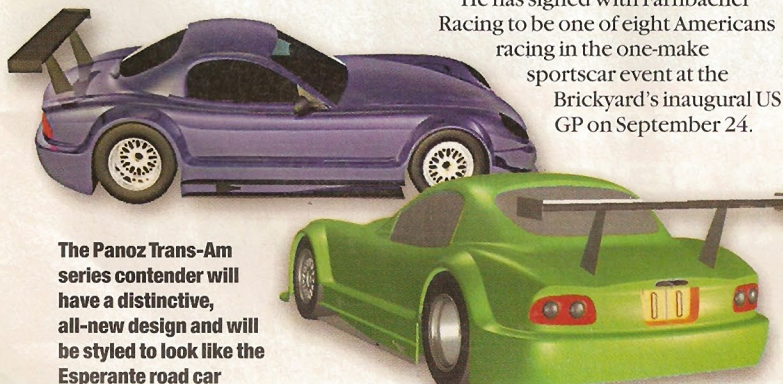
Stalwart sportscar entrant Roy Baker could give the Pilbeam marque its debut in the ALMS in the Australian season closer by entering his Nissan-engined MP84 in the LMP675 class at Adelaide.

The Australian Team Skea squad is to expand its Porsche 911 GT3-R GT class effort to three cars for its home ALMS race at Adelaide. It will make the expansion permanent for next year's series. It is still also intending to step up to prototypes with a customer chassis.

BMW GT ace Hans Stuck was absent from the ALMS race at Portland last weekend because of a back injury. The former Le Mans winner will be out for three weeks after hurting his third vertebrae at Mosport last month. Boris Said took his place in the factory PTG squad.

Toyota Atlantic team Phillips Motorsports failed to give Lola's new SR11 class B2K/40 racer its ALMS debut at Portland last weekend after the car blew its Nissan engine in practice. The car's owners, amateur US racers Steve Knight and Mel Hawkins, are now aiming for an attack on the Daytona 24 Hours and the full ALMS next year.

German driver Norman Simon will join compatriot Ralf Kelleners in Kremer Racing Lola-Ford B98/10 as the team makes its return to the SportsRacing World Cup at the Nürburgring this weekend. The ex-Formula 3000 driver impressed in the first four ALMS races this year in Gunther Bleininger's Riley & Scott.



The Panoz Trans-Am series contender will have a distinctive, all-new design and will be styled to look like the Esperante road car

2000 AMERICAN GRAND PRIX SPECIAL



AUTOSPORT

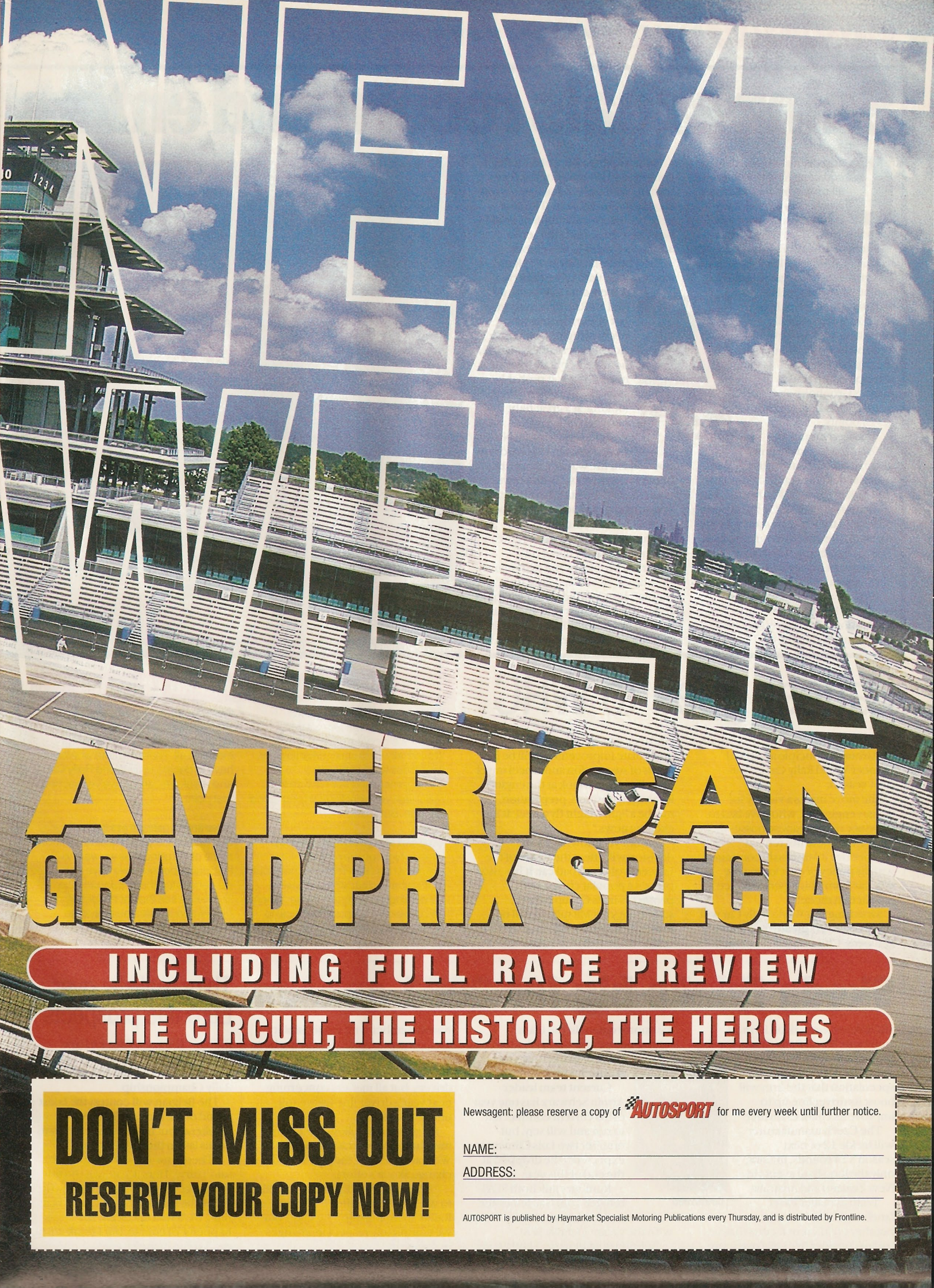
Your 28-page
pull-out-and-
-keep guide

F1 GOES INDY!

SPONSORED BY
**GRAND PRIX
LEGENDS**

PLUS

- BTCC TITLE DECIDER
- GOODWOOD REVIVAL MEETING
- JUHA KANKKUNEN - WHAT NEXT FOR RALLY LEGEND?
- JAPAN'S FORMULA 1 HOPEFULS



NEW YORK

NEW YORK

AMERICAN GRAND PRIX SPECIAL

INCLUDING FULL RACE PREVIEW

THE CIRCUIT, THE HISTORY, THE HEROES

**DON'T MISS OUT
RESERVE YOUR COPY NOW!**

Newsagent: please reserve a copy of **AUTOSPORT** for me every week until further notice.

NAME: _____

ADDRESS: _____

AUTOSPORT is published by Haymarket Specialist Motoring Publications every Thursday, and is distributed by Frontline.

Sainz equals record and enters t

Carlos Sainz believes that equalling Juha Kankkunen's all-time wins record on last weekend's Cyprus Rally could set him up for a late push towards a third world title.

The Spaniard led Cyprus from start to finish to notch up his 23rd success and move back alongside Finnish

veteran Kankkunen. His victory, which brought to an end a winless spell stretching back to New Zealand in 1998, also closed the gap between championship leader Marcus Gronholm and fourth-placed Sainz to just seven points.

"It's been a long time without a win," said Sainz. "I hope to stay as competitive as this over the next four rallies. I'm still at the back of the fight for the title, but testing has gone well for the asphalt rallies and there's no reason why we shouldn't be optimistic and realistic. The car was competitive on asphalt in Catalunya earlier this year, and I like Corsica.

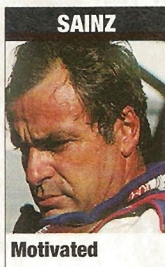
"I'm 38 years old and all this proves is that I still have the motivation. I felt happy and confident driving the car."

Sainz's team-mate, Colin McRae, completed a one-two for the Ford team to vault past Richard Burns into second in the title race. The Scot believes that British rally fans could be in for a treat when the series arrives in Cardiff in November.

"Maybe we'll come to the Rally Great Britain with more than two drivers able to win the title," said McRae. "The only guy out of the top four who might struggle a bit with a lack of experience is Marcus," he added, "but the way he's been driving, it probably won't be a problem. We're looking at a great fight between four drivers."

McRae's navigator, Nicky Grist, believes that Ford will not stand in the way of a straight fight between its drivers. "Both crews want to win," he said, "and if we can sew up the manufacturer title soon then let battle commence."

Gronholm was forced to retire in Cyprus after his Peugeot hit electrical problems, but he remains optimistic. "Corsica will be difficult for me," he admitted, "but I was quite fast in San Remo last year and I think we can be competitive in Australia and Britain. It will be a good fight."



Motivated



Carlos Sainz was on unbeatable form in Cyprus as he headed a Ford one-two. He believes

Lancer goes to WRC

MITSUBISHI has decided to abandon the Group A principle and build a Lancer World Rally Car for the 2001 season.

The move marks a victory for Ralliart engineers, who have had to convince their Japanese bosses that the Lancer could not remain competitive if Mitsubishi continued with its policy of developing the rally car from a high-performance production model.

Switching to a World Rally Car will allow engineers greater freedom in key areas. Chief engineer Bernard

Lindauer said: "The biggest immediate improvement will be in terms of suspension and wheel travel. After this we can look at the engine: its weight, position, preparation, maybe a lightweight flywheel. It's exciting news."

It is not yet known how the decision will affect the future of the Lancer Evolution road car. It has also proven a popular choice with privateers in its Group N form, something that Mitsubishi will no longer be required to manufacture under World Rally Car rules.

Q&A CHIEF ENGINEER BERNARD LINDAUER

How important is this decision?

Very. We had to realise that the difference between Group A and World Rally Cars was getting bigger. It's difficult to go to the top management and say we won four rallies last year, but the car is not good enough. But I did.

there comes a point where what you're putting on the car makes it simply too expensive to be a road model at all. That's the time where you have to decide to go World Rally Car, and I think we can say we've reached that point.

What sort of argument did you use?

I had to highlight how much more difficult it has been this year, point out that we have clearly been missing something performance-wise. When you develop a 'standard' vehicle to compete against World Rally Cars,

When are we going to see the car? Sometime next year. We already know some of the principles we want to introduce, because we have demonstrated them in Japan. The sooner we see the car the better, but we should take the time to do everything correctly.

Skoda thinks big for 2001 season

SKODA will embark on its most ambitious World Rally Championship programme to date in 2001, and there is mounting speculation that the firm will boost its driver line-up to improve its chances further.

The Czech manufacturer will tackle 12 of next season's 14 rounds, missing only the long-haul events in New Zealand and Australia.

Team manager Pavel Janeba said: "There were a number of different factors that we had to consider. We still have room

for improvement in the team infrastructure and we also had to think of marketing requirements."



Confirmed

Current team leader Armin Schwarz has one year of his current contract left to run and will stay, but number two Luis Climent is expected to be dropped at the end of this year.

Rumours link both SEAT refugee Toni Gardemeister and Belgian ace Bruno Thiry with the vacant Octavia WRC. Wilfried Bockelmann, Skoda Auto

board member with responsibility for motorsport, said: "There has been some speculation that Skoda Motorsport might inherit SEAT drivers, but all matters concerning next year's driver line-up are still under discussion."

He added that fellow VW group member SEAT's decision to quit the WRC at the end of the year would not change Skoda's effort.

"It is a pity that SEAT has decided to withdraw from the FIA World Rally Championship," he said, "but we completely respect its change in direction."

Thiry realistic over Euro title prospects

BRUNO Thiry and Citroen have virtually given up all hope of denying Henrik Lundgaard the European Rally Championship.

The Belgian will contest the latest round of the series in Turkey this weekend, but he expects the rally to be his last in the Xsara kit car.

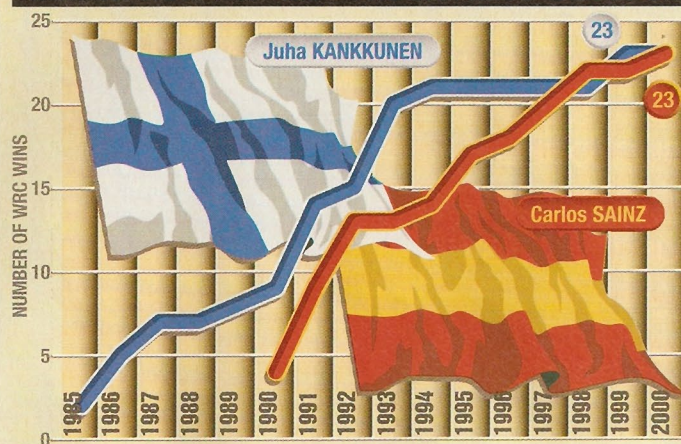
"There's no sense to continue," said Thiry. "Henrik can win the title with a second and a fifth place, so it would be incredibly difficult to beat him. We'll wait and see what happens, of course, but I think it'll be my last run in the kit car."

title race



that a tilt at the world title is not beyond him

KANKKUNEN v SAINZ - THE ROAD TO SUCCESS



Burns calls for more reliability

RICHARD Burns has called on the Prodrive team to give him a reliable Subaru Impreza in a bid to save his world title challenge.

The Englishman was plagued with mechanical problems in Cyprus and could manage no better than fourth, a result which dropped him to third in the drivers' standings.

"The car's got the level of speed where we can win rallies, but not the reliability," he said.

"I feel that myself and the car have got the performance, but it has to be a complete package. We need to make sure everything is 100 percent.

"It's impossible to predict what's going to happen in the championship," he said. "Marcus (Gronholm) is fast on asphalt and he'll be fast in Australia and Britain."

Burns denied that he would have preferred to have based more of his season on last year's Impreza. "You have to move forward," he said, "or you don't win anything."

Most pundits now believe that Burns' championship hopes depend not just on the Subaru's reliability, but also the performance of his Pirelli tyres on the forthcoming asphalt rounds.

Cyprus Rally gets thumbs-up

WORLD championship crews gave the series' first visit to the Cyprus Rally a positive reaction last weekend.

While many of the sport's top stars found the twisty stages frustrating, they were full of praise for the event infrastructure, which had been promoted from European to world championship status in just four months.

Event winner Carlos Sainz said: "The stages are different, but that's

part of the character of rallying. I know that this place suits the standard of the WRC, not like China, where I had cockroaches in my bedroom."

Sainz's navigator, Luis Moya, was a staunch critic when the event's inclusion was first announced. However, he said last weekend, "The rally should be in the championship. My opinion does not change overnight," he said. "There are countries like Germany and the US

that are very important for us, and we should be pushing for them to be rounds. But while there have been a few rough edges to the organisation here, it's been our first visit and I'm sure they can improve a few things."

World champion Tommi Makinen gave the event his backing. "I want to come back," he said. "Maybe some of the longer stages shouldn't be run together but it's a good, hard rally."

Early indications suggest that Cyprus is likely to be given the green light by FIA observers to remain part of the WRC in 2001.



Likes Cyprus

Peugeot deliberates

PEUGEOT has dampened speculation that SEAT refugee Didier Auriol could be confirmed as one of the team's 2001 drivers within weeks.

The 1994 world champion is said to have spoken to Peugeot boss Jean-Pierre Nicolas earlier in the season, but decided then to gauge the potential of the new Cordoba E3 over a few events before making a decision. SEAT's withdrawal from the series at the end of this year has made that academic now, and discussions are continuing apace.

Nicolas denied in Cyprus that any

announcement was imminent. "Nothing has changed there," he said. "We're talking to all of the people that we've been speaking to for months. We have a lot of exciting options."

Auriol declined to comment on the matter. Apart from Peugeot, his only real option is likely to be a few rallies and a lot of testing with the fledgling Citroen WRC team.

Finn Marcus Gronholm has already agreed to stay with Peugeot until the end of 2002, and Francois Delecour has recently signed a contract with the team for next season.

Nannini takes on Costa Smeralda

FORMER Grand Prix driver Alessandro Nannini is to try his hand at rallying on the Costa Smeralda Rally in October.

Nannini, whose Formula 1 career was curtailed by a helicopter crash in 1990, will drive a SEAT Ibiza turbo diesel on the Sardinia event.

The 41-year-old rallied a Lancia Stratos before embarking on his circuit racing career, and has raced in the DTM and GTs since the accident that severed his right arm.

"I am sure I will enjoy myself, but not so sure of the results," he said.

Solberg out in the cold

NEW Subaru signing Petter Solberg is already desperate to get back into a rally car as soon as possible, after his former team Ford pulled his entry on the Cyprus Rally.

The 25-year-old Norwegian says that his best bet for action in this season's remaining events is with his new employer, since Ford is apparently reluctant to pay for drives that would only benefit one of its main rivals.

"I was down to drive for Ford in Corsica and San Remo but it looks like Piero (Liatti) is driving the third car there, so that's changed," said Solberg. "I'll just have to look elsewhere. I'm very keen to get into a rally car soon, be it in testing or in competition. I hope to speak to the people at Subaru about a test as soon as they arrive back from Cyprus."

Ford officials are still refusing to comment on the matter, but AUTOSPORT understands that Solberg is virtually certain not to be seen in a Focus again this season, and that the current discussions revolve around whether he might compete this year at all.

Subaru is thought to have the capacity to run three cars on at least a couple of the remaining rounds of this year's championship.

NEWS IN BRIEF

Colin McRae was lucky to claim a second-place finish in Cyprus, after he nudged a bank on the opening evening. The resulting dust in his Focus' radiator sent engine temperatures to more than 130 degrees, but no substantial damage was caused.

SEAT Sport chairman Vicente Aguilera defended the firm's decision to withdraw from the world championship at the Cyprus Rally pre-event Press Conference. "While the last few results have not been good for us," he said, "they did not make any differences in discussions about 2001." SEAT has been linked to a Leon touring car project, but Aguilera said, "We need three or four months to examine all the possibilities."

Freddy Loix was the revelation of the Cyprus Rally, regularly outpacing his world champion team-mate, Tommi Makinen. The Belgian said: "I still lack a bit of confidence in the car in the high-speed stuff but a number of new settings for the diffs we introduced in Finland have improved the car a lot. I'm looking forward to the asphalt now."

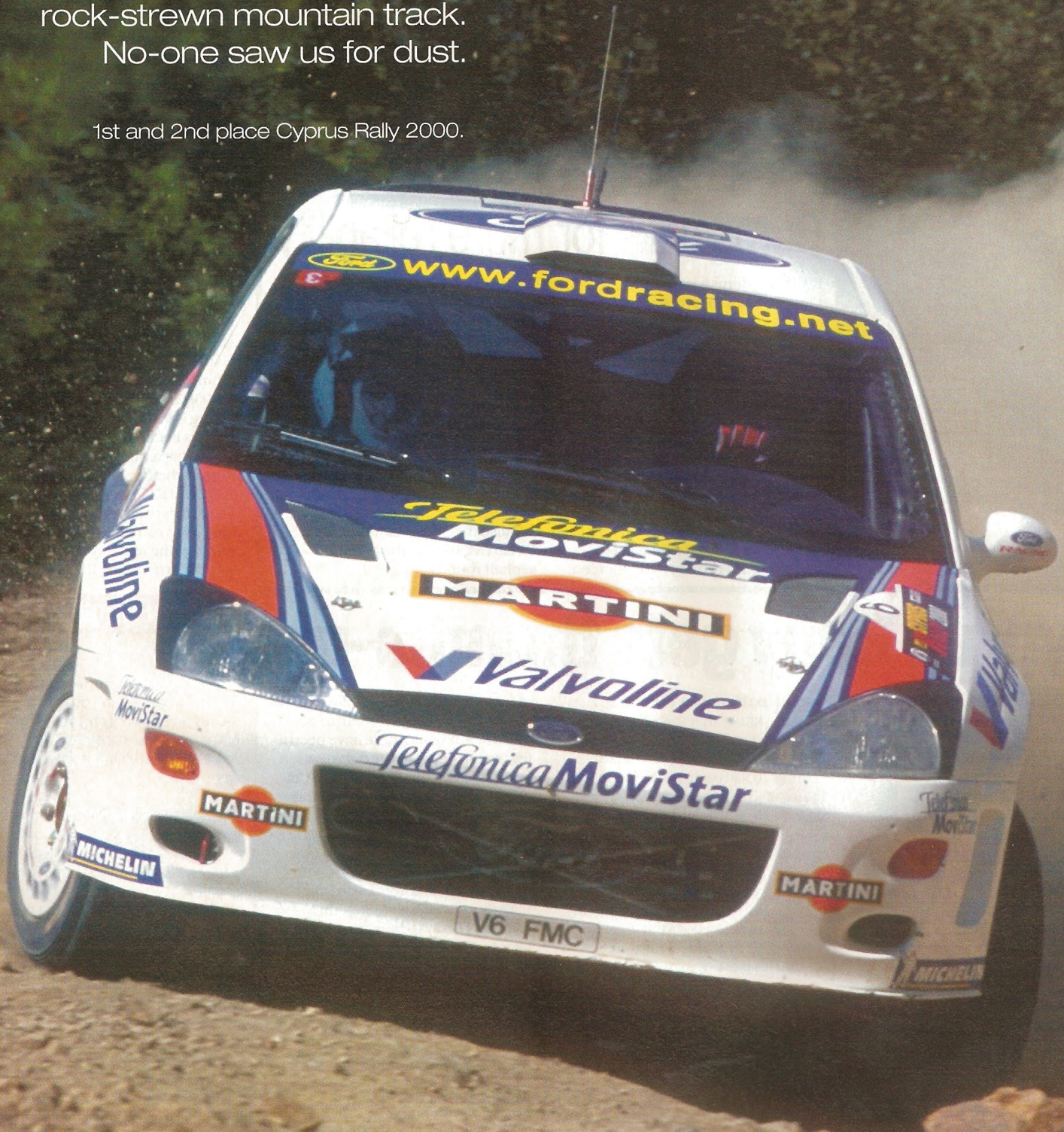
Bruno Thiry returned to his winning ways by taking victory on last weekend's Tour of Flanders in a Toyota Corolla WRC. Patrick Snijers, also in a Corolla, was second, ahead of Peter Tsjoen's Corolla, who matched Thiry on pace before sliding into a ditch.



Official Sponsor

1227km of sun-baked,
rock-strewn mountain track.
No-one saw us for dust.

1st and 2nd place Cyprus Rally 2000.



Already winner of the Safari, Portugal, Catalunya and Acropolis Rallies, the Ford Focus has now taken 1st and 2nd place in the gruelling Cyprus Rally. Congratulations to Carlos, Colin, M-Sport and Cosworth racing. On or off the track, the Ford Focus is one car you can truly depend on. **expect more**



the fordfocus



Wraps off new 1600 series

A radical new package for next year's British Rally Championship has been revealed, following last-minute discussions between its governing body, the MSA, and manufacturers.

The new-look British Super 1600 Championship will get its own bespoke one-day event on the first day of every British championship round, running ahead of the main field.

The series will be open to all homologated 1600cc cars, rather than just the new 'Formula 3' spec cars which the manufacturers are building. These cars are also eligible for the six-round Junior World Championship announced by world rallying's governing body, the FIA.

However, the current kit cars will carry a weight or restrictor penalty on the British Super 1600 category next year to ensure that they do not have superior performance to the new 'Formula 3' examples.

The one-day Super 1600 events will be promoted by First Motorsport, a company originally commissioned by the manufacturers to organise a new rival series separate from the British championship. This idea was scrapped after an agreement was reached with the

MSA two weeks ago. First Motorsport will also promote the main British Championship rallies.

Reconnaissance and scrutineering for Super 1600 drivers will take place on the day before their rally, which will usually be a Friday. In the evening, a Rally Show, which will be supported by the manufacturers, will aim to broaden the public appeal of the events.

The move has arisen due to a need to reduce costs and improve publicity for manufacturers of Super 1600 cars. The current crop of teams were originally concerned that their vehicles would not be competitive against World Rally Cars, which will be allowed to compete on the British championship next year. The new series has allayed these fears.



Peugeot's current 106 Super GTI will compete against the new 'Formula 3' cars next year

THE EXPERTS' VIEW

David Higgins, Peugeot 106 driver

"I think it's the best way forward to stick with the British Rally Championship. This way, all the drivers are in the same shop window. I'd rather have two or three-day rallies, but if we are going to get 80 miles a day or so then it should not be too bad. I always believed that 1600 was the way to go, which is why I signed for Peugeot."

Harry Hockly, Proton Motorsport works team boss

"I'm glad that everyone's seen sense and come together for their mutual benefit. It's definitely best to be part of the British championship rather than out on your own. There's no winners or losers in this, but a coming together. I am sure that it will be a very strong series indeed."

John Quenby, MSA chief executive

"This is very good news indeed. It means that the resources and promotional expertise of all the manufacturers involved in the sport can now be focused on a common aim - the development of two strong British championships for the long-term benefit of rallying in this country as a whole."

Ipatti takes British championship

FINN Marko Ipatti is planning to defend his British Rally Championship crown next year, after clinching the title on the first stage of last weekend's Manx International Rally.

Vauxhall driver Neil Wearden, the only man who could have denied Ipatti the title, suffered an engine failure barely a mile into the rally and retired on the spot.

Ipatti said: "I couldn't believe it when I saw Neil's car. I knew I had a good chance, but I didn't think it would come this early."

The 33-year-old is now looking to secure a drive in a World Rally Car on next year's British series. He won this year's title in a Group N Mitsubishi Lancer, and speculation has linked him to a drive in a Group A example next year.

Ipatti said that the idea appealed to him, but added that he is considering a wide range of possibilities. "I want to drive a World Rally Car in Britain, maybe a Mitsubishi, but it would also be good to drive a Group N car on the world championship. I am trying to sort out my 2001 plans

over the next couple of weeks."

Vauxhall boss Mike Nicholson said that the team had not yet established the cause of Wearden's premature engine failure. He said: "Marko's driven well, but we've had the most unbelievably bad luck."

Wearden's team-mate, Mark Higgins, won the Manx Rally, with Ipatti's navigator Bryan Thomas clinching the co-driver's title.

Ipatti driver column p67

Nicholson last lap p126



Ipatti profited from Neil Wearden's bad luck

Proton claims first title

MALAYSIAN manufacturer Proton has clinched its first international motorsport title by winning the Super 1600 class of the British Rally Championship.

Satria driver Mats Andersson finished second in class on last weekend's Manx International Rally, but it was enough to guarantee him the Super 1600 drivers' crown.

The Swede, co-driven by Claire Mole, said: "I'm very happy for the team which has worked so hard over the last three years to get here. Everybody needed this win."

The Harry Hockly-run team plans

to enter the new British Super 1600 Championship next year.

Team boss Harry Hockly said: "Mats has driven like a star, and we hope he'll be part of our plans next year. I've always wanted a winning team and now we've done it."



Proton celebrates Mats Andersson's title

Laukkanen closes in on Ford WRC deal

OUTGOING British champion Tapio Laukkanen looks increasingly likely to drive a Ford Focus WRC on three of the remaining four rounds of this year's world championship.

The Finn, who drove a Focus on his home event last month, is tipped to for WRC rounds in Corsica, Australia and Britain. The Corsica drive is dependent on availability of cars.

M-Sport boss Malcolm Wilson said: "We've had discussions and it's looking quite positive, but there are logistical considerations to be sorted out. Nothing's signed yet."

Simpson, Brown in Gp N exodus

GROUP N British championship drivers Neil Simpson and Mike Brown are hoping to switch to the new Super 1600 series next year.

Both are former works drivers - with Volkswagen and SEAT respectively - and they believe that a manufacturer link is vital to further their careers.

Simpson, who was second on last weekend's Manx International Rally, said: "I'm aiming for the 1600 series, as it offers world championship opportunities as well. I haven't decided which car to use yet."

NEWS UPDATE

SEPTEMBER 2000



Welcome to News Update.

Every month we will be running this new service in **Autosport** to bring you fully up to date with what's new in the world of F1 and motorsport merchandise.

There's so much going on that a traditional advertisement simply doesn't do justice to what we have to offer.

Anyway, I hope you see something of interest.

We look forward to hearing from you soon.

Christopher Paul

THE WORLD'S BIGGEST AND BEST F1 MERCHANDISE WEBSITE

If you haven't visited our website recently, you should.

It features merchandise from every team on the grid, as well as an unsurpassed range of die-cast replicas, books, videos, prints and gifts.

You will also find lots of non-F1 gear from the likes of **Lotus Sport, Subaru, Martini Ford, Ducati Performance** and so on.

The site is huge but easy to navigate. We've worked hard to make it simple to buy from and unlike some sites, you only pay for your goods after they have been despatched. Of course, it is a secure site so you need have no concerns on that score.

Already the site features more products than we could ever put in a catalogue so the choice is immense and as it is updated daily you can be sure of availability on all the lines and products shown.

Increasingly our customers are buying from us over the net, although some choose to browse the site, then buy over the phone. It's up to you but the site is well worth a visit.

The site, of course, is **www.grandprixlegends.com** and, as ever, you are protected by our lowest price and 14 day money-back guarantees.

And just to show we mean business, we'll beat the prices



you find on any other website by a full 10%!

The biggest and best site. The best service. The cheapest prices. What more do you want?

Newsletter back issues

This year, Grand Prix Legends has produced regular monthly newsletters rather than big all encompassing catalogues. Quite simply, it has allowed us to reach our customers so much quicker.

But unless you're a regular customer you might have missed out on some of them, so here's a re-cap of the recent issues:

Issue 3 featured lots of new 1:18 die-cast, the **West McLaren Mercedes** collection and the **Lotus Sport** collection.

Issue 4 was dedicated to everything **Ferrari** and **Michael Schumacher**.

Issue 5 brought together the new merchandise ranges for **Jaguar Racing, BMW Williams, Jordan** and **BAR**.

Issue 6 was dedicated to **Ducati** and **Carl Fogarty**. The Ducati



merchandise is some of the best we have ever shown.

Issue 7 is very recent and features the **Subaru** and **Ford Martini** ranges and importantly a listing of our entire stock inventory.

If you would like copies of any of these newsletters, phone our **Brochure Line on 0906 302 1900** and one of our operators will send them out to you.

Signed memorabilia

We have always had good relations with the drivers in F1 and other areas of motorsport but the signed memorabilia side of our business has simply mushroomed and more drivers and riders will be signing for us in the coming months.

Currently we are marketing a 2000 season Ferrari print signed by **Michael Schumacher (PR999, £499)** and this season's car in 1:18 (**DC980, £299**), also signed by the maestro. **Ralf** is signing the Williams car in 1:18 for us (**DC870, £199**).

Damon Hill has signed a limited edition 1:18 presentation of his last Jordan car, presented on a plinth depicting and listing all his 22 Grand Prix victories. He has also signed a print of all the cars he drove throughout his career (**DC899, £119.99**).

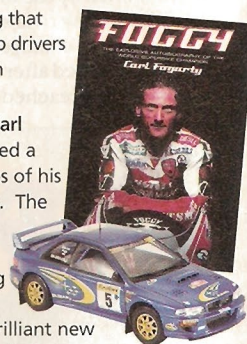
David Coulthard has signed a print for us and will, we hope, be signing this year's McLaren in 1:18 (**PR1095, £125.00**).

We are hoping that another three top drivers will also sign with us shortly.

Away from F1, **Carl Fogarty** has signed a number of copies of his new book for us. The book, 'Foggy', is **£29.99 (BK077)**. He is also signing 500 examples of the absolutely brilliant new 1:12 scale replica from Minichamps (**P12115, £64.99**). This is going to disappear fast.

Richard Burns is signing the new 1:18 Subaru Impreza WRC for us (**AA899925, £74.99**) and **Colin McRae** is doing the same on the Ford Focus (**AA899115, £74.99**).

If you would like more details, phone the **Orderline on 020 7616 1900** and we'll give you chapter and verse.



To Phone Your Order 020 7616 1900 **www.grandprixlegends.com** To Fax Your Order 020 7727 8054

www.roundabout

The Double 'S' polo - A collectors item

You will probably be familiar with the famous Senna t-shirt but

until now the Foundation has been unwilling to allow the precious Senna device to be used on any other clothing.

So it was with great excitement that we learnt about plans for a very special polo shirt.

When he was alive, Ayrton had made a number of polo shirts which were used exclusively by him when he was at home or relaxing.

The Senna Foundation has now created a direct copy of one of these polos for very limited production.

This new polo, dark blue in colour, with the Double 'S' logo, embroidered on the left breast is fabricated from the very best 230 gsm cotton pique.

Specially packaged in a commemorative box, each polo comes with a numbered limited edition certificate signed by the head of the Foundation, Ayrton's sister, Vivianne.

The polo is limited to just 3000 examples worldwide and just 1500 will come to Europe. In Europe they will be available exclusively from Grand Prix Legends.

We don't think there has ever been an article of F1 clothing which is going to be as rare or collectible as this.

At £60, it is not the cheapest polo you can buy, but then you probably didn't expect it to be.

Ayrton is, in our view, the greatest driver who has ever lived. He is a legend. He is to motorsport what James Dean is to the film industry and Elvis Presley is to the world of music.

This is a rare opportunity to pay tribute to a legend.

Still in development, we are now expecting delivery sometime in October but advance sales have been significant from a small article we ran in newsletter number 4.

If you want to reserve your polo, order now. The price is **£60.00** Please quote reference **AS200** and tell us your size: M.L. or XL.



New Ferrari replica teamwear

Due to arrive with us in a few days time is a new range of replica Ferrari teamwear.

We are particularly excited as it was Grand Prix Legends who first proposed such a range to the licensee.

The range consists of a race-shirt as worn by the mechanics and team personnel, a polo similar to the one worn by the drivers and, at last, a team jacket.

The team shirt (SF457) costs **£60**, the polo (SF515) costs **£50** and the jacket (SF719) is **£200**. All come in

sizes M, L, XL.

As we went to print for Autosport, the garments were being photographed. If you would like to see visuals, you can visit our website where you'll find them in the Ferrari section under teamwear.

Or if you're a luddite, phone us on 020 7616 1900 and we'll send you some colour photographs by snail-mail (first class).

We've waited a long time for this new range and it's our guess that it is going to sell out fast. Don't say we didn't warn you!

Button 1:43 special

Recently arrived in, Jenson Button's 1:43 car from this year's Brazilian Grand Prix. This replica is limited to 3,333 pieces worldwide and we have just 96, so get in quick. The price is **£18.99**. The code is DC2017.



1:18 die-cast arrivals



which Tommi won his fourth World Championship. It's a great replica that is going to be highly sought after. The code is **AA89941** and the price is **£46.99**.

In the last few weeks, some models which have been out for a while have come back into stock.

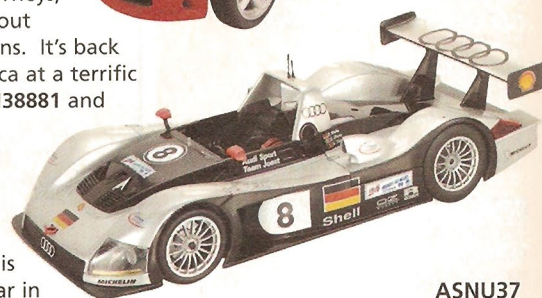
We have also received details about some exciting new arrivals.

If you want a new **Ferrari 360 Spider** you'll have to wait at least two years. Our die-cast replica is available now. The code is **HW27774** and costs **£19.99**.

Audi's Le Mans car, the **R8**, as driven by Theys, Pirro and Biela sold out completely at Le Mans. It's back again. A great replica at a terrific price. The code is **M38881** and the price is **£24.99**.

Saving the best to last, any day now **Tommi Makinen's Mitsubishi WRC** from the '99 season is due in. This is the car in

The Evolution VI is also going to be done as a road car in blue (**AA7151**) and white (**AA77152**). The price is **£37.99** and we hope they should be in for Christmas.



ASNU37

To Phone Your Order 020 7616 1900 www.grandprixlegends.com To Fax Your Order 020 7727 8054

hemulberrybush.com

Alternatively, you'll instantly find the best UK websites in 250 popular categories at **UK250**
co.uk

ON THE TRACK

Saturday September 16

BTCC Silverstone (GB) rd 13/13

Sunday September 17

CART Ch'ship Series Gateway (USA) rd 17/20

Indy Lights Ch'ship Gateway (USA) rd 10/12

NASCAR Winston Cup New Hampshire (USA) rd 26/34

Sportsracing World Cup Nürburgring (D) rd 8/10

Formula Nippon Ch'ship Mine (J) rd 9/10

French Formula 3 Ch'ship Le Mans (F) rd 6/8

French Touring Car Ch'ship Le Mans (F) rd 6/8

Toyota Atlantic Ch'ship Gateway (USA) rd 10/11

European Super Touring Cup Brno rd 9/10

ON THE BOX

Thursday September 14

SKY SPORTS 1

0700-0730 Porsche Cup

SKY SPORTS 2

2000-2030 Porsche Cup

Friday September 15

CHANNEL 4

0200-0300 The Chequered Flag

0400-0430 GT on 4

SKY SPORTS 2

0100-0130 Porsche Cup

1230-1300 Porsche Cup

1700-1730 Porsche Cup

SKY SPORTS 3

1800-1830 McLaren Mercedes Karting

Saturday September 16

ITV

1355-1425 International Motor Racing

CHANNEL 4

1100-1200 The Coys Festival 2000

SKY SPORTS 2

0900-1000 Max Power

SKY SPORTS 3

1000-1030 Legends Cars

Sunday September 17

BBC 2

1600-1630 Rally Cyprus

CHANNEL 4

0430-0530 The Coys Festival 2000

SKY SPORTS 2

0430-0530 Max Power

0830-0900 McLaren Mercedes Karting

1730-1800 Legends Cars

SKY SPORTS 3

1830-1900 European Drag Racing

Monday September 18

CHANNEL 4

0430-0530 The Chequered Flag

SKY SPORTS 2

1900-2130 World Motor Sport

2130-2230 Wheelbase Club

SKY SPORTS 3

1600-1630 European Drag Racing

1630-1730 Wheelbase Club

Tuesday September 19

CHANNEL 5

0315-0430 FedEx Championship Series

SKY SPORTS 1

1430-1700 World Motor Sports

SKY SPORTS 3

1200-1300 Wheelbase Club

2300-2330 A to Z of Motorsport

Wednesday September 20

SKY SPORTS 2

1200-1300 Max Power

SKY SPORTS 3

1500-1530 A to Z of Motorsport

INTERNET www.autosport.com AOL Keyword AUTOSPORT
CEEFAX See page 360 RADIO Radio 5 Live 909/693MW

Behind the iron mask



So Schumacher is actually human. From the start of the press conference Michael was obviously uncomfortable. In fact, it only took being told he was level with Senna in wins for him to break down in tears.

Could this be the mounting pressure that comes with carrying the hopes of a huge team like Ferrari and the people of Italy? Or perhaps it's a consequence of being branded the best driver of his generation?

Could he be cracking under the pressure? Unlikely. It seems to me that he had just been working flat out all weekend and when it finally came together he was overwhelmed.

However, Schuey's breakdown does suggest a need for the press conference to be delayed so drivers can get their thoughts together. Otherwise, let's not read too much into this particular display of emotion, but good on you Mika for showing a little support!

Joe Nicholls
Essex

Safety car carnage

The deployment of the safety car following the first lap accident that took place during the Italian Grand Prix merits some discussion.

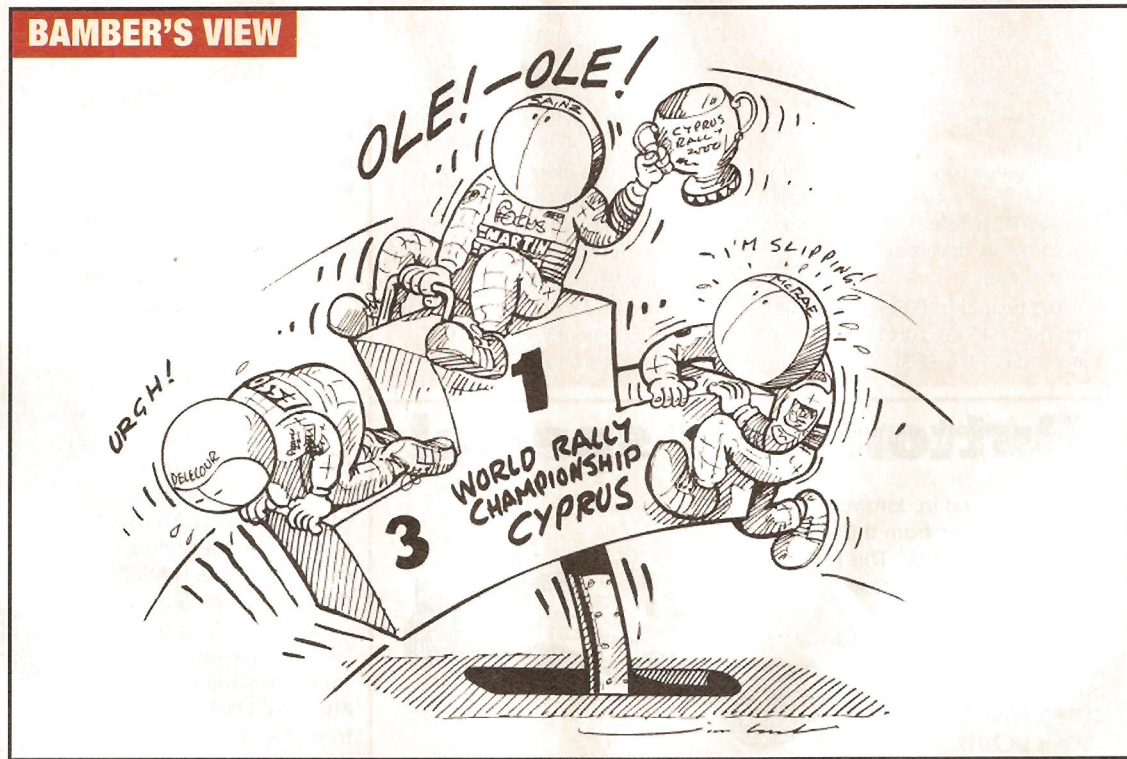
Five badly damaged cars lay in the

gravel trap requiring the presence of numerous marshals. A marshal required medical personnel and vehicular access to the track. The track was littered with debris of a kind capable of provoking a high-



Were the officials at Monza right to deploy the safety car rather than stopping the race?

BAMBER'S VIEW



WHAT THE PAPERS SAY with Anthony Peacock

WELL, who would have thought it? Michael Schumacher as some form of post-modern '90s man. Next thing, Ferrari will be getting him to pose naked, cradling babies.

There's something about Monza that has the capacity to turn grown men into gibbering emotional wrecks. Witness Mika Hakkinen last year. Now it was Schumacher's turn – a stunt which will have done his reputation among the passionate tifosi no harm whatsoever.

But rather than being sucked into the quicksand of cynicism, let us strike out on the firm path of journalistic truth (surely an oxymoron?)

The *Daily Mail* declared that: "the world saw Schumacher as never

"Something about Monza turns grown men into gibbering wrecks"

before," while *The Independent* claimed: "the cold, distant and arrogant image melted."

Spookily enough, the paper wrote before the race: "It must end in tears for somebody, but not, Mika Hakkinen suggests, for him this time."

This outpouring of emotion flies in

the face of *The Times'* assertion that "If there was a world championship for straight faces in Formula 1, it would still be as close as the contest to decide who is the best driver."

One man who has seemingly got as much chance of winning the world title as Vanessa Feltz has the New York Marathon is David Coulthard.

The Guardian commented poetically on the evaporation of his chances: "The wreckage, the hot, twisted metal, the smoke and the wheels that bounced gleefully along on their own, like horses that had unseated their riders, included the broken ambitions of one of the season's most outstanding

AUTOSPORT

Time to reflect

As Italian police entered the Monza paddock on Sunday night, so the real world entered fantasy land. The sight of unsmiling Carabinieri outside normally impenetrable motorhomes was unsettling, but inevitable after such a tragic race.

Equally inevitable in the wake of a horrifying shunt and the death of a marshal are the instant recriminations and calls for extended bans. But in the fevered atmosphere that followed a race of such highs and lows Formula 1 needs a calm head.

Any racing death is a tragedy, be it an amateur club racer like Tim Miller, who died last week after a Caterham accident; a volunteer marshal like Paolo Ghislimberti; or the Formula 1 world champion.

All, in varying degree, assume some risk by their participation in a motor racing event, but attempts to pin blame on a single participant seem misguided.

Nevertheless questions will now be raised as to why a marshal was allowed to stand in a relatively unprotected position at a part of the track where a collision was most likely.

“Attempts to pin blame for the tragedy on any single participant seem misguided”

FIA president Max Mosley has noted this week that Ghislimberti may have been enjoying his marshal's privilege to gain a spectacular, unrestricted view.

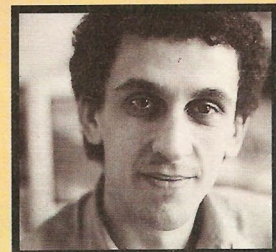
Without such an inducement many marshals, enthusiasts to the core, would lose one of the prime motivations for their work and numbers would doubtless dwindle.

There is a balance to be struck, however, between honouring their privileges and ensuring their safety. If, as initial enquiries have suggested, Ghislimberti moved from his post, some blame is likely to be attributed to him. But Monza authorities must also answer questions for allowing vulnerable staff to wander into such perilous areas.

Formula One, too, must look hard once again at its safety standards. The lethal threat from flying wheels has been exposed once more and current trends in circuit design have been called into question - a matter of particular concern as F1 heads to Indianapolis where a tight first chicane threatens a repeat incident.

Six years without a fatality has been an enviable record for F1 but, like any branch of motorsport, it cannot afford any complacency.

Anthony Rowlinson
Editor



speed tyre explosion. The time needed to render the track fit for racing was bound to result in significant reduction in the pressure of the tyres of the cars circulating.

Neither the Race Director nor the Clerk of the Course was able to attend the scene of the accident in person and conduct a proper assessment of the prevailing circumstances and what had taken place. Is it appropriate that the Safety Car was deployed to control the race rather than the Red Flag displayed to stop the race?

John Aspinall QC
Former Chairman
RAC MSA Judicial Committee.

Burden of proof

The inclusion of success ballast has worked to the extent that no single driver has dominated the BTCC.

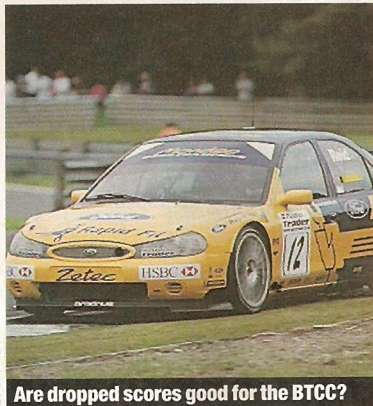
However, to include the 'virtual success ballast', of dropped scores as well penalises consistency. Just ask Anthony Reid. He goes into the final rounds of the championship with 40kg of success ballast plus the prospect of many points to drop. TOCA should admit the rules are unfair and, as a show of goodwill, drop the weight penalties for the next races. Allow Reid and Alain Menu to fight out the championship on an equal footing.

Steve Mumford
London

F1's good guys

I was pleased to see Minardi's 250th Grand Prix marked by AUTOSPORT and ITV before the race at Monza.

During a trip to the San Marino GP this year a friend and I visited Minardi's factory in Faenza. Having visited Maranello the previous day, we were struck by the difference between the resources and facilities of Italy's two teams. However, what confirmed us as Minardi fans was the welcome shown to us by the team. A member of the team's PR staff showed us around the factory, letting us look closely at Mazzacane's car and the workshop and chatting with us about the team's past and future. As we left we were presented with a



BLOOMHAMILAT

Are dropped scores good for the BTCC?

book charting Minardi's history and signed photos of Gene and Badoer. The spirit, enthusiasm and generosity of Minardi confirmed their reputation as F1's good guys and contrasted sharply with the security-barriered facade of Ferrari.

I would like to take this opportunity to thank Minardi for our visit, to congratulate them on their 250th GP, and to wish them all the best for 2001. Forza Minardi!

Stephen Wigley
Glasgow

Live action needed

The upcoming US Grand Prix at Indianapolis is surely the most eagerly awaited race of the year, if not the last decade.

So why is it that the race is not being shown until 10:45pm on Sunday night, about 5 hours after it has happened? If TV schedules could be rearranged for Euro 2000, then why can't they be arranged for the American Grand Prix?

We have had qualifying moved to late on Saturday nights before, but this is the first time since 1997, when ITV first broadcast F1, that a race has not been shown live. ITV still has two weeks to change this, and I hope that the company doesn't tarnish its otherwise great F1 coverage by delaying the race.

Paul Rayner
North Yorkshire



LETTER OF THE WEEK wins a Proslot car worth £23.99. Models available from Monarch Lines Ltd (01903 885065). **PLEASE ENSURE THAT YOUR FULL ADDRESS IS INCLUDED ON ALL CORRESPONDENCE**

drivers... The time of a professional sportsman, with its rise soon followed by a peak and then its decline, is like a compression of a normal

life. So when a year vanishes, it is a major loss; it is like a little death."

From the sublime to... the Isle of Man. *The Manx Independent* is always a happy hunting ground for cutting-edge news. One of the best examples of criminal misdemeanour is the sorry tale of a drunken individual who "attempted to kick a wing mirror." Unfortunately, this attempt was doomed. "He missed, and as he did so fell over." Unsurprisingly, the felon had "little recollection of the event" when it came to trial. The magistrates showed no mercy and fined him £250.



AUTOSPORT

FANTASY GRAND PRIX 2000

THE PRIZES

Grand prize

VIP trip for two to the 2001 AUSTRALIAN GRAND PRIX

PLUS individual race prizes

RACE REPORT

Those of you with Coulthard, Barrichello, Trulli, Frentzen and de la Rosa must have been weeping into your beer after the first-lap crash which eliminated them all.

Unfortunately, the Jaguars found themselves out on the opening tour as well.

It all boded well for Ferrari and Michael Schumacher, who also earned the extra score as Driver of the Day.

Hakkinen fans will be relieved he was not far behind, as will those with McLaren and Mercedes interest in their teams.

As for the rest, Williams fans scored well, as did Arrows and Supertec aficionados, while Wurz saved Benetton's honour and Zonta gave the Honda faithful reason to smile on the company's 200th Grand Prix.

HOW TO SCORE

- Points awarded according to official results of the Australian GP to the Malaysian GP, inclusive.
- Top six drivers score 20, 16, 14, 13, 12, 11.
- AUTOSPORT names a Driver of the Day, who scores five extra points.
- Drivers score one point for each place they improve on over their qualifying position, but points are not lost for losing places relative to grid position.
- Five points are lost if your driver posts the race's first retirement, four if it's the second and so on.
- The fastest six drivers on race-day warm-up score 6, 5, 4, 3, 2, 1 points respectively.
- Drivers disqualified or removed for any reason lose all points gained that weekend.
- Chassis score points the same way as drivers for a top-six finish. Only the first chassis home scores for the team in the top six.
- Points are deducted for the first five cars to retire.
- Engines follow the same rules as the chassis, but without retirement penalties.

Results taken as those standing at midnight on the Sunday of each race. The judges' decision is final.

GP3 – available NOW!



HOW DID YOU DO?

01	Hakkinen	22
02	M Schumacher	29
03	Coulthard	2
04	Barrichello	0
05	Irvine	-5
06	Frentzen	-3
07	R Schumacher	18
08	Trulli	-2
09	Herbert	0
10	Villeneuve	0
11	Alesi	7
12	Fisichella	0
13	Wurz	20
14	Heidfeld	0
15	Zonta	28
16	Salo	9
17	Diniz	8
18	Button	0
19	Gene	12
20	Wilson	0
21	De la Rosa	-4
22	Verstappen	22

23	Badoer	0
24	Coronel	0
25	Dumbreck	0
26	Enge	0
27	Franchitti	0
28	Hill	0
29	Hynes	0
30	Junqueira	0
31	Kolby	0
32	Magnussen	0
33	Manning	0
34	Mitsusada	0
35	Montoya	0
36	Muller	0
37	Panis	0
38	Redon	0
39	Sarrazin	0
40	Takagi	0
41	Turner	0
42	Webber	0
43	Wilson	0
44	Zanardi	0

CHASSIS

45	McLaren	14
46	Ferrari	19
47	Jordan	-3
48	Williams	14
49	Jaguar	-5
50	Benetton	12
51	BAR	11
52	Sauber	0
53	Prost	0
54	Minardi	0
55	Arrows	9

ENGINES

56	Mercedes	16
57	Ferrari	20
58	Jaguar	0
59	Mugen	0
60	BMW	14
61	Honda	11
62	Playlife	12
63	Ford	0
64	Peugeot	0
65	Petronas	0
66	Supertec	13

TEAM POSITION CHECKLINE
09068 891 801

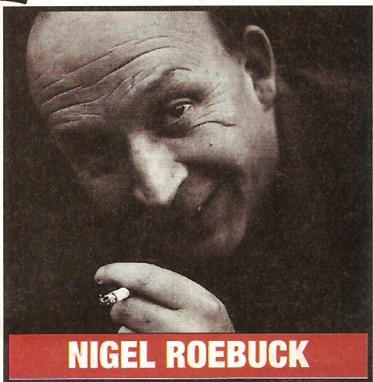
TECHNICAL HELPLINE
0208 288 1321

FANTASY GP HOTLINE
09068 891 800

TOP 50 AND RACE RESULTS
09068 891 802

A racing incident

Lower speeds are not necessarily a recipe for increased safety, given that heavy braking and closely bunched cars increase the likelihood of a coming together



NIGEL ROEBUCK

“Perhaps,” someone said of the multiple accident on the first lap at Monza, “they were so relieved to have got through the first corner that they subconsciously relaxed a bit afterwards...” I doubt that was the case, but still my colleague’s musing was not without a certain logic, for virtually all the drivers had expressed misgivings about the new right- and left-hander sequence at the beginning of the lap. A first corner shunt, they felt, was inevitable, but although there was one small altercation, only backmarkers were involved.

I was never a fan of the multiple chicane complex which previously started the lap. Apart from hating chicanes, anyway, I’ve always found disagreeable the sight of F1 cars pounding over high kerbs. Thus, I wasn’t too dismayed when this change to the circuit was announced.

Time was when they simply went flat out all the way down to Curva Grande, of course. In those days, Monza was a flat-out slipstreamer of a circuit, and everyone felt there was room in the calendar for one race of this kind. It made Monza *different*, just as Monte Carlo is different, and there was value in that.

Then the chicanes arrived, and now the new corners, their purpose to slow the cars before Curva Grande. Chatting to a senior race official on Saturday evening, I had to suppress an ironic laugh when he told me that, in the interests of safety, thought had been given to by-passing the new corners on the first lap – to allow everyone a straight run to Curva Grande, in other words, just as they had 30 years ago, before – in the interests of safety – chicanes were introduced. I think I’ve got that right...

It was at the second chicane, of course, where the accident happened, where the fire marshal, Paolo Ghislimberti, was struck, and mortally injured, by a flying wheel. It was remarkable, in the circumstances, that everyone else escaped without hurt, for it was indeed an accident of huge violence. There are, it seems to me, two ways of looking at circuit design and safety. If you have a track like Spa, where virtually all the corners are ultra-fast, it is obviously more likely that any accident is going to be a serious one. I suggest, though, that, at a circuit like that, there is less likelihood of an accident occurring in the first place.



Peter Gethin drove his BRM to victory at Monza in 1971 - a classic ‘slipstreamer’ and still the fastest Grand Prix ever, averaging 150.76mph

As Gerhard Berger once crisply observed: “Spa is not a track where you mess about...”

What he meant was that open, flowing corners – mostly taken at very high speeds – instil their own discipline into a driver, and that much has never changed. The 1961 World Champion, Phil Hill, put it this way: “There was something you had to have going for you – a part of your brain sorting out where it was safe to

“Open, flowing corners taken at high speed instil their own discipline”

fool around, and where it wasn’t. I was always highly selective about where I was going to go off! For example, I was the master of spinning at the Thillois corner at Reims, but if it had been lined with trees, I never would have made a mistake there...”

Whatever else, it seems to me obvious you’re going to have more accidents on circuits which require constant heavy braking, whether for chicanes or very slow corners. Obvious, too, that the greatest likelihood of such a thing is on the first lap, when the cars are closely bunched – and when you have what may be the last opportunity to make

places for the whole afternoon.

After the race, the Stewards of the Meeting interviewed all the drivers involved – David Coulthard, Rubens Barrichello, Heinz-Harald Frentzen, Jarno Trulli, Pedro de la Rosa – and concluded, after studying video tapes of the accident, that it had been “a racing incident” and that no further action was necessary.

That seemed to me like the right decision, for although some drivers

screamed about others afterwards, beyond doubt was that the accident had been started inadvertently. In the recent past, there have been several near-misses of which that could not have been said.

Doubtless there will be many who disagree with me, but my feeling was that the race should have been re-flagged, then re-started, as a new race, as and when everything had been sorted out. My biggest concern, as the cars toolled round behind the safety car for 10 laps, was that one or more of them would pick up a shard of carbon fibre or whatever. While I was later told that this had all been swept away before the cars

proceeded through the accident scene even once, still it leaves me feeling uneasy.

Years ago, in an interview with Bernie Ecclestone, he told me that he hated “the yellow flag thing in America, where they all run behind the pace car for hours, and then the race is back to square one”. That wasn’t proper racing, he said. That thought came back to me on Sunday, as a fifth of the Italian Grand Prix was lost. A quarter of the cars, too, including a Ferrari, a McLaren and a pair of Jordans.

When the race finally got going, it quickly became apparent that Mika Hakkinen could do nothing about Michael Schumacher, and when Jacques Villeneuve retired almost immediately the last spice in the race was gone: it was simply a matter of waiting out the 53 laps, and one hates to say that of an afternoon at Monza.

Still, Michael’s win kept the World Championship on the boil, at least you could say that.

Earlier in the afternoon, when the safety car emerged from the pit lane after the accident, someone asked what it would have taken for the race to be stopped. “Schumacher in the gravel trap!” his neighbour chirped up at once. We all thought that a most ignoble response. ■

THEN AS NOW



Senna claimed an easy victory at Monza

10 YEARS AGO

Ayrton Senna cruised to an easy victory in his McLaren MP4/5B in the Italian Grand Prix at Monza (AUTOSPORT, 13 September 1990). Alain Prost, in a Ferrari 641/2, could only manage second despite exchanging fastest laps with Senna throughout the race. Gerhard Berger finished a close third in the second McLaren.

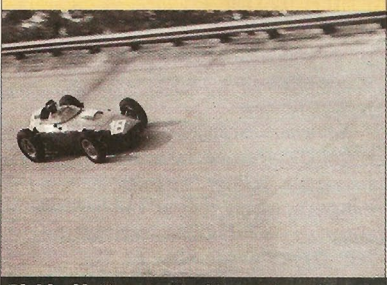
Former team-mates and bitter rivals Senna and Prost publicly buried the hatchet with a handshake at the post-race press conference.

20 YEARS AGO

Bobby Unser won the California 500 in his Norton Spirit Penske PC9, but Chaparral 2K driver Johnny Rutherford's second place was enough to secure the IndyCar title.

30 YEARS AGO

The motor racing world was stunned by the death of Jochen Rindt in the Saturday practice session for the Italian Grand Prix (AUTOSPORT, September 10, 1970). The Austrian sustained fatal injuries when his Lotus 72C careered into the barrier on the entrance to the Parabolica. He subsequently became the sport's only posthumous world champion.



Richie Ginther on the Monza banking

40 YEARS AGO

The Grand Prix of Europe at Monza became a Ferrari demonstration run in the absence of the British entrants (AUTOSPORT, September 9, 1960).

The British factory team bosses (pictured above right) were protesting against the use of the circuit's high-speed banked sections, which they considered dangerous. Ferrari scored a one-two-three-four comprising Phil Hill, Richie Ginther, Willy Mairesse and Giulio Cabianca.

50 YEARS AGO

French Resistance hero and pre-war Le Mans winner Raymond Sommer was killed when his Cooper overturned in the Grand Prix de l'Haute Garonne race at Cadours (AUTOSPORT, September 15, 1950). He had only recently been awarded the Legion d'Honneur for his services to his country.



Left to right: Formula 1 team managers John Cooper, Raymond Mays, Colin Chapman, Lofty England and Enzo Ferrari, who met with organisers of the 1960 European Grand Prix at Monza to protest against the use of the circuit's high-speed banking (see 40 Years Ago). The Ferrari squad opted to take part in the race, which in the event was run without a single incident.

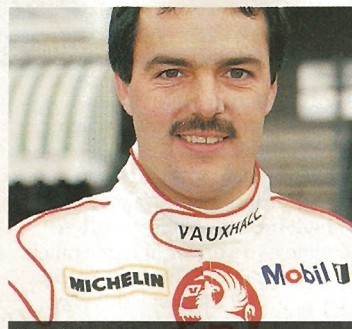
WHERE ARE THEY NOW?

David Llewellyn

FEW rally drivers have been held in such affection as David Llewellyn. A "boyo" through and through, he carried the hopes of his nation on the British and World Rally Championship in the late '80s and early '90s.

You could have been forgiven for thinking that Llewellyn travelled with the massed ranks of the Harlech Male Voice Choir, such was the depth of vocal support for the Welshman in the forests.

But now he insists that those days are over. He retired at the end of 1995, at the tender age of 35. He had had his fun, but the demands of a young family meant that the travelling and risk were no longer worth it. He does not regret his decision, but there are times, he says, when he misses being a full-time rally driver.



David Llewellyn: rallying days are over

But after a promising start to his career – the glorious Audi years, then back-to-back British titles with Toyota in '89 and '90 – Llewellyn started finding himself in the wrong place at the wrong time. A couple of seasons with Nissan in the recalcitrant Sunny was a partnership

“The commentator called him ‘the man who should never have retired’”

One of those occasions was the Coys Historic Rallysprint in July, which Llewellyn won at the wheel of a long-wheelbase Audi Quattro. He had not driven the car much since the old days, but he was still the quickest throughout the event. The commentator called him “the man who should never have retired” – enough talent was there to merit a full-time world championship drive.

which did not really gel, so he turned to Vauxhall for a Formula 2 campaign with the Astra. He took several F2 wins, but after Vauxhall pulled out at the end of 1995, his options were limited.

So Llewellyn called it a day and settled down to work on his farm in Wales. Although he does surface for the occasional event, he says there is no chance of a full-time comeback. AP

ANNIVERSARIES

September 14 Scott Lakin (b 1970), Dominic Dobson (b 1957), John Bauer (b 1949), Georges Berger (b 1918, d August 23 1967)



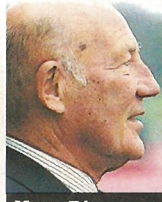
Hill, 40

September 15

Antonio Ascari (b 1888, d July 26 1925), Ettore Bugatti (b 1881, d August 21 1947), Antonio Tamburini (b 1966), Rick Sutherland (b 1956), Scott Lakin (b 1970)

September 16

Patrick Bourdais (b 1954), Karl Kling (b 1910), Jurgen Gaugel (b 1968), Rob Slotemaker (d 1979)



Moss, 71

September 17

Stirling Moss (b 1929), Damon Hill (b 1960), Fabien Giroix (1960)

September 18 Giancarlo Minardi (b 1947), Marc Surer (b 1951), Boris Said III (b 1962), Charles de Tornaco (d 1953)

September 19

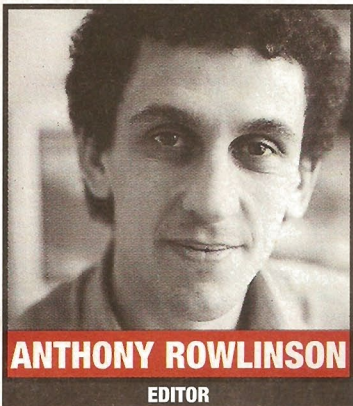
Brian Henton (b 1946), James Rhodes (b 1969), Juan Manuel Fangio II (b 1956), Dermot Carnegie (b 1944)



Surer, 51

September 20

Lionel Abbott (b 1955), Wolfgang Strobel (b 1960), Richie Ginther (d 1989), Russell Snowberger (d 1960)



ANTHONY ROWLINSON
EDITOR

Spirits in a material world

Ghosts will always gather at Monza, but they cannot guarantee Formula 1's future there

History is bunk. Arguably the most self-defeating line ever spoken. No sooner uttered by Henry Ford than scribbled into a thousand reference books for the sake of – yes, for the sake of history.

Its futility is rarely more fully evinced than at hallowed Monza, Europe's last great temple of motor-racing; one which whispers its past from every concrete pore. Sorry Henry, but here, history is everywhere.

Not just in the crumbling banking, which lends a particular sepia tint to Italian Grand Prix weekends, but even in the very air visitors breathe.

The trees in the Monza woodland surrounding the circuit have been nourished on the exhaust gases of countless races, cleansing and purifying for successive generations; absorbing the past for future regeneration.

If the woods are Monza's lungs, Ferrari is its life blood; the cars two scarlet threads running through racing decades.

Their fellow Italian standard bearers of old – the Maseratis, Lancias and Alfa-Romeos – may be gone from F1, but from time to time the heroes they made force themselves to be heard.

An unexpected phone call brings forth the ghost of Giuseppe Campari, an Italian idol from the '20s with both Maserati and Alfa Romeo.

A then-famously colourful pilot, he was torn between the two great passions of his life, racing and opera singing. Legend has it that when performing Italian arias, crowds would heckle affectionately, urging Campari to stick to the circuits.

Come race weekend, though, fans would tease mercilessly at his every appearance, urging him to burst into song and questioning his sanity in risking his vocal gifts at every race.

Campari won four Grands Prix before deciding to retire after the 1933 Italian GP at Monza, to pursue a career in song. But a singularly poignant twist of fate saw him die in that very race, contesting the lead.

Wherever you turn here, there are similar echoes, some distant, some strolling right before your eyes.

There's Phil Hill, the 1961 champion who sealed the driver's title with an Italian GP win – the race which claimed the life of Hill's team-mate and title rival, Wolfgang von Trips.



Giuseppe Campari, opera singer, racing driver and Italian idol, died at Monza

And there's Natasha Rindt, the 32-year-old daughter of Jochen who now works for F1's digital TV operation.

Her presence is another inescapable melding of Grand Prix past and Grand Prix present, simultaneously heartwarming and unsettling as she prompts memories of her father's death on September 5 1970 in practice for this very race.

Niki Lauda, always, unmistakably,

reappeared, resurrected it seemed, to race defiantly to fourth place.

It is appropriate then that Arturo Merzario, the elfin Italian who dived into the flaming wreck of the Ferrari to help drag Lauda from the cockpit, is here too.

Ghostly echoes all, and at dusk on Saturday night, with Ferraris sitting comfortably one-two on the grid, and all well with the world, you

“Monza is Europe's last great temple of motorsport. History is everywhere”

Niki Lauda, saunters into the BMW motorhome to meet up with Gerhard Berger.

Austrians and past Ferrari drivers both, perhaps they will swap tales of how good life can be with the Scuderia at Monza.

Niki clinched his first world title here in 1975, and who could forget Berger's Monza epiphany in 1988, leading a scarlet one-two to the season's lone victory over McLaren?

They will also share that unspoken bond of near-death experiences, both, eerily, in blazing Ferraris.

Berger recovered largely unscathed from his still-horrifying Tamburello impact at Imola in 1989.

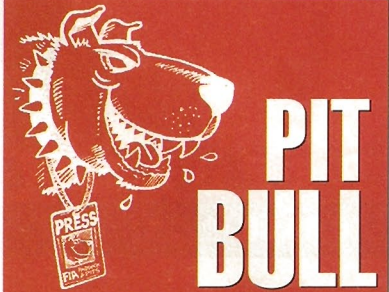
Lauda, of course, will always carry the livid scars from the infamous Nürburgring impact of 1976, but it was at Monza that same year that he

would be forgiven for hearing the faint strains of a certain Italian opera singer, warming up once again to please his audience.

But by Sunday a more tortured ghost had come forth, that of Ayrton Senna, whose memory proved too much for Michael Schumacher as he drew level with Senna's 41 wins.

It lingered as news filtered through of the death of marshal Paolo Ghislimberti. With the issues of blame that hovered around Senna's death at Imola in 1994 re-emerging once again, the very existence of F1 racing in Italy has suddenly been called into question.

And in the wake of Sunday's tragic events, it seems even Monza's matchless heritage may not be enough to ensure its future. However unthinkable that notion may seem. ■



Racing's gossip columnist with bite

■ Undoubtedly buoyed by his appearance in AUTOSPORT's "Where are they now?" column last week, Subaru gravel noter Robbie Head decided to remind us all of his presence in Cyprus. He chose the easiest method – crashing – as his slid his Impreza off the road while diligently checking the condition of Stage 3. Meanwhile, Volkswagen's Tapio Laukkanen was involved in another collision on the Isle of Man. It involved his Golf, but not the VW rally car that crashed out of the Manx Rally. Instead, he managed to shunt his buggy while cruising the ever-so-nice greens of the Mount Murray Golf Club. "Fore," as they say in Jyväskylä. Or something beginning with F anyway...

■ From Fore to Ford. Uncle Henry's World Rally operation was obviously supremely confident during the Cyprus Rally's final afternoon – so cocky, in fact, that one wag even found time to poke fun at Jaguar's struggling F1 effort. The team's two cars were highlighted on a printout of the grid for the Italian GP that had been posted on the rally motorhome. The phantom artist then labelled them "Ford Junior Team"...

■ The wag who arranged Thursday's FIA press conference at Monza obviously has a wicked sense of humour, as he flanked Ricardo Zonta with the men who passed him in such spectacular style at Spa two weeks ago: Mika Hakkinen on his right and Michael Schumacher on his left. "I saw Michael in my mirror but I didn't move to the right because it was a little damp there," said the Brazilian BAR driver as he relived the moment. "Then I saw Mika. I got on the radio and I said 'these guys are crazy!'" Presumably the damp bit on the right was an unfortunate and spontaneous bodily reaction on the part of Mr Zonta.

■ Namewatch: a mechanic for Mario Andretti in 1964 rejoiced in the wonderful moniker of Tommy Hinnershitz. Hello also to GT racer Maxwell Beaverbrook. This week's weird sponsor adorns a Chevron B54 in the RJB Northern Saloons and Sports Car Championships. It is "Bums" which stands for "Butt Ugly Martians" – a pilot series on children's TV which is to be launched in the next few weeks.

Feed Pit Bull at: pitbull@haynet.com



REPORT 14 ITALY

10.09.00 Monza



**RACE
GUIDE**

32 RACE REPORT

Our full rundown of all the action from Sunday's event

39 MY RACE

Jos Verstappen tells how Monza gave him real satisfaction

40 OUR RATINGS

Who were the high flyers and who failed to get off the ground

41 SCHECKTER'S VIEW

The '79 champion puts his backing behind Schuey again

A close-up photograph of Michael Schumacher celebrating his victory at the Monza Grand Prix. He is wearing a red Ferrari racing helmet with the word 'MONZA' on the side and a red racing suit with 'FedEx' and 'Marlboro' logos. He is holding a large blue and white trophy bottle, and his face is partially visible, showing a look of intense emotion. The background is blurred, suggesting a race track environment.

Schuey's victory cry

REPORT The German was in battling form all weekend, so much so that after the Monza triumph was achieved, he was unable to stop himself breaking down. By **Nigel Roebuck**

42 QUALIFYING

Ferrari was on top from the word go and McLaren could not respond

44 TEAM BY TEAM

A rundown of every team's performance over the weekend

44 TECHNICAL FOCUS

Giorgio Piola finds out who made big changes – and why

46 POSTCARD

Monza is the place where the pressure of history is greatest

48 THE STATISTICS

Where they finished; why they retired; how they qualified

The tifosi went home happy, because Michael Schumacher's Ferrari won, but otherwise the Italian Grand Prix had nothing whatever to commend it.

On the first lap there were two accidents, and the second one, which involved several cars, sadly cost the life of a fire marshal.

Many onlookers felt that the race should have been red-flagged, not only because a man had been dreadfully injured, but also because it was obvious that the huge amount of wreckage would take an age to clear. In the event, though, it was decided that sending out the Safety Car would be enough, and for 10 laps the pack, headed by Schumacher, trailed round behind it.

This decision was particularly unfortunate for David Coulthard, who was in no way responsible for the accident, but finished up, like Heinz-Harald Frentzen, Jarno Trulli, Rubens Barrichello and Pedro de la Rosa, with a wrecked car. Had the race been stopped, some of these drivers would have been able to take the restart in spare cars; as it was, the field was down to 14, and Coulthard's world championship hopes were over for another year.

The cars finally got on their way at the end of lap 11, and there followed an hour and a bit of watching red paint dry. Schumacher opened up a lead over Hakkinen, and the McLaren-Mercedes, was beyond threat from anyone else. At the flag, Ralf Schumacher was third for BMW-Williams, then came Jos Verstappen's Arrows, Alex Wurz's Benetton and Ricardo Zonta's BAR-Honda. As a race, memorable it was not.

From the beginning of practice, the Ferraris were quick. No surprise there, because history shows that, even in seasons when they're slow everywhere else, come Friday at Monza they're quick. Almost like a trick of the light.

This time, though, it was the same on Saturday, and in qualifying no other team - not even McLaren - was able to offer a challenge. The only real point at issue was whether or not Barrichello could beat Schumacher



From top left: Schumacher turns into the second chicane, but mayhem is erupting behind; Hakkinen leaves the scene as Coulthard is collected; the wingless McLaren enters the gravel, followed by sundry Jordan parts and Barrichello; the McLaren, Ferrari and Jordans come to rest in the gravel trap; de la Rosa's Arrows then came hurtling over the top and ended upside down resting on the side of Barrichello's Ferrari



Irvine and Salo touched on the run to the first corner, putting the Jaguar into retirement

to the pole: on the first day, Rubens had been fastest.

In the event, though, qualifying belonged to Schumacher. When he took to the track for the first time, the session was halfway over, and at the time Coulthard's McLaren was fastest, with 1m 24.437s. Michael immediately beat that by four-tenths, then lowered his time further: With 20 minutes to go, Barrichello went faster, but then Schumacher settled the issue, with 1m 23.770s.

Afterwards, Rubens said he had liked his chances of going even quicker, but on his last run he was held up by Frentzen, so that was that. He wasn't too disappointed: "I've

been a bit unlucky at the last two races - I feel much happier with the car here."

No surprise there. At Monza the Ferraris were discernibly faster than the McLarens, and it's been a while since that was the case. Their form was something of a surprise, too, for in the major test session, run the previous week, Schumacher and Barrichello had not figured among the quick times, and seemed to be struggling. Presumably, they had been sandbagging.

"It was good to fight for the pole with Rubens," Michael said. "He can give me big support tomorrow." Then he paused. "I mean, we have to



“I’m very pleased with the car. The only worry I have is the first corner”

JACQUES VILLENEUVE



see if I support him, or he supports me...” Most listeners had a fair idea of how that particular conundrum would pan out.

Schumacher’s session began badly, with a mistake at the first corner. In normal circumstances, he would have come in, but instead he decided to stay out, which meant that his first run totalled four laps, rather than three – which meant, in turn, that he would have only three runs, rather than four.

Given that he set the fastest time, that hardly mattered, as it turned out, but he didn’t enjoy sitting out the last 10 minutes, hoping he wouldn’t be beaten.

If Ferrari’s build-up to the race was serene, McLaren’s was anything but. Hakkinen set third fastest time, but afterwards was plainly frustrated. “I thought I got the maximum out of the car – in terms of driving. But certainly the handling could have been better in some areas.

“As far as the race set-up’s concerned, I believe we can find the balance we need.”

Hakkinen didn’t sound entirely optimistic, however, and in the race morning warm-up, both he and Coulthard found they still had more understeer than they wanted.

There was another worry, too. On the opening day DC had gone off the road, albeit without hitting anything,

after a rear wishbone broke, and on Sunday morning, he came back to the pits slowly after another failure. Not good for the peace of mind at a circuit as quick as this.

At no stage did McLaren look like truly challenging Ferrari in qualifying, Mika and David always lapping around three- or four-tenths slower than Schumacher and Barrichello. “We just haven’t operated very well this weekend,” said Ron Dennis.

McLaren, therefore, looked for once to be on the back foot – indeed, Coulthard was beaten to fourth on the grid by the BAR-Honda of Villeneuve, who expected to be quick at Monza, and was, throughout. “I’m pleased with the car,” JV said, “and we’ve had very few problems. The only worry I have is the first corner.”

Ah, the first corner. For years at Monza the lap began with two chicanes, but those are now gone, and in their stead comes a very tight, and narrow, right-hander, followed by a left. All round the circuit, too, the formerly high kerbs had been considerably eased, which prompted suggestions – all off the record, of course – that this was in the interest of the home side: last year the McLaren’s ability to ride the high kerbs was widely admired.

Aesthetically, at least, the new corner was an improvement over the

WINNERS AND LOSERS

MICHAEL Schumacher had found out the hard way in Belgium that the Ferrari uses its tyres much more than the McLarens. It had caused him to be caught – and passed – by Mika Hakkinen and there were certainly some in the paddock who suggested it would be a similar story at Monza.

The Ferraris were again competitive in qualifying, but McLaren was quietly confident that over the course of the 53-lap race its machine would hold the advantage. When both Schumacher and Rubens Barrichello completed only eight laps in the warm-up, the doom-mongers said it was unlikely Ferrari would be able to run competitively throughout the race.

Schumacher would, therefore, have felt some relief that the safety car was

Certainly Michael was quicker in the middle of the race and then for the last 12 or 13 laps we told him to hold back.”

In fact, opinion among the drivers was that the safety car period had been detrimental to most, especially those who shone in the shortened period of proper racing. Jos Verstappen’s car had certainly looked competitive after the safety car came in, but he would probably have made up even more places if the race had been allowed to run from lap one, while Ricardo Zonta, running a two-stop strategy with an extra stop following his involvement in the incident with Pedro de la Rosa, was adamant that he had lost out.

“If it was a normal race from the beginning, it would have been easier

“It would have been easier to overtake, because I had less fuel” RICARDO ZONTA

called out early on – and that it stayed out for 11 laps. It means the race was reduced into an effective 41-lap encounter and meant much less stress would be put on his tyres. Ferrari technical director Ross Brawn, however, countered thoughts that the safety car was beneficial to them.

“I guess it was the same for everyone,” he said. “I don’t know if it helped us or helped the other teams. Everybody was able to save fuel in those circumstances, so it is difficult to judge whether it was better or not.

to overtake the cars because I had less fuel,” said the Brazilian. “When you have half tanks and the others are full, it is easier to overtake. Although everyone’s fuel went down behind the safety car, it was not as beneficial.”

However, among the arguments about just who benefited and who didn’t from the safety car, it is worth remembering that it was only called out because six cars had been eliminated. Without it, the guys like Zonta and Verstappen would have had a much tougher afternoon. **JN**



The safety car stayed out for many laps. Some said the race should have been stopped

Ayrton Senna's 1985 Lotus 97T



This is the 1:18 scale replica we have impatiently waited three years for; the car in which the late, great Ayrton Senna secured his first F1 pole position and a day later, his first Grand Prix victory.

In 1984, Senna signed for Toleman and in his first season achieved a second place, two thirds and two sixths.

The following year, he moved to Team Lotus and in the second race of the season he gave a demonstration of his incredible skill and finesse by taking the chequered flag in appallingly wet conditions, more than a minute ahead of Alboreto in a Ferrari.

Ayrton had served notice of his prodigious talent, although few could have realised the impact he was going to make in the sport he would dominate for much of the next ten years.

That season the Renault powered 97T possessed perhaps the best handling chassis on the grid and Ayrton led for more laps than any other driver but with poor reliability, Ayrton finished fourth in the Championship, as did the team.

A REPLICIA WORTH WAITING FOR

We were simply bowled over when this replica arrived in our offices.

Die-cast in metal in 1:18 scale, this 9" model is a beautifully detailed

replica of one of the most dramatic and striking F1 cars of all time.

Adorned as it was for the non-tobacco, European Grand Prix at Brands Hatch on the 6th October, it features on the rear wing seven gold laurels. Below the cockpit, a further three laurels herald Ayrton's victories that season at Portugal, San Marino and Belgium.

Every minute detail is exactly as it should be; from the vertical spoilers behind the front wheels, adopted from CART racing, to the sponsors' logos on Ayrton's distinctive black and gold race overalls.

This is one of the most eagerly anticipated F1 replicas ever. You will not be disappointed.

OBTAINING YOUR LOTUS 97T

This Lotus 97T, part of the official Ayrton Senna Racing Car Collection, is due to arrive with us in early October.

The cost is just **£46.99** plus p&p.

Grand Prix Legends has managed to secure a sizeable allocation of this car but supply, especially before Christmas, is severely limited and will not get close to meeting demand.

So to be sure of obtaining your 97T, order now.

You can order by phoning the Orderline on **0207 616 1900** any time between 9.00am and 8.00pm, Monday to Friday (5.00pm on Saturday). Or you can send in the Order Form to the address below or fax it to us on **0207 727 8054**.

You can pay by cheque, Postal Order, credit card or Switch and as ever, you will be protected by our lowest price and no-quibble, 14 day money-back, guarantees.

THE LOTUS 99T

Following hot on the heels of the 97T is the Camel Lotus 99T from 1987. It is due with us sometime in November.

Again, the cost is just **£46.99**. The bad news is that availability is going to be significantly poorer than for the 97T. The 99T will finally complete the 1:18 Senna Racing Car Collection and priority will be given to customers who order both cars together (cars will be sent out separately).

If you would like to view other official Ayrton Senna products or our full range of Formula One and motorsport merchandise, you can visit our secure website catalogue at: www.grandprixlegends.com



☎ PRIORITY ORDERLINE 020 7616 1900 ☎

PLEASE COMPLETE THE COUPON IN BLOCK CAPITALS AND SEND IT TO GPL, PO BOX 2989, LONDON W10 6GH OR FAX US ON 020 7727 8054.

Please send me _____(qty) 1985 Lotus 97T car(s) (AS851).

P&P inclusive price in UK is £51.99. EC £56.99. Rest of World £61.99

Please send me _____(qty) 1987 Lotus 99T car(s) (AS871).

P&P inclusive price in UK is £51.99. EC £56.99. Rest of World £61.99

I will pay by Credit Card

I enclose a Cheque/PO, payable to 'Grand Prix Legends'.

Card No:

Exp end:

Switch Issue No:

We accept: Visa, Mastercard, Amex, Switch.

Signature _____

Mr/Mrs/Ms: _____

Address: _____

Post Code:

Country: _____

Tel. (day): _____

ASL37

www.grandprixlegends.com

THE BEST OF BUTTON



JORDAN DEALS

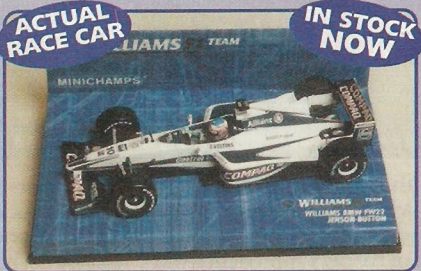


BT012
Jenson's Cap
~~£45...~~ **£10**

We also have a limited number signed by Jenson
BT125 - £50 each



BT006
Hooded Sweat - M, L, XL
~~£59...~~ **£49**



M0010
Minichamps 1/43 scale
2000 Williams - Jenson Button
£19



BT009
Windbreaker
M, L, XL
RRP ~~£65...~~
£49



BT037
Polo Shirt
S, M, L
£39



BT051
Jenson's
Mugs
£9 each



JR041
Half Zip Fleece - M, L, XL
DEAL! £69... £39



JR917
Technical Jacket - S, L, XL
DEAL! £479... £49



JR941
Ladies
Stretch 'T's
B=Black
Y=Yellow
One size
DEAL!
~~£49...~~ **£5**



JR021
Crewneck
'T' in Black
M, L, XL
DEAL!
~~£22.99...~~
£10



JR939
Stinger Mug
~~£7.50...~~ **£5**



JR938
Ripper Wallet
~~£45, £7.50...~~ **£5**



JR903
Lighter
~~£40...~~ **£3**



JR954
Sports Bag
~~£59, £29...~~
£19



JR031
Record Bag
~~£39, £49...~~ **£15**



JR064
Set of 3
stickers
£3

STORE OPEN 7 DAYS EVERY WEEK
Come and visit our store in the heart of Buckingham
12 CORNWALL PLACE
BUCKINGHAM
MK18 1SB
10 mins from Silverstone

Call us now on **01280 822823** for your **FREE MONTHLY CATALOGUE**. And don't forget, our P&P is just £6 no matter how much you buy.

TO ORDER: Call our credit card hotline on 01280 822823 or complete and return this form

I enclose a Cheque/Postal Order (made payable to Speed Retail Limited) I wish to pay by Creditcard/Switch

Card No. Switch Issue no. Expiry date / /

Print name:..... Signature:.....

Address:.....

Postcode:..... Telephone no:.....

Product code	Brief description	Unit price	Quantity	TOTAL
Postage & packing: UK £6.00 - Overseas, please call for details			P&P	£6.00
(Continue order on separate sheet if required) GRAND TOTAL				

F1S/AS/14092000

SEND TO: SPEED RETAIL LIMITED, 12 CORNWALL PLACE, BUCKINGHAM, BUCKS, MK18 1SB. OR FAX YOUR ORDER TO US ON 01280 822699

HOW TO ORDER • Indicate products you require by code & short description in the relevant columns • Indicate size where applicable • Indicate quantity & price against each product • Calculate grand total & post the coupon to the address below remembering to include method of payment or call the credit card hotline • Goods will be dispatched as orders are processed • Please allow up to 28 days for delivery • All products are offered subject to availability. **HAVE YOU ORDERED FROM US VIA MAIL ORDER BEFORE? YES / NO**



MY RACE with Jos Verstappen

OBVIOUSLY I'm very pleased to get a fourth place. The car was really quick down the straights and the brakes were good, so I could pass people.

I made a terrible start but maybe this was lucky because it meant that I avoided all the accidents. I was alongside Pedro at the second chicane so I saw his accident. Luckily, I missed all the debris.

After that the car was brilliant. I think I was about seventh when the race started properly, then I passed Fisichella and Ralf Schumacher. Then Zonta came at me but I knew he was lighter and probably running two stops. I didn't manage to stay ahead of Ralf at the pit stop but I'm very satisfied because it was a race where I was pushing all the way through.

"It was a race where I was pushing all the way through"

JOS VERSTAPPEN

Verstappen battled with Zonta's BAR and finished ahead of the Brazilian



LAWRENCE/LAT

"I expected the race to be stopped, because there was a lot of debris" JARNO TRULLI

and he braked unexpectedly early."

Coulthard didn't really know what had happened. "All I know is that the incident took place behind me, and I was an innocent victim. Extremely disappointing, because I'd made a good start."

And Jarno Trulli? "I was hit from behind, and I'm very disappointed that my race finished like this when I was in a good position. I expected the race to be stopped, because there was a lot of debris on the track, which is potentially dangerous."

The Herbert/de la Rosa accident had come a few seconds after this. "As we went into the chicane," said Johnny, "it was obvious something had happened - I could see a wheel about 100ft up in the air. Then Pedro went into the back of me, and that was the end of it."

De la Rosa said he had seen yellow flags, and immediately braked.

"There were pieces of car all over the place, and lots of tyre smoke. After the smoke cleared, there were two cars travelling really slowly, and I couldn't slow down enough. I got launched, and then barrel-rolled until the car stopped. It was a racing incident. I wouldn't say I was unlucky - I'm lucky to be here."

Many agreed with Trulli that the race should have been halted.

Shards of carbon fibre are not what you need to drive through in an F1 car, but now the surviving drivers were required to do so many times, behind the Safety Car.

It was not until the end of lap 11 that it pulled off, by which time there had already been another incident,



Ralf Schumacher managed to avoid the airborne pieces of F1 cars at the second chicane, then a good pit stop vaulted him to third

COATES/LAT



Button was caught out in the safety car period and ended up walking to the pits

COATES/LAT

◀ which eliminated Button. As the cars came down to Parabolica, immediately preparatory to the restart, Schumacher - pacing them, of course - began accelerating and braking pretty sharply, to get some heat into his brakes.

"Some drivers at the back might have been caught out by this," Michael conceded, "and if I caused them a problem, I apologise."

Certainly, he caused Jenson a problem, for the Williams speared off the road, and glanced a guardrail. He brought the car back on the track, but it had been damaged, and at Parabolica went straight on.

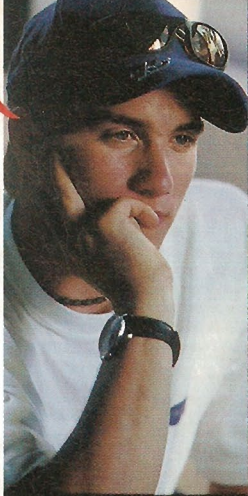
Button was unimpressed. "When the Safety Car's light went out, Schumacher slowed down, which is normal - but then he accelerated away, and then slowed again..."

Villeneuve, immediately behind Schumacher, and in front of Button, had almost to stop, and Jenson found himself with nowhere to go.

"Everyone was spread across the circuit, and I finished up on the grass." Scratch one Williams-BMW; the field was down to 14.

Away they went, in this order: Schumacher, Hakkinen, Villeneuve, Schumacher Jr, Fisichella, Wurz and Verstappen. After the first 'racing' lap, Michael's lead was 1.4 seconds, after which it went out to 2.1, 2.6, 3.0, and like that. At this stage, it was plain that Mika could do nothing to contain him, and later he said he was unhappy with the balance of his car. It looked like a cakewalk for Schumacher and Ferrari.

Before the race, hopes had been high that Villeneuve would be the wild card in this race, and there were



THE CAT

Above: Heidfeld was left as a spectator after spinning off, while the Minardi of Mazzacane was roundly criticised for blocking Hakkinen. Below: Johnny Herbert's final European GP ended in unfortunate style, as he returned to the pits on three wheels



SUTTON

not a few who hoped that maybe, just maybe, he could break the McLaren/Ferrari stranglehold and take an improbable victory. It is, after all, something of a farce that a driver of his class has not had a GP win for three years.

This was not the day, though, for the drought to end. On lap 15, Villeneuve pulled off, with an ECU problem. "A real shame," he said,

"Everyone was spread across the circuit and I ended up on the grass" JENSON BUTTON

"because today was the last realistic opportunity we had of a podium finish this season." When the car was brought back to the paddock after the race, it fired up immediately.

The entertainment in the Italian GP, such as it was, came from JV's team-mate, Zonta, and Verstappen. Ricardo, as we said, had been fastest in the morning warm-up, and now, running light, on a two-stop strategy,



Below: Benetton's Alexander Wurz battled hard in difficult circumstances for fifth place



Salo was the cause of his own misfortune after he hit Irvine at the first chicane. His car was damaged enough to affect the handling

HOW WE RATED THEM

Mika HAKKINEN	David COULTHARD	Michael SCHUMACHER	Rubens BARRICHELLO	Heinz-Harald FRENTZEN	Jarno TRULLI	Eddie IRVINE	Johnny HERBERT	Ralf SCHUMACHER	Jenson BUTTON	Giancarlo FISICHELLA
Dogged effort in second-best car	Quiet weekend	Dominant through weekend	Qualified well, bad start ruined race	Incident-packed weekend	Desperately unlucky	Appeared only briefly	Sad end to F1 career in Europe	Another cool mature drive	Unfairly caught out	Unobtrusively good job
9	7	9	8	6	8	6	6	9	7	8

he was looking very racy indeed; on lap 21, he passed Jos for third place at the first corner, but then came in, two laps later, for his first stop. He rejoined 11th, in what was now a 12-car field, and started all over again.

Had a Ferrari not been leading, the grandstands would surely have started quite quickly to empty, for there was precious little else to hold the fans' attention. Schumacher looked relentless as he continued to build a lead over Hakkinen, and by lap 35 brother Ralf, in third place, was more than half a minute adrift.

Michael came for his single stop on lap 39, which of course let Hakkinen briefly into the lead, but in the Ferrari pit there was no concern. On lap 42, Mika made his stop, and duly returned to the race in second place, some 12 seconds behind once more.

"We made a few adjustments during the stop," he said, "and they made the balance better, but not by enough - Michael was simply too far ahead, and although I began to catch him, I knew he wasn't pushing."

Hakkinen certainly took some time out of Schumacher during the closing laps - despite Mazzacane's presumably unconscious efforts to delay him - but the rate at which he closed on the Ferrari was never going to be enough. At the flag, Michael was 3.8 seconds to the good.

In winning, Schumacher equaled Ayrton Senna's score of 41 victories; another 11 will take him past Alain Prost's all-time record.

On the podium, Michael was almost delirious with joy, doubtless relieved - after the crushing defeats, at Hakkinen's hand, in Hungary and Belgium - to be back in the world championship chase. With three races to go, the two superstars of the contemporary era are separated by only a couple of points.

"We've had difficulties in the last races," Schumacher said, "but now we're back on the road. I feel much more emotional today than when I won here in '98 - it's a relief to be back, I suppose."

Hakkinen was philosophical in defeat. "Actually, I'm happy to have been second today - I feel lucky that I scored some good points. OK, two points are not a lot, but it's better to be two ahead than two behind."

He looked, though, as if he simply wanted to go home. A lot of folk felt the same way. This was not a Monza weekend to savour. ■

JODY SCHECKTER Feeling the fever



My money's back on Michael



Scenes reminiscent of '79, when Villeneuve and Scheckter won the world title

When I see all those jubilant Italian fans at Monza, it reminds me of '79 when Gilles [Villeneuve] and I finished one-two and won the championship for Ferrari. It is something to experience; I remember how the tension suddenly drained from me after a year of continuous pressure. The team manager at the time, Piccinini, came up to me in parc ferme and told me that I had been disqualified as the rear wing was illegal. Piccinini thought it was a good joke. I didn't.

I am sure that Michael Schumacher has been going through some of the same emotions leading up to the press conference. You don't realise the tremendous pressure he is under; you always feel that Michael is so emotionless. I suppose your feelings come out more when you're tired.

I always think that emotion is a weakness. Some sportsmen - tennis players for example - get a boost out of the reaction from the spectators. But the problem is: what if they are not behind you? It's best to be like a computer. What's the problem? What's the solution?

It was a terrible accident at the start, and very sad that a marshal was killed. Seeing the doctors by the side of the track was horrible - it reminded me of the old days. I don't know the circumstances under which the man died, but I am sure that he received the same medical attention as a driver would have had. One wheel flew about 50 feet into the air - the wheel tethers need to be looked at again. The drivers all survived the accident, which is at least a reconfirmation of how much Formula 1 safety has progressed in recent years.

Villeneuve/BAR was very impressive with fourth place in qualifying, and team-mate Zonta was flying in the race. It's a very big step up. I watched the race on Bernie's digital channel, and there was an interesting comment from Villeneuve's engineer during the long safety car period. "The only good thing about this," he told Jacques "is that at least you're lapping at the same times as Michael Schumacher."

The race was boring. I couldn't decide which was more interesting - being behind the pace car or the

race afterwards. They should have stopped the race after the accident. Maybe it was Bernie in the pace car and he wanted to wave to the TV cameras yet again. Or maybe he has a contract with Mercedes-Benz for a certain number of guaranteed safety car laps per year.

Michael Schumacher was within his rights to slow down before the safety car went off. It's part of the poker game; it's what you're supposed to do. Michael was more awake than any other driver. Jenson Button should have made that type of safety car mistake in previous formulas, not in F1.

However, overall, Button has not only been miles better than Zanardi, but better than other more experienced first year drivers. Jenson's been a very good asset to the team, and Williams was right to bring on young talent, even if Frank's reasoning was not quite for pure racing motives. There's so much money in Formula 1 these days that teams have become much more conservative in driver choice. They would rather have an experienced driver who supposedly doesn't make mistakes instead of somebody with real potential to be a Schumacher or a Hakkinen. Back in the old days, the teams were more willing to take a chance.

Michael was so happy to win this race. Have you ever seen him kissing a TV camera before? Arrows was quick again. Jaguar and Jordan saved on the fuel budget. The result is good for the championship, and although I'm normally wrong on these things I'm predicting that Schumacher will win the championship - even though he cries at press conferences.

Michael thinks better on his feet than Mika, and will probably have the edge at a new track like Indianapolis, where teams have no previous data. Remember Malaysia last year? Michael was dominant. I told Hakkinen in my last column not to feel sorry for Michael yet...

SCHEUEY vs SENNA p50

Alexander WURZ	Jean ALESI	Nick HEIDFELD	Pedro DINIZ	Mika SALO	Pedro DE LA ROSA	Jos VERSTAPPEN	Marc GENE	Gaston MAZZACANE	Jacques VILLENEUVE	Ricardo ZONTA
Good work, tough situation	Another wasted weekend	Plodding on	Competent run	Caused own troubles	Qualified well, horrific shunt	Aggressive, gritty show	Unremarkable run	Finished, but lacking pace	Great while it lasted	Sharp form, troubled time
8	7	6	7	7	7	9	6	5	8	8

Red storm rising

QUALIFYING Problems for McLaren, along with thorough preparation and new parts for Ferrari helped the scarlet cars close out the front row of the grid. By **Mark Hughes**



For his final run, Michael Schumacher made the decision to fit Ferrari's revised rear wing and new underbody. Then, after a long wait, he was rewarded with pole position



Like his McLaren-Mercedes team-mate, Hakkinen suffered with understeer throughout

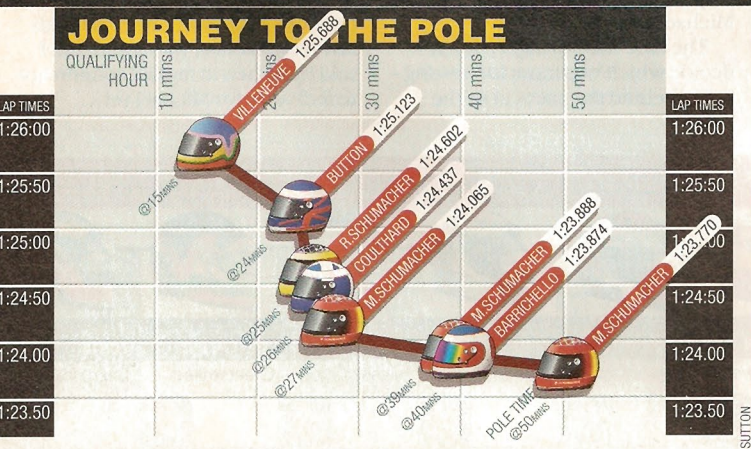
“There’s nothing very surprising about Ferrari being fastest at Monza,” said a rival after Michael Schumacher and Rubens Barrichello had stitched up the front row between them. It was a comment that was open to interpretation, particularly so in light of the distinct turnaround in recent form this result represented.

But, much as Ferrari may have improved since Spa, it was only being measured against the performance of McLaren - and there was plenty to suggest that the MP4-15s were performing below their peak here. Their drivers said so, and the

understeer Mika Hakkinen and David Coulthard complained of was clearly visible, particularly at the second chicane. Even a revised Ilmor Merc was not enough to overcome that.

Besides, for qualifying Ferrari had an improved engine too - the 049C. But according to the team, the biggest difference to the last two races was that they had been able to test at the track they were racing on. At Hungary and Spa this did not apply. “We’ve had new components since Hockenheim,” said Barrichello, “but Monza was the first chance to do back to backs at the proper track and so, for the first time, to analyse properly the strengths and weaknesses.”

“I had a real chance of pole, but there was a Jordan in the way” RUBENS BARRICHELLO



Ferrari's new components brought a new confidence for its drivers. Mika was left trailing

Rubens, in fact, had plumped wholeheartedly for the new hardware here and right from the start of qualifying ran with the new rear wing introduced at Hockenheim and the new underbody which appeared at Spa. Schumacher, by contrast, opted for the older types of both components. Rubens was magically quick through sector one - the start/finish up to the second chicane where even by Monza standards it is all about straightline speed - but Michael was fantastic through sector three, the bit that includes Parabolica. Over the whole lap, they were all but equal.

Michael, though, had made a mistake on his first run, locking up at the first chicane. Instead of aborting the run, he stayed out, ran another lap and instantly confined himself within his 12-lap allocation to three runs when everyone else was on four. "We took the decision straight away," he said. "The temperature wasn't changing and we didn't think the times would get quicker."

After being pipped for provisional pole on his second run by Rubens, Michael made another decision before going out for his final run: he would change over to Rubens' wing and floor type, albeit with more angle on the wing. With it all to do, he shaved a tenth off Rubens' earlier best. Then sat and waited. "I didn't enjoy spectating," said Michael.

Barrichello got to within two hundredths on his third run, but had another still to go. "I think I had a real chance of pole," he said after that last attempt, "but there was a Jordan in the way."

So Heinz-Harald Frentzen secured Schumacher's pole. Hakkinen, meanwhile, was left two tenths adrift, complaining still of the McLaren's balance. Coulthard was three tenths adrift of that - sufficient daylight to allow Jacques Villeneuve's BAR in to split the McLarens. DC, too, was adamant he would have done better had he not encountered Frentzen on his final run. Coming after their Spa qualifying niggles, DC immediately sought HHF out. "I'm satisfied he didn't do it deliberately. In fact he tried to get out of my way, but the damage had been done by then."

Maybe the McLarens had just lacked a bit of track time to the Ferraris - Hakkinen lost Friday morning practice to a clutch problem and DC the afternoon when he spun out thanks to a faulty rear wishbone breaking. Ron Dennis was adamant it would all come down to tyre wear and the McLaren was kinder to its tyres than the Ferrari. Well, it was before Monza.

Maybe now the McLaren was harder on its tyres, for whatever reason. And/or maybe the Ferrari - with new suspension geometry since Spa - was easier on its. "Our tyre and brake wear is comfortably within our tolerances," said Schumacher. He seemed awfully sure. ■

Jordan out of practice

JORDAN'S Jarno Trulli was on a high after his front-row qualifying performance at Spa, and split the Ferraris in Friday practice to go third-quickest. As it was, he had to be content with sixth quickest in qualifying.

In Saturday morning practice, he lost track time when a hydraulic valve stuck open, triggering the engine to shut itself off before damage was incurred. "He could maybe have found a couple of tenths or so had that not happened," said team manager Trevor Foster, "but it was more a case of the others getting their acts together that

dropped us down a bit. We've got an engine in the third year of its development which is effectively frozen in spec for the rest of the year."

Heinz-Harald Frentzen lost set-up time in the same session when he went off under braking for Parabolica and hit the tyre barriers.

"It meant we weren't able to evaluate our tyres as planned," he said, "but we found a balance eventually in qualifying." He was on course to set a Trulli-matching time on his final run when he encountered de la Rosa's Arrows at the wrong place.



Following his front-row effort at Spa, Trulli had to come back down to earth

Also-ran Williams feels the heat

WILLIAMS has what is essentially a previous-generation engine, so it did not expect to come to a power track like Monza and match its Spa qualifying speed. Neither, though, did it expect to be down in seventh and 12th positions on the grid.

The FW22 proved itself to be highly heat-sensitive at Monza. The team would get a balance in the relative cool of the morning only to find it going away in the heat of the afternoon.

Button opted for less wing than Schumacher in qualifying and felt this hurt his chances even further. "It was a question of tyre temperatures," he said, "and running less wing meant that I was sliding around and abusing them even more. It's a big disappointment after Spa."



Ralf Schumacher was able to save his tyres more than team-mate Button, but to little end

BAR shows that it's right Honda pace

HONDA was on its 200th Grand Prix, for which it supplied British American Racing with a new qualifying engine.

The motor had lighter pistons for a few more vital revs and Jacques Villeneuve made full use of it to record the team's best grid position so far - fourth. "This is what should have been happening for most of the season," he

said. "We didn't change the set up in qualifying at all - just kept putting new tyres on it and I tried to push harder without making mistakes. The balance was really good."

Ricardo Zonta had all but matched his team-mate throughout practice, but suffered his habitual ill luck in qualifying. A hydraulics failure left him

without gears, sending him running back to the pits for the spare.

"It was set up for Jacques," he said, "which is quite different to my set-up. Apart from the oversteer, I couldn't even move my feet properly on the pedals. I think I could have fought with Jacques for the grid position if I'd been in my own car."



Zonta matched team-mate Villeneuve for pace in practice, but suffered a hydraulics failure in qualifying and was forced into the spare

TEAM BY TEAM

Who held fast and who was on a go-slow? By **Mark Hughes**

MCLAREN MIKA Hakkinen o 8th r 2nd DAVID Coulthard o 5th r DNF CHASSIS McLaren MP4-15 ENGINE Mercedes TEAM BOSS Ron Dennis	FERRARI MICHAEL Schumacher o 1st r 1st RUBENS Barrichello o 2nd r DNF CHASSIS Ferrari F1-2000 ENGINE Ferrari TEAM BOSS Luca di Montezemolo	JORDAN HEINZ-HARALD Frentzen o 8th r DNF JARNO Trulli o 6th r DNF CHASSIS Jordan EJ10 ENGINE Mugen Honda TEAM BOSS Eddie Jordan	JAGUAR EDDIE Irvine o 14th r DNF JOHNNY Herbert o 18th r DNF CHASSIS Jaguar R1 ENGINE Cosworth TEAM BOSS Neil Ressler	WILLIAMS RALF Schumacher o 7th r 3rd JENSON Button o 12th r DNF CHASSIS Williams FW22 ENGINE BMW TEAM BOSS Frank Williams
---	--	---	---	---

HOW THEY DID

Chassis imbalance blighted the silver cars throughout the weekend, preventing Mika Hakkinen or David Coulthard from ever really challenging the Ferraris. Both drivers could point to time lost in practice to mechanical problems, but such was the deficit it seems unlikely this was the key issue. After proving around 0.3s adrift in qualifying, the team was hoping the MP4-15 would prove kinder to its tyres and therefore quicker than the F1-2000 over a race distance. A forlorn hope. Hakkinen was left behind by Schumacher at up to a second per lap in the early stages, the balance of the car still out. Coulthard – only fifth in qualifying after being held up by Frentzen on his last run – was taken out in the second-chicane accident.

The dream lives on after a characteristic late-season turnaround in Ferrari form. The F1-2000s were grippy, well-balanced and fast on the straights all weekend. Productive testing – denied them at the previous two tracks – allowed the team to optimise the wings and underbodies introduced from Hockenheim on. Additionally, a new C evolution of the 049 engine powered the cars in qualifying where Schumacher and Barrichello fought over pole, a contest Michael won after adopting the set-up Rubens had used throughout. Schumacher's pace in the early laps was stunning and sealed the victory. Rubens was on a two-stop strategy but was eliminated in the second-chicane crash.

There is just no luck for Jordan this season. Again the EJ10 was quick – Jarno Trulli was sixth-quickest in qualifying and might even have bettered this had he not lost practice time with a hydraulic failure. Heinz-Harald Frentzen crashed out on Saturday morning. But worse was in store. On the first lap Frentzen was attempting to pass Barrichello at the same time as the Ferrari driver was attempting to pass Trulli. Among the six cars wrecked in the subsequent accident, two of them were Jordans.



The Jaguars did not cleave the air at all well at such a high-speed track, and were the two slowest cars at the end of the pit straight in qualifying. Eddie Irvine lined up 14th on the grid, four places ahead of Johnny Herbert. As soon as the race started the team's problems began. Eddie was contesting the first corner with Salo when the Sauber got sideways and chopped in front of him. The Jag was pitched into the barrier and instantly broke its front suspension. Herbert lasted one corner longer. "I saw a wheel about 100ft in the air so it was obvious something had happened." He braked, but was hit by the unsighted de la Rosa, the impact ripping off his rear wheel.

A second consecutive podium for Ralf Schumacher, but this one looked less likely after qualifying put the two FW22s seventh and 12th. The car tended to lose its balance as soon as track temperatures rose, particularly hurting Button who ran less wing in qualifying, further overheating the tyres. Ralf found a path through the accident debris and took over third as Villeneuve retired. He was passed by both Verstappen and the two-stopping Zonta, but got ahead again at the stops. Thereafter, only a brief moment at the Lesmos threatened a comfortable run to the podium. Button crashed out of sixth, caught out by a concertina effect from Michael Schumacher's tactics as the pace car came in.

TECHNICAL FOCUS by Giorgio Piola

Wing at all costs

The fast, low downforce circuit of Monza had the teams attending to aerodynamics as a priority

Monza is always like a second Hockenheim to the teams as the low-downforce configuration prompts the teams to use many of the developments they ran at the German Grand Prix. At this race, unlike in July,

Ferrari was able to find a good balance to its car using a very small rear wing. Michael Schumacher tried both the latest development version of the rear wing and the type used at Hockenheim during practice.

Both Ferraris ran with different specification diffusers on Friday. Schumacher ran with the diffuser that had been run in Belgium, while

Rubens Barrichello used the type the team had run in Hockenheim.

Schumacher also

ran with less anti-squat in his suspension than Barrichello – a setting he kept for qualifying when the team also used the evolution 049C engine.

None of the big teams used qualifying brakes here at Monza because the first chicane was much more severe than the one it replaced. The drivers were braking from 350kph down to just 65kph in 155 metres. The time it took to decelerate was a mere 3.2 seconds, and the move produced an incredible 4.5G. Ferrari was able to race with small brake ducts, although the team ran even smaller ones in qualifying.

McLaren had no new major developments to the car from its Hockenheim specification, although the evolution engine produced by Mercedes-Benz was used.

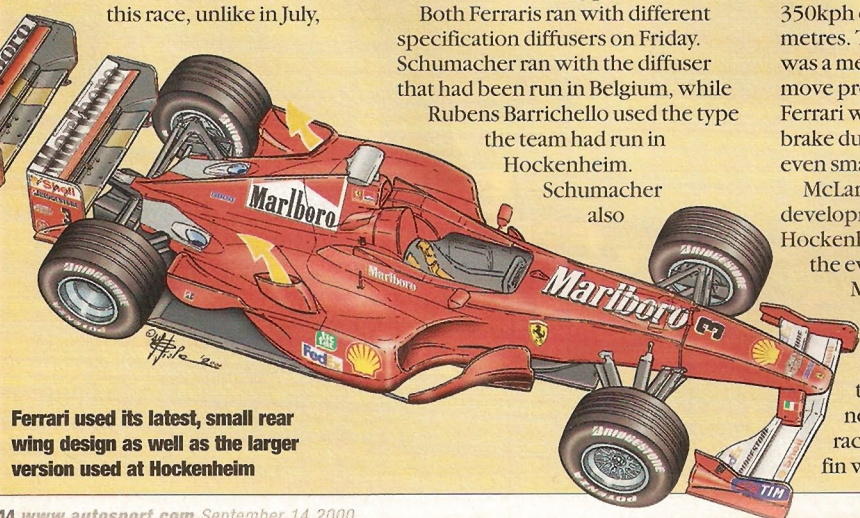
They used round brake ducts in qualifying, although the team decided to revert to using ducts of a normal size and shape in the race. In response to the heat, a fin was also introduced on the



Smaller brake ducts for the Prancing Horse

side of the cockpit to cool the driver.

As far as rear wings were concerned, Ferrari ran with a small top section and two flaps below it. McLaren and Williams opted to run with a single wing on the bottom and a wider top. Williams used quite a lot of wing and its flaps were also quite considerable. At the other end of the scale, Arrows ran with the smallest angle of incidence of all the teams.



Ferrari used its latest, small rear wing design as well as the larger version used at Hockenheim

BENETTON  11 GIANCARLO Fisichella B200/5 9th 11th 12 ALEX Wurz B200/3 13th 5th CHASSIS Benetton B200 ENGINE Playlife TEAM BOSS Flavio Briatore	PROST  14 JEAN Alesi AP03/5 19th 12th 15 NICK Heidfeld AP03/2 20th DNF CHASSIS Prost AP03 ENGINE Peugeot TEAM BOSS Alain Prost	SAUBER  16 PEDRO Diniz C19/7 16th 8th 17 MIKA Salo C19/5 15th 7th CHASSIS Sauber C19 ENGINE Ferrari TEAM BOSS Peter Sauber	ARROWS  18 PEDRO de la Rosa A21/5 10th DNF 19 JOS Verstappen A21/4 11th 4th CHASSIS Arrows A21 ENGINE Supertec TEAM BOSS Tom Walkinshaw	MINARDI  20 MARC Gene M02/3 21st 9th 21 GASTON Mazzacane M02/4 22nd 10th CHASSIS Minardi M02 ENGINE Fondmetal TEAM BOSS Gabriele Rumi	BAR  22 JACQUES Villeneuve 002/4 4th DNF 23 RICARDO Zonta 002/5 17th 6th CHASSIS BAR 02 ENGINE Honda TEAM BOSSES Craig Pollock Adrian Reynard
---	--	--	---	---	---

Alex Wurz finally scored his first points of the year with a steady run to fifth. Earlier, he'd done well to qualify 13th, given that he managed no laps at all in Saturday practice because of a recurring fuel pressure problem. Qualifying was the first time he'd driven the car on low fuel here. After a promising start, Giancarlo Fisichella found himself unable to continue his pressuring of Ralf Schumacher when a clutch problem prevented him from engaging first gear at his stop. By the time his crew managed to get him started, he was 11th and a lap down instead of fourth. He'd qualified seventh, feeling the car lost some of its balance in the high track temperatures.

The Prosts were never in the picture on a circuit that demanded top-end power and aero efficiency. Jean Alesi and Nick Heidfeld qualified 19th and 20th respectively and that was about the highlight of their weekend. Alesi's chances were effectively finished even before the race began. His engine stalled on the line – "not something that has ever happened to me in all my F1 career," – and as marshals pushed it they inadvertently hit a switch which left the gearbox stuck in neutral. He was wheeled back to his pit and was a lap down when he rejoined. Heidfeld was running between the Minardis when he spun out, possibly as a result of his engine spitting lubricant over his rear tyres.

The whole team's chances were severely compromised after just a few hundred yards as Mika Salo triggered off a first-corner incident that damaged his own car as well as that of Pedro Diniz. Salo suffered a puncture and a holed sidepod and pitted for a new tyre. He then found big oversteer so, with the pace car still circulating, decided it was worth attending to the sidepod and missing engine cover. This cured the handling. He got ahead of the Minardis and Wurz before the engine cover came off once more and brought the oversteer back, losing him places to Wurz and Zonta. Diniz damaged his suspension as he ran through the brake marker boards in the first-corner incident. He finished eighth, behind Salo.

Consistently among the very fastest cars down the straights, the A21s were well suited to Monza, enabling Pedro de la Rosa and Jos Verstappen to qualify 10th and 11th. Both made bad starts; in the case of de la Rosa, this was disastrous, leaving him to suffer a massive barrel rolling accident at the second chicane after clipping the back of Herbert. He had to burrow into the gravel to escape from his car. Verstappen luckily avoided the incident then proceeded to drive a blinder, using the car's straightline speed and strong brakes to slice through the field. He passed Ralf Schumacher to run as high as third before losing time to the Williams at the stop and falling to fourth.

With a power deficit of around 100bhp to the top engines, the Minardis were not naturals for Monza and it was no surprise, therefore, that Marc Gene and Gaston Mazzacane filled the back row. In the race they made up some places through the first-lap accidents but gradually fell back to ninth and 10th respectively. Gene was troubled by poor balance on his first set of tyres, Mazzacane by fading brakes late in the race.



A suspected electrical failure cost Jacques Villeneuve a likely podium. Running a new Honda qualifying engine, Jacques managed to split the McLarens on the grid to go fourth quickest. His anticipated lightning start was spoiled by getting blocked behind the slow-starting Barrichello. He ran a comfortable third but lasted just four laps after the pace car went in. Ricardo Zonta – after qualifying only 17th thanks to being forced into Jacques' spare – opted for a two-stop strategy in an effort to make up places. He got as high as third before having to make his first stop. A first-lap puncture forced a first-lap pit stop. Before his second scheduled stop he enjoyed a good battle with Verstappen. He finished sixth.

It was Minardi who ran with the smallest wings of all the teams in qualifying. They did that together with a new endplate which was similar to the

one used by Stewart two years ago and by Prost and Jordan last season. Minardi also raced with its new electronic differential for the first time.

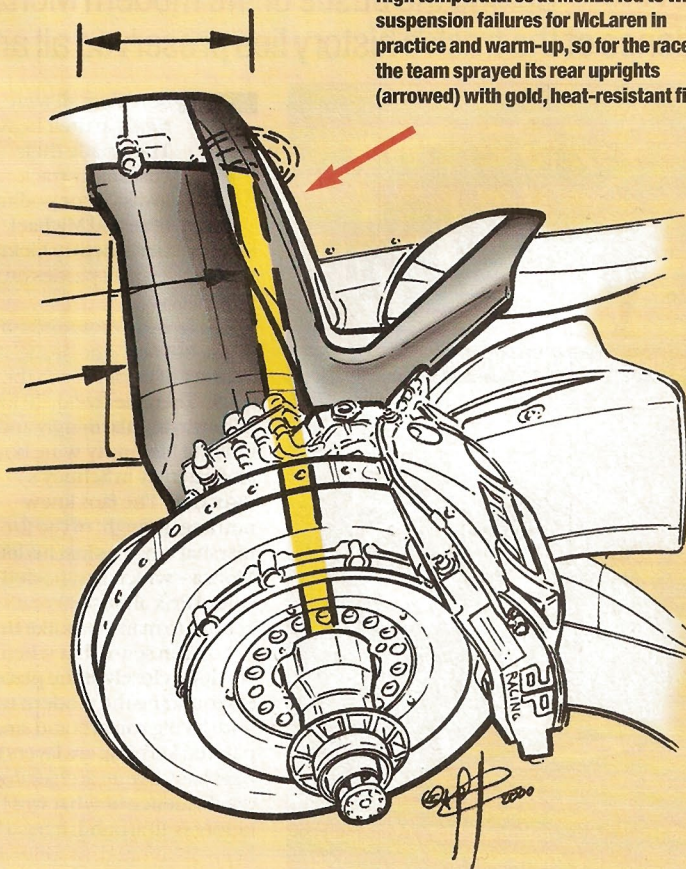
Jordan used the same aerodynamic package that it had at Hockenheim, while Jaguar actually reverted to the big bargeboards the team had used at Monaco rather than the aerodynamic solution of sidepod wings which they had tried at Hockenheim. They also, of course, ran with their new diffuser.

Prost was another team running a small rear wing, but its drivers opted for different solutions. Jean Alesi preferred one profile and one flap, while Nick Heidfeld chose one profile and two flaps.

British American Racing had all three cars running with power steering for the first time, after Jacques Villeneuve's car and the team's spare had been fitted with the system in

Belgium. It kept the same aerodynamic package which it had used at Hockenheim. ■

High temperatures at Monza led to two suspension failures for McLaren in practice and warm-up, so for the race the team sprayed its rear uprights (arrowed) with gold, heat-resistant film

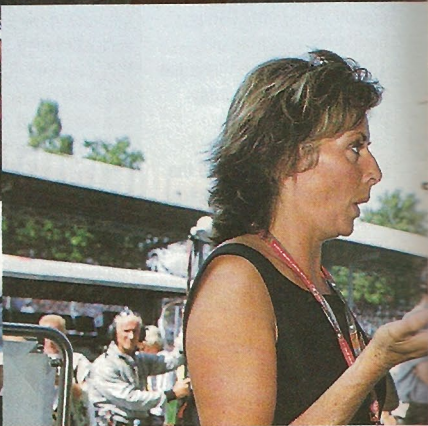


Minardi ran with the smallest rear wing, and also fitted a new style of endplate, which aped a design used by Prost and Jordan last year



Second thoughts: Mika wonders whether he ought to report that car parked on a yellow line

He who drinks Australian, thinks Australian: Fosters drinkers enjoying the view down under



McLaren fans might think Hakkinen got a bum deal in Italy, but he was beaten fair and square – any views to the contrary get the bum's rush

Echoes of the p

POSTCARD Behind the bustle of the modern Monza circuit, the still, silent evidence of the track's history lies preserved all around. By **Mark Hughes**



Walking stick: Mika got plenty of grief from the tifosi



"You can't park here!" Button's illegal parking place has been discovered – the powers that be aren't happy

There they all were, the tifosi, in their heaven. They made their customary track invasion for podium time and Michael

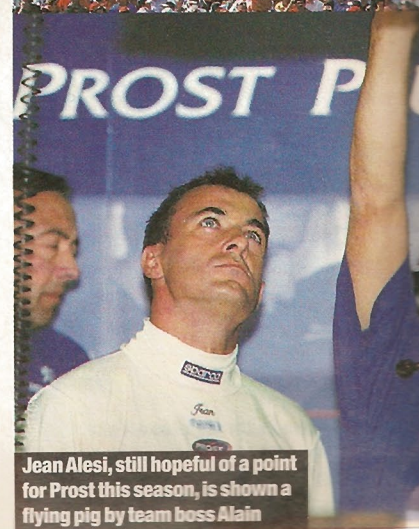
Schumacher's victory kicked off the mother of all parties on the track. There he stood, 20 foot tall, swaying alarmingly and holding his empty wine bottle aloft vaguely in Schuey's direction. The fans knew nothing, though, of the fire marshal who has lost his life.

Monza – which first hosted a Grand Prix almost 80 years ago – echoes to many days like these. You can sense that when you look closely at the place. Surrounding the modern track, with its big run-offs and smartly painted kerbing, are layers that peel back like an archaeological dig. Evidence of what was here before is all around; it hasn't been obliterated, sacrificed to

the latest standards. Behind some of the modern barriers are older, less substantial ones, behind them the crumbling concrete steps where tifosi in the 1920s might have cheered for Fiat and long-since forgotten heroes but where spectators can no longer tread. There is the old wooden leader board, blank now, waiting for Regazzoni to pass maybe.

Step further back again and there are the trees that were here when this was just a big old royal park, uncluttered with engines, heroes, triumphs and tragedies.

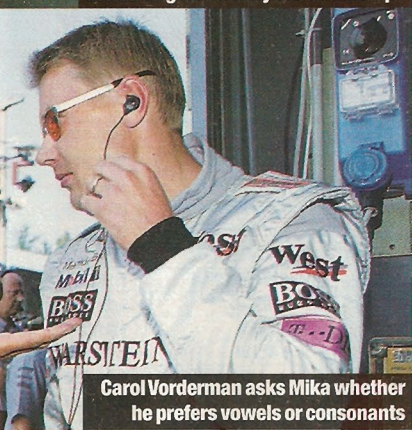
Snaking between it all is the crumbling majesty of the old banking. It joins the current track on the exit of Parabolica. Then, on the horizon, is something older than anything at the circuit – the Resegone mountains. Of all those who've looked out from a racing car here, will any have even noticed their presence? Or have they all been focused on that snaking ribbon directly ahead of them? ■



Jean Alesi, still hopeful of a point for Prost this season, is shown a flying pig by team boss Alain



Once out of the race, Jarno Trulli worked on his posture and checked the ceiling for shoddy workmanship

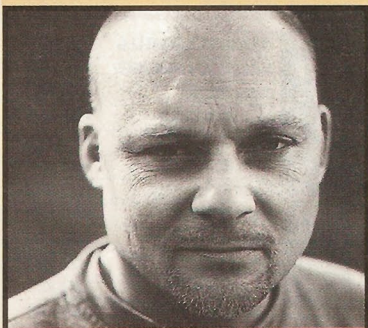


Carol Vorderman asks Mika whether he prefers vowels or consonants

ast



Loyalty has its price – like not being able to see what the hell's going on



MATT BISHOP
GROUP EDITOR

Goon – admit it. You were absolutely gobsmacked by the images beamed to your sitting room at around 2.45pm last Sunday, weren't you? The sight of Michael Schumacher – ice-cool, rock-hard Michael Schumacher – sobbing uncontrollably on live TV was surely one of the televisual images of the 21st century.

So why did he do it? Dismiss from your mind any notion that he was moved by feelings of unworthiness at having equalled Ayrton Senna's win-tally of 41. Yes, he was being questioned about this milestone when he unleashed his own personal Niagara, but that was purely coincidental. The mood he was in, if you'd asked him about the elasticity modulus of the constituent material of his Ferrari's brake calipers he would have reacted in exactly the same way.

So here's my theory. Michael cried because, after a fortnight of chasmic depression, he found himself being thrust ferociously onto a stratospheric high. The ecstasy of his Monza win in front of a formidably vociferous *tifosi*, thrown into pin-sharp relief by the angst that had preceded it, was simply too much of a good thing. And the arena in which he had been required at regular intervals to comment on his two-week emotional rollercoaster was that apparently banal institution, the press conference.

Flashback to the post-Spa gig. Fifteen minutes before, he had chopped across Mika Hakkinen's bows to prevent the McLaren man overtaking; next lap, Mika had pulled off the Move of the Millennium to take the win. Now, in Spa's claustrophobic media centre, Michael would be humiliated once again.

"Were you put off by Michael's chop, Mika?" someone asked. "Yes and no," the Finn replied (a favourite Hakkinen opener). "I thought I had damaged my front wing on Michael's rear tyre, and drove three corners a bit slow to check, to be safe. But everything was all right. So I tried again to close on Michael. I knew that if I got level with Michael under braking again, he wouldn't give me room, so..." And here he trailed off, grinned, turned squarely to his opponent, and shouted, "Correct?" Startled, Michael could only simper. The audience roared with laughter.

As silence was regained, Mika

Emotional rescue

The tears shed by Michael Schumacher at Monza were a sign of how much pressure he is under

allowed himself a light chuckle. "So I decided to go to plan B," he said.

Plan B, which became the successful passing manoeuvre, we knew about – and we knew how we were going to phrase our eulogies. A stickier story, and therefore one about which we would need further clarification from the protagonists, was the chop. As various journalists pressed Michael for an admission of guilt, the atmosphere grew hostile. The more he prevaricated, the more his misery deepened. When, at last, the conference was over, he was

of worms which he'd hoped had been irrevocably closed was once again being levered open, he tried to deflect it. "But the press situation has changed in 20 years, too," he essayed. "Yes, it's much harder for us to get access to you lot these days," Doodson countered. "This is not the point," Schumacher protested. "I agree. So why did you raise this red herring and why don't we get back to the question I asked you initially?" Mike went on. Visibly enraged, Michael mouthed some platitudes, then sat and sulked. "And you, Mika? What's your view?"

"Michael cried because, after such a chasmic depression, he found himself thrust onto a stratospheric high"



Smart drivers use press conferences to put pressure on and psyche out their opponents

confused and upset.

But Monza would be different, he felt sure, and Spa would be forgotten. Wrong. On Thursday, in the Monza press room, veteran British hack Mike Doodson went on the offensive once again. "Cast your minds back over the past 20 years, gentlemen," he began, "and tell me whether you think that the situation today, where complex rules of engagement dictate what drivers can and cannot do in order to defend a position, is better than that which was in operation in the '70s: namely, that drivers would race fair and square against one another, instinctively knowing what was 'on' and what wasn't?"

Clearly, the question was aimed primarily at Michael; furious that a can

asked Doodson. "Twenty years... It's so long ago – I don't know," came the minimalist reply.

All around me, journalists huffed and puffed, complaining that Mika was giving out "useless quotes". Which, in a sense, he was. After all, the purpose of press conferences is to help journalists, right? Well, yes, of course. But the smarter drivers recognise that these events are also perfectly designed for psyching opponents out. By the post-Monza conference Michael was, as you saw, in shreds.

He may have won the Italian Grand Prix; but, as the circus sets out to explore the Indy unknown, Mika is immeasurably the more relaxed. Smarter, in a sense, too. ■

THE RESULTS

Everything required by the number-crunching fan

DRIVER/COUNTRY	TEAM-ENGINE	LAPS	TOTAL TIME	MPH	PITTED
1 Michael SCHUMACHER GERMANY	Ferrari	53	1:27.31.638	130.672	1
2 Mika HAKKINEN FINLAND	McLaren-Mercedes	53	1:27.35.448	130.578	1
3 Ralf SCHUMACHER GERMANY	Williams-BMW	53	1:28.24.070	129.380	1
4 Jos VERSTAPPEN HOLLAND	Arrows-Supertec	53	1:28.31.576	129.197	1
5 Alexander WURZ AUSTRIA	Benetton-Supertec	53	1:28.39.064	129.016	1
6 Ricardo ZONTA BRAZIL	BAR-Honda	53	1:28.40.931	128.970	3
7 Mika SALO FINLAND	Sauber-Petronas	52	-1 lap	128.086	3
8 Pedro DINIZ BRAZIL	Sauber-Petronas	52	-1 lap	127.943	2
9 Marc GENE SPAIN	Minardi-Fondmetal	52	-1 lap	127.787	1
10 Gaston MAZZACANE ARGENTINA	Minardi-Fondmetal	52	-1 lap	127.380	1
11 Giancarlo FISICHELLA ITALY	Benetton-Supertec	52	-1 lap	126.751	1
12 Jean ALESI FRANCE	Prost-Peugeot	51	-2 laps	125.234	1
RETIREMENTS/DISQUALIFICATIONS					
13 Nick HEIDFELD GERMANY	Prost-Peugeot	15	Spin	99.131	-
14 Jacques VILLENEUVE CANADA	BAR-Honda	14	Electrics	97.429	-
15 Jenson BUTTON BRITAIN	Williams-BMW	10	Accident	89.236	-
16 Johnny HERBERT BRITAIN	Jaguar-Ford	1	Accident	47.927	-
17 Rubens BARRICHELLO BRAZIL	Ferrari	0	Accident	-	-
18 David COULTHARD BRITAIN	McLaren-Mercedes	0	Accident	-	-
19 Jarno TRULLI ITALY	Jordan-Mugen Honda	0	Accident	-	-
20 Heinz-Harald FRENTZEN GERMANY	Jordan-Mugen Honda	0	Accident	-	-
21 Pedro DE LA ROSA SPAIN	Arrows-Supertec	0	Accident	-	-
22 Eddie IRVINE BRITAIN	Jaguar-Ford	0	Accident	-	-

1st-10pts; 2nd-6pts; 3rd-4pts; 4th-3pts; 5th-2pts; 6th-1pt

PRACTICE SUNNY/DRY

1 Rubens BARRICHELLO	1:25.057
2 Michael SCHUMACHER	1:25.117
3 Jarno TRULLI	1:25.390
4 Mika HAKKINEN	1:25.553
5 David COULTHARD	1:25.796
6 Eddie IRVINE	1:25.907
7 Pedro DE LA ROSA	1:25.912
8 Pedro DINIZ	1:25.981
9 Jos VERSTAPPEN	1:26.020
10 Mika SALO	1:26.293
11 Jenson BUTTON	1:26.452
12 Johnny HERBERT	1:26.634
13 Marc GENE	1:26.638
14 Heinz-Harald FRENTZEN	1:26.763
15 Giancarlo FISICHELLA	1:26.809
16 Jacques VILLENEUVE	1:26.906
17 Ricardo ZONTA	1:27.070
18 Alexander WURZ	1:27.093
19 Nick HEIDFELD	1:27.135
20 Gaston MAZZACANE	1:27.468
21 Ralf SCHUMACHER	1:27.852
22 Jean ALESI	1:27.904

WARM-UP SUNNY/DRY

1 Ricardo ZONTA	1:26.448
2 Mika HAKKINEN	1:26.513
3 Michael SCHUMACHER	1:26.593
4 David COULTHARD	1:26.611
5 Jos VERSTAPPEN	1:26.718
6 Mika SALO	1:27.097
7 Rubens BARRICHELLO	1:27.233
8 Jacques VILLENEUVE	1:27.321
9 Jenson BUTTON	1:27.339
10 Pedro DINIZ	1:27.398
11 Pedro DE LA ROSA	1:27.457
12 Heinz-Harald FRENTZEN	1:27.538
13 Alexander WURZ	1:27.692
14 Eddie IRVINE	1:27.711
15 Johnny HERBERT	1:27.775
16 Giancarlo FISICHELLA	1:27.833
17 Jarno TRULLI	1:27.919
18 Ralf SCHUMACHER	1:27.984
19 Jean ALESI	1:28.198
20 Nick HEIDFELD	1:28.388
21 Marc GENE	1:28.534
22 Gaston MAZZACANE	1:29.501

QUALIFYING SUNNY/DRY

1 Michael SCHUMACHER	1:23.770
2 Rubens BARRICHELLO	1:23.797
3 Mika HAKKINEN	1:23.967
4 Jacques VILLENEUVE	1:24.238
5 David COULTHARD	1:24.290
6 Jarno TRULLI	1:24.477
7 Ralf SCHUMACHER	1:24.516
8 Heinz-Harald FRENTZEN	1:24.766
9 Giancarlo FISICHELLA	1:24.789
10 Pedro DE LA ROSA	1:24.814
11 Jos VERSTAPPEN	1:24.820
12 Jenson BUTTON	1:24.907
13 Alexander WURZ	1:25.150
14 Eddie IRVINE	1:25.251
15 Mika SALO	1:25.322
16 Pedro DINIZ	1:25.324
17 Ricardo ZONTA	1:25.337
18 Johnny HERBERT	1:25.388
19 Jean ALESI	1:25.556
20 Nick HEIDFELD	1:25.625
21 Marc GENE	1:26.336
22 Gaston MAZZACANE	1:27.360

FASTEST RACE LAPS SUNNY/DRY

1 Mika HAKKINEN	1:25.595
2 Michael SCHUMACHER	1:25.663
3 Ricardo ZONTA	1:26.433
4 Ralf SCHUMACHER	1:26.636
5 Giancarlo FISICHELLA	1:26.731
6 Alexander WURZ	1:26.869
7 Jos VERSTAPPEN	1:27.033
8 Pedro DINIZ	1:27.215
9 Mika SALO	1:27.297
10 Jean ALESI	1:27.978
11 Jacques VILLENEUVE	1:28.038
12 Marc GENE	1:28.131
13 Gaston MAZZACANE	1:28.299
14 Nick HEIDFELD	1:29.580
15 Jenson BUTTON	2:27.131
16 Johnny HERBERT	-
17 Rubens BARRICHELLO	-
18 David COULTHARD	-
19 Jarno TRULLI	-
20 Heinz-Harald FRENTZEN	-
21 Pedro DE LA ROSA	-
22 Eddie IRVINE	-



Clockwise from far left: Hakkinen's flying start put him ahead of first-lap mayhem; Salo cruised to seventh despite early clash with Irvine; fraternal felicitations as Ralf congratulates Michael; Joann Villeneuve has no reason for family celebrations with son Jacques' car sidelined

CLOCKWISE: LAWRENCE/LAT; SUTTON; COATES/LAT; SUTTON; TEE/LAT

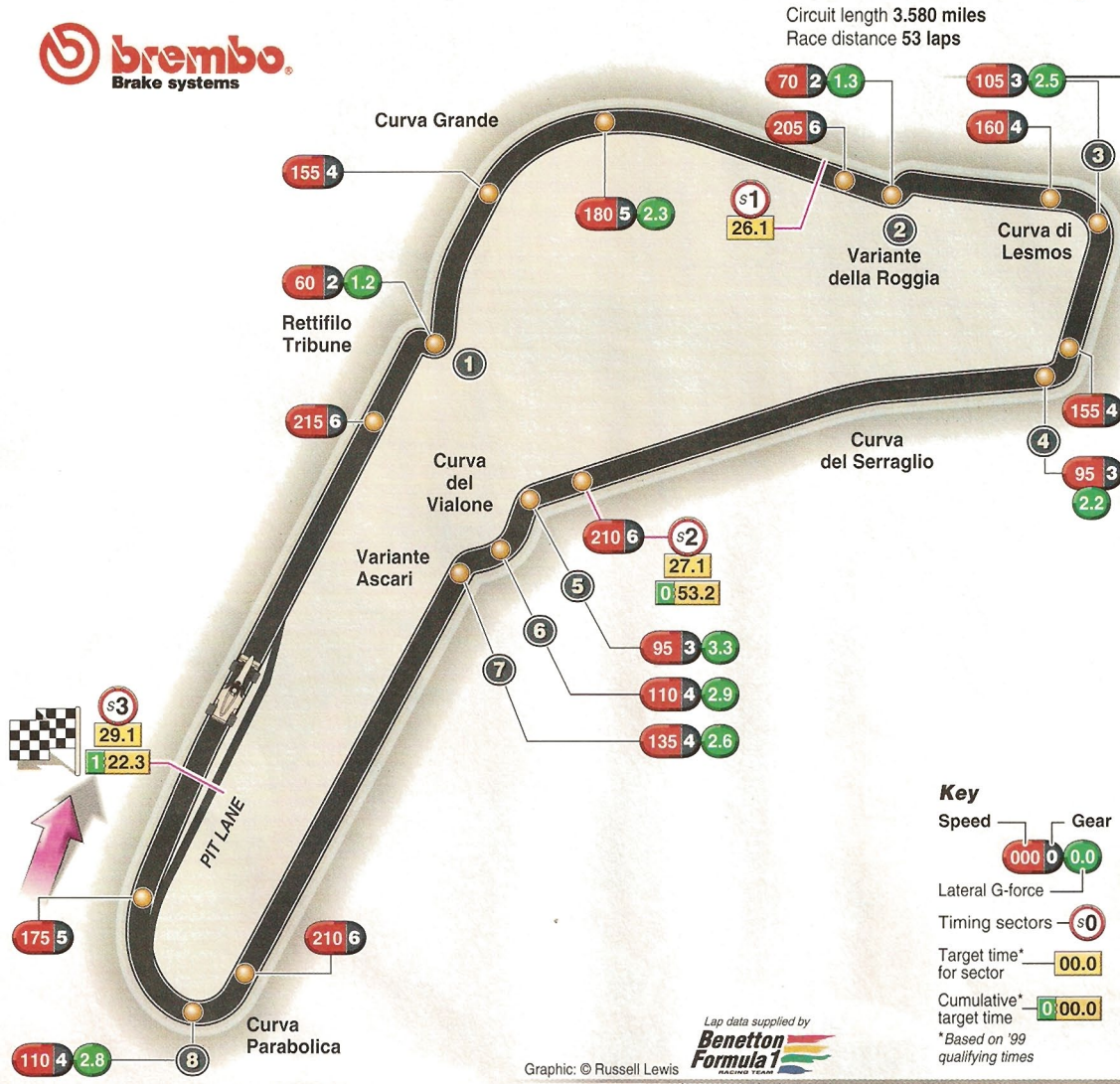


Official Supplier



Scuderia Ferrari Marlboro

Drive safe, brake



DRIVER POINTS

1	Mika HAKKINEN	FINLAND	80
2	Michael SCHUMACHER	GERMANY	78
3	David COULTHARD	BRITAIN	61
4	Rubens BARRICHELLO	BRAZIL	49
5	Ralf SCHUMACHER	GERMANY	24
6	Giancarlo FISICHELLA	ITALY	18
7	Jacques VILLENEUVE	CANADA	11
8	Jenson BUTTON	BRITAIN	10
9	Heinz-Harald FRENTZEN	GERMANY	7
10=	Jarno TRULLI	ITALY	6
10=	Mika SALO	FINLAND	6
12	Jos VERSTAPPEN	HOLLAND	5
13	Eddie IRVINE	BRITAIN	3
14=	Pedro DE LA ROSA	SPAIN	2
14=	Ricardo ZONTA	BRAZIL	2
14=	Alexander WURZ	AUSTRIA	2

TEAM POINTS

1	McLAREN-MERCEDES	131
2	FERRARI	127
3	WILLIAMS-BMW	34
4	BENETTON-PLAYLIFE	20
5=	JORDAN-MUGEN HONDA	13
5=	BAR-HONDA	13
7	ARROWS-SUPERTEC	7
8	SAUBER-PETRONAS	6
9	JAGUAR	3

TEAM QUALIFYING

HAKKINEN	8-6	COULTHARD
M SCHUMACHER	12-2	BARRICHELLO
FRENTZEN	7-7	TRULLI
IRVINE/ BURTI	10-4	HERBERT
R SCHUMACHER	10-4	BUTTON
FISICHELLA	13-1	WURZ
ALESI	9-5	HEIDFELD
SALO	9-5	DINIZ
GENE	12-2	MAZZACANE
DE LA ROSA	10-4	VERSTAPPEN
VILLENEUVE	12-2	ZONTA

THE SEASON SO FAR

PTS	DRIVER	AUS	BRA	SM	GB	ESP	EUR	MON	CAN	FRA	AUT	GER	HUN	BEL	IT	US	JAP	MAL
80	Mika HAKKINEN	Ret	Ret	2nd	2nd	1st	2nd	6th	4th	2nd	1st	2nd	1st	1st	2nd			
78	Michael SCHUMACHER	1st	1st	1st	3rd	5th	1st	Ret	1st	Ret	Ret	Ret	2nd	2nd	1st			
61	David COULTHARD	Ret	DQ	3rd	1st	2nd	3rd	1st	7th	1st	2nd	3rd	3rd	4th	Ret			
49	Rubens BARRICHELLO	2nd	Ret	4th	Ret	3rd	4th	2nd	2nd	3rd	3rd	1st	4th	Ret	Ret			
24	Ralf SCHUMACHER	3rd	5th	Ret	4th	4th	Ret	Ret	14th	5th	Ret	7th	5th	3rd	3rd			
18	Giancarlo FISICHELLA	5th	2nd	11th	7th	9th	5th	3rd	3rd	9th	Ret	Ret	Ret	Ret	11th			
11	Jacques VILLENEUVE	4th	Ret	5th	Ret	Ret	Ret	7th	15th	4th	4th	8th	12th	7th	Ret			
10	Jenson BUTTON	Ret	6th	Ret	5th	17th	10th	Ret	11th	8th	5th	4th	9th	5th	Ret			
7	Heinz-Harald FRENTZEN	Ret	3rd	Ret	17th	6th	Ret	10th	Ret	7th	Ret	Ret	6th	6th	Ret			
6	Jarno TRULLI	Ret	4th	15th	6th	12th	Ret	Ret	6th	6th	Ret	9th	7th	Ret	Ret			
6	Mika SALO	DQ	DNS	6th	8th	7th	Ret	5th	Ret	10th	6th	5th	10th	9th	7th			
5	Jos VERSTAPPEN	Ret	7th	14th	Ret	Ret	Ret	Ret	5th	Ret	Ret	Ret	13th	15th	4th			
3	Eddie IRVINE	Ret	Ret	7th	13th	11th	Ret	4th	13th	13th	Ret	10th	8th	10th	Ret			
2	Pedro DE LA ROSA	Ret	8th	Ret	Ret	Ret	6th	DNS	Ret	Ret	Ret	6th	16th	16th	Ret			
2	Ricardo ZONTA	6th	9th	12th	Ret	8th	Ret	8th	Ret	Ret	Ret	Ret	14th	12th	6th			
2	Alexander WURZ	7th	Ret	9th	10th	12th	Ret	Ret	9th	Ret	10th	Ret	11th	13th	5th			
-	Marc GENE	8th	Ret	Ret	14th	14th	Ret	Ret	16th	15th	8th	Ret	15th	14th	9th			
-	Nick HEIDFELD	9th	Ret	Ret	Ret	16th	DQ	8th	Ret	12th	Ret	12th	Ret	Ret	Ret			
-	Pedro DINIZ	Ret	DNS	8th	11th	Ret	7th	Ret	10th	11th	9th	Ret	Ret	11th	8th			
-	Gaston MAZZACANE	Ret	10th	13th	15th	15th	8th	Ret	12th	Ret	12th	11th	Ret	17th	10th			
-	Jean ALESI	Ret	Ret	Ret	10th	Ret	9th	Ret	Ret	14th	Ret	Ret	Ret	Ret	12th			
-	Johnny HERBERT	Ret	Ret	10th	12th	13th	11th	9th	Ret	Ret	7th	Ret	Ret	8th	Ret			

SUPERGRID

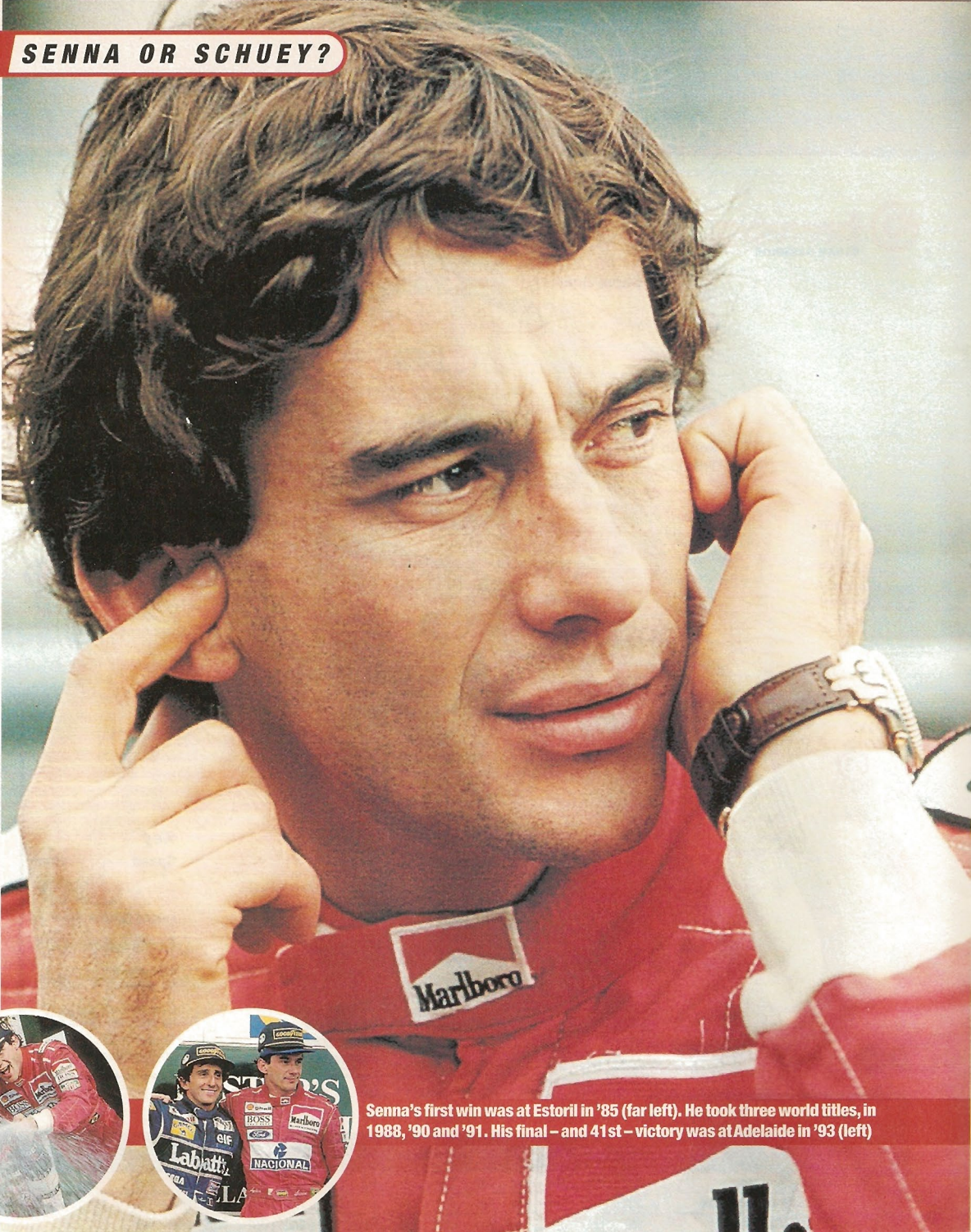
DRIVER	C	L	%
1 Michael SCHUMACHER	739	426	82.84
2 Mika HAKKINEN	811	317	90.91
3 David COULTHARD	761	85	85.20
4 Rubens BARRICHELLO	757	55	84.86
5 Jarno TRULLI	514	-	57.62
6 Heinz-Harald FRENTZEN	572	9	64.12
7 Ralf SCHUMACHER	774	-	86.77
8 Jacques VILLENEUVE	749	-	83.96
9 Giancarlo FISICHELLA	688	-	77.13
10 Eddie IRVINE	618	-	69.28
11 Jenson BUTTON	555	-	62.21
12 Pedro DE LA ROSA	409	-	45.85
13 Jos VERSTAPPEN	638	-	71.52
14 Alexander WURZ	626	-	70.17
15 Johnny HERBERT	540	-	60.53
16 Ricardo ZONTA	687	-	77.01
17 Mika SALO	639	-	71.63
18 Pedro DINIZ	675	-	75.67
19 Jean ALESI	530	-	59.41
20 Nick HEIDFELD	512	-	57.39
21 Marc GENE	642	-	71.97
22 Gaston MAZZACANE	687	-	77.01

0=average qualified position; C=laps completed; L=laps led
%=%percentage of laps completed against aggregate laps for season

like a champion

www.brembo.it





It's an esoteric question, of course. Who was greater, Ayrton Senna or Michael Schumacher? They were and are respectively the greatest drivers of their generation. That is demonstrable. The rest - the overlaying of one generation on to another - is conjecture. The environment cannot be battened down for the purposes of a scientific comparison, so sifting through the evidence for a resolution requires that gut instinct and feel be balanced against cold, hard analysis. Yin and yang. Senna and Schumacher.

Senna was a more emotional performer than Schumacher - Sunday's tearful outburst aside - and both were true children of their homelands. They each used artistry and brain, of course, but the mix was very different.

"Ayrton was emotionally driven," says Martin Brundle. "Michael is mentally driven."

Those energies we saw untapped in Senna's outbursts - against Prost or the FIA, against whomever he considered to be preventing him from proving he was the best - were the same ones used to such devastating effect inside the cockpit. There was a rage about Senna, very much at odds with his ethereal calm in contemplation.

"Come in now, Ayrton," said his crew over the radio at Adelaide in '93. No response. "Your times have dropped off, it's time for the new tyres. Come in now." Senna could feel the grip was still in the tyres,



Senna's first win was at Estoril in '85 (far left). He took three world titles, in 1988, '90 and '91. His final - and 41st - victory was at Adelaide in '93 (left)

knew the drop-off was just traffic. "No!" he finally screamed into his helmet, above the wailing Cosworth. Then unleashed a lap quicker than any he had previously set.

That in-car moment captured perfectly the war zone that was Senna at work. He lived in that zone, rejoiced in the conflict. He had an unbelievable gift, but it was subservient to emotion.

Jackie Stewart used to drain himself of emotion before climbing into the car, "to deflate like a balloon" as he put it. Emotion, he reckoned, was a dangerous thing to take into a racing car. Maybe it is and perhaps Senna ultimately proved that, but that's where it all came from for him. It is not that he allowed his emotions to run away with him - not in the car anyway - but they were at the root of many of his greatest performances.

"He was digging deep to overcome a machinery disadvantage," says Brundle in reference to Senna's early

LEVEL

laps of Imola '94. "Michael was content to sit there, just behind."

Maybe it is reading too much into that tragic race to say that Senna was emotionally responding to the threat of Schumacher, who, in turn, was behaving coldly, analytically, content to sit back and prod, confident he had the quicker car yet not feeling the psychological need to be in front. But maybe that is exactly how it was.

It would be in character. Schumacher applies enormous thought to his work. Remember Spa '97? His use of the reconnaissance lap to check out the feasibility of intermediates rather than wets laid down the foundation of a resounding victory. His fabulous Senna-echoing feel for grip in changeable conditions was on display, but he really had the race won before it had even started.

He does his best stuff when the family of team members are around him, supporting him, giving his environment serenity, the better to think through solutions. He would hate to operate from a war zone. The awesome talent can be summoned just as readily as was Senna's, but it is switched on rather than triggered. "Right Michael, you've got 19 laps to make up 22

“Ayrton was emotionally driven. Michael is mentally driven”

MARTIN BRUNDLE



Schuey's first win in '92 was followed by two world titles in '94 and '95. He has yet to achieve the same feat with Ferrari, but has equalled Senna's 41 wins (far right)



BEST

With his victory in Italy, Michael Schumacher has matched Ayrton Senna's tally of 41 Grand Prix wins. But who was the greatest? **Mark Hughes**, who has watched both their careers, has the answer

seconds on Hakkinen," said Ross Brawn over the radio in Hungary '98. "OK," came the calm reply. The miracle laps were duly produced. The impression is that the Ferrari cockpit is a rather colder, quieter place than was Senna's.

However, to believe that all this order, rationality and cerebral control is more formidable than the hormonal rush of Senna at work is to discount the unbelievable territory to which those emotions - and probably his religious convictions too - gained Senna access. He could channel his feelings to pull out a qualifying lap like that at Monaco '88, where from within the deep reaches of his soul he found 2.5s. Such things should not have been possible. At the same place the next year, he was playing nip and tuck with Prost for pole when, out of the blue, he produced a lap 1.1s quicker than anything his rival could manage. Some even wondered if the timing machinery had malfunctioned.

That is what Senna at his best could do - make you doubt your senses.

Schumacher has many times produced performances that have reduced his opponents to bit players, but it has invariably been - like Barcelona '96 - in compromised conditions. That day he was lapping sometimes six seconds faster than anyone else in the rain, and doing it with a lightness of touch that made it seem like child's play. Senna had days like that too; there was a stage in the Donington '93 race when, on slicks and with rain falling, he was still pulling away from Prost's wet-shod

Williams. Estoril '85 was similarly wondrous. But in terms of the perfect-condition, no-compromise qualifying situation, where the limits are highest, Schumacher has yet to display the extraordinary speed Senna could conjure. It is as if the changeable grip levels allowed the startling natural ability of both drivers to become more clearly visible, but in more consistent conditions - where mere mortals can get closer to the ultimate level through chipping away - something deeper is required to pull off the extraordinary.

Many times, particularly since the McLaren/Hakkinen combination became such a formidable force, we have seen Schumacher over-extend himself in qualifying. He has more regularly failed to string together his best sector times in one lap than Hakkinen. Imola this year was a case in point. He had the fastest times in each of the three sectors, but he never did them on the same lap. ▶

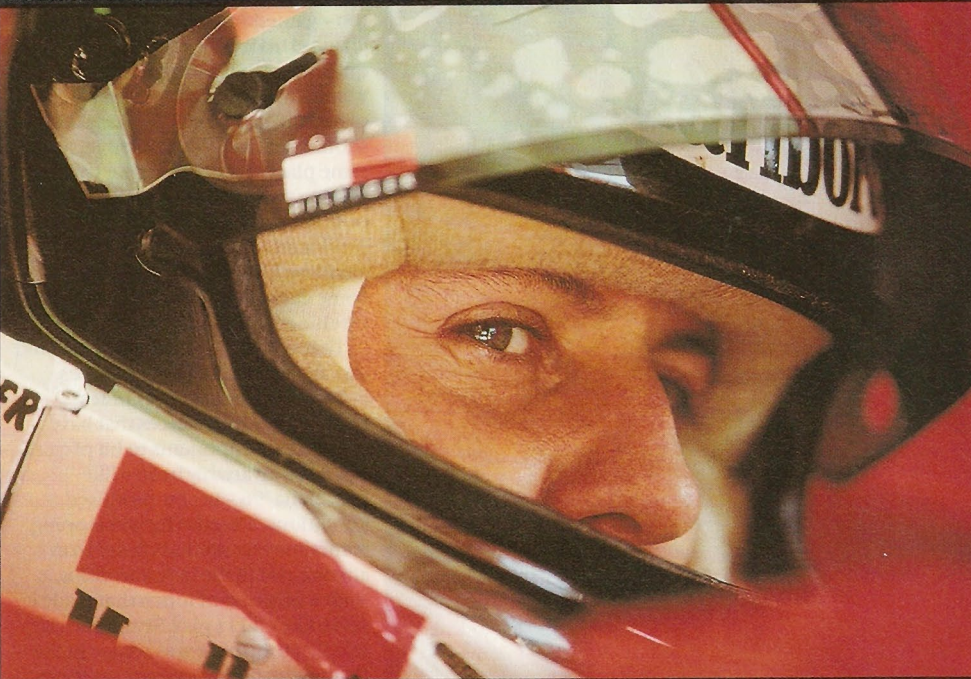
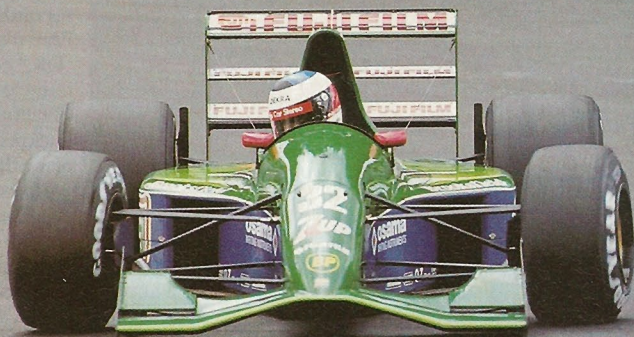


Left: Magny-Cours '92. Schumacher took out Senna at the start. Senna had a 'quiet word' afterwards. Right: Senna lead his by then main rival Schuey in his last race at Imola in '94



FAR LEFT: LOUDET/ALISPORT; LEFT: WANT/ALISPORT

DEBUT
1991 Belgian GP
 Spa Francorchamps
Michael got his F1
break with Jordan,
but his race was over
before it began after
a clutch failure at the
start. Nevertheless,
Schumacher was a
hot property and
was snapped up by
Benetton in time for
the next GP at Monza



FIRST WIN
1992 Belgian GP
 Spa Francorchamps
The year after making
his Grand Prix debut,
Schumacher claimed
his first victory,
recording fastest lap
in the process. But he
would not see the top
step of the podium
again until Estoril '93

◀ Hakkinen, by contrast, hooked his best ones up and sat on pole. Senna, as his record of 65 poles suggests, was not similarly troubled.

Schumacher is seen to best effect not in qualifying, but in races. There, his mental acuity, the spare capacity his talent allows his brain and that switch-like way he can access the limit is particularly suited to the current fuel strategy era of F1. His drives have a relentless, grinding quality, characteristic of that mentally driven approach. Senna's race brilliance was arguably more spiky – long-exposure flashes to gain him the critical advantage. But that, for the most part, was a different era of F1, with different requirements.

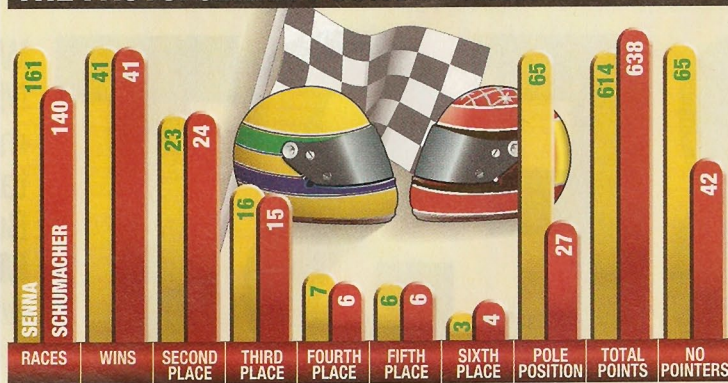
Invariably, Senna's best war-zone performances came with Prost as the enemy. As the man perceived as his biggest threat, Ayrton targeted the Frenchman to a degree that bordered on obsession. Every fibre of his being was directed against that foe, every last ounce of firepower deployed his way. Schumacher has not yet reacted

to a rival in this way, has yet to reach so far into himself. Maybe that is to do with the standard of his opposition. More likely it is that he is not emotionally predisposed to react in such a way. He cannot dig as deep because those depths are not there.

But while there is no real Schumacher equivalent of some of those impossible Senna victories which left him emotionally and physically drained, neither is there any of the OTT swerving efforts against Prost at Silverstone '93 or Hockenheim '91, drives which illustrated that the Brazilian's obsession could take him into ludicrous territory. It is a further illustration that Schumacher's race strength is about evening out the highs and lows. Lower highs, but higher lows, a Teuton rather than a Latin.

Having to deal with Prost, one of the greatest drivers of all time, every other weekend and, for two years, having him in the same car with no team orders lends extra validity to

THE FACTS: SENNA v SCHUMACHER



Senna's case. Schumacher has had Hakkinen to press him, a driver whose stunning turn of speed has never been in doubt, but one whose mix of abilities is less rounded than was Prost's. Schumacher has also tended to have contractually subservient team-mates. Some of those team-mates have nonetheless marvelled at his telemetry traces, wondered how it could be possible

that he has got enough pre-apex oversteer for the computer to predict a slow exit speed, yet he confounds it every time. His style of driving is more individualistic than Senna's, whose lines and steering inputs were quite conventional, with only his staccato throttle foot distinguishing him from the others as he danced the car on the outer edges of possibility.

CLOCKWISE FROM TOP LEFT: LAT; SUITON; LAT; RONDEAU/ALLSPORT; LAT; LAT; ALLSPORT. GRAPHIC: ALAN ELDRIDGE



DEBUT
1984 Brazilian GP
 Rio de Janeiro
 Senna retired from his first race with mechanical failure, but by the Monaco GP his huge talent was increasingly evident as he hunted down Alain Prost in monsoon conditions. The race was stopped before Senna could catch him



FIRST WIN
1985 Portuguese GP
 Estoril
 Having joined Lotus at the end of '94, Senna scored his first victory with a stunning drive in the wet. He won again that year at Spa, and finished fourth in the world championship



“Ayrton targeted Prost to a degree that bordered on obsession”

Schumacher, by contrast, turns in early and begins the cornering process earlier but more gradually than the geometric ideal. His left foot and his hands trade lessening braking Gs for building lateral ones, enabling him to subtly pivot the car's direction of travel around its front wheels and get on the power fantastically early. It is how Jim Clark and Stirling Moss used to drive. The oversteer is not usually induced by power but manifests as he comes off the brakes. He still has traction to spare and, as the oversteer helps point the car at the apex, so he is able to nail the throttle and thereby destroy the convention that oversteer equals lost speed - that

rule is for lesser mortals.

It is a style similar to that employed by any decent kart racer, except that there the oversteer comes as the brake is applied rather than released. But only Schumacher, of the current generation, has been able to transfer it to an F1 car. Those trying to emulate it usually end up in the gravel and it is the stuff of legend how some of Schumacher's set-ups have proved virtually undriveable to others. Much of his speed is derived from this style and the set-up required to exploit it, and that is probably the key to his fantastic, grinding consistency; it is method as much as inspiration and therefore more repeatable. It still requires fabulous feel and judgement to make it work, but given that he has those qualities in spades, then it is probably easier for him to live at the outer edges of performance than it was for Senna, who had to find his advantage by doing the same thing as everyone else, only better.

That being so, perhaps that is why Schumacher's disposition is sunnier

than Senna's was. Watch him off-guard and with his team and he is clearly very happy with life. Maybe he is still the little kid in the kart, doing what he does, not really knowing what that is, just living it and enjoying hugely the fact that no one else can do it as well. Senna's route to his performances was deeper and more spiritual, his world more complex and troubled.

Think of this lightness in Schumacher and suddenly it makes perfect sense that he does not like war zones and has not pushed for changes in his team after years of it under-achieving. Lauda, Prost or Senna would not have been so tolerant. Their modus operandi was to take the initiative in solving the problems. They would create big-time when internal issues got between them and success. Schumacher, by contrast, thrives on using his brilliance to beat whatever bad hand he has been dealt. Victories for him are transient things to be briefly savoured, not another notch towards a bigger goal.

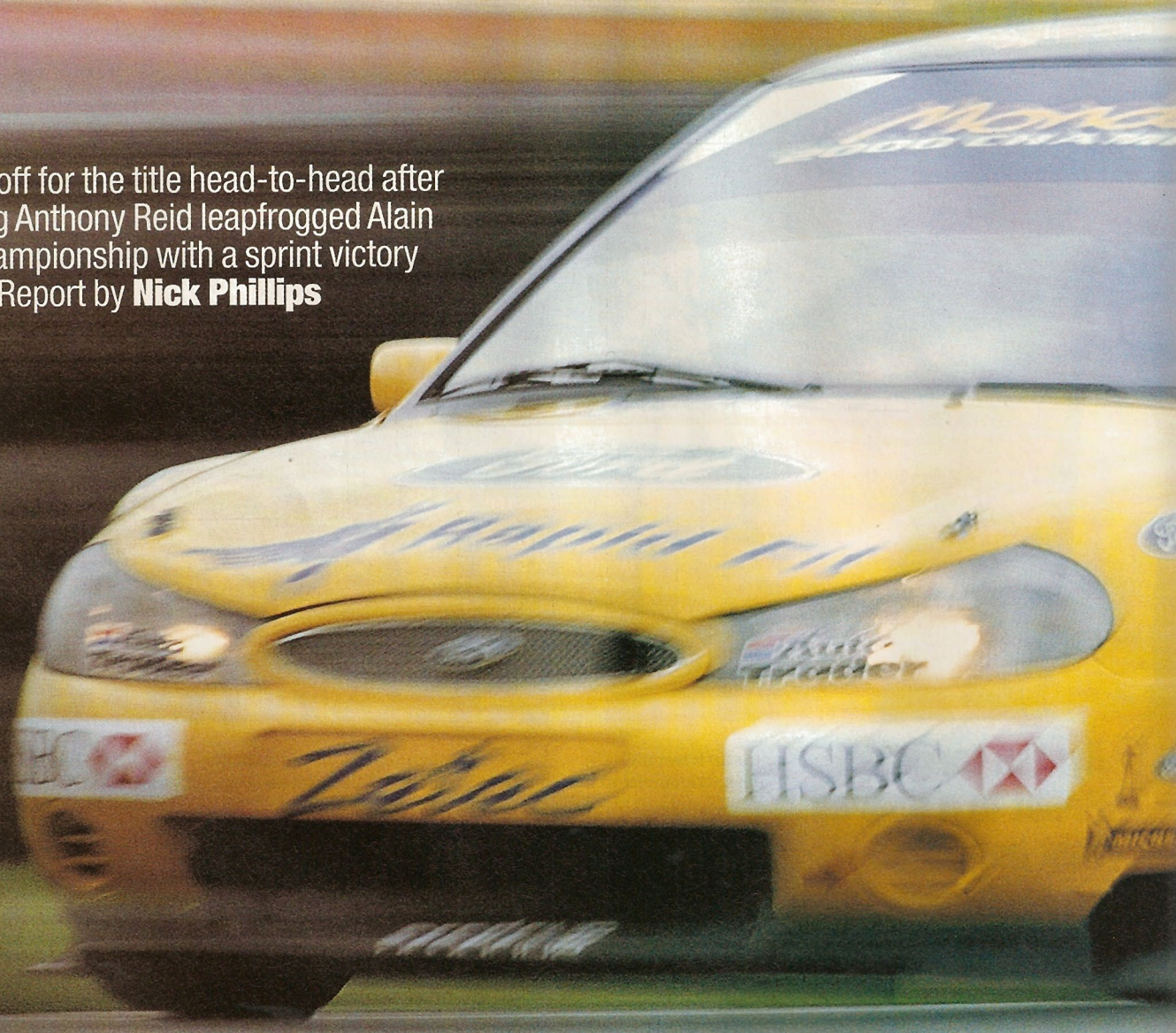
Take someone like that and impose on him the pressure of a final-round title showdown. Suddenly it is not just another race. There is a world championship for the taking, for his team, one chance only. He knows how much it would mean to them and he is the man who is expected to deliver it. That is a very different game to just expressing yourself and enjoying your gift and that is when the cracks appear. Adelaide '94, Jerez '97 and Suzuka '98. Three critical pressure errors when the stakes were at their highest.

It would be unthinkable for Senna to have lost titles in this way. Such situations were what he was made for. He would assume the pressure then in just the same way that he had always assumed it. That was why he never came across as happy-go-lucky - he was obsessed with success, completely immersed in achieving it and ready to wage war when it threatened to escape him. Which is why Senna was ultimately an even greater driver than Schumacher. ■

THIS PAGE MAIN: LAT; INSETS: L-R: LAT; SUITON; TEE/LAT

Reid it and

The gloves are off for the title head-to-head after a hard-charging Anthony Reid leapfrogged Alain Menu in the championship with a sprint victory at Oulton Park. Report by **Nick Phillips**



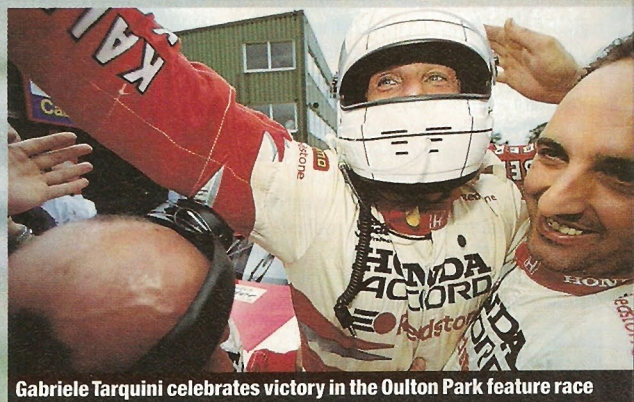
Anthony Reid and Gabriele Tarquini were head and shoulders above the rest of the field at Oulton Park and dominated both qualifying and the races. They wound up sharing the spoils evenly, but it was the Scot who found the real dividend - the chance to go head-to-head with Alain Menu for the title at Silverstone this weekend, with the gloves off and the odds nicely balanced.

Menu's attempt to maximise the points gained at Oulton, without acquiring success ballast was only partially successful. He avoided the dreaded kilos, but the hoped-for pair of fourth places - which he had been poised to take in each race while lying third - became a fifth and a sixth. For the other title contenders Oulton effectively marked the end of the road. Rickard Rydell had a terrible weekend, crashing in the sprint and

finishing only eighth in the feature. He still retains a mathematical chance, but Yvan Muller and the rest are now out of it. A pair of fighting thirds from Muller showed his intent, but left him a point away from even the most tenuous title hope. While Tarquini and Reid ran comfortably and quickly at the front in both races, the rest rolled up their sleeves and got stuck into the business of entertaining the

spectators at the track and on live TV. Reid made the most of pole at the start of the sprint race, but behind him the Mondeos on the second and third grid slots were already disobeying standing Ford team orders not to hit each other. "Some people must have been asleep in our team manager's briefing. Strangely, he was looking at me most of the time," said Reid with a wry smile. There were no smiles from Menu

weep



Gabriele Tarquini celebrates victory in the Oulton Park feature race



and, particularly, Rydell. They had clashed and Rydell's car had clattered the pit wall - game-over for the Swede.

"I got the better start and he just moved over on me," said Menu. Rydell reckoned: "I didn't see him there, but I was ahead. It was my line, so I think he could have lifted off." Tarquini was the man to benefit and his casting vote in the matter was for Menu. "For me it was Rickard's mistake," said the Italian.

"I didn't see him but I was ahead, it was my line, he could have lifted off"

RICKARD RYDELL

The result was an early call for the safety car and a controversial restart technique from Reid. "He jumped on the brakes at the line. It was dangerous," said Plato, and Muller agreed. Reid protested his innocence - "I didn't brake-test anyone, I was just waiting for the right moment to accelerate" - before appealing to Tarquini for corroboration. "I only saw the brake lights, no change of pace," said Gabriele with an innocent smile.

Nevertheless, the result was a good deal of confusion as the field, and particularly the Class B cars, starburst across the line.

Reid and Tarquini soon pulled away, looking evenly matched. Tarquini reckoned he was a bit quicker, but not by enough to give him a clear overtaking shot. Menu held third and said he planned to hand that over to the man behind, James Thompson. However, Thompson ▶

QUALIFYING

FORD'S Anthony Reid was the form man in qualifying, taking a pole and a second place. Honda's Gabriele Tarquini was the only man who could live with Reid's pace, pipping the Scot to pole in the half-hour session. He was entirely eclipsed in the One-Shot Showdown, as the Fords showed their usual advantage on cold tyres and locked out the top three slots.

Tarquini reckoned he had got "the best set-up I've ever found" on the JAS



Reid scored pole

Accord, and though he and Reid were almost half a second faster than the field both felt they could have gone quicker in the long session. Traffic and a stoppage – to retrieve Tom Kristensen's crashed Accord

from Knickerbrook – featured large in explanations for lack of speed, even from the top two.

In the one-shot, drizzle affected a couple of laps – including those of Vauxhall men Yvan Muller and Jason Plato – but the problem for most was simply that the Ford drivers could come close to their earlier best times, and the rest could not.

Brands hero Matt Neal struggled in the morning, a test shunt-related problem prompting an engine change that meant he could not do a lap.



Jason Plato sliced past Vauxhall team mate Radermecker at the start of the sprint race, but finished the race behind in ninth position

◀ was not waiting to be asked and rudely snatched the place at Lodge. While Menu was piling on opposite lock, Muller nipped past too. Menu resumed in fifth and mounted a determined and successful defence of the place as a four-car swarm, headed by Vincent Radermecker, buzzed round his tail. Thompson lost third to Muller when he was caught out lapping Gavin Pyper's Class B Alfa.

In the feature race, Reid made a better start from second on the grid, but Tarquini's "medium" effort was

good enough to persuade Reid not to risk a move round the outside into Old Hall. "That was my best chance to win," admitted Reid and thereafter he never looked likely to mount a serious challenge on the JAS Motorsport Honda Accord. "Here, the key is the kerbs," said Tarquini, "and I made sure my car was really good on the kerbs."

In the first part of the race Tarquini opened a useful lead, which became even bigger thanks to Reid's relatively poor pit stop, but was then wiped out when Tom Kristensen crashed at

Druids, bringing out the safety car.

"A front brake disc exploded when I was in sixth gear," explained the wide-eyed Dane. "All I could do was try to spin it, and, thank God, I managed to find the longest route to the barrier, so the impact wasn't too bad. I'm OK, but the car's a mess."

Tarquini's lead might have slimmed, but he did have the comfort of two Class B cars between him and Reid at the restart and he made the most of it to open the gap immediately to a level he could control happily to the flag.

CLASS B



Dan Eaves leads a frenetic class B battle, from the attacking Alfas, Fords, Hondas and Nissans

JAMES KAYE nibbled away at Alan Morrison's championship lead to take the Class B title down to the wire at Silverstone this weekend.

Both Barwell Honda man Kaye and VIP Club Peugeot driver Morrison won a race at Oulton, but Kaye backed his up with a third place, while brake problems restricted Morrison to fifth in the feature race.

Kaye overturned a disastrous qualifying performance – his Accord's

engine blew on the out-lap of the first qualifying session and could not be fixed for the one-shot showdown – but he certainly had to work for his points in a pair of dramatic races.

The biggest Class B field of the season did not disappoint. Simon Harrison's Ford Focus was bang on Morrison's qualifying pace as this week's Peugeot guest star, Dan Eaves, took pole for each race, and Gavin Pyper again proved that the Alfa is a

"I hope he's learned you just don't drive like that at this level" JAMES KAYE

real force to be reckoned with.

Morrison led the way in the sprint, and Pyper emerged in second place after a big scramble when the safety car pulled in following Rickard Rydell's start-line shunt. The young Scot kept Morrison within sight until the main field started to lap him, when he ran briefly off the road at Knickerbrook. By then, Kaye had worked his way from the back and moved past into second place.

Pyper fought back through Old Hall. The pair clashed on the Avenue and both spun, Kaye on-track, but Pyper on to the grass, into the barrier and then on to his roof.

"I think the steering broke when he hit me," said the Scot. Kaye countered: "I hope he's learned a lesson. You just don't drive like that at this level."

The closely following Eaves, who had missed out at the restart, took to the grass in avoidance but resumed in second, while Kaye recovered to third.

Harrison then retired when his brakes locked on.

In the feature, Morrison again led early on, but ran into serious brake problems which brought him into the pits to have the fluid topped up. Kaye was again on form, fighting it out with Eaves in a highly entertaining battle for the lead, joined on occasion by the impressive Gareth Howell in the second GR Motorsport Focus. Kaye won from Eaves and Howell.



Morrison shared wins with title rival Kaye

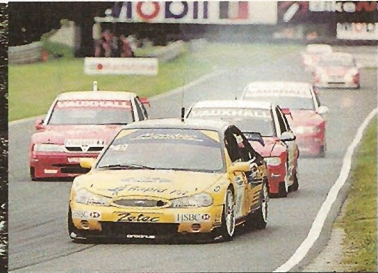
Redstone
Team
HONDA

performance written

At Redstone we believe in backing winners. However, it's by providing winning telephony services that we've made our name.



Independent Matt Neal leads works drivers Tom Kristensen and Jason Plato to the flag in the sprint, finishing seventh, eighth and ninth



Menu could only finish fifth and sixth

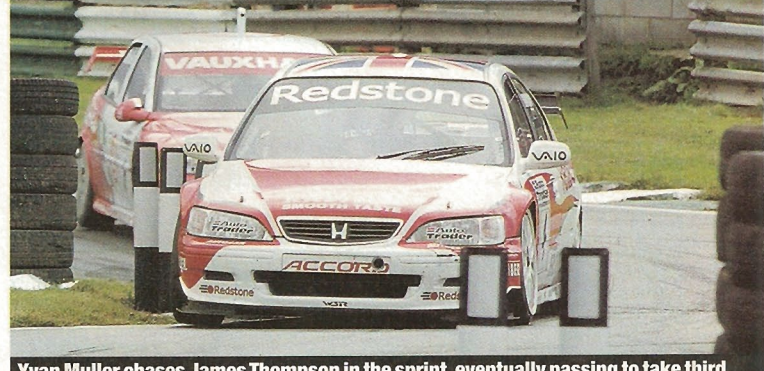


Relaxed pre-race Vincent Radermecker

Reid was equally untroubled in second, but Menu, who had moved up to third during the pit-stop phase, was demoted by Muller shortly after the restart. Yvan had been running well before the stops, but, like early third-place man Thompson, had lost out in the pits. Muller nipped past team-mate Plato on the restart - "He ran wide at Old Hall," said Muller. "I got the call," claimed Plato - and had taken third from Menu by the time they returned to the start-finish line. Menu was in his preferred fourth

place now, but the engine cut inexplicably and Thompson and Plato zipped past before it would fire again. That meant sixth for Menu. "That's three points gone," he fumed, well aware that they could prove crucial.

Matt Neal added a second seventh to that he fought for in the sprint, and turned his thoughts to a final bid for glory at Silverstone on Saturday. But he is only one of 11 Super Touring drivers determined to finish on a high, so the scene is set for a sizzling end to the current BTCC era. ■



Yvan Muller chases James Thompson in the sprint, eventually passing to take third

RESULTS

September 10, Auto Trader British Touring Car Championship, Oulton Park, round 21 & 22 of 24, 1 x 18 laps (42.52miles) and 1 x 35 laps (82.67miles)

SPRINT RACE

Pos	Driver	Team	Car	Qual	Grid	Result	Best lap	Pos	Driver	Qual	Grid	Result	Best lap
1	Anthony Reid (GB)	Ford Team Mondeo	Ford Mondeo	1m 22.656s	1	29m 12.221s	1m 24.097s	1	Tarquini	1m 22.463s	1	54m 35.541s	1m 24.138s
2	Gabriele Tarquini (I)	Team Honda Sport	Honda Accord	1m 23.664s	4	29m 12.908s	1m 23.934s	2	Reid	1m 22.485s	2	54m 39.388s	1m 24.255s
3	Yvan Muller (F)	Vauxhall Motorsport	Vauxhall Vectra	1m 23.971s	6	29m 23.634s	1m 24.767s	3	Muller	1m 23.270s	7	54m 41.840s	1m 24.542s
4	James Thompson (GB)	Team Honda Sport	Honda Accord	1m 23.921s	5	29m 24.190s	1m 24.646s	4	Plato	1m 23.275s	8	54m 44.687s	1m 24.590s
5	Alain Menu (CH)	Ford Team Mondeo	Ford Mondeo	1m 23.589s	3	29m 31.144s	1m 24.743s	5	Thompson	1m 23.080s	5	54m 45.059s	1m 24.356s
6	Vincent Radermecker (B)	Vauxhall Motorsport	Vauxhall Vectra	1m 24.042s	7	29m 31.640s	1m 24.812s	6	Menu	1m 23.125s	6	54m 47.820s	1m 24.728s
7(I)	Matt Neal (GB)	Team Dynamics Maxpower Racing	Nissan Primera	no time	21	29m 34.394s	1m 24.837s	7	Neal	1m 23.722s	9	54m 48.355s	1m 24.852s
8	Tom Kristensen (DK)	Team Honda Sport	Honda Accord	1m 24.148s	8	29m 34.853s	1m 24.803s	8	Rydell	1m 23.050s	4	54m 51.539s	1m 24.827s
9	Jason Plato (GB)	Vauxhall Motorsport	Vauxhall Vectra	1m 24.583s	9	29m 35.107s	1m 24.789s	9	Kaye	no time	22	- 2 laps	1m 33.502s
10(B)	Alan Morrison (GB)	Touring Car VIP Club	Peugeot 306 GTi	1m 33.344s	11	- 1 lap	1m 33.358s	10	Eaves	1m 32.205s	11	- 2 laps	1m 33.698s
11(B)	Dan Eaves (GB)	Touring Car VIP Club	Peugeot 306 GTi	1m 33.174s	10	- 1 lap	1m 33.673s	11	Howell	1m 34.057s	16	- 2 laps	1m 33.988s
12(B)	James Kaye (GB)	Barwell Motorsport	Honda Accord	no time	22	- 1 lap	1m 33.335s	12	Lemmer	3m 42.884s	21	- 3 laps	1m 34.814s
13(B)	Gareth Howell (GB)	GR Motorsport	Ford Focus	1m 35.551s	17	- 1 lap	1m 34.397s	13	Morrison	1m 32.290s	12	- 5 laps	1m 33.775s
14(B)	Andy Middlehurst (GB)	RJN Motorsport	Nissan Primera	1m 36.888s	19	- 1 lap	1m 35.658s	R	Ferrier	1m 34.280s	17	29 laps - susp	1m 34.151s
15(B)	Mark Lemmer (GB)	Barwell Motorsport	Honda Accord	1m 34.479s	14	- 2 laps	1m 34.183s	R	Radermecker	1m 23.017s	3	18 laps - m'fire	1m 24.769s
R	Gavin Pyper (GB)	Gary Ayles Racing	Alfa Romeo 156	1m 34.366s	13	14 laps - acc	1m 33.206s	R	Kristensen	1m 24.065s	10	17 laps - acc	1m 24.785s
R	Tom Ferrier (GB)	Gary Ayles Racing	Alfa Romeo 156	1m 34.879s	16	10 laps - throt	1m 34.441s	R	James	1m 35.454s	19	6 laps - altern	1m 37.234s
R	Simon Harrison (GB)	GR Motorsport	Ford Focus	1m 33.451s	12	10 laps - brake	1m 33.564s	R	Middlehurst	1m 36.035s	20	6 laps - eng	1m 36.202s
R	Nick James (GB)	Arnold James	Honda Integra R	1m 37.106s	20	9 laps - altern	1m 35.956s	R	Harrison	1m 32.296s	13	5 laps - brake	1m 35.011s
R	Marc Nordon (GB)	Bintcliffe Sport	Nissan Primera	1m 35.670s	18	6 laps - engine	1m 36.847s	R	Nordon	1m 34.388s	18	2 laps - electric	1m 46.981s
R	Robert Collard (GB)	Bintcliffe Sport	Nissan Primera	1m 34.627s	15	6 laps - engine	1m 48.601s	R	Collard	1m 33.986s	15	DNS	-
R	Rickard Rydell (S)	Ford Team Mondeo	Ford Mondeo	1m 23.263s	2	0 laps - acc	-	R	Pyper	1m 32.444s	14	DNS	-

Winner's average speed: Race 1 - 87.35mph; Race 2 - 90.85mph. Fastest laps: Race 1 - Tarquini, 1m 23.934s, 101.30mph; Race 2 - Tarquini, 1m 24.138s, 101.06mph. Championship positions after 22 of 24 rounds: 1, Reid, 193; 2, Menu, 184; 3, Rydell, 165, 4, Muller, 162; 5, Plato, 148; 6, Tarquini, 144; 7, Neal, 120; 8, Thompson, 115; 9, Kristensen, 111; 10, Radermecker, 65; etc. Manufacturers' Cup: 1, Ford, 513; 2, Honda, 381; 3, Vauxhall, 379. Michelin Cup for Independents: 1, Neal, 331; 2, Blair, 132; 3, David Leslie, 21. Class B championship positions: 1, Morrison, 250; 2, Kaye, 229; 3, Lemmer, 187, 4, Collard, 81; etc. Scoring system: 15-12-10-8-6-5-4-3-2-1. Pole Position -1. Lap leader in feature race -1. Next round: Silverstone, September 16. (I) = Independent, (B) = Class B.

all over it

For details of how we can contribute to your business success, call us on

08000 38 38 38.



Redstone
TELECOM

communications designed for business



FAR LEFT: BOTHWELL; LEFT: M GRIFFITHS/LAT. BLOXHAM/LAT



SUBSCRIBE TO
AUTOSPORT
 ONLY £27 PER QUARTER

THE SHOP'S SHUT! SHOULD HAVE GOT A SUBSCRIPTION

PHOTOGRAPH: LAT

SUBSCRIPTION ORDER FORM

Please start/renew my subscription to AUTOSPORT for £27 quarterly direct debits

Must be completed – your details: (BLOCK CAPS PLEASE)

Mr/Mrs/Miss: _____ Initial: _____ Surname: _____
 Address: _____
 _____ Postcode: _____
 Telephone: _____
 e-mail: _____

Direct Debit Payment: (UK ONLY)

To the manager, bank name: _____
 Address: _____
 _____ Postcode: _____
 Name of account holder(s): _____
 Bank sort code
 Bank/building society account number
 Reference no (for office use only): _____



Please pay **Haymarket Magazines Ltd** direct debits from the account detailed on this instruction subject to the standards assured by the direct debit guarantee. I understand that this instruction may remain with Haymarket Magazines Ltd and so will be passed electronically to my bank/building society.

Signature(s): _____ Date: _____

Terms and conditions Offer open to UK subscribers only. For overseas rates call +44 1795 414 817. Offer closes October 13 2000. Allow 28 days for receipt of your first issue. Details of the direct debit guarantee will be sent to you.

We may use your contact details to inform you about other offers and reputable companies whose products and services may be of interest to you. Please tick this box if you do not wish to receive such offers

Just send this coupon with payment details to:
AUTOSPORT, FREEPOST SEA4876,
SITTINGBOURNE,
KENT, ME9 8NR





The Redstone Team Honda British Touring Car

you're looking at the
most future-proof
car in the world...

In the USA, the road-going version of the Honda Accord was the first petrol car on the market to qualify as a Super Ultra Low Emission Vehicle*. It's this kind of smart thinking, forward-looking approach we endorse. It's an attitude we share. An approach that underpins our telecoms service to business: a full range of telephone services now, and increasingly, as broadband access becomes a reality, a range of data and Internet services.

So for smart, forward thinking telecoms, think Redstone.

Future-proof your communications, call us on 08000 38 38 38.

... that's why we put
our name to it



communications designed for business

See the Redstone Team Honda in action (live on BBC TV **) at the British Touring Car Championships.

29th - 30th July **Donington Park **** 27th - 28th August **Brands Hatch**

9th - 10th Sept **Oulton Park **** 16th Sept **Silverstone** For details visit www.redstone.co.uk

* In November last year, the Californian Air Resources Board certified the Honda Accord as the first petrol car sold in the state of California to qualify as a Super Ultra Low Emission Vehicle.



The full Monterey

Penske's Helio Castroneves headed home team-mate Gil de Ferran in a display of complete dominance around the sweeps of Monterey's Laguna Seca. By **Gordon Kirby**

Castroneves was happy after spending the whole race ahead of de Ferran and Franchitti

Helio Castroneves headed Team Penske's second one-two of the year, this time at Monterey's Laguna Seca circuit, while team-mate Gil de Ferran took the championship lead from Michael Andretti.

As at Mid-Ohio last month, the pair of Penske Reynard-Hondas were the cars to beat all weekend. They qualified together on the front row and ran one-two all the way in the race. Penske has been the team to beat on CART's permanent road circuits this year, a fact it underlined by setting fastest time in the test at Laguna Seca last month. When it came to last weekend, the writing was on the wall for everyone else even after Friday's practice. The red and white cars were going be very difficult to beat.

The only men to offer a challenge were Dario Franchitti and Juan Pablo Montoya, both of whom put pressure on the Penske pair in the race's first half. As the race developed, Franchitti could not quite match their pace, and Montoya ran into trouble in the pits so it became an intra-team battle between the Brazilian teamsters.

Castroneves had the upper hand. He was able to pull away almost at will, but spent most of the race taking it easy, conserving fuel. At one point he enjoyed a four-second cushion but won in the end by just under a second. He said he applied the lesson learnt at Portland in June, where he ran out of fuel on the last lap.

"I knew I had to conserve fuel and at the

beginning of the race I tried not to open a big lead like I did in Portland," Castroneves said. "You learn from experience and I was trying not to take a chance. Through almost the whole race I was saving a lot of fuel and trying not to make a mistake. That's the toughest thing, because you're not driving hard and you see everything, the crowd, the TV screens. It's easy to make a mistake."

After the first round of pit stops, Montoya emerged in second, thanks to a quick stop in which he took on less than a full load of fuel. The Colombian was able to pull away from de Ferran and Franchitti, but Castroneves maintained a small cushion, around three seconds, until coming upon a group of lapped cars. He took a little while to work his way through them, enabling his pursuer to get within sniffing distance.

"It was a little scary when I approached the backmarkers," Castroneves admitted. "I knew Juan had short-fuelled and had a light car, and he got pretty close."

Montoya whittled the gap down to almost a second. Just as they got through the lapped cars however, a full-course yellow came out when Roberto Moreno crashed while battling with Max Papis. Both Alex Tagliani and Michel Jourdain Jr also went off in the dust and confusion, bringing out the yellow flags.

Amid the yellow, most of the field ducked into the pits for their second stops and the luckless Montoya hit trouble when an airjack failed. His crew had to resort to using a hand hoist to complete the halt. He fell from second to eighth.

"The team did a great job of getting me back out quickly."

Montoya said. "I was disappointed but things like that are out of

your control, so you can't get too frustrated. The car was great today, but we had to conserve fuel so we could make it to the finish."

Meanwhile, Michael Andretti also ran into trouble during the yellow. He chose not to stop, and jumped from 10th to fourth in the restart line. The Newman-Haas squad believed the race would be restarted a few laps earlier than it was, and that everyone else would have to make 11th-hour splash-and-dash stops and that Andretti could make up places then.

Unfortunately, it took longer than expected for CART to clear up the mess from the Moreno-Tagliani-Jourdain incident and establish the proper restart line-up, which meant the rest of the field was able to reach the finish without stopping. Andretti ran fourth for a handful of laps after the restart but tumbled to 14th when he came in under the green. He had the 'flu for most of the weekend, but did not use that as an excuse.

"I'm not feeling good," he said, "but you have to put that out of your mind and concentrate on the task at hand. The car was OK, but not great. If the yellow hadn't been so long we would have made up a lot of ground and probably had a fifth-place finish, but it took them too long to get the field sorted out. The yellow went two laps too long. We should have stuck with our original plan to do what everyone else did."

radio, 'OK, you're good to go,' and I went," he said. "Then they said, 'Let's save some fuel.' The numbers looked good, but you can never really trust them. If there's a margin for error you should take advantage of it."

His third win of the year catapulted him into seventh in the overall standings, only 29 points behind de Ferran. "We'll just keep doing what we're doing and trying to win races. Then we'll see what happens with the guys in front of us. If they have bad luck like they did in a couple of the races we might both be there. My mind is to hope we can win races and I hope in the end, we'll be there."

De Ferran was equally happy. "This was a great day for us," he said. "I didn't quite have enough to challenge Helio, although I tried at the end. Most of my incidents came in the pits. On the first stop I was



The Penske pair took the top two positions

LESLEY ANN MILLER/LAT

"Through almost the whole race I was trying to save fuel" HELIO CASTRONEVES

He finished out of the points, which cost him the series lead.

At the front, meanwhile, it was all about Castroneves and de Ferran, with Franchitti trying to keep some pressure on them. The gap between the Penske pair grew and shrank as Castroneves allowed himself to drive without restraint, before correcting himself.

"They said on the

pulling in as Jourdain was pulling out and I had to get on the brakes and wait for him to leave. Then I had to wait for one of his crewmen to get out of my way. It was close, but luckily I managed not to hit him."

During his second stop de Ferran had another close call, squeezing and almost hitting Franchitti as they raced out of the pits.

"Roger told me to go, and I went. I didn't realise just how close it was until I was going up the hill out of the pits and saw Dario in my mirrors. I tried to pull up beside Dario and apologise during the yellow flag period and after the race I went



P. ARBUSTI/LAT



Above: Dario couldn't catch the Penskes. **Right:** Montoya's airjack failed. **Below:** Herta shone on his debut for Forsythe



this time at the 1.25-mile Gateway oval in St Louis. Can Penske repeat its recent road and street racing form, or will some other team or driver emerge to add further spice to CART's championship battle? ■

to him and apologised right away." However, de Ferran said Penske's one-two at Laguna is no reason for celebration. "I think this result says a lot for the team. Both our cars were very well-matched today, but now we have to concentrate on the next four races and tackle each race one at a time. It is important to keep our heads down and not get too excited. Now is not the time to sit back and pat ourselves on the back." Franchitti's third place completed Honda's first one-two-three sweep of the year and also propelled the Scot into eighth in the standings, 40 behind de Ferran. "I'm glad to be



Moreno's crash hit his title hopes badly

"I just didn't have quite enough to challenge Helio"

GIL DE FERRAN

finishing races," Franchitti said. "Now that we're starting to finish I've got to look at winning some." An excellent fourth went to Bryan Herta, making only his sixth start of the year. Herta drove one of Jerry Forsythe's Reynard-Fords for the first time this year and reminded everyone how good he is on road courses by qualifying and finishing fourth. Kenny Brack also drove a very good race in his first start at Laguna. Brack chased Herta all the way and finished less than a second behind in fifth place with Montoya another couple of seconds behind in sixth. Vancouver winner Paul Tracy qualified 13th and finished 11th. He was fighting with Oriol Servia for eighth with just one lap to go, but locked-up and spun. He slipped from second to third in points, 10 behind de Ferran and four behind Andretti. It's back to the ovals this weekend,

QUALIFYING

HELIO Castroneves took his third pole of the year and team-mate Gil de Ferran completed the Penske team's third sweep of the front row this year in California. Penske's other front row sweeps came at Portland in June and Mid-Ohio last month. "This was a great battle between myself and my team-mate, very intense," Castroneves said. "On my first set of tyres it was very tough to set a time. I just couldn't get the best from the tyres. On my second set I was going fast, but got into traffic" Castroneves said de Ferran and he have worked together to find the advantage they enjoy this year on permanent road courses like Mid-Ohio and Laguna. "People ask, what do you guys have? We just work very hard. Gil and I share, and that's very important for a two-car team." Second fastest de Ferran was the highest-qualifying driver of those in contention for the championship. In fact, he was the only man among the top five in points who qualified among the top ten at Laguna Seca. "I'm taking nothing for granted," de

Ferran said about the championship. "I'm just concentrating on having as good a race as possible without worrying about where the other guys in the points are." Dario Franchitti qualified third, the fourth race in a row where the Scot has qualified in the first three.

"Gil and I share information, and that's important for a two-car team"

HELIO CASTRONEVES

In Vancouver the previous weekend, he led a race for the first time this year, but a stall in the pits dropped him to second behind team-mate Paul Tracy. "I'm just trying to score points and win," Franchitti said. "I hope eventually, we'll have a race without incident."

RESULTS

September 10, FedEx Championship Series, Laguna Seca, round 16 of 20, 83 laps - 185.754 miles

Pos	Driver (Nationality)	Team	Chassis/Engine	Qual	Grid	Result
1	Helio Castroneves (BR)	Reynard-Honda 2KI	Team Penske	1m 07.722s	1	1h 46m 11.800s
2	Gil de Ferran (BR)	Reynard-Honda 2KI	Team Penske	1m 07.823s	2	1h 46m 12.754s
3	Dario Franchitti (GB)	Reynard-Honda 2KI	Team Green	1m 08.148s	3	1h 46m 14.442s
4	Bryan Herta (US)	Reynard-Ford 2KI	Forsythe Racing	1m 08.281s	4	1h 46m 16.219s
5	Kenny Brack (SWE)	Reynard-Ford 2KI	Team Rahal	1m 08.544s	6	1h 46m 16.958s
6	Juan Montoya (COL)	Lola-Toyota B2K/00	Ganassi Racing	1m 08.544s	5	1h 46m 19.101s
7	Mauricio Gugelmin (BR)	Reynard-Mercedes 2KI	PacWest Racing	1m 08.608s	7	1h 46m 28.614s
8	Jimmy Vasser (USA)	Lola-Toyota B2K/00	Ganassi Racing	1m 08.642s	9	1h 46m 32.697s
9	Patrick Carpentier (CDN)	Reynard-Ford 2KI	Forsythe Racing	1m 09.450s	18	1h 46m 33.409s
10	Christian Fittipaldi (BR)	Lola-Ford B2K/00	Newman-Haas	1m 08.627s	8	1h 46m 34.092s
11	Paul Tracy (CDN)	Reynard-Honda 2KI	Team Green	1m 08.898s	13	1h 46m 35.022s
12	Adrian Fernandez (MEX)	Reynard-Ford 2KI	Patrick Racing	1m 09.414s	17	1h 46m 35.304s
13	Mark Blundell (GB)	Reynard-Mercedes 2KI	PacWest Racing	1m 09.638s	21	1h 46m 37.112s
14	Michael Andretti (USA)	Lola-Ford B2K/00	Newman-Haas	1m 08.818s	11	1h 46m 37.981s
15	Cristiano da Matta (BR)	Reynard-Toyota 2KI	PPI Motorsports	1m 09.321s	15	1h 46m 38.474s
16	Max Papis (I)	Reynard-Ford 2KI	Team Rahal	1m 08.958s	14	1h 46m 56.651s
17	Oriol Servia (ESP)	Reynard-Toyota B2K/00	PPI Motorsports	1m 08.800s	10	- 1 lap
18	Tarso Marques (BR)	Swift-Ford 2KI	Dale Coyne Racing	1m 10.183s	23	- 1 lap
19	Memo Gidley (USA)	Reynard-Toyota 2KI	Della Penna	1m 10.869s	26	- 1 lap
20	Luiz Garcia Jr (BR)	Reynard-Mercedes 2KI	Fast Racing	1m 10.605s	25	- 2 laps
21	Alex Barron (US)	Lola-Ford B2K/00	Dale Coyne Racing	1m 10.203s	24	- 2 laps
22	Tony Kanaan (BR)	Reynard-Mercedes 2KI	Mo Nunn Racing	1m 08.857s	12	69 laps - mechanical
R	Alex Tagliani (CDN)	Reynard-Ford 2KI	Forsythe Racing	1m 09.393s	16	55 laps - electrical
R	Michel Jourdain Jr (MEX)	Lola-Mercedes B2K/00	Bettenhausen	1m 09.538s	20	46 laps - accident
R	Roberto Moreno (BR)	Reynard-Ford 2KI	Patrick Racing	1m 09.537s	19	45 laps - accident
R	Shinji Nakano (J)	Reynard-Honda 2KI	Walker Racing	1m 10.164s	22	45 laps - mechanical

Scoring system: 20-16-14-12-10-8-6-5-4-3-2-1; pole 1; most laps led 1. Championship positions: 1, Gil de Ferran, 132; 2, Michael Andretti, 126; 3, Paul Tracy, 122; 4, Adrian Fernandez, 118; 5, Kenny Brack, 116; 6, Roberto Moreno, 115; 7, Helio Castroneves, 103; 8, Dario Franchitti, 92; 9, Jimmy Vasser, 91; 10, Cristiano da Matta, 88; etc. Next round: Motorola 300, Gateway International Raceway, September 17 All runners on Firestone tyres

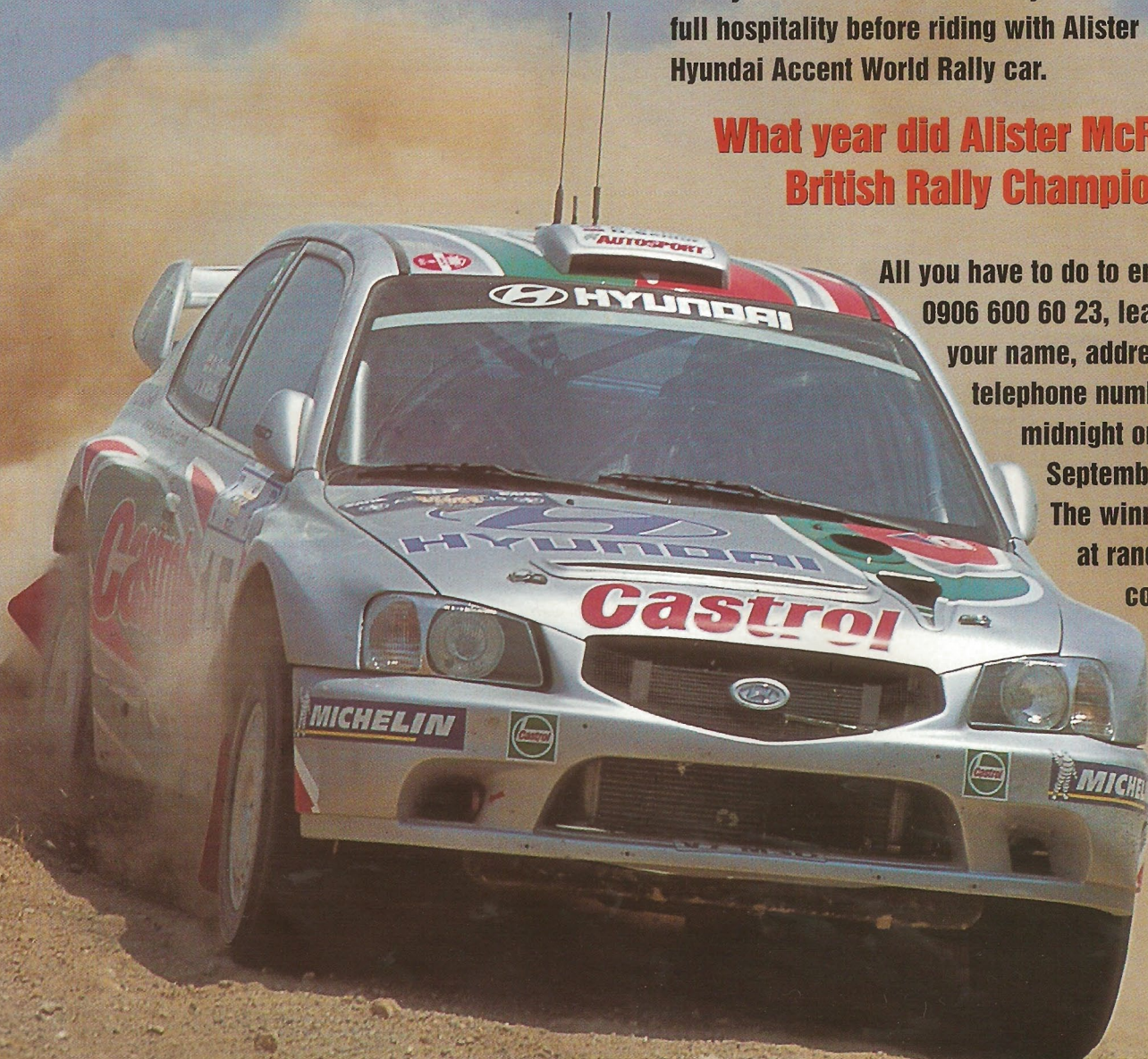
WIN A RIDE WITH ALISTER MCGRAE

Autosport is offering one lucky person a day to remember, and just to prove you were there, you can take a friend.

Answer the following question correctly and on October 5 you and your friend could be on your way to Wales to meet the Hyundai Castrol World Rally Team and experience their full hospitality before riding with Alister McRae in his Hyundai Accent World Rally car.

What year did Alister McRae win the British Rally Championship?

All you have to do to enter is call 0906 600 60 23, leave your answer, your name, address and daytime telephone number before midnight on Monday September 25 2000. The winner will be picked at random from all correct entries.



Winners must make their own way to the stage in Wales (details will be given on notification); no expenses will be paid for travel or subsistence to or from the event. Full hospitality throughout the day courtesy of Hyundai. The ride is for one person only. No cash or prize alternatives will be offered. The judge's decision is final. Calls cost 60p per minute and last two minutes maximum. No employees involved in this promotion may enter.

JUST RELEASED!

BRAND NEW IN THE MARKETPLACE DIE-CAST BMW ROAD CARS

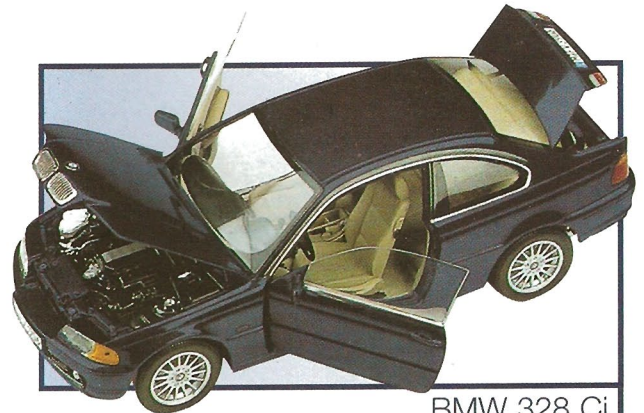
All models 1:18 Scale

BMW M3 GTR
Black
BMW054
£22.99



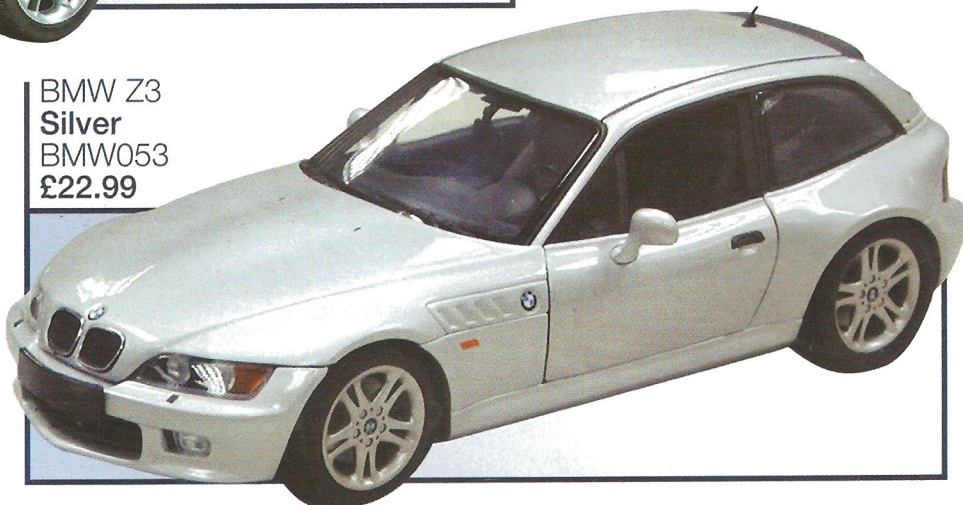
All models are meticulously detailed in 1:18 scale with opening doors and bonnets.

BMW Z8 Cabrio
Red
BMW056
£39.99



BMW 328 Ci
Dark blue
BMW055
£39.99

BMW Z3
Silver
BMW053
£22.99



Quality crafted, inside and out. If you can't have one in your garage (or even if you do), have one in your living room.

These accurate replica models pass for the real thing when viewed from a distance.

To order call the Action Performance **HOTLINE** on

0208 897 8422

Phone lines are open from 9am to 6pm, Mon-Fri. All major credit cards accepted

Shop online from our full range of motorsport products @ www.grandprixinc.com or visit the Grand Prix Inc. store in Harrods, Knightsbridge



MEDIUM FLAG
BMW035
£17.50
100cm x 140cm



PIQUE POLO
BMW011
£35.00
M, L, XL



LIGHT WEIGHT
WINDBREAKER
BMW022
£57.50
M, L, XL



MEN'S PERFORMANCE T
BMW008
£25.00
M, L, XL



LADIES PERFORMANCE T
BMW008
£25.00
S, M, L



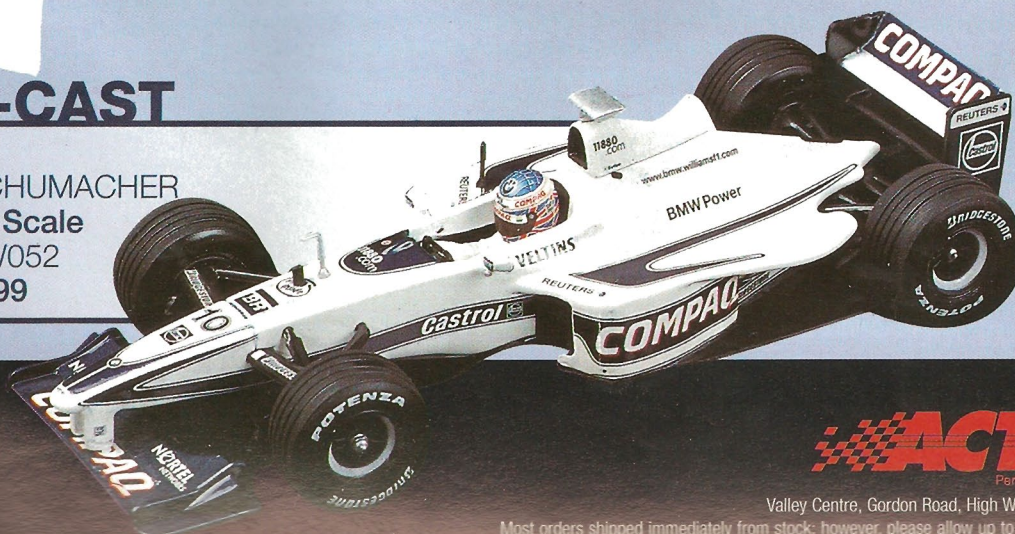
BUTTON CAP
BMW003
£14.95
ONE SIZE

2000 DIE-CAST

Presentation model

J.BUTTON
1:43 Scale
BMW051
£18.99

R.SCHUMACHER
1:18 Scale
BMW052
£39.99



Very limited stocks of the Jenson Button car left available. THIS WILL BECOME A COLLECTORS ITEM!

You won't be able to take your eyes off it!

BTCC Night Race, Saturday 16 September.



**American Express
Silverstone International Raceday**

in association with  **gameplay**
THE GATEWAY TO GAMES

**Featuring the Auto Trader British Touring Car Championship.
Display your sticker for a chance to WIN!**

Reserve your place at the Auto Trader British Touring Car Championship Night Race Finals on 16 September 2000, and you could win a fantastic free prize!

The first 2,500 people to book tickets will each receive a special car sticker to display. During the event our spotters will be out and about recording registration numbers. Tune in to Radio Silverstone and if your number's called, you're a winner. It's as simple as that!

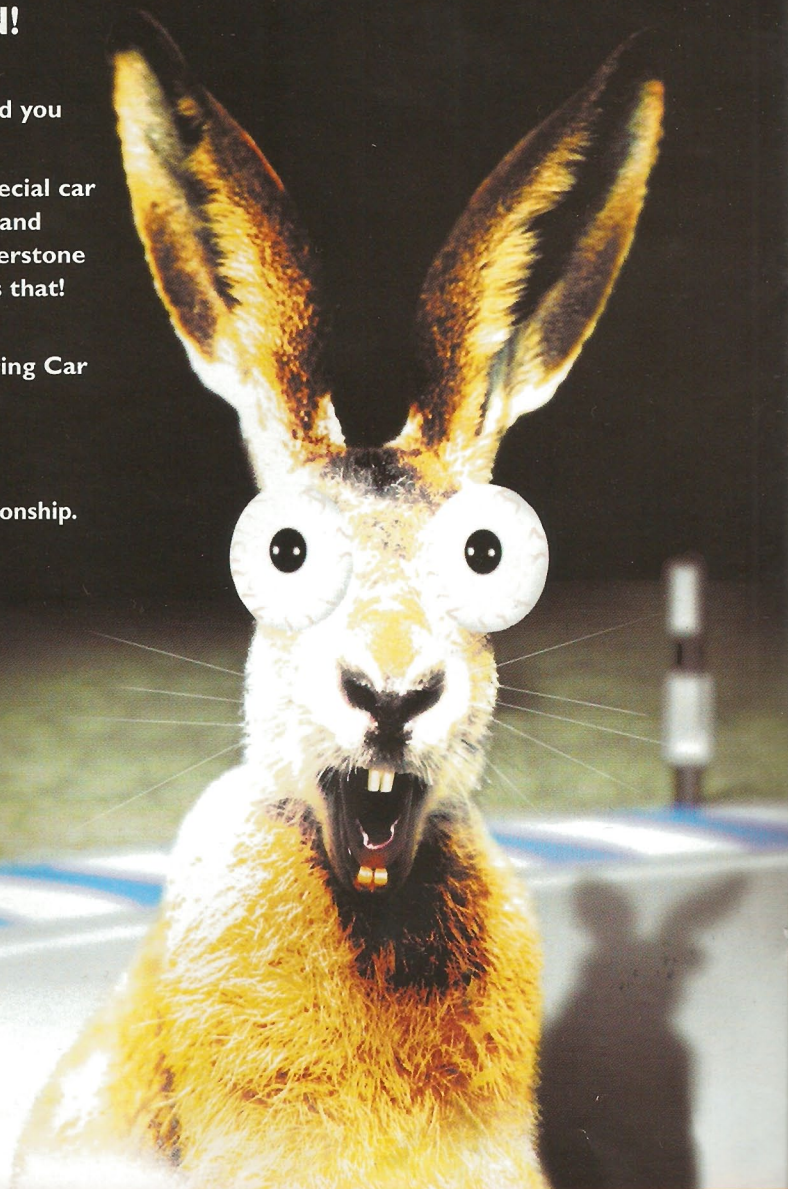
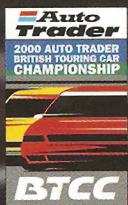
Call today and reserve your place at the American Express Silverstone International Raceday featuring the British Touring Car Championship, **PLUS** your chance to win a great free prize!

Support races include Formula Renault 2000 Championship, Elf Renault Sport Clio UK Cup, Lotus Sport Elise Series, Ford Fiesta Zetec Championship, Formula Ford Zetec Championship.

Practice and qualifying from 9.00am.

Racing starts at 4.30pm.

- Advance Gold Reserve Ticket – £20 including FREE reserved Grandstand Seat, FREE Centre Transfer and FREE Pit Road Walkabout to the first 2,000 bookers
- Silverstone Radio/TV – FREE
- Child general admission – FREE
- Car Parking – FREE
- Crèche – FREE, 10.00am to 8.00pm, subject to availability



BOOK NOW! 01327 857273

Lines open Mon to Fri 8am – 7pm: Sat, Sun & Bank Hols 10am – 2pm

Silverstone™

www.silverstone-circuit.co.uk



MARKO IPATTI

GROUP N BRITISH RALLY CHAMP

Marko a champion

Bart Simpson lookalike and 2000 Group N British Rally Champion Marko Ipatti is in the mood to celebrate. But he won't be resting on his laurels for long

I'm delighted to become the 2000 British Rally Champion, but I certainly didn't expect it to happen so soon into the Manx Rally. I had been building myself up for a hard battle with Vauxhall driver Neil Wearden, but unfortunately for Neil, his car stopped halfway through the very first stage. It was just unbelievable. As we came through the stage, I thought it was Mark Higgins by the roadside, but it was Neil. It was such bad luck for him. I withdrew from the rally that evening. I knew I had won the title and was so excited that I found it hard to concentrate on keeping us on the road. We also had a clean, straight car, which needs to be sold soon, so there wasn't any point in risking everything on a lap of honour.

I found the British Championship easier than I have before. Although I didn't finish many rallies last year in an underdeveloped and unreliable Super 1600 Corsa, I did gain invaluable experience of British roads which has helped enormously.

I realised at the start of the year that it was possible to take the Group N title, but after winning the Pirelli Rally in May, I knew that if we tried hard, didn't make any mistakes, and had a lot of good luck we had a really good chance. Our car has been exceptionally reliable, which is down to the team we assembled in Finland. Our engineer used to work for Mitsubishi Ralliart Finland, and our electronics man - Arto Lehtonen - is one of the best in the country. We've all worked together for a while, and in terms of preparation it would have



Ipatti withdrew from the Manx after title rival Wearden suffered a blown engine

there are so many good drivers here. Neil Simpson has driven his Group N Mitsubishi really well in his first year, and the Vauxhall drivers, Mark Higgins and Neil Wearden, have also been very fast. But the most difficult person to beat is last year's champion and fellow Finn, Tapio Laukkanen.

problem. There are a few opportunities, but the biggest problem is the lack of a decent budget for next year.

One thing I am particularly proud of is the fact that I am probably the first ever British Rally Champion who looks like Bart Simpson! Bart has

come back and drive better still next season. Before then, I'm trying to put together a drive on the Rally Great Britain. Here's hoping. ■

"I withdrew from the rally that evening. I knew I had won the title and found it hard to concentrate on keeping us on the road"

been impossible to do a better job. We also had assistance from Paul Barrett, whose team won the 1999 Production Cup with David Higgins.

For the Manx we had an excellent new team: Rally Rent Europe, who, as the name suggests, hire out cars to competitors. Tarmac is still relatively new for us, and not as easy for Group N cars, which are heavier. I much prefer the gravel events, which are not so different to those in Finland, which tend to be slightly more varied and challenging.

What makes winning the British Championship so satisfying is that

Tapio has been unlucky this year, but if there's anyone I'm looking in my mirror for, it's him.

I don't know exactly why Finland has produced a steady stream of rally drivers - maybe it's because of all those gravel roads we have back at home, maybe we're all just a few cogs short of a gearbox.

Next year, I'd like to come back to Britain in a World Rally Car, or maybe try some World Championship Rallies in a Group N car. Maybe both! This has been the best moment of my career so far, and deciding where to go next is proving to be a bit of a

been on the side of my car throughout the season as we have a lot in common. We do share the same sense of humour, but more importantly, our hair stands up in exactly the same way, even after I've been wearing my crash helmet.

My ambition now is to go as far as I can in international rallying. I gave up my job earlier in the year to concentrate on rallying and feel very focused. For the time being though, I want to enjoy this feeling. Maybe, as we say in Finland, "I'll take a few beers to celebrate", then I'll be working on next year. I hope we can

FACTFILE

Name Marko Ipatti

Age 33

Nationality Finnish

● 1993: competed in Finnish Junior championship winning two rallies.

● 1996: became Finnish Ice driving champion.

● 1997: took third in Finnish Group N championship.

● 1998: won British Production Cup championship.

● 2000: newly-crowned British champion with one rally win this year on the Pirelli International Rally in May.

RALLY

REPORT 10 CYPRUS

08-10.09.00 Limassol



Return of the Sainz

REPORT Any hopes that Richard Burns had of regaining the series lead in Cyprus were dashed by a resurgent Carlos Sainz. By **John McIlroy**



The Focuses of Sainz (main) and McRae (inset) left all their rivals eating dust in Cyprus as they headed for a one-two finish

When it came down to the crunch, Carlos Sainz wanted victory on last weekend's Cyprus Rally more than anyone else. Forged on a first leg during which his times were often spellbinding, the Spaniard's victory was his first since New Zealand in July 1998 and catapulted him into the fight for the world title.

Sainz and navigator Luis Moya led from the first stage to the last, apparently shielded from a scrap for second place that was only decided in Colin McRae's favour during the second afternoon. The Scot has now inched ahead of Richard Burns in the drivers' standings, as the Englishman was again hampered by a plethora of mechanical glitches and could only managed fourth.

The world championship's first visit to Cyprus might not have witnessed a classic fight for victory, but it certainly spiced up an already exciting run-in for the title.

LEGONE

THE first day, it seemed, was all about one driver: Sainz. The Spaniard was quickest in SS1, Alassa-Agios Therapon, and even though Burns retaliated immediately in Prastio-Pachna, it wasn't enough to shake the Focus WRC driver's initial grip on the top of the leaderboard.

Thereafter, he made it a stranglehold. Another fastest time in Agios Nikolaos-Fioni stretched his advantage to three seconds and then in the 12km of Platres-Kato Amiantos, he boosted that cushion to more than 11. His rivals' only glimmer of hope came via niggling problems that at least offered the chance of gaining time in a clean run. However, Burns' throttle pedal had been restricted to one quarter of its normal travel in SS4, while McRae had regretted his tyre

choice. "We made an extra cut," he said, "and it was starting to move around a lot near the end of SS4."

What of the championship leader? Yet again, heading the standings was proving to be a curse on the first-day stages, as Marcus Gronholm could only listen to the swathes of loose gravel being swept aside by his Peugeot 206 and guess how much his rivals would benefit by. A rubbing tyre in the 206's wheelarch hadn't helped, either.

Gronholm's plight was best illustrated by the fact that he was already behind team-mate Francois Delecour, who ignored concerns about his Peugeot's suspension to set consistently fast times. The Frenchman occupied fourth, behind Burns and McRae, at first service in Troodos.

Things were less rosy behind. Tommi Makinen felt his Lancer was too soft for SS4, Juha Kankkunen had overshot in SS3, Didier Auriol was worried by his SEAT's handling and his team-mate Toni Gardemeister was struggling to hang on to his Cordoba over the bumps. Kankkunen's morning got worse still when he failed to notice a time control in the service area and was penalised five minutes.

Skoda, meanwhile, had endured probably its worst morning since both Octavias failed to reach the first stage of their debut on last year's Monte. Armin Schwarz, the only top-line star with previous experience, blotted his copybook by rolling extensively a couple of kilometres into SS2. Then, to compound Czech misery, Luis Climent's example ground to a halt when he holed his sump in SS4.

The day's real challenge came next in the shape of Mylikouri-Monashilakas - more than 800 corners packed into 32km of narrow road that demanded concentration

RALLY GUIDE

68 Rally Report
Carlos Sainz was a man on a mission in Cyprus, leaving everyone behind

70 Hot Topic
After the blast that is Finland, the twists of Cyprus took getting used to

73 My Rally
Freddy Loix looks back over his best showing for Mitsubishi

75 Our Ratings
Who did the top job on Cyprus and who didn't? We give our verdict



“We had 20km of road section – and just two litres of fuel”

FRANCOIS DELECOUR

Sliding standards: Richard Burns was unable to challenge due to his Impreza's reliability. He slipped down the standings

◀ and extreme patience. Burns scored a valuable confidence-booster as he posted fastest time, nine seconds up on Sainz and a further six clear of McRae, to move ahead of the Scot into second.

His position there became far more comfortable when McRae, troubled by brakes in SS5, then had to complete all of SS6 (20km long itself) with an ATS mousse puncture. All told, he lost half a minute to Burns and dropped behind Delecour in the overall standings.

If there were any frustrations between the Brits, though, they had have been comforted by the complete disaster that befell Gronholm. Halfway through the 32km monster, his 206 started to flash its alternator warning light. Dropping voltage in the battery told the crew that it wasn't merely a bad connection.

A quick check of the 206's engine bay between the two tests revealed no problem with the alternator belt, the most likely culprit, but in SS6 the battery weakened to the point where the Peugeot simply refused to go any further. Amazingly, another check then showed that the belt had gone.

Whatever the reason, the championship leader was out. "It's disappointing," said Marcus, "but even if the others finish where they are, we still won't be too far away."

Gronholm hadn't been the only star to fall foul in Mylikouri-Monashilakas. Auriol was barely eight kilometres in when his Cordoba's power-steering failed. It was possibly the worst stage in the entire season for it to happen, but the diminutive Frenchman struggled on, bringing the ailing yellow machine back to service after hauling it through 44 competitive kilometres. "If it is down to me," he said, "I will stop. I am completely finished."

SEAT elected to continue but on the way to the seventh stage, Auriol spotted a loose wheel bearing that would almost certainly have failed under competitive conditions, and he retired on the spot.

Sainz hammered home his advantage in the day's closing three stages, grabbing chunks of time that had the whole service area gasping in awe. He scalped 17s from Burns in SS7, 36 in SS8 (when the Englishman spun) and another 17s in SS9.

For his part, the leader remained cool. Yes, he reasoned, he was desperate to win. He'd even admit to taking the odd chance. But there was nothing rash in his approach. "If you want to get a victory these days," he said, "you have to take some risks. This is the last chance I have if I want to fight for the championship. But I have confidence in my pacenotes."

Burns' spin cost him second place

to Delecour, but the Frenchman had other things on his mind. Like making it back to service, for example. "We'd finished the last stage and then Daniel (Grataloup) said to me that we'd 20km of road section and only two litres of fuel," said the sole remaining Peugeot ace. "It was spluttering a lot on the uphill sections, and we switched it off to cruise down to service." He overcame his drama without any penalty.

Despite his drop to third, Burns was far from despondent. "If Carlos keeps doing these times," he said, "then there's nothing we can do. But it doesn't look as though Colin can do anything either."

McRae was more concerned with soaring temperatures in his Focus's engine bay that had forced him to back off in the day's last stage.

Markko Martin underlined his potential by holding fifth place, despite a loss of differential pressure in the last few stages, while Gardemeister soldiered on to arrive back in Limassol in the final points-scoring place, sixth.

His cause was helped by problems that hit Mitsubishi. Mäkinen's Lancer lapsed into rear-wheel drive only and then the throttle on Loix's car stuck open and put the Belgian 30 metres off the road. He rejoined, only for an output shaft failure to reduce his car to three-wheel drive. ▶

MORE TWIST, LESS SPEED

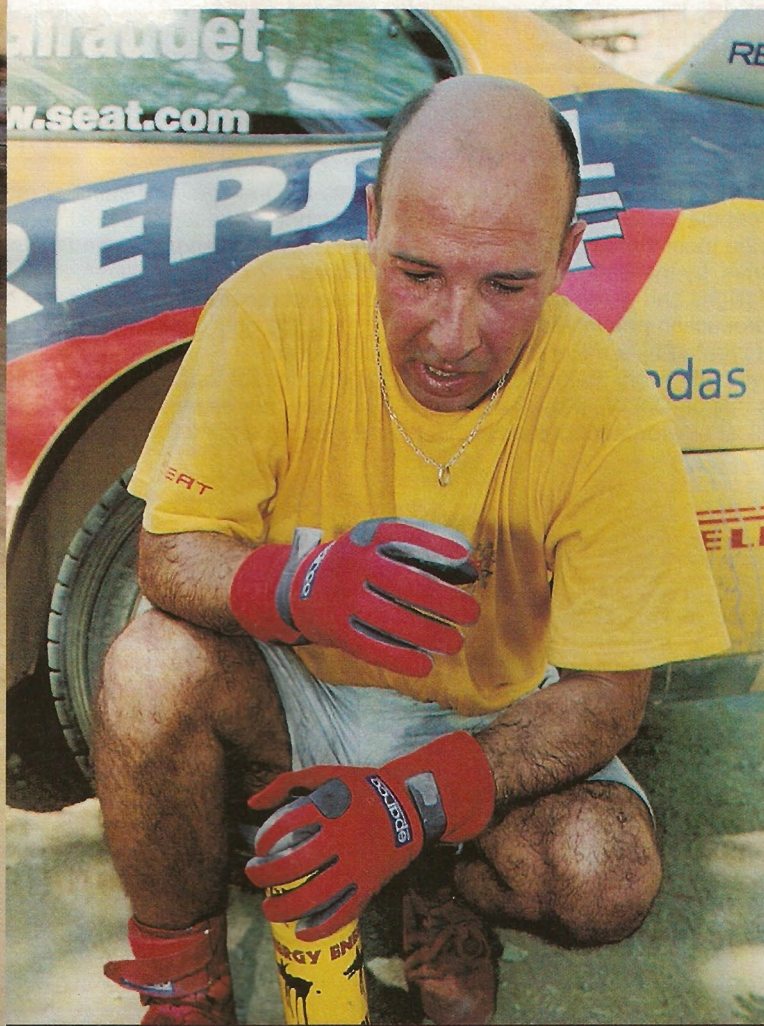
THERE WERE so many glasses raised in Limassol to the fact that the world championship was in a sunny seaside resort, not the gloomy mudbath of China, that it came as a shock to hear Colin McRae comparing the two events' stages. "The roads here aren't enjoyable," he said. "To be honest, the stages in China were better to drive."

Cyprus Rally had a few flaws in its infrastructure – forgivable, given its rapid promotion to WRC status – but the sport's top stars were far more frustrated with its stages. Incredibly tight, twisty and occasionally rough roads meant there was little margin for error and no chance to attack.

Burns was no less outspoken. "To be honest," he said, "it's a bit boring. There's not a lot you can do yourself, as a driver. Instead, you have to rely on the grip level and the car."

Cyprus does have quick roads – Carlos Sainz said a couple of the earlier stages could have been plucked from the Acropolis – but it does seem that the characteristics are designed to frustrate drivers.

That's not necessarily a bad thing, although it will be fascinating to see how TV makes it look interesting. Even the Safari has turned into an event of speed these days, so a test of patience made a novel change. As the winner said, "Part of rallying's charm is its character and the difference between the events. So this is different."



Didier Auriol was exhausted after his power steering died. Then a wheel bearing packed up



That'll never pass an MOT: the harsh Cyprus terrain ripped everyone's tyres to shreds

Positions after SS9

1 Sainz/Moya	2h 23m 35.6s
2 Delecour/Grataloup	+1m 20.2s
3 Burns/Reid	+1m 23.5s
4 McRae/Grist	+1m 42.3s
5 Martin/Park	+3m 4.4s
6 Gardemeister/Lukander	+4m 23.5s

LEGTWO

Sainz turned his attention to keeping the pack at a useful distance. On Saturday's first three stages, he was never more than a few seconds off fastest time and by the end of them, his lead had been reduced by just one and a half seconds.

The Spaniard's chief pursuer was now Burns, who eased ahead of Delecour by the second test and arrived in service in Pathos exactly five seconds ahead of the Peugeot. "I hope we can keep a handle on him now," said Burns, "but Colin's the one I'm really watching."

McRae was not making much of an impression, though. Indeed, over the three stages, he made up just 3.9s on Delecour and lost more than four to Burns.

Gardemeister was troubled by a sticking throttle in his SEAT and he had been passed by a rejuvenated Mäkinen. It was a good morning for Mitsubishi all round. Loix was putting in his best performance yet for the manufacturer, and posted his first fastest stage times in a Lancer.

The day's two longest stages followed and they turned the scrap for second on its head. On the first, a repeat of the 19km Panagia-Selladi tou Stach, McRae scalped more than six seconds off Delecour to close in on the Frenchman. Then came the second run over Mylikouri-Monashilakas, which had been expected to wreak havoc. It did.

McRae was simply awesome over its 32km. His Focus had punctures on both of its left wheels but Michelin's ATS mousse system salvaged the situation and the Scot took 40s off Sainz, 55s from Delecour and 57s from Burns. It put him second. ▶



French revelation: Francois Delecour was the man left with task of Peugeot honour. A podium finish showed he still has the speed

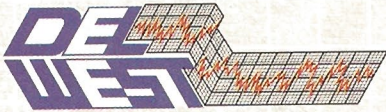
From Endurance Racing to Touring Cars and Formula 1

Del West Lightweight Valvetrain and Pneumatic Valve Control Systems

Precision-manufactured Del West lightweight valvetrain components are the standard in major racing series, from NASCAR to touring cars to Formula One. The performance of our titanium intake and exhaust valves is a matter of record, and their durability in the most demanding conditions was established this year in the 24 Hours of Le Mans, in both exotic and pushrod engines, by the BMW and Panoz factory teams.

The quality of Del West's designs and manufacturing is also a matter of record. And those same high standards are applied to Del West's in-production pneumatic valve control system, the only commercially available pneumatic control system not created by a major automobile manufacturer.

We are proud suppliers to virtually every major factory producing engines for top-flight, professional motor racing. Those factories rely on Del West design and manufacturing, not because our products live in the demanding and critical environment of today's high-speed racing engine, but because they thrive on it.



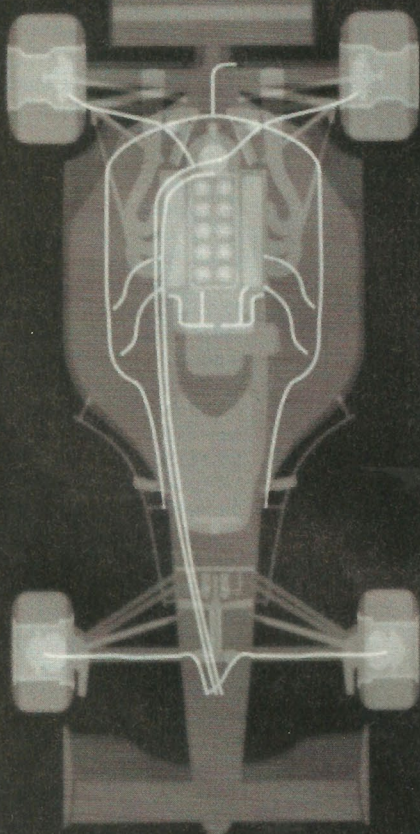
For additional information, contact

Del West Engineering
28128 West Livingston
Valencia, California 91355 U.S.A.
Telephone: 661-295-5700
Fax: 661-295-8300
Del West Europe S.A.
Chemin de Marjolin 75-77
C.P. 358, 1860 Aigle CH
Telephone: 02-44-66-96-36
Fax: 02-44-66-96-38



PLAN VIEW SCALE 1:40

UNITED STATES Los Angeles: (310) 533 1924 Charlotte: (704) 662 8095 Indianapolis: (317) 244 1000
NETHERLANDS (015) 2565232 FRANCE (01) 64 38 44 44 GERMANY (6321) 60168 JAPAN (03) 5716 4795 SPAIN (96) 333 2044



GOODRIDGE HOSE AND FITTINGS

HIDDEN TALENT

You can't see our expertise but you can see the results

While you go about the business of winning,
Goodridge hose and fittings are going
about their business, unseen but vital.
With strategically placed subsidiaries
around the world, Goodridge are perfectly
placed to deliver their cutting edge
technology to you, wherever you are.



GOODRIDGE
PUSH THE LIMITS

GOODRIDGE (UK) LTD EXETER AIRPORT EXETER EX5 2UP
ENGLAND PHONE: (01392) 369090 FAX: (01392) 366956
SILVERSTONE TECHNICAL CENTRE: (01327) 858799
www.goodridge.net email: uksales@goodridge.net

GUARANTEED FOREVER

MY RALLY with Freddy Loix

I DIDN'T get a drivers' point in Cyprus, but I think I managed to prove a few people wrong.

My two fastest times were slightly strange, because I didn't actually feel that I was pushing any harder than I had done in Portugal. But there, we had a lot of small technical problems, whereas in Cyprus, the car ran extremely well for nearly two days solid so I found confidence.

The test before the event was very bad, though. And even after the shakedown, I still wanted more time. It was a big risk for the team, but they allowed me to test with the rally car the day before the start. I found a good set-up and knew then that it was going to work well.

My roll was definitely unfortunate – it was caused by a sticking throttle – but the fastest times will have been a boost to the team, because they showed that the Lancer can still be a fast car.

We must not get carried away after this, though. The team has to keep its feet on the ground and work hard on the new World Rally Car, which is coming next year.

In the meantime, we go to Corsica next and while it would be silly to say that we're going to go there and take the victory, we at least stand a chance of challenging.

◀ Burns had reason to feel aggrieved at losing that place, for mid-stage splits had him up on McRae, but the right-front damper on his Impreza was leaking oil and by the end of the test, it was not working at all. With nothing to cushion the hard impacts, the shock absorber collapsed and the Subaru star did well to bring it to the end of the stage and back to service, its right-front tyre sitting at a horrendous angle.

McRae, predictably, was jubilant. Everyone else, including Sainz, had reached the end of the test with tyres down to canvas but on the same choice, Colin's were still in relatively good order. He'd driven the stage technically, and brilliantly. "If you let the back end step out," he said, "then you lose grip, the wheels spin and the tyres shred."

Gardemeister knew all about going sideways – he'd been doing it for much of the event, since his Cordoba had a tendency to hold on to high revs on downshifts. In that long stage, he slid off and out of seventh place.

McRae was expecting a fightback from Burns and Delecour over the day's last three stages but it never came. The Peugeot driver suffered chronic brake problems, while Burns was having a dreadful afternoon. He was fastest in the first of the trio, but then he clouted a large rock in SS16 and on the next test, the Impreza's propshaft failed and left it with just front-wheel drive.

He lost around a minute, allowing Delecour to ease back into third.

Reserves of determination were being called up. "We're not giving up yet," he said. "At least the last day's stages will clean a bit."

Sainz knew that, but with more than a minute in hand over McRae, he already had the look of a man on his way to his first win in more than two years. "I know what I have to do," he said confidently.

Even Wilson had to admit that the situation would be 'reviewed' after



Sumpin' not quite right: Climent holed his Octavia's oil system and was forced to retire

"The fastest stage times showed the Lancer can still be fast"

FREDDY LOIX



Loix had reason to sweat after a sticky throttle pitched him off the road at high speed



Estone me: Estonian Markko Martin raised his stock even higher with sixth place

the first three of the last day's six stages, but the language of Nicky Grist suggested that too much of a fight should not be expected. "While Colin and I would rather win," he said, "six points would be a good haul and Ford would get 16."

Bluff? Only the events of Sunday morning would tell.

Positions after SS17

1 Sainz/Moya	4h 04m 58.6s
2 McRae/Grist	+1m 04.0s
3 Delecour/Grataloup	+2m 01.2s
4 Burns/Reid	+2m 46.5s
5 Martin/Park	+3m 51.2s
6 Mäkinen/Mäki	+4m 05.7s

LEG THREE

IT TOOK just 19km of special effort for Sainz to stifle any faint hopes McRae might have had of a charge. The first stage of the day, Vavatsinia-Mandra tou Ke, was coated in fine gravel and the Scot elected to save his tyres from excessive wheelspin, rather than go hell-for-leather after his team-mate.

Over the first loop of three tests, Sainz's lead only dwindled by 10 seconds. He did have a small glitch with the ignition cut-off on his gearshift, but the fight for the lead was over, and both of the Ford men knew it.

"We pushed quite hard in the first one," said Sainz, "and when I was three seconds faster than Colin I knew things weren't too bad." ▶

F1

RACING

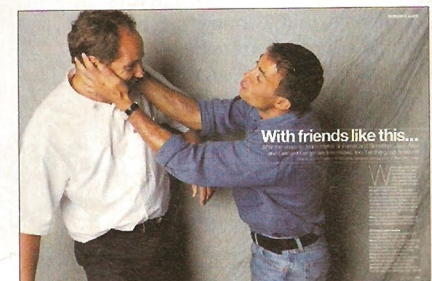
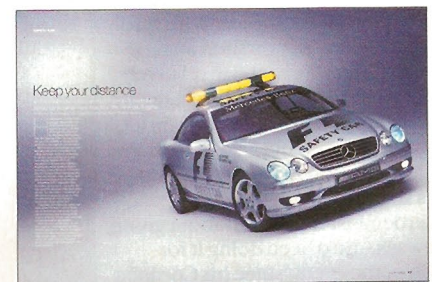
www.itv-f1.com

- We have the answers to Jag's torrid season
- Eddie speaks out on his *annus horribilis*
- Meet the only car that Schuey has respect for
- Berger and Alesi: jokers through and through



WHAT'S WRONG WITH
JAGUAR?
And what they should do now for 2001

On sale
15 September



At all good newsagents.
Price £3.40

◀ For his part, McRae had already elected to settle for second. "The plan is to hold station," he said. "The stages are really gravelly so you could completely wreck your tyres by pushing."

Behind, third-placed Delecour started with a bang as he tried to preempt an early-morning Burns strike. The Frenchman was second fastest in Vavatsinia-Mandra tou Ke, but he need not have bothered because his rival's mount had let him down again. This time, the engine's ECU had malfunctioned, causing the Impreza to splutter to a halt whenever its driver lifted off the throttle. "It cost us anything between one and five seconds each time," said the disillusioned Brit. "It's ruined any chance we had of catching Francois. My 'cool suit' failed too, so right now, I'm just looking forward to the pool."

Everyone was by then, but the crews had to struggle through the three stages again before they were ready to spray champagne and escape the scorching heat. There were no dramas: Sainz continued to pace himself beautifully as he notched up his first win in 26 months, while McRae concentrated on getting the points that moved him up to second in the drivers' standings.

Delecour was, by now, alone in third and he was even more desperate than McRae to see the finish. He did, and collected a fine third place to boot. Almost inevitably, Burns was the only top-liner to suffer any late



Shifting the blame: gearbox downshift difficulties pushed Toni Gardemeister into an unplanned SEAT/scenery interface situation

"The plan is to hold station. You could wreck your tyres by pushing"

COLIN McRAE

scars, as he had to quell a resurgent Mäkinen in the closing stages. The Finn had brushed past Martin during the morning and at one point, he had closed the Subaru ace's advantage to half a minute. However, the Englishman set fastest times over the last two stages to cement fourth, and

three valuable title 61 points.

Martin netted sixth, while Kankkunen and Loix were the last remaining manufacturer entries in seventh and eighth. Japanese privateer Toshihiro Arai and Subaru's choice for Corsica, Simon Jean-Joseph, rounded out the top 10.

The winner was thinking about Corsica too. "The place has gone quite well for me before," he said, "testing was good and the car was competitive in Catalunya earlier this year. I'm still at the back of the race for the championship but there's no reason why we shouldn't be optimistic and realistic."

He denied that it was a 'new Sainz' on show in Cyprus. That might well be true, but the title race certainly gained another contender. Even now, the fight looks certain to go down to the very end. Corsica cannot come quickly enough. ■



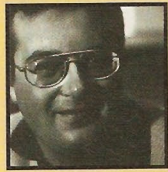
Kankkunen's crew worked hard to get him into seventh. Right: Cyprus road signs are ... different



And Sainz goes marching on: the Spaniard was uncatchable



Stohl's plight full of pathos



I FELT genuinely sorry for Manfred Stohl. He had arrived at the in-control for service in Pathos, wanting only some fresh, cool water and possibly a chat with his engineers. Instead, he got a full-on attack from the Austrian equivalent of Harry Enfield's Old Ladies.

Stohl's two fans, undoubtedly fresh from a couple of hours' doing nothing beside a swimming pool, had decided to take a stroll. They had already collected a few stickers from the manufacturer teams when they spotted Manfred's Austrian flag, and that was the end of any hopes he had of a rest.

They were not alone: there were hundreds of tourists taking photos, autographs and any freebies they could lay their hands on (full marks to the British punter who spotted my AUTOSPORT shirt and demanded to

"It was hard to find fault with infrastructure"

know who'd won the Woodpecker Stages the previous weekend).

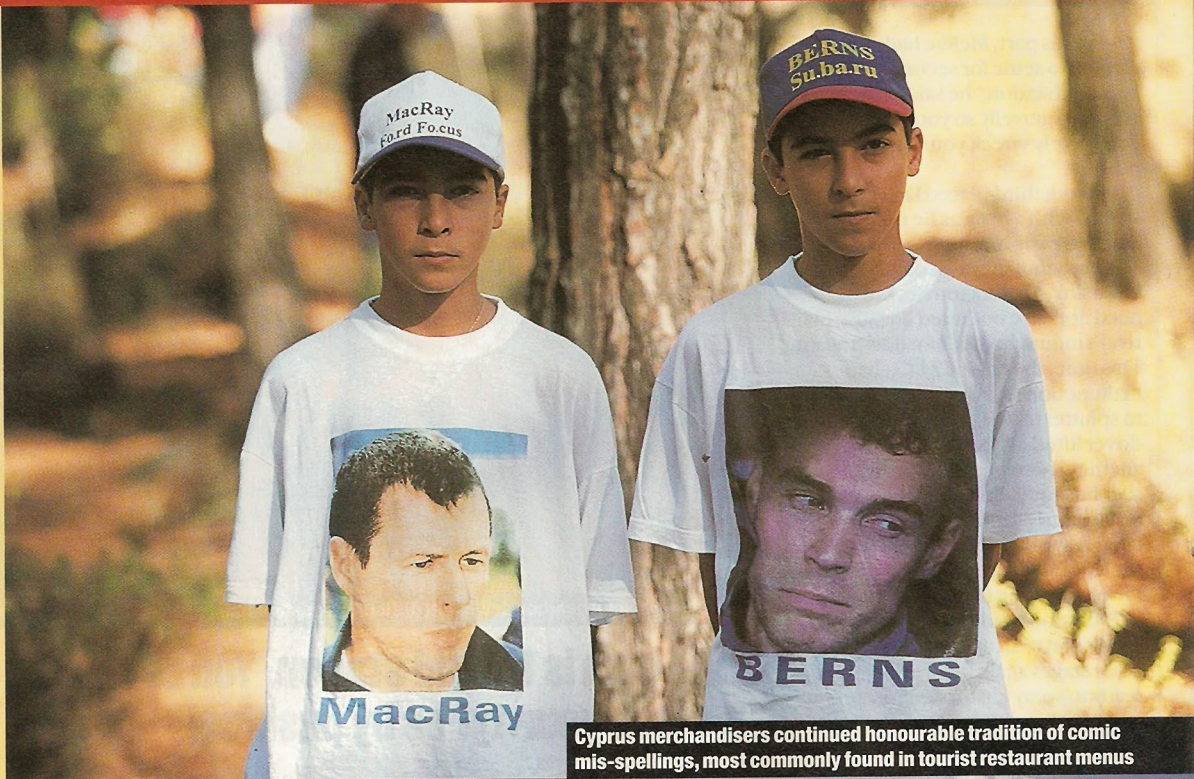
You could forgive a little curiosity-driven mayhem. Arriving in Cyprus, a fellow hack summarised the place after only a few minutes in the press office. "This country is like Greece," he said, "except that it all works." It's a pretty accurate assessment. The drivers were no fans of the stages (see panel) but it would be hard to find major faults with the rally infrastructure.

The press facilities, for example, were superb – some of the finest that journalists will enjoy this season. And while some of the service areas were pretty grim (Friday's in particular), we've all seen much worse.

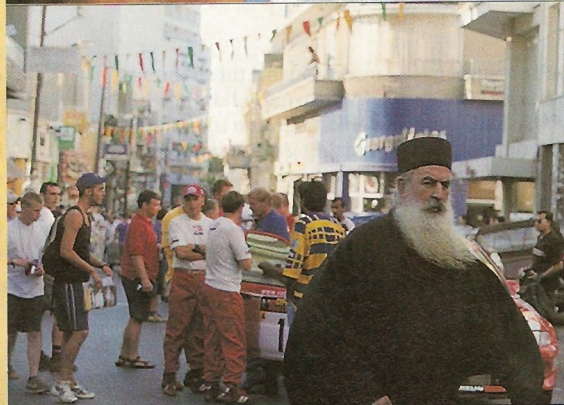
All of this, however, was of little consequence to poor Stohl. When the battleaxes finally moved aside (after several minutes), I took time to ask him how his day had been. "Awful," he said, "the engine's lost power somewhere and the twisty stages are next."

Then he glanced at his new-found friends moving on to fresh territory, and realised he was free. "Mind you," he added, "I'm glad to be able to tell you about it..."

JOHN McILROY
RALLIES EDITOR



Cyprus merchandisers continued honourable tradition of comic mis-spellings, most commonly found in tourist restaurant menus



Only here for the beard: WRC unites locals and tourists



Parasols in Limassol: Service crews take cover from relentless heat

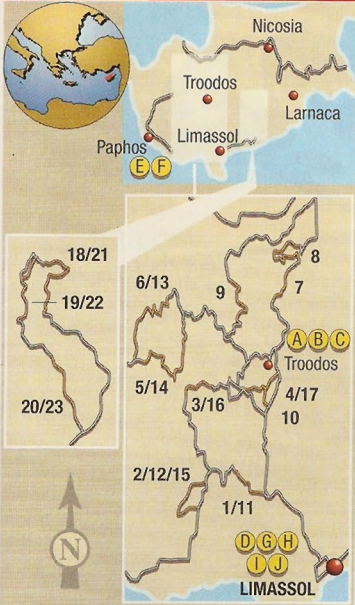


Eat my dust: Tight, twisting stages over rough roads were unpopular with drivers. But at least spectators got a good view. Sometimes...

ALL PICTURES: MCKLEIN/AT



The Bright



MAP BY ALAN ELDRIIDGE

THE RESULTS

Everything the stat fanatic could possibly want

POS	No.	DRIVER/CO-DRIVER	TEAM	TOTAL TIME
1	6	Carlos Sainz/Luis Moya	Ford Focus WRC	5h 26m 04.9s
2	5	Colin McRae/Nicky Grist	Ford Focus WRC	5h 26m 42.2s
3	9	Francois Delecour/Daniel Grataloup	Peugeot 206 WRC	5h 27m 35.7s
4	3	Richard Burns/Robert Reid	Subaru Impreza WRC2000	5h 28m 09.0s
5	1	Tommi Makinen/Risto Mannisenmaki	Mitsubishi Lancer Evolution	5h 29m 03.1s
6	17	Markko Martin/Michael Park	Toyota Corolla WRC	5h 29m 50.3s
7	4	Juha Kankkunen/Juha Repo	Subaru Impreza WRC2000	5h 33m 06.6s
8	2	Freddy Loix/Sven Smeets	Mitsubishi Carisma GT	5h 34m 10.6s
9	18	Toshihiro Arai/Roger Freeman	Subaru Impreza WRC99	5h 35m 20.8s
10	22	Simon Jean-Joseph/Jack Boyere	Subaru Impreza WRC98	5h 35m 20.8s

RETIREMENTS/DISQUALIFICATIONS
R 7 Didier Auriol/Denis Giraudet SEAT Cordoba WRC E3 SS7 - withdrawn
R 8 Toni Gardemeister/Paavo Lukander SEAT Cordoba WRC E3 SS14 - accident
R 10 Marcus Gronholm/Timo Rautiainen Peugeot 206 WRC SS6 - electrics
R 11 Armin Schwarz/Manfred Hiemer Skoda Octavia WRC E2 SS2 - accident
R 12 Luis Climent/Alex Romani Skoda Octavia WRC E2 After SS4 - engine
R 20 Abdullah Bakhshab/Bobby Wills Toyota Corolla WRC SS2 - transmission
R 36 Nigel Heath/Steve Lancaster Subaru Impreza WRC98 SS15
R

OTHER BRITISH FINISHERS

Group A overall
A8: Sainz/Moya; **A7:** No finishers; **A6:** No finishers; **A5:** Dimitris Kounelis/Angelos Kounelis (Fiat Cinquecento Sporting) 7h 37m 18.1s; **N4:** Gustavo Trelles/Jorge Del Buono (Mitsubishi Lancer Evo) 5h 48m 45.6s; **N3:** No finishers; **N2:** No finishers; **N1:** No finishers. Starters/finishers: 52/27. Rally leader: SS1-SS23, Sainz. Next round: Tour of Corsica (F), September 29-October 1.

DRIVER TABLE

1	Marcus Gronholm	44
2	Colin McRae	42
3	Richard Burns	41
4	Carlos Sainz	37
5	Tommi Makinen	28
6	Juha Kankkunen	18
7=	Harri Rovanpera	7
7=	Francois Delecour	7
9	Petter Solberg	6
10	Didier Auriol	4

MANUFACTURER TABLE

1	FORD	79
2	SUBARU	64
3	PEUGEOT	58
4	MITSUBISHI	35
5	SKODA	8
6	SEAT	7
7	HYUNDAI	5

DRIVER RATINGS



MITSUBISHI
1 Tommi Makinen **2** Freddy Loix
 Diff glitch hit him hard **6** A revelation. Again, please! **6**



SUBARU
3 Richard Burns **4** Juha Kankkunen
 Car frailty cost him points **9** Lost interest after penalty **7**



FORD
5 Colin McRae **6** Carlos Sainz
 Bagged useful haul of points **9** Flawless drive, deserved win **10**



SEAT
7 Didier Auriol **8** Toni Gardemeister
 Had to battle with SEAT **7** Did well to sit in points **7**



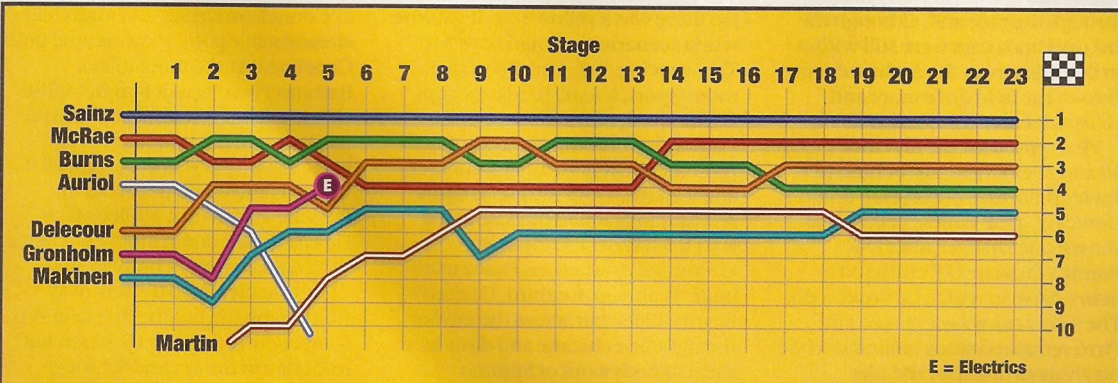
Gronholm was hit by electrical woes



PEUGEOT
9 Francois Delecour **10** Marcus Gronholm
 Steady, consistent drive **9** Did not get a chance **8**



SKODA
11 Armin Schwarz **12** Luis Climent
 Crashing out was silly **4** Holing sump was silly **4**



SS1 Allassa (6.22km) Sainz (+1.6s McRae)	SS2 Prastio (11.06km) Burns (+1.3s Sainz)	SS3 Agios Nikolaos (11.3km) Sainz (+2.6s Burns)	SS4 Platres (11.99km) Sainz (+5.6s McRae)
SS5 Mylikouri (31.87km) Burns (+6.8s Gronholm)	SS6 Panagia (19.52km) Sainz (+2.3s Burns)	SS7 Kourdali (14.9*2km) Sainz (+9.3s Makinen)	SS8 Assinou (25.39km) Sainz (+13.3s Delecour)
SS9 Xerarkaka (12.89km) Sainz (+8.3s Delecour)	SS10 Platres (11.48km) Loix (+0.8s McRae)	SS11 Allassa (6.22km) Makinen (+0.1s Burns)	SS12 Prastio (11.06km) Kankkunen (+0.5s Burns)
SS13 Panagia (19.52km) Loix (+8.2s Sainz)	SS14 Mylikouri (31.87km) McRae (+6.2s Kankkunen)	SS15 Prastio (11.06km) Burns (+1.2s Loix)	SS16 Agios Nikolaos (11.30km) Makinen (+0.9s McRae)
SS17 Platres (11.99km) Sainz (+0.1s McRae)	SS18 Vavatsinia (19.11km) Makinen (+3.8s Delecour)	SS19 Agios Onoufrios (18.10km) Burns (+6.5s Makinen)	SS20 Lageia (9.62km) Burns (+1.3s McRae)
SS21 Vavatsinia (19.11km) Makinen (+10s Kankkunen)	SS22 Machairas (13.19km) Burns (+10.4s McRae)	SS23 Lageia (9.62km) Burns (+2s Makinen)	

Best Choice
 www.hella.co.uk





Allan McNish's blistering laps gave him a lead that was never seriously challenged

Flagging fortunes

After their communication breakdown in Texas, roles were reversed in Portland as good luck gave McNish and Capello a chance to put one over Audi team-mates Pirro and Biela. By **Gary Watkins**

Fortune favoured Allan McNish and Rinaldo Capello in Portland, where they enjoyed a turnaround of luck to put one over their Audi team-mates and score their third American Le Mans Series victory of the year last weekend.

The eventual winners' hopes appeared to have been dashed again when Capello lost the lead to Pirro in the second Audi R8 following an early clash with a backmarker. Pirro was presented with a commanding lead as Capello fought in vain to make up lost ground. However, the order was turned on its head by a mid-race caution period, during which Pirro dropped almost a lap behind the leading pack. McNish was left to romp home to a comfortable victory ahead of the Panoz driven by Jan Magnussen and David Brabham.

For the Audis it marked a reversal of roles from the Texas race one week earlier, when McNish and Capello lost a winning lead in the final thirds of the race to Pirro and co-driver Frank Biela because of a faulty radio. McNish said: "Texas was ours for the taking, and the yellows went against us. Here they worked in our favour, but what goes around comes around."

It was heartbreaking for Pirro and Biela to end the day with only a fourth place following a very

competitive performance. The Italian had a strong lead by halfway through the race and, although the factory Panoz cars were still within striking distance, the Audis were the class of the field once more and victory seemed a formality.

Pirro pitted for the first time on lap 49 and re-emerged just behind new leader Brabham, but one lap down. However, a full-course yellow was shown one lap later, after Doc Bundy's Porsche GT3 suffered a heavy crash in which he broke a rib. The safety car was deployed and Pirro remained stuck behind it while his rivals all dived for the pits.

"I felt we were the fastest car out

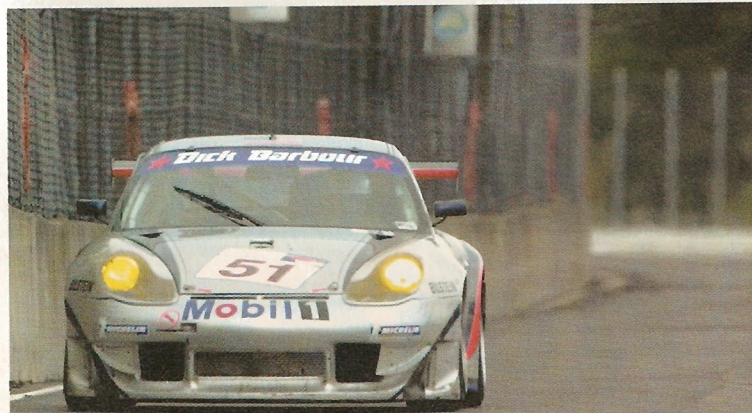
there and I had a big lead," Pirro said. "I stopped on one lap, and the next lap there was a yellow flag. It was the worst scenario we could have had. That's racing, but, after 20 years in motorsport, it's still hard to accept."

The short, narrow and slippery Portland circuit was always going to produce plenty of on-track contact, and it started from the green lights. As Capello grabbed the lead at the start from Pirro and Johnny O'Connell usurped his Panoz team-mate, Brabham, for third, JJ Lehto's factory BMW ran across the mud at the tight first chicane and dislodged the rear bodywork of Mimmo Schiattarella's Rafanelli Lola, but still

managed to grab fifth place.

Once Brabham had repassed O'Connell on lap six, the Audis had already made good their escape, until Capello hit Dirk Muller's Dick Barbour Porsche as it fought for the GT class lead. "I was just behind the wrong car at the wrong moment," said Capello. "It was dropping oil, I slid on it and could not avoid the Porsche - it was not Muller's fault." He continued down in seventh place, with damaged front bodywork.

New leader Pirro moved away from Brabham, but the first caution soon occurred on lap 16, when Bill Auberlen in the second Schnitzer BMW suffered a tyre blow-out.



Bob Wollek and Sascha Maassen's 911 GT3-R comfortably took GT Class honours

GTS AND GT CLASSES

THE GTS class was always going to be an ORECA Dodge Viper benefit as the factory Chevrolet Corvette team, victorious the previous week in Texas, had elected not to contest the Portland race. The lead Viper of Olivier Beretta and Karl Wendlinger duly wrapped up a comfortable victory, despite the Frenchman having a hole punched in the front of his car by debris from Bill Auberlen's BMW tyre blow out.

The sister car of Tommy Archer had initially led the race, but was delayed by an extra pit stop required to replace a flat-spotted tyre. Any chance of

RESULTS

September 10, American Le Mans Series, Portland (US), round 8 of 12, 136 laps – 264.384 miles

Pos	Driver (Nationality)	Team	Class	Car	Time	Best lap	Qualified
1	Rinaldo Capello (I)/Allan McNish (GB)	Joest Audi Sport	LMP	Audi R8R	2h 45m 05.7s	1m 05.11s	1
2	David Brabham (AUS)/Jan Magnussen (DK)	Panoz Motorsports	LMP	Panoz LMP-1 Roadster S	2h 46m 03.156s	1m 05.51s	3
3	JJ Lehto (FIN)/Jorg Muller (D)	BMW Team Schnitzer	LMP	BMW V12 LMR	- 1 lap	1m 06.54s	6
4	Frank Biela (D)/Emanuele Pirro (I)	Joest Audi Sport	LMP	Audi R8R	- 1 lap	1m 04.91s	2
5	Stefan Johansson (S)/Guy Smith (GB)	Johansson-Matthews	LMP	Reynard-Judd 2KQLM	- 1 lap	1m 07.26s	7
6	Hiroki Katoh (JPN)/Johnny O'Connell (US)	Panoz Motorsports	LMP	Panoz LMP-1 Roadster S	- 2 laps	1m 06.78s	4
7	Mimmo Schiattarella (I)/Didier de Radigues (B)	Team Rafanelli	LMP	Lola-Judd B2K/10	- 3 laps	1m 07.05s	5
8	Max Angelelli (I)/Wayne Taylor (ZA)	GM Racing	LMP	Cadillac Northstar LMP	- 3 laps	1m 08.11s	9
9	Jon Field (US)/Rick Sutherland (US)	Intersport Racing	LMP	Lola-Judd B2K/10	- 9 laps	1m 08.21s	10
10	Olivier Beretta (MC)/Karl Wendlinger (A)	ORECA	GTS	Dodge Viper GTS-R	- 13 laps	1m 12.58s	12
11	Sascha Maassen (D)/Bob Wollek (F)	Dick Barbour Racing	GT	Porsche 911 GT3-R	- 15 laps	1m 15.90s	16
12	Tommy Archer (US)/David Donohue (US)	ORECA	GTS	Dodge Viper GTS-R	- 15 laps	1m 13.08s	13
13	Boris Said (US)/Johannes van Overbeek (US)	PTG	GT	BMW M3 E46	- 15 laps	1m 16.72s	18
14	Bruno Lambert (B)/Randy Pobst (US)	Alex Job Racing	GT	Porsche 911 GT3-R	- 16 laps	1m 15.72s	17
15	Niclas Jonsson (SWE)/Brian Cunningham (US)	PTG	GT	BMW M3 E46	- 17 laps	1m 18.00s	22
16	David Murry (US)/Johnny Mowlem (GB)	Skea Racing International	GT	Porsche 911 GT3-R	- 18 laps	1m 16.96s	20
17	Michael Petersen (US)/Bob Nagel (US)/Wade Gaughran (US)	White Lightning Racing	GT	Porsche 911 GT3-R	- 18 laps	1m 18.14s	23
18	Jean-Marc Gounon (F)/Bill Auberlen (US)	BMW Team Schnitzer	LMP	BMW V12 LMR	- 19 laps	1m 07.33s	8
19	Kevin Buckler (US)/Phillip Collin (US)	The Racers Group	GT	Porsche 911 GT3-R	- 19 laps	1m 17.71s	24
20	Jim Matthews (US)/Mark Simo (US)	Johansson-Matthews	LMP	Reynard-Judd 2KQLM	- 20 laps	1m 08.96s	11
21	Jennifer Tumminelli (US)/Terry Borcheller (US)/Randy Wars (US)	Dick Barbour Racing	GT	Porsche 911 GT3-R	- 21 laps	1m 17.43s	21
22	Kim Hiskey (US)/Doug Hebenthal (US)	Alex Job Racing	GT	Porsche 911 GT3-R	- 23 laps	1m 19.10s	26
23	Shane Lewis (US)/Cort Wagner (US)	Mike Colucci Racing	GT	Porsche 911 GT3-R	- 28 laps	1m 17.23s	19
24	Vic Rice (US)/Zak Brown (US)/Mike Fitzgerald (US)	Roock Motorsports	GTS	Porsche 911 Turbo	- 37 laps	1m 15.19s	14
25	Lucas Luhr (D)/Dirk Muller (D)	Dick Barbour Racing	GT	Porsche 911 GT3-R	- 46 laps	1m 15.24s	15
R	Rohan Skea (AUS)/Doc Bundy (US)/Richard Dean (GB)	Skea Racing International	GT	Porsche 911 GT3-R	43 laps - accident	1m 18.22s	25
NS	Steve Knight (US)/Mel Hawkins (US)	Phillips Motorsports	LMP	Lola-Nissan B2K/40	-	-	-

Championship positions 1, Jörg Muller, 182; 2, JJ Lehto, 179; 3, Allan McNish, 177; 4, Rinaldo Capello, 171; 5, Frank Biela, 166; 6, Emanuele Pirro, 165; 7, Jan Magnussen, 164; 8, David Brabham, 149.

Next Round Petit Le Mans, Road Atlanta, September 30.

Brabham and Capello took the opportunity to pit, but while the Panoz soon climbed back on to the tails of O'Connell and Lehto, Capello found himself delayed behind the sixth-placed Reynard of Stefan Johansson for the best part of 20 laps.

Pirro had built up a 16-second lead when he pitted for the first time. His stop was slower than O'Connell's, and while Brabham came back round behind the American, he was ahead of the Audi. So, when Bundy went off a lap later Pirro was stuck behind the pace car as Brabham and Capello had the advantage of pitting under caution.

McNish jumped aboard the Audi, got out ahead of Brabham and then at the restart outsmarted O'Connell to move ahead. The Scot needed no second invitation to build on this unexpected lead, but he was helped further as Jean-Marc Gounon in the second BMW, which was running 17 laps down after its repairs, blocked the Panoz duo for several laps to try to help the sister BMW of the pursuing Jorg Muller.



Caught out by a caution period, Emanuele Pirro's Audi trailed Jorg Muller's BMW and Jan Magnussen's Panoz to finish fourth

"I stopped on one lap, the next there was a yellow flag, it was the worst possible scenario" EMMANUELE PIRRO

Once Brabham and then O'Connell got past, McNish was long gone as he really put the hammer down with a series of blistering laps

to build a lead that would never be challenged. The Panoz team was far from pleased, but Gounon defended himself, saying: "I'm working for

BMW and if I can help Jorg I will - I don't think I did anything unfair."

The second round of pit stops passed without drama, the main change being that Muller emerged from his stop ahead of Hiroki Katoh in the second Panoz. The Japanese then fended off the recovering Audi of Biela until his fifth gear let go and he had to cede fourth. The Audi continued to try to catch Muller, getting to within 10 seconds by the flag, but the BMW duo had again made the best of their limited tools to pull off a podium finish and maintain their championship lead.

Briton Guy Smith eventually came home an excellent fifth in the lead Johansson-Matthews Reynard, which put in another strong showing after tracking down the hobbled Katoh in the dying laps.

The Rafanelli Lola lost a lap along with Pirro at the second caution period, but just grabbed seventh position from Wayne Taylor's lone Cadillac before the end - though for both teams, a finish alone was mission accomplished. ■

getting back on level terms with Beretta's Viper was then ruined when the radiator was damaged after Archer hit the back of the Rafanelli Lola when it missed a gear.

The GT class proved to be a more frenetic affair as the two leading Dick Barbour Racing Porsche 911 GT3-Rs battled with the Randy Pobst's similar Alex Job Racing machine. German youngster Dirk Muller again took pole position, but clashes with cars from other classes denied him and Lucas Luhr victory for the third race in a row. Muller was chasing Pobst for the lead

in the opening laps when he was knocked off course as Rinaldo Capello's Audi prototype slid into him.

This left Pobst leading the second Barbour car of Sascha Maassen and Bob Wollek, but Muller brilliantly stormed back through to take the lead by lap 30. It was all for nothing, however, as he hit the back of Archer's Viper when the Dodge ran into the Lola, damaging the radiator enough to put the car out of the running.

After mid-distance Wollek was able to ease into a winning lead to ensure that Maassen now moves ahead in the

championship. The flying Wollek's job was made easier after Pobst's teammate Bruno Lambert had been run off the road by a Panoz, and thereafter the Belgian suffered two spins with the handling askew. This left Boris Said in the lead PTG BMW as Wollek's only threat, but a late splash-and-dash for fuel ensured that it would have to settle for second place. The second BMW was fourth, while Team Skea's British driver Johnny Mowlem was another to suffer from being hit by a prototype, but he persisted on the unfavoured Pirelli tyres to take fifth.



Man management

Mark Higgins took control on the Island as Neil Wearden's title bid evaporated. By **Anthony Peacock**

To say that Mark Higgins dominated the Manx International Rally would be a bit like suggesting that the Pope is merely partial to catholicism. On his home territory, Higgins stormed to 22 stage wins out of 26, and came home over five minutes ahead of second-placed Neil Simpson. The Vauxhall driver's outstanding performance earned him the championship runner-up spot, but that was of little consolation to team-mate Neil Wearden.

It had been billed as the prize fight of the year: Wearden head-to-head against Group N Mitsubishi driver Marko Ipatti for the ultimate prize of the British championship. It lasted less than five minutes.

In one of those totally bizarre twists of fate, Wearden's engine failed halfway through the very first stage, the 1.71-mile run around Ramsey. It was a bolt from the blue as unexpected as it was dramatic. "We came on to the seafront, the engine missed, and there was a cloud of white smoke," said Wearden, leaning on his still-immaculate Astra parked by the side of the road. "I stopped, opened the bonnet and there was water everywhere. Absolutely nothing I could do." He said it with an air of calm incompatible with a man whose championship chances have

exploded within a minute of the rally start. "I'm still numb, really," he explained, as Vauxhall Motorsport boss Mike Nicholson looked on and tried to take it all in.

The late evening sunshine over Ramsay suddenly got brighter for newly-crowned champion Ipatti. "I couldn't believe my eyes," said the Finn. "I saw the Vauxhall by the side of the road and thought: 'it's Mark Higgins.' Then my co-driver checked the numberplate and told me it was Neil. I thought that Neil would get out but he was still there through the second run of the stage. That's when I knew I was champion."

At a stroke the fight was over, and a sense of anti-climax crept over the service area like the rapidly approaching darkness. For Ipatti, the excitement was too much. With the title in the bag, he opted to withdraw from the rally overnight. "I couldn't concentrate," said Ipatti. "It's fantastic to win, but I feel sorry for Neil."

Another Finn led through the first four stages - Volkswagen's Tapio Laukkanen. Through the smooth tests he was able to exploit the Golf's superior power, but problems occurred when he hit the bumps. The suspension was not to his liking, and the ensuing lack of traction was costing time. His Golf was visibly skittish on the undulating stage five,



New champion Ipatti celebrates his title

where he gave away 20 seconds and the lead to Higgins.

"There is nothing we can do," said a stony-faced Laukkanen at the stop line, banging his car into first gear nearly hard enough to break off the lever.

At the overnight halt, Laukkanen dived off to consult his engineers. "We're in second place but I'm going to make big changes - this

suspension makes the car so difficult to drive. It's a gamble: it will either make the problem worse or cure it."

Higgins, now with a 40-second lead, grinned wryly. "Tapio probably feels like we did last year when he was driving the Renault Megane. I'm lucky - the Astra has been magnificent."

Higgins' brother David was already out of the rally. The Peugeot 106 driver dropped two minutes on stage three when the gearbox broke, and lost a further 40 seconds in road penalties while the box was changed at service. It was a cruel blow, as Higgins was second overall after the first two Ramsey stages. On stage five the gearbox broke again and on stage seven the leaking gearbox oil started a fire. The beleaguered crew finally stopped for good on the road section back to the overnight halt.

His team-mate, Justin Dale, needed to win the Super 1600 category to claim this year's championship, with Proton's Mats Andersson finishing no higher than third. He rose to the challenge admirably. Dale put in a superhuman effort to lie fourth overnight, the nimble 106 well suited to the tight stages. His title challenge took a blow when Niall McShea's 1600cc Citroën Saxo joined Higgins on the retirement list after his wheel nuts sheared in stage seven. "A pity," said Dale. "I need as many people

RESULTS

September 7-9, Mobil 1 British Rally Ch'ship, Manx International Rally, round 6 of 6, 26 Stages - 207.21 miles

Pos	No	Driver/Co-driver	Car	Result
1	2	Mark Higgins/Bryan Thomas	Vauxhall Astra	3h 04m35.3s
2	10	Neil Simpson/Michael Gibson	Mitsubishi Lancer (N)	3h 10m06.4s
3	5	Justin Dale/Andrew Bargery	Peugeot 106 Super GTI	3h 14m42.3s
4	12	Gavin Cox/Tim Hobbs	Mitsubishi Lancer (N)	3h 16m49.8s
5	21	Nik Elsmore/Jayson Brown	Mitsubishi Lancer (N)	3h 19m49.1s
6	19	Mike Brown/Aled Davies	Mitsubishi Lancer (N)	3h 21m06.4s
7	25	Guy Woodcock/John Skinner	Ford Escort RS2000	3h 21m18.9s
8	22	Alistair Ginley/Greg Haynes	Subaru Impreza (N)	3h 23m33.5s
9	27	Natalie Barratt/Joanne Lockwood	Mitsubishi Lancer (N)	3h 26m12.3s
10	28	Nigel Cannell/Michaela Cannell	Vauxhall Corsa	3h 33m43.8s
R	1	Tapio Laukkanen/Kaj Lindstrom	Volkswagen Golf GTI	SS10 - accident
R	11	Marko Ipatti/Kari Kajala	Mitsubishi Lancer (N)	SS7 - withdrawn
R	6	David Higgins/Shawn O'Gorman	Peugeot 106 Super GTI	SS& - fire
R	3	Neil Wearden/Trevor Agnew	Vauxhall Astra	SS1 - engine

Class winners: A7 Higgins/Thomas; A6 Dale Bargery; A5 no finishers; N4 Simpson/Gibson; N3 Rob Heldoor/Peter van der Lans (Renault Clio) 4h13m49.9s; N2 Ian Barrett/Simon Ashton (Proton Satria) 4h03m47.5s; N1 David Bateson/Daniel Barritt (Volkswagen Polo) 3h50m33.6s

Drivers' Championship after round 6: 1 Marko Ipatti 45; 2 Mark Higgins 44; 3 Neil Wearden 35; 4 Tapio Laukkanen 30; 5 Justin Dale 28; 6 Mats Andersson 26; 7 Jarmo Kytölehto 24; 8 Andrew Pinker 15; 9 Charlie Jukes 11; 10 David Higgins 10; 11 Jock Armstrong 8; 12 Elyja Gold 7; 13= Niall McShea/Martin Rowe/Jani Pirttinen/Dennis Tate 6 **Manufacturers' Championship:** 1 Vauxhall 58; 2 Proton 41; 3 Peugeot 40; 4 Hyundai 36; 5 VW 32

running well down the field, the Proton driver was still the third-highest Super 1600 driver registered for the championship, putting the title in his grasp. On the very next stage - ironically called The Gate - second-placed 1600 runner Dave Wright lost a wheel and retired. This meant that Andersson only had to keep going to win the title. The cool Swede soaked up the pressure, although he cheerfully admitted to feeling "a bit nervous" at the second overnight halt!

Behind the top three runners a Group N Mitsubishi Lancer trio of Guy Anderson, Gavin Cox and Nik Elsmore were slugging it out for the top-six placings. Anderson was initially fourth, before succumbing to two punctures on stage 11. But a charge from Elsmore - which included a second-fastest time overall - saw him wrest fourth heading into the final leg. Cox was behind him, knowing that he only had to maintain his position to clinch the amateur Group N title.

"There was a cloud of white smoke. I'm still numb, really"

NEIL WEARDEN



A steadily improving Simpson eventually took his Mitsubishi to the 'best of the rest' spot

Saturday was another demonstration run from Higgins, although an overshoot meant that he used reverse gear for the first time. Simpson was also at his electrifying best, setting fastest time on stage 23. "I'm really chuffed," he said. "We couldn't have done much better - it's impossible to beat Mark in the works F2 car."

Dale finished the rally third, having overcome a gearbox stuck in fifth for part of stage 19. It was a career best British championship finish for him, but not enough to deny Andersson, who soldiered on to 13th, the Super 1600 title. "Never mind," said the Hampshireman. "It's a top result."

Nik Elsmore cracked a piston on the final day, allowing Cox past to claim fourth. The 23-year-old was relieved to finish fifth, but even happier was Mike Brown, in sixth. The former SEAT works driver dropped nearly 15 minutes after an accident on leg one, and it was only dogged persistence that hauled him back up the order.

Yet the Manx Rally belonged to only one person, and the winner takes it all. Meanwhile, Wearden loses everything in the blinking of an eye. Sometimes, the topsy-turvy world of rallying is hard to fathom. Higgins said: "I've always wanted to win this event, but I feel desperately sorry for Neil. It's not an easy game." Higgins may have made it look so, but it's never, ever, that simple. ■

STAGE TIMES

LEG 1

- SS1 Ramsey 1** (1.80 miles): Laukkanen 1m51.3s
SS2 Ramsey 2 (1.80 miles): Laukkanen 1m49.5s
SS3 Cornaa (7.83 miles) M Higgins 7m54.3s
SS4 Sulby Glen (4.10 miles) Laukkanen 3m37.3s
SS5 Kella 1 (11.21 miles) M Higgins 10m11.7s
SS6 Lhergydhoo (4.00 miles) M Higgins 3m20.7s
SS7 West Baldwin 1 (11.30 miles) M Higgins 9m51.7s

LEG 2

- SS8 Round Table 1** (13.83 miles) M Higgins 12m44.1s
SS9 The Gate 1 (14.70 miles) M Higgins 12m47.0s
SS10 White Strand 1 (9.70 miles) M Higgins 7m54.7s
SS11 West Baldwin 2 (11.30 miles) M Higgins 9m47.1s
SS12 Dreemskerry 1 (3.28 miles) M Higgins 3m12.7s
SS13 St Judes (10.02 miles) M Higgins 8m46.8s
SS14 Round Table 2 (13.83 miles) M Higgins 11m54.8s
SS15 The Gate 2 (14.70 miles) M Higgins 12m19.3s
SS16 Castletown 1 (1.26 miles) M Higgins 1m23.2s
SS17 Castletown 2 (1.26 miles) M Higgins 1m22.1s
SS18 Blackboards (6.55 miles) M Higgins 6m04.6s

LEG 3

- SS19 Glen Roy** (4.62 miles) M Higgins 4m32.2s
SS20 Dreemskerry 2 (3.28 miles) M Higgins 3m10.5s
SS21 Regaby (5.46 miles) M Higgins 4m35.8s
SS22 Kella 2 (11.21 miles) M Higgins 10m04.1s
SS23 White Strand (9.70 miles) Simpson 8m04.7s
SS24 Barrule Beg (4.10 miles) M Higgins 3m36.6s
SS25 Ballakew (13.07 miles) M Higgins 11m40.9s
SS26 Millennium (13.30 miles) M Higgins 11m54.0s

Mark Higgins' Astra took 22 stage wins out of 26 on the Isle of Man

between myself and Mats as possible." McShea had put in his usual spirited drive, holding fifth overall before becoming yet another sorry Manx tale.

With traction at a premium, the bumpy stages helped the four-wheel-drive Group N runners. Mitsubishi driver Neil Simpson set a blistering series of stage times to move up to fourth by stage three. He passed Dale on stage five, and lay third overnight.

Day two brought a sprinkling of rain, but Higgins insisted that slicks were the way to go, and proved that by setting fastest time on the first stage. Such was Higgins' mastery that he set every fastest time of the day, extending his lead to an unassailable four minutes. Nonetheless, the Manxman was still pushing hard, saying that slowing down would only dilute his concentration.

For Laukkanen, it was a different story. He thought the new suspension set-up was better, but a puncture on stage eight dropped him to fourth. It might almost have come as a relief when he crashed out on stage 10, in the same spot that he had an accident last year. It was a sad end to the British championship for one of its most mesmerising characters.

Simpson and Dale were each determined to seize the opportunity of a podium finish. Some inspired runs helped them consolidate their second and third positions respectively, although Dale had a scare when his gear selector broke on stage 16.

Dale's title rival Andersson had dropped 12 minutes after getting stuck on a gatepost in stage eight, seemingly handing the 1600 championship to Dale. But despite

ASKICKER

ASCAR, a new series that's aiming for NASCAR-levels of popularity and entertainment, is heading this way. And if driver John Cleland is right, its spectacular new format will make a big impact. By **Mark Hughes**

John Cleland hitting the ovals next year in the new ASCAR championship could be a far more significant announcement than that of a former British Touring Car champ opting for a change of scenery.

Time will tell, but it might be just the credibility boost the nascent championship needs to rocket it towards its aspiration of being a genuine NASCAR of Europe. And if that happens, we might be about to witness the dawn of a new age in national motorsport, when the spectator is given more than a few cursory crumbs from the table of the competitors and is instead the whole focus of the show.

That was not quite the thought process that got Cleland - BTCC champ of 1989 and '95 - into this, but the more he has looked into it, the more he's got caught up in the vision of the series' creators.

"It initially got me interested just as a form of racing where I could continue to enjoy myself," he says. "I loved touring cars. Every time I got into one I would smile, right to

the end of my time there. I loved the racing, I loved the cars, I loved being part of the circus. It was the best touring car series in the world and even though it was British-based I'd have people from all over the world saying, 'Oh that move you did at Brands', or whatever. I loved that. I thought I'd be able to get a buzz out of British GT racing, but it wasn't what I thought it would be. There wasn't the same show, it wasn't as entertaining and I wasn't enjoying it."

Those are the words of a showman. His persona projects to the crowd in a way that stood out even among the promotional intensity of the BTCC in its heyday. It is a trait - along with his fiery never-say-die style on-track - that has made him something of a folk hero. That he does nine to five in the garage business he has built up when not racing, and has raised a family, has not hurt his popularity with the common man either. In short, he is perfect for a series looking to base itself on NASCAR, which has found devastating success in

adopting a populist, non-elitist stance.

Conversely, with Cleland looking for an arena where he could continue to project and relate to the fans, ASCAR and he were made for each other. If the new series takes off in the manner intended, that is.

Cleland has no worries on that score. "The commitment of Peter Davies and the people at Rockingham will make it work," he says. "Nobody is going to hand you status - it has to be earned. But I think what they have planned for spectators - their whole approach to it as well as the spectacle of these big, meaty, noisy, V8, 200mph cars that you can see all the way round the circuit - will be awesome and something the public will warm to. It comes at a good time, too, with the BTCC maybe set to lose the Menus and Rydells."

Cleland's partner and team-mate in the venture, Bob Berridge - three times Thoroughbred Grand Prix





If ASCAR is to be a real spectacle, the bodywork will surely suffer



Cleland's new office-cum-entertainment centre

champion and a former team-mate of Cleland's in the Vauxhall BTCC team – is similarly convinced. "Once you've examined the business of NASCAR from a commercial rather than a 'motorsport' perspective," he says, "you see it is totally customer-orientated, giving entertainment and interaction in a way that no British or European series ever has. If a form of motorsport with a NASCAR-type customer orientation is presented to the previously much-abused average racing spectator, I believe it will be a great success."

"Even in something as relatively spectator-friendly as the BTCC, it was always a race enthusiast dad or whatever dragging the family along," says Cleland. "I think this is going to be such a sensational show, and they are going to be so looked-after, that even mum will say, 'Yes, I'd like to go and see that again'."

His comments are based on planned features such as child creches, civilised amenities and the facility to listen-in on team radio communications.

Beyond even

this, Cleland and Berridge envisage taking spectator interaction to new levels. "Right now, we're in the process of setting up Clelandspeedsport.com," says Berridge, "to really get a fan-base involvement. We'll have all sorts of extra attractions, such as John talking you through in-car footage from the last race, answering questions and just generally making people more involved. We're also looking at having live in-car web coverage."

"Why should motor racing not be marketed just like any other product? That's where I think ASCAR, which will be run by teams, not manufacturers, will score heavily. NASCAR people were the ones who realised the product was motor racing, not cars. ASCAR is set to do the same thing here."

Cleland and Berridge have put up their own money to back their belief in the series, with the establishment of their new team, Clelandspeedsport. But they are bullish about the prospects of attracting commercial backing.

"The whole idea of the series is that it projects outside the insular little world of motor racing," says Cleland,

"and that applies to the sponsors as well as the spectators. If you look at the sponsors in the BTCC, they've nearly all been car industry-related."

The list of blue-chip companies unrelated to the motor industry – including Kellogg, Dupont and Coca-Cola – involved in NASCAR would be the envy of F1. The relative scale of the markets, USA to Britain, is obviously very different, but some of the marketing principles could transfer. Coca-Cola, for example, reportedly sells \$30 million of NASCAR-related merchandise each year on the back of a sponsorship deal which is worth substantially less than that.

"You can put one of these cars on the track for around £50,000; the start-up cost is very reasonable and I think the revenue-generating possibilities are going to be very good," says Cleland.

"It's all really a question of whether what has worked so fantastically well in America will work here," says Berridge, "and I believe it will traverse the Atlantic as surely and successfully as McDonald's and Elvis Presley."

But Cleland, as ever, has the last word: "Aside from all that, I just can't wait to get in the car." ■

"I think what they have planned for the spectators will be awesome" JOHN CLELAND



BARBER DODGE PRO SERIES

Sept 10 Round 10/12, Laguna Seca (USA), 24 laps
NILTON Rossoni sped to an imperious victory, as series leader Jon Fogarty chased gamely in second place.

Rossoni qualified on pole, but was passed impressively in Turn 5 by Matt Plumb. On lap 6, a desperate move by Rossoni under braking for the Corkscrew forced Plumb wide.

Plumb lost two places in the blink of an eye, then even more unfortunately collided with Jamie Menninga, forcing both out. *Jeremy Shaw*

RESULTS 1 Nilton Rossoni, 40m51.691s; 2 Jon Fogarty, 40m54.860s; 3 Andy Lally, 40m57.152s; 4 Alexandre Sperafico, 41m01.284s; 5 Ryan Hunter-Reay, 41m03.776s; 6 Michael Valiante, 41m06.009s. **Fastest lap** Rossoni, 1m26.395s, 93.255mph. **Points** 1 Fogarty, 150; 2 Rossoni, 144; 3 Koster, 115; 4 Hunter-Reay, 95; 5 Plumb, 85; 6 Yasukawa, 75.

INDY LIGHTS

Sept 10 Round 9/12 Laguna Seca (USA), 34 laps
SCOTT Dixon strengthened his grip on the title with another brilliantly-executed win, his fifth in nine races.

Casey Mears took pole for the first time in 45 attempts for Dorricott Racing. On lap three Dixon pressured Mears into a mistake under braking for Turn 2. Mears went a little too deep into the corner, slid wide at the apex and Dixon immediately filled the gap, the gifted New Zealander pulling away.

The middle stages of the race were hit by three full-course cautions. Each time Dixon kept his cool and romped into a clear lead at the re-starts.

Mears was as fast as Dixon once his tyres were up to temperature, but he could not match the PacWest man's initial spurts and settled for second.

Jeff Simmons maintained his run of



Beam me up Scott: another win for Dixon

good form to take third, while Tony Renna was fourth after passing Felipe Giaffone expertly at Turn 5 on lap 18. Giaffone's loss of momentum allowed Jonny Kane into fifth. *Jeremy Shaw*

RESULTS 1 Scott Dixon, 51m11.041s; 2 Casey Mears, 51m13.926s; 3 Jeff Simmons, 51m18.409s; 4 Tony Renna, 51m21.039s; 5 Jonny Kane, 51m21.437s; 6 Felipe Giaffone, 51m23.087s; 7 Luiz Diaz, 51m23.735s; 8 Jason Bright, 51m25.339s; 9 Andy Boss, 51m31.574s; 10 Mario Dominguez, 51m31.939s. **Fastest lap** Dixon, 1m17.234s, 104.317mph. **Points** 1 Dixon, 134; 2 Bell, 92; 3= Giaffone & Mears, 91; 5 Simmons, 78; 6 Bright, 77.

TOYOTA ATLANTIC

Sept 9 Round 10/12, Laguna Seca (USA), 30 laps

DAN Wheldon took an accomplished victory, the young Englishman proving the class of the field.

Wheldon qualified on pole and was never seriously challenged. He made a break on the first lap after title rival Buddy Rice was beaten away from the start by David Rutledge. Then he extended his margin, taking the flag seven seconds clear of the Canadian.



Rustad (right) jumps away in the lead at Mantorp Park from victor Edman (left)

Norwegian good in Sweden

Tommy Rustad scored a last-gasp championship success at Mantorp Park, but it was Jens Edman who took the final two race victories. **By Tege Tomvall**

SWEDISH TOURING CARS

Sept 10 Round 8/8, Mantorp Park (S), 2x16 laps

Norwegian Tommy Rustad clinched the title, but it was up-and-coming Swede Jens Edman who signed off the season with two victories.

It was a thrilling three-way fight for the title involving Audi's Fredrik Ekblom, Volvo's Mattias Ekstrom and Nissan driver Rustad. To aid them, foreign 'ringers' were drafted in, with Roberto Colciago and Christian Abt driving A4 quattros, Kelvin Burt in an S40 and David Leslie driving the PRO Motorsport Primera.

But the quartet of imported stars were hamstrung by having to carry an extra 40kg of ballast, only Colciago and Leslie having limited moments of glory before dropping out.

Rustad looked set for a certain victory in the first race in his Eje Elgh-run Nissan, only for his power steering to break after four laps and drop him down the field.

That put the on-form Edman in the lead in his Picko Troberg Racing Ford Mondeo, the youngster leading home the impressive Tomas Nystrom, who scored his best result yet in his Honda.

Ekstrom moved ahead of Carl Rosenblad's Nissan to take third and complete the podium. Rosenblad dropped into the next group with Colciago and Ekblom. The Italian had already whacked Leslie so hard that the Nissan's rear suspension was broken on both sides. Then Rosenblad and Ekblom collided, pushing the latter's Audi off the track and relegating him to eighth.

Veteran Jan Nilsson charged his Volvo from 12th to fourth, ahead of Pontus Morth's Opel Vectra.

In the final race Rustad led again but was quickly passed by Edman. He then kept second until overtaken by hard-charging Ekstrom mid-race.

By then Rustad knew he was champion, as Ekblom had left the road with a puncture after two laps.

Leslie suffered the same fate, while Colciago retired from fourth after six laps. Rosenblad, his damaged car proving difficult to drive, was passed by the flying Nilsson and Morth.

After the race Rustad celebrated by smoking to a halt after the line and ruining his front tyres. A churlish protest was then launched by Audi team boss Tommy Kristoffersson because the Nissan was now too low at the front. Officials allowed the Primera squad to mount fresh rubber for the post-race check. ■

RESULTS Race 1 1 Jens Edman (Ford Mondeo), 21m35.958s; 2 Tomas Nystrom (Honda Accord), 21m38.681s; 3 Mattias Ekstrom (Volvo S40), 21m40.727s; 4 Jan Nilsson (Volvo), 21m45.256s; 5 Pontus Morth (Opel Vectra), 21m55.147s; 6 Pegggen Andersson (BMW 320i), 21m56.090s. **Fastest lap** Rustad, 1m19.579s, 87.25mph.

Race 2 1 Edman, 26m35.990s; 2 Ekstrom, 26m38.509s; 3 Tommy Rustad (Nissan Primera), 26m39.901s; 4 Nilsson, 26m41.092s; 5 Morth, 26m42.139s; 6 Nystrom, 26m44.317s. **Fastest lap** Edman, 1m19.768s, 87.04mph. **Final points** 1 Rustad, 175; 2 Ekblom, 167; 3 Ekstrom, 165; 4 Edman, 115; 5 Rosenblad, 96; 6 Nilsson, 84.

Rice fell to fourth on the opening lap behind Wheldon's PPI Motorsports team-mate Andrew Bordin. On lap 19 Bordin's bid for second ended in a collision with Rutledge at Turn 5.

Rutledge continued and held off a banzai move from Rice under braking



Atlantic at Laguna: Wheldon scored a win

for the Corkscrew on the final lap.

Argentinian Martin Basso took fourth after fighting past Rocky Moran Jr on lap 11. Alex Gurney ran a relatively lonely sixth. *Jeremy Shaw*

RESULTS 1 Dan Wheldon, 40m29.847s; 2 David Rutledge, 40m37.146s; 3 Buddy Rice, 40m38.714s; 4 Martin Basso, 40m57.893s; 5 Rocky Moran Jr, 40m58.346s; 6 Alex Gurney, 41m01.880s. **Fastest lap** Rice, 1m19.921s, 100.810mph. **Points** 1 Rice, 155; 2 Wheldon, 141; 3 Basso, 115; 4 Bordin, 103; 5 Moran, 93; 6 Rutledge, 76.

GERMAN DTC

Sept 10 Round 8/9, Hockenheim (D), 29 laps

FORD Focus driver Michael Funke must have rated his championship chances after following up his Nurburgring win with a pole position.

The Wolf Racing driver even

surged away in the race. But then, on the fourth lap, the engine blew and his title aspirations were gone.

Fellow Ford driver Thomas Klenke took over to win, his Hotfiel Sport team taking its first victory since switching from Volkswagen.

Franz Engstler (BMW) was second and closed within seven points of series leader Jurgen Hohenester, who took fourth behind Marc Simon. *Rene de Boer*

RESULTS 1 Thomas Klenke (Ford Focus), 35m40.082s; 2 Franz Engstler (BMW 320i E46), 35m45.483s; 3 Marc Simon (Opel Astra G-OPC), 35m54.812s; 4 Jurgen Hohenester (VW Golf GTI); 5 Markus Gedlich (Ford); 6 Ellen Lohr (BMW). **Fastest lap** Simon, 1m12.418s, 81.43mph. **Points** Hohenester, 300; 2 Engstler, 293; 3 Funke, 210; 4 Winkelhock, 203; 5 Lohr, 188; 6 Deutgen, 167.

EUROPEAN RALLYCROSS

Sept 3 Round 7/9, Drammen (N), 6 laps

MARTIN Schanche posted Opel's first European Rallycross win in 18 months of trying on his home turf.

Schanche's Astra pipped series leader Kenneth Hansen to the 'A' Final pole, then had a side-by-side duel with the Swede's Citroen Xsara for the first half-lap.

He then held off Hansen to take an emotional win, with Ludvig Hunsbedt third. Hansen pulled away in the points from arch rival Per Eklund, who failed to make it beyond the 'B' Final. *Tim Whittington*

RESULTS 1 Martin Schanche (Opel Astra); 2 Kenneth Hansen (Citroen Xsara); 3 Ludvig Hunsbedt (Ford Focus); 4 Eivind Opland (Mitsubishi Lancer); 5 Michael Jernberg (Ford); 6 Jean-Luc Pailler (Peugeot 206). **Points** 1 Hansen, 116; 2 Eklund, 95; 3 Pailler, 91; 4 Opland, 88; 5 Hunsbedt, 76.

NASCAR WINSTON CUP

Sept 9 Round 25/34, Richmond (USA), 400 laps

JEFF Gordon led only 15 laps in the capital of the Old South, but crucially they were the final 15 laps.

The Hendrick Motorsports Chevy star held off a charge from Dale Earnhardt in the Saturday night race on the one-mile Virginia oval.

Jeff Burton and Steve Park dominated the majority of the race and, along with Gordon, decided to stay out rather than pit during a final caution for debris on the track.

Gordon surged to the front on the re-start, while Earnhardt, who elected to pit for tyres, fought through to second but ran out of laps to catch the victor.

Mark Martin also beat Park and Burton to the line for third.



Michael Waltrip crashes out at Richmond

Series leader Bobby Labonte fell a lap behind after several pit stops. Title contender Dale Jarrett scraped the wall and finished well down. *Jon McClintock*

RESULTS 1 Jeff Gordon (Chevrolet Monte Carlo), 3h00m14s; 2 Dale Earnhardt (Chevy), 3h00m14.744s; 3 Mark Martin (Ford Taurus); 4 Steve Park (Chevy); 5 Jeff Burton (Ford); 6 Tony Stewart (Pontiac Grand Prix); 7 Johnny Benson (Pontiac); 8 Ward Burton (Pontiac); 9 Ricky Rudd (Ford); 10 Jerry Nadeau (Chevy). **Points** 1 B Labonte, 3761; 2 Earnhardt, 3603; 3 Jarrett, 3597; 4 J Burton, 3578; 5 Stewart, 3353; 6 R Wallace, 3307.

SOUTH AMERICAN F3

Sept 9/10 Round 7/9, Obeira (RA), 31&37 laps

RECENT TC2000 winner Gabriel Furlan returned to his single-seater roots and taught the youngsters a thing or two by winning Saturday's race in his Dallara-Mitsubishi.

Joao de Oliveira led the first lap before Furlan took command. De Oliveira then fought for second with Luiz Fernando Uva, until Juliano Moro went past both to finish runner-up.

Series leader Vitor Meira was one of four to spin on the first lap on a track made slippery by rain.

Moro grabbed the lead from Furlan at the first corner of race two, forcing the latter on to the grass and down to fourth. The Brazilian then took his first win of the season in his Amir Nasr

Racing Dallara-Mugen. De Oliveira and Wagner Ebrahim demoted Furlan to fourth until Ebrahim was given a stop-go penalty for jumping the start.

Meira took fourth after passing Uva. *Antonio Watson*

RESULTS Race 1 1 Gabriel Furlan (Dallara-Mitsubishi F398), 45m34.193s; 2 Juliano Moro (Dallara-Mugen F394), 45m37.385s; 3 Joao de Oliveira (Dallara-Mu F394), 45m48.654s; 4 Luiz Fernando Uva (Dallara-Mu F394), 45m48.976s; 5 Wagner Ebrahim (Dallara-Mu F394), 45m51.922s; 6 Marcos Gueiros (Dallara-Mu F394), 45m52.634s.

Race 2 1 Moro, 45m31.315s; 2 De Oliveira, 45m31.998s; 3 Furlan, 45m58.765s; 4 Vitor Meira (Dallara-Mu F300), 45m59.869s; 5 Gueiros, 46m00.616s; 6 Uva, 46m01.712s. **Points** 1 Meira, 217; 2 De Oliveira, 172; 3 Uva, 130; 4 Moro, 114; 5 Pamplona, 97; 6 Altuna, 61.

BRAZILIAN STOCK CARS

Sept 3 Round 8/12, Taruma (BR), 33 laps

CHICO Serra moved a step closer to his second stock car title with his fifth win of the season.

He led a train comprising Alexandre Negroa, Flavio Figueiredo and Ingo Hoffmann for most of the race. But as tyres lost grip on the rough Taruma track, Hoffmann fought through to second. *Lito Cavalcanti*

RESULTS 1 Chico Serra, 40m01.796s; 2 Ingo Hoffmann, 40m02.549s; 3 Alexandre Negroa, 40m02.829s; 4 Flavio Figueiredo, 40m03.526s; 5 Flavio Trindade, 40m12.534s; 6 Mario Covas, 40m16.186s. **Fastest lap** Negroa, 1m10.649s, 99.222mph. **Points** 1 Serra, 140; 2 Hoffmann, 126; 3 Negroa, 101; 4 Etchenique, 62; 5 Jardim, 42; 6 Alves, 39.

NORDIC/SWEDISH F3

Sept 10 Swedish round 2/2; Nordic round 3/4, Mantorp Park (S), 2x14 laps

TWO convincing wins gave Swede Mikael Karlsson his domestic F3 title against Finnish rival Marko Nevalainen.

Some good racing featured two duels between Karlsson and Nevalainen, the former winning both from pole position.

A possible challenge from Joachim Johnsen came to nought when his engine misfired in the first race, forcing him out and to the back of the grid for the second event. From there he charged to third.

Bike racer Bobby Issazadhe also impressed by taking fourth after a first-race collision. *Tege Tornvall*

RESULTS Race 1 1 Mikael Karlsson (Dallara-Mugen F394), 18m00.379s; 2 Marko Nevalainen (D-Opel F397), 18m01.137s; 3 Henry Koskinen (D-O F394); 4 Sanna Pinola (D-M F395); 5 Jan Ostberg (D-O F394); 6 Pal Eidsvold (D-M F398). **Fastest lap** Karlsson, 1m15.674s, 91.75mph. **Race 2** 1 Karlsson, 17m48.261s; 2 Nevalainen, 17m49.326s; 3 Joachim Johnsen (D-Mitsubishi F398); 4 Bobby Issazadhe (D-O F394); 5 Koskinen; 6 Ostberg. **Fastest lap** Johnsen, 1m14.720s, 92.93mph. **Points** Swedish (final): 1 Karlsson, 53; 2 Nevalainen, 49; 3 Koskinen, 43; 4 Johnsen & Pinola, 28; 6 Eidsvold, 25. Nordic: 1 Karlsson, 119; 2 Nevalainen, 104; 3 Koskinen, 85; 4 Johnsen, 55; 5 Pinola, 47; 6 Eidsvold, 38.

SOUTH AFRICAN TOURING CARS

Sept 9 Round 7/10, Port Elizabeth (ZA), 2x12 laps

GINIEL de Villiers took two wins at the Aldo Scribante track as Nissan dominated the results.

The Cape Town driver led the first race from Opel pilot Shaun Watson-Smith for 13 laps until the Vectra's engine quit. The other Opel of Deon Joubert ran third, until slowed by a broken control arm.

De Villiers' Nissan team-mates Mark Peters and Duncan Vos battled with the BMWs of Shaun van der Linde and Marco dos Santos. Van der Linde spun off after contact with Vos, dos Santos hitting the tyres when avoiding the collision.

De Villiers beat Peters and Vos again in a less dramatic second race, although the last-named came under heavy pressure from Joubert.

Watson-Smith retired with electrical problems. *Colin Windell*

RESULTS Race 1 1 Giniel de Villiers (Nissan Primera), 22m35.20s; 2 Mark Peters (Nissan), 22m44.10s; 3 Duncan Vos (Nissan), 22m47.08s; 4 Anthony Taylor (Audi A4), 22m54.39s; 5 Silvio Scribante (Opel Vectra), 23m01.47s; 6 Shaun van der Linde (BMW 318i), 23m01.65s. **Fastest lap** de Villiers, 1m06.25s. **Race 2** 1 de Villiers, 23m32.14s; 2 Peters, 23m32.24s; 3 Vos, 23m33.28s; 4 Deon Joubert (Opel), 23m33.68s; 5 van der Linde, 23m43.49s; 6 Taylor, 23m50.95s. **Fastest lap** Joubert, 1m06.27s. **Points** 1 de Villiers, 186; 2 Watson-Smith, 128; 3 Vos, 106; 4 Peters, 98; 5 Joubert, 96; 6 Taylor, 84.



De Villiers leads the Opels in the early running

FRENCH GT

Sept 9/10 Round 5/7, Val de Vienne (F), 2x33 aps

THRILLING racing between the two top Chrysler Vipers ended with them sharing the wins.

Hans Hugenholtz, driving another Viper, led the first race, but after the pit stops the Dutchman's co-driver Alain Filhol found himself under pressure from Jean-Pierre Jarier.

Jarier, who had taken over from Francois Lafon, pushed his way past Filhol, who visited the gravel trap.

Then Jarier came under attack from Dominique Dupuy, who had replaced Francois Fiat. Jarier got to the flag just in time to win by half a second.

Dupuy was chased by Jarier in the first half of the second race. The latter's partner Lafon was the slower of the co-drivers, Fiat going on to win.

Lafon lost second to Cyril Chateau before the Porsche driver retired with electrical problems. Hugenholtz inherited third, but tired in the intense heat and slowed when he thought the race had finished, dropping to sixth!

RESULTS Race 1 1 Francois Lafon/Jean-Pierre Jarier (Chrysler Viper GTS-R), 1h00m33.737s; 2 Dominique Dupuy/Francois Fiat (Chrysler), 1h00m34.234s; 3 Cyril Chateau/Wolfgang Kaufmann (Porsche 911 GT2), 1h01m27.071s; 4 Philippe Favre/Rolf Egger (Porsche), 1h01m40.363s; 5 Patrick Bornhauser/Olivier Thevenin (VBM 4000); 6 Marc Sourd/Hans Durr (Porsche). **Fastest lap** Dupuy, 1m44.432s, 80.42mph. **Race 2** 1 Dupuy/Fiat, 1h00m31.893s; 2 Lafon/Jarier, 1h00m40.792s; 3 Jean-Marc Thevenot/Patrick Cornaz (Porsche), 1h01m05.720s; 4 Favre/Egger, 1h01m09.650s; 5 Philippe Brocard/Patrick Durand (Porsche); 6 Alain Filhol/Hans Hugenholtz (Chrysler). **Fastest lap** Dupuy, 1m42.891s, 81.63mph. **Points** 1 Dupuy/Fiat, 360; 2 Lafon/Jarier, 256; 3 Chateau/Kaufmann, 244; 4 Alphand/Marques, 235; 5 Filhol/Hugenholtz, 230; 6 Simmenauer/Berville, 197.



The Cerumo Toyota Supra of Takeuchi and Tachikawa took its first Japanese GT win at TI

Supra-men up, up, away to win

ALL-JAPAN GT

Sept 10 Round 5/7, TI Circuit (J), 82 laps

Cerumo team Toyota Supra drivers Hironori Takeuchi and Yuji Tachikawa won on a very hot day.

Erik Comas was the early star, pulling out a big gap in the NISMO Nissan Skyline. But when the Frenchman came in to refuel and hand over to Masami Kageyama there was a vapour lock in the fuel pipe, meaning the team spent more than double time in the pits.

The winning Supra then enjoyed a battle in the middle of the race with the pole-starting Honda NSX of Ryo

Michigami and Formula 3000 refugee Hidetoshi Mitsusada. The Honda led the race, but then the Toyota took over and Takeuchi and Tachikawa had a good gap by the end, with the Comas car third. **Jiro Takahashi**

RESULTS 1 Hironori Takeuchi/Yuji Tachikawa (Toyota Supra), 2h07m40.269s; 2 Ryo Michigami/Hidetoshi Mitsusada (Honda NSX), 2h07m46.962s; 3 Erik Comas/Masami Kageyama (Nissan Skyline), 2h07m50.879s; 4 Hideki Okada/Tsugio Matsuda (McLaren F1 GTR), 2h08m28.875s; 5 Akira Iida/Naoki Hattori (Honda), 2h08m30.936s; 6 Kazuyoshi Hoshino/Satoshi Motoyama (Nissan), 2h08m40.634s. **Fastest lap** Comas, 1m29.704s. **Points** 1 Michigami, 49; 2 Comas/Kageyama, 48; 3 Takeuchi/Tachikawa, 42; 4 Ito/Schwager, 38; 5 Nakako & Hoshino/Motoyama, 34.

Holden on for enduro victory



Craig Lowndes and Mark Skaife reigned supreme in the Queensland 500 for Holden

There was no doubt as to which outfit dominated the Queensland 500, the 11th round of the Australian V8 Supercar Championship: the day belonged to Holden Racing Team.

Mark Skaife and Craig Lowndes took the win in their Commodore, using a combination of smart pit strategy and commitment to their pre-race plan. The flu-ridden Skaife started the three-and-a-half hour race and handed over to Lowndes, who was called into the pits under safety car conditions to perform his compulsory brake pad change.

When leader Jason Bargwanna passed the pit entry, Lowndes was called in and gained a lead of 37 seconds. The 26-year-old reeled off a double stint and cruised home, allowing Skaife to stretch his championship points lead.

While Lowndes and the other HRT car of Todd Kelly/Nathan Pretty looked as if they were heading towards a likely one-two, the other teams dithered, and it was only a holed radiator for Kelly which stopped the team from taking a Grand Slam. Garth Tander and Bargwanna took second from Steven Richards/Greg Murphy and Russell Ingall/Larry Perkins, giving Holden a top-four sweep.

Ford showed plenty of speed but was in the wrong place at the wrong time. After qualifying fourth Paul Radisich was, in the opinion of many, wrongly penalised with a stop-go penalty for a jumped start. From 37th position the Kiwi surged through the field, allowing co-driver Cameron McLean to lead the race. But the Dick Johnson Racing Falcon was caught out when the safety car appeared, leaving Radisich to mount another charge to snatch sixth place, beating Glenn Seton's Ford to the line by a mere six inches. It was to be the drive of the race and Radisich and McLean will head to the Bathurst 1000 Classic in November with great hopes.

The other Ford to feature was the Tony Longhurst/David Besnard Stone Brothers entry. Besnard, in his first ever top-level V8 race, rocked the establishment by qualifying the car

third behind Tander and Ingall, and Longhurst stalked the leaders until taking the lead on lap 36. He established a small lead, but when Besnard took over the car he started to suffer an intermittent misfire, as well as brake problems. After making a few small errors he handed the car back to Longhurst, only for the team to realise that Besnard wasn't going to complete the minimum number of laps required. They had to make an unplanned pit stop to correct the mistake, forcing them back to eighth at the finish.

Unbelievably, the other Stone Brothers car suffered the same fate, Craig Baird having to make a late stop to allow Simon Wills enough time to complete his minimum driving requirement. They finished 10th.

Leading Ford runner at the finish was the John Bowe/Jim Richards CAT Racing Falcon. The two veterans had a number of small problems, Richards taking to the dirt on one occasion and Bowe having back problems with a new driving seat installed to allow the

larger Richards room to drive.

Other Fords also suffered: Mark Larkham had third gear fail on him, and Steven Johnson/Dick Johnson (in a one-off return from retirement), Brad Jones/Tomas Mezera and Anthony Tratt/Alan Jones all suffered from engine failures.

Former BTCC champion John Cleland finished 14th. The Scottish veteran outqualified regular Wynns Racing Holden driver Rodney Forbes and drove the middle stint of the race, but the car lacked the pace to chase the leaders. And the searing heat didn't help. Cleland reported that he had never been so hot in a race car on a day when some teams reported in-car temperatures of up to 58 deg.C.

However, the win increased Skaife's lead over Tander by only 16 points, leaving next month's sprint round at Sandown to play a vital role in deciding the title.

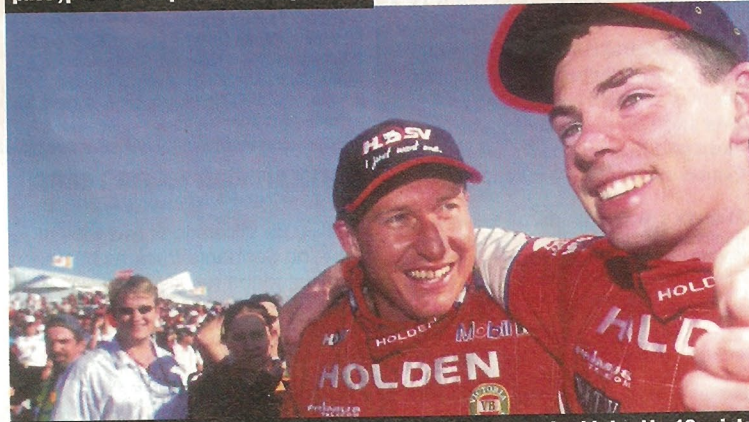
Phil Branagan

AUSTRALIAN V8 SUPERCAR CHAMPIONSHIP

September 10 Round 11/13, Queensland Raceway (AUS), 161 laps
 1 Craig Lowndes/Mark Skaife (Holden Commodore VT), 3h25m34.3893s; 2 Garth Tander/Jason Bargwanna (Holden), 3h26m10.8350s; 3 Steven Richards/Greg Murphy (Holden), 3h26m11.9692s; 4 Larry Perkins/Russell Ingall (Holden), 3h26m12.4205s; 5 John Bowe/Jim Richards (Ford Falcon AU), 3h26m19.4967s; 6 Paul Radisich/Cameron McLean (Ford), 3h26m20.0032s; 7 Glenn Seton/Neil Crompton (Ford), 3h26m20.0081s; 8 Tony Longhurst/David Besnard (Ford), 3h26m38.5235s; 9 Greg Ritter/Tim Leahey (Holden), 160 laps; 10 Craig Baird/Simon Wills (Ford). **Fastest lap** Seton, 1m11.4455s. **Points** 1 Skaife, 1296; 2 Tander, 1107; 3 Seton, 1049; 4 Lowndes, 1038; 5 Radisich, 927; 6 Murphy, 872.



BTCC veteran Cleland, blighted by the occasional moment and a car that lacked pace, posted a respectable 14th place



Skaife (centre) celebrates with co-driver Lowndes after increasing his lead by 16 points

RESULTS ROUND-UP

SOUTH AMERICAN SUPER TOURING

Sept 3 Round 5, Mar del Plata (RA), 30 laps
 1 Diego Menendez (BMW 320i), 39m49.502s; 2 Osvaldo Lopez (Alfa Romeo 156), 39m50.248s; 3 Oscar Fineschi (Chrysler Stratus), 39m51.540s; 4 Gustavo der Ohanessian (Alfa Romeo 155), 39m52.492s; 5 Carlos Cura (BMW), 39m56.148s; 6 Gaston Caseria (Chevrolet Vectra), 39m59.824s. **Fastest lap** Lopez, 1m10.051s, 87.81mph. **Points** 1 Lopez, 73; 2 Larrauri, 70; 3 Fineschi, 68; 4 Belli, 38.

ASIAN TOURING CAR CHAMPIONSHIP

Sept 3 Round 5/8, Bira (T), 2x20 laps
Race 1 1 Henry Lee Jr (Peugeot 306), 23m49.85s; 2 Lam Wai-Hung (Honda Integra), 23m50.09s; 3 Kenny Lo (Honda Civic); 4 Danny Stacy Chau (Civic); 5 Albert Au (Integra); 6 Louis Ramirez (Civic). **Fastest lap** C Nattavade (Peugeot), 1m08.70s. **Race 2** 1 Nattavade, 23m06.10s; 2 Lee, 23m06.63s; 3 Charles Kwan (BMW 320i); 4 Grant Suttaphong (Civic); 5 Lam; 6 Lo. **Fastest lap** Nattavade, 1m08.02s. **Points** 1 Lee, 172; 2 Kwan, 145; 3 Au, 88; 4 Lam, 61.

ASIAN FORMULA 2000 CHAMPIONSHIP

Sept 3 Round 4/6, Bira (T), 2x20 laps
Race 1 1 Ng Wai Leong, 21m04.95s; 2 Parthiva Sureshwaran, 21m10.72s; 3 Mark Goddard; 4 David Sonenscher; 5 Daniel Marti; 6 Kinson Loo. **Fastest lap** Sureshwaran, 1m02.49s. **Race 2** 1 Ng, 21m08.41s; 2 Goddard, 21m20.52s; 3 Sureshwaran; 4 Sonenscher; 5 Loo. **Fastest lap** Ng, 1m02.44s. **Points** 1 Ng, 154; 2 Sureshwaran, 153; 3 Goddard, 135; 4 Marti, 71.

SWEDISH FORMULA FORD CHAMPIONSHIP

Sept 10 Round 8/8, Mantorp Park (S), 2x12 laps
Race 1 1 Fredrik Heinsjo (Van Diemen), 17m09.00s; 2 Alex Danielsson (Ray), 17m10.30s; 3 Tobias Klinterheim (VD); 4 Andreas Hansson (VD); 5 Patrick Ernstsson (Swift); 6 Johan Svahn (VD). **Fastest lap** Oscar Palm (VD), 1m24.251s, 82.41mph. **Race 2** 1 Danielsson, 23m19.05s; 2 Klinterheim, 23m23.01s; 3 Svahn; 4 Ernstsson; 5 Hans-Martin Hallberg (VD); 6 Tobias Rosen (VD). **Fastest lap** Hansson, 1m24.586s, 82.08mph. **Final points** 1 Danielsson, 178; 2 Klinterheim, 167; 3 Heinsjo, 157; 4 Jacobsson, 112; 5 Hansson, 108; 6 Ernstsson, 76.

NASCAR BUSCH SERIES

Sept 8 Round 26/32, Richmond (USA), 250 laps
 1 Jeff Burton (Ford Taurus), 2h06m07s; 2 Jeff Green (Chevrolet Monte Carlo), 2h06m07.935s; 3 Mark Martin (Ford Taurus); 4 Todd Bodine (Chevy); 5 Kevin Grubb (Chevy); 6 Kenny Wallace (Chevy). **Points** 1 J Green, 4123; 2 Keller, 3474; 3 Harvick, 3429; 4 T Bodine, 3416; 5 Sawyer, 3182; 6 Hornaday, 3151.

NASCAR CRAFTSMAN TRUCK SERIES

Sept 7 Round 21/24, Richmond (USA), 200 laps
 1 Rick Carelli (Ford), 1h31m12s; 2 Greg Biffle (Ford), 1h31m12.526s; 3 Kurt Busch (Ford); 4 Joe Ruttman (Dodge); 5 Scott Riggs (Dodge); 6 Jack Sprague (Chevrolet). **Points** 1 Biffle, 3398; 2 M Wallace, 3146; 3 Busch, 3066; 4 A Houston, 3046; 5 Sprague, 2967; 6 Ruttman, 2866.

GERMAN FORMULA FORD CHAMPIONSHIP

Sept 10 Round 7/8, Hockenheim (D), 23 laps
 1 Marc Benz (Van Diemen RF00), 25m55.557s; 2 Jaroslav Janis (VD RF00), 25m56.148s; 3 Robert Bjorkman (Mygale SJ99), 25m58.874s; 4 Norbert Siedler (Mygale SJ98), 26m02.303s; 5 Tom Keller (VD RF99), 26m11.119s; 6 Antti Tapio Katajakunnas (VD RF00), 26m13.214s. **Fastest lap** Benz, 1m06.401s, 88.81mph. **Points** 1 Benz, 120; 2 Janis, 102; 3 Bjorkman, 71; 4 Conrad, 68; 5 Siedler, 62; 6 Zwolsman, 58.

SPANISH GT CHAMPIONSHIP

Sept 10 Round 4/6, Jarama (E), 2x27 laps
Race 1 1 Jesus Diez Villarroel (Porsche 911 GT2), 46m19.464s; 2 Balba Camino/Miguel de Castro (Marcos LM600), 46m32.979s; 3 Tomas Saldana/Angel Burgueno (Porsche 911 GT3-R); 4 Jordi Serra/Eduardo de Aysa (911 GT2); 5 Alberto Castello/Carlos Palau (Lister Storm); 6 Victor Fernandez/Javier Mora (Porsche 996). **Fastest lap** de Castro, 1m34.896s, 90.70mph. **Race 2** 1 Villarroel, 46m48.635s; 2 Castello/Palau, 46m52.969s; 3 Juan Jose Abia/Ni Amorim (911 GT2); 4 Serra/de Aysa; 5 Saldana/Burgueno; 6 J Maria Perez Fontan (911 RSR). **Fastest lap** de Castro, 1m37.825s, 87.98mph. **Points** 1 Abia, 137; 2 Serra/de Aysa, 135; 3 Villarroel, 114; 4 Castello/Palau, 112; 5 Saldana/Burgueno, 105; 6 de Castro/Camino, 104.

SPORTS & PERFORMANCE • MARKET PLACE • RACING & COMPETITION

AUTOSPORTclassified

TELEPHONE 020 8267 5858 • FAX 020 8267 5850

Appointment Pages will appear in the back of this section>>>

REYNARD MOTORSPORTS OFFER FOR SALE



DAMS F1 Prototype 1995

£20,000 ex. VAT



Reynard 92D F3000 Showcar

Offers Invited



Reynard Go Kart (15 available)

£500 each ex. VAT



Reynard 991 Champ Car
raced by Patrick Carpentier in 1999
FedEx Championship Series

£40,000 ex. VAT

**For Further Details Contact: Shay Campbell, Reynard Motorsport
Tel: +44 (0) 1280 846800**

85981/37

OPEL/VAUXHALL ASTRA F2 FACTORY CARS



- Mark Higgins and Neil Wearden RML Works cars
- Lightweight panelled chassis built for 2000 season.
- Both cars have won events in the 2000 British Rally Championship.
- The RML Astras have also been extremely successful outside the UK, with customer teams winning Championships in Germany, Sweden and Norway.
- Available after the Network Q, freshly rebuilt and ready for 2001.

Spares packages and full ongoing customer support available from RML, who will continue to manufacture and supply parts and provide technical service on a World-wide basis.

Engineering assistance at first test and event available.

**£75,000
plus vat**

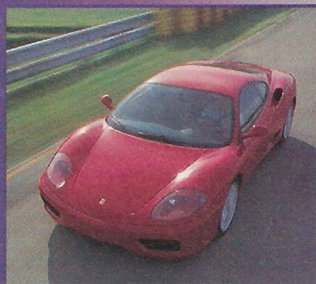


For full specification contact Mark Newman
Tel+44 (0)1933 402440/fax +44 (0)1933 676519
or markn@rmlmallock.co.uk
Information on www.rmlmallock.co.uk

ENGINEERING SOLUTIONS ... FAST

86357/37

Ferrari's, Porsche and all exotic cars bought and sold, commission sales also undertaken. We are keen to buy 355's, 360's, and new 360 Spiders (your order bought for good premium), Porsche Turbo's, etc.



Ferrari 360 Red with Black manual 2000W POA

Ferrari 360 F1 Yellow POA

Ferrari 550 Maranello 1998 R 15,000 miles POA

**Porsche 996 available now for Feb,
and 360 Spiders available May 2001.**

**Please call for more details and with
your specific requirements, many more
cars available.**

Tel: 07050 360 996, Fax: 07050 348 996

E-Mail: dreamcars@amserve.net

86368/37



FACTORY TUSCAN CHALLENGE CAR

Won Challenge, won GT Series Belgium & Germany. Modified for Le Mans, 400BHP cross bolted engine with 4 triple down draft webers, full stack system, bag tank at rear. Loads of Race history. The only Tuscan in the world with a chassis number that can be registered for road use. Superb condition, earth shatteringly fast, 830 kilos.

17500 sterling no offers no test pilots.
01257472866 or 0802556592

83824/35

**G-FORCE MOTORSPORT OFFERS
1995 Porsche 911 GT2
Chassis 99TS 39 3067**



Perhaps the most successful of all GT2 Porsche. Ex-Caldalen & Bryner, and winner of '95 European, World and Porsche cups. Good record '96. All updates with PK. Leading Porsche in '99 Privilege with Fuller/Fothergill. Good 'hours' remaining, 12 wheels and tyres.

£80,000, possible P/X
01296 434084 www.g-force-motorsport

86362/37

**M-Sport ex Works
Escort WRC LHD R6
FMC. Ex Kankunan
RAC 98 Car. Latest
2000 tarmac and
engine spec. Spares
Package. POA.**



Contact Frank Meagher
Phone: 00353 52 31147
Fax: 00353 52 31835
E-mail: fmeagher@iol.ie

83876/35

FOR SALE



PORSCHE

**CLASSIC 2000 CLASS 1 RACE CAR:
PAUL TILLEARD'S 911 CARRERA 3, 1975**
Most wins this year, many fastest laps and poles.
Professionally run by JZ Machtech.
Best offer over £15,000 secures
01296 433277 or 07966 413644

86247/36

1963 JAGUAR E-TYPE ROADSTER



1998 Anglo-American Overall Championship Winner.
1998 Thoroughbred Sports car Overall Championship Winner.
Numerous Race Wins.

Last raced Oct. 1999, with overall win and fastest lap.
Fully rebuilt with fresh 3.8 engine, 0 miles, and exciting new paint!
SERIOUSLY QUICK - THE ULTIMATE!
£55,000

Tel: 07979 526363

83835/35

FOR SALE - 5.0 litre MGB V8



Winner of class C of Hillclimb Leaders Championship, 1998
400BHP John Eales engine, Works SC/CR gearbox, Quaife LSD
Ralt RT30 front suspension, coil over 'A' frame rear
Prescott 45s, Shelsley 32s, Loton 56s, Harewood 61s
Offered for sale with body moulds and suspension jigs
Reason for sale - going single seater next year
Alastair (01242) 852232 or email
Alastair@crayford43.fsnet.co.uk

86365/37



DALLARA 390 FORMULA 3
Mint condition, on the Button Toms Toyota,
ideal for ARP Series. Some spares, reluctant
sale due to change of plans.

£12,500 ono
Tel David Dawson 01772 887774
or 07802 834822

86359/37

**Now that the Race
Season is drawing to
a close, get in first,
and advertise your
race car now!**
**Ring Ben or Oliver
020 8267 5858**



FOR SALE • MARCH 761-5 • FOR 2001 SEASON

Well-known car with full, interesting, and detailed history. Proper FIA papers.
Potential front running thoroughbred Grand Prix with spare wheels (10), bodywork
and ratios. Available with or without Demon short stroke D.F.V.
(Also available to hire, Nurburgring, Sept. 30, Kyalami, Nov. 26)

See car at Donington 2/3 Sept.
**Call Graham Goodman
0033 55 380 11 11 (France)**
EASY TO RUN. LOTS OF FUN!

83870/34

GEBHARDT G4 Project



For sale as raced in the sports racing world cup series Composite chassis
Audi 5 cyl, 4 Valve Turbo installation, two engines available
March T90 gearbox + new spare wide gear gearbox and full set of ratios
Brembo brakes, 16" BBS wheels, Power steering
Complete set of running spare's bodywork and moulds

For the Group C Revival

Momo Gebhardt Group C composite chassis, unused,
with integral rollage, door's, screen's, and fuel cell,
complete with original buck and mould.
All running gear compatible to both chassis. POA.

GEBHARDT

Neulandstrasse 28 G4 - GEBHARDT
Tel. 0049/77261-9390
Fax. 0049/77261-9391 100

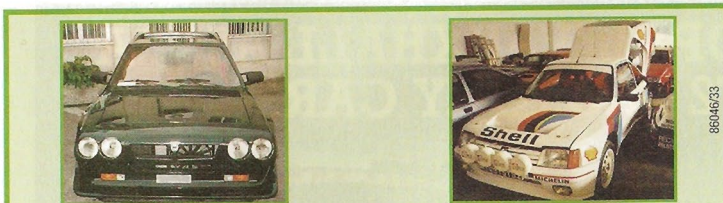
(86376/37)

**SEAT CORDOBA
Ice/Rally Cross Car**



Engine: 400bhp+, 16 valve, 17. litre mid engine, turbo charged,
intercooled.
Gearbox: 6 speed sequential xtrac.
Diffs: Xtrac Limited slip differentials front & rear.
Brakes: AP brake discs & calipers.
Chassis: T45 tubular space frame with honeycomb carbon Kevlar
bulk heads + floor. All bodywork carbon Kevlar.
Suspension: Double wishbones front & rear. Ohlins... dampers.
Adjustable anti roll bars. Can be fitted with 2 or 4 wheel steering.
Weight: 880kg.
Spare: 4 off Xtrac driveshafts. Hubs. Nearly complete set of carbon
panels for car. Brakes, wishbones, steering components, subframes,
wheels.
History: Car built by RDC. Driven by Patrick Tambay, Jean Loïs
Schlessler & Bertrand Balas in the 24 Hour Chamonix Race.
This car would cost in excess of £150k. No expense has been
spared. Is ideally suited for new rally cross regulations.
OFFERS
Tel: Andrew Burton
01544 340592 or 07977 434434

41598/37



Lancia Delta S4, 19,000km,
330bhp, £50,000, ex-works cars
also available
Peugeot 205 T16, 27,000km,
PTS kit 330bhp, rally spec,
£34,500

Alfa SZ., 91H, 3000 miles£23,000
Alfa RZ, choice of two yellow cars from£22,000
Lancia Integralechoice of two late cars
Fiat 131 Abarth, '76, blue, twin carbs and LSD, superb condition ...£12,500

Also Available From Europe

Ford Sierra Cosworth 3 door, Sutton built tarmac spec car,
Abarth Simca 2000 Renault 5 Turbo 1 Lancia 037 - Stradale and ex-works available

01398 323 892 E-Mail: dir@ukf.net

86046/33



ZEPHYR II 1959

The definitive classic competition car.
Equally at home rallying or racing.
Every conceivable option and all period accessories.
The Zephyr has the greatest provenance, and has
years of great fun and challenge still to be enjoyed.
Serious enquiries will be given all possible help.

Jeff Uren 01392 469226

41271/35

**1992 PORSCHE CARRERA
CUP CAR**



Raced as the "Exxon Superflow Tiger" car. This car has the best
of everything! Triple adjustable Penskes, BBS wheels with centerlock,
3.6 with Motec management system, slide throttle intake, stainless
exhaust, Monoball suspension, larger brake rotors, ABS, carbon
fiber fuel cell, air jacks, 993 body work, Crawford carbon fiber
wing. All components are fresh with one test session, 2 hours total
time on engine rebuild, full suspension service, transmission freshen
up. Jack Refinishing.
\$87,500.

901 Shop Racing
(954) 971-5130, www.901shop.com

41597/37

STARK
BROKERAGE
S.A. STARK AKTIEBOLAG, PO BOX 29146, S-100 52 STOCKHOLM, SWEDEN
Tel: (+46) 08-664 60 13 • Fax: (+46) 08-664 04 13 • e-mail: stark@stockholm.mail.telia.com
Visiting address: Valhallavägen 188, Stockholm



3.5 Schnitzer CSL, prepared by Schnitzer in winter 71/72 for Didier Peltier, updated to later spec flares
in mid-70s, not messed with£37,000
Also available:
Race CSL with ONS-pass, IMSA-interior, full race-spec£26,000
'69 Ex-factory testcar, full grp II specs, plastic doors and hoods by factory,
3.6 ltr engine£19,000

(86042/33)

CARS FOR SALE



Online Classified Adverts

**£2.50 per week
FREE - Online Auction**

Trade Area Special intro offer for traders

Paddock Online loans, fast car and motorsport insurance

We are well on target for 10,000+ visitors this month

WIN A RACE or RALLY TRACK DAY

Simply visit our feedback area and enter our free prize draw

raceandrally.com

Special £2.50 offer applies to Ads placed in September only.

Totally secure e-commerce site for online payments of classified adverts

FREE inclusion in to our trade area section

Tel: 01939 250250 ask for Mark

or email: sales@raceandrally.com

86228/37

CLIO CUP

CLIO UK CUP RACE CAR

Henry Taylors race winning Clio can be seen at Silverstone complete with 8 spare wheels and drax data logger.

£17,000 + VAT

Also transporter 1990 Ford Cargo **£8,150**

21ft box with living quarters, winch and ramps **£5,000 + VAT**

Plus chequered flag awnings 15ftx 15ft new this year **£600 + VAT**

(T) 01424 838640 (M) 07970 989187

86364/37

FORMULA FORD 1600

LASER HD 85. Ready to race, lots of spares, gear ratios, bodywork, etc. Including trailer, sale due to retirement. £4,500. Tel: Derek Pullman 01843 223663. (83826)

LASER 86 LESS ENGINE, very tidy and original, some spares. £2,000 ono. Tel: 01322 662115. (83677)

F1

RAM 01/03, 1983. 1997 TGP Championship winning car. FIA and crack testing papers. Well sorted, competitive car. £59,995. DFV & spares package available by separate negotiation. Tel: 0208 464 1121 or Fax: 0208 466 0667. (86386)

F1 WILLIAMS FW 08C for sale. Call John Wilson 020 7516 6563 (day), 020 7516 6533 (fax), 020 7373 6602 (home). (86392)

ENGINES

FOR SALE

Engines:

2 x Ford Turbo 2.3 l **£6,800**
plus spare Turbo and spareblock

1 x Ford Cosworth DFR 3.5 l **£20,500**
Mader, complete with loom and ECU

1 x Mugen F3000 3 l **£11,500**
Neil Brown, complete with loom and ECU, exhaust

1 x BMW F2 2l Mader **£11,000**
complete with sparkbox

1 x Opel (Vauxhall) 2l, 16V **£9,500**
280 hp

Showcar:

1 x Lola 91/50 Showcar in **£10,000**
Benetton colours, new could be made for driving

PRC - AUSTRIA

Phone: 0043/664/3419796

Fax: 0043/5574/78396/5

86024/32

FOR SALE:

**3 FORMULA 1 COSWORTH
DFR ENGINES**

(revised)

1069:280 miles / 1036:35 miles / 89085:285 miles

INTERESTING PRICE

CONTACT FORMULE 1 INTERNATIONAL at

0033 494 27 83 00

86261/36

FORMULA FORD

WANTED OHLINS TT44 TRIPLE adjustable dampers, ex Formula Ford, ex Formula Renault or others. 07974 781008 or 02892 674237. (83767)

SWIFT SC95 ZETEC ROLLING CHASSIS, £6,500. Would convert to 1600. Jamun M97 complete with Minster engine, £7,995. Rolling chassis £5,995. Tel: 01444 482988, Mobile: 07748 947341, ayule@aol.com (86333)

FORMULA HONDA

FORMULA HONDA 600 OR HILLCLIMB, 2 sets of slicks and wets, gearing, spares package including motor. £7,800. Tel: 0121-766 6242 or 0836 599 177 (83679)

FORMULA VAUXHALL

FORMULA VAUXHALL JUNIOR. £1700 spent on recent engine rebuild, lots of spares. £3,000 ono. Tel Martin 07971 491104 or Day 01256 882020 Eves 01189 885276. (41380)

GT RACING

NCK MOTORSPORT

2 MARCOS LM 600 GT CARS

- New car built for this year. Has Pole and fastest laps to its credit. Driven by Thomas Erdos and Andy Purvis.

£90,000

- Ex-factory car, finished Le Mans, won GT team championship in 1999, driven this year by Martin Byford and David Lesley.

£65,000

Engines built by NCK, support and development of engine programme continues.

Many spares available, inc. Engine.

Tel: 01455 840140

(M) 0802 764295

86389/37

HILLCLIMB

DELTA T85 1600CC. All steel Crossflow Cosworth, just rebuilt Hewland MK9 gearbox, double width first slicks and wets trailer ready to go. £5,500. Tel: 01202 886820 (83653)

HISTORIC

ELVA DKW 1959 front engine Formula Junior. All original condition, stored for over 30 years. Chassis No. 100/74. A genuine bargain: £11,000. Phone: 64-9-274-8646 (New Zealand), Fax: 64-9-274-8642, e-mail: crad@ihug.co.nz (41323)

THE HISTORIC LOTUS SPECIALIST Mike Brotherhood. A complete spares and restoration service. For space frame chassis and Coventry climax engines cars. Tel: (01380) 859989, Fax: (01249) 760530 or visit www.lotus-specialists.com (41267)

TRV VIXEN S2 1969. Completely rebuilt on new chassis to meet HSCC Road Sport regulations. Just completed. Never raced, but ready to go. Full MOT and road legal race car. Roll cage, modified suspension. Modified engine with twin 40's etc. £OFFERS. Tel (01702) 554268 or Mobile 0585 233288. (41423)

TVR GRIFFITH 1965, group S, lhd, Ford 289CI V8, 4 speed BW, T10 g/box, Salisbury LSD, Jag ratios available, fully independent suspension, 880kg/325bhp, with spares and ready to race, Australian car £48,500. Tel: 01932 340 929. (41423)



Fia Griffith 400 (Race & Rally papers) Chassis Number 2 as featured in John Tipler's book on TVR. Winner of FIA Championship 1994 (Kerry Horran) Winner of Circuit of Ireland Rally 1998 (Nick Whale) Winner of HSCC/HR5 Championship 1999 (Kevin Kivlochan) 3 poles, 3 wins, 5 fastest laps in 1999 Spares package available, one of the fastest FIA Griffiths in Europe

TEL UK: Home 01582 841717 Mobile: 0468 681211 Work: 01442 418993

Price: **£48,000**
Re-advertised due to incorrect telephone number 41534/36

RACING CARS

**LOLA T86
THUNDERSPORTS CAR**



Ex-Eric Broadly FT200, 5-speed box, 270hp, Mazda engine on electronic management, Dinoshets available, 2 sets of wheels, resprayed, on the button, ready to race, px possible.

Must sell, as moving overseas

£15,999

PRG covered Trailer, approx 2 years old, very little use **£3,000**

Tel: 01749 671771 Daytime

01749 343111 - 01458 831555 (Home)

41282/35

COLWAY PORSCHE 924, built '99, spares, reliable. For sale or race hire with support. Call for full spec. £4,250. Simon: 01722 718734. (83375)

WEV 1999 CLUB SPORTS 2000 CHAMPIONSHIP WINNING CAR. 1300 Philipspeed crossflow. Very competitive, excellent condition. 750mc, Classic Clubmans, DBT, etc. Reluctant sale. £6,950. Tel: 0161-962 2710. (86378)

CHEVRON B49 F2 ATLANTIC

Sprint Hillclimb car - all parts to convert to race spec - Rolling chassis F.T.200, BDAG Fitting kit, built to the highest possible standards, car is meticulously prepared. Many spares, best prepared car on any grid. Must be seen to be appreciated.

£16,000

Tel - Mobile: 07779 895521

Home: 01505 704410

41543/37

TARGET MOTORSPORTS

ARROWS F1 CARS

A1 Rolling Chassis	1979
A2 Rolling Chassis	1979
A3 DFV	1981
A6 Rolling Chassis	1983
A7 BMW Turbo	1984
A8 BMW Turbo	1986
A10 BMW Turbo	1988
A11 DFR	1989
A11c DFR	1991
FA12 DFR	1991
FA13 Rolling Chassis	1992
FA14 Rolling Chassis	1993
FA16 Rolling Chassis	1995

PORSCHE WANTED

**917, 935, 936, 956, 962
ANY PARTS**

RACING MOTORCYCLES

AJS 7R	1958	£18k
Matchless G45	1954	£22k
500 Manx Norton	1960	£20k
Honda CR93	1962	£20k
Honda CR110	1962	£20k
Kawasaki KR250	1975	£28k
Kawasaki KR250	1980	£25k

ALL MINT - ORIGINAL

**F1 GEARBOXES, DIFFS,
SUSPENSION, STEERING,
COOLING, WHEELS, BRAKES
ALL IN STOCK - CALL**

PARTS

DFV Head	£1000
DFV Cam Carriers	£2000 pair
DFV Cam Covers	£600 pair
DFV Inlets/Slides	£600 set
DFV Trumpets/Injectors	£600 set
DFV Electric Fuel Pumps	£350
DFV Engine Mount	£100
DFL Crank 3.3	£800
DFL Crank Damper	£100
DFL ECU	£500
DFR Cam Covers	£600 pair
DFR Crank	£800/£1200
DFR Rods	£1200 set
DFR Pistons	£600 set
DFR Head	£1000
DFR Injectors	£450 set
DFR Ruel Rail	£100
DFR Trumpets	£300 set
Inlets/Slides	£650 set
DFR Exhaust	£800
DFR Carbon Clutch	£800/£1200
Weslake V12 Cyl Heads	£3500
TPT Ratios	£40
TPT Dog Ring	£30
T90 Ratio from	£80
206B Ratio from	£80
Brembo Callipers	£1200 set
A P Callipers	£1200 set
Carbon Discs from	£150
Koni Gas Dampers	£400 set
6 Cyl Lucas Metering Unit	£800
V10 Exhaust	£500
Chevy Fuel Pumps	£150

SPARE PARTS FOR ALL ARROWS & FOOTWORK CARS - PRICES PLUS VAT

CALL TONY O'NEILL

TEL: +44 (0) 1825 763936, Fax: +44 (0) 1825 766986

86367/37

TERRY KEYS MOTORSPORT

Independent Ferrari Specialist, based at Silverstone Circuit
Tel/Fax: (01327) 857368, Sales: (07799) 473111, Service/Sales: (0468) 363668

ALL FERRARI SERVICES AT FIXED PRICES
EG: CAM BELTS 308/328 £375, 348 £1,200, 355 £1,395
VEHICLE INSPECTIONS AND ALARMS FITTED

- ROAD CARS - MONDIAL CABRIOLET 3.2. Rosso/Cream. Another superb car. P/X poss £23,500
- RACE CARS - DALLARA F3 '91, Alta twin spark, rebuilt box, new paint, superb, very competitive. ARP car £10,500
- RALT RT30 F3 Boman aero kit. VW engine fully sorted. Lovely car. Fast but forgiving £9,750
- LAZER FF '88, ideal Midland or Super Series. Fresh engine. This must be the best. Truly immaculate. Original gel coat. Little used £3,300
- FORMULA RENAULT MAYGALE '87/'88. Ex ME car ECALL
- RENAULT 2000 engine. Solus rebuilt £3,000
- TONY KART ESPRIT, Super Formula A, rebuilt Vortex engine, spare wets, £1,000
- INEXPENSIVE 4-WHEEL TRAILER suit single-seater or small saloon. To Clear £300

P/X POSSIBLE ALL CARS
ALL RACE CARS AND FERRARI URGENTLY REQUIRED - ESP. F3s FOR ARP & SCHOLARSHIP CHAMPIONSHIP.
ALL FF ZETEC & KENT. FORMULA RENAULT. MOTORHOMES, RACE TRANSPORTERS & TRAILERS ALSO REQUIRED.

RENAULT SPORT CLIO V6. 300bhp, 3.0 litre, RWD, 6-speed sequential gearbox. Ideal for F. Saloons, Track Day use, Sprints & Hillclimb, etc. £22,950 + VAT. Barwell Motorsport. 01372 457788. (86240)

SIERRA COSWORTH 3-DR. X-Trakstar touring car. Grp A suspension, brakes, exhaust, slicks, wets, inters. Available in race or rally trim, many spares. £8,500 ono. Tel: 01516 488 550 or (M) 0771 433 4857. (41504)



NISSAN 1992 IMSA GTP

car, last and most technically advanced NPTI version built, A1 condition, cosmetic and mechanical, fresh twin Turbo 3 liter V6, factory fresh, ready to race, beat Toyota in season's last race, the least raced, fastest and best GTP car available or currently raced.

\$375,000

Tel/Fax: 561-997-9400, FL. (NOV)

E-Mail: alschan@adelphia.net 41516/36

DGM OFFERS FOR SALE

Mitsubishi EVO 6 GPN as used by Neil Simpson this years British Championship as Finished "o/a Manx Int £40,000"

Also for sale New EVO 6 GSR road car in Blue Metallic, full SVA tested Cat 1 alarm, CD, can be X Reg in buyers Name.

£26,400

Contact: david@carryduff.co.uk
DAVID GREER MOTORSPORTS IRELAND

RADICAL

RADICAL CLUBSPORT 1999 Race Winner. Complete rebuild for 2000 with all 2000 chassie mods. Only 4 meetings this year. Comes with spares and 3 sets of wheels. £13,950. Tel: 01844 345364, (m) 0831 266 372. (83766)

VINTAGE



1965 Brabham BT 16 F2/FB, extensive racing history including 2 vintage championships. Total professional restoration including fresh Lotus twincam and Mk 9 gearbox. Spares including wheels.

\$40,900.

Phone 909-674-7686 or Fax 626-577-6344 CA. USA. 41962/34

RACING SALOONS

JAN SPEED ROAD SALOON. VW Golf GTi ready to race, currently 5th in championship. Loads of spares. Call for full spec, £3,500. Tel Tim: 01242 663010 or 07747754357. (83743)

RALLY CARS

NETWORK Q

HIRE DRIVES AVAILABLE

GP N SUBARU IMPREZA

GP A SEAT IBIZA

ENQUIRE TO:-
NORTHERN SOUTH
TEL: 01604 647106
FAX: 01604 647107
email: northern@south@larva.co.uk

Now that the Race Season is drawing to a close, get in first, and advertise your race car now!

Ring Ben or Oliver
020 8267 5858

AUTOSPORT CLASSIFIED

WRITE YOUR AD IN BLOCK LETTERS BELOW:

25
WORDS
£40 exc VAT
£2.50 FOR EVERY
EXTRA
WORD

NAME _____
ADDRESS _____

POST CODE _____

DAYTIME TEL _____

ACCESS VISA

AMEX DINERS

CARD NUMBER _____

EXPIRY DATE _____ CHEQUE NUMBER _____

SIGNATURE _____

MARKETPLACE

RACING AND COMPETITION

SPORTS AND CLASSICS

A-Z DIRECTORY

SUB-HEADING

NO. OF INSERTIONS _____

Box No's UK £50.00 (replies by Airmail £6 extra)

TELEPHONE 0208-267 5858 OR FAX (24 hrs) ON 0208-267 5850

DEADLINE for all classified is 4.30pm on Monday preceding publication. To place advertisements out of office hours dial 0208-267 5858 and dictate advert onto answering machine giving name and address and telephone number clearly.

WE REGRET NO ALTERATIONS, CANCELLATIONS OR REFUNDS POSSIBLE ON LINEAGE

TICK SECTION AND FILL IN

SUB-HEADING

BOXED ADVERTISEMENTS



Golf III Supertourisme

BTCC regulation,

X-Trac sequential

Lehmann

motoren 285 PS

WHY NOT ADVERTISE IN A BOX?

SINGLE INSERTION PRICES START AT

£120 + VAT B&W 4cm x 1col

£144 + VAT COLOUR 4cm x 1col

Special Offer

3 for the price of 2

AUTOSPORT RESERVES THE RIGHT TO REFUSE OR WITHDRAW ADVERTS AT ITS DISCRETION AND DOES NOT ACCEPT LIABILITY FOR CLERICAL OR PRINTERS' ERRORS

GOODWOOD REVIVAL



86374/37

1958 PROTOTYPE LOLA MK1

Fully restored to 1958 spec. 1220cc Climax engine. 118bhp, full FIA papers.

On the button and race ready.

Driven by Derek Bell '98 Goodwood Revival, and by Mark Hailes '99 Goodwood Revival. Finished 6th overall Sussex Trophy.

Very rare car with excellent history.

£86,000

Contact 01482 871740 or 01377 254735 and ask for Don Haldenby

uniclip Automotive

SERVICE / RACE PREPARATION / RESTORATION
Classic Sports and Racing Cars

Handling and performance upgrades for Cobras.
'98 '99 '00 FIA EUROPEAN HISTORIC GTS 12 CHAMPIONS



86395/37

Byfleet, Surrey, KT14 7NV England
Tel: 44 (0) 1932 355277
Fax: 44 (0) 1932 351285

FOR SALE



PORSCHE

CLASSIC 2000 CLASS 1 RACE CAR:

PAUL TILLEARD'S 911 CARRERA 3, 1975

Most wins this year, many fastest laps and poles.

Professionally run by JZ Machtech.

Best offer over £15,000 secures

01296 433277 or 07966 413644

86247/36



ZEPHYR II 1959

The definitive classic competition car.

Equally at home rallying or racing.

Every conceivable option and all period accessories.

The Zephyr has the greatest provenance, and has years of great fun and challenge still to be enjoyed.

Serious enquiries will be given all possible help.

Jeff Uren 01392 469226

41271/35

REDUCTION OF COLLECTION – SPACE REQUIRED!

Silhouette Lancia Stratos GT

Ford Cosworth 2 litre Turbo, nose cone moulds. Spare C2 chassis and hubs, spare Tiga Sports 2000 bodyshell. Spare Sports 2000 engine (race winner). Tyres . . . 14" wets, dry, Sports 2000 set of tyres. Some spares.

Offers in the region of £16,500 the lot, or swap for interesting historic race car.

Citroen 2CV Racing Car

Mondello veteran. Newly rebuilt spare race engine.

Wheels, tyres, spare bodyshell.

£2,200.

Road-Going 2CV, White. Can have MoT. £800

1932 Austin Seven Paxton Special. Racing History.

VSCC blue form. £5,000

1944 Laudalette. Blue. Film History. Ideal for Weddings. £4,500

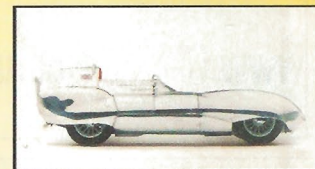
Phone Bill on 01529 742492 or 01592 744226

Fax: 01592 621741

E-Mail: w.carr@executivelines.co.uk

85950/36

1956 LOTUS ELEVEN SERIES ONE



SUPERB IN EVERY ASPECT

Fwb 1500cc All-Steel engine. Close ratio gearbox. Polished body. Le Mans Head Fairing with concealed roll bar. FIA and HLR Papers together with Road Registration.

Regretfully available after Goodwood.

Race winner and class winner.

Ideal BRDC and VCCC and numerous events abroad.

Just right for your favourite son or nephew!

Race support possibly available.

£45,000 ready to race.

RON GAMMONS – 01462 490049 Day

01462 682522 Evening,

0802 703961 Mobile

83760/37

AUTOSPORT WEB DIRECTORY TO ADVERTISE CALL 0208 267 5858

MOTORING ARTWORK
www.alexreade.net
The world's largest collection of Motoring Related Artwork
Tel: 0171 437 3686 Fax: 0171 437 4714
email: Alex.Reade@btinternet.com

SPEEDGEAR.COM
AUTHENTIC RACEWEAR
Thousands of items from the world's FORMULA 1, CART & ALMS.
Apparel, accessories, artwork, books, die-cast, teamwear, videos, watches, and much more.

MOTORHOME HIRE
Travel with the Professionals
www.elite-motorhomes.co.uk
or
Tel: 01295 711157

TEAM CLOTHING
Field Classics
www.fieldclassics.co.uk
info@fieldclassics.co.uk
UK's premier supplier of co-ordinated TEAM CLOTHING AND ACCESSORIES

www.grandprixonline.com

Miniloc Direct Sales Ltd
Smartlevel and Smartcamber provides accurate readouts at any angle, instant measurement of driveshaft camber - caster angles, bodywork fixture and wing angles.
www.cambergauge.com
angela@cambergauge.com

RACE PIT DISPLAYS
www.showtrax.net
sales@showtrax.net
Full pit setups including walling, ceilings, lighting, gantry, flooring panels, flight cases, graphics.
UK, EUROPE, USA, MALAYSIA
+44(0)1234 709966 (T) 01234 709955 (F)

www.sportsnet.uk.com
Over 2,000 sports videos and books for sale, news + results, AND have your views published.

www.CMS-F1.co.uk

keep it simple...
businesscarbuyer.co.uk
01636 676622

www.autosport.com
The World's Number 1 ABC audited motorsport site. The very latest news and a free daily e-mail service. Keep up-to-date with
AUTOSPORT.COM

AMERICAN MOTORHOME SALES & HIRE
Sole importers of new THOR, Four Winds Motorhomes. Second hand models available.
www.americanmotorhomes.co.uk

sports hospitality
Let us provide you with the most exciting and innovative packages for the most prestigious sporting events in the UK and Overseas
www.corporateinnovations.co.uk
Tel 01295 272747 Fax 01295 272702

MODELS, BOOKS & MAGAZINES
www.ewacars.com
Your one stop source for automotive models, auto books, videos and magazines. Over 10,000 different products.

LUXURY AMERICAN MOTORHOME HIRE
DAY * WEEK * MONTH
www.luxurymotorhomes.co.uk
Tel: 0114 244 8004

JESS RACING
ARP F3 TEAM
www.jessracing.co.uk
e-mail: info@jessracing.co.uk
TEL: 01622 717 877

MOTORSPORT MODELS
www.racing-models.com
The simple, one stop solution for buying die cast models on the internet. Order on-line, pre-order new releases, we post worldwide.

RALLIART / Co-ordsport
Competition Parts:
www.coordsport.co.uk
Official Car Sales:
www.ralliartuk.com

GG Graham Goode
www.grahamgoode.com

Millstream
EUROPE'S LARGEST MODEL RACEWAY
Home of the British Slot Car Club
www.british-slot-car.com
Tel: + 44 (0) 1425 489939

Wellcraft **SCARAB**
HIGH PERFORMANCE MARINE PRODUCTS & ENGINEERING
www.automarinespecialists.co.uk
TEL: 01766 770773 FAX: 01766 770993

D.C
SPECIAL & HIGH RISK MOTORSPORT INSURANCES
eolpso@compagnet.be
stevenmertens@skynet.be

The KART SHOP
at BUCKMORE
www.thekartshop.co.uk

F1 Memorabilia
Exclusive driver signed memorabilia
Check our website
www.f1-memorabilia.co.uk
(T) 0121-378 0733 or 0121-378 0317
(M) 07808 586 755

LatestRallyResults.com

www.motorsports-online.com
motorsports-online.com
The Industry Database

SLEEPER COACHES
for Sale and Hire - 6-14 Berth
www.sleepercoaches.co.uk
01797 225528 (T) 01797 225577 (F)

Whittlebury Enterprises Ltd
www.elegant-days.co.uk
Unique Fast Access Hospitality at competitive prices at the F1 BGP
Tel: 01926 842707 / 01327 858300 / 01926 843381

Snooper, 10k boost auto glym and so much more
www.speeding.co.uk
Safe Secure Online
Which Webtrader approved

www.raceandrally.com
raceandrally.com
'motorsport trading online'
For buying and selling motorsport vehicles and parts, FREE Online Auction & Trade Area
Non Internet Advertisers Call: +44(0)1939 250250

F1 FANCLUB
THE FORMULA 1 FANSITE
WWW.F1FANCLUB.CO.UK

emagine WORLD RALLY CHAMPIONSHIPS
Imagine Rally Spectator Tours
• Rally Finland 15-21 Aug • Corsica 26 Sep-3 Oct
• Australia 4-13 Nov • also Sweden Feb 2001
www.worldrallytours.co.uk ☎ 0870 9025399

MINICHAMPS
CHECK OUR OUR NEW WEB SITE
www.minichampsmodels.com
PO Box 5981, Sutton Coldfield, West Midlands
B75 6PX England
Tel/Fax: 0121 323 5300 E-mail: diecastmsp@aol.com

F1 MOTORSPORT MODELS
ALL MODELS F1 LE MANS RALLYCARS ETC, AND FORMULA 1 MEMORABILIA
Tel/Fax: 01908 645140
f1motorsport-models.co.uk

Mills Reynard
www.grandprixart.com
01780 757555
Motor Sport Fine Art Lithographs

SPONSORSHIP
Dedicated Motorsport Sponsorship Information Centre
www.2sponsor.com
info@2sponsor.com
Making Waves - Philip Allen
01202 5100 55 (T) 01202 5100 54 (F)

RACEPARTS (UK) LTD
www.raceparts.co.uk
Motorsport spares for all your needs.
e-mail: sales@raceparts.co.uk

KARTING
www.deavinsons.co.uk
deavinsons@eclipse.co.uk
Established 1989, Expert kart design and manufacture. Outdoor floodlit MSA licensed circuit. 100cc, Racing, Pro, Formula GT1 karts, off-road vehicles, fun karting
01992 460895 (T) 01992 468812 (F)

Le Mans Motorsport
WHOLESALE DISTRIBUTION
Gauges * Harnesses * Accessories
www.LeMansMotorsport.co.uk
SPONSOR OF LE MANS AUTO-ITALIA

www.pacernote.com
the best rally pace note system in the world

www.arziki.co.uk sales@arziki.co.uk
web design e-commerce office integration business systems training
Freephone 0800 376 6126
IT for better business...

DREAMMACHINZ.CO.UK
Models of Dreams.
http://www.dreammachinz.co.uk

TLC CLOWES INSURANCE www.tlclowes.com
Specialist Motorsport & Personal Accident Insurance. Visit our web site

SPARES & ACCESSORIES

FOR THE VERY BEST PRICE AND SELECTION OF COMPUTER SCALES IN THE UK
massive stocks, next day delivery
check out these special offers!



- Budget Scales** Shows all 4 wheel weights and any % at the same time.
RRP £1162.36 (72586) **£940.00**
- Clubman Scales** Shows 4 separate wheel weights and any combination.
RRP £1393.02 (72506) **£1040.00**
- Semi Pro Scales** Two different modes of display show corner weights or percentage distributions.
RRP £1682.63 (72524) **£1240.00**
- Lap Top Scales** Set up your car with your lap top computer. Control box connects to your lap top showing car info on screen.
RRP £1873.15 (7288) **£1520.00**
- Professional Scales** For teams who take racing seriously. Large display shows all readings at the same time.
RRP £2044.75 (72934) **£1645.00**
- Set Up Platforms** For the ultimate weighing accuracy at the track or workshop.
RRP £1911.77 (72925) **£1400.00**

Intercomp

- Intro Scales (SWII)** Shows any combination of weights or percentage weights.
RRP £1183.75 (100333) **£920.00**
- Clubman Scales (SWI)** Shows all four corner weights, percentage weights and selected data.
RRP £1366.07 (100331) **£990.00**
- Podium Scales (SW)** Shows all four corner weights, percentage weights and selected data.
RRP £1738.10 (100412) **£1330.00**
- Semi Pro Scales** 14 display modes, target weight feature, 125 memory register.
RRP £2082.80 (100411) **£1750.00**
- Professional Scales (SWDX)** 14 display modes for weights, percentage weights, centre of gravity, total weight and more.
RRP £2459.91 (100334) **£2020.00**

demon-tweeks
MOTORSPORT Direct

01978 664466
Fax: 01978 664467
Mail order. Next day delivery
E-mail: sales@demon-tweeks.co.uk
Dept 115, 75 Ash Road South, Wrexham Ind Est.
Wrexham, North Wales LL13 9UG.
All major credit cards accepted
All prices plus VAT

CHEAP FERRIES

CLICK HERE:
www.directferry.com

Or freephone
0800 096 0870
(UK callers only)

For the very best ferry offers on all routes contact Direct Ferries

Fleetwood Jamboree Rallye

95M Fleetwood on Ford chassis in superb condition, less than 10,000 miles, rear Queen bedroom sleeps 6 comfortably. Across the aisle bathroom/shower, 240volt conversion. Air bags, rear camera, plenty of locker space, plus loads more, recent full service and MOT. Drives superb. Don't miss this one as it is being sold at a ridiculously low price, new toy arrives very soon.
£19,500 no offers
Call Gary on
01656 300101 or 07970 000011

MERLIN MOTORSPORT Tel: (01249) 782101
www.merlinmotorsport.co.uk
PHONE FOR OUR FREE CATALOGUE

Merlin are official stockists of all these products and many more besides.
Huge stocks are held at our Circuit showroom.
Phone for details and prices.
Check out our website at www.merlinmotorsport.co.uk

GOODRIDGE
SAMCO sport Performance Hose
WILLANS
Itg
COBRA
sparco
Lumenition
PELTOR

Castle Combe Circuit, Chippenham. SN14 7EX.
We accept cheques, postal orders, Mastercard, Switch or Visa.

Trident Racing Supplies

Call us first...

MasterCard VISA

TEL: 01327 857822
FAX: 01327 858096
Unit 31, Silverstone Circuit, Towcester, Northants NN12 8TN
www.tridentracing.co.uk

RELEASE THE POWER OF YOUR ENGINE!
UPGRADE THE CHIPS OF YOUR ELECTRONIC CONTROL UNIT
INCREASE 15 HP TO 100 HP & 20% TO 40% MORE TORQUE

DIGITAL MOTORS ENGINE CHIPS MADE IN SWITZERLAND

THE WORLD POWERCHIPS SPECIALIST

- EASY AND QUICK TO INSTALL!
- SWITCH WITH THE ORIGINAL MANUFACTURER WARRANTY
- RESPECT OF THE MANUFACTURER SPECIFICATIONS
- KEEP YOUR TORQUE AT LOW RPM.
- INCREASED TORQUE AT HIGH RPM.
- REDUCE FUEL CONSUMPTION
- REDUCE WARRANTY - SWISS MADE
- 5 YEARS WARRANTY - KIND OF VEHICLES: INJ, TURBO, D, 4X4
- AVAILABLE FROM £305 TO £453 INCL. VAT
- PRICE - FROM 48 HR. DELIVERY
- MAIL ORDER - 48 HR. DELIVERY
- OPEN MOND. TO SAT. 8H30 TO 11H30 AM - 1 TO 5H30 PM

SAMPLES FOR SOME CARS

AUDI A3, A4 TDI	+35CV	£450
AUDI A4 TURBO	+50CV	£450
AUDI S4 BI-TURBO	+60CV	£450
ALFA 156 JTD	+40CV	£450
BMW M3, M5 no spl.	+30CV	£450
BMW Z3 S16, RANGEOT	+35CV	£390
CITROEN XANTIA HDI	+35CV	£450
FORD ESCORT COSWORTH	+60CV	£450
FORD FOCUS 1.8 TDI	+35CV	£450
LAND DISCOVERY TDS	+35CV	£450
MAZDA MX-5, 1.6V	+19CV	£300
MERCEDES VITO CDI	+35CV	£450
MERCEDES ML 320	+19CV	£450
MG F 1.8 16V	+18CV	£300
PORSCHE 993 BI-TURBO	+35CV	£450
ROVER 220 2.0 TURBO	+45CV	£450
SUBARU IMPREZZA	+50CV	£450
VW GOLF 1.8 TURBO	+50CV	£450
VW SHARAN TDI 110	+35CV	£450

RECOMMENDED BY: VISA MasterCard

INFORMATION & ORDER: 00 41 227 7205-14 FAX: 00 41 22 772 35 62
WEB: www.digital-motors.com - BOULEVARD DU PONT D'ARVE - 1205 GENEVE

HAWK PERFORMANCE

HAWK FERRO CARBON DISC PADS
Latest compounds. Full motorsport range.

CARBOTECH ENGINEERING
CARBOTECH FERRO CARBON BRAKE PADS
For Historic fittings. Girling AR, BR, CR and NR, Jaguar, Dunlop etc.

KELLATE METALLIC BRAKE SHOES
The best brake shoe friction material available.

Tel: 01767 677969
Fax: 01767 677026 E-mail: sales@cambridgemotorsport.com
www.cambridgemotorsport.com

OUT NOW! NEW 2000

Motorsport Parts and Accessories Catalogue.
300 page, full colour
For a free copy call
0906 250 1516

Calls to 0906 numbers cost 50p per minute at all times.
(Calls should last no longer than 1 1/2 minutes)

demon-tweeks
MOTORSPORT Direct

sparco

Online

Racewear, helmets,
seats, steering wheels,
and accessories

www.sparco-online.co.uk
Worldwide Shipping

Grand Prix Racewear
www.grandprixracewear.com

Exclusive **UK** Importer & Distributor for

Arai HELMET

020 8987 5500
Power Road • Chiswick London W4 5PY
Fax: 020 8742 8999
Email: info@grandprixracewear.com

Top quality trailers

designed to suit your needs
- and your pocket

The full specification Club Tilt-bed (hydraulic)

- ▶ Winch
- ▶ Full Bed
- ▶ Hitch Lock
- ▶ Spare Wheel
- ▶ Easy operation
- ▶ 1380Kg capacity



all this for
£1499
+ VAT

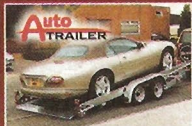
- or you could have a Club 1000 for just £999 + VAT
- the choice is yours!



Value for money and versatility.



Small car transporter. Store it in your garage.



Automatic tilt-bed. Loaded in 30 seconds!



Space, security, performance.



Ideal for wide/low sports cars.



Reliable, proven, tilting bed.

BRIAN JAMES TRAILERS

15 minutes from Silverstone at Woodford Halse, Daventry
Tel 01327 260733 Fax 01327 262438

Plus a range of optional equipment for additional convenience and safety.

www.brianjames.co.uk

WINNEBAGO

* SALES * HIRE *
* SERVICE

WE CAN OFFER AN EXTENSIVE RANGE OF NEW & USED AMERICAN MOTORHOMES FOR SALE, HIRE OR CORPORATE HOSPITALITY



CALL TO DISCUSS YOUR REQUIREMENTS FOR THE 2000 MOTORSPORT SEASON

OR TO ARRANGE TO VIEW OUR STOCK OF OVER 40 AMERICAN MOTORHOMES

NOW AVAILABLE!
UNISPORT RACE TRAILERS

END OF SEASON CLEARANCE - WILL TAKE OFFERS



FROM 12' TO 16' LONG AND FROM ONLY £5995 + VAT FOR AN EXCEPTIONAL QUALITY TRAILER UP TO 1700KG PAYLOAD



DUDLEYS
OF OXFORDSHIRE
AMERICAN MOTOR HOMES

A415 Abingdon Road, Ducklington, Witney, Oxon OX8 7XA
Tel: 01993 703774 Fax: 01993 771745
Visit us on our website at: www.american-motorhomes-dudleys.co.uk

853597

Largest Stocks

Intercomp

Best prices on Scales, set-up ramps, cases, turn plates, bump steer gauges, ride height gauges, spring testers, pyrometers and more.



Main UK Importer

demonitweeks
MOTORSPORT *Direct*

01978 664466

Mail Order - Next day delivery

sparco



www.sparco-uk.com

Free delivery for all UK customers
50% discount on overseas shipping

LAP-TIMING

T200 200 Lap Memory PC Download Download Lead Software Battery Powered **£199** OR **£169** MINUS BEACON

T100 100 Lap Memory **£179/£139** (BOTH MODELS CAN USE UK MASTER BEACONS.) MINUS BEACON

CORNER WEIGHT SCALES
Intercomp Sales, Service and Repair

ROLLCAGES
Rollcentre 01480 464052
www.rollcentre.co.uk

To advertise in Marketplace please call 020 8267 5858

Massive Choice

Huge range of lap timers.

- Demon Tweaks
- 100 lap memory
- Battery Powered
- Small unit with easy read display

£179.00

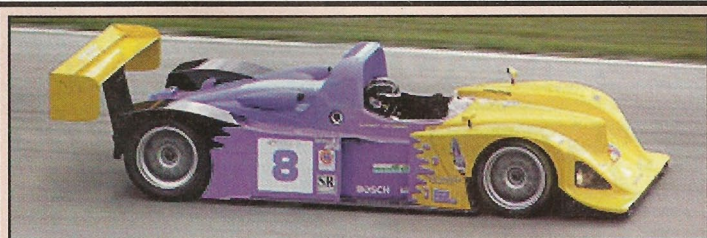
Karttronix, Faringdon Instruments, Intercomp, Hot Lap.

All prices + VAT

demonitweeks
MOTORSPORT *Direct*

01978 664466

Mail Order - Next day delivery



Philip Creighton Motorsport Ltd has a funded co-driver position available for its Lola B2K 10 Ford Prototype, with Scott Schubot, in the up-coming ALMS rounds:

Portland, Petite Lemans, Laguna and Las Vegas

We are also looking for a co-driver for the 2001 ALMS or Grand-Am Season.

Ph: 678-366-2100

Fax: 678-366-2101

E-Mail philipcreighton@earthlink.net

859517/35

Worldwide Mail Order

QUAIFE

Full range of Quaife gearboxes, gear kits, gear levers and automatic torque biasing differentials.

demonitweeks
MOTORSPORT *Direct*

01978 664466

Mail Order - Next day delivery

Coming to next weeks Autosport Kart Mart for all your karting needs to advertise please call Dai on 020 8267 5115

AWNINGS




HIGH QUALITY TRANSPORTER AWNINGS

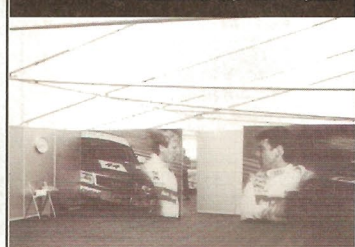
FREESTANDING FRAME STRUCTURES

TEL: 01962 736316
FAX: 01962 735098

ALRESFORD TECTONICS
ALUMINIUM & P.V.C. STRUCTURES



Alfred Bull



Transporter Awnings

WOODBRIDGE MEADOWS · GUILDFORD · SURREY GU1 1BB
TEL 01483 561897 • FAX 01483 573448
www.racecar.co.uk/alfredbull

DRIVE AVAILABLE

PETER CHAMBERS MOTOR RACING

has one remaining seat to partner

Matt Allison

in the Avon Junior Formula Ford Championship 2001

Varying packages available to suit budget.
Urgent response required securing position.

Please contact: Peter Chambers

Telephone: 01684 833525, Fax: 01684 833255

E-Mail: chambersracing@hotmail.com

86394/37

DEANS TRANSPORTER AWNINGS



Quality Durability Flexibility

UK and export enquiries welcome

5 YEAR WARRANTY

TEL 01942 241399
FAX 01942 241904
E-Mail info@deansblinds.com
www.deansblinds.com

80793/06

SHELTER/STEEL frame canopy. Top quality 20' x 10'. Modern design. Tubular frame. Quick and easy to erect. Last few at only £260. Special offer 10' x 10' Ez-Up shelter £299. Tel: 01296 696900 01753 647143. For picture see www.crs catering.co.uk. (80310)

The awning company

Race Transporter awnings
Wind-out retractable and modular frame systems, with soil cloth roofs and an option of acrylic or PVC sides.

01204 363463
www.theawningcompany.co.uk

86019/33

TS2

DRIVES AVAILABLE

2 Seats in Formula Renault 2000

• Winter Series
• Toca 2001

Phone: Martyn Smith on: 01249 890646
or fax: 01249 890569 for a Prospectus.
mail@ts2-racing.com

DRIVE WANTED

WANTED

Rent-A-Drive in remaining rounds of Ferrari 360 Challenge West or Central European Championship

Contact: Phil Burgan on 07785 786208
or e-mail: phil.burgan@e-gosystems.com

86390/37

E-Z UP

Dome Shelter £75.00 + VAT
Enterprise Shelter £180 + VAT

The #1 Best Selling Instant Shelter

E-Z UP INSTANT SHELTERS

- Sets up in 60 seconds
- 4 sizes & 23 colours available
- Optional side walls & accessories
- Durable all-steel double truss design
- We stock a full range of E-Z Up products

E-Z UP SHELTERS ARE PERFECT FOR:
Boating • Picnics • Camping • Sales Booths • Race Pits Parties • Sports Events and More!

The Only UK Authorised Distributor

MAYFLOWER MARQUEES
Unit 6, Penn Street Works, Penn Street, Nr Amersham, Bucks HP7 0PU
Tel: (Sales) 01494 712131 Fax: 01494 713337

86167/25

DRIVE AVAILABLE

MARK BURDETT MOTORSPORT

have drive available for:
Formula Renault 2000
Winter Series

Winter testing and individual test days available.

For details please contact:

Mark Burdett
Tel/Fax 01754 760290
Mobile: 0402 570494

86393/37

WORLD RALLY HIRE

98 SPEC SUBARU WRC
2 CARS AVAILABLE
TARMAC OR GRAVEL
ERC-WRC EVENTS

Full service facilities, vans, spares
recee car, personnel

tel: 00 44 1282 850 124
fax: 00 44 1282 814 051
gsm 00 44 7785 222741

86360/37

ENGINES

Knight Racing Services Ltd
Builders of Race Winning Engines
Chevrolet small & big block
Ford small block & SVO
FIA legal Chevy & Ford

The American race engine specialists
Dyno tested, Race/Championship winning power . . .

In-house machine shop
Engine development & rebuilds
The finest race engine parts . . .

Knight Racing Services Ltd
Unit 4, Plant House,
Royal Oak Way North,
Daventry, NN11 5PQ
Ship: 01327 871177
Fax: 01788 542886
Mobile: 0973 732148

42084/236/303/172

CAR CARE

Hard, Smooth, Mirror-Like Finish!

Provide your vehicle with the long-lasting protection of Liquid Glass Polish/Finish. All paint finishes, including clear-coats, shine brightly with the Liquid Glass glow. With no abrasives or harsh chemicals, Liquid Glass Polish/Finish will protect your vehicle from the elements and maintain its like new look. Potential agents wanted.

CCS LTD
UNIT F, SAWTRY BUSINESS PARK
HUNTINGDON, U.K. PE28 5GQ
Tel. 01487 832283 Fax 01487 832887


Liquid Glass

CLEAR COAT SAFE
Contains No Abrasives

ULTIMATE AUTO POLISH/FINISH

With a formula that contains no wax, this polish produces a superb, high-gloss protective finish on any non-porous surface for one simple step without hard rubbing or buffing.

World Famous Original Dream Machine
1963 Corvette MK4 Restored



IMPROVED FORMULA OFFERS LIFE-TIME PROTECTION*

Produces a clear, hard, smooth and mirror-like finish.

NET CONTENTS ONE US FL OZ (28.35 ML)
DIRECTIONS: See back of bottle for application instructions.
*Available on most 2- and 3-coat finishes. See back of bottle.

810824/4

TVR TUSCAN DRIVE AVAILABLE for Brands Hatch and Silverstone. Full team support. Tel: 01405 741900. (86225)

RADICAL 2HR RACE, HALF DRIVE AVAILABLE 8th October - Snetterton, including test day, £1,750. 1100 Club Sport for hire, testing & winter series, etc. Call Tracktime: 01491 836671 or 07831 609761. (86387)

Team D.F.R.

HAVE DRIVES AVAILABLE FOR THE TOCA FORMULA RENAULT 2000 WINTER SERIES, AND 2001 CHAMPIONSHIP. WE ARE CURRENTLY LYING IN 2ND POSITION IN THE CHAMPIONSHIP WITH RYAN DALZIEL.

Also two seats for the Formula Ford Festival and Winter Series and 2001 Championship.

1998 Van Diemen Formula Renault, sister car to James Beals. Ex-Paston Racing. Low mileage Solus 3 way Ohlins, new bodywork, with spares and mounted wets and slicks.

£11,000 ono
Low mileage 1600 twin cam Formula Vauxhall engine. C.W. Jenvey injection system and dry sump.

£2,000 ono
Set of Penske 2 way dampers £600
2 sets Formula Vauxhall wheels £25 each

Telephone: 01228 791648
Mobile: 0850 984130
All Prices + VAT

86334/36

GEARBOXES

PowerHaus II
PORSCHE GEAR CENTRAL



PowerHaus II Gears

COMPLETE SELECTION OF CLOSE RATIO GEARS, SPECIAL MAINSHAFTS (904, G-50, ETC.), RING AND PINIONS AND LIMITED SLIP AND LOCKED DIFFERENTIALS FOR ALL STREET AND RACE PORSCHEs 1964 TO 2000

PowerHaus II
PHONE 641.469.3063 FAX: 641.469.6404
ALL MAJOR CREDIT CARDS ACCEPTED. WEBSITE: www.phii.net
1100 University Manor Suite 15 • Fairfield, Iowa 52556 USA

27/01/04

BPA Engineering

SPECIALIST TRANSMISSION SERVICES

Hewland Build & Rebuild
New & S/H Spares

Gearboxes & Axles Rebuilt
Gears & Spares Manufactured

CONTACT: ANDREW BRITTEN

TEL: 01256 895757

FAX: 01256 895151



63552

GENERATORS

New Generators at Bargain Prices

Honda - Kawasaki - Yamaha - Robin
Free Delivery UK Mainland
Second hand Machines available



Brownpower



Generator Specialists

6c Midland Trading Estate

Consul Road, Rugby, Warwickshire, CV21 1PB

Tel: 01788 577575, Fax: 01788 577576

E-Mail: sales.brownpower@virgin.net

79436/29

HOOD REPAIRS

HOOD REPAIRS, HOODS SOFT TOPS, Perspex Vision. Replacement windows for soft top cars. Save money on a new hood/soft top by using our service. Some examples: Suzuki Jeep (per panel) from £15, MG Midget (all 3) £40, Triumph Spitfire (all 3) £40, Peugeot 205 GT's £60, MX5 Convertibles £85, Porsche from £100. Same day turnaround post/carrier or personal callers - 7 days 7am to 10pm. Call Alan: (020) 8777 6764 (Croydon). (41487)

LIVERIES

STICKERS

Suppliers to Racing Teams, Event Organisers, Sponsors, Competitors, Magazines, Trains and Planes

Ring **Robin Stretton**

Boost

Orchard Lane, Alton, Hampshire GU34 1DP
01420 542722 Fax 542999

39381

MEMORABILIA



Formula 1 Memorabilia Consultants

RMC Associates are pleased to offer in limited numbers brand new Jaguar 2000 Eddie Irvine factory painted Biele replica helmets. In addition RMC Associates are able to offer clients an unrivalled selection of race used F1 memorabilia.

For further details please contact Richard Coleman by using one of the following options:

Tel/Fax: 0044(0)1252 795782

0044(0)7720 286039

Website: www.rmc-associates.co.uk

Email: rcoleman@rmc-associates.co.uk

83805/28

Collector's Studio Motorsport Gallery

For the serious race fan ...

N. America's LARGEST collection of signed ORIGINAL race memorabilia - used helmets, uniforms, visors, gloves, steering wheels, nosecones, prints, posters, photos & models from SENNA, SCHUMACHER, VILLENEUVE, ANDRETTI, CLARK, FERRARI, PORSCHE, etc. We buy & sell or consign your items on our website.

136 Yorkville Ave., Toronto, ON M5R 1C2 Canada
Tel/Fax 001-416-975-5442

Catalogue at <http://www.cstudio.net>
e-mail: cstudio@ican.net

We ship worldwide!

73930

RACE USED AUTHENTICS

- Original Parts
- Signed Visors
- Team Memorabilia
- Lithographs & More!

JMJ AUTOMOBILIA

Unique Suppliers since 1992

JMJ Automobilia

PO Box 156

Princeton Jct., NJ 08550

Tel/Fax: (609) 275-5174

www.jmjauto.com

email: jmj@jmjauto.com

75619/15

GRAND PRIX TOPGEAR

WE ARE #1 FOR F1 ORIGINAL TEAM ITEMS
IT'S ALL ON OUR WEBSITE:



www.topgear.com

We buy and sell race suits, helmets, wheels, tyres, body parts, signed items, gloves, caps + huge selection of signed photos, all certified.

Visit our website, or our showroom at Standon, Nr Hertford on A120.

Open every Saturday 10.30-2.30pm.

Weekdays come anytime - but ring first.

GRAND PRIX TOPGEAR

THE OLD MILL, MILL END, STANDON, HERTS. SG11 1LR

Tel: (0) 7000 553949, Fax: (0) 7000 727929

E-Mail: f1@topgear.org

BROCHURE REQUEST LINE (UK)

0897 16 11 55

Call Costs £1.50 per min (avg. 1 min)

COVERS BROCHURE/POSTAGE COSTS

MODELS



POCHER CLASSIC CAR KITS

Build the car of your dreams in 1/18th scale! Rolls-Royce, Alfa Romeo,

Mercedes 540K, Porsche and Bugatti 50T, etc.

For full colour catalogue and availability send £5.00

ALSO AVAILABLE: Eagles Race Cars in 1/18th Scale.

Huge range. Catalogue £3.00 inc. post.

Kittle Hobby, PO Box 5, Ystalyfera, Swansea, SA9 1YE

Tel: (01639) 731005 Fax: (01639) 731006

MASTERCARD & VISA WELCOME

41484/37

MOTORHOMES

AMERICAN MOTORHOMES FOR HIRE



Motorhomes For Hire

with or without 8 x 5 hospitality awning.

Delivered to any track or event in the UK or Europe.

Please phone for availability, costs & brochures.

Tel: 0161-427 6868 - 0385 111031, Fax: 01663 766797

www.americantomotorhomes.co.uk

CHESHIRE AMERICAN MOTORHOMES 80660/08

FLEETWOOD FLAIR 26FT, 1990. 57,000 miles. Sleeps 7, good interior colour, every extra. £19,750. Tel: 0207 436 4070, 0208 596 0000. (86381)

SPORTSCOACH CROSS COUNTRY, 38ft, Cummins 8.3 engine, Spartan chassis, one owner since new, 65,000 miles, full service history, 6.5kw diesel generator, fridge/freezer, sleeps 6, Queen Anne bedroom, levelling jacks, air brakes, air suspension, J reg, £57,000. Tel: 01226 771101, www.jubb.co.uk/coach.htm (86397)

MOTORHOME

EUROPREMIER 34'6"

1996 (N reg), 17,000 miles, Spartan chassis, air ride and air brakes, 6-speed auto, hydraulic jacks, back-up camera, generator and air conditioning units, wind-out awning and too much specifications to list. Absolutely stunning vehicle. £64,000 inc VAT

For full details contact:

01777 818301 or 01709 703330

41580/06

PARTS

CITROEN 2CV

IF YOU'VE GOT THE CAR
WE'VE GOT THE PARTS

PHONE FOR FREE
CATALOGUE

ECAS 2CV PARTS

TEL: 01785 282882

FAX: 01785 282883

28302/14/15

PUBLICATIONS

WORKSHOP MANUAL SPECIALISTS. Large stock of original manuals, handbooks and parts books sold and bought. Margaret Motors, 157 Aylsham Road, Norwich NR3 2AD. Tel: (01603) 407747, Fax: (01263) 577366. (41491)

CAR HANDBOOK SPECIALISTS. Handbook specialist, large stock of car original owners handbooks, also workshop manuals and parts books sold, bought and exchanges. Tel: (020) 8337 7452 and Fax: (020) 8241 8012. (41494)

MOTOR RACING BOOKS and memorabilia on the web. New, old, rare, autocourse, genuine team gear, autographs etc. www.simonlewis.com, massive site - visa - mastercard welcome, summer catalogue £3.00. Simon Lewis Transport Bookshop, 11 The Marina, Harbour Road, Lydney, Gloucestershire GL15 4EJ. Tel: (01594) 843151, Fax: (01594) 843158, e-mail: simon@simonlewis.com (41485)

ORIGINAL SALES BROCHURES AND PRESS KITS. 20TH CENTURY STOCK. All the latest material from the European and Detroit motor shows, classics and exotics, most years covered, including cars of the nineties! Mail order worldwide, computerised lists available, friendly service. Motorama 2000 Studio 3, The Old Brewery Centre, High Street, Hastings, East Sussex TN34 3ER, England. Tel: (014240) 440100. International Fax: +44 1424 440100. Email: motorama2000@hotmail.com (41493)

OFFICIAL AUTOSPORT

SELF-BINDING BINDERS

(HOLDS 12 ISSUES

PER BINDER)

£8.50 EACH INCLUDING VAT,

POSTAGE AND PACKING.

PLEASE CALL

0208 267 5076

TO ORDER

82773/09

OLD MOTORING LITERATURE BOUGHT AND SOLD. Books, brochures, magazines always wanted. Les Wilson, 32 Beach Priory Gardens, Southport, PR8 1RT, Merseyside, UK. Tel: 01704 513122, Fax: 01704 513123. (41548)

AUDI, JAGUAR, MERCEDES BENZ, Porsche, Lexus, BMW and Mitsubishi, factory original workshop, owners and electric (ETM) manuals for most models. TMC Publications, 5817 Park Heights Avenue, Baltimore, MD 21215, USA. Tel: USA 410-367 4490, Fax: 410-466 3566. www.tmcpubl.com (41603)

BRITAIN'S BEST FOR BROCHURES. Books, magazines, manuals and automobilia. We buy, sell, exchange, tremendous stock, visitors welcome. Postal service. Pooks Motor Bookshop, Rothley, Leicestershire LE17 7PJ. Tel: (0116) 237 6222, Fax: (0116) 237 6491. (41489)

VINTAGE MOTORSHOP, still has the largest variety of motoring literature, new and secondhand books, handbooks, workshop manuals, parts books, magazines and brochures, open Thursday, Friday, Saturday 11.00-5.00, or by appointment, worldwide mail order service available. 749 Bradford Road, Batley, West Yorkshire WF17 8HZ. Tel/Fax: (01924) 407773. www.vintagemotorshop.co.uk E-mail: Books@vintagemotorshop.co.uk (41492)

COLLECTORS CARBOOKS, specialists in out of print motoring literature, we can supply any new book in print and we also have the widest range in Europe of out of print motoring and motor racing books on display! Worldwide mail order, free book-search, close to Junction 12 to 13 off the M1, free car parking behind shop, open Monday to Saturday 10am to 5pm. Tel: (01525) 290088, Fax: (01525) 290044. 14 Bedford Street, Woburn, Beds, MK17 9QB. www.collectorscarbooks.com (41495)

RACEWEAR

Jays

RACEWEAR & EMBROIDERY

RACEWEAR AND EMBROIDERY

21ST CENTURY PROTECTION

FIA approved Nomex suits from stock or made to measure to your own design

Proban F.R. suits from £55 + VAT

Boots, Helmets, Underwear, Gloves, Jackets

Send for price list - Most major credit cards accepted

VISIT OUR WEBSITE FOR SPECIAL OFFERS

363 DOGSTHORPE ROAD, PETERBOROUGH, CAMBS. PE13 9RE

PHONE: 01733 568247 FAX: 01733 568249

E-MAIL: sales@jaysracewear.co.uk

WEBSITE: www.jaysracewear.co.uk

82440/01

STORAGE & TRANSPORT

TRANSPORT & SHIPPING NEW EUROPEAN CARS. We also sell cars. Tel: 01438 816600/816622, Fax: 816644. www.paragon-euro.com email: info@paragon-euro.com (41342)

ENCLOSED VEHICLE TRANSPORTATION. Specialist enclosed vehicle transport. Up to 4 vehicles carried UK and Europe, 24 hours, 7 days. Ring anytime for quote. Telephone: 01388 720395 & 0468 052623, Fax: (01388) 720590. E-mail: geoffrey@gsclassics.freemove.co.uk Website: www.gsclassics.freemove.co.uk (41608)

STORAGE BETWEEN PORTSMOUTH, SOUTHAMPTON, offered by private collector, a few spaces available, new building, alarmed, de-humidified, secure, NO VAT. Tel: (01489) 877873. (41472)

INSURANCE

77963/23



ROAD USE FOR
COMPETITION CARS

STORAGE & TRANSIT

ON EVENT
ACCIDENT DAMAGE

PERSONAL INJURY

SERVICE VEHICLE

Tel: 0115 941 5255 Fax: 0115 941 5215

For information contact Richard Egger, Tracey Saucedo or Nik Kershaw
Insurance for competitors, by competitors

www.competition-car-insurance.co.uk

SPARES & ACCESSORIES

RACEPARTS (UK) LTD

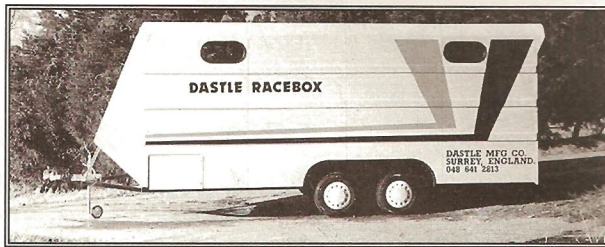
Unit 3, Rockfort Industrial Estate, Wallingford, Oxon OX10 9DA

Tel: +44(0) 1491 822000 Fax: +44(0) 1491 822009 E-Mail: sales@raceparts.co.uk
Web-site: www.raceparts.co.uk

Our RACETECH Products Include: Quick release steering wheel couplings and steering wheels – Electrical & Mechanical instruments
Electronic tachometers – Adjustable brake balance bar assemblies
Race mirrors – Thermal paint kits & Temperature strips –
Suspension springs – Refuelling eqpt.

Official Distributors for: CASTROL SRF – Racing Brake Fluid
ADA – Corner weight gauges, Camber castor gauge, Caliper piston pliers
AEROQUIP – Hose & Fitting; SYMETRICS – Dry Break Couplings
SAENZ – Connecting Rods; HEWLAND – Gearboxes, Ratios & Spares
GKN – CV Joints & Boots; MOLLART & APEX – Universal Joints
SUPERTRAPP – Silencers; NMB – Rod Ends & Spherical Bearings
FERODO – Brake Pads; AP – Brakes & Clutches; DZUS – Fasteners
RACETECH – Batteries; SERCK – Oil Coolers
PHONE FOR A CATALOGUE WORLDWIDE EXPORT SERVICE

DASTLE RACEBOX



- Lightweight Van Trailer/Working Facility
- From 12 to 20 ft floor length versions
- Worktop, cupboards and storage shelves
- Side access door

For your racing to realise its full potential, start with the right equipment. Talk to us about The Dastle Racebox.

Call or write for details:
Guildford, Surrey GU5 9QQ. Tel/Fax: (01483) 202813
<http://www.racecar.co.uk/dastle>

MARDI GRAS MOTORSPORT
Saloon Car Preparation

Distributors and agents for:

Contact: Dick Richards or Mandy Jackson
Unit 45, Silverstone Circuit tel: 01327 858006 fax: 01327 858800
Towcester email: info@mardigras.co.uk
Northampton NN12 8TL web: www.mardigras.co.uk

WHEELS & TYRES

FOR ALL YOUR



RACING TYRES
Inc. ACB 10 Formula Ford
Contact

BMTR LTD

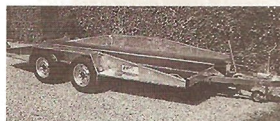
Tel: 0121 331 1122
Fax: 0121 331 1144
email: sales@bmtr.co.uk
see our new web site at www.bmtr.co.uk



PRG
Engineering

'E' TECH NEW SUPER VALUE TRANSPORTER

All welded high strength, lightweight, galvanised chassis. High quality components. Winch, spare wheel, centre deck, all standard. Hydraulic Tilt and Fixed Bed models.



Superior design car transporters. Tilt bed and fixed bed models. Built to all sizes and specifications. We manufacture all types of car transporter.

Phone for details of our full range.
Tel: (01270) 812402 Fax: (01270) 811293

30149/17

SPONSORSHIP

SPONSORSHIPS. Sponsorship "How to get Sponsorship The Definitive Guide". Written by a businessman to give you a business-like approach. Don't spend your money, spend someone else's. Tel: 01268 747047, www.sponsorshipbook.force9.co.uk

(41535)

TRAILERS & TRANSPORTERS

WANTED: CAR RACE TRANSPORTER. 7.5 tonne, with 22 foot box or longer, tail lift/awning/living area. Tel: Automech - 0161-775 0830. (83372)

FORD IVECO CARGO 75E 15S, 1992. Belly lockers, tail lift, work bench, lockers, tyre rack, wind-out awning. £12,500. Tel: Brent 07785 505442. (41608)

TRACK DAYS

TRACK TEST DAYS

Cadwell Club Circuit

Mon 9 October £89 incl VAT

Only 3 groups of 15 cars

7 hours of track time – one 20 min session

every hour for each group

Road and race cars welcome

FREE 1 ON 1 TUITION

LIMITED PLACES - BOOK NOW!

Other events & gift vouchers available

01276 473616

www.tracksense.co.uk

79405/51

Brand New James four wheel covered trailer, complete with tyre rack, tool shelf, side door. Ideal for race or rally cars.

£2,350 + vat

01253 701618 or

07939 059277

41611/37

Span Set Delux Transporter Straps



STANDARD AND DELUXE TYPES AVAILABLE
DAMAGE FREE
LOAD TESTED
SAFETY CATCH HOOKS
CE APPROVED
ALSO LASHING POINTS

WORLD WIDE DELIVERY AVAILABLE
TEL: 01467 625511 www.attdg.co.uk

(41281/35)

KARTING

°ADVANCE LEISURE

Race at the UK's largest karting circuit in a 5 hour team endurance event
A grid of 40 teams taking part in 70mph Prokarts
All equipment supplied
Team places must be pre-booked through Advance Leisure on

Tel: 01689 855880, Fax: 01689 858208

To advertise in Marketplace please call 020 8267 5858

ALFA SPARES! DISMANTLING ALL ALFAS. Bertone's, Spiders, 75s, 164, 155, etc. Cheapest prices, mail order. Cars wanted, we collect. Tel: 01529 469035 Veloc Sport (41373)
ALFAS WANTED: MONTREALS, SPIDERS, BERTONE COUPES, SZ 101, 750, SS AND GULIA SALOONS Any condition. We pay cash and collect. Tel: 01529 469035 "Veloce Sport" (41369)

ALFA ROMEO 2000 GTV, 1974. Red with Black trim. Excellent condition. All MoT's/history, radio, used daily. £7,500 ono. Tel: 020 7371 5633 (41470)

ALLARD V8, 1954. Rare K3 model in RHD. Eligible all classic events. Total restoration. Body-off, chassis paint. New: wheels, leather, carpets, hood, etc. Mint. Bargain. £19,500. May p/x. Tel: 020 8224 2255, E-Mail: allard@pocketinvestor.com (41246)

ARMSTRONG SIDDELEY SAPPHERE, 1949. All original. In very good order, 13,000 miles only from new. Ideal wedding car. £4,950. Tel: 01684 275675. Private Sale (41532)

ASTON MARTIN DBS, V8, 1972. Restored. Excellent condition, new Connolly interior. Turquoise body, automatic, rare number plate. £20,000. 01243 535449. W. Sussex (41204)

AUSTIN HEALEY 3000 MK1. Older restoration in Red with wire wheels, overdrive, fitted tonneau, sold 12 months MoT. £12,950. Pioneer Automobiles. 01672 541476 (Nr. Newbury, Berks) (41427)

AUSTIN HEALEY 3000 MK3 PHASE 2, B8, 1967. RHD, Ice Blue over Ivory. Overdrive, Chrome w/w leather, professionally restored. Excellent condition. £22,500. Tel: 01225 311485 (41130)

AUSTIN HEALEY 3000 MKIII, 1965. BRG, 25,000 miles, only 10,000 since total rebuild 12 years ago. Lovely car. £25,000. Worcestershire. 01562 852682 day, and 851943 evenings (41196)

B

BENTLEY DERBY STYLE SPORTS COUPE, 3.5 LITRE, 1934. BRG. Very good condition, sensible offers around £36,000 invited. 01684 275675. Private Sale (41531)

BENTLEY PARTS, new and used. See Rolls Royce section, Introcar Ltd (41529)

BENTLEY S3LWB, 1963. No division, Brewster Green blind, rear quarter one-off. 51,000 miles. RR factory maintained, 1 owner, chauffeur driven from new. Registration TL01, original and virtually as new. Fully serviced. Best offer. www.pjfscher.com, or 020 8876 7272 (41384)

BMW 2002, 1973. Blue with Grey/Black trim. MoT Jan 2001. Taxed. 2 previous owners, good condition throughout. Offers around £1,350. Tel/Fax: 01436 676266 (41468)

BMW 3.0 CSA, 1975. Auto, RHD, (Doughner car for spares included). Pillarless coupe. In Blue with alloys. All old MoT's, history, 96,000 miles, PAS, 4 electric windows. Looks and drives nice. £3,500. Tel: 0118 979 7755 or 07769 743856 (41612)

BRISTOL 401 (1953). Fitted with 406 110bhp engine with remote gear shift and overdrive, disc brakes, completely restored 1998. BOC concours winner. £18,000 ono. Browne 01727 841414 (St Albans) Day (41210)

C

CITROEN DS. Directement de France. A DS/ID direct from France can be 30% to 50% cheaper than UK prices. Tell us your budget and requirements, and we will supply any car you specify direct from France to your door. Also available: Servicing, repairs and restoration at below UK prices. Contact: Brian at Citroen Classique. Tel/Fax: 0033 296 61 41 19. E-Mail: josgarage@compuserve.com (41382)

CITROEN DS SPECIALISTS. We always have a selection of excellent ID and DS models all fully serviced with MoT's in stock. For a complete stock list please contact French Classics on 01474 703125, or Fax: 703129, www.frenchclassics.co.uk (41480)

CITROEN SM 2.7 V6, 1972. 38,000 miles. Red with Black leather, s/s exhaust. 1 Previous owner. Full history, fresh spray, MoT, tax exempt. Very good condition throughout. £6,495. Tel: 020 7589 7666 (41497)

D

DAIMLER SP250 C-Spec, rack and pinion conversion, hard top, reliable car in very good order. £11,000. 01780 444434 (41214)

DAIMLER SP250, 1962. Red, wire wheels, all bumpers, hard top, ect. Well cared for. £16,500 ono. Cheaper p/x considered. Tel: 01283 763741 (41533)

F

Fiat Abarth Record Monza Bialbero 750 1959 model, RHD.



Recently fully restored, bare metal spray. Finished in red with black interior. Superb condition throughout. Must be seen.

Best offer over £15,000 (view central London). Tel 0956 412 209 or e-mail: Standen@btinternet.com

FORD CAPRI 3000 GT, 1973. Genuine 86,286 miles. Full history, 5-speed gearbox, high lift cam, larger valves and ports, electric ignition, Kenlow fan, 3.44 differential, Corbeau leaning GT seats, alloy wheels, racing carburettor, lowered and stiffened front suspension, competition rear springs, adjustable rear shock absorbers. Weight 1060kg. Full details: 01508 570256 (41368)

H

HONDA 2 COUPE, 1972 Totally rebuilt, concours condition, 33,000 miles. £3,500 ono. 50mpg, 80mph, full history. Tel: 01592 840825 (Kinross, Scotland) (41388)

J

JAGUAR C-TYPE REPLIC (PROTEUS). Early live axle model, half alloy, fast road/race engine by VSE, properly sorted and used car, good history and provenance. £31,000 ono. Tel: 01225 790366 (41209)

JAGUAR CHASSEUR STEALTH. Only Chasseur Majestic ever built. (Featured in Jaguar Monthly, 199). LWB, modified steering, uprated suspension, 5 spoke alloys. 17in tyres, standard 4.0 litre engine. Service History. 75,000 miles, cost new £71,000. OIRO £14,500. Tel: 0118 940 4803 (Reading, Berks) (41552)

JAGUAR D-TYPE REPLIC BY L.R. RAM. 4.2, British Racing Green, Green leather interior, Jaguar running gear, triple Webers, 4-speed with overdrive, very authentic build, all new or reconditioned parts, a beautiful example. £18,995. Tel: 01794 368468, or 0836 679844. T. Winterslow Carriage Company (41417)

JAGUAR SOVEREIGN 4.2 LITRE ONE OWNER FROM NEW



1984, pristine Solent Blue Metallic with Doeskin hide. Auto, a/c, etc. New fitted radio/cassette, four new Pirelli P5 tyres. 75k genuine miles, fish, virtually all Jaguar (Guy Salmon, then Stratstone) Tax/MoT August, one owner from new, always garaged and chauffeur/chairman driven. Good home required for this rust-free classic. Sensible offers in the region of £3,800 Tel: Mobile 0468 764342, or 0207 481 8113

JAGUAR E-TYPE 4.2 ROADSTER, 1967. RHD, Dark Brown/Black, Beige hood. New clutch, s/s exhaust, bearings, belts, brakes, £2,000 just spent, serviced, needs slight bodywork. Same owner last 20 years. 66k miles, French MoT. £15,000 cash or OBO. Collect in Paris. Part exchange considered for LHD Caterham, or post '84 Porsche 911 or MB SL. Tel: 00 33 6800 28216 (41610)

JAGUAR E-TYPE SERIES 1.5 RHD ROADSTER. RHD. Completely restored and fantastic in every respect. Red with Black trim. £35,000. CMC Ltd. 01746 765804, www.classic-motor-cars.co.uk (86242)

INTERNATIONAL JAGUAR SPARES DAY

Sunday 22nd October 2000 National Agriculture Centre, Stoneleigh, Warks. Organised by Jaguar Car Club All Under Cover - Opens 9.30am Admission £3.50 Enquiries to John Salway - Tel/Fax 01483 421333 or mobile 07733 260725 In association with JEC

JAGUAR E-TYPE SERIES 3 V12 ROADSTER. Original RHD with superb, rust free body. Manual transmission. White with Beige interior. £19,500. CMC Ltd. 01746 765804, www.classic-motor-cars.co.uk (86242)

JAGUAR E-TYPE SERIES II, 4.2 FHC. Regency Red, Tan leather. RHD, 60k miles, Jaguar certified matching numbers. Lots of history, lovely car. £13,750. 01702 559859, or 0402 315 314 (42171)

JAGUAR E-TYPE V12, 1972 ROADSTER. Red with Black leather interior. 57,000 miles. All MoT's. Current owner 16 years. For more details telephone: 020 8394 0777. Private Sale. £22,000 ono (41471)

JAGUAR XK150 COUPE, 1958. Navy Blue, lovely condition, full restoration completed. RHD, wire wheels, 50k miles. £18,500. 01702 219422. Private Sale (41131)

JAGUAR XK150 FHC, 3.4, 1958. Chrome wire wheels, Grey, Red interior, a very good and very clean car. MoT to March 2001. In my ownership 12 years. OIRO £17,000. Tel: 01548 852530 (41551)

JAGUAR XK150 S DHC, 1959. Red with Red leather interior, 5-speed Getrag gearbox, s/s exhaust, c/w, superb condition. £32,500. Tel: 01937 585857. Private Sale (41562)

JENSEN FF 2, SERIES 2, 1971. Auto. Metallic Blue with Magnolia leather interior, new tyres & MoT. Excellent condition. £12,500. Tel: (work) 0207 480 9231, or (home) 0207 686 7251. Private Sale (41558)

K

KOUGAR SPORTS 4.2 JAGUAR MECHANICS. Red with Black interior, full weather equipment, low mileage, taxed & tested. £7,750. Tel: 01242 577709 day, or mobile 07979 590823 (41599)

M

MERCEDES 220 SB FINNTAIL, 1964. Restored, history, Ivory Red interior. Beautiful car, original, must be seen. For info phone: 01492 532459 day, 01492 517875 eve, £4,250 ono (41554)

MERCEDES 280 CE PILLARLESS COUPE, 1982. With history, MoT Jan 2001. 112,000 miles, garaged. £2,750 for quick sale. 01924 848397 evenings (41202)

MERCEDES 280 SL, 1970. Auto, RHD, Ivory, soft/hard top. Fantastic condition. £26,500 ono. Viewing N. Ireland. Tel: 02890 426320, or 07774 849998 (41212)

MERCEDES 350 SL, 1975 (CONVERTIBLE) Hard and soft top, Yellow, bodywork in excellent condition, engine excellent, alloy wheels, full MoT, serious offers considered. £6,900. Tel: 01527 575237, or 07801 292945 (West Midlands) (41617)

MERCEDES 380 SL, 1981. RHD, White with Dark blue interior. Hard & soft tops, PAS, electric windows, central locking, fish, only 1 lady owner since 1991. Always garaged. 100,000 miles. Excellent condition. £8,750. Tel: 01628 621242 (41383)

MERCEDES 500 SL, 1981. Excellent condition. Signal Red, Cream leather interior. Rear seats, HT/ST, alloys, alarm immobiliser, history, 130,000 miles. Private Number Plate (RLR LE). £9,995. Tel: 07808 391365 (41604)

MERCEDES 500SL, 1991. 3 owners, 55,000 miles, FMBSH, new tyres, 8 hole alloys, just serviced, stack CD, LHD, hence £17,000. 01428 642691 (eves) (41198)

MERCEDES-BENZ 280SE 108 AUTO, 1972. 87,000 miles, p/s, lots of history and spares, 3 year body restoration, finished March 99, photo records to prove condition. Tax exempt. £6,500. Tel: 01959 570169 eve or 0468 081493 days (41366)

MG MIDGET, 1980. Blue. MoT Nov 2000, 6 months tax, excellent condition. £5,000. Tel: (029) 20220686 (Cardiff) (41500)

MG B GT V8, CHROME BUMPER. Totally professionally restored to an extremely high specification. New almost everything including 3.9 litre MG Vitesse engine / Walnut dash & steering wheel / halogans, s/s exhaust, stack CD system, etc. (Invoices for £10,000 +). White with Black leather interior. O/Drive, sunroof, superb! £7,450. Tel: 0115 945 6555, or 0973 548 280 (41619)

MORRIS MINOR VAN. 2ltr twin cam 5 speed, K Reg, Dec. 71. One owner since GPO, '77, low mileage, custom built roof rack, stunning, condition 1, mechanically uprated. £2,750. 020 8943 1066 weekdays (41556)

N

NG TF, BUILT TO THE HIGHEST SPEC. Just completed, 500 miles only. Carnival Red, Magnolia interior. Chrome wire wheels, Walnut dash. Road tax exempt. £11,995 ono. Ring Mike on 01932 843714 or 0860 882346 (Surrey) (41478)

P

PACKARD EIGHT 1934 SEDAN. 2 tone grey with cord cloth, very original, museum quality, twin side mounts with covers, trunk heater, rare imposing car. £32,500, negotiable. Possible part exchange for modern car. Telephone: 020 8224 7589, Mobile: 0860 502914 (41496)

PANTHER LIMA 2.3 1978 (S). 2 seater convertible. Full history, superb condition, wire wheels, full tonneau, boot rack. White/Blue with Blue hide interior. £7,000 ono. Tel: 01244 320936 (41129)

PEUGEOT 306 TURBO DIESEL, 3 DOOR, N REG. Black/Black interior, radio, remote alarm/immobiliser, 100k miles. Contact Eric Verdon-Roe on 020 8267 5960 office hours, 0831 898332 mobile, or 01963 23276 weekends (83546)

R

RENAULT 5 TURBO 2, 1984. Low mileage. Original & damaged. RHD, MoT. Turbo rebuilt, White. Superb condition. £9,500. Tel: 01760 720273 anytime (41559)

RENAULT SPIDER (ROAD VERSION), 1997. Red over Silver, windscreen, FSH, 10k mileage, A1 condition, tonneau cover and all weather cover. £16,000 ono. Poss p/x mobile home. Tel: 0976 701225 (83781)

RILEY BROOKLANDS LOOKALIKE. 1932 based full race engine. Ultra C.R. box. Blue form, spec too long to list here. Price £25,000 ono. Tel: 01530 417375 eves, or e-mail: hardwire@electract.co.uk (41200)

ROLLS ROYCE AND BENTLEY PARTS. New and used for sale and wanted. All model ranges from Silver Ghost to Spirit. Our stock is enormous and cannot be equalled. Phone or fax for a free special offer brochure. Introcar Ltd., London. Tel: 020 8546 2027 (5 lines), Fax: 020 8546 5058 (41527)

S

SAAB 95/96 MODELS, AT THE SAAB V4 RESTORATION COMPANY we always have a good selection of SAAB 95's & 96's for sale. Priced from £500 - £7,500. For servicing - spares - restoration. Call Nick: 020 8735 9858. Saabdoctor@veefer.demon.co.uk, 020 8267 5404 (41486)

SUNBEAM TIGER, 1965. Fully restored, retaining original panels and mechanics. Blue with contrasting piped interior. H/top, minilites, one previous owner. History. Much admired car. £15,950. 01763 241440, 289241 eve. (Herts) (41211)

T

TALBOT LAGO T120 CUSTOM BODY COUPE, 1939. Needs restoration (missing seats and instruments). Factory wire wheels and trunk mounted spare. £15,000. Tel: (California) 001-323 466 3526, or e-mail: jlonmark@aol.com (41425)

TRIUMPH STAG, 1972. British Racing Green. Completely restored after being layed up 12 years. Superb example in exceptional condition. Hard/soft tops. Immaculate Black interior, manual o/drive, s/s exhaust, lead-free, tax exempt, rare registration also available. £8,750. Tel: 01761 221675 (Bristol) Serious enquiries only! (41553)

TRIUMPH STAG, 1973. White, manual with o/d, tax & tested. FSH. Genuine 25,000 miles from new. 1 previous owner. Hard and soft top. Dry storage 18 years, absolutely outstanding condition. £10,000. Tel: 01642 550501 (Cleveland) (41596)

TRIUMPH TR4A, IRS, 1966. Red, Black interior, 76k, Surrey top, w/wheels, chrome, extensive work carried out, bills in excess of £8,000, full MoT. Offers. Tel: 01752 263858. Private Sale (41520)

V

VOLKSWAGEN BEETLE CABRIOLET, 1977. Recently restored, new hood, full MoT. Radio. One owner. Above average. £6,000. 0131-551 5800 (41203)

AMERICAN CARS IN UK

AMERICAN CARS

We are the United Kingdom's largest and longest established dealers in classic American cars and trucks from the 1950's onwards. At our warehouse we have a huge selection of vehicles including several Cadillac convertibles. We also import specific vehicles to order from California including the Chevy Tahoe 4x4 LT, the ultimate vehicle in its class. If you want a show winning piece of Detroit Iron, a late model daily driver or a rust free cruiser, call for details and stock list.

Tel: 020 7627-5775 Fax: 020 7498-7556

DREAM CARS www.dreamcars.co.uk E-mail: info@dreamcars.co.uk

AMERICAN

STEVES BRITISH CONNECTION

- 1965 Austin Healey 3000 Mk III, Red, Black / Black interior, excellent condition, LHD \$28,500
- 1953 Jaguar XK120 Roadster, LHD, excellent car for restoration \$12,500
- 1963 Morgan 4/4, 2 Seater Roadster, no rust, no wood rot ever \$14,000
- 1952 XK120 Coupe, good original car for restoration, LHD \$7,500
- 1960 MGA Roadster, older restoration, excellent driver, no rust \$13,000

WORLD WIDE SHIPPING OTHER EUROPEAN SPORTS CARS IN STOCK Tel: 630 553 9023 Fax: 815 786 3372 III, USA E-Mail: sbcinc@aol.com 42194/29/30/31/32

ITALIAN COLLECTION

- HISTORICAL RALLY RACING CARS OLD "OFF-ROAD MOTORCYCLES" (CROSS, ENDURO, TRIAL) CLASSIC MAXI BIKES, LIGHTWEIGHT BIKES AND SCOOTERS FROM '50, '60, '70, '80, '90**
- FERRARI 308 GTB "FIBREGLASS" '76, excellent condition, only one owner
 - LANCIA STRATOS GR 4 '75, with french documents, good condition
 - LANCIA RALLY 037 '82, Red, road vehicle with racing detail, top condition
 - LANCIA DELTONA "EX-WORKS MARTINI" GR 4, with numerous spares and rims, in excellent condition, corresponding price
 - RENAULT 5 MAXI TURBO 2 '84, Red, road vehicle, low mileage, only one owner
- PEDAL-DRIVEN TIN CARS AND VARIOUS MOTOR-SCOOTERS (EX-FUNFAIR) FOR SALE TONI VICO**
 Reg. Tre Rivi N. 40, 12040 MONTEU ROERO (CN) ITALIA
 Phone 0039 0173 90121, Fax 0039 0173 90789, Mobile 0039 01 337 233615
 Website: www.tonivico.com E-Mail: tonivico@tonivico.com

CATERHAM 7, 1995 M. Black/Aluminium, 1700 X Flow Supersprint, 5 speed, dedion axle, superlites, cycle wings, adjustable seats, heater, full weather equipment, immaculate. £11,495. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41427)

CATERHAM 7, 1998, R. Silver, 1600K series road sport, superlites, cycle wings, 6 speed, 3,000 miles, suitable for current road sport championship or brilliant track day car. £15,995. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41428)

CATERHAM CATERHAM CATERHAM. Buying or selling Caterham. Contact Paul Stephens Specialist Cars. Tel: (01440) 714884 or www.paul-stephens-cars.co.uk (41432)

CATERHAM: PRISONER SERIES No. 24. Factory built for 1990 Birmingham Motor Show. Immaculate, 1600cc, 8,000 miles, 5-speed g'box. £11,950 ono. Tel: 01483 538090 (41199)

CATERHAM SEVENS. Authorised Centre for NEW AND PRE-OWNED CARS. Stock constantly changing. For SERVICE, REPAIRS, PARTS etc. call CLASSIC CARRIAGE CO. 01455 841616. www.se7ens.co.uk (29111)

COBRA



41327/04/05/06

Cobra 427 V12 1978

Upated auto Jaguar running gear, LSD, twin servo brakes, triple Webers, adjustable AVO suspension, replica wheels, galvanised chassis, hood, tonneau, screen. In Mohair Grey leather, toad security. Outstanding condition throughout.

£13,500 prepared to haggle.
Tel: 01872 560771 / 0403 781628

(Cornwall)

AC COBRA RAM LR



41530/27/06/09/10

Specially prepared for 'very fast' road by Jed, complete Rn-B suspension modification, Halibrands, full weather equipment, authentic badging.

Professional build - owned by our MD for four years!
35,000 miles. 5,200cc. Reg PLU755E. POA

Regal Garage (Bromsgrove) Ltd

186-190 Worcester Road, Bromsgrove, Worcs.

Call all hours: 01527 576473

Visit us: http://www.regal.uk.com

E-mail: info@regal.uk.com

FERRARI

FERRARI 308 GT4, 1977. Red, Black, FFSH, all bills, perfect condition. FOC, owner 12 years. A/C, w/wheels, £13,950. Tel: 01737 353561 eve (Surrey) (41288)

FERRARI 308 GTB1, 1981. Very good condition, new MoT, summer use only, car must be seen. £19,950, will consider part exchange. Tel: 01373 303792, or mobile 07971 696045 (41564)

FORD

FORD MONDEO VERONA 1.8 LX, 1999. T reg. 5-door hatch, alloys, fsh, e/w, a/c, alarm. 22,500 miles, Metallic Blue. Immaculate. £6,750 ono. Tel: Surrey 01276 489243, 0378 284393 (41201)

GINETTA

GINETTA G12 - POA; Ginetta G4 - £12,500, G15 selection £1,500 to £11,000. Recent new stock. G21 - £4,750, G32 - £3,000, workshop & parts. Cottage Classics Ltd. www.ginetta.co.uk Tel/Fax: 01728 724315 (40196)

GINETTA G4 TWIN CAM, £18,000. G15 selection £2,000 - £7,000. G21 £4,700. G32 £3,500. Davrian Imp rolling shell race prepared £1,500. Race preparation, workshop and parts. Cottage Classic Ltd. Tel/Fax: 01728 724315. www.ginetta.co.uk, e-mail: ccginetta@aol.com (41898)

IMPORTS

ONE WAY TO SAVE MONEY ON ALL RHD MAKES & MODELS. UK spec from Europe. Save up to 40%. Contact www.paragon-euro.com or email: info@paragon-euro.com, or tel: 01438 816600/816622, or fax: 01438 816644 at Paragon Euro Imports Ltd (41343)

LAMBORGHINI

LAMBORGHINI COUNTACH 4 VALVE, 1985. One owner from new -8,000 documented miles, still on pristine tyres - full history. £34,000. Tel: Italy 0039-011 5172016(41557)

LAMBORGHINI JARAMA S, 1972. MoT, tax exempt, 34,000 miles, excellent condition. £14,500. Tel: 020 8300 7744 ext 415, or 0777 1611681 Mobile (41249)

LANCIA

WALKERS

FACTORY APPOINTED INTEGRALE SPECIALISTS FOR UK

- 95 M EVO KAT, Lagos Blue/leather, 40,000 miles £19,995
- 93 L EVO KAT, Monza red/Alcantara, one owner, UK car, 59,000 miles £16,500
- 93 K EVO KAT, Monza Red, 60,000 miles £15,000
- 93 K EVO KAT, Lord Blue/Alcantara, 60,000 miles £15,000
- 92 K EVO, Winner Red/Anthracite, 69,000 miles, UK car £12,500
- 91 H EVO, Monza Red/big seats, 61,000 miles, ex-Giovanni Agnelli £10,500
- 90 G 16V INTEGRALE, Monza Red, 40,000 miles £9,000
- 90 G 16V INTEGRALE, Monza Red, 80,000 miles £7,250
- 88 FV INTEGRALE, Monza Red, RHD £6,750

Prices include 12 months road fund licence.

MoT, Warranty & Breakdown Cover - Fully serviced

LANCIA

NORTHALLERTON

01609 777221

www.walkers-garage.co.uk

41566/07/08/09/10

LANCIA DELTA INTEGRALE (EVO 2), 1992. K reg, 62k kilometres, 17" OZ racing wheels with 215.40 tyres (plus the original wheels and tyres). Bright Yellow with matching leather steering wheels and gear lever knob. £10,995. Contact Jim Perkins: 020 8267 5808 office hours, or 0374 288788 mobile (83545)

LANCIA DELTA INTEGRALE EVO "CLUB ITALIA", 91 (J). No. 4 of 15. Walkers full history, 30,000 miles. A/C, Thatcham. Probably the best in Europe. £18,500. Tel: 01642 589943 or 07818 056697 (41503)

LANCIA STRATOS REPLICA V6 3 LITRE, REGISTERED MAY 98. 3,000 miles only, Red with Alcantara trim, Tarox brakes, Stradali body. Taxed and tested. Stunning and very quick. £19,875. Tel: 020 8423 2827 or 0410 761114 (Middlesex) (41406)

LANCIA - THE HF 3000 BY HAWK CARS. A beautifully crafted re-creation of one of the world's most successful rally cars of all time, the Lancia Stratos. Starter kits available, Hawk Cars, Oakdene, Riverhall hill, Frant, East-Sussex TN3 9EP. Tel: 01892 750341 / 750282, or Fax: 01892 750071 (41483)



4110333/24/05/06

Lancia Thema Ferrari 8.32, 1989

40,000 miles, MOT (Swiss) April, New Tyres. Full Poltrona Fray Leather, Wine Red Tan Hide, Climate Control. Electric Seats, CD Player, etc. Perfect Condition.

£15,000

Tel 00-41-796586623 (Switzerland)

LOTUS

LOTUS ELAN SPRINT, 1971. DHC, MoT till March 2001, 93K genuine miles, engine partially rebuilt at 75k, one previous owner, genuine Sprint and genuine reason for selling, excellent condition all round, £10,500 ono. Tel: 01934 843681, or email: ruhe@supanet.com (41598)

LOTUS ESPRIT S2, 1979. Black with Silver wheels, Black leather seats. Thousands spent over last few years. Taxed and MoT'd. Mechanically excellent, lovely example. £4,950 ono. Tel: 0191 565 5440. Private Sale (41555)

LOTUS EUROPA TWIN CAM, 1972. £10k spent on restoration by Paul Matty, including galvanised Lotus chassis. Superb. £9,950. 01256 843758 (41213)

LOTUS EUROPE TWINCAM, 1972 (K). Lagoon Blue, replacement bodywork and galvanised chassis fitted, supplied by Lotus Cars. Much stainless steel and 2-part epoxy corrosion proofing. New MoT, no car tax to pay! £5,200 ono. Tel: 01923 238836 (41266)

Selling a Lotus...? Phone to book in Buying a Lotus...? Then don't miss the

Lotus Enthusiasts Car Show
21st & 22 October
Newark & Notts Showground
Details Tel/Fax: 01526 320721
www.lotuscarshow.com

41830/28/07/08

MARCOS

MARCOS 1500 GT COUPE, 1966. Daytona Yellow/original Black interior, Webasto sunroof, millite style alloys, adjustable pedals. This early wooden chassis Marcos is in excellent condition throughout. Classic and modern Marcos urgently required for clients or cash. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41436)

MARCOS MARCOS MARCOS. For the best selection of Marcos contact: Paul Stephens Specialist Cars. (01440) 714884. www.paul-stephens-cars.co.uk (41435)

MINI

MINI COOPER 'S' RSP, 1990. One of the original batch of 1000 Mini Cooper RSP Limited Editions produced. This is one of the 77 fitted by John Cooper Garages with its Cooper 'S' conversion. FSH, new MoT, immaculate condition. £4,750 ono. Tel: 0850 862106 mobile, 02476 506359 home (41609)

MORGAN

MORGAN PLUS 8, 1989. G reg, 3,400 miles, Cream/Red leather, kept in heated garage, never driven in the rain, Red hood, tonneau cover, probably the best, taxed and tested, extras. £23,995. Tel: 0114 2621031, or 07990 512470 (S. Yorks) (41359)

PORSCHE

PORSCHE 911S 2.4 1973 RHD



Chassis No. 9113300773. Gemini Blue, Recaro seats, elec windows, s/s heat exchangers, alarm, tracker, MoT July 01. Comprehensive service record by Porsche Specialists. Recent work includes top end overhaul, hydraulic tensioners, piston rings, flywheel, clutch, shock absorbers, silencer, WaxOyl, respray 100k miles. Rare opportunity to acquire a superb example. View London.

£25,000

Tel: (01929) 422407

Mobile: 0836

700929

41136/34/35/36

PORSCHE 356A, 1958. RHD, very sound S.African import, runs and drives well, Red/Black leather interior. Some history, recent service. £12,500. Tel: Bill 020 8691 3102, 0208 244 9628 eve (41364)

PORSCHE 911 2.4 INJECTION, 1972. LHD, ex-Californian, Silver/Black interior, original engine, service history, owner's manuals, MoT, tax. Quick sale required. £9,250 ono. Tel: 020 7735 7392 or 0958 368790 (41128)

PORSCHE 911, 964, 993, CARRERA RS. Boxster, all LHD, prices from £9,995 to £29,995, 1973 to 1997. Please call for details, LHD and RHD Porsche purchased for cash. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41433)

PORSCHE 911 C2 RS LIGHTWEIGHT LHD, 1992. Guards Red, 60,000 miles, FFSH, genuine LWT car verified by Porsche GB. £22,995. Selection of Porsches always available from £7,995 - £49,995. Cars urgently required for clients or cash. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41430)

PORSCHE 911 CARRERA 4 CELEBRATION COUPE, 1994. LHD, No. 803 of 911 turbo bodied cars built to celebrate 30 years of the Porsche 911. Metallic Amethyst, Rubicon int, electric seats/sunroof/mirrors/windows/a.c, 29,000 miles, FFSH, stunning and very rare. £24,995. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41429)

PORSCHE 911SC / 79. (103K), Oak Green Metallic, fsh, excellent throughout, engineers report, sunroof, new CD, new Conit sport contact, Thatcham Immo. £11,650. Tel: 020 7799 2115 (eves), or 07788 597111 (41512)

PORSCHE 912, 1967. LHD, Grand Prix White. Drives very well, full MoT, WaxOyl'd/undersealed. Lovely all original example. £7,250. Tel: 020 8467 9158 Private Sale (41322)

PORSCHE 912 COUPE, 1968. LHD. 5-speed, unleaded 1600cc engine, twin Webers, showing 59,000 miles. Orange with Black trim, face off radio, CAT 1 alarm. Lots of bills, MoT till April 2001. Reliable. £6,900 ono. Robert Pope 07958 416902 (day), 020 8671 2546 (eves)

PORSCHE 924 CARRERA GT TURBO. Rare RHD, ex-Earl of March and Kinara of Goodwood fame. Superb condition. 92,000 rebuilt engine. Guards Red, Fuch alloys, rare classic Porsche for £12,250. View Suffolk. No Canvassers. Tel: 0207 5385079 (41195)

PORSCHE 993 C2, 6.94 LHD. 27,500 miles, Black Metallic, Red leather. Perfect collectors condition. £27,000. Tel: 0049 5361774141 (41197)

PORSCHE 993 RS, 1995. Midnight Blue, 24,000 miles, FSH, 1 of 30 remaining RHD's, tracker, Amourfend. As new. £56,000. Contact Autofarm. Tel: 01865 331234 or www.autofarm.com (41499)

PORSCHE - PORSCHE - Buying or selling. Contact the Specialist. Classic & Modern Porsche purchased for cash, full dealer facilities. Paul Stephens Specialist Cars. Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41431)

PORSCHE PORSCHE PORSCHE. For the best selection of Porsche contact Paul Stephens Specialist Cars. See main advert this issue, or Tel: (01440) 714884. www.paul-stephens-cars.co.uk (41434)

RENAULT



RENAULT GTA TURBO LE MANS 91, H 2 owners, s/hist, very rare.
MoT. No. 24. Good condition, massive B.B.S. rims, new tyres.

£11,000

01892 722054

86369/37/38/39

TVR

TVR CHIMAERA 4 LITRE. M Reg. 44,000 miles, full service history, Metallic Blue. Quick sale required due to owner going abroad. Offers around £15,000. Tel: 01702 554268 or Mobile: 0585 233288 (41424)

TVR TVR TVR! BUYING OR SELLING Any model. Contact Adrian Blyth Specialist Cars on 01428 714578 or 0831 295373, or www.adrianblyth.co.uk (41371)

VOLKSWAGEN



VW GOLF GTI 16v 1990

£2,495 ono

Blue/Black, 5 door, central locking, PAS, sun roof, immobiliser, BBS alloys, service history, baby foxes sale. Extremely reliable, good condition, new exhaust tax, MoT. No Canvassers.

Tel: 01428 653018 (eves) or 020 8267 5937 (days)

E-Mail: mark.harris@haynet.com

Car is in Surrey 5000/31

WESTFIELD

WESTFIELD SPORTS 2000 RACING CAR



41782/24/05/06

Unique one-off. Road registered. 245bhp 16 valve Vauxhall engine. Quaife gearbox, spare body/moulds. Awesome Performance.

£7,750

01253 701618 or 07939 059277

SPORTS & CLASSICS

A

ALFA ROMEO 1600GT JUNIOR, RHD, 1973

Beige with Black leather, FSH.

Emigration forces sale.

Interior VGC.

Exterior needs minor cosmetic attention.

Must sell hence £2,495 ono

Tel: 01908 696989, Mobile: 0585 033440

41103/06/07

AUTOSPORT

CLASSIFIED

WRITE YOUR AD IN BLOCK LETTERS BELOW:

25
WORDS
£40 exc VAT
£2.50 FOR EVERY
EXTRA
WORD

NAME _____
ADDRESS _____

POST CODE _____

DAYTIME TEL _____

ACCESS VISA

AMEX DINERS

CARD NUMBER _____

EXPIRY DATE _____

CHEQUE NUMBER _____

SIGNATURE _____

MARKETPLACE

RACING AND COMPETITION

SPORTS AND CLASSICS

A-Z DIRECTORY

SUB-HEADING

NO. OF INSERTIONS _____

Box No's UK £50.00 (replies by Airmail £6 extra)

TELEPHONE 0208-267 5858 OR FAX (24 hrs) ON 0208-267 5850

DEADLINE for all classified is 4.30pm on Monday preceding publication. To place advertisements out of office hours dial 0208-267 5858 and dictate advert onto answering machine giving name and address and telephone number clearly.

WE REGRET NO ALTERATIONS, CANCELLATIONS OR REFUNDS POSSIBLE ON LINEAGE

TICK SECTION AND FILL IN

SUB-HEADING

BOXED ADVERTISEMENTS



Golf III Supertourisme
BTCC regulation,
X-Trac sequential
Lehmann
motoren 285 PS

PRE-PAID ONLY.

WHY NOT ADVERTISE IN A BOX?

**SINGLE INSERTION PRICES
START AT**

£120 + VAT B&W 4cm x 1 col

£144 + VAT COLOUR 4cm x 1 col

Special Offer

3 for the price of 2

AUTOSPORT RESERVES THE RIGHT TO REFUSE OR WITHDRAW ADVERTS AT ITS DISCRETION AND DOES NOT ACCEPT LIABILITY FOR CLERICAL OR PRINTERS' ERRORS

RACE CARS

PORSCHE KREMER K8
Daytona 24 Hour Winner



1995 Daytona winner,
fresh rebuild at Kremer,
ready to race
\$375,000

PORSCHE KREMER 962 K6
Porsche Cup Champion



1988 Interseries Porsche Cup
Winner, ex-Nissen, Andrettis
fresh rebuild at Kremer
\$350,000

JOHN NELSON

**THE RACERS GROUP, SEARS POINT RACEWAY
SONOMA, CA, USA**

Tel: 707 935-3999

Fax: 707 935-5889

jmnelson1@msn.com

41947/37

ACCOMMODATION

**THE CLASSIC
COTSWOLDS**



A stunning and exclusive B&B Suite for two, an idyllic hideaway situated in a beautiful secluded hamlet. Centrally located in the heart of the Cotswolds. Completely private, security lit car park.

Tel/Fax: 01451 861117

BMW

BMW 320I CONVERTIBLE, M REG, 1994. 64k miles, Metallic Red/Black hood, leather, alloys. £12,500. Contact Jim Perkins: 020 8267 5808 office hours, or 0374 288788 mobile (83547)

BMW M3 B6 3.5S, 1988. 66,000 genuine miles, immaculate, no expense spared, FBMWSH, Cat 1 alarm/immobiliser, air con, leather, 10 CD, fabulous car, No. 8 of 64, £12,000 ono. Tel: 02380 225350, or 07797 728099 (Hants) (41358)

BMW: WWW.BMWPOWER.CO.UK The UK's largest M3 and M Power specialist. Alpinas, 21s and other interesting BMWs. £3,995 - £33,995. Tel: 01189 713939, or 0802 627362 (41372)

CATERHAM

CATERHAM 7. 1700, C Reg, Four speed live axle, factory built, Prisoner colours, recent Arrowstar engine. Competition exhaust, full weather gear, just serviced, taxed and tested. £8,950. Tel: 01643 863190 (41513)

CATERHAM 7 1600 CROSSFLOW, 1996 Q. 6,500 miles only, Yellow/Aluminium, cycle wings, live axle, 5-speed, full weather, immobiliser, one owner. £7,500 ono. Tel: 0118-934 9485. Mobile: 07884 313524 (Reading) (41248)

METRO GR4 BODYSHELL - Unused, one of the last available from Rouse **£5,000**

METRO GR4 3 LITRE - Original Rover exhibition car. 60 miles only. Computervision colours. A rare piece of history **£26,000**

RENAULT 5 TURBO 2 - Evolution Model. Still 95% original. Black, RHD, 50,000km. Superb **£10,000**

ALSO AVAILABLE - Mint 1987 Porsche 911 Turbo. 1972 MGB Roadster. A1 Condition

DAVID PEARSON

01827 280390 (w), 0121-704 2817 (h), e-mail: pears911@aol.com

41541/37/38/39

TRANSPORT

CLASSIC VEHICLE COLLECTIONS. Carriers of fine vehicles, we are a vehicle logistics company working within the UK and Europe. We have covered transporters and can move vehicles in multiples of one to four. We have secure covered storage facilities for long or short terms. For more information contact David Smith on 01483 223566 or classicvehiclecollections.co.uk (41375)

CLASSIC WEB SITE

WWW.MOTORINGCLASSICS.COM New web site for Classic cars. Free, live on-line advertising service, free advice, free discussion forum, free links to other Classic car sites

WOODCOTE SPORTS CARS



- 1997 1.6K 5 speed, anniversary green£15,350
- 1991 1700 5 speed£12,250
- 1994 1.4K Supersport, 6 speed£13,500
- 1994 1.4K 5 speed£12,995
- 1995 1700 5 speed£14,250
- 1999 1.6K Supersport 5 speed, black/alloy£17,995
- 1998 1.8K 5 speed, met blue£16,500
- 1996 1600 5 speed live, BRG/yellow£10,750

Located 5 minutes from Caterham
Tel/Fax: 020 8641 9897 • Mobile: 0831 240733
www.racecar.co.uk/woodcote

41807/28

Motor Sport Developments Ltd., one of the UK's leading specialists in the design, development and competition of race and rally cars. Have the following positions available.



MSD

Motor Sport Developments Ltd

Following the expansion of our World Rally Championship programme, we are seeking a number of key personnel to strengthen our position in world motor sport.

Design Engineer - Chassis

You will be working as part of a dynamic engineering team and will take responsibility for design of specific areas of the car. Production based motorsport experience is essential preferably with a background in 4WD rally car design. You are likely to be educated to degree level and have strong CAD skills.

MSD is establishing an in-house engine facility to support its Hyundai Castrol World Rally Team Programme. Applications for the following positions are invited:

General Manager - Engine Department

You will be responsible for the Engine Development programme including budgets, personnel and the co-ordination between the department and the team. Good planning and organisational skills are essential, together with a good knowledge of current engine technology.

Design Engineer - Engine

You will be working as part of the Engine Department and be responsible for designing parts in all areas of the engine package. Previous high performance, turbocharged engine design experience is essential, preferably in WRC.

You will be educated to a high level with working experience of ProEngineer V20.

Senior Development Engineer - Engine

You will be responsible for developing the WRC engine, attending tests and events and using our in-house state of the art dyno facility.

Previous turbocharged WRC experience is essential as are good organisation and practical skills.

Engine Assembly Technician

You will be responsible for build of test and development engines for our WRC programme, together with installation into our dynamometer. You will have experience of high performance engine build, preferably turbocharged WRC engines, and be a methodical and conscientious worker with good appreciation of detail.

All the above positions require candidates with enthusiasm, strong organisational skills and an ability to work to deadlines are critical in this high-pressure environment.

If you feel you meet the above criteria, please apply in writing including your current C.V. and salary details to: Caroline Howie, Motor Sport Developments Ltd., 12, Maryland Road, Tongwell, Milton Keynes, Bucks. MK15 8HF.

Closing Date for applications: Friday 29th September, 2000

Formula 1 – be part of it!

The new century marks a new start for Toyota. In 2002 Toyota will enter Grand Prix racing. Through the application of cutting-edge technology and world class standards of operation, Toyota Motorsport's goal is to keep Toyota at the forefront of competition.

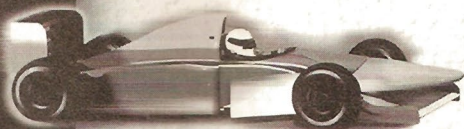
From its high-technology base in Cologne, Germany, Toyota Motorsport GmbH (TMG), a wholly-owned subsidiary of Toyota Motor Corporation, will design, build and operate Toyota's entry in Formula One.

If you feel you can match our standards, work competently under pressure and to tight deadlines and to the highest possible goals with a very flexible attitude towards working hours, we look forward to your application.

Please apply in writing, stating your desired salary requirements and your possible availability, to:

Toyota Motorsport GmbH,
Personnel department,
Toyota-Allee 7,
50858 Cologne, Germany
job-opportunities@tte.de

More job opportunities within TMG can be found on our website www.tte.de



TOYOTA

For our Race and Test Teams and Simulation Department we are looking for Data Analysis Engineers to support our activities in a professional and flexible environment.

For our future activities we require

Data Analysis Engineers (BaC 8120.1)

The purpose of the job and main job responsibilities:

- Data analysis on the track during test and race events
- Responsibility for vehicle simulation

Qualifications required:

- Degree in Mechanical Engineering or another relevant engineering discipline
- Extensive experience with data analysis and a good vehicle understanding
- Readiness to travel and to work as a member of our Test and Race Teams, also during weekends
- A sound professional experience within F1, F3 or F3000 are indispensable



Applications are invited from the following Personnel, required for our Works Race Team based in Georgia, USA. Competing in the American Le Mans Series with the Panoz Roadster LMP car.

No. 1 Mechanic
Experience with Formula 1, Champcar or Prototype sportscars is a requirement for this position.

No. 2 Mechanic
Experience as a No.1 in F3000, F3 or Touring Cars is a requirement for this position. It would be advantageous if you have US citizenship, or a US green card. However assistance in obtaining a work visa and relocation will be given to those considered to be ideally suited to the above positions.

Interested applicants should Fax or Email a current CV with a cover letter to:

Andy Waldrep (Team Manager)
Panoz Motor Sports
Fax: +(1) 770 965 8762, Email: andywaldrep@panozmotorsports.com

86343/36

RICHARD THORNE CLASSIC CARS
The Courtyard Garage, James Lane, Grazeley Green, Reading, RG7 1NB.
Tel: 0118 9831200



VEHICLE TECHNICIAN

Our Morgan franchise is entering a new high technology phase with the new Aero 8 Model. We therefore require an advanced Technician. We are also an Integrale specialist and actively involved in historic race and rally preparation and are keen to meet enthusiastic candidates.

Good employment package available.
Please forward your CV to the above address.

86370/37



AP Racing Ltd.
Wheler Road
Seven Stars Industrial Estate
Coventry
CV3 4LB

Design Engineer

AP Racing manufactures class leading brake and clutch systems for motorsport. We now require an additional qualified Engineer to carry out design projects from conception, through development, to delivery.

You will be a highly motivated individual, with the ability to work on your own initiative, reacting quickly to specific customer requirements and tight lead times.

You will have a sound engineering background, with Degree / HND qualifications, good knowledge of CAD, and relevant design-engineering experience, preferably within the motorsport environment.

Applications in writing to the Engineering Director.

86398/37


FABRICATOR/WELDER

We have one position left for the right person, experienced in the manufacture of high quality exhaust systems for the motorsport industry, able to work to extremely high standards with thin guage tube and sheet.

If you have the skills and motivation to join a growing company in the West Oxford area, we can offer superb working conditions with the latest equipment, and an excellent financial package. Please send your CV, stating earnings to:

SS Tube Technology Ltd.,
Sutton Farm, Sutton, Witney, OX8 1RY
Or e-mail: info@sstubetechnology.com

86398/37



Engine Engineer F1


You will have several years of experience in the fields of engine development, skills in measurement, vibration and materials engineering in addition to dyno / race and test track experience. Previous F1 or motorsport experience preferred.

We are currently looking for an engineer specializing in problem solving, performance analysis, application and optimisation of electronic engine control strategies, and documentation of test results from dyno and track engine operation.

You will find this position and other vacancies in BMW Williams F1 Team in the Internet under www.bmw.williamsf1.com/jobs
You can apply online or by sending your CV with reference to job no 9052 to
BMW AG
PM-1, Recruiting Motorsport
D-80788 Munich

BMW Motorsport

Formula 1
BMW WilliamsF1
Team





IAN MASON
ASTON MARTIN SERVICES

Have a vacancy for a
SKILLED MOTOR TECHNICIAN and an EXPERIENCED CAR PARTS PERSON
with computer skills.

Interesting job opportunities with good rates of pay.

Telephone Ian Mason on
020 7727 1944 or 7678

86398/37



Autosport APPOINTMENTS

The Deadline for advertisements is 4pm Monday for the following issue.

If you would like to advertise in Apointments please call Nikki on 020 8267 5919

AMERICAN MOTORHOME HIRE

Motorhomes for Hire with or without 5m x 8m hospitality awning. Delivered anywhere, many dates available. Phone Cheshire American Motorhomes on 0161-427 6868, Fax 0161-4260010 or Mobile 0385 111031.

CAMSHAFTS

Piper Cams. Europe's leading supplier of competition and performance camshafts. We offer everything from profile design and selection to the manufacture of race winning touring car cams. With the most comprehensive computerised profile design facilities in the country, backed up with the latest CNC manufacturing facilities, our service is unrivalled. Total confidentiality assured. Tel: 01233 500200.

CHASSIS BUILDERS

Arch Motor & Manufacturing Co Ltd, Redwings Way, Huntingdon, Cambs, OE18 7HD. Tel: 01480 459661. Fax: 01480 450923. Manufacturers of tubular and mono-coque chassis, suspension and ancillaries. Rapid chassis repairs and full race car restorations.

CLOTHING/SAFETY

Demon Tweeks, 75, Ash Road South, Wrexham Industrial Estate, Wrexham, Clwyd LL13 9UG. Tel: 01978 664466. Fax: 01978 664467.

COMPOSITE COMPONENTS

Ideal Impressions Ltd. Mere House, 36 Mere View Ind. Est., Yaxley, Peterborough, Cambs. PE7 3HS. Contact: Keith Fairbrass, James Woodward. Tel: 01733 244242. Fax: 01733 240023. Ideal Impressions Limited, Composite Design Engineers & Manufacturers. At last, make only one stop for design to finished items encompassing Karting to F1. Over 20 years experience in Composite Manufacture.

DAMPERS

Spax Ltd. Suppliers of the extensive competition damper range; Trakspax, Gas Adjustable Coil-Overs and the new Adjustable Blakspax range. Also available a new range of best quality 2.25" ID coil springs. For advice, supply and rebuilds contact: Mark L. Simpson, Spax Ltd., Telford Road, Bicester, Oxfordshire OX6 0UU. Tel: 01869 244771. Fax: 01869 240536.

DYNAMOMETER AND ENGINE PREPARATION

Cambridge Motorsport. Dyno, Rolling Road and Engine Building. Complete Dyno testing and mapping facility available. Curtwo Dyno cells are also available for commercial hire. For further details contact: Cambridge Motorsport, Caxton Road, Great Gransden, Sandy, Beds, SG19 3AH. Tel: (44) 01767 677969, Fax: (44) 01767 677026, www.cambridgemotorsport.com.

Warrior Automotive Research Ltd. Competition engine building and dyno services in all current formulae from Formula Ford to DFR - race - rally - historic. Phone for cost effective dyno and build prices. Uckfield, Sussex. Tel: 01825 764833. **DTMPower.** Full dyno service. Mobile dyno cell, for serious projects only. Engine build and development. Engine Management systems. MoTeC specialists. Super torque Rover K-Series for Elise, MGF, Caterham. Contact David Wedge, Orchard Stables, Burcot, Oxfordshire, OX14 3DQ, UK. Tel: 01865 407726. Fax: 01865 407379, e-mail: david@dtmpower.demon.co.uk

ELECTRICAL HARNESSING/INTERCONNECT PRODUCTS

Tony James Component Wiring Ltd. Specialising in the design and manufacture of wiring harnesses for motorsport. Also stocks of military connectors, headset/sleeving, wire and moulded parts. Certificated to BSEN ISO 9002:1994, E10 Speedwell Way, Harleston Ind. Est., Harleston, Norfolk IP20 9EH. Tel: 01379 854485. Fax: 01379 852718. Email: sales@tonyjames.co.uk. Website: www.tonyjames.co.uk.

ENGINES/GEARBOXES/PISTONS

Accralite Pistons (A Division of J.L.S. Ltd.), Spon Lane, Smethwick, West Midlands B66 1JQ. Tel: 0121-525 6450/7733. Fax: 0121-553 5951. We manufacture in the UK quality forged pistons for high performance engines.

Arias Pistons Ltd. Fully forged pistons for every competition application, in bore diameters from 60 to 140mm. Manufactured as custom-designed single engine sets or production quantities. Brookers Road Industrial Estate, Billingshurst, Sussex. Tel: +44 (0)1403 784022. Fax: +44 (0)1403 782022.

JE Pistons. Hi quality forged pistons for all 4 stroke applications. Rapid delivery, competitive price, small batch or production runs. Call TTS 01327 858212 (Silverstone).

FIRE/SAFETY SYSTEMS

Lifeline Sales & Service Enquiries for BCF & Zero 2000 Systems to Lifeline Fire & Safety Systems Ltd, Burnall Road, Coventry CV5 6BU. Tel: 01203 712999, Fax: 01203 712998.

Race & Rally Car Fire Protection. Spa Lite environmentally friendly system available plus Halon 1211. All systems meet FIA and RACMSA requirements. Spa Design Ltd, The Boathouse, Litchfield Street, Fazeley, Tamworth, B78 3QN, UK. Tel: 01827 288328. Fax: 01827 280528. **Safety Devices** - see Safety Equipment.

FREIGHT FORWARDING

Rapid International. Import/export by air, sea or road. Contact Ken Moore, 4E Berritt Industrial Estate, Iron Bridge Road South, West Drayton, Middx UB7 8HY. Tel: 01895 446442. Fax: 01895 444492.

FUEL CELLS

Premier Fuel Systems Ltd. Manufacturer of FIA approved fuel cells and refuelling equipment. Standard or custom made cells. Suppliers of fuel pumps, filters, caps, level gauges, etc. (Your One-Stop Fuel System Shop). Tel: +44 (0) 1332 850515, Fax: +44 (0) 1332 850749, Email: premier-fuels@mail.msn.com. **Aerotec Laboratories.** FIA approved FT5/FT3 lightweight, flexible fuel cells. Standard and custom manufactured. 40 Clarke Road, Mount Farm, Bletchley, Milton Keynes, MK1 1LG. Contact Kevin Molloy. Tel: 01908 270590. Fax: 01908 270591.

Fuel Safe UK & USA - Fuel cells and refuelling equipment, FIA, IMSA, USAC approved. Standard and custom manufactured. Tel: 07000 383572. Fax: 07000 383532.

FUEL AND LUBRICANTS

76 Performance Products. 76 Motor Oils have won more NASCAR races than all other brands combined. 76 is the official fuel supplier for NASCAR. We stock all 76's high performance lubricants. Exclusive Marketer UK & Ireland: 76 Lubricants - Nutid Ltd, 3 Holly Close, Sandford, Wareham, BH20 7QE, 01929 551557, anders@76lubricants.co.uk.

GRAPHICS

Helmet Paintwork by JLF Designs. Race designs, logo's, murals, all airbrushed to highest standard. As seen at Autosport show. Please phone for brochure. Tel/Fax: 01359 252225. **Helmet Paintwork by Mike Fairholme Designs.** Sole approved painter of Arai helmets. Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE. Tel: 01476 550630. Fax: 01476 550029.

HOSE & FITTINGS

Think Automotive Ltd. See 'Oil Coolers'.

HOSPITALITY/TRANSPORTATION

AWH Motorsport Hospitality. For the very best located, luxury hospitality suites at Brands Hatch, Silverstone and Donington Park. Other events also available. The AWH Group Ltd., 8 The Heritage Centre, The Lace Market, Nottingham NG1 1HN. Tel: 0115 950 9998. Fax: 0115 950 7048.

Slipstream International Motorsport and entertainment logistics. Contact Name: Andrew Smith, Telephone & Fax: 01242-253581, Mobile: 07801-238116. Couriers/hospitality services/television & video, enclosed vehicle transportation, freight forwarding. Office address: Wellesley House, 7 Clarence Parade, Cheltenham, Glouce. GL50 3NY

Speedsport Promotions Ltd. Market leaders in corporate hospitality. Full package available at all venues. Speedsport Promotions Ltd, Unit 6E & 6F, Silverstone Circuit, Silverstone, Near Towcester, Northants NN12 8TN. Tel: 01327 859167. Fax: 01327 859518.

Touring Car VIP Club Ltd. Setting a new standard in corporate hospitality at Motorsport and Prestige Sporting events including every round of the British Touring Car Championship, World Superbikes and the British Grand Prix. So to give your guest a taste of the champagne lifestyle call 0118 9888388. Fax: 0118 9888399.

INSTRUMENTATION

Think Automotive Ltd. See 'Oil Coolers'.

KARTING

Silverstone Circuits Limited gets you closer to the action with indoor and outdoor RAC Motorsports Association licenced kart tracks. Professionally, fully trained Marshals and Event Coordinators with high tech timing equipment • The ultimate in corporate karting entertainment • Individual bookings for groups of 1 to 100 drivers • Kart race tuition • ARK's courses • Cadet karts • Children's birthday parties • 1350m Stowe Circuit - twin engine kart events • Gift vouchers available. Open 7 days a week. Tel: 01327 320425/6/7. Fax: 01327 858268. **SRS Racing Kart School.** Kart race tuition - individual group. The new A.R.K.S. courses. Race hire/sales/preparation/corporate days/off road/all terrain courses. Podium House, Great Staughton, Huntingdon, Cambs, PE19 4DA. Tel: 01480 860823. Fax: 01480 861297.

RACELAND is Karting in Scotland - Only 10 minutes from Edinburgh on A1 - MSA Licenced Indoor & Outdoor Circuits - 930m Full Floodlit Outdoor Circuit (Home of '24hr Diamond Endurance Race') - 200m Tarmac Indoor Circuit. Computerised Race Management - ARK'S Training School. Raceland Kart Club MSA licenced. Staff & Hen Parties - Children's Birthday Parties - Corporate Events - Twin-Engine & Single Engine Hire Karts available. www.raceland.co.uk. Tel: 0131-665 6525, mail@raceland.demon.co.uk.

LEGAL SERVICES

Freeth Cartwright Hunt Dickinson Solicitors. Offer experienced legal advice on all aspects of motorsport including: MSA tribunals; commercial agreements for manufacturers, teams, sponsors and drivers; contractual disputes; racing accidents and personal injury; all other business issues. Contact Simon Taylor on 0115 936 9369 or go to www.freethcartwright.co.uk. **Pickworths Solicitors.** Experience of karting through to F1. Contracts for teams, sponsors and drivers, also racing accident claims. Contact David White on 01923 227292 or watford@pickworths.co.uk

MEMORABILIA

Peter Ratcliffe Legends in Time. The largest collection of memorabilia and signed motorsport prints in the world specialising in Formula One. Please visit our Galleries at 3 Windsor High Street, Windsor. Tel/Fax: 01753 851998. Also, Thames Avenue, Windsor (behind Theatre Royal). Tel: 01753 822555. Office: 01344 874874. Fax: 01344 622221.

Trax Motorsport Models. Trax will offer you a fast and complete mail order service direct to you in your own home. Send your order by post or telephone for our information pack offering ranges: F1, Touring Car, Rally, Sports Car, Bikes, Classic, Cart, Trax Marketing, Trax House, Sundon Road, Harington, Nr Dunstable, Beds, LU5 6LS. Tel/Fax: 01525 877777.

Grand Prix Topgear. No 1 for F1 Memorabilia - clothing body parts, signed items, bought and sold. See our ad under Marketplace 'Memorabilia'. Tel: 07000 553949.

JMJ Automobilia Americas #1 supplier of F-1 and Cart Racing Memorabilia. Specialising in original helmets, uniforms, steering wheels. Large selection of signed items and crew clothing. See our ad under Marketplace Memorabilia. Call or email for mail listing (609) 275-5174, www.JMJAuto.com **Studio's Studio Toronto.** Signed original F1 and Indy memorabilia. Helmets, uniforms, prints, models. Sergio Schumacher, Villeneuve, more. Buy/sell worldwide. Tel/Fax: 001-416-975-5442. http://www.studio.net. Email: cstudio@icannet All types of F1 memorabilia wanted. Call 07715 062807.

METAL FINISHING

Sandwell & Co. 6 The Stable Block, Easton Neston, Towcester, Northants NN12 7HS. Contact: Mike Naylor. Tel: 01327 350205, Fax: 01327 350205. Motor Sport's Specialist Metal Finishers: Shot Peening, Pain Straightening, Water Bead Blasting, Kephos and Xylan Coating, Chemi-Blackening, Ti-Anodising.

MOTORHOMES

American Motorhomes for hire 33ft with or without hospitality awning. Delivered anywhere. Many dates available. For hire or sales Phone Cheshire American Motorhomes on 0161-427 6868 fax 0161-4260010 or mobile 0385 111031.

MOTORSPORT SHOPS

Alex Reade Intl. is London's only comprehensive motorsport memorabilia outlet. We are renowned for our prints, original items and genuine driver signed photos, along with a selection of replica and race worn helmets. We supply everything from models and clothing, to prints and videos. Open six days, we would welcome a visit to our showroom at 66 Brewer St. London W1R 3PU or Tel: 0171 437 3686 Fax 0171 437 4714 e-mail Alex.Reade@btinternet.com.

TSF1. F1 Specialists - models, team/driver merchandise, limited edition prints/photos, memorabilia. 42 East Street, Chichester, West Sussex, PO19 1HX. Tel: 01243 842760, Fax: 01243 861655, E-mail: info@tsf1.com

MOTORSPORT SPARES/ACCESSORIES

Racetec Motorsport & Styling. 843/845 Wimborne Road, Bournemouth, Dorset. BH9 2BG (01202) 515915. Suppliers of all Motorsport Equipment - Both new and used. We also supply quality race panels and bodystyling for all vehicles. We are the styling specialists.

OIL COOLERS

Cooling Technology by Serck Marston. Full range of oil coolers, oil cooler kits and components available. Contact the specialists at Serck Marston Racing Components Division, Units 9 & 10 Bullsbrook Road, Brook Industrial Estate, Hayes Middlesex UB4 0JZ. Tel: 0181 813 7470. Fax: 0181 813 7499.

The world's leading oil cooler specialist, manufacturers of Mocal equipment. Distributors of Aeroquip hose and fittings for oil, fuel, coolant and brakes. Aston Monze and Aero filler caps. Oil and fuel pumps. Classic instruments plus much more. Think Automotive Ltd, 292 Worton Road, Isleworth, Middx TW7 6EL. Tel: 0181-568 1172. Fax: 0181 847 5338.

PHOTOGRAPHY

Chris Dixon Photography - The Professionals Choice. A polite and specialist service to the motorsport industry. Contact: Chris Dixon, Flat 1, 13 Fairmile Avenue, Streatham, London SW16 6AG. Tel: 020 8677 6575. Mobile: 0831 674055.

PROPSHAFTS/DRIVESHAFTS

Reco-Prop (UK) Ltd. Unit 4, Newtown Trading Estate, Chase Street, Luton, Bedfordshire LU1 3QZ, England. Contact Peter MacPhail. Tel: 01582 41210/480959. Fax: 01582 480432. Manufacturers and suppliers of propshafts, driveshafts, and CV joints. All makes and models, specials for all motorsport applications, modification, balancing, repairs, plus related spares. www.reco-prop.com. E-mail: info@reco-prop.com

RACE CAR PREPARATION/ROLLING ROAD

Pitstop Racing. Professional race and test day support. Services include full race preparation, transport, arrive and drive, engine building, in-house rolling road, any formula. Tel: 01983 850654.

RACING SCHOOLS

Silverstone Race School. Race @ Silverstone, Croft and Donington, from novice to your first championship race. Circuit coaching for experienced racers also available. ARDS Member and RACMSA approved. For more details call: 01327 320412 or fax: 01327 320350. **Arrowstar Race School.** If you haven't raced why not take our one-day road and track evaluation? If you want to improve further why not have data-logged coaching? Choice of circuits with car hire, preparation, dedicated technicians and lap by lap support for a test, race, season or championship. Call Arrowstar now on 01869 250270.

RADIATORS/INTERCOOLERS

Aluminium Radiators by Docking Engineering. Aluminium water radiators and cooling systems manufactured to your requirements by motorsports leading supplier. We supply quality prototypes and production components direct to teams and manufacturers worldwide. Contact Docking Engineering, Unit 15 Silverstone Circuit, Silverstone, Northants, NN12 8TL. Tel: +44 (0)1327 857164. Fax: +44 (0)1327 858011.

Cooling Technology by Serck Marston. We manufacture aluminium, copper/brass racing and performance radiators, oil coolers and intercoolers. Contact the specialists at Serck Marston Racing Components Division, Units 9 & 10 Bullsbrook Road, Brook Industrial Estate, Hayes, Middlesex UB4 0JZ. Tel: 0181 813 7470. Fax: 0181 813 7499.

RADIATORS/INTERCOOLERS

Aluminium Alloy Radiators, Intercoolers and Charge Coolers. By the master craftsmen at Pace Products. We manufacture our cores and can supply water radiators and intercoolers with tube lengths up to 800mm and stack height up to 600mm. We can supply tapered radiators, curved radiators, intercooled and curved radiators, cores only or complete radiators/intercoolers in core thickness ranging from 18mm to 36mm with foil pitch varied to suit your airflow characteristics. We can supply 1 off or 1000 off. So, if you have a cooling problem call the master craftsmen, Pace Products, Bury Road, Cheddington, Bury St. Edmunds, Suffolk, IP29 4UQ. Telephone: (44) 01284 850960, Fax: (44) 01294 850959. E-mail: pace_products@btinternet.com

RADIO SYSTEMS

Specialists in pit to car radio systems. Available for single seater, GT, saloon, rally and karts. Full installation and back-up service available. Autotel Race Radio. Tel: 01508 528837.

RALLY SCHOOLS

Race or Rally with left foot braking. Like any braking it can be done well or badly. One to one coaching available from Pentti Airikkala. We also run open rally days for £246.75/person. Airikkala Technique Ltd, 2 Beaufort Place, Bray, Berkshire SL6 2BS. Tel: 01628 778808, Fax: 01628 777015, Mobile: 04111 232332. **Silverstone Driving Centre.** Tarmac and loose stage tuition from novice to expert. Corporate day packages also available. BARS member, approved by RACMSA. Tel: (01327) 857177. Fax: (01327) 858268.

ROLL CAGES

Safety Devices - see Safety Equipment.

ROD END & SPHERICAL BEARINGS

Goldline Bearings Ltd. Exclusive distributors of Ampep Goldline and Silverline bearings. ISO9002 quality assured. Stafford Park 17, Telford, TF3 3DG. Contact Mike Jones/Ryan Currier. Tel: 01952 292401. Fax: 01952 292403.

SAFETY EQUIPMENT

Safety Devices - Roll cages, SAC-Tech fire extinguishers, seat belts, safety padding, motor sport body shell preparation. Tel: #44(0)1353 724200/3, fax: #44 (0)1353 724213, www.safetydevices.co.uk

SHOCK ABSORBER DYNAMOMETER

Dynamic Suspensions Limited. Suspension systems and damper test equipment from F1 to Rallying. Contact 20 Fison Way, Theford, Norfolk IP24 1HJ. Tel: 01842 755744. Fax: 01842 752626.

SPA Engineering offer a wide range of test machines to suit all formulas worldwide. Extensive data displays in easy to understand formats with all types of shock absorbers. SPA, The Boat House, Lichfield Street, Fazeley, Tamworth, Staffs B78 3QN. Phone 01827 260026. Fax 01827 260528.

SPARES & ACCESSORIES

Demon Tweeks, 75, Ash Road South, Wrexham Industrial Estate, Wrexham, Clwyd LL13 9UG. Tel: 01978 664466. Fax: 01978 664467.

Phoenix - Crankshafts. Cranks with rods made to order. 37 The Business Village, Wrexham Road, Slough, Berks SL2 5EJ. Tel: Slough 01753 821303. Fax: 01753 692485.

Titan Motorsport Manufacturing Co Ltd. Harley Industrial Park, Paxton Hill, St. Neots, Cambs. PE19 4PA. Designers and manufacturers of competition dry amp pumps, race engine and race car components. Tel: 01480 474402. Fax: 01480 405668. E-mail: sales@titan-motorsport.com

SUSPENSION

Coil Springs. Class A road/race/rally springs manufactured to any vehicle/damper/specification from silicon chrome vanadium titanium. 48 hour service available. Tel: 01142 758573. Fax: 01142 738254.

Demon Tweeks, 75, Ash Road South, Wrexham Industrial Estate, Wrexham, Clwyd LL13 9UG. Tel: 01978 664466. Fax: 01978 664467.

Dynamic Suspensions Limited. Suspension systems and damper test equipment from F1 to Rallying. Contact 20 Fison Way, Theford, Norfolk IP24 1HJ. Tel: 01842 755744. Fax: 01842 752626.

Elbach. Complete UK motorsport service. Contact: Elbach Suspension Technology Ltd, Unit 5, Swanning Road, Broughton Astley, Leics. LE9 6TU. Tel: 01455 286524. Fax: 01455 285853.

Geoscan Suspension Services. Suspension systems geometry/dynamics analysis and design. Contract race engineers. Chris Groves, 29 Weavers Crofts, Melksham, Wilts. SN12 8BW. Tel/Fax: 01225 790568.

Leda Suspension Ltd. For all types of race and rally suspension, parts and services. Unit 1, Park Drive Industrial Estate, Braintree, Essex CM7 1AP. Tel: 01376 326531. Fax: 01376 326530.

Free Handling Clinic by email, from DTM Powerhandling. Website: www.dtmpower.demon.co.uk. Suspension geometry and dynamics analysis service. Race and test engineer support. Contact David Wedge, email: clinic@dtmpower.demon.co.uk. Tel: 01865 407726. Fax: 01865 407379

TAPE

TESA - Europe's Number One Adhesive Tape Manufacturer. Highest quality race tapes and other tapes available exclusively from: SpeedSport Promotions Ltd., Units 6E/6F, Silverstone Circuit, Silverstone, Nr. Towcester, Northants NN12 8TN. Tel: 01327 858167/858527. Fax: 01327 858518.

TRANSPORT

G&S Enclosed Vehicle Transportation. Specialist enclosed vehicle transport. Up to 4 vehicles carried UK and Europe, 24 hours, 7 day. Ring anytime for quote: 01388-720395/0660 596420/0468 052623.

ULTRASONIC CLEANERS

Sound Solutions International Ltd. 217 West Street, Fareham, Hampshire PO16 0ET. Tel: 01329-282172. Fax: 01329-282238. Manufacturers and Distributors of an extensive range of high performance Ultrasonic cleaning tanks for Engine and Gearbox preparation. Sub Contract Ultrasonic cleaning service.

WATER PUMPS - ELECTRIC

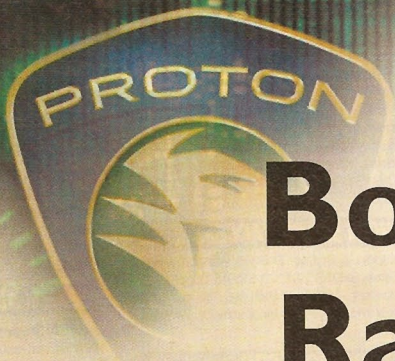
Davies Craig Pty. Ltd., Manufacturers of the unique EWP electric water pump & controller for all engines. Distributed by Demon Tweeks. Tel: 01978 664466 and Think Automotive, Tel: 01811-568 1172.

WHEELS & TYRES

Hoosier Racing Tyres. M&N Performance. Tel: 01327 312702. Fax: 01327 312701. Mobile: 0976 238747.

WEBSITES

www.referracing.co.uk
www.sponsor-me.co.uk



Born in Malaysia, Raised in Britain



Congratulations Mats, Claire, Harry and the Team for winning this year's Mobil 1 British Rally Championship - Super 1600 Class

Proton. Champions.*

Championship winning performance from a Championship winning team.

With thanks to Yokohama



ALL THE NATIONAL RACE, RALLY & HISTORIC NEWS PLUS FULL RESULTS ROUND-UP

Faulkner takes Euro FPA crown

Irish single-seater racer Damien Faulkner sealed the Euro Formula Palmer Audi title at the Brands Hatch Grand Prix circuit last weekend.

The 25-year-old, who has wrapped up the slicks-and-wings crown with two races to spare, will receive a seat in the Grand Prix-supporting Formula 3000 single-seater series next year as part of his prize.

Faulkner was informed of his title by his mechanic, who hung out the pit board with the message "P1 2000" as the Irishman passed the chequered flag in the second race of

the weekend's double-header.

"I deliberately didn't calculate the championship situation," admitted Faulkner, who has finished sixth in 1998 and third in 1999. "I just wanted to stay focused on each race.

"I've had some rotten luck over the last couple of years, but this is what I have been after. It's been a brilliant season," he said.

Series boss Jonathan Palmer has been quick to praise his newly crowned champion, who has only failed to finish one race in his three seasons in the championship.

The former Grand Prix driver said:



Impressed

"Damien has driven superbly this year - he thoroughly deserves the title. What is more important is that he has done the job on the track and hasn't inherited it from

other peoples' problems. He qualifies well, makes good starts and doesn't get involved in tangles."

Frenchman Bruce Jouanny also sealed the Junior class of the single-

seater series at the weekend after the 22-year-old's chief rival, German Christian Hohenadel, missed the race (see sidebar). The double-race winner, who has won two overall races in his rookie season, receives a 50% subsidised budget for next year.

He said: "I'm not sure what I'm going to do next, but Formula 3 in England is probably the number one choice at the moment."

Palmer added: "Bruce has been outstanding in his first year, especially with him not knowing any of the British circuits. He has a big future ahead of him."



Damien Faulkner won the Euro Formula Palmer Audi crown at Brands Hatch last weekend. Inset: Bruce Jouanny took the junior title

EFPA DRIVER CHANGES

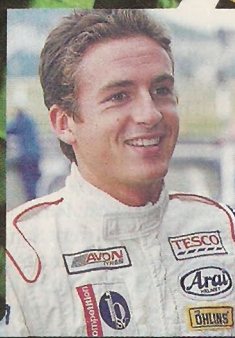
CATERHAM Superlight racer Rob Jenkinson made a solid Euro Formula Palmer Audi debut at Brands Hatch last week, with 16th and 13th places ahead of his Winter Series prize for winning the one-make sportscar title.

Series frontrunner Tim Mullen filled in for his former rival Derek Hayes, who has left the series. Mullen made last weekend's race despite being in the US on Thursday looking for a 2001 drive.

Former race-winner Sam Hancock, who made his return at Oulton Park, was also present at Brands Hatch and will race in the season finale at Magny Cours on October 1. He is looking at a full-time return to the US in either Toyota Atlantic or Indy Lights next year.

German Christian Hohenadel was forced to concede his title chance to Frenchman Bruce Jouanny (see main story) when his sponsor went bust.

British racer Judd Coupland has also hit budget problems and was forced to miss the series' penultimate double-header at Brands Hatch.



Elf-backed Fastrack talent scheme "on hold" for 2001

ORGANISERS of the Fastrack racing scholarship for young drivers have called time on the scheme for 2001.

The merger of the scheme's backer, Elf, with petroleum giant TotalFina has meant a temporary end to the firm's financial support.

Fastrack, which helped launch the careers of Formula 3 racers Westley Barber and Adam Jones, has sent the best two rookies from a national talent search to the La Filiere racing school at Le Mans for the last five years.

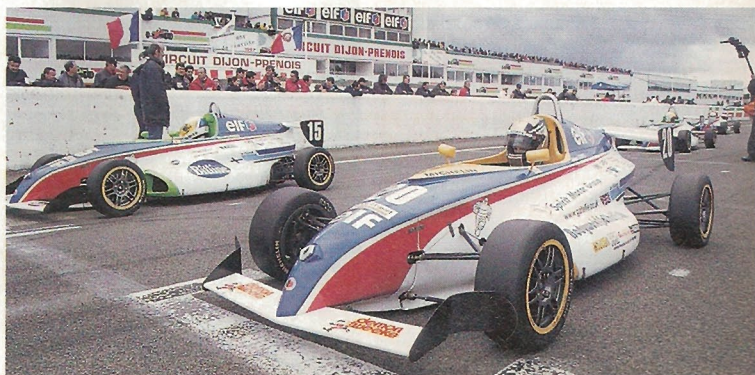
The winners have all been frontrunners in the school's Formula Campus series, with Jones and

Barber both having won the title.

This year's graduates, Lars Sexton and Tom Gaymor are both in with a shout at this year's crown.

Elf's Liz Connick said the scheme could be resurrected, however. She added: "We're in a transition period, so committing to a fifth Fastrack is not possible. I prefer to say, though, that we have put it 'on hold', as we wish to leave our options open for a possible return in the future.

"Six out of eight drivers who have graduated have won Campus races. All involved can feel very proud about what has been achieved."



The Fastrack scheme has helped the career of drivers, such as Adam Jones, to bloom

HUMBLE PYE

Goodwood Revival should be splendid climax to the year

THE Spa Six Hours is one of my favourite events of the season. Although I was unable to report on last weekend's Royal Motor Union marathon, I'm delighted to salute the victory of Allen Lloyd and Gerry Wainwright in FEL 1C, the Ford GT40, which is having such a great year.

Wainwright is one of those excellent mechanic/engineers who is also a superb driver (didn't you just loathe classmates who could do everything brilliantly at school?). He was lead pilot in Gerard Macquillan's Lotus Elan, which I shared in the 1997 race, so I know how much effort he puts in. And how well he and Lloyd deserve the success.

Tomorrow (Friday) sees the start of another epic meeting, Goodwood's third Motor Circuit Revival, throughout which I will have notepad and microphone poised. Everybody who attended the first event in 1998 will have their fingers crossed for good weather, and a memorable end to this consistently inconsistent summer.

Certainly, the machinery lined-up for the races looks as mouthwatering as ever, and there are some different names to conjure. I'm looking forward to seeing 1980 world champion Alan Jones swapping the bull-necked physicality of a 'ground effect' Williams FW07 for the

Lister trebles up for Spa

Top British sportscar marque Lister could be represented by as many as three cars in next Sunday's British GT round at Spa-Francorchamps.

The works effort, raced by title-contender David Warnock, will be joined by a second car run by the Lister factory at the challenging 4.35-mile Belgian circuit. British GT regular William Hewland is tipped to drive, although his co-driver has yet to be announced.

Frontrunning team Brookspeed Motorsport will also race a Lister in the British GT overseas round. The

outfit has ditched its Chrysler Viper GTS-R in favour of the British marque's car. Regular driver David Clark and newly-signed Lister stalwart Tiff Needell will race. The latter replaces former drivers John Cleland and Mike Wilds.

Team boss Martin Braybrook said: "The Chamberlain Viper was great for reliability, but our sponsors want to be winning by the end of the year and the Lister is the car to have. It's also a bonus to have Tiff with us - because he drives the Lister so well, it's great to have him on board."

Also tipped to make its debut at

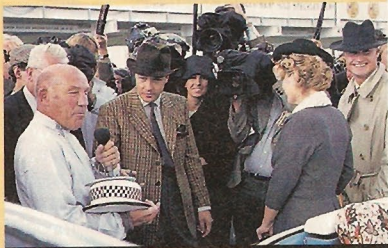
Spa is the Porsche 996 of race-winning squad BW Motorsport.

The outfit has already unveiled its car, based on the similar Porsche Supercup model, but has yet to race it. If the first test with the car is unsuccessful, the team will revert to its current 911 GT2 for drivers Mike Youles and Neil Cunningham.

Porsche Cup frontrunners Adrian Slater and Paul Mace will also make their British GT debuts in a second Team Eurotech Porsche 911 GT3-R, run alongside the title-winning car of team boss Mike Jordan and GTO drivers' champion Mark Sumpter.



The Lister marque could be represented by three cars at Spa-Francorchamps. The Brookspeed Lister will be driven by Tiff Needell and David Warnock

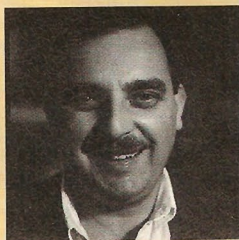


Sir Stirling has become a Goodwood regular

armchair-like cockpit of a Ford Galaxie. The saloon race, in fact, should be a classic, with John Rhodes, Warwick Banks, Gerry Marshall, Jackie Oliver and a host of star drivers in Jaguars in the thick of battle. But maybe Nick Whale's FIA-spec Mustang will have the legs on them all. If it stays dry...

Goodwood's curves more or less guarantee great racing, and are most definitely a visual feast for spectators. And if you've not been 'out in the country' before, I urge you to make a special trip to St Marys, where the camber makes a tricky passage for cars on narrow treaded tyres. Magic!

From a personal point of view, however, it will be a triumph for selectors if the occasional underdog beats the favourite, and there are some new faces on that splendid pit-top podium come Sunday evening.



MARCUS PYE

Mallock plans GT assault for 2001

NATIONAL Supersports ace Michael Mallock has set his sights on a step up to the British GT series in 2001.

The rising sportscar racer, who will race an Eclipse Motorsport-run Marcos Mantis at Spa in Belgium on September 24, is in talks with teams about next year. He lies six points behind the current Supersports leader with three rounds left.

He said: "My future is in GT's. I hope this year has proved my ability. I can't say who I might drive for, but it will be with a team which can further my ambition to win at Le Mans."

Linford looks at NSC seat for next season

RISING tin-top racer Lee Linford is planning a full-scale assault on the National Saloon series next year.

The 26-year-old impressed on his debut in an HTML-run Peugeot 306GTi-6 at Snetterton, despite failing to finish after a mid-race clash.

The reigning Global Lights champion has also raced in the British Touring Car Championship's Class B. He will complete the year in the NSC alongside Roger Moen.

He said: "I proved a lot and really enjoyed racing in the NSC. This is what I want to do next year."

Junior Ford tipped for PowerTour slot

The Junior Formula Ford Zetec championship has been tipped to secure a regular slot on the PowerTour package's bill next year.

PowerTour bosses are keen to attract a single-seater series, while Ford is keen to find a full-time home for its feeder to the long-time TOCA support championship.

A championship coordinator said: "We want to put the Junior series on a package, because it will benefit competitors. PowerTour is an option we'd like to pursue, but there are many factors unresolved."



FORMER SINGLE-SEATER RACER Adam Wilcox won last weekend's overseas round of the one-make Lotus Sport Elise championship at the Nürburgring. The Formula 3 and Formula Palmer Audi driver held off Ben Devlin to take the win from pole position.

Top drivers miss Oulton Frenault

FORMULA Renault frontrunners Kimi Raikkonen and Leighton Walker both missed last weekend's round of the series at Oulton Park.

Walker missed the race as his Motaworld Racing-run car was still damaged from a major accident at Brands Hatch on August 27/28.

Raikkonen, who clinched the title the previous weekend, was in Italy setting up a test with Formula 1 outfit Sauber (see *Pit and Paddock*).

It is unknown whether either driver will be back in action at Silverstone this Saturday.

ISC BOSS CONFIDENT

INTERACTIVE Sportscar boss Dominic Chappell has pledged that the new GT series will go ahead next year, even if it fails to pass the Motor Sports Association's Championship Control Panel.

The ISC, which has raised concern in national circles with its similar rules to British GTs, went in front of the licence evaluation board last week.

The CCP, which comprises Britain's top racing clubs, has asked the ISC's organising club, the British Racing and Sports Car Club, to answer questions raised by British GT organiser the British Racing Drivers' Club over the series' long-term future. If it fails to pass the CCP, it cannot be registered as a championship, and therefore cannot have a points-scoring system.

BRSCC chief executive Grant Stewart said he was confident the issues could be resolved. He said: "We're talking to the BRDC and hope to have answers at the end of the month. We're sure it will go ahead."

ISC boss Domini Chappell is more defiant, however. He said: "I believe we will get championship status, but even if we don't, we'll press on. If we don't get it in the first year, we can certainly push for it in year two."

The possibility of the ISC's high-level coverage, which includes digital TV, being applied to British GTs was raised. ISC organisers say they will consider it at a later date.

German FFord backing cut

THE German motorsport arm of motor giant Ford has pulled the backing of its national Formula Ford Zetec series for next year.

The decision has been made by the Blue Oval in Germany as part of its move to focus on production-car racing. Ford will continue to run its Ford Puma tin-top series for at least one more year, and support the two-car Wolf Ford Focus team in the German Touring Car Challenge.

German FFord teams, however, have been upset by Ford making its decision so late in the season.

The future of the series, as well as

top teams such as Eifelland Racing and Jenzer Motorsport, remains unclear, although sources say that moves are being made to keep the series alive with private support.

One team boss said: "We had no indication this would happen. Just like many others, we were preparing for 2001. Nobody expected this."

Ford's John Mendel said the move was unlikely to be repeated here. He added: "Ford will reinforce its place as the marque which offers the most accessible forms of motorsport through its support of the track-based FFord and Fiesta series."

Teams back Van Diemen

VAN Diemen Formula Ford Zetec customers have pledged their support to the single-seater marque for next year.

The chassis firm has sealed the FFord Zetec crown for the first time in three years this season. It has worked hard to keep its existing customers and looks set to retain its major teams for 2001.

Top Van Diemen squads Menu Motorsport and Team MDR are set to stick with the marque, while Aztec International, which is considering a move to Mygale, is pleased with recent talks. New outfit Sweeney-

Hopper remains undecided.

On the other side of the fence, Mygale team Mackie Motorsport is weighing up a switch to Van Diemen in a bid to secure a top-line driver for 2001. Its fellow Mygale outfit, Team JLR, is also keeping an open mind.

Van Diemen team boss Jonathan Lewis said: "I'm pleased and I'm sure we'll have new teams as well. We have done all we can to give all our customer teams help this year."

The Andy Welch Racing and Mick Gardner Racing teams look set to stick with Mygale for 2001 alongside works team Haywood Racing.

Haywood signs new FFord ace

THE boss of the British works Mygale Formula Ford Zetec team has signed the driver he believes will be the man to beat in 2001.

Haywood Racing boss Jim Warren says Danish karting ace Ronnie Bremmer will follow the lead set by the outfit's former champions, Jenson Button and Nicolas Kiesa, and current signing Anthony Davidson.

The 20-year-old double Danish Formula A champion has been signed for this year's Winter Series

and next year. He was in line to win last year's World Karting title in

Belgium, but was hit out of the lead of the race and finished sixth.

He will join current Haywood driver Alan van der Merwe and Andy Welch Racing driver Danica Patrick in the four-car squad. Up-and-coming racer Ed Pead will also join the team for the Winter Series. Warren said: "Ronnie is a quick lad - a real

star. He's certainly capable of following in the footsteps of Kiesa."



New signing

Vector links up with Swedish champion

NEWLY-crowned Swedish Formula Ford 1600 champion Alex Danielsson will race a works Vector in the European Formula Ford Zetec race at Spa in Belgium on September 23/24.

The 19-year-old, who took the title in a Ray at Mantorp Park on Sunday, will join Robert Scott and fellow Swede Richard Goransson in the team. Scott will return to Vector after several races with Team MDR.

Vector team boss Michael Goldney said: "I tested Alex a couple of weeks ago and he was very good for his age. I'm looking forward to it."



FRENCH SINGLE-SEATER chassis firm Mygale has built a two-seat version of its car for the Portuguese Ford-backed Formula 2000 series run by ex-Formula 3000 racer Pedro Couceiro. The car will be used as a learning aid as well as for sponsor rides.

NEWS IN BRIEF

Last weekend's Formula Renault 2000 race was the first time a Manor Motorsport driver was not on a British FFrenault championship podium since Knockhill in August 1997.

Formula Renault 2000 outfit Falcon Motorsport is near to signing its BARC FFrenault racer Steven Woodley for the Winter Series and 2001. The team is looking to drop its BARC team and expand to three cars in 2001.

Europa Cup title contender Keith Dempsey impressed RCL Motorsport in a Formula Renault 2000 test at Oulton Park last week. Clio Cup driver Mat Jackson tested for Paston Racing.

Formula Ford Zetec team boss Martin Donnelly missed last weekend's race at Oulton Park to attend the World Karting finale. His team is also looking to race in the pre-season FFord race at Sensus in Indonesia next year.



Last Sunday's Formula Ford Zetec race at Oulton Park was brought to an early end by this fiery moment (above) for works Vector driver Richard Goransson. Although the fire was put out, the Swede's car was unmoveable.

FFORD RIVALS COLLIDE

WORKS Mygale Formula Ford Zetec ace Anthony Davidson was thrown out of last weekend's race at Oulton Park after colliding with the car of series rival Mark Taylor.

The clash, on lap 10 of the race, left Taylor in the barriers, although he was classed fifth when the race was red-flagged a lap later. The pair are closely matched with Robert Dahlgren for third in the series.

Davidson pointed the blame at Taylor. He said: "Taylor was playing games, and braked early. He knew I had more to lose if we both retired."

Taylor denied that he was at fault: "He picked my rear up and turned me round. It's that simple as that."

Rising single-seater star Chaz Small has secured the British Racing Drivers' Club's Formula Ford title.

The National Saloon grid at Spa next weekend is expected to top 40 cars, thanks to the inclusion of entries from the Super Production-based Dutch Touring Car Championship.

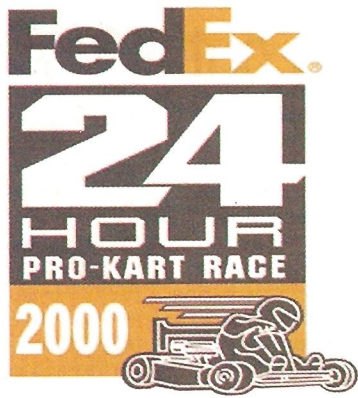
Reigning National Saloon champion GR Motorsport will be unable to run Ford Fiesta champion Gordon Shedden in the last two rounds of the series, as previously planned.

National Saloon racer Richard Cuene-Grandidier will miss next weekend's round of the series at Spa after he was hurt driving the BMW M3 of SRS Motorsport in a Group N saloon race at Misano, Italy, last weekend.

Sportscar ace Peter Chambers sealed the one-marque Porsche Cup at Brands Hatch last weekend. He is looking to continue in the new-look series in a Supercup car next year.

Renault Clio Cup ace Peter Sowerby has successfully appealed against the three-month ban and £300 fine for his incident with rival Jason Templeman at Brands Hatch.

French Formula Campus racer Lars Sexton took third and ninth in the previous weekend's races at Albi, not 15th and ninth as mistakenly reported.



DUBAI
16/17 NOVEMBER, 2000

- Hire karts only - Biz Pro karts
- 35-40 teams from Middle East, France, Austria, Germany, Japan, USA, Kenya and Turkey
- 6-12 Drivers per team
- All spares, fuel and oil provided for 24 hours
- Pit-Lane tent for each team.

Race fees including:

Hotel/Flights	}	GBP : 6,500/ - per team
5 days/4 nights in	}	Or
5 Star hotel - twin sharing	}	GBP : 1,083/ - per person
for a team of 6	}	

If you wish to enter a team in the famous Dubai 24 Hour race.

Contact the Race Organisers on
 Tel: 009717 3388828
 Fax: 009714 3385237 or
 Email: fdubai@emirates.net.ae
 Website: www.formula1karting.com

Specialist Insurance Group T.L.Clowes
 have recently launched
 a new web site

Visit us:
www.tlclowes.com



JDJ MOTOGRAPHICS



'FROM THE SHADOWS' AND 'FOR THE TIFOSI' ARE AVAILABLE NOW IN A LIMITED EDITION PRINT OF 500 WORLDWIDE. EACH IS INDIVIDUALLY SIGNED AND NUMBERED BY THE ARTIST 'DAVID BURK' AND COMES COMPLETE WITH A CERTIFICATE OF AUTHENTICITY

PRICE INCLUDES P&P

FOR MORE INFORMATION CONTACT
 JDJ MOTOGRAPHICS TEL/FAX (44) 01765 689 923



FOR THE TIFOSI MICHAEL SCHUMACHER 555X415 £45.50



FROM THE SHADOWS JENSON BUTTON 555X405 £45.50

By David Burk

AGENTS REQUIRED HOME AND OVERSEAS

NEWS IN BRIEF

The TVR Tuscan grid reached an all-time record high of 42 cars at Brands Hatch last weekend.

Superlight racer Richard Hay drove a one-off race in TVR Tuscan at Brands Hatch last weekend. Eurocar V8 racer Chris Dawkins also made his debut and is looking to run a campaign alongside Eurocars next year.

Caterham racer Matt Bettley kept up Hyperion Motorsport's 100% win record in the Caterham Superlight series at Brands Hatch last week. Rory Passey took over the car of champion Rob Jenkinson for the weekend.

Roadsports ace John Gladman took the one-make sportscar crown at Brands Hatch last weekend. The 36-year-old is already planning his step up to Superlights next year.

A minute's silence was held at Brands Hatch on Sunday for former Roadsports racer Tim Miller, who died from injuries sustained in his accident at Oulton Park last week.

Formula Vee racer Jeremy Clark clinched the junior single-seater series at Cadwell Park on Sunday.

Ex-Formula Renault champion Matt Baldacci made his Sports 2000 debut at Brands Hatch last weekend.

An all-new Sports 2000 chassis, the CSR, will grace the series next year. The car, based on a Van Diemen RF55 with a Shrike P16 body is the work of ex-Alfa Romeo ace Chris Snowdon.

The final Road Saloons and Kent County Fford rounds have been cancelled after objections to a change of date. The Ford races could join the BARC Lydden event on October 7.

Tony Trimmer was forced to miss last weekend's Formula 5000 race at Brands Hatch after the oil pump seized on his Chevron B28 in Friday testing.

American Chuck Daigh, who saddled Lance Reventlow's new but obsolete Scarabs when the team went Grand Prix racing in 1960, will be at Goodwood to see two of the cars race. Now 76, he will cheer on drivers Brian Redman and Don Orosco.

Jeremy Agace was angry at Spa on Sunday. His Cosworth FVC-engined Abarth Osella PA1 was knocked out of the European Sports Prototype Trophy event by John Sheldon's Chevron B16.

Former hillclimb champion Roger Moran scored BTD at Gurstons Down's finals meeting last weekend in Karl Davison's Gould-Judd. Davison took the venue's Top 10 Challenge title.

Hillclimber Dave Banner took the Harewood Championship in his 1700 Westfield last weekend. The BTD trophy went to Jedi ace Dave Kitching, fastest in five of the six rounds.

New Porsche Cup boost

The Porsche Cup has been handed a further boost for 2001 with the news that up to six brand new Supercup cars will be produced by Porsche AG for the championship.

The one-marque series has opened its doors to cars from the one-make, Grand Prix-support Supercup series, which also has a similar national-level championship in Germany.

So far only year-old cars have been purchased, but levels of interest mean that up to six brand new cars will be available from the Porsche factory. The 2001-specification cars will be more expensive than their used counterparts, but have only a small difference in performance

which will likely be pegged back by championship organisers.

Four of the six cars have already been sold, with numerous buyers believed to be in the frame for the remaining two. Confirmed customers include series regulars Pete Chambers and Craig Rapp.

Championship coordinator John Farren said: "We're delighted that Porsche is making these cars available. There's a healthy second-hand market, but several drivers wanted to buy new cars. The help of Porsche has made this possible.

"The fact that four of the six cars are booked shows the tremendous level of interest for next year after the decision to introduce the cars."



Six new cars from the one-make Supercup will give a major boost to the Porsche Cup in 2001

Ex-Miglia champion could leave in 2001

FORMER Mini Miglia champion Jonathan Lewis could quit the series at the end of the year.

The works Van Diemen Formula Ford Zetec team boss is frustrated with a lack of reliability with his car this year, and is considering a move to the one-make Ford Fiesta series.

He said: "Brands will most likely be my last race, unless I win. I love Minis, and I'll keep on racing my car in the FIA Historic series, but I want to drive something that is reliable, where I know that, unless I crash, I will finish the race."

TIM MILLER

AUTOSPORT regrets to report the death of club racer Tim Miller, who was injured in the Jaguar Car Club event at Oulton Park 11 days ago.

The 59-year-old was a long-time motorsport enthusiast, and started rallying with a Mini in the 1960s.

His first taste of circuit racing came in '92 in Caterhams with Hyperion, but he continued to compete in rallies, including a class win on the '99 Rally GB in a Group A Micra.

His cars were notable for unusual sponsors, including the Ugly Model Agency which he founded.

He is survived by his wife Lisa, daughters Lucasta and Cressida and sons Charles and Alexander.

Eurocar V8s in survival pledge

EUROCAR V8 racers have pledged to field at least 12 cars for the next round of the series in a bid to keep the class alive for 2001.

Entries in the one-make tin-top series have dropped to eight cars in recent meetings, but competitors have rallied round to try and get the field back into double figures at Castle Combe on September 23/24.

Eurocar stalwart outfit Team Brask is planning to field a further car, and is said to be trying to attract a celebrity driver, while series regular Captain Stardust will be back out after repairs to his damaged car.

Team Brask has also sold one of its cars to an unnamed Danish racer, who could join the series in 2001.

Pickup frontrunner Lee Caroline will race the second car of V8 regular Kevin Clarke, while club racer Chris Dawkins will return after his enforced ban with a car for himself and his father, former rallycrosser Graham. Car owner Peter Medley will also field his machine.

Series coordinator John Clark said: "The series is at a low, but there is a lot of positive thinking. There are six guys who are a hardcore. They are working hard to keep it going. We're confident we can get 12 cars for Combe and 14 for 2001."



SHAUN SAUNDERS' Datsun 240Z scored the best time of the day in last Saturday's Brighton National Speed Trials, edging out the Chevron B54 of Mark Ferbrache. His 10.25s time, set on his first run, was 0.4s faster than Sports Libre winner Ferbrache.

Brown seals first World Karting title

BRITISH karter Colin Brown scored a convincing victory in this year's Formula A World Karting final in Portugal last weekend.

The 18-year-old lost the lead only briefly in the 23-lap final, despite stern pressure from fellow Briton Lewis Hamilton, and Nico Rosberg, the son of 1982 Formula 1 world champion Keke. Both retired with engine problems.

Brown said: "We worked hard and qualified well despite not being able to test much, but it was a very difficult race. I still can't believe it."

Grimshaw forced to repair for Goodwood

CLUB racer Norman Grimshaw's team is in a race against time to get his Mini Cooper S to Goodwood this weekend. The car was damaged on the return journey from Spa, where it was third in Sunday's one-hour race.

Grimshaw's trailer was crushed by an errant Italian juggernaut in Dover and had to be cut into four before the battered racer could be removed.

"The Mini's roof is not kinked, so we can rescue it, and Brian James is building a new trailer, so with a fair wind we'll be there," said the ex-British Vita mechanic.

CONGRATULATIONS NEIL SIMPSON AND MICHAEL GIBSON GROUP N WINNERS MANX INTERNATIONAL RALLY 2000



BROWNS
MITSUBISHI



WWW.NEILSIMPSON.COM

proflex
SHOCK ABSORBERS

Webink
Strategy for success
Well done Neil and Mike
Best wishes and continued success
to everyone involved in the team
t: 01282 718584 f: 01282 435376
www.webink.co.uk

Mountain Race Engines

DGM
Rallyrentals
Tel 02890 815400
Fax 02890 814545

Meagher secures Focus deal for Cork

Former Tarmac champion Frank Meagher will step up to a Ford Focus WRC for the final round of this year's series, next month's Cork 20 International Rally.

The Tipperary driver, who won the title back in 1995, has placed his ex-Juha Kankkunen Escort WRC up for sale and will use an M-Sport-run Focus in Cork to evaluate both its performance and the possible costs of a full season's competition.

"We're still working on the deal, but it looks positive," said Meagher

on Monday. "The car will be a brand new, 1999-specification example. M-Sport seems quite keen to see a car in Ireland."

Ireland's blooming World Rally Car market is a potentially important one for M-Sport. Earlier this year, a Focus won the Killarney Rally in the hands of Stephen Finlay.

Meagher refused to commit to a programme for 2001, however. "We'll use Cork to see how much running the car would cost," he said. "With rallies in Ireland lasting three days it'll be quite expensive, so I'm

not sure I like the way it's going here at the moment. I'm just looking forward to getting a run in the car and seeing what happens." Backing for the deal will come from Statoil and Dempster's of Tipperary.

Cork looks set to attract a fine entry next month.

Meagher aside, last year's Irish Tarmac champion Ian Greer is strongly rumoured to be preparing a Toyota Corolla WRC to replace his well-used Celica GT-Four - and the Hillsborough driver's new mount could be ready in time.

Nesbitt clinches title with Manx success

SUBARU World Rally Car driver Andrew Nesbitt has won this year's Irish Tarmac Championship after taking victory on the Manx Trophy Rally last weekend.

Nesbitt, whose state-of-the-art Subaru was popularly judged to be the star attraction around the twisting Manx lanes, has pledged to see out the season despite having clinched the title.

The 40-year-old said: "It's fantastic to take my first Toshiba Tarmac Championship. In fairness to my sponsors, Cuisine de France, I'll be doing the Cork 20 in October. I really enjoyed the Manx, but the car takes some handling - it's very much a thoroughbred."

Nesbitt won this year's Donegal International and Summit 2000 rallies en route to the title.



Meagher plans to acquire an M-Sport Ford Focus WRC like that driven by Stephen Finlay (above). Nesbitt (right) is this year's Tarmac champ



NEWS IN BRIEF

British Superbike rider John Crawford will switch to four wheels on the Trackrod Rally Yorkshire at the end of this month. The works Suzuki rider will drive a Talbot Sunbeam, co-driven by his sister Karren MacLeod.

Lancashire driver David Bateson took his third consecutive Volkswagen Polo Rally Challenge win on the Manx International Rally last weekend. Polos claimed the top four positions in class N1. Sam Roach was second, with Fin McCaul third. Neil Buckley had earlier made sure of the £10,000 main prize simply by starting the event, but he retired when a driveshaft broke.

Former Northern Ireland Rally Champion Stephen Harron won the Lakeland Forestry Rally last Saturday, driving a Subaru Impreza. Reigning Champion Dennis Biggerstaff chased for second before succumbing to brake failure. Kevin O'Kane was second in his Subaru, ahead of Ford Escort driver Richard Hogg.

Last Sunday's Cork Forestry Rally had the closest of finishes with Dermot Kelly and Kevin O'Kane tied on time after the six special stages. Ford Escort Cosworth driver Kelly won the event by virtue of a faster final stage time.

Late entries are still available for the Hadrian Centurion Rally in two weeks' time. The 66-mile national A rally has an entry fee of £485.

Peugeot 106 Cup down to the wire

THE Peugeot Super 106 Cup is set for a thrilling finale after last year's runner-up, Martin Sansom, took the lead of the championship with just one round to go.

Sansom clinched victory on the final day of last weekend's Tour of Flanders. He is just one point ahead of Andy Burnell, who finished fourth in Belgium after recovering from a first-stage excursion into a ditch.

Paul Wedgbury finished second and also has a chance of winning the series on the Trackrod Rally later this month.

Sansom's performance has already netted him the Junior Championship, but the Kentishman is determined to take the ultimate prize that eluded him last year.

He was forced to rebuild his car in less than a week after crashing it on the Woodpecker Stages a fortnight ago.



Canny Sansom: series leader after Flanders

Woffinden takes Ka crown

SHAUN Woffinden has put the Ford Ka title race beyond doubt after finishing second on the Tour of Flanders last weekend.

"I'm overjoyed," he said, "because we aimed to wrap up the title by Flanders from the very start of the season. We weren't pushing too hard and set a comfortable pace with a strong finish in mind."

Ian Forgan scored his maiden series win after a strong performance on the second day.

He finished 13 seconds ahead of Woffinden, who had eased his pace to ensure a finish.

Woffinden's title rival, David

Henderson, finished third, which maintains his second place in the series prior to next month's final round, the Cork 20 Rally. Jane Edgington won the ladies' division and will go head-to-head with Claire Morran for the title.



Caution pays: Woffinden secured top prize



1998 FIA TOP FUEL CHAMPION Barry Sheavills' hopes of reclaiming the prestigious title for 2000 were dashed in the opening round of eliminations at Santa Pod on Sunday. Finn Anita Makela secured the crown, in a clean sweep of Scandinavian champions.

TOCA FORMULA FORD ZETEGS September 9/10

Van Diemen's Swede one-two



Works Van Diemen driver Robert Dahlgren fought off team-mate James Courtney

Swede Robert Dahlgren headed a dominant one-two for the works Van Diemen Formula Ford Zetec team at Oulton Park last weekend, fighting off the stern attention of team-mate James Courtney for the duration of the shortened 11-lap race.

The pair's mighty tussle was brought to an early end by the flaming Vector of Swede Richard Goransson. With the car damaged in an accident, and on fire in the middle of Lodge corner, there was no question that the race would have to be stopped, despite the fire being quickly put out by the marshals.

Courtney had taken pole in a Saturday qualifying session that was dominated by Van Diemens. The top four cars, and seven of the top ten, were from the Norfolk marque, with

Mackie Motorsport's Mark Taylor the top Mygale driver, ahead of Haywood Racing's works star, Anthony Davidson.

It was Dahlgren though, who headed the Van Diemen effort into Old Hall for the first time. From then on the works pair extended their lead, despite a brief appearance from the safety car while the Team JLR Mygale of Rob Urquhart was extracted from the barrier on lap three.

As the field restarted on lap six, Dahlgren led the chasing Courtney, away from a great tussle between Aztec International's Gary Catt and Continental Racing's Hideki Mutoh. Not far behind another fierce battle between Taylor and Davidson ensued.

The scrap between the Mygale pair, fighting over second in the championship and fifth place in the

race, came to a head on lap eleven. As the pair entered Old Hall for the twelfth time, Davidson tapped the back of Taylor's car pitching the Mackie driver into the barriers.

As ever, opinions varied as to who was to blame, but Davidson, who continued to the chequered flag, was thrown out of the race, handing both race-winner Dahlgren and Taylor a points advantage for the season finale at Silverstone this weekend.

As Taylor and Dahlgren continued to battle, the red flag came out for Goransson's shunt and the battle was left with the question: would Courtney have passed Dahlgren in the remaining five laps?

The answer was no. Although Courtney was pushing Dahlgren hard, he was conscious of his Swedish team-mate's need for points to take second in the championship chase. "I was just cruising," he said. "I knew our cars were quicker than everyone else, but I was conscious of Rob's need for points. This was a good result for him and the team."

Dahlgren admitted: "I was not sure what Courtney would do. I knew he wouldn't do anything silly to risk a good result for the team. I just went as quick as I could and defended my place as well as I could."

With the result declared back to lap 10, Taylor remained in fifth position, with Sweeney-Hopper's Adam Carroll inheriting Davidson's sixth place. Losing out in the early red flag was the third works Van Diemen of Peter Gray, chased to the flag by the

Team JLR Mygale of Robert Bell, who had impressed with a charge up to seventh from twelfth on the grid.

Menu Motorsport's Patrick Long finished ninth, while Haywood Racing's Robin Rudholm rounded off the top 10 in his Mygale.

Toby Waller



Taylor and Davidson's battle ended early

★ STAR DRIVE Robert Dahlgren

Resisted pressure all race long from team-mate James Courtney

RESULTS

FORMULA FORD ZETEGS (10 LAPS)

1 Robert Dahlgren (Van Diemen RF00) 16m16.020s (87.12mph); 2 James Courtney (Van Diemen RF00) 16m16.224s; 3 Gary Catt (Van Diemen RF00) 16m18.444s; 4 Hidkeki Mutoh (Van Diemen RF00) 16m18.939s; 5 Mark Taylor (Mygale SJ00) 16m20.061s; 6 Adam Carroll (Van Diemen RF00) 16m20.538s; 7 Peter Gray (Van Diemen RF00) 16m21.104s; 8 Robert Bell (Mygale SJ00) 16m22.163s; 9 Patrick Long (Van Diemen RF00) 16m28.702s; 10 Robin Rudholm (Mygale SJ00) 16m29.252s. **Fastest lap** Carroll 1m25.093 (99.92mph). **Standings after 13 rounds** 1 Courtney 161pts; 2 Taylor 121; 3 Dahlgren 115; 4 Davidson 111; 5 Bell 63 etc. **Final round** Silverstone, September 16.

TOCA FORMULA RENAULT 2000 September 9/10



Team DFR's John Dalziel took his first FRenault 2000 win from Motaworld's Tom Sisley

Dalziel scores maiden victory

JOHN Dalziel clinched his first Formula Renault 2000 victory in the penultimate round of the series at Oulton Park last weekend.

Poleman Mark McLoughlin tried his hardest to keep Dalziel at bay off the line, but was forced to give way as they headed for Old Hall. "We got away about the same but John had the better traction," said McLoughlin.

Ryan Dalziel, Tom Sisley and Jeffrey Jones slotted in behind, but as early as the second lap John Dalziel was already showing a clean pair of heels, leaving Ryan to plan his attack on

McLoughlin for second. Danny Watts' hopes of a podium visit were over as early as the first turn, when team-mate Michael Keohane clipped him and punctured a rear tyre.

Exiting Lodge for the third time McLoughlin ran wide and as he shot across the track to rejoin, Ryan Dalziel was squeezed into the wall and Sisley drove past them both into second. "Tom was able to get by easily after Mark put me into the wall," said Ryan.

Apart from Sisley gaining two places, John Dalziel was able to consolidate his lead still further, as

McLoughlin still had the upperhand over Dalziel for what was now third. Jeffrey Jones was also coming under pressure from Charles Hall – who had stormed past Carl Breeze on lap six – and Stefan Hodgetts, engaged in a battle with Vince Apple that was to last for the majority of the race.

As Sisley attempted to consolidate second, he had shaken off all but McLoughlin by the end of lap eight, but further back Jones was under real pressure as Hall, Breeze, Hodgetts and Apple queued behind.

McLoughlin's challenge was over a lap later: "I started to get oversteer and it was really unpredictable. I had already broken an engine mount and exiting Knickerbrook there was a clunk and another one went," he explained.

Dalziel was therefore up to third, and with Jones having upped his pace again to shake off Hall for fourth, the Aztek Race Engineering driver found himself under pressure from Breeze once more.

"I eased a little, but started to get problems and speeded up again," said John Dalziel as he clinched his victory. Ryan more than halved Sisley's advantage by the flag, with Jones just holding onto fourth as Hall made another late charge.

Breeze held onto sixth and Hodgetts came home in seventh, with Apple inches from his gearbox.

James Pickford and Gavin Smith completed the top 10, Smith having lost ground on the eighth lap by charging across the grass at the Knickerbrook chicane, promoting Pickford in the process.

Peter Scherer



Hodgetts (9) topped one midfield battle

★ STAR DRIVE John Dalziel

A decisive victor to score his first FRenault win from the first turn

RESULTS

FORMULA RENAULT 2000 (18 LAPS) 1 John Dalziel 24m35.08s (103.76mph); 2 Tom Sisley 24m40.84s; 3 Ryan Dalziel 24m41.22s; 4 Jeffrey Jones 24m44.32s; 5 Charles Hall 24m45.02s; 6 Carl Breeze 24m49.38s; 7 Stefan Hodgetts 24m53.32s; 8 Vince Apple 24m53.86s; 9 James Pickford 25m01.43s; 10 Gavin Smith 25m03.00s. **Fastest lap** John Dalziel 1m21.08s. **Standings after 11 rounds** 1 Kimi Raikkonen 316pts; 2 Ryan Dalziel 244; 3 Sisley 233; 4 Leighton Walker 190 etc. **Final round** Silverstone, September 16

TOCA RENAULT CLIO CUP September 9/10



Taylor leads King Edwards

Mark Taylor won the race, but second-placed Jim Edwards Jnr took the Clio Cup crown

ONCE in front, Henry Taylor cruised to victory in Oulton Park's Clio Cup race, but lower down the field a tactically driven sixth place was enough to crown Jim Edwards Jnr champion.

Daniel Buxton had taken pole position – his fifth of the season – with a time quicker than seven of the British Touring Car Championship's class B runners and good enough for 13th on the BTCC grid.

On his final qualifying, however, he had pushed too hard at Druids and hit the barriers hard, leaving his team with a major repair job. This was to cost him dear.

At the start Buxton led, but only as far as Island hairpin where Taylor drove around the outside before surging past over Hilltop. From there,

he became a dot on the horizon.

Two laps later Buxton, his car crabbing along like an old Mini, was powerless to stop David Gibson and then Peter Sowerby from slipping by.

Buxton fought back and quickly re-passed Sowerby, but despite a late charge, was never able to fully get on terms with Gibson and had to settle for third. Sowerby, his brakes fading towards the end, took fourth.

Behind, Edwards had followed in fifth, with his father Jim Snr acting as 'rear-gunner', keeping Ray MacDowall at bay. A family formation finish was ruined, though, when MacDowall, sensing a chance to move by, tipped Snr into a spin exiting Cascades.

At 100mph, the pair speared off on to the infield and out of the race, Sr

wearing a face of thunder as they climbed from their stricken cars.

This left Edwards Jnr a clear fifth but, with only a top 10 finish required, he wisely cut his pace and let a back-on-form Simon Clarke past for fifth. But the day was Edwards Jnr's as he, his mechanics and teary-eyed team boss Mark Fish celebrated in the paddock afterwards.

Seventh, plus fastest lap, was excellent reward for Mat Jackson after he had spun to 19th at Knickerbrook on the second lap.

Brands Hatch winner Rick Pearson would also have featured at the front, but was pushed into a hair-raising spin across the pack at Knickerbrook first time around, before sending the crowd wild as he rejoined the circuit mowing down an advertising awning in the process

Joe Gillis

★ STAR DRIVE Mat Jackson

Brilliant recovery to seventh from 19th, plus fastest lap, after spin

RESULTS

RENAULT CLIO CUP (14 LAPS) 1 Henry Taylor 22m33.208s (87.97mph); 2 David Gibson 22m36.538s; 3 Daniel Buxton 22m37.671s; 4 Peter Sowerby 22m41.567s; 5 Simon Clarke 22m51.687s; 6 Jim Edwards Jnr 22m53.013s; 7 Mat Jackson 22m55.607s; 8 Mark Burton 22m58.718s; 9 Rick Pearson 23m03.416s; 10 Martin Johnson 23m07.465s. **Fastest lap** Mat Jackson 1m35.207s (89.31mph). **Standings after 11 rounds** 1 Edwards Jnr 277pts; 2 Taylor 233; 3 Buxton 223; 4 Jackson 182; 5 Davies 174 etc. **Final round** Silverstone, September 16.

TOCA FIESTAS Sept 9/10



Shedden held off stern pressure for victory

Shedden takes victory (again)

JUST to confirm his supremacy in the Ford Fiesta championship, Gordon Shedden scored another dominant win at Oulton Park last weekend.

Although the new champion led from the start, Matt Pinny, Colin Turkington, Colin Stancombe and Alan Blencowe formed a line behind.

The lead trio made an early attempt to break from the rest, but within a lap they had been caught. Gareth Howell then tried to bridge the gap to the leading quintet, as Turkington piled the pressure on Pinny for second by assisting him across the Knickerbrook chicane on lap four.

As Pinny slowed, he held on to his place, allowing Shedden to escape.

Not only had Howell's quest to join Blencowe succeeded by lap five, he also towed along Scott Lawrie and Nick Padmore, which gave Blencowe the impetus to challenge Stancombe for fourth. As Blencowe got past at Cascades a lap later he suddenly found himself in second place, after Turkington had piled into Pinny's rear at Island. While Pinny was out on the spot, Turkington gradually slipped down the order before retiring.

With Shedden clear, Blencowe eased away to consolidate second, but Stancombe's hold on third came under pressure towards the end. Lawrie had got the better of Howell from lap eight and led the attack on Stancombe, with Howell, Terence Clark and Padmore in contention too.

Onto the final lap it was a five-car train for third place, but Stancombe called on all his experience to repel the advances and led them home, as the rest held station behind.

Peter Scherer

★ STAR DRIVE Alan Blencowe

A solid second from sixth on the grid for the ever-improving racer

RESULTS

FORD FIESTA ZETECs (14 LAPS) 1 Gordon Shedden 25m01.97s (79.25mph); 2 Alan Blencowe 25m03.78s; 3 Colin Stancombe 25m11.22s; 4 Scott Lawrie 25m11.35s; 5 Gareth Howell 25m11.68s; 6 Terence Clark 25m12.45s; 7 Nick Padmore 25m12.85s; 8 Ben Roper 25m16.45s; 9 Nick Padley 25m16.95s; 10 Jillian Butcher 25m29.77s. **Fastest lap** Blencowe 1m46.14s (80.10mph). **Standings after 13 rounds** 1 Shedden 162pts; 2 Howell 131; 3 Pinny 96; 4 Stancombe 88; 5 Blencowe 53; 6 Beaumont 51 etc. **Final round** Silverstone, September 16.

TOCA JUNIOR FORMULA FORD ZETEC September 9/10

Thompson survives Sharp attack



Thompson held off Sharp's firm challenge

Andy Welch Engineering's Katherine Legge all end the race in the barriers.

Gilmore lead the pack chasing Thompson from the West-Tec Engineering car of Ryan Sharp, the Vector of John O'Hara and the Mackie Motorsport Mygale of Charles Hollings. Sharp passed Gilmore for second at the Island Bend hairpin, with O'Hara quick to follow through.

On the next lap O'Hara and Gilmore battled it out, side-by-side, for several corners, but Gilmore couldn't get back past the Vector. The battle came to a head at Cascades on lap four, with Gilmore speared into the tyre barriers to retire.

The Zip Young Gun Mygale of Luke Hines had been latched onto the tail of the leaders, but retired with electrical problems on lap five.

O'Hara now only had to hold off Hollings for a fine third, but his leaking car eventually told its own story as he pulled to a disappointed halt on the pitstraight.

Back at the front, Sharp was pressuring Thompson hard for the lead, but his final attempt at the Knickerbrook chicane on the last lap of the race resulted in him missing the corner. He collected a cone for

his troubles, but he still managed to stay well ahead of Hollings in third position.

The second West-Tec Van Diemen of Sukhjit Sandher had moved up from 11th on the grid to fourth, but Aztec's Lee Piercey had performed a minor miracle to drive up to fifth from 19th and dead last on the grid. Aaron Scott took sixth to win the Zetec Challenge class.

Toby Waller

★ STAR DRIVE Ryan Sharp

A stern challenge for the lead, but was beaten to the chequered flag

RESULTS

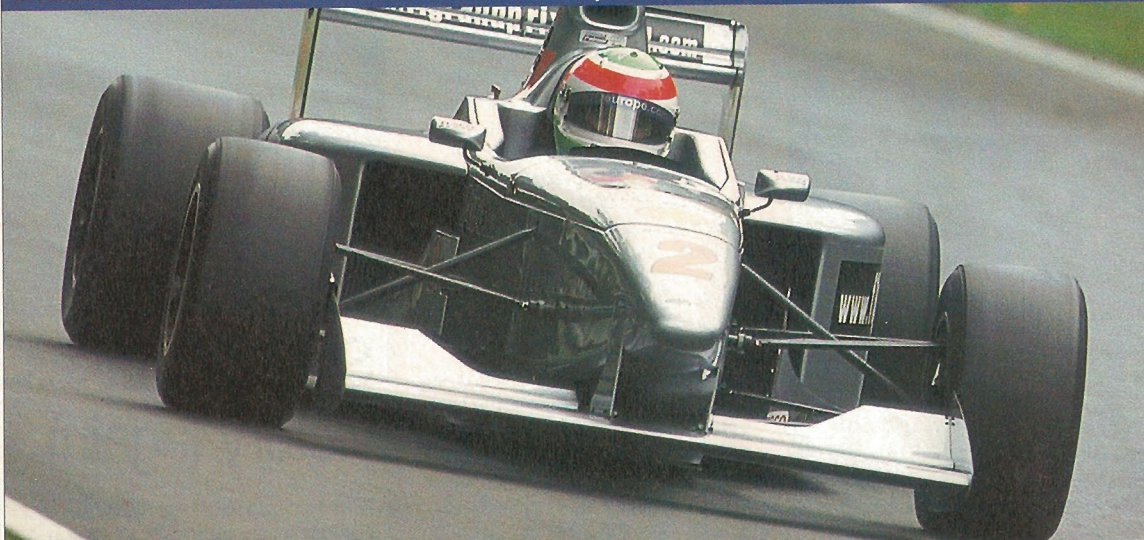
JUNIOR FORMULA FORD ZETEC (10 LAPS) 1 Andrew Thompson (Van Diemen RF99) 14m36.228s (97.04mph); 2 Ryan Sharp (Van Diemen RF99) 14m37.823s; 3 Charles Hollings (Mygale SJ99) 14m43.056s; 4 Sukhjit Sandher (Van Diemen RF99) 14m49.014s; 5 Lee Piercey (Van Diemen RF99) 14m49.659s; 6 Aaron Scott (Vector MG98) 14m50.604s; 7 Ross Kaiser (Van Diemen RF99) 14m52.898s; 8 Luke Stevens (Swift SC98Z) 14m59.974s; 9 Russell Dixon (Van Diemen RF98) 15m00.578s; 10 Sam Schroeder (Mygale SJ99) 15m02.799s. **Class winners** Thompson; Scott. **Fastest laps** Sharp 1m26.371s (98.45mph); Scott 1m27.192s (97.52mph). **Next round** Silverstone, Sept 30/Oct 1.

AZTEC International's Andrew Thompson scored his second Junior Formula Ford Zetec win at Oulton Park last weekend, but had to resist race-long pressure from Ryan Sharp.

The Continental Racing Van Diemen of recently-crowned champion Matthew Gilmore had scored pole early on Saturday, but in the afternoon race lost out to the fellow Van Diemen of Thompson as the lights went to green. Thompson opened a lead, but by the end of the first lap the pack had re-caught him.

The action wasn't confined to the head of the field, though. The usual midfield first lap confusion saw Aztec's Barry Sime, Carlin Motorsport's Kazuki Hoshino and

PREMIER PACKAGE BRANDS HATCH September 9/10



Faulkner put in a crushing performance around the sweeps of Brands Hatch to win the European Formula Palmer Audi crown

Faulkner's finest hour

Damien Faulkner sat in the Euro Formula Palmer Audi hospitality unit on Sunday afternoon barely able to comprehend the enormity of his achievement.

With two races to run, he had won the championship and booked himself a Formula 3000 ticket for 2001. "It's not sunk in yet," said the Irishman quietly. Normally outgoing, he was almost lost for words.

Faulkner did most of the hard work during qualifying, taking pole for both races on the Grand Prix circuit.

"I'm driving like I've done all season and I've come here to do a job," he said. This was just another pair of races he wanted to win.

Robbie Kerr lined up second for both races, while Faulkner's other title rival, Justin Keen, would start sixth and fourth. Given Faulkner's qualifying pace, Keen knew that he was in for a tough time.

With a peach of a start and an attacking opening lap, Faulkner set the seal on race one in the first 90 seconds. His pace on cold tyres round the Grand Prix loop was

stunning and the pack struggled to respond. Kerr was the only one with anything to offer against Faulkner's speed and he set off after the leader.

Faulkner had this one covered and just controlled the gap to Kerr. There was never much between them - at the flag it was only 0.6s - but Kerr was never in a position to attack. "It wasn't easy, but he was never close enough to make a challenge. I was trying desperately hard not to think about the championship," said Faulkner.

Kerr conceded that he needed

Faulkner to make an error to have a shot at the lead, but none came. "I didn't want to stay too close for too long," said Kerr, conscious of the need to preserve his tyres in the heat.

Miku Santavirta slotted into third off the line and contained the advances of Jacky van der Ende to the flag. "I just pushed the boost every time I saw him getting close," he said.

Keen had a torrid time. Initially running fifth behind van der Ende, he found his car's balance going away as the race progressed. "I was struggling from half way," he said after being bumped to seventh by Richard Tarling and Jesper Carlsen.

The second race was all about the rolling start. As the pack crept towards the green, Kerr shot away with Keen right on his tail. Faulkner was dumped back to third place and that was how it stayed, even though Kerr was initially docked 10 seconds for a false start. Keen saw notice of the penalty but still wanted to win on the road. He was shaping up to attack when the chequered flag came out two laps early; Tim Mullen had gone off at Dingle Dell.

Kerr dropped to fifth with his penalty, but was later reinstated on an administrative technicality. By chasing his title rival to the flag, Faulkner had clinched the crown. "There wasn't much point in doing anything silly," he said.

A multi-car incident on the run up to Paddock saw Saturday's **Alfa Romeo Classes E/F** stopped and, with the curfew hour approaching, held over until Sunday. Brian Thorp led all the way but Graham Saunders was too close for comfort at the flag.

Enzo Buscaglia took yet another win in the **Alfa Romeo Classes A to D** split, but the talking point was the pace of early race leader Roberto Giordanelli, whose ageing GTA slipped to fourth by the close.

Neil Tofts looked set to win the **Kent County Formula Ford** encounter until he spun at Westfield on the penultimate lap. That let in David Hardisty, the former double champion confessing: "I was so close to collecting him."

Hardisty was clear of Lee Cunningham, who just held off the recovering Tofts, while reigning champion Brett Francis took the Kent-engined class by a huge margin.

Glenn Dudley took the **Sports 2000** honours, although he was headed by Rupert Russell until the

PORSCHE CUP September 9/10

Heeley beats the champion



Heeley used his 944 Turbo to get the better of champion Pete Chambers' Carrera 996

WHILE Chris Heeley stormed to another win, Peter Chambers secured the Pirelli Porsche Cup title with second and Andrew Delahunty and Paul Martin took hard-earned class wins.

With Nigel Rice out on the start line with a snapped driveshaft, it was a straight battle between Heeley and Chambers. Chambers took advantage of a typically slow start from Heeley's 944 Turbo, but came close to being edged out at Paddock by Julian Wiley's fast-starting Carrera 993.

Chambers survived that scare, but

was powerless to retain the lead when Heeley arrived on his tail. Heeley swept ahead on the fourth lap and built a small but crucial advantage. "It was just a case of watching the mirrors and keeping the gap," he reckoned.

Tony Littlejohn tigered through to third at Wiley's expense, while Paul Mace charged from the back of the grid to fifth after sorting out the brake problems that dogged qualifying.

Mike Salmon seemed to have Class Two under control as he dived with the Class One cars of Dave Benett and

Adrian Dixon. However, bit by bit, Delahunty was closing the gap and was able to steal ahead on the final lap to make it four wins on the trot.

The contest for Class Three was one of the highlights of the race. Martin took class pole, but got boxed behind Rice's stricken car at the start. "The rest of the class went past me," he groaned. That left David Clarke heading Derek Gregory and Stuart Scott as Martin fought back into contention.

Ultimately, the battle for victory boiled down to Clarke and Martin, and when Clarke finally ran wide at Druids on the closing lap, Martin needed no second invitation to pounce. "Boy was that close. He just got through," said Clarke.

Paul Lawrence

★ STAR DRIVE Paul Martin

Came from behind to snatch class win number 12 on the final lap.

RESULTS

PIRELLI PORSCHE CUP (12 LAPS) 1 Chris Heeley (944 Turbo) 20m06.277s (93.98mph); 2 Peter Chambers (Carrera 996) 20m06.992s; 3 Tony Littlejohn (944 Turbo); 4 Julian Wiley (Carrera 993). **Class winners** Heeley; Andrew Delahunty (968CS); Paul Martin (944). **Fastest lap** Heeley 1m38.971s (95.40mph).



Neil Toft spun on the penultimate lap

latter's Van Diemen RF94 broke a steering arm. Mark Jackson and Nik Johnson chased Dudley to the flag, but he had their measure despite his Lola's tub showing signs of its recent Castle Combe accident.

The **Force Formula 5000** race may have been the four-wheeled swansong for the Grand Prix circuit.

A great start by Frank Lyons put the Irishman's ex-Tom Belso Lola T300 ahead until James Denty growled the ex-Jock Russell Lotus 70 past on lap three, for its second win in eight days.

John Bladon, in the ex-Sam Posey Winston Delta Tire Surtees TS11, further demoted Lyons and just held the advantage to the chequered flag. **Paul Lawrence and Dud Candler**

★ STAR DRIVE **Damien Faulkner**

The Irishman did everything he had to do to clinch the EFPA title.

RESULTS

EUROPEAN FORMULA PALMER AUDI - RACE ONE (15 LAPS) 1 Damien Faulkner 20m58.071s (112.63mph); 2 Robbie Kerr 20m58.701s; 3 Miku Santavirta; 4 Jacky van der Ende; 5 Richard Tarling; 6 Jesper Carlsen. **Fastest lap** Kerr 1m23.040s (113.70mph). **RACE TWO (13 LAPS)** 1 Kerr 18m04.690s 113.22mph; 2 Justin Keen 18m05.947s; 3 Faulkner; 4 Carlsen; 5 Tarling; 6 Bruce Jouanny. **Fastest lap** Faulkner 1m22.403s (114.58mph).

KENT COUNTY FORMULA FORD (8 LAPS)

1 David Hardisty (Van Diemen RF99Z) 12m45.199s (98.80mph); 2 Lee Cunningham (Jamun M97Z) 12m49.487s; 3 Neil Tofts (Swift SC98Z); 4 David Male (Mygale SJ98Z). **Class winners** Hardisty, Brett Francis (Swift SC93F). **Fastest lap** Hardisty 1m33.418s (101.07mph) **record**.

ALFA ROMEO/CLASSES A-D (8 LAPS) 1 Enzo Buscaglia (75) 14m46.689s (85.26mph); 2 Dave Streater (33) 14m52.356s; 3 Graham Presley (75); 4 Roberto Giordaneli (GTA). **Class winners** Buscaglia, Streater, Danny Wright (156), Julian Birley (75). **Fastest lap** Buscaglia 1m41.174s (93.32mph) **record**. **CLASSES E-F (8 LAPS)**

1 Brian Thorp (33) 15m03.510s (83.67mph); 2 Graham Saunders (33) 15m03.736s; 3 John Whitbourn (33); 4 Colm Flanagan (33). **Class winners** Thorp, Steve Foley (75 Twinspark). **Fastest lap** Saunders 1m50.585s (85.15mph) **record**.

CATERHAM SUPERLIGHTS AND ROADSPORTS September 9/10

Gladman's double delight



Gladman took the Superlights championship in fine style, with two race victories

WITH the Superlight title settled, the spotlight swung to the Roadsports and it could not have shone brighter on John Gladman. He won both legs of the double header to lift the crown.

The first attempt to run Saturday's race was red-flagged and while Gladman won the shortened rerun, an element of luck was involved. He'd only qualified sixth and Peter Haynes made a superb start to lead.

Gladman was second within a lap, and he and Simon Pullan proceeded to hound Haynes. Gladman went ahead on lap four and was there on the last lap. But when he ran wide at Westfield, his two rivals were through in a flash.

Coming into Clearways Haynes tried

to go round the outside of Pullan but clipped the gravel and spun back across the track into the pit-lane barrier. It gave Gladman the chance to nip past Pullan on the run to the flag. Nick Jacobs charged from row seven to take third, within 0.6s of the winner.

Clive Richards had to win Sunday's race to take the title fight to the wire, but having qualified on pole, Gladman kept his rivals locked out. Richards was second early on, but gave best to Pullan, before coming under attack from Jason Sutherland. "Now for the Superlights," said the jubilant Gladman on the podium.

Lap charts show that Matt Bettley led every lap of the 30-minute

Superlight race, but not the pressure he was under from Gerry Taylor and Rob Durrant. Not for a second could Bettley rest, for Taylor even tried to pass round the outside at Hawthorns.

Taylor's last hope came on the run down to Clearways, but, on the outside, it looked destined to failure. Off into the gravel, Gerry kept the car straight and was able to rejoin and take third. "I tried to break away, but Gerry drove an awesome race," said Bettley. **Dud Candler**

★ STAR DRIVE **Matt Bettley**

Kept his cool under extraordinary pressure for brilliant Superlight win.

RESULTS

SAFETY DEVICES AUTOSPORT CATERHAM ROADSPORTS, RACE ONE (6 LAPS)

1 John Gladman 10m25.863s (90.62mph); 2 Simon Pullan 10m25.870s; 3 Nick Jacobs; 4 Ross Beer; 5 Clive Richards; 6 Jason Sutherland. **Fastest lap** Richards 1m41.483s (93.04mph). **RACE TWO (8 LAPS)** 1 Gladman 13m46.249s (91.50mph); 2 Pullan 13m48.726s; 3 Richards; 4 Sutherland; 5 Simon Bennett; 6 Beer. **Fastest lap** Pullan 1m41.967s (92.59mph).

PTP AUTOSPORT CATERHAM SUPERLIGHTS (30 MINUTES + 1 LAP)

1 Matt Bettley 20 laps in 31m56.162s (98.58mph); 2 Rob Durrant 31m56.609s; 3 Gerry Taylor; 4 John Stack; 5 Peter Mangion; 6 John Ingram. **Fastest lap** Taylor 1m34.100s (100.34mph).

EQUADOR SPORTS 2000 (12 LAPS) 1 Glenn Dudley (Lola T87/90) 19m38.147s (96.23mph); 2 Mark Jackson (Shrike P17) 19m38.740s; 3 Nik Johnson (Van Diemen RF99); 4 Colin Rodger (Lola T88/90); 5 Jonathan Loader (Tiga SC84); 6 Chris Yarwood (Tiga SC87). **Fastest lap** Rupert Russell (Van Diemen RF94) 1m36.193s (98.15mph) **establishes record**

FORCE FORMULA 5000 (14 LAPS) 1 James Denty (Lotus 70) 21m18.729s (103.42mph); 2 John Bladon (Surtees TS11) 21m24.805s; 3 Frank Lyons (Lola T330); 4 Ray Boissoneau (McRae GM1). **Class winners** Denty, Bladon. **Fastest lap** Denty 1m29.906s (105.02mph) **establishes record**



James Denty scored an F5000 win, in what could be the GP circuit's swansong

TVR TUSCANS September 9/10

JC-W maintains strike rate



Jamie Campbell-Walter showed his class in the Tuscans yet again and kept his 100% record

JAMIE Campbell-Walter won his heat and the final to maintain his amazing 100 per cent record in Tuscans this year. GT commitments have restricted the Scot to just seven Tuscan outings, yet he remains unbeaten.

Fastest in qualifying, JC-W lined up in heat one, where he met rising star Greg Caton. Caton's less than perfect opening lap went unpunished, as he was handed a second chance with a

race stoppage to recover Geoff Maidment's car on the exit of Druids.

Campbell-Walter and Caton were the stars of the rerun, as they went clear of Troy Dunlop. Giles Cooper and Edd Sharpe were next, ahead of Richard Stanton, who rewarded his crew for a pre-race engine change.

The second heat was a mirror image, with the top duo well clear of the pack. Mike Jordan and Michael

Caine set the pace, Jordan keeping the champion-elect at bay in a thriller. Steve Hyde completed the podium. Matt Doman looked set for fourth until a late spin dumped him to eighth.

The final saw Campbell-Walter leap into the lead from Jordan, Caton and Caine, with Hyde leading the pack. The first big shake up came on lap two when Caton and Caine demoted Jordan to fourth, although the old stager wasn't about to lie down.

Caton resisted everything that Caine threw at him, until Caine finally slipped through to second at Druids on lap five. But it was about to go pear-shaped as a multi-car off at Druids, prompted a caution flag period.

After a quick clear up, it was back to battle with Jordan ousting Caton from third, but their duel served to put a gap between them and the leaders. Campbell-Walter was now under pressure from Caine, whose car appeared to improve with every lap.

Caton redressed the situation with Jordan at Paddock on lap nine, and it was a telling point. Jordan retook him

on lap 10, but it wouldn't count as the flag was shown early due to a car being stuck out on the Grand Prix loop.

"My car was good although it went off a bit at the end," explained JC-W, while Caine replied "I'm first loser, but it's championship points in the bag."

Dud Candler

★ STAR DRIVE **Greg Caton**

Continues to impress in his early days in the monstrous sportscars

RESULTS

ik.com TVR TUSCAN CHALLENGE, HEAT ONE (8 LAPS)

1 Jamie Campbell-Walter 12m14.735s (102.90mph); 2 Greg Caton 12m15.294s; 3 Troy Dunlop; 4 Giles Cooper. **Fastest lap** Campbell-Walter 1m30.797s (103.99mph). **HEAT TWO (8 LAPS)** 1 Mike Jordan 12m22.161s (101.87mph); 2 Michael Caine 12m22.254s; 3 Steve Hyde; 4 Darren Dowling. **Fastest lap** Caine 1m31.173s (103.56mph). **FINAL (9 LAPS)** 1 Campbell-Walter 14m28.785s (97.89mph); 2 Caine 14m29.173s; 3 Caton; 4 Jordan; 5 Dunlop; 6 Hyde. **Fastest lap** Caine 1m30.577s (104.24mph). **Championship positions** 1 Caine 1018 pts; 2 Dunlop 853; 3 Hyde 831; 4 Jordan 799; 5 Caton 792; 6 Sharpe 740; etc. **Next round** Silverstone September 15/16.

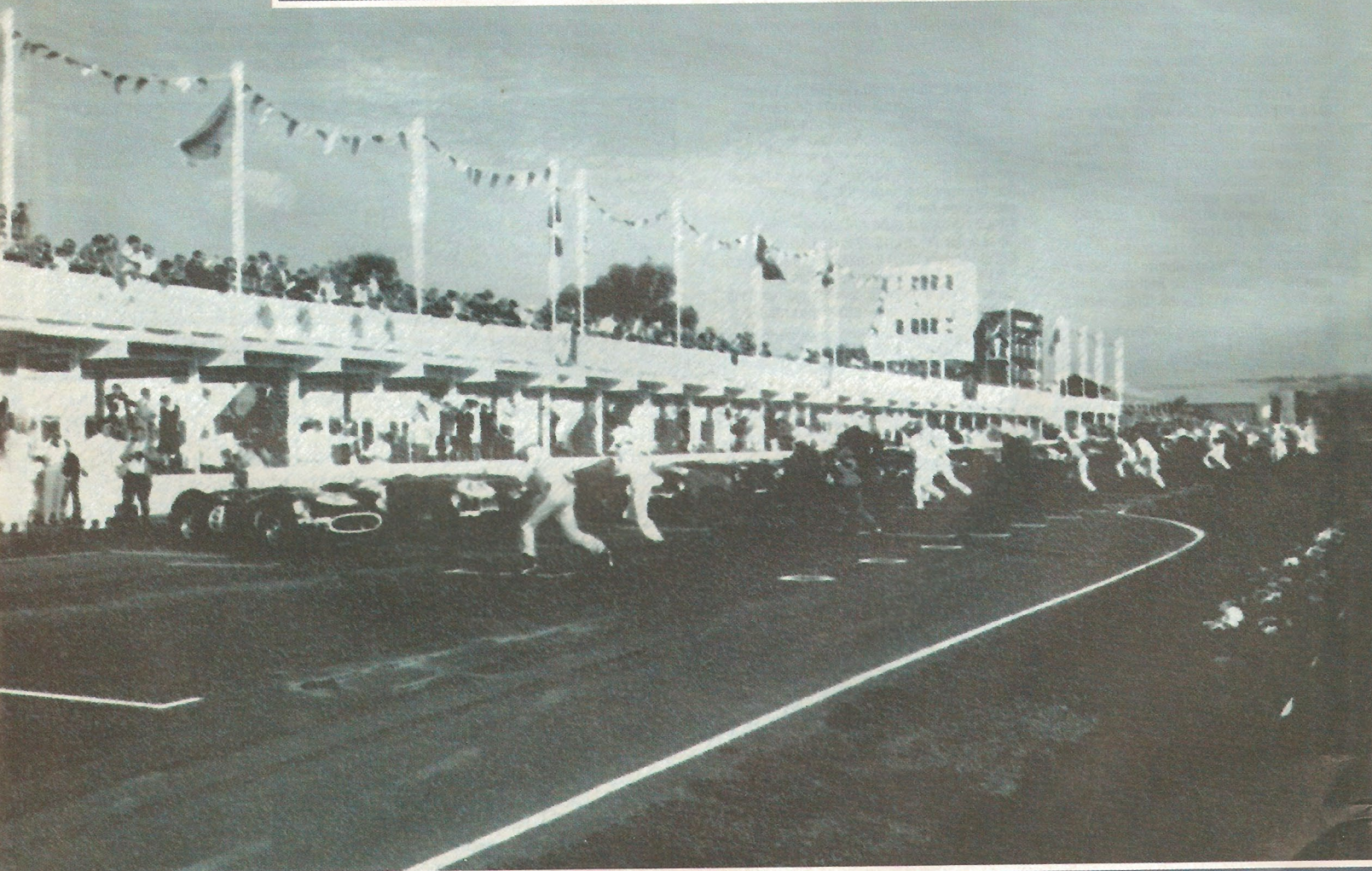
RADIO GOODWOOD

KEEP UP TO SPEED WITH ALL THE ACTION

Radio Goodwood is the official radio station of the
Goodwood Revival Meeting
broadcasting on **87.7FM** in the vicinity
of Goodwood Motor Circuit.

Radio Goodwood keeps you up to date with the
world's greatest historic motor sport from
14 to 17 September with commentary of
qualifying and races, interviews, debate and music.

87.7FM



For Goodwood ticket information call 0870 442 0822

MALLORY PARK September 10



MARTIN RUDDICK

William Black pipped his rival, Rob Carvell, on the last lap to take the VW Cup spoils

Black to front

William Black pulled off a breathtaking last-gasp passing move to snatch victory from under the nose of stunned VW Cup rival Rob Carvell on Sunday.

Carvell stole a march on polesitter and fellow Vento VR6 driver Black at the green lights, while spectators at Shaw's hairpin saw him lose another place to Nick Adcock on lap three.

Unfazed, Black regained second place on lap six, outbraking Adcock at the Lake Esses, before shortening the gap to Carvell. With three laps remaining, the pair were side by side along Kirkby Straight, and, at the Esses, both braked as late as they dared, but Carvell clung on to his lead.

Under braking for the hairpin on the last lap, however, Black jinked to the outside of Carvell and drove the long way round the bend. The move

gave him track position for the final sweep through Devil's Elbow, and he crossed the line just 0.2s ahead.

Another Vento driver, Mark Smith, repeated the feat, climbing from third to first to win the **Tomcat/Vento Challenge**. On lap three, with poleman Paul Wallace's Rover in the lead, Carvell nosed ahead of Smith at the Elbow. Smith re-took second place at the hairpin on the next lap, capitalising as Wallace took a wide



Adam Goodman secured a Radical win

exit to repel Carvell's challenge.

A lap later Smith overtook Wallace at the same spot and was not headed thereafter. In the closing stages, Wallace worked hard to hold off Adcock, who passed Carvell to earn his first visit to the series' podium.

Phil Leech enjoyed a fruitful weekend in the **Star of the Midlands Formula Ford 1600** event. The defending champion and current series leader not only won, but his two closest challengers hit trouble.

A first corner accident eliminated Alex Ames and plunged Neil Plimmer to 11th. After two laps under caution, Reynard driver Leech resisted John Hutchinson and Nick Hewitt to the flag. Plimmer fought back doggedly to fourth, ahead of a duel between Andrew Ames' Swift and Dave Fricker's Class B Van Diemen.

Keith Penman and Shaun Richardson scored a win apiece in the **Porsche 924** double-header. Richardson led the first race until Penman darted past at the hairpin with three laps to go, but withstood Penman's pressure next time out.

The defining moment of the **Radical Bi-Duro** race came when victor Rob Croydon passed series leader Adam Goodman at the Esses at three-quarters distance.

Neil Waterworth (XR2) and Chris Southcombe (XR3i) took **Ford** spoils, while Rob Mears ran away with the Anglia Phoenix event in his **MGF**.

Tim Baggs

★ STAR DRIVE William Black

Settling for second was never an option for the VW Vento VR6 driver

RESULTS

VW CUP (15 LAPS) 1 William Black (Vento VR6) 13m54.72s (87.33mph); 2 Rob Carvell (Vento VR6); 3 Nick Adcock (Vento VR6); 4 Mark Smith (Vento VR6). **Class winners** Black; Donald Dewar (Golf); Brian Challenger (Golf); Paul Dishman (Polo G40).

Fastest lap Black 54.54s (89.10mph) **record**. **TOMCAT/VENTO CHALLENGE (15 LAPS)** 1 Smith (VW Vento VR6) 13m38.05s (89.11mph); 2 Paul Wallace (Rover Tomcat) 13m39.90s; 3 Adcock (VW Vento VR6); 4 Carvell (VW Vento VR6); 5 Black (VW Vento VR6); 6 Colin Poole (Rover Tomcat). **Fastest lap** Black 53.66s (90.57mph).

RADICAL BI-DURO CHAMPIONSHIP (36 LAPS) 1 Rob Croydon 30m57.12s (94.21mph); 2 Adam Goodman 30m57.40s; 3 Brian Simpson; 4 Mick Mercer; 5 Jonathan Cook; 6 Rob Gray. **Fastest lap** Croydon 48.57s (100.07mph).

FORMULA COLWAY PORSCHE 924s, RACE ONE (15 LAPS) 1 Keith Penman 14m29.79s (83.81mph); 2 Shaun Richardson 14m30.29s; 3 Marc McAleer; 4 Martin Wood; 5 Jon Wolfe; 6 Colin Ingram. **Fastest lap** Richardson 56.97s (85.30mph).

RACE TWO (15 LAPS) 1 Richardson 12m32.28s (83.98mph); 2 Penman 12m32.53s; 3 McAleer; 4 Wood; 5 Pete Heath; 6 David Parnell. **Fastest lap** Richardson 56.94s (85.34mph) **record**.

STAR OF THE MIDLANDS FF1600 (15 LAPS) 1 Phil Leech (Reynard FF89) 15m43.40s (87.57mph); 2 John Hutchinson (Van Diemen RF90) 15m43.62s; 3 Nick Hewitt (Reynard FF92); 4 Neil Plimmer (Van Diemen RF91). **Class winners** Leech; Dave Fricker (Van Diemen RF85). **Fastest lap** Hewitt 49.50s (98.19mph).

MGCC ANGLIA PHOENIX CHAMPIONSHIP (11 LAPS) 1 Rob Mears (MGF) 10m08.37s (87.87mph); 2 Mark Burnside (MGC GT) 10m22.56s; 3 Neil Holmes (Midget); 4 Chris Hughes (Metro Turbo). **Class winners** Mears; Burnside; Hughes; Don Kettleborough (MGF).

Fastest lap Mears 54.08s (89.86mph) **record**. **FORD XR2 CHALLENGE (15 LAPS)** 1 Neil Waterworth 14m20.25s (84.74mph); 2 Nick Morley 14m20.71s; 3 Tony Mumford; 4 Pete Morgan; 5 Paul McMahon; 6 Matthew McMullen. **Fastest lap** Waterworth 56.54s (85.96mph).

FORD XR3i CHALLENGE (15 LAPS) 1 Chris Southcombe 14m50.01s (81.90mph); 2 Gary Marshall 14m55.15s; 3 Andrew Lennie; 4 Mark Scott; 5 John Turner; 6 Barry Noble. **Fastest lap** Southcombe 57.74s (84.17mph).

THRUXTON September 10



PAUL JACKSON

Earl Goddard powers his Reynard-Judd to victory, taking the circuit record in the process

Hurting Earl smashes record

EARL Goddard took his first win of the year, and a new lap record in the European BOSS Formula race at Thruxton last weekend.

An early scrap between the poleman and series leader Dave Hutchinson, saw Goddard take the lead with a brilliant move into Club.

However, the action was cut short by red flags on lap four, after Karl-Heinz Becker parked his Minardi in the crash barriers.

At the restart, Goddard stamped his authority on the race and was never headed on his way to victory.

Robert Huff won a highly eventful **Formula Vauxhall** race after early

pressure from Daniel Welch, Iain Brown and Stuart King. The battle at the front continued until lap seven when Welch got a little too close to King. Championship leader Joey Foster managed to stay well out of trouble, coming home second ahead of Philip House.

Roy McCarthy continued his winning ways in the **Millers Thoroughbred Sportscar** series. Despite being outgunned at the lights by David Smithies' Healey 3000, the eventual winner made it past on lap six.

Ten **Caterham Graduates** arrived at Club on the first lap with the intention of taking the lead from James

Ellwood. Predictably it ended in tears, as three cars headed for the scenery. Ellwood avoided the carnage to win, but only after a scrap with points leader Rupert Whyte.

Gerry Cain was the **Saloon Car** winner. But victory did not come easily for the Rover SDi pilot as he was forced to contend with early leader Nick Williamson in the giant-killing Peugeot 205. Just as it looked as though Williamson might slip away, an error allowed Cain through.

Dennis Clark was a comfortable **Classic Thunder** winner, despite early pressure from Dave Mephram and Les Lyons. The scene was set for a battle royal between Clark's big Camaro, and the Rover and Escort of Mephram and Lyons respectively.

Mephram made what should have been a decisive move at the complex on lap six and had the perfect line. However, his Rover suddenly wilted under him and Lyons was up to second. A loose bonnet for Lyons allowed Clark to win by 22 seconds.

Matt Carroll

★ STAR DRIVE Earl Goddard

Youngster powered Reynard-Judd V10 to 136.88mph lap record

RESULTS

EUROPEAN BOSS FORMULA (10 LAPS) 1 Earl Goddard (Reynard-Judd V10 95D) 10m39.43s (132.64mph); Dave Hutchinson (Benetton-Ford DFR B194) 10m55.59s; 3 Tony Worswick (Jordan-Judd V10 194); 4 Gary Ward (Reynard 91D). **Class winners** Goddard; Ward; Steve Fitzsimmons (Eurobrun-Judd ER189). **Fastest lap** Goddard 1m01.96s (136.88mph) **outright circuit record**.

FORMULA VAUXHALL (10 LAPS) 1 Robert Huff 13m23.61s (105.54mph); 2 J. Foster 13m35.77s; 3 Philip House; 4 Iain Brown; 5 D. Welch; 6 Stuart King. **Fastest lap** King 1m19.10s (107.22mph).

MILLERS OILS THOROUGHbred SPORTSCARS (10 LAPS) 1 Roy McCarthy (MGA) 15m33.99s (90.81mph); 2 Colin Jones (MGA T/C) 15m41.78s; 3 David Smithies (Austin Healey 3000); 4 Roy Chamberlain (TR2). **Class winners** McCarthy; Smithies; R. Marcus (Turner Mk2); R. Evans (MGB). **Fastest lap** McCarthy 1m30.86s (93.34mph).

CATERHAM GRADUATES (10 LAPS) 1 James Ellwood 16m23.73s (86.21mph); 2 Rupert Whyte 16m24.19s; 3 David Williams; 4 Steve Ruston; 5 Mark Owen; 6 Russell Wakefield. **Fastest lap** Williams 1m35.75s (88.58mph).

TOYO TYRES MODIFIED SALOONS & SUPER ROAD SALOONS (7 LAPS) 1 Gerry Cain (Rover SDi); 2 Nick Williamson (Pug 205); 3 Chris Randall (BMW M5); 4 Tony Brass (Pug 205 GTi). **Class winners** Cain; Williamson; Nick Davies (Sunbeam Lotus); Denis Bassom (Corolla GT); John Luff (Astra GTE). **Fastest lap** Williamson 1m29.78s (94.47mph).

RACING FOR CHILDREN CLASSIC THUNDER (10 LAPS) 1 Dennis Clark (Chevy Camaro) 15m19.53s (92.23mph); 2 Les Lyons (Escort RS1800) 15m42.25s; 3 Graham Price (BMW 2002 Turbo); 4 Tony Palmer (Rover SDi). **Class winners** Clark; Lyons; Palmer; James Hall (Rover Vitesse). **Fastest lap** Dave Mephram (Rover Vitesse) 1m30.51s (93.70mph).

THE INTERNATIONAL
CLASSIC
MOTOR SHOW



The NEC, Birmingham

Sponsored by
The Enthusiast's Insurance Broker
FOOTMAN JAMES



Saturday 4th
and
Sunday 5th

November 2000

**THE WINTER
CLASSIC**

at

**The NEC
Birmingham**

CLASSIC CAR CLUBS

THE MASSIVE *Classic MOTOR Monthly* **AUTOJUMBLE**
FUTURE CLASSICS • SPECIAL GUESTS

**PRACTICAL DEMONSTRATIONS
SPECIAL DISPLAYS**

REBUILD AND RESTORATION AREAS

TRADE STANDS • DEALERS WITH

CLASSIC AND SPORTS CARS FOR SALE

**CONCOURS FINALS, JAGUAR, AMERICAN,
AUTOGLYM, MORRIS**



Classic
MOTOR
Monthly



**TICKET
HOTLINE 0121-767 4767***

Adults £8.50 each, Over 65's £6.50 each, 4-16 years £3.50 each
Saturday 4th and Sunday 5th November - Open 9.30am - 5.30pm.

Sponsored by

The Enthusiast's Insurance Broker



FOOTMAN JAMES
TEL. 0121 561 4196
FAX 0121 559 9203
WATERFALL LANE CRADLEY HEATH
WEST MIDLANDS B64 6PU

THE MARKET LEADER

Organised by

Centre Exhibitions

The NEC Group, Birmingham

**Transaction Fee - 50p per booking.*

Car Parking \$5.00.

All details correct when going to print.



SPA-FRANCORCHAMPS September 9/10



Allen Lloyd's Ford GT40 outstayed tough opposition to win the RMU's annual enduro

GT40 wins Spa 6 Hours

After five hours of Sunday's Six Hours of Spa-Francorchamps, the GT40 of Britons Allen Lloyd and Gerry Wainwright took the lead and steadily pulled away to finish a lap ahead of last year's winning ISO Bizzarini.

The Italian supercar of Jeremy Agace and Ray Bellm (with Nick Faure taking over from Simon de Lautour as third driver) lined up second on the 84-car grid, behind the Chevron-BMW B6 of Hans Bronsgeest and Eric Leerdam. The Dutchmen were ineligible for the main race because of the car's late build date, although they were chasing the concurrent Trophee de l'Eau Rouge.

Lloyd started third and held the place, content to see Bellm make the pace in the Lanzante-run Bizzarini.

After an hour, the GT40 was two minutes adrift. "The outer throttle cable burnt on the exhaust. We could only get half throttle," said chief engineer Wainwright.

The Bizzarini carried on apace, with positions swapping behind it as cars pitted for fuel and driver changes. In the second half, the John Beasley/David Clark Brabham BT8 enjoyed a spell in front, but the GT40 emerged ahead as the pace car came out for the recovery of de Groot's Porsche 356, which had rolled while exiting Blanchimont corner.

The Bizzarini charged hard in the final hour but couldn't catch the GT40. "If the pace car had come out a lap later, I might have managed to get past Lloyd, then unlap myself while we were behind it," said Bellm.

The vivid green Jaguar E of Graf

von Oeynhshausen and Ferdinand de Lesseps came home third, 89 seconds behind the Bizzarini, with brothers Marcus and Michael Menden fourth in their open Chevrolet Corvette. Father and son Denis and Jeremy Welch were a strong fifth in their fearlessly-conducted Healey 3000.

The **European Sports Trophy** race included some invitees from the HSCC's RJB Thundersports series, thus Mike Wilds' slick-shod Chevron B19 had no opposition out front.

Without fourth gear for the last third of the race, Simon Hadfield and Michael Schryver drove the former's Chevron B19 brilliantly to take Group 4 honours from the Lola T70 of Nigel Hulme and Chris Strakosch. Formula 3 ace Martin O'Connell helped Sandy Watson to fifth in his Chevron B8.

A thrilling **HSCC Top Hat** race saw Jim and Richard Evans triumph in their Alfa Romeo GTA. Lloyd and Wainwright's Ford Mustang was on pole by over two seconds, but the V8 suffered brake failure after two laps.

The father-and-son Evans pairing thus inherited their lead. A pace car period mid-race triggered a raft of driver changes. The battling Mini Cooper Ss of Nick Swift and the Barrie Williams/Norman Grimshaw duo emerged second and third.

Fredy Kumschick dominated the Formula 2 Club Trophy, taking lights-to-flag victories in both races. Peter Stobinski did his best to keep him honest, with Remy Nee and Robert Goodwin third and fourth.

Piers Ward

STAR DRIVE Nick Swift

Driving solo, Mini driver finished a tremendous third in Top Hat race

RESULTS

RMU SIX HOURS DE SPA-FRANCORCHAMPS 1 Allen Lloyd/Gerry Wainwright (Ford GT40), 112 laps in 6h01m42.535s (81.26mph); 2 Ray Bellm/Jeremy Agace/Nick Faure (ISO Bizzarini) 111 laps; 3 Michael Graf von Oeynhshausen/Ferdinand de Lesseps (Jaguar E) 111; 4 Marcus & Michael Menden (Chevrolet Corvette) 110; 5 Denis & Jeremy Welch (Austin-Healey 3000), 107; 6 Peter Ecury/Roger Mac (Porsche 911), 107. **Fastest lap** Hans Bronsgeest/Eric Leerdam (Chevron-BMW B6) 2m51.086s (91.10mph).

EUROPEAN SPORTS PROTOTYPE TROPHY (1 HOUR) 1 Mike Wilds (Chevron-BDG B19) 24 laps in 1h00m34.187s (105.37mph); 2 Michael Schryver/Simon Hadfield (Chevron-FVC B16) 23 laps; 3 Nigel Hulme/Chris Strakosch (Lola-Chevrolet T70 Mk3B); 4 Craig Jones (Lola-Chevrolet T70 Mk3); 5 Martin O'Connell/Sandy Watson (Chevron-BMW B8); 6 Colin Pool (Abarth Osella-BDG PA1). **Fastest lap** Wilds, 2m27.926s (105.37mph).

TOP HAT CHALLENGE (1 HOUR) 1 Jim & Richard Evans (Alfa Romeo GTA) 19 laps in 1h02m25.376s (79.071mph); 2 Nick Swift (Mini Cooper S) 19 laps in 1h02m57.870s; 3 Norman Grimshaw/Barrie Williams (Mini Cooper S); 4 Rolf Kienen (Ford Mustang); 5 Roger Stanford/John Smithwaite (Ford Lotus Cortina); 6 Pete Hallford (Ford Mustang). **Fastest lap** Richard Evans 3m06.093s (83.75mph).



Schryver's Chevron B16 headed Group 4

CADWELL PARK September 10

Clark stays sharp in the park



Jeremy Clark was content to let the two young tearaways go, and claim his FVee title

HAVING twice previously missed out on Formula Vee titles by half a point, a relieved Jeremy Clark landed the 750 Motor Club's crown for the year 2000.

Needing only a top six finish, Clark drove his Spyder GAC to a mature third place, avoiding any risks. "After coming so close before I used my head for once today, and did just enough," he said.

After starting from pole, Clark led for the first lap before teenagers Ian Barrett and Craig Davis swept past. As Davis continually sought a way past the Irishman, Clark made sure Kevin

Gillespie could not improve on fourth.

Title rival Barrett held on to win and magnanimously praised the new champion. "Jez deserves the title after driving so well all season," he said.

Despite a grid of only six cars the **Sports 2000** competitors fought hard in the early stages of their first race.

Poleman Dave Pegley was not headed, but Richard Atkinson, Andy Crockett and Dallas Jackson scrapped intensely.

A clash at the Mountain on lap four between Atkinson and Crockett

enabled defending champion Mike Fry to gain second, where he stayed. Richard Gilmour reached the line just clear of Jackson in third.

The second leg had to be restarted after Gilmour's Robinson speared into the trackside barriers as the lights went to green. Pegley took his second win of the day, crossing the line a country mile clear of Crockett's Radical.

Martin Stewart bagged a brace of **Caterham A/B** victories from pole. In the first, Keith Dunn held a comfortable second, while Patrick Havill fought his way past Steve Kelsey on lap 10 to claim the last step on the podium.

Next time out Dunn led the field into Coppice, but Stewart soon recovered and hit the front on lap two. Dunn took another second, with Kelsey this time winning his battle with Havill for third.

The **Class C** Caterham encounters also produced a single victor. Frazer Gibney started from pole both times and was the class of the field.

Roadsports was dominated by Rick LLOYD's Morgan +8. **Formula 4** spoils went to Garry Cleaver in his Ray with a lights to flag victory from pole.

STAR DRIVE Jeremy Clark

Landed elusive Formula Vee title with a faultless measured drive

RESULTS

FORMULA VEE (10 LAPS) 1 I Barrett (Leastone) 16m34.32s (78.56mph); 2 C Davis (Leastone) 16m34.46s; 3 J Clark (Spyder GAC); 4 K Gillespie (Leastone); 5 B Burnett (Sheane); 6 A Harding. **Fastest lap** Davis 1m37.61s (80.03mph) **record**. **SPORTS 2000, RACE ONE (12 LAPS)** 1 D Pegley (Lola T86/90) 18m47.22s (83.16mph); 2 M Fry (WEV) 19m31.57s; 3 R Gilmour (Robinson); 4 D Jackson (Shrike P16). **Fastest lap** Pegley 1m31.86s (85.04mph). **RACE TWO (8 LAPS)** 1 Pegley 12m09.93s (85.61mph); 2 A Crockett (Radical Clubsport) 12m47.53s; 3 R Atkinson (Nemesis RME 97/98); 4 Fry. **Fastest lap** Pegley 1m29.30s (87.48mph) **record**.

FORMULA 4 (15 LAPS) 1 G Cleaver (Ray 89F) 23m11.40s (84.21mph); 2 Mike Whatley (Van Diemen RF82) 23m15.12s; 3 Erwin Smiech (Reynard SF86); 4 Andy Billing (Reynard). **Class winners** Cleaver; Whatley; Bryan Shaw (Palisier). **Fastest lap** Cleaver 1m31.10s (85.75mph).

ROADSPORTS (10 LAPS) 1 R Lloyd (Morgan +8) 17m23.12s (74.89mph); 2 Darryl Davis (Lotus Elise) 17m56.88s; 3 John Dench (911); 4 Paul Keevill (Lotus Elan S3). **Class winners** Davis; Lloyd; Mike Gardiner (TVR Tasmin 280). **Fastest lap** Lloyd 1m41.90s (76.66mph).

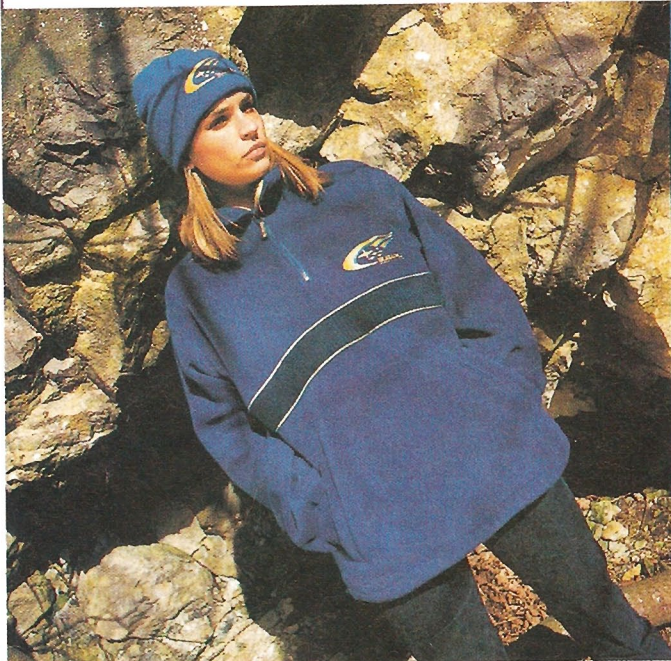
CATERHAM 7 CLASSES A/B, RACE 1 (12 LAPS) 1 M Stewart 20m05.18s (77.78mph); 2 K Dunn 20m15.88s; 3 P Havill; 4 S Kelsey (7). **Class winners** Stewart; John Killick. **Fastest lap** Havill 1m38.65s (79.18mph). **RACE 2 (8 LAPS)** 1 Stewart 13m19.37s (78.18mph); 2 Dunn 13m22.36s; 3 Kelsey; 4 Havill. **Class winners** Stewart; Killick. **Fastest lap** Stewart 1m38.40s (79.39mph) **record**. **CLASS C, RACE 1 (12 LAPS)** 1 F Gibney 20m45.82s (75.24mph); 2 Nic Fairman 20m49.66s; 3 Simon Fairman; 4 David Litchfield; 5 Matt Shires; 6 John Benfield. **Fastest lap** Gibney 1m42.10s (76.51mph). **RACE 2 (8 LAPS)** 1 Gibney 13m46.15s (75.64mph); 2 Nic Fairman 13m48.68s; 3 Chris Wood; 4 Simon Fairman; 5 Peter Ratcliff; 6 Shires. **Fastest lap** Gibney 1m41.48s (76.98mph) **record**.

ALL PICTURES: MAMP-ASP/SPORT

STEVE JONES

PERFORMANCE clothing

NEW 2000 RANGE, NOW AVAILABLE



Code	Description	Retail Price
2000-U	Umbrella	£24.95
2000-W	Watch	£39.95
2000-REVF	Reversible Fleece	£74.95
2000-F	Half Zip Fleece	£59.95
2000-CTS	Childrens T-Shirt	£10.95
2000-EMTS	Embroidered T-Shirt	£14.95
2000-TTS	Team T-Shirt	£13.95
2000-CTS	Car T-Shirt	£14.95
2000-LT	Ladies Top	£13.95
2000-MC	1:43 Scale Model Car	£19.95
2000-PS-RIB	Polo Shirt Rib	£19.95
2000-PS-POC	Polo Shirt Pocket	£19.95
2000-CF	Childrens Fleece	£24.95
2000-FS	Formal Shirt	£34.95
2000-CJ	Childrens Hooded Jacket	£32.95
2000-M	Mug	£4.95
2000-CBC	Childrens Baseball Cap	£8.95
2000-SH	Ski Hat	£10.95
2000-TBC	Team Baseball Cap	£10.95
2000-DBC	Drivers Baseball Cap	£12.95
2000-PKP	Pen/Pin Badge/Keyring	£12.95
2000-K	Keyring	£2.49
2000-PKP	Pin Badge	£2.49
	Varies per event	£2.49

Code	Description	Retail Price
SWRT-CL	Pewter Model Car	£249.95
2000-LW	Lightweight Jacket	£84.95
2000-HW	Heavyweight Jacket	£144.95
2000-BDJ	Burns or Kankkunen Drivers Jacket	£149.95
2000-RS	Rucksack	£22.95
2000-H	Holdall	£34.95

P+P will be charged at £2.50 UK and overseas at cost. Please contact us for a full colour brochure.

*To order simply phone 01597 822884 fax 01597 822883
or post your order to:*

**Performance Clothing, Unit 25, Ddole Enterprise Park,
Llandrindod Wells, Powys, LD1 6DF**

e-mail: order@performance-clothing.co.uk

OR VISIT OUR WEB-SITE: www.performance-clothing.com



EIGHT CLUBS SILVERSTONE September 9

No Small feat



Birthday boy Chaz Small romped to BRDC Formula Ford Zetec victory, and the title

Chaz Small has a very special reason to remember his 17th birthday, for he clinched the BRDC Formula Ford championship with another dominant win at the annual Eight Clubs Silverstone meeting.

Small had the lead from Copse on lap two after giving best to Karl Goshawk at the start. But as eight cars battled for the honours, Leo Forster shot from fourth to second with an amazing move from one side of the track to the other at Brooklands.

As the lead duo consolidated their positions, Shane Kelly edged away from Goshawk for third with the former leader left to defend fourth from Julian Yap.

Into Brooklands for the seventh time Goshawk rammed the back of Kelly, spinning them both. Yap piled into the stricken cars, so out came the red flags. All three retained their places in the declared results.

James Bilsland's MG Midget won the first **Allcomers Scratch** race, despite having Paul Hardman's Mini as a constant shadow.

Peter Knipe held the **750 Formula** lead until Luffield on the opening lap, when Tim Cousins charged ahead to stay. Knipe strengthened his hold on second as Bob Simpson and Antony Raine fought in his mirrors.

Simpson moved ahead at Becketts on lap two, but both fell to Peter Bove at Brooklands. Raine was unable to respond, but Simpson did and still had the edge as they headed for Brooklands on the last lap. Bove nipped ahead but spun, enabling Simpson and Raine to reclaim third and fourth places.

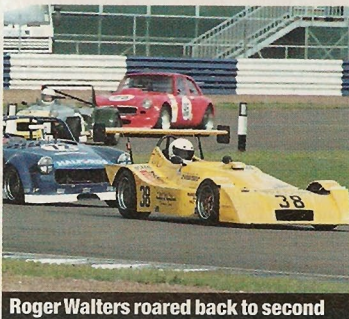
While Richard Phillips' Caterham Superlight made winning look very easy in the second Allcomers Scratch race, Mallock driver Roger Walters made his quest for second appear

unnecessarily difficult. With Andrew Ward's Sylva Phoenix retiring from second on lap two, Walters spun exiting Brooklands on the next lap, which allowed Andy Holmes' MGB GT to go by. Having reclaimed second at Becketts, he spun again at Brooklands. Not only did Holmes overtake once more, but half the field followed him through.

A fine recovery drive brought Walters on to the tail of Geoff Tobert's Caterham with two laps to go. Having picked off Tobert at Brooklands, Holmes finally fell to Walters with just yards to go.

Tony Sugden's Skoda whistled to victory in the final Allcomers Scratch race, with Dave Brodie claiming second from Mike Blomfield through Woodcote on the opening lap in his ex BTCC Sierra. Blomfield's Sierra looked secure in third until Ray Harper's Phantom reeled him in as they lapped backmarkers, and snatched the place on the final lap.

Phillips Caterham also won the first **Handicap** and Chris Brown's Westfield SE the other two. The last was also an **Inter Club**



Roger Walters roared back to second

Challenge. Doug Newman, Lol Pilfold and Michael Jones clinched the Club award for the Lotus Seven Club, with their Caterham derivatives.

Peter Scherer

★ STAR DRIVE Roger Walters

Turned a comedy of errors into an entertaining comeback to second

RESULTS

BRDC FORMULA FORD (6 LAPS) 1 Chaz Small 6m26.64s (91.56mph); 2 Leo Forster 6m27.95s; 3 Shane Kelly. **Class winners** Small, Chris Dredge (Zeus). **Fastest lap** Forster & Small 1m02.79s (93.97mph).

AUTOSCRIBE 750 FORMULA (10 LAPS) 1 Tom Cousins (Darvi Mk5) 11m29.46s (85.58mph); 2 Peter Knipe (DNC) 11m44.10s; 3 Bob Simpson (SS Reliant). **Fastest lap** Cousins 1m07.21s (87.79mph).

ALLCOMERS SCRATCH (10 LAPS) 1 James Bilsland (MG Midget) 12m17.05 (80.05mph); 2 Paul Hardman (Mini) 12m25.57s; 3 Steven Smith (Sunbeam Alpine). **Fastest lap** Bilsland 1m11.94s (82.02mph).

ALLCOMERS HANDICAP (7 LAPS) 1 Richard Phillips (Caterham) 8m10.48s (87.79mph); 2 David Sullivan (Gemini) 8m17.39s; 3 Dan Compton (Sylva). **Fastest lap** Brodie 1m01.72s (95.60mph).

ALLCOMERS SCRATCH (10 LAPS) 1 Phillips 11m09.35s (88.15mph); 2 Roger Walters (Mallock Mk20B) 11m46.21s; 3 Andy Holmes (MGB GT). **Fastest lap** Phillips 1m05.62s (89.82mph).

ALLCOMERS HANDICAP (7 LAPS) 1 Christopher Brown (Westfield SE) 9m40.11s (80.18mph); 2 James Avis (Porsche 911) 9m42.73s; 3 Peter McFadyen (Lotus Elan S4). **Fastest lap** Brown 1m11.05s (83.00mph).

ALLCOMERS SCRATCH (10 LAPS) 1 Tony Sugden (Skoda 130RS) 10m08.66s (96.94mph); 2 Brodie 10m17.79s; 3 Ray Harper (Phantom P79). **Fastest lap** Sugden 59.05s (99.92mph).

INTER-CLUB TEAM HANDICAP (10 LAPS) 1 Christopher Brown (Westfield SE) 12m02.91s (80.72mph); 2 James Bilsland (MG Midget) 12m05.80s; 3 Doug Newman (Caterham Blackbird). Team winners Lotus Seven Club (Newman, Pilfold & Michael Jones). **Fastest lap** Newman 1m04.86s (90.97mph).

KIRKISTOWN September 9

Bailie bridges the gap with Pre-'85 FF double

THERE were few bangs and hardly any whimpers, as the Kirkistown season reached its finale on Saturday.

Formula Ford 1600 dominated the seven race programme, and provided some of the best racing too, although Metros and Crossles sports/racers also had their moments.

Chris Bailie was the most successful man in the park, taking his Reynard to victory in both the **Pre-85 FF1600** races. On both occasions however, John Morrow stayed with him all the way, often getting his Mondiale ahead but never at the right time.

In the first race, a last-lap spin at the Hairpin dropped him to third behind Ivor Mairs, but in the second, he stayed with Bailie all the way to the flag. Mairs finished third this time in Eddie Irvine's Mondiale.

In the main FF1600 race, the Woodside brothers, Simon and Tim, shared the front row in Van Diemen RF91 and Swift respectively. By the time the lights turned green however, Simon had already left, incurring a 10-second penalty, and after just two laps, Stephen Colbert had come through from row two to claim the lead.

Colbert's RF90 immediately began to pull away, and was several seconds clear when a blown engine sidelined him. Tim Woodside thus took the win, from Noel Robinson and Darwin Smith.

Derek Graham won the **Metro** race by half a second, after swapping the lead with John Miller for most of the way. Keith Miller took third.

Crossle boss Arnie Black took Clive Turner's Crossle 9S to victory in the **Crossle Challenge/Roadsports** race, but first had to fight his way past Hal Catherwood, Bill Gowdy and P.J. Fallon, all of whom resisted his advances. Fallon kept the pressure up all the way to the flag, taking fastest lap on the way.

The Roadsports section went to Kieran Smyth's road-legal Crossle 9S, from Damien Mullen's Westfield.

There was Crossle action in the **Formule Libre** race too, where Tommy Reid led all the way in his Formula 3000 Lola. Behind him, Mark Cullen and Richard Parsons took the places. The prospect of Ron Cumming's F1 Footwork working its way through from the back after practice woes never materialised. The

Judd V10-powered beast fell foul of traffic on the opening lap and punctured a tyre.

The other race was the first for the new **V8 Super Saloon** category. Four of the intriguing Gordon Lauder-built 5.7-litre Chevrolet-engined machines took the flag and the quartet was covered by a second at the finish. Gary Byrne, driving Steve Griffin's car after problems with his own, was in front at the chequered flag, with Keith Wray on his back bumper.

Richard Young

★ STAR DRIVE Arnie Black

Spirited charge through the field to claim Crossle/Roadsports victory.



The V8 Super Saloons appeared at last

RESULTS

FF1600 (15 LAPS) 1 Tim Woodside (Swift SC95) 15m59.95s (85.04mph); 2 Noel Robinson (Van Diemen RF91) 16m03.50s; 3 Darwin Smith (Van Diemen RF91); 4 Simon Woodside (Van Diemen RF91). **Class winners** Tim Woodside; Neville Anderson (Mondiale M84S). **Fastest lap** Stephen Colbert (Van Diemen RF90) 1m02.55s (87.01mph).

PRE-'85 FF1600, RACE ONE (12 LAPS) 1 Chris Bailie (Reynard FF83) 12m54.75s (84.30mph); 2 Ivor Mairs (Mondiale M84S) 12m58.44s; 3 John Morrow (Mondiale M84S); 4 Suzanne Woodside (Crossle 32F); 5 Peter-Guy L'Amie (Crossle 45F) 12; 6 Ivor McCullough (Van Diemen RF80) 12. **Fastest lap** Bailie, 1m03.37s (85.89mph). **RACE TWO (12 LAPS)** 1 Bailie 12m52.39s (84.56mph); 2 Morrow 12m52.57s; 3 Mairs (Mondiale M84S); 4 Woodside; 5 Tommy Reid (Reynard FF84) 12; 6 McCullough. **Fastest lap** Morrow 1m03.13s (86.21mph).

CROSSLE CHALLENGE/ROADSPORTS (12 LAPS) 1 Arnie Black (Crossle 9S) 12m22.23s (86.21mph); 2 P.J. Fallon (Crossle 9S) 12m22.96s; 3 Bill Gowdy (Crossle 9S); 4 Mark Cullen (Crossle 9S). **Class winners** Black, Kieron Smyth (Crossle 9S). **Fastest lap** Fallon 1m00.36s (90.17mph).

FORMULE LIBRE (12 LAPS) 1 Tommy Reid (Lola-FV T87/50) 11m21.86s (95.78mph); 2 Mark Cullen (Crossle 9S) 12m19.56s; 3 Richard Parsons (Crossle 9S); 4 Hal Catherwood (Crossle 9S); 5 Gowdy (Crossle C9S); 6 Brian Cullen (Crossle 9S). **Fastest lap** Reid 55.21s (98.58mph).

V8 SUPER SALOONS (12 LAPS) 1 Gary Byrne 7m21.48s (73.97mph); 2 Keith Wray 7m21.88s; 3 Pat Murphy; 4 Donal O'Neill. **Fastest lap** O'Neill 1m10.36s (77.35mph) **establishes record**.

METROS (12 LAPS) 1 Derek Graham, 17m22.30s (62.66mph) 2 John Miller, 17m22.80s; 3 Keith Miller; 4 Brian Curran. **Fastest lap** Graham 1m25.48s (63.67mph).



The power and the glory

Eyes down for a full grid – classic MGs on parade at Goodwood

Goodwood has a unique racing history and the dazzling array of legendary cars at Lord March's third Revival meeting will reawaken the thunderous atmosphere and romance of that motorsport heritage. By **Marcus Pye**

Tempus fugit! How can it be two years since the motorsport fraternity held its breath for the return of racing to Goodwood? And the anticipation was bettered by reality so breathtakingly different that it bombarded every sense. Nobody present will forget its power, or its glory.

That first Revival meeting, half a century after Westhampnett airfield was recommissioned for "flying on the ground", and 32 years after it fell silent (but for testing and small fry events), was a new dawn for Goodwood and historic racing. From the moment Lord March reopened

the track, with a Spitfire buzzing the pits at rooftop height, to the final chequered flag, it was high theatre.

Conditions were perfect in 1998, radiant sunshine bathing the period paddock scenes. ERAs and Connaughts up on axle-stands beneath the stalls. Boiler-suited mechanics tinkering with pesky 500s. Smartly-clad gentlefolk startled by the whoop of a V16 BRM. Old-fashioned racing delighting packed stands. And Stirling Moss in top form. Same as it ever was!

Last year's weather was not so clement, yet it mattered little. Cars proudly wearing national colours – rather than today's fancy dress –

braved it out in endless powerslides. John Rhodes and Gerry Marshall mastered the worst of the deluge in wheel-scrabbling saloons. And Lotus 49 R7 won on its historic racing debut, mirroring Jo Siffert's 1968 British GP triumph. 'Mossy', 70 years old and still well on the pace, was at his finest in a Maserati 250F. Rain cannot tarnish magic.

Third time round, the recipe is more of the same, yet its nuances will be subtly different.

Do not expect to see Ludovic Lindsay in ERA R5B 'Remus' complete a hat trick of wins, for instance, because the cunning organisers have ganged-up yet greater opposition in a revised Goodwood Trophy line-up.

Nor Nigel Corner's lightweight Jaguar E waltz to a third straight RAC Tourist Trophy Celebration, for the selectors' axe has fallen on '2 GXO', guaranteeing a fresh pairing atop the podium. Indeed, Sunday's one-hour



Two Ferrari 330LM/Bs race in TT Celebration

feature is harder to call, with Ferrari 250LMs and 330LM/Bs, Shelby Daytona Cobra coupes, Chevrolet Corvettes and Jags aplenty.

Le Mans winners Richard Attwood and Jackie Oliver drive one 250LM, and 1964 world champion John Surtees (this year's driver focus) shares the other with the evergreen David Piper – who first won at Goodwood in September 1954, in a Lotus 6. Twice world sportscar champ Derek Bell partners Peter Hardman in an 330LM/B, while Patrick Tambay and Willie Green share Sir Anthony Bamford's 'mirror image' version.

Alan Jones is the other F1 world champion competing. He, 20 years on, pilots an Aston Martin DB4 GT. Former Indycar champion Danny Sullivan and the versatile Steve Hitchins share Robert Sarrailh's Shelby. Marque founder Carroll Shelby's own car is handled by



Spitfire and 'airmen' hark back to Goodwood's days as wartime RAF Westhampnett

“Attwood and Oliver drive a 250LM, Surtees shares another”

TIMETABLE

THURSDAY, SEPTEMBER 14

0800-1300 Cars and motorcycles arrive
1400-1800 Cricket match for competitors at Goodwood House
1800 Competitors' briefing

FRIDAY, SEPTEMBER 15

0845 Circuit opening ceremony
0850 Air display
0900-1420 Free practice
1440-1730 Official qualifying

SATURDAY, SEPTEMBER 16

0630 Car parks open

0840 Circuit opening ceremony

0905 Air display

0915-1240 Official qualifying

1250 Tribute to Jim Clark

1350 Air display

1430-1715 Races 1-4:

1) GOODWOOD TROPHY (12 LAPS)

2) EARL OF MARCH TROPHY (8 LAPS)

3) LENNOX CUP - RACE ONE (8 LAPS)

4) SUSSEX TROPHY (14 LAPS)

Dusk Air display

SUNDAY, SEPTEMBER 17

0630 Car parks open

0745 Holy communion

0830 Circuit opening ceremony

0855 Air display

0915-1300 Races 5-9:

5) FREDDIE MARCH TROPHY (12 LAPS)

6) CHICHESTER CUP (12 LAPS)

7) LAVANT CUP (18 LAPS)

8) RICHMOND & GORDON TROPHIES (15 LAPS)

9) LENNOX CUP - RACE TWO (8 LAPS)

1300 Tribute to John Surtees

1325 Air display

1410-1825 Races 10-15:

10) RAC TT CELEBRATION (ONE HOUR)

11) ST MARY'S TROPHY (15 LAPS)

12) GLOVER TROPHY (18 LAPS)

14) FORDWATER TROPHY (10 LAPS)

15) HANDICAP (10 LAPS)

1830 Prizegiving on pit balcony

TICKETS Admission £15 (Friday), £25 (Saturday) and £35 (Sunday) at the gate. Grandstand seats - subject to availability - £15, £20 and £30 on successive days. Take a portable radio, because Radio Goodwood on 87.7FM features full commentary, interviews and traffic information.

ex-works development engineer John Morton and Derek Hill, son of '61 world champion Phil, who was brilliant last year.

Jochen Mass returns with a mighty Corvette, twinned with Jeff Barley's example for Gerry Marshall, who raced at the track in the '60s and won his 600th race at Snetterton last month. Lancashire's finest, Brian Redman, is reunited with the ex-John Coombs lightweight Jaguar E '4 WPD' which he raced for Red Rose Motors in the '60s. Sister car '5 WPD' is also out, with Win Percy driving.

United States-based South African Desire Wilson (the only woman to win an F1 race) partners Nick Mason in his Ferrari 250 GTO. Other stars include Kiwi Rob Wilson and 'Fearless' Frank Sytner in the Bamford Jaguar E low-drag coupe, and Team Lotus stalwart Trevor Taylor is in Malcolm Ricketts' Elite.

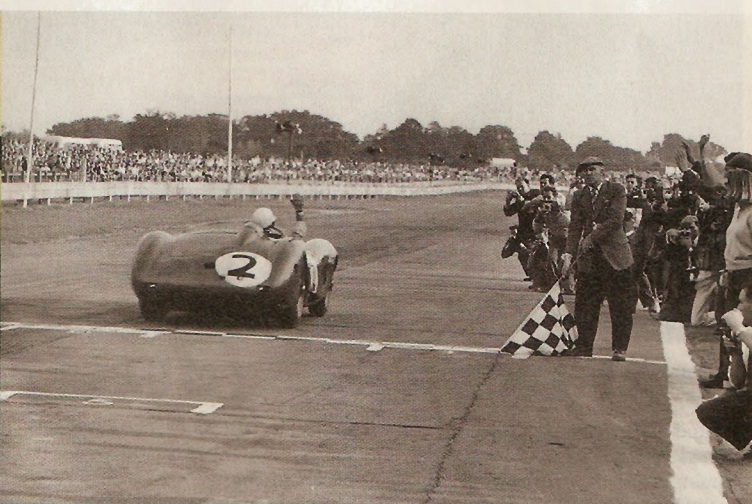


Goodwood founder Freddie March's garage business recreated in paddock last year

Memories of the earlier TT races will be evoked by no fewer than three Aston Martin DBR1s in the Lavant Trophy race for world championship sportscars. Peter Hardman is likely to prevail, but Mass is a late entry in Viscount Cowdray's gorgeous Ferrari 196 Dino.

Earlier cars, from the Goodwood

Nine Hours set, are led by Mac Hulbert's HWM-Jaguar, a bunch of Aston Martin DB3Ss and an ex-Ecurie Ecosse Jaguar C, repatriated from Australia by Gregor Fiskien. In the absence of Adrian Hamilton's 1953 Le Mans-winning C, unbeatable in Gary Pearson's hands, there will be a new winner this time. ■



Left: 1980 Formula 1 world champion Alan Jones makes Goodwood debut this year, while stalwart Stirling Moss (right) returns

MAGIC MOMENTS

- Sir Stirling Moss makes his Revival debut this year (previously he was plain old Mister!) at the wheel of Noddy Coombs' 'lowline' Cooper-Climax T53 in the Richmond & Gordon Trophies event. The seven-times TT winner also shares Hubert Fabri's Aston Martin DB4 in the retrospective.
- Cooper Monacos, Lotus 15s and Listers will battle in the 1950s Sports Racing Car race on the sweeping 2.4-mile circuit. Bill Sadler's eponymous 'wacky racer' from the USA might upset the status quo, but Robert Brooks is out to repeat his dramatic '98 victory in the nimble Lotus.

- World champions Jim Clark and John Surtees are honoured with cavalcades of cars from their careers. Surtees, whose four-wheeled racing debut at Goodwood in 1960 witnessed an awesome Formula Junior tussle with Clark, will impart his skill on track and narrate the story of the engineer turned rider, driver and constructor.
- Two of Lance Reventlow's Offenhauser-engined Scarabs - beautifully made but outmoded when they finally appeared at Monaco in 1960 - take on Nigel Corner's V12 Ferrari Dino, Lotus 16s and Rod Jolley's Cooper in the Richmond &

Gordon race. If, 40 years on, any drivers can change history, Brian Redman and Californian Don Orosco can. Barrie Baxter has a similar task in the Maserati 250F-derived Tec-Mec.

- Four BRM P261s race in the Glover Trophy, which has reverted to its Pre-'66 Formula 1 and Tasman car format of '98. Americans Duncan Dayton and Danny Sullivan may be able to stay with the two-litre Tasman V8s, in 1500cc Brabham BT11 and Lola Mk4 respectively. Oddities include the ATS Tipo 100, Emeryson-based Scirocco-BRM and the South African-built LDS-Alfa Romeo.

- The Fordwater Trophy race, new this year, brings together a broad range of production-based sports and GT cars, including some with Le Mans and Mille Miglia history.
- "Warbirds over Westhampnett" should be the subtitle for the weekend's air displays over RAF Tangmere's satellite station, which became Goodwood. The aerobatics celebrate the 60th anniversary of the Battle of Britain, and the life of The Old Flying Machine Company's Mark Hanna, who was tragically killed in Spain just a week after flying at last year's Revival.

CLUBSPORT

Sat/Sun Sept 9/10; Oulton Park (GB)

BARC. British Touring Cars, Formula Renault 2000, Formula Ford Zetec, Junior Formula Ford, Renault Clio, Ford Fiestas. Practice: Sat 1000. Racing: Sat 1530/Sun 1230. Admission: £22. Children free. Tel: 01829 760301.

Sat/Sun Sept 9/10; Brands Hatch (GB)

Euro Formula Palmer Audi, TVR Tuscan, Porsche Cup, Caterham Roadsports and Superlights, Formula 5000, Sports 2000, Kent County Formula Ford, AROC. Practice: Sat 0900. Racing: Sat 1700/Sun 1000. Admission: £16. Children free. Tel: 01474 872331.

Sun Sept 10; Thruxton (GB)

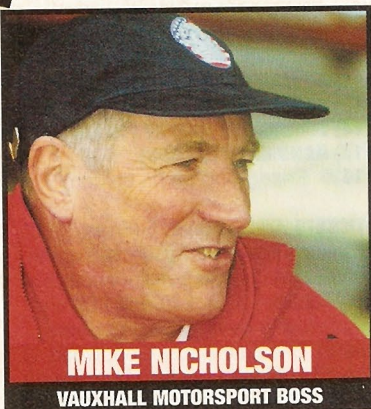
BARC. BOSS Formula, Formula Vauxhall, Caterham Graduates, Thoroughbred Sportscars, Mod Prods/Super Road Saloons, Classic Thunder. Practice: 0905. Racing: 1400. Admission: £12. Children free. Tel: 01264 882200.

Sun Sept 10; Mallory Park (GB)

BRSCC. Radical Bi Duros, Star of the Midlands Formula Ford, Phoenix MGs, Porsche 924s, Tomcat, Ventos, VW Cup, Ford XR2s and XR3is. Practice: 0930. Racing: 1315. Admission: £9. Children free. Tel: 01455 842931.

Sun Sept 10; Cadwell Park (GB)

750 MC. Roadsports, Sports 2000, Formula Vee, Caterham 7s, Formula 4. Practice: 0900. Racing: 1205. Admission: £ 11. Children free. Tel: 01507 343248.



MIKE NICHOLSON
VAUXHALL MOTORSPORT BOSS

Times change, so do the rules

Vauxhall decided to pull out of British rallying when new regulations made its cars uncompetitive

Vauxhall is pulling out of the British Rally Championship at the end of this year after a long involvement in the sport. It's a pity, but our car wouldn't have been competitive under next year's rules, so we made the business decision to leave. It wasn't that we wanted to.

My background was co-driving, and the highlight was when Jimmy McRae and I won the British Championship in 1984. That year we won the Manx Rally as well, and being there last weekend for our last British Championship rally reminded me of it.

I started rallying when I was still at school, as a navigator. It used to be good for pulling the birds, to be honest... "Sorry, I would go out with you on Saturday night but I'm on a rally." I started off with tiny 12-car events, full of farmers' sons in old vans. Then I used to drive a Ford Anglia, until I ran out of money. It all got a lot bigger, and I found myself in the Vauxhall works team as a navigator in 1978. I have been a Vauxhall employee since 1980.

In 1987, I had my moment of TV fame when I co-drove for Derek Bell on the RAC Rally. It was thick snow, and when we finally got up into Yorkshire it was the first time we had a clear run. I think Derek just lost it - he'd decided it was Le Mans or something, and we went off three times on that stage because he simply wouldn't listen. When we went off for the fourth time, I got frustrated, and said in a very exasperated tone, captured by the in-car camera: "Derek, will you please listen to me." It worked a bit too well, as within 300 metres I was telling him to push on again as he was going too slowly.

There were some great characters back in the '70s and '80s and we used to get up to all sorts of things. There was a time on the Circuit of Ireland, when there were all the troubles out there, that we managed to persuade the Finns that they should all sleep on the floor with the mattress over their heads in case the glass blew in. The amazing thing was that they fell for it!

In the old Palace Hotel, on the Isle of Man, there were panels along the walls of the corridors. If you unscrewed the panels you could get into the toilet flush. So one evening when Jimmy McRae was having a bath, singing away, we unscrewed the panel outside his room. We



Quick out of the box, Mark Higgins believes the Astra is the best tarmac car he has driven



Mike Nicholson won the 1984 British Championship with Jimmy McRae in an Opel Manta

"There were some great characters and we got up to all sorts of things"

started to flush the toilet from outside - and kept on doing it. The singing stopped abruptly, and all you could hear was "What the..."

They don't get up to those sorts of things any more. The events are so different too. There used to be long road sections, so co-drivers did a fair amount of driving. I remember one time when I was driving a road section in a Triumph TR7 on the M6 and the gearbox seized. We were out, and the driver put it about that his co-driver had broken the car!

At the start of 1998 we came back into rallying with the new Astra, which was a real challenge as we had only six months to get it built and developed. Three years on, Mark Higgins tells us it's the best tarmac car he's ever driven. Ray Mallock Limited has done a fabulous job with building the car, and was also chosen by Opel

to develop the Astra. The car was quick out of the box, and it's got better and better.

It was painful to watch Neil Wearden retiring from the Manx rally though. I happened to be watching where he retired, and I heard the car misfiring when it came into view. I just had time to think "Why on earth has he got the traction control on?" before there was a cloud of blue and white smoke. Game over. Neil went and sat on the beach to collect his thoughts, and we hoped that he wouldn't do a Reginald Perrin and disappear into the sea.

Looking on the brighter side of things, Mark Higgins took a fantastic win, and Vauxhall won four out of the six rallies in this year's British Championship. We're back for the Rally Great Britain, and aiming to finish the year in style. ■

WHO WE ARE

- EDITORIAL**
EDITOR Anthony Rowlinson
DEPUTY EDITOR Andrew Golby
GRAND PRIX EDITORS Nigel Roebuck, Jonathan Noble
NEWS EDITOR Damien Smith
DEPUTY NEWS EDITOR Tim Scott
RALLIES EDITOR John McIlroy
DEPUTY RALLIES EDITOR Anthony Peacock
CLUB AUTOSPORT EDITOR-AT-LARGE Marcus Pye
CLUB AUTOSPORT EDITOR Toby Waller
MANAGING EDITOR Peter Hodges
SUB-EDITOR Gillian Bell
CONTRIBUTING SUB-EDITORS Euan Doig, Andrew Puddifoot, David Lee
ART EDITOR Steve Moore
SENIOR DESIGNER Alison Lane
DESIGNERS David Francis, Dorn Hackett, Martin Chappell
PICTURE EDITOR Jason Lancy
EDITORIAL ASSISTANT Emma Kean
EDITORIAL MANAGER Laura Coppin
ADMINISTRATION MANAGER Samantha Jernson
GRAND PRIX EDITOR-AT-LARGE Mark Hughes
INTERNATIONAL EDITOR-AT-LARGE Marcus Simmons
TECHNICAL EDITOR Giorgio Piola
AMERICAN EDITOR Gordon Kirby
GROUP EDITOR Matt Bishop
PHOTOGRAPHERS LAT Photographic
- JAPAN** Jiro Takahashi
MEXICO Ross Elena Torres
SOUTH AFRICA Colin Windell
SPAIN Raimon Duran
SWEDEN Tege Tornvall
USA Jonathan Ingram, Jeremy Shaw, Bruce Martin
UK Tim Baggs, Matt Beer, Dud Candler, Matt Carroll, Julian Carter, Kerry Dunlop, Bill Henderson, Peter Hughes, Paul Lawrence, Allison Lock, Graham Read, Peter Scherer, Jerry Sturman, Gary Watkins, Tim Whittington, Richard Young
IRE Linda Keen

- ADVERTISING**
ADVERTISING MANAGER Jason Jenner
ASSISTANT AD MANAGER Peter Farfaras
DISPLAY ADVERTISING Anthony Biffa, Chris Savage, Stephen Cain
CLASSIFIED ADVERTISING Dai Davies, Ben Rosser, Mike Smith, Oliver Andrew
AUTOSPORT DIRECTORY Ruairich Roberts, Zeeshan Ahmad

- WEBSITE**
EDITOR Laurence Foster
MANAGING EDITOR Iain Reid
EDITORIAL ASSISTANTS Matt Willis, Jake Sargent
COMMERCIAL MANAGER Jerry Gilbert
DISPLAY SALES EXECUTIVE Leighton Cooper
MOTORSPORT SALES EXECUTIVE Pierre Clement
SITE ADMINISTRATOR Steve Regan
PUBLISHING MANAGER Robin Shute
PROJECT DEVELOPMENT MANAGER Andy Hallbery

- CORRESPONDENTS**
INTERNATIONAL PHOTOGRAPHIC CONTRIBUTORS Sutton Images, Bothwell Photographic, Allsport
ARGENTINA Antonio Watson
AUSTRALIA Phil Branagan
AUSTRIA Gerhard Kuntschik
BELGIUM Dick Suter
BRAZIL Lito Cavalcanti
FINLAND Esa Iloninen
FRANCE Valery Peclers
GERMANY Rene de Boer
HOLLAND Willem Staat
ITALY Pino Allievi, Julian Thomas, Fabio Ravaoli
- SPECIAL PROJECTS MANAGER** Matt Bartholomew
SUBSCRIPTIONS MANAGER Julie Hamilton
PUBLISHING MANAGER Gordon Henderson
GROUP PRODUCTION MANAGER Meurig Evans
PRODUCTION CONTROLLER Melissa Davitt
ADVERTISING DIRECTOR Derek Redfern
SALES DIRECTORS John Chambers, Kevin Costello
PUBLISHING DIRECTOR Peter Foubister
MANAGING DIRECTOR Tony Schulp

HOW TO CONTACT US

EDITORIAL tel: +44 (0) 208 267 5998; fax: +44 (0) 208 267 5922; e-mail: autosport@aol.com or 100634.1072@compuserve.com.
ADVERTISING tel: +44 (0) 208 267 5858; fax: +44 (0) 208 267 5850. Ad production, tel: +44 (0) 208 267 5012; fax: +44 (0) 208 267 5850. Online: www.autosport.com or AOL keyword: autosport.
EDITORIAL, ADVERTISING & CIRCULATION 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.
CUSTOMER SERVICES tel: +44 (0) 1795 414817; e-mail: Haymarket@galleon.co.uk.
BACK NUMBERS tel: +44 (0) 1235 534323. Publishing, trade and further subscription details on p3. While due care is taken to ensure the contents of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Publishing Services Limited's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT. **CIRCULATION TRADE ENQUIRIES** Frontline Ltd, Park House, 117 Park Road Peterborough, Cambs, PE21 2TS. Tel: +44 (0) 1733 655161.
 Printed in England by St Ives plc. Cover and centre sections printed by BR Hubbard Ltd, Callywhite Lane, Dronfield, Sheffield. Colour origination: Primary Colours Ltd, London W4 3QE (advertising); Colour Systems, 90-92 Pentonville Road, London N1 9HS (editorial).

AUTOSPORT, incorporating Autoclassic, is published weekly by Haymarket Autosport Publications, which is a subsidiary of Haymarket Magazines Ltd. Editorial director **Mai Nichols** design director **Paul Harpin** finance director **Brian Freeman** chairman **Eric Verdon-Roe**



OFFICIAL FUEL SUPPLIER



Performance Products



76 Racing Fuels

Finally available in the UK
Official fuel supplier to
NASCAR since 1954

- 100 octane unleaded*
- 110 octane leaded*
- 114 octane leaded*
- 118 octane leaded*
- Racing Methanol
- Nitromethane

* American Octane Rating (R+M=2)

Works for NASCAR... Works for your car

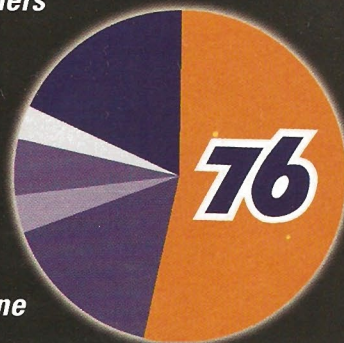
76 Motor Oils:

- have more NASCAR wins than all other brands combined*
- are chosen by over 50% of every NASCAR starting field

All others

Pennzoil
Exxon
Mobil 1

Valvoline



NASCAR Wins*

* Races over 100 miles, from Nov 1970 to Dec 1996



Contact us for your nearest stockist: Importer UK & Ireland, Nutid Ltd, Sandford, Dorset
Tel 01929 551 557 • Fax 01929 551 567 • anders@76lubricants.co.uk www.76lubricants.co.uk

**the mark
you feel
on yourself**



integrale formula

Automobilismo made from composite material
homologation: SNELL SA95



jet rally

made from composite material
homologation: BSI



integrale turismo

made from composite material
homologation: SNELL SA95

professional

long model with double Nomex III back,
padded palm in grey suede leather



best

very comfortable boot, low model, in suede leather, lining in soft Nomex III fabric; self-extinguishing and hydrocarbonproof rubber sole

formula 6.2/3

6 point harness with hole for M8 bolt,
3" shoulder straps, 2" waist straps,
2" V-straps

head office: **OMP RACING s.r.l.** phone +39/010/9350696 fax +39/010/935698
via E. Bazzano, 5 16019 Ronco Scrivia, Genova (ITALY) E-mail: omp.info@ompracing.it

OMP DEALERS: Autoquip 01829 751445 • Autosave Performance 01729 823674 • AWS 01233 638000
• Croydon Race & Rally 0181 6567031 • CSE Motorsport 353 87 546005 • Coleman Motorvehicle 353 42 65210
• Dawson Road Rally 01352 734221 • DC Cook Motorsport 0800 389 8840 • *Demon Tweaks 01978
664466 • Des Moore Rallying 01861 538633 • Ears Motorsport 01625 433773 • Ears Motorsport
(Ireland) 022 42050 • Falkland Performance Centre 01592 773677 • Grand Prix Racewear 0181
9875500 • Larkspeed 01482 581035 • Marks Motorsport 353 1 671 5809 • Montgomery Motorsport
01232 760495 • John Moynihan 353 29 70757 • Prima Racing 0115 9491903 • Proven Products
01822 613200 • Rally & Marine Design 01795 531871 • Road & Stage M/Sport 01524 844066 •
The Autocentre 01534 45452 • T.M.G. Distributors 01662 841277 • Transautosport UK 01772
454647 • John Walley LTD 01279 654181 *Demon Tweaks main stockist

**NEW
DEALERS
WANTED FOR
FREE AREAS**