Autosport

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May 2, 1985 80p

PLUS!
TV GUIDE
SAN MARINO GP

Kremer win Monza thriller



Snow hits Nurburgring F3000 ■ Berger interview

Donington ETC preview ■ Welsh Rally Guide

Autosport
GRAND PRIX GUIDE 85

BRABHAM TEAM GUIDE

WEEK 7

May 2, 1985
Vol 99 No 5

Autosport

FRONT COVER

Manfred Winkelhock in the Kremer team's Porsche 962C is pictured on his way to victory in what was a thrilling Monza 1000Kms, despite the race being stopped an hour early. Report: Page 16. Photograph: Malcolm Bryan.

NEXT WEEK

Full report from Imola: the San Marino Grand Prix — Tour de Corse: the superb French island race — Welsh Rally — All the Bank Holiday action — Saloon car bonanza at Donington: ETC and British saloon car racing — Formula 3 and Thundersports from Thruxton — Prescott hillclimb — A look ahead to the Hong Kong-Peking Rally — Latest industry news in *Road Car* — Plus part 8 in our full colour Grand Prix Team Guide.*

*These items correct at time of going to press.

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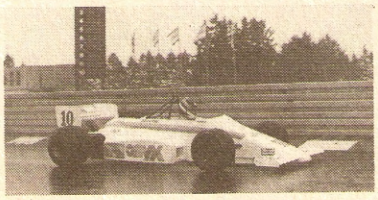
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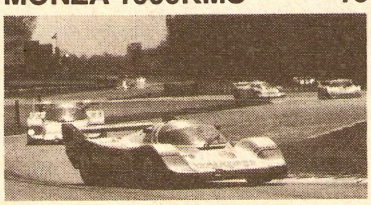


All the international motor sport news — Arnoux to Brabham? — Alboreto fastest at Imola — NYGP on? — TWR develops XJR-6 but misses Le Mans — Latest Toleman developments — Nurburgring F3000 cancelled because of snow — Donington ETC preview — Plus previews of all the Bank Holiday sport.

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Comment: the major issue of the week and our views on it — *Correspondence:* the major issues of your week, and your views on them — *Then as Now?* with a nostalgic look at motor sport 10 and 25 years ago — Plus *Catchpole* and his weekly laugh . . .

MONZA 1000KMS 16



The Monza 1000 was moving towards a sensational finish when high winds felled a large tree, blocking the track. Manfred Winkelhock and Marc Surer were leading at the time, and were declared the winners — their first sportscar racing victory, the first for the Kremer team in Group C, and the first for Goodyear for almost two seasons. Quentin Spurring witnessed a weekend of high drama.

SPECIAL STAGE 22



All the rallying news from around the world — Ford miss Group A slot again — Audi look to V8 power — Zanini to ditch 205 programme — Nexus for Manx Stages — Previews to the WRC Tour de Corse and RAC Open Welsh rallies.

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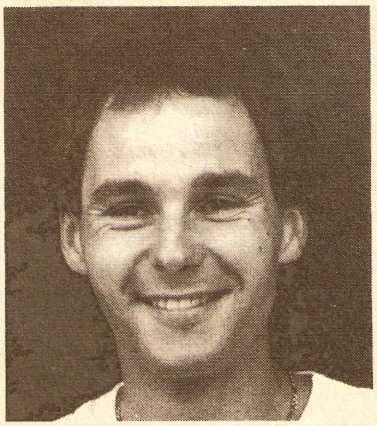
All the national racing news — Vanwall's fiery exit — MCD Historic promotion — FF2000 driving scrutinised — Willhire entry finalised — Carville's Argo split — F1 turbo powered Tiga — Rushen Green in the wars — More support for Williams.

ROAD TEST 30



The subject of this week's *Road Test* is the four-wheel-drive Audi 90 Quattro. Mike McCarthy has spent some time getting himself acquainted with this car — which he found much to his taste. A car he could easily live with, so our Technical Editor thinks.

GERHARD BERGER 32

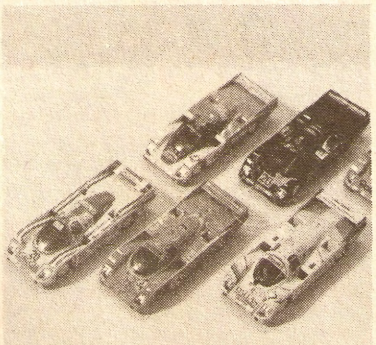


It has taken only four years for Gerhard Berger to reach the dizzy heights of Formula 1. Joe Saward talked to the amiable young Berger recently about his varied — and meteoric — career to date.

FIFTH COLUMN 34

The talk was all of Maranello at Estoril — Stefan Johansson in car number 28, the fate of René Arnoux, Enzo Ferrari's dealings with his drivers . . . Nigel Roebuck tries to sift some fact from the sentiment.

ARMCHAIR ENTHUSIAST 39



All our usual competitions — Plenty of book reviews — The latest models for your showcase — Historic weekend at the NEC — Plus African rallying video.

PURELY PERSONAL 43

Dave Orrick ponders the question is the rallying world still living in the past? The modern face of rallying is changing rapidly, and every effort must be made to keep up with the new technology.

FIESTA FROLICS 45



If you were at Brands Hatch on a snowy Sunday (March 17) you might have noticed an orange and white Motorcraft Fiesta running near the back . . . Well, last actually. This was our newest member of staff, Tony Dodgins, having a one-off race. And it was much more difficult — especially in the conditions — than you might possibly have thought. Our Tony relates his one-marque racing debut.

SPORTSCARD 47



One-two for BFGoodrich 962s at Riverside — Hardman's second Racing Displays FF2000 victory — First British win for Carcasci — Historic racing from Donington Park — Plus national racing from Brands Hatch, Oulton Park, Cadwell Park, and Lydden — Buffum wins Wild West Rally — National round up — Curborough sprint — Snowy conditions at Doune hillclimb.

AUTOSPORT GRAND PRIX TV GUIDE

Thinking of watching the San Marino GP on TV? Of course you are! So here's our full colour preview to the race so that you can have all the facts and figures at your fingertips before the Imola race begins.

AUTOSPORT GRAND PRIX TEAM GUIDE

This week we look at the highly successful Brabham team and its successes through the years.

Alfa Romeo F1 team's future in jeopardy?

Rumours of Benetton — and Cheever — moving to Toleman-Hart

At the beginning of this week there were strong rumours in Italy suggesting that the future of the Euroracing Alfa Romeo team was in doubt. At mid-season the team's Benetton sponsorship is due for renewal — and there are strong doubts that this will happen.

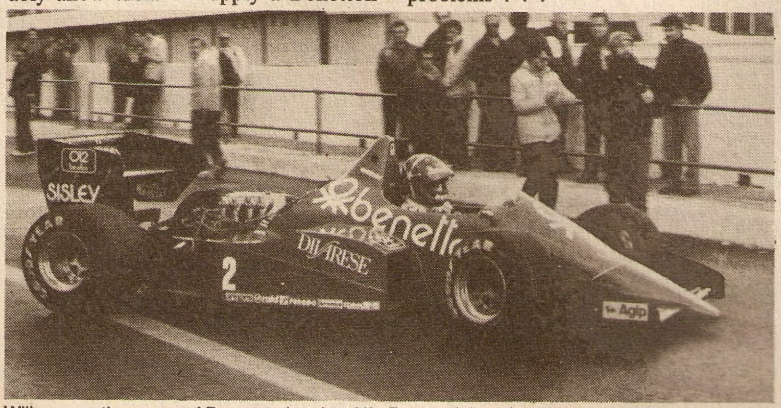
Coupled with this story comes the suggestion that Giancarlo Casoli has spoken to Alex Hawkridge about a group from the team joining forces with Toleman, bringing with it Benetton money and, perhaps, Eddie Cheever. The rumours add that Teo Fabi would drive for the team.

"It's a nice thought," agreed Hawkridge when we spoke to him on Tuesday, "but what do the rumours say about tyres? Whatever else, we don't go racing without them, do we? I can tell you that, yes, we did have a meeting with Casoli in London — but only because he was going to America, and said he was prepared to put our case to Goodyear. We were very grateful for that, of course, but never at any stage did he propose anything further.

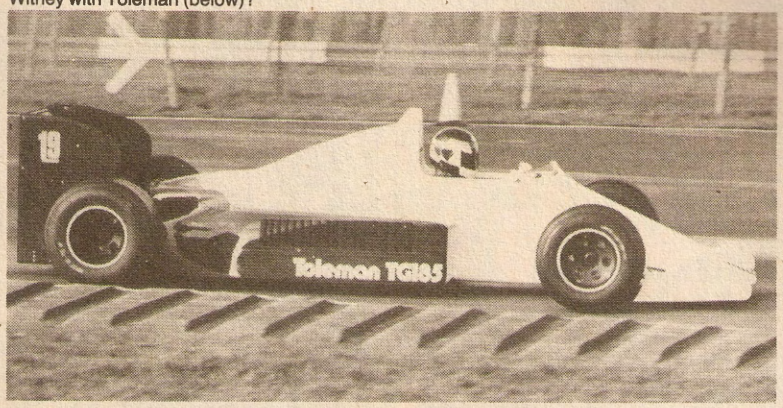
"Having said that, I'd be very happy to discuss it! I'm available with a capital 'A'."

The last part of the rumour is that any revised team would use Hart, rather than Alfa Romeo, engines. "Well, that much makes sense, anyway," Hawkridge said. "One of the other magazines wrote last week that we'd been talking to Casoli about using Alfa engines, and that's complete rubbish."

One last thought: if Alfa Romeo were to pull out, Goodyear would lose one of their eight teams. This would presumably allow them to supply a Benetton Toleman team without any 'capacity' problems . . .



Will we see the green of Benetton leaving Alfa Romeo (above) and Italy — and reappearing in Witney with Toleman (below)?





Arnoux — Bernie's man?

René soon at Brabham?

On Monday Herbie Blash, the Brabham team manager, denied strong rumours that René Arnoux, sacked by Ferrari two weeks ago, would shortly replace François Hesnault as Nelson Piquet's team mate.

"Yes, we've heard these stories, too!" Herbie said. "But don't take any notice of them." Would Hesnault definitely drive the second Brabham-BMW at Imola this weekend? "Yes, absolutely," was the answer.

We wonder, however, if this situation will continue. Compared with some of his Ligier drives last year, Hesnault's form in the Brabham at Rio and Estoril has been distinctly unimpressive. Arnoux, on his day as fast as anyone in the business, is available now and, having been paid for the entire (Ferrari) season by Marlboro, would not necessarily be looking for big money. As well as that, there is a great deal of sympathy for his plight in Italy — which could be an attractive PR move for Olivetti, Brabham's new sponsors. Stay tuned.

Alboreto quick in GP testing

World Championship leader Michele Alboreto emerged fastest after two days of pre-Grand Prix testing at Imola last week. The Italian took his Ferrari round in 1m 29.37s, and the time, set on Goodyear 'C' race tyres, compares impressively with Nelson Piquet's 1984 pole time of 1m 28.52s (on Michelin qualifiers). Alboreto's time would have qualified him third for last year's race.

The Italian, suffering from a heavy cold, did not run on the torrentially wet first day, but on Saturday tried a variety of aerodynamic tweaks, including several different wings, before screwing up the boost a little to please the thousands of spectators. It was rumoured that Ferrari might bring along an experimental engine, fitted with four small turbos, but this never materialised.

Although Stefan Johansson's best lap, 1m 31.10s, was only fourth fastest, the Swede's Ferrari ran almost the whole time in 'laboratory' specification, with a lot of heavy equipment on board. On the Friday Stefan was fastest of all in the wet conditions (1m 50.80s).

Second fastest overall was the Alfa Romeo 185T of Eddie Cheever, who described its handling as "diabolical." The car, still not running with Bosch engine management systems, must have been strong somewhere, however, for Eddie's time, 1m 29.54s, was not far away from Alboreto's. With Riccardo Patrese busy in the Lancia at Monza, Cheever was the only Alfa representative present, and he lost a day's running when the transporter seized its engine *en route* to the circuit . . .

Running with 'Lotus' winglets on the sidepods, Andrea de Cesaris's Ligier-Renault JS25 set third best time (1m 30.78s), but the Italian's time was set on Pirelli qualifiers, whereas Goodyear supplied their teams only with race rubber. In Friday's rain Andrea lapped in 1m 53.55s, afterwards reporting that he was happier with Pirelli's latest wet tyre than he had been with those in Portugal. They were still no match for the Goodyear wets, however.

Michele — home win on Sunday?

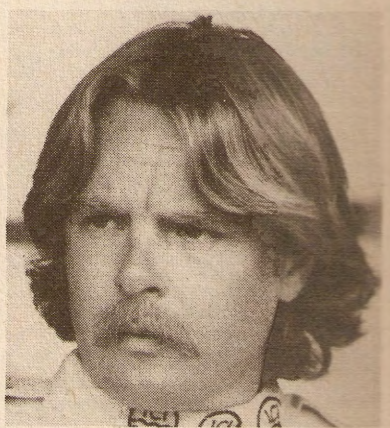


Jacques Laffite was briefly present on Saturday, lapping the JS25 in 1m 34.40s before catching a flight back home to "Stock Posh."

Renault ran only Patrick Tambay at Imola, Derek Warwick doing the team's pre-Monaco testing at Nogaro this week. Patrick's best in the RE60 was only 1m 31.58s, but our man on the spot reports that it was set on harder Goodyear Bs, and that no real attempt was made to go for a time. Tambay tried several aerodynamic novelties on the car, and was easily quickest in the wet on Friday until Johansson beat his time when the rain stopped. By Saturday evening the Frenchman reported that the car's handling was quite good.

Pierluigi Martini and Minardi created quite a stir. The heavy Italian car ran for the first time with Carlo Chiti's Motori Moderni V6 in the back. Martini's best lap was 1m 33.23s, very promising in the circumstances — and considering that the Minardi weighed over 600kgs in 'Cosworth' specification. More to the point, the new engine ran 35 laps without any problems, which caused even greater surprise than Martini's time . . .

Present at the tests, incidentally, was none other than René Arnoux, the sight of whom raised rapturous applause from the grandstands. The Frenchman, in good spirits apparently, says he will be back this weekend to watch the race.

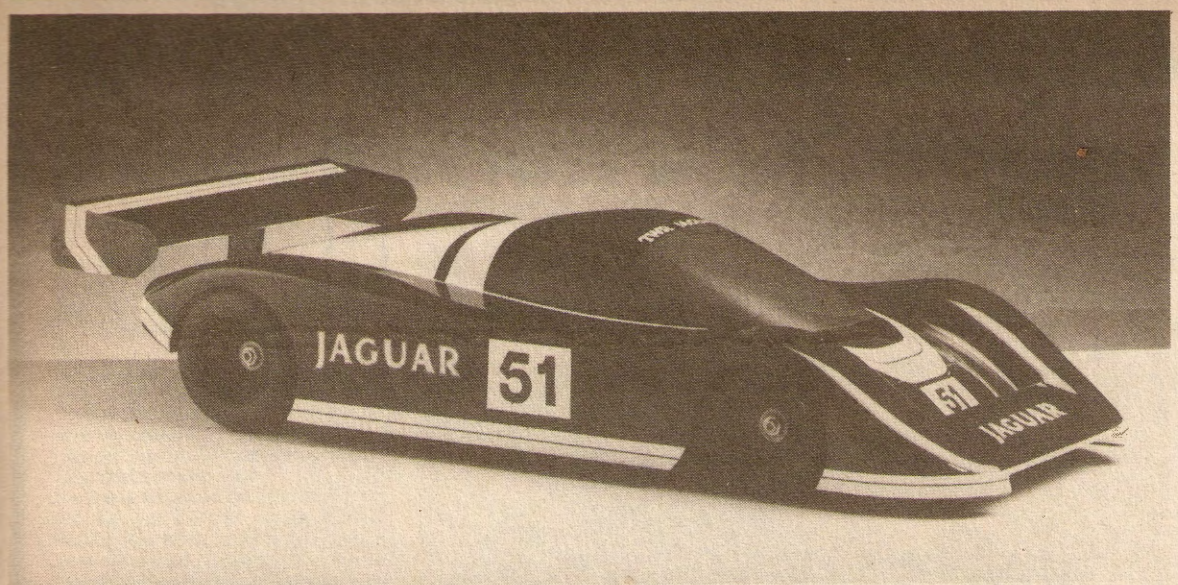


Keke — on the mend.

Rosberg OK for Imola

Despite the injuries received in his Estoril shunt, Keke Rosberg will definitely drive the number 6 Williams-Honda at Imola this weekend. "He has a cracked bone in his left wrist," said team spokesman Peter Windsor on Monday, "and it's causing him quite a lot of discomfort. But Frank spoke to him this morning, and he says he'll definitely drive."

Originally it was thought that Keke's FW10 might be a write-off, but the chassis happily survived and will be taken to Imola as the T-car, the first race at which a spare FW10 will be available. Rosberg will have a brand-new car.



The Tony Southgate designed Jaguar XJR-6 is expected to be ready for the TWR/GpC team in time for the WEC counter at Hockenheim on July 14.

Two GTP Jags definite for Le Mans challenge

An official statement from Jaguar Cars has confirmed that there will be two GTP entries competing at Le Mans next month. The all-new Jaguar XJR6, however, will not be ready in time, and the Tom Walkinshaw Racing team will not contest the race this year.

The company has committed the new Group C Jaguar to a race debut at Hockenheim on July 14. Progress is apparently good with the new, Tony Southgate designed XJR6, which will feature the smooth lines depicted in our illustration, a carbonfibre composite monocoque, and the latest, four-valve version of the 6-litre V12 race engine. The new cylinder heads and other modifications are rumoured to yield in excess of 630bhp, putting the Jaguar on a par with the Porsche C-cars as far as power is concerned.

The official Jaguar Cars entries at Le Mans will be Group 44 Racing's Lee Dykstra designed IMSA GTP chassis, driven by Brian Redman/Hurley Haywood/Jim Adams, and by team owner Bob Tullius with Chip Robinson/Claude Ballot-Lena. The team, which recently scored a one-two result in the Camel IMSA series race at Road Atlantam, will run on Goodyear tyres (the XJR6 cars will race on Dunlops) and its 1985 cars feature a revised suspension system, improved aerodynamics and about 10% more power relative to the 1984 models which showed so well at Le Mans.

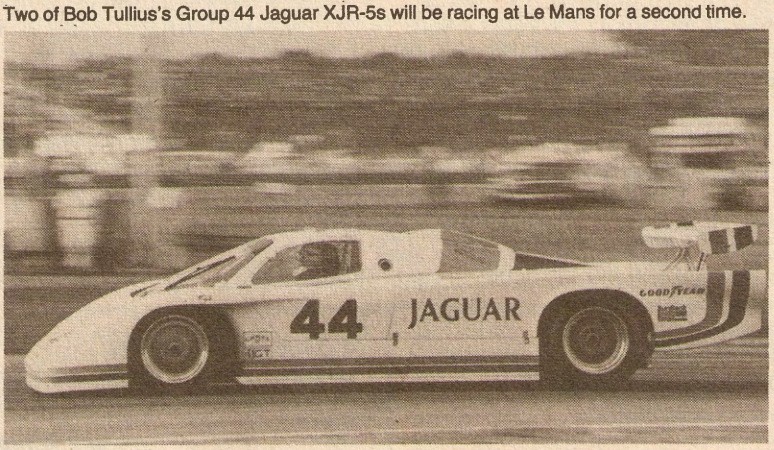
The original intention was that the TWR team, pending completion of its new design, would race modified versions of the Group 44 chassis at Silverstone and Le Mans. The XJR5, however, is heavier so as to comply with the higher GTP weight limit, and the team is known to have been disappointed with the test car used for evaluation purposes recently at Donington. The Jaguar Cars statement explains, "Progress on the new design was so encouraging that it was decided to concentrate on bringing it to fruition as soon as possible, and to use the XJR5 for test purposes only. In line with this, it was reluctantly decided that the TWR team would not participate at Le Mans, but would devote all their energies to the new project."

The Chairman of Jaguar Cars, John Egan elaborates: "We were gratified by the popular support we received at Le Mans in 1984, and we had hoped that we would have four cars there for the fans to cheer this year. But if we are to look further afield, we must develop, and our new Group C car will enable us to test our mettle in other races.

"Bob Tullius and his team have put in a lot of hard work over the past year, and I'm sure, that they must have a good chance of achieving an excellent result in this year's race."

In 1984, of course, one of the Group 44 Jaguars was running fourth overall with three hours remaining, only to go out with a transmission failure.

Two of Bob Tullius's Group 44 Jaguar XJR-5s will be racing at Le Mans for a second time.



Ribbs's Brickyard blues

Willy T Ribbs will not, after all, make his Indianapolis 500 debut this year. Last week, amid great excitement, it was announced that Ribbs would drive a March 85C at Indy, the car co-owned by Sherman Armstrong and Don King (a fight promoter), and sponsored by Miller Beer, the backers of Danny Sullivan's Penske March.

The press hand-out mentioned that several other drivers had made it to Indy cars via Formula Atlantic, and now Willy T was following the same path. "Given equal equipment," the blurb quoted him as saying, "I am faster than Michael Andretti or Al Unser Jr . . ."

It was therefore doubly unfortunate that, on taking his Rookie Orientation test at the Brickyard last weekend, Ribbs was unable to better 175mph, while his fellow rookies all managed better than 190. At the end of the day, our American Editor reports, he had decided that perhaps he wasn't quite ready for Indianapolis. The car will now be driven by John Paul Jr.

Our man points out that Ribbs's car was absolutely brand new and unsorted, hardly the best way to learn about CART speeds and ovals, but one wonders how long Willy T's mouth will continue to make his actions look foolish.

The other rookies encountered no problems at all. Former F1 driver Raul Boesel passed with flying colours in Dick Simon's March 85C, as did Simon's mechanic Mike Nish. Simon hopes to run cars for them and himself next month. Also through are Michael Roe, Arie Luyendijk and Randy Lanier. Official practice for the 500 was due to begin yesterday (Wednesday).

British F3 return for Cheever?

Rumours last week of an imminent F3 return for Ross Cheever were unconfirmed as we closed for press. It had been suggested that, in the light of the present Reynard domination of the British championship, Ralt Cars were prepared to make an RT30 available to the 21-year-old American, and that Valour Racing (with whom he finished fifth in last year's Marlboro title race) would probably run the chassis.

"I've no official knowledge of it at all," offered Steve Hollman of Ralt when questioned on Monday. "Obviously we would like to have Ross out in one of our cars again, if the opportunity arose. I'm not saying he won't do a few races for one of the teams this season, but I haven't seen a deal go through as yet."

Neither Cheever himself (currently living in Italy, and still pursuing his F3000 aspirations), nor Valour's John Upton was available for comment when we called.

NY promoter confident of GP in '85

Although the popular opinion is that there will be a New York Grand Prix — but not until 1986 — the man behind the project, Dan Koren, remains confident that a race will be run this September 22, as originally scheduled.

"It's true, he told our American Editor, "that we don't have clear approval from the city yet, but everything is progressing well. It's also true that we don't have a track yet, but we estimate that building it will take two months. What's more, it won't be a patch job using bits of existing roads, either. The whole circuit will be new. It will be 2.37 miles long — and it won't be too tight."



With attention now firmly focussed on the third Grand Prix of the season there is just time to send us your predictions for the San Marino race this weekend. Whoever predicts the winner, and gets closest to his average race speed, receives a magnum of the finest *Moët et Chandon*.

So swiftly consult you Imola TV Guide — free with this issue — and look ahead. As a reminder, Alain Prost won the event at 116.354mph in 1984, and has already notched up one win so far this season.

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Snowbound 'Ring forces cancellation of F3000

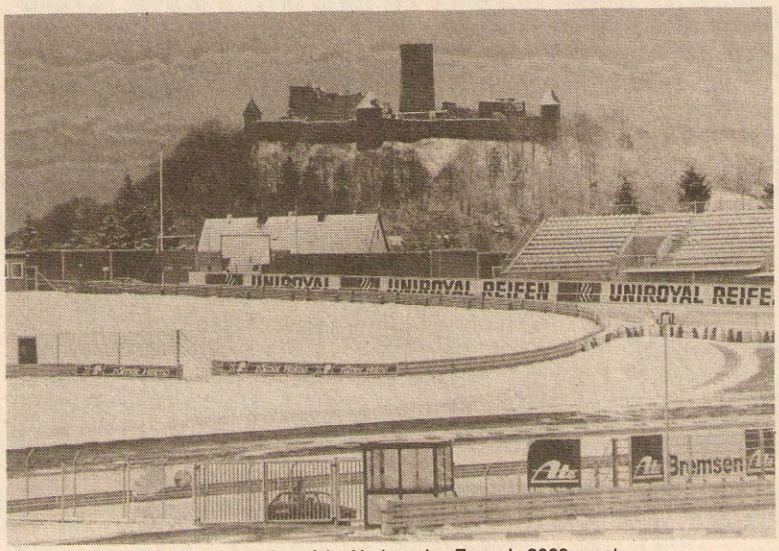
The inclement weather which has followed the F3000 championship around since its inception dealt a hammer blow to the fourth round of the series at Nürburgring last Sunday when snow forced the entire meeting to be abandoned.

The drivers had to abandon their 'hire car lappery' of the old circuit for official qualifying on the antiseptic new course on Saturday morning, the first untimed and timed sessions being the only dry running that anybody had.

There was no yardstick time to aim for except the 1m 25 secs lap that Mike Thackwell did while testing for Tyrrell last year. The joint championship leader reckoned that given a full day's running that the F3000s would be in the 1m 26secs bracket. As it turned out his do-or-die last lap effort — which gave him his third successive pole — was a 1:28.47s, just pipping Michel Ferté's time which had stood as the quickest for most of the session. Both the Bridgestone-Ralt and Avon March ran race tyres to set the times and both drivers reckoned that there was plenty more to come. It was interesting to note also that both of them were attempting to take the final "chicane" in top gear!

While John Nielsen was confined to the spare Bridgestone-Ralt after his own jammed its starter, the other main Avon March runners, namely Onyx drivers Emanuele Pirro and Johnny Dumfries, were confirming that this was going to be an extremely closely fought contest. In setting third quickest time Pirro used just one set of race tyres while Dumfries was a much happier man than at Estoril, being on the pace throughout, steadily rebuilding his confidence and fulfilling the potential of the combination.

Juan Manuel Fangio III, driving his Lola at a circuit which he knew for the first time (amid rumours that the Corbari run team is soon to switch to Marches) showed some form with seventh quickest time. The San Remo team hadn't got enough wheels for a full selection of Bridgestone tyres to be fitted. The qualifying tyre refused to come up to temperature, thus was ineffective, and only Gabriele Tarquini managed to get out on anything else, which he used to claim eighth place.



Heavy snow forced the cancellation of the Nurburgring Formula 3000 event.

Christian Danner switched to the Japanese tyres for this meeting and, he hopes, the rest of the year on his BSA March. Even though they were just bolted on with only a compensatory camber change to suit, he said he felt they were better, particularly under braking, but team-mate Tomas Kaiser was a little quicker still on his Avons.

Thackwell — flying in practice.



Alain Ferté and Mario Hytten were still having an unhappy time with their Lolas in the dry but in the wet the suspected chassis-twisting was masked and the two of them were among the pace-setters exclusively the province of the Avon runners. Ferté and Pirro traded fastest laps until Pirro parked up, leaving Hytten to battle with the younger Ferté who ended up quickest.

John Nielsen was the quickest of the Bridgestone runners in the filthy conditions, some 12 secs off Ferté's Avon March pace. The tyres just would not produce any kind of working temperature and everyone was audibly suffering wheelspin in every gear. "Quite honestly if it is going to keep snowing I pray that it will settle and the race will be cancelled," said the Dane who had suffered snowed-off Euro F3 races at the circuit in the past. His prayers were answered as the circuit was well-covered in frozen snow on Sunday morning, leaving the organisers with little option but to call it off.

BRIEFLY

■ Although the 'Ring entry was the biggest of the year (25) only 15 of the 16 cars present actually practised. Both ORECA and Onyx March team owners Hughes de Chaunac and Mike Earle reported a list of eight names who had tried to hire their supposedly financially unsettled second cars for this and subsequent meetings, without success.

■ Work Lola F3000 team manager Jean Mosnier missed qualifying at the 'Ring last weekend having been delayed (by snow, again) on a trip to Chicago. The purpose of the trip was to visit the Beatrice headquarters to seek support for the team and Mosnier reported that it was a worthwhile exercise. A second, much revised, works car is scheduled to appear at Vallelunga although as yet it is undecided who will drive it. Meanwhile, Alain Ferté was not hiding the fact that he was urgently looking for a way to compete with his impressive younger brother in the ORECA March team.


Campos — F3000 Tyrrell.

■ The Barron Tyrrell F3000 team again ran just one car at the 'Ring, this time for debutant Adrian Campos. Team manager Kees van der Grint stressed that the problems with Claudio Langes was solely due to the non-arrival of his sponsorship funds, the team having run the Italian free of charge in the opening races. Roberto Moreno was present helping the team as enthusiastically as ever but preferred not to use his valuable sponsorship until he has carried out further testing of the promising 012 chassis.

■ For the first time Minardi actually nominated drivers for their yet to be seen F3000 cars at the Nürburgring, Fulvio Ballabio apparently providing the finance for himself and Alessandro Nannini. Now that the Motori Moderni turbo engine has appeared in their F1 car the DFV stock should be released in time for a Vallelunga debut.

■ At a meeting of the FISA F3000 working committee in Paris last week it was agreed that a sealed ignition box would be a suitable alternative to the Monk restrictor. Permanent scrutineer Cecil Mitchell happily accepted the proposed solution and the Onyx cars did the first session with their contactless ignition boxes set to 8950 rpm. However, it was pointed out that this was not an entirely cheat proof system and Mike Earle agreed to reconnect the Monk boxes for the second session.

■ Cosworth confirmed that the problem with Mike Thackwell's F3000 Ralt at Estoril was due to a complete failure of the rev restrictor, the faulty unit having been returned to Glen Monk for analysis. Ron Tauranac also pointed out that Thackwell's fastest lap, set on the final tour of the Portuguese race, was on Bridgestone's hardest race tyre, not the softer one as stated in our report.

Development programme for AGS

After their early disappointing results the AGS team opted to miss Nürburgring to complete an intensive development programme on the JH20, F3000 chassis.

Philippe Streiff reported on Monday that they planned a "five or six day test at Paul Ricard (starting on Wednesday) which would involve trying new bodywork, revised wings and exhaust systems plus a new suspension geometry to suit the Bridgestone radial tyres."

Bridgestone will be attending the test while Streiff will also be doing some engine comparison work for Heine Mader using an endurance specification DFV and a modified ex-Ligier DFY. "We have only used the endurance engine until now and we suspect that it is not so good", explained Streiff, who said that he was confident that the Gitanes sponsored team would return as a fully competitive force at Vallelunga on May 12.

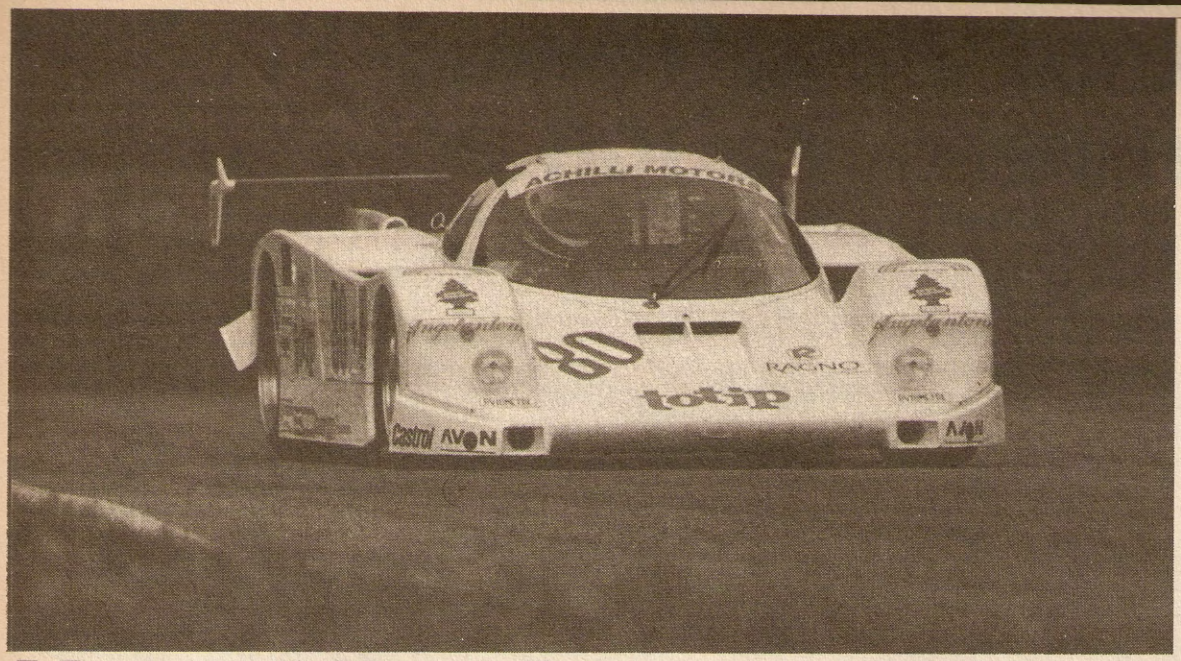
PMC Williams team tests revised rear suspension

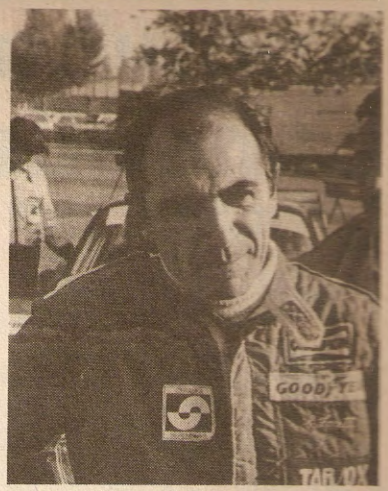
Lamberto Leoni, Paulo Barilla and Roberto Moreno tested the revised PMC Williams at Silverstone and Donington last week but, due to sponsorship difficulties, the cars did not make the trip to Nürburgring. According to team manager Peter Macintosh, last week's running of his partner Richard Divila's revised rear suspension showed an immediate improvement although weather and engine problems prevented any real conclusions being drawn. "We plan to test with Moreno again this week" said Macintosh, "and we hope to resolve our sponsorship problems in time for the next race."

New March 85B production run to meet demand

March boss Robin Herd made a brief visit to the Nürburgring last weekend, and pledged that his company would embark on a fresh batch of 85Bs to satisfy demand, which appears to have become acute following the poor showing of the converted F1 cars in particular. The 12th March 85B was finished over the weekend and delivered to Cesare Gariboldi for Ivan Capelli to debut at Vallelunga, providing Heine Mader can produce some extra engines. The 13th and 14th 85Bs were subject to a late mystery bid which was due to be confirmed on Tuesday of this week.

The Ekstroem team and Eddie Jordon Racing were also expecting to finalise deals by the middle of this week. Jordon anticipated starting at Spa while Ekstroem, who missed Nürburgring to get their team properly organised for the rest of the season, should be back with a singleton car at Vallelunga, and intend to field two cars from Pau onwards.





Left and below: The new Giorgio Stirano-designed Alba-Carma AR6 which put on an impressive showing at the Monza 1000kms with Carlo Facetti (above), Martino Finotto and Guido Dacco driving.



New Alba-Carma AR6 sets Monza C2 pace

An exciting new Group C2 challenger, the Alba AR6, made its World Endurance Championship debut at the weekend. The work of Giorgio Stirano, the AR6 uses the same basic monocoque — built from carbonfibre — as earlier Albas but features completely new bodywork and revised suspension geometry.

Work on the new car was delayed over the winter when Stirano was unable to gain his planned access to the Turin engineering college's wind tunnel, this ensuring that the car could not be readied in time for the opening WEC round at Mugello. However, the tidily finished machine duly appeared at Monza last weekend and convincingly led the C2 class for 60 laps.

The latest Alba shares the similarly smooth lines of the Porsche 956/962 range and the Spice Tiga in incorporating a rounded nose section aimed at channelling air towards the underbody venturi. When mated to the powerful 1.8-litre turbocharged Carma engine, the Alba AR6 is already a potent challenger, qualifying comfortably on the C2 pole at Monza, albeit assisted with a bigger turbo and sticky Avon tyres. In the race, though, Carlo Facetti/Martino Finotto/Guido Dacco were halted after 60 laps when the car's rear body section flew off. With no spare available and the mounting points damaged, the team had little option but to retire.

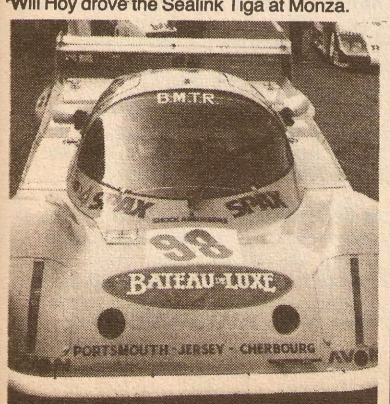
A second Alba AR6, to be fitted with a Ford Cosworth engine, is currently under construction, destined for Gianpiero Moretti's IMSA team in America.

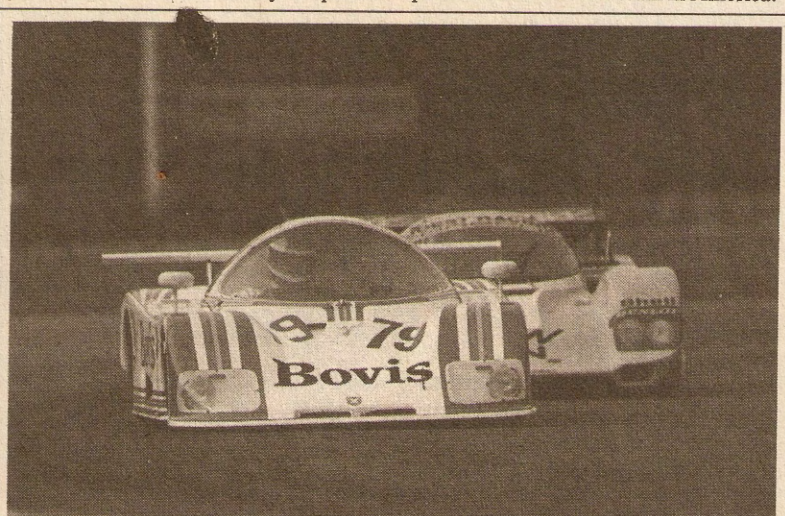
Sealink's Tiga-BDT

Clubmans Formula champion Will Hoy made his WEC racing debut last weekend, sharing Roy Baker's Group C2 Tiga-Ford BDT at Monza with Paul Smith. Sponsorhip for the venture comes from Sealink British Ferries, the association to continue at Silverstone and Le Mans.

Hoy made a good impression at Monza, running consistently at a pace similar to that of the Spice/Tiga and Ecosse cars until the little Tiga was seriously delayed by coil failure and then gearbox difficulties. For Silverstone, the team hope to have their brand new chassis available, as well as a revised (and more powerful) JQF-built engine.

Will Hoy drove the Sealink Tiga at Monza.





The new Ecurie Ecosse C2-85 proved itself remarkably fuel-efficient at Monza.

Latest Ecosse effective

Ecurie Ecosse made yet another return to World Endurance Championship racing last weekend, their new Ecosse C2-85 taken to 10th overall and second in class in the Monza 1000 by Ray Mallock and Mike Wilds.

The new car has been constructed in Ray Mallock's Northamptonshire workshops. It is based on the car destroyed in last year's Thundersports crash at Brands Hatch but is effectively new from the engine forward, the design work has been undertaken by Graham Humphries under the direction of Mallock himself.

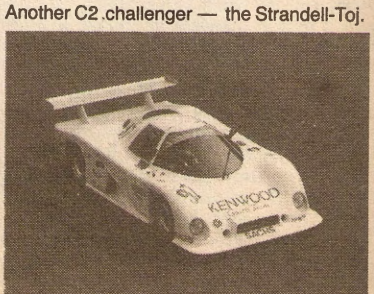
The team's best engine was unfortunately damaged during qualifying on Saturday but the neat, small car still proved remarkably fuel-effective and ran trouble-free in the race apart from one longer-than-planned pitstop to change front brake pads.

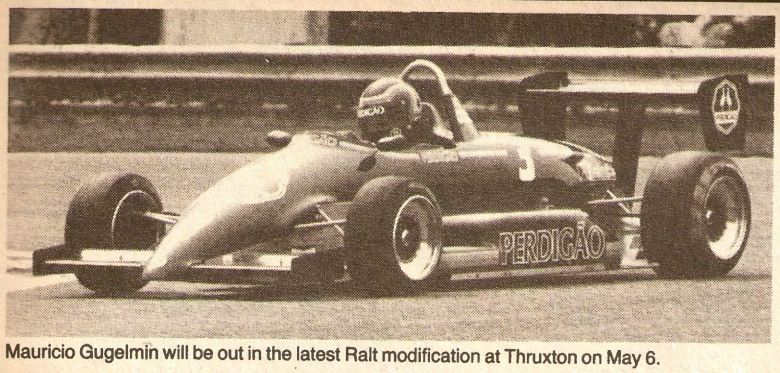
With sponsorship from Bovis, the Richard Williams-managed team will race at Silverstone in two weeks' time prior to a concerted attack on C2 at Le Mans. The Bovis involvement is for a two-year programme, the team intending to move up into C1 for 1986, with an Aston Martin Tickford powered car now being designed by Max Boxstrom.

Strandell's Porsche-Toj

Swedish Porsche dealer Bo Strandell entered a new Group C2 challenger at Monza last weekend, the car driven by reigning European Rallycross Champion Martin Schanche and experienced Swedish racer, Stanley Dickens. The chassis is based on an old Toj monocoque, updated and fitted with very neat new bodywork crafted by Strandell's team. Power is by courtesy of a 3.3-litre engine derived from the Porsche 930 road car but fitted with a larger turbocharger. Sadly, it was the engine that let the team down at Monza, substandard petrol blamed for the multiple burned valves on Saturday. The team worked late into the night to cobble up a different engine for the race, although this was to last for only two laps before stranding Dickens out on the circuit.

Another C2 challenger — the Strandell-Toj.





Mauricio Gugelmin will be out in the latest Ralt modification at Thruxton on May 6.

Ralt teams test new F3 tweaks

West Surrey Racing and Eddie Jordan's team have been hard at work testing development tweaks on their Ralt RT30s since the last Marlboro British F3 counter at Zolder. The fruits of their toils should be gauged on their next race outing, at Thruxton next Monday.

Dick Bennetts of WSR has engineered a new narrow-track rear suspension configuration, which Mauricio Gugelmin tried on the Perdigao chassis at Snetterton last Thursday, while aerodynamic work has been carried out by Jordan's team, also in conjunction with Ralt chief Ron Tauranac.

"We have evolved some new sidepods in the wind-tunnel," said EJR's Jimmy Wright on Monday, "and will test them on Harald Huysman's car again this week. They look quite similar to the Reynard pods, which is a shame in a way, but they do appear to work well.

"The half-length pods we developed before — and were destroyed by Harald at Thruxton last month — are no longer eligible, incidentally, as the loophole we found in the regulations (designating the wheels 'deformable structures'!) has now been closed up . . ."

Scott back in Mint RT 30

Dave Scott confirmed his intention, on Monday, to rejoin the Marlboro British F3 championship in a new Ralt-VW RT30 to be run from his own Mint Engineering base in Midhurst, Sussex. Having tested the prototype RT30 extensively over the winter, Scott was not in a position to field the loaned chassis at the start of the season. He thus returned the car to Ron Tauranac and appeared in one of Anglo American Racing's older RT3s for the first three races.

"The new car will be built up when the engine arrives (scheduled for May 10) and we aim to be out at the second of the upcoming Thruxton races, on May 27," said Dave. "I'm running the show myself, with two crew men due to join the Mint team next week. We are a bit short of finance right now, but Swift Caravans will continue to help us at selected events."

Scott's return to the Marlboro series should prove most beneficial to Ralt's ongoing development programme with the RT30. As the Weybridge concern's most experienced representative, perhaps Dave will be able to notch up the marque's first British F3 win of the 1985 season, and thus break the current Reynard stranglehold?

Acheson to Le Mans

Kenny Acheson had his first race in a Group C Porsche sportscar at Monza last weekend, and will get his second next Sunday at Mount Fuji!

The Ulsterman flew to Italy from Japan, where he is racing in the national Formula 2 series with a March-Honda, on Yokohama tyres. He arrived in Milan, having flown from Tokyo via London, the day before official qualifying at Monza, where he competed in the Fitzpatrick Porsche Team lead entry, also on Yokohamas. Co-driving Jo Gartner in the EMCO backed Porsche 956B, Acheson failed to finish because of a gearbox failure, but did enough to persuade team owner John Fitzpatrick to invite him to Le Mans next month.

In the 24 Hours, Kenny will probably partner veteran David Hobbs, who has been released by the TWR Jaguar team so as to race a Porsche for Fitzpatrick in the Silverstone 1000 in ten days' time. The team is hoping that Hobbs will also be on its driver strength at Le Mans.

After Monza, Acheson returned to London and then flew off back to Japan, where he will race the Advan Porsche 962 in next weekend's second round of the national Group C championship. Kenny will co-drive Kenji and Kunimitsu Takahashi in the car, and among the opposition will be a Lancia LC2-85 crewed by works drivers Sandro Nannini and Henri Pescarolo.

Butterfield with Docking

Superkarter Giles Butterfield has joined Docking Spitzley's F3 equipe, and will contest the remaining 12 Marlboro British championship rounds, starting at Thruxton next Monday. Butterfield (21), finished fourth in last year's CIK World Kart series and has subsequently taken part in a handful of FF1600/2000 events to qualify for his full International racing licence.

Giles, son of former England rugby centre Jeff Butterfield, has the use of the Gerald White Group's ex-Eric Lang Ralt-Toyota RT3 chassis in the pre-'84 class competition. The Rugby Club of London (Butterfield Senior's luncheon club), GWG and property developers Graeme Sutton Ltd will back the F3 effort.

Rapid 190s for Britain?

Danny Snobeck's Mercedes 190s scored a dominant 1-2 victory in the French Production Car Championship at Magny Cours last weekend, with Alain Cudini beating his team boss to the flag.

The 190, in only its second French race, has proved that it is going to be a very serious challenger for honours when it receives its Group A homologation. Neil Eason-Gibson of the RACMSA is due to look at the model this week with a view to international homologation, which will see the car raced in the middle classes in both the European Touring Car Championship and the Trimoco RAC series.

It is expected that Snobeck Racing Services will take on the Europeans as soon as the car is ready and that models are likely to appear in Britain next year, taking on the Ford Escort Turbo.

WEEKEND SPORT

INTERNATIONAL EVENTS

Date	Venue	Events/Details
May 5	Imola, Italy	FIA Formula 1 World Championship, round 3 *Senna's Estoril win at last broke the McLaren domination but Prost was quickest again in the dry morning warm-up. Last year, the Frenchman spun and still won and must be favourite again.*
May 5	Donington Park, England	FIA European Touring Car Championship, round 3 *see* Pit & Paddock.
May 5	Brands Hatch, England	FIA Historic Championship, round 3 *AC Cobras, Aston Martins, Jaguars and a plethora of historic machinery worth more than £2 million should provide plenty of nostalgic action at Brands*
May 5	Ledenon, France	Marlboro French F3 Championship, round 3 *This will be Fabien Giroix's second race with a VW rather than Saab powered Reynard. Will this see him nearer the front? So far it has been the ORECA Martini of Pierre-Henri Raphanel that has led the way.*
May 5	Wunstorf, Germany	German Formula 3 Championship, round 3; German Touring Car Championship, round 3; German Sportscar Championship, round 4 *Once more, Germans Hans Stuck and Jochen Mass should battle out the sportscar spoils, while in F3 Kris Nissen is fast emerging as the man to beat.*
May 5	Talladega, USA	NASCAR Winston Cup Grand National Championship, round 9 *The NASCAR boys visit the fastest circuit on the calender.*
May 5	Laguna Seca, USA	Camel IMSA GT Championship, round 6 *Two events on consecutive weekends will put pressure on the IMSA teams.*
May 5	Fuji, Japan	All-Japan Endurance Championship, round 2 *Eje Elgh/Geoff Lees will be out to repeat their opening round victory at Suzuka with the Dome-Toyota.*
May 6	Thruxton, England	Marlboro British F3 Championship, round 7 *With Russell Spence back to winning ways at Zolder after a temporary lapse at Donington, the Warmastyle Reynard will be hard to beat, Russell having won twice at the Hampshire venue already this season.*
May 11	Nashville, USA	NASCAR Winston Cup Grand National Championship, round 10
May 12	Vallelunga, Italy	FIA European F3000 Championship, round 5
May 12	Anderstorp, Sweden	FIA European Touring Car Championship, round 4
May 12	Silverstone, England	FIA World Endurance Championship, round 3
May 12	Mugello, Italy	Marlboro Italian F3 Championship, round 4
May 12	Montlhery, France	French Touring Car Championship, round 4
May 12	Avus, Germany	German Formula 3 Championship, round 4; German Touring Car Championship, round 4; German Sportscar Championship, round 5

OFF TRACK

Date	Venue	Events/Details
May 5	Prescott, Glos	RAC British and Midland Hillclimb Championships *Tim Thomson will be looking to add to his maiden win at Wiscombe with Roy Lane again a good bet for BTD.*
May 6	Croft, nr Darlington	British Rallycross Championship, round 3 *Trevor Hopkins leads the series with Rob Gibson and Trevor Reeves in pursuit. Des Winks is looking for his third win at the circuit.*

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

Fine entry forming for Silverstone 1000

After the thrills of Monza (report: page 16), the World Endurance Championship's next port of call will be Silverstone on May 12, the scene of round 3 of the Drivers series and round 2 of the new Teams championship. The event is shaping up strongly, with 37 cars on the preliminary entry list (by far the biggest field so far this year in the WEC), including several significant newcomers.

The presence of both factory Lancias will make a visit to Silverstone on the Saturday absolutely essential if you want to see what can be done with a Group C car developing well over 800 horsepower. The Italian cars will again be chasing hard after their pukka WEC victory and, despite the disappointments at Mugello and Monza, they must still be rated as favourites.

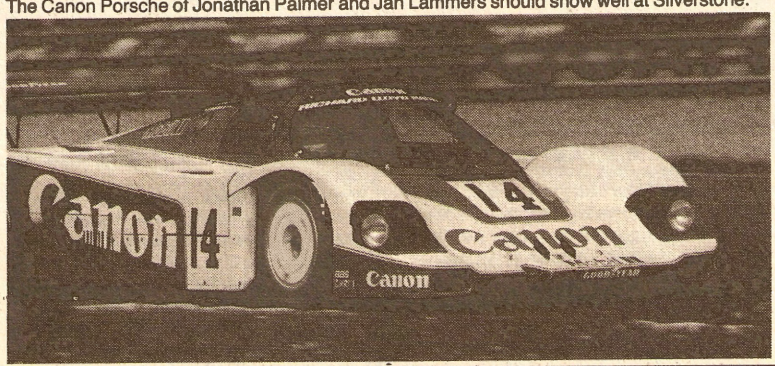
The opposition, however, will be as strong as ever, with a full turn-out from the works and privateer Porsche teams, and a repeat of the exciting early battle at Monza, between Riccardo Patrese, Bob Wollek and Canon Porsche driver Jonathan Palmer, is on the cards. The Rothmans, Kremer, Brun, Joest, Fitzpatrick and Obermaier teams will also be there in force, the best cars with all the name drivers contesting this year's WEC.

Among the newcomers in the 18-car Group C1 will be the now modified Emka-Aston Martin for Tiff Needell/Steve O'Rourke, and a Rondeau 382 for Jean Rondeau/Pierre Yver. Vern Schuppan is listed to drive a second entry for the Richard Lloyd Racing team.

In Group C2 (21 cars), the newcomers will include Glenn Loxton's Argo JM19, a second Spice Tiga, two new Gebhardts, a Cosworth engined Alba, Costas Los's Lyncar, a second Roy Baker Tiga turbo (this a brand new car, with bigger fuel tankage and a more powerful version of the BDT engine), John Bartlett's all-new Chevron B62, and the two factory Mazdas which will also be seen for the first time in Europe. They will be raced by David Kennedy/Yoshimi Katayama and Yojiro Terada/Takashi Yorino.

The BRDC, we are pleased to report, has put its usual good deal for Britain's biggest sportscar racing weekend. Saturday admission will be only £2.50 and there will be three races supporting three hours of WEC qualifying. Sunday admission will be £8.00 and the big race will start at 12.30. On both days, the covered grandstand seating will be free of charge.

The Canon Porsche of Jonathan Palmer and Jan Lammers should show well at Silverstone.



Mazda quits Australian GpA series

Mazda Australia have announced that they are to withdraw from the Australian Touring Car Championship forthwith. The move leaves team leader Allan Moffat without a drive for the rest of the season.

After nearly six months spent working on the 929 model, Mazda, it seems, have decided that it cannot be developed into a competitive vehicle for Group A and have decided that withdrawal is the only way out. It was thought that the men at Mazda were working on a turbocharged version of the car, but this appears to be unfounded.

The withdrawal of Mazda means that direct manufacturer involvement in Australian Group A has been reduced, and although it is expected that the marque will return in '86, it is as a blow to the series.

BRIEFLY

■ Sad news from the USA: Petty Engineering, a legendary name in NASCAR, is now formally out of business. The team went into steep decline when Richard Petty quit after falling out with his brother, Maurice, who last week closed the doors for good . . .

■ The Indianapolis 500 will be the last 'cross ply' Indy car race. Thereafter Goodyear intends that everyone will run on radials, tested at Michigan (at 200+) by Bobby Rahal and Al Unser Jr last week'.

■ Price Cobb, off the scene for quite some time now, is to drive for Penske Racing in the CART 'B' races this year. The races set are at Milwaukee, Mid-Ohio and Michigan, and all will be 'sprint' affairs at 70 miles or less, with no pit stops involved.

■ Former F3 man Davy Jones, who dominated the SuperVee race at Long Beach recently, is to continue through the whole series with Garvin Brown Racing, with sponsorship from Budweiser. Paul Newman is also lending his name to the project.

■ During testing for Sunday's Talladega 500, Bill Elliot last week lapped his Daytona-winning Ford T-bird at a remarkable 207.107mph.

■ The Roger Cowman/Ken Moore Arrows A6 tested promisingly at Silverstone last week but as the sponsorship for Slim Borgudd was only confirmed on Friday night they could not get to the 'Ring. However, Cowman was confident on Monday that they would be making the trip to Vallelunga.

■ Such is the demand for Adrian Reynard's carbon fibre F3 chassis that his staff in Bicester is operating a 24-hour day, seven days per week, shift system to fulfill its commitments to the growing 853 order book!

■ The body buck for Chevron Cars' B62 WEC C2/IMSA challenger has now been completed in Winchester, where the first Cosworth-powered chassis is rapidly taking shape. This striking new challenger should be debuted at the Silverstone 1000kms event, later this month.

■ A special race for F1 cars built since 1966 (the start of the 3-litre formula) will be a highlight of the HSCC's Historic weekend, on the Brands Hatch GP circuit on June 8/9. To encourage a grand turn-out of machinery, start money of £200 per car will be paid by Waspeze. Prospective entrants should contact Brian Cocks of the HSCC (06663543) for full details of the spectacular event.

WEEKEND SPORT

NATIONAL EVENTS

Date	Venue	Event/Details
May 4	Silverstone, Northants	MG Car Club International Weekend *A must for all enthusiasts of the MG marque. Racing from 1.30pm.*
May 4/5	Donington, Derbys	Trimoco British Saloon Car Championship, Motoring News Transnational GTs, Superguard DRC FF2000, Renault 5 Turbo Cup. *Andy Rouse will be looking to add to his Oulton debut success with the Sierra. Timings — see* Pit and Paddock.
May 5	Brands Hatch, Kent	Inter-marque Championship, Morntane Engineering Vintage and venerable Aston Martin race, Bovis Thoroughbred Sports Championship, Allcomers race for Historic cars. *Supporting the FIA Historic championship counter, these events should more than ensure that brands is the Bank Holiday venue for all Historic buffs. Practice from 9.35am, racing from 2.15.*
May 6	Snetterton, Norfolk	Thundersaloons, RAC/TT FF1600, Ford Credit Fiestas, Metro Breakers Saloon Cars, Champion of Snetterton FF1600. *Rod Birley will be driving the first Thundersaloons stint in his Escort before taking over his Sierra XR4i from John Brindley. Expect Gachot, Blundell, Bancroft, Herbert and Hill to provide the FF1600 fireworks. Practice from 9am, racing from 2.00.*
May 6	Thruxton, Hants	Marlboro British F3, Thundersports Trophy, Wendy Wools Special Saloons, Mini Miglias and Mini Sevens *Tim Lee-Davey/Neil Crang will be looking to get on terms with Tiff Needell/Richard Piper after the previous controversy at Brands Hatch. Both pairings can expect problems with the Lolas of Foulston/Brindley and James Wallis/Mike Wilds. Practice from 9am, racing from 2pm.*
May 6	Silverstone, Northants	LEP Group Open *Libre*, Esso FF1600, Trimoco Clubmans, BCA MG Metro Challenge, Uniroyal Production Saloons, Anglo TransAm Challenge, Monoposto Racing and TUK Monoposto Kent Challenge *Tony Trimmer will be out to make amends for his outing two weeks ago when his car expired in the Libre counter. A bumper entry for the Uniroyal has meant it being run as two separate races, split at the 2 litre mark. Watch out for the Colt Starions in the powerful class and Karl Jones's Strada in the under 2 litre division. Practice from 9am, racing from 2.30pm.*
May 6	Lydden, Kent	*Libre*, FF1600, Formula 6, Hot rods, Bangers, Mini-cross *A large entry for Lydden with the biggest banger entry for 10 years. Practice from 11am, racing from 2.00pm.*
May 6	Oulton Park, Cheshire	Formula E, MGs, Ronnie Scott Club Sports 100 miler, Club Rally Car Challenge, Champion of Oulton FF1600 *Three FF1600 events should ensure plenty of incident and excitment. Practice from 9am, racing from 2pm.*
May 6	Cadwell, Lincs	Northern FF2000, FF1600, Dunlop/AUTOSPORT Star of Tomorrow, Northern GTs, Duckhams Road Saloons, Renault 5s, Alfa Romeo Challenge *Phil Andrews will be looking to capitalise on his recent Silverstone Star of Tomorrow win, while Adrian Willmott and Danny Wright will be out to make amends for recent disappointment.*
May 6	Castle Combe, Wilts	Racing Displays FF2000, Giroflex Porsche Challenge, 750MC Kit Car Series, Autocavan F Vee, Pre '65 Saloon Car Challenge *Things are getting tight at the top of the Racing Displays series. Pratt, Coyne, Hardman and Donnelly are the main protagonists with Bertrand Fabi ever threatening. Practice from 8.30am, racing from 1.30pm.*

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

Rover hat-trick at Donington saloon bonanza?

The European Touring Car circus comes to Donington Park this weekend, with the Austin Rover team on the crest of a wave after two dominant performances in the opening races at Monza and Vallelunga.

Tom Walkinshaw and his regular co-pilot Win Percy will be trying, on their home ground, to score a hat trick of wins to keep their 100% record in the series to date.

After Jaguar swept all before them last year, the Austin Rover camp fell into a demoralised state. It seemed they were never going to win. Now, there is a spring in their step and the cars emerge every time looking like winners. Winter development and the latest Dunlop rubber have made the Bastos/Texaco Rovers the cars to beat. At Monza, in the season-opener they finished 1-2-3, while two weeks ago, down in Rome, they finished first, third and fourth. Alongside the leading pair in the TWR-prepared cars this weekend, are Armin Hahne and Jeff Allam, while the third car will see Steve Soper racing in the series for the first time this year, partnering one of the two Belgians in the team — Pierre-Alain Thibaut or Eddy Joosen, Jean-Louis Schlesser being otherwise engaged with the French championship Rover.

Waiting in the wings however are the Volvo 240 Turbos. Last year the 'Flying Bricks' were horrendous to watch, leaping around all over the track. Over the winter, with the long time BMW entrant Rudi Eggenberger taking over running the cars, there has been a dramatic improvement. They still jump about, but now they are beginning to look almost stable. While Eggenberger has put in work on the chassis, Sweden remains in control of the engine development, and after the disastrous engine failures at Monza they have been forced to look at a new way round the high compression problem.



Brancatelli and Walkinshaw dispute the same piece of Monza, while Jean-Louis Schlesser looks on.

Eggenberger has a dramatic driver line-up. Led by Gianfranco Brancatelli, the team has Pierre Dieudonne, Thomas Lindstrom and Sigi Muller Jr — a fine blend of youth and experience — Lindstrom knows more about Volvos than perhaps anyone else in Europe, Dieudonne's credentials are well known and Sigi Muller has shown that he will be a very good saloon car driver with a little more experience.

In addition to the Eggenberger Volvos, there are three other 240s entered. The 'Lunatic' Volvo of Ulf Granberg and this weekend, Ingvar Carlsson, very rapid indeed at Monza; and the year-old models which will be pedalled round Donington (probably sideways all the way) by Swedes Mikael Strauch and Sune Olsson and the Antipodean pairing of Charlie O'Brien and Graeme Baker.

As we closed for press, we heard that the Schnitzer BMWs would not be competing at Donington, despite a fine showing in the opening round of the series at Monza.

BMW were, of course, caught out badly by Jaguars withdrawal from the series. Late last year, it was decided by the powers that be in Munich that ETC would be left to the Jags and Volvos until 1986 when the new M3 is expected. When the news broke in February that Jaguar were not competing, a hasty turnaround occurred. At Monza, Gerhard Berger battled for the lead with Walkinshaw's Rover, but it is fast becoming clear that the lack of work on the Bee Ems over the winter has left them struggling. The Schnitzer cars are now not expected back 'till the Nurburgring.

BMW however, will be represented. Frank Sytner has entered two cars for himself and Michel Delcourt, and John Clark and TBN. Mike Newman's Burlington Wallcoverings car will be out too, with Mike accompanied by Vince Woodman, while the CiBiEmme Sport trio of ex-Eggenberger BMWs will be up there as ever. Although Andy Rouse's Sierra Turbo was entered, we learned on Monday that with a Trimoco event at the same meeting, Andy had decided against giving the car its ETC debut.

In the middle engine capacity class, there is the usual Alfa Romeo battle in prospect. Rinaldo Drovandi and Lella Lombardi taking on the Giorgio Francia/Bernard de Dryver duo with a gaggle of other likely to be in close attendance. An interesting entry will be the ex-TWR Mazda RX7 prepared by Jeff Williamson Rallying which has been entered for Chuck Nicholson, David Palmer and David Sears. "It's going to be a friendly family outing," commented Chuck when we spoke him, "just to see if we can compete with the Alfas."

Another team which are set on beating the European hordes, this time in the smallest class, is the Ford Escort team of Richard Longman and Alan Curnow. The numerous Toyotas and Golfs that appeared in Italy have been reduced in number but the competition is likely to be fierce, with 'the other' John Nielsen and Erik Hoyer's Corolla the car to beat. Also from the British series there will be the Jon Dooley/Rob Kirby Alfa Romeo Alfasud, and that could spring a surprise.

All in all it should be another enthralling race. At Vallelunga the Volvos showed that they have already begun to close the gap to the Rovers, but the 'Tom and Win Express,' is well and truly on the rails and will take a lot of beating . . .

JMCS

DONINGTON 500 European Touring Car Championship, round 3

Class 3 (Over 2500cc)

1	Walkinshaw/Percy	Rover Vitesse	Bastos Texaco Racing Team
2	Muller/Dieudonne/Lindstrom	Volvo 240T	Eggenberger Motorsport
6	Soper/TBN	Rover Vitesse	Bastos Texaco Racing Team
7	Hahne/Allam	Rover Vitesse	Bastos Texaco Racing Team
8	Granberg/Carlsson	Volvo 240T	Magnum Racing
9	Sytner/Delcourt	BMW635CSi	Sytner BMW
10	Clark/TBN	BMW635CSi	Sytner BMW
11	Lindstrom/Brancatelli/Dieudonne	Volvo 240T	Eggenberger Motorsport
12	Newman/Woodman	BMW635CSi	Burlington Wallcoverings
14	Marco Micangeli/Zapico	BMW635CSi	CiBiEmme Sport
15	Briozzo/Bosshard/Maurizio Micangeli	BMW635CSi	CiBiEmme Sport
16	Briozzo/Palma/Taverna/Naddeo	BMW635CSi	CiBiEmme Sport
17	O'Brien/Baker	Volvo 240T	Erle McRae Racing
19	TBN/TBN	BMW635CSi	FHS Motorsport
29	Strauch/Olsson	Volvo 240T	Restaurant Cattelinab

Class 2 (1601-2500cc)

41	Lombardi/Drovandi	Alfa Romeo GTV6	Jolly Club
42	Francia/de Dryver	Alfa Romeo GTV6	Luigi Racing
43	Boucher/Cremer	Alfa Romeo GTV6	Luigi Racing
44	Camathias/'Spiffero'	Alfa Romeo GTV6	Jolly Club
45	Cipriani/Siena	Alfa Romeo GTV6	Jolly Club
46	Suster/Cipolli	Alfa Romeo GTV6	Jolly Club
47	Meireles/Melville	Alfa Romeo GTV6	Luigi Racing
50	Nicholson/Palmer/Sears	Mazda RX7	Jeff Williamson Rallying
52	Walterscheid-Muller/TBN	BMW323i	FHS Motorsport

Class 1 (1001-1600cc)

71	Nielsen/Hoyer	Toyota Corolla GT	Team Toyota Castrol
72	Bychl/Salaguarda	Toyota Corolla GT	ASP Racing Team
83	Frensch/Mansperger/Moellman	Peugeot 205GTi	Haribo Racing Team
84	Katsers/Menage/Guy Neve	VW Golf GTI	Belgian VW Club
85	Ley/Stallman	VW Golf GTI	AC Bad Honnef
86	Niemeyer/Mores	VW Golf GTI	SNR Racing Team
89	Rauch/Bodo	Ford Escort RS1600i	Ford Auto Veri
90	Longman/Curnow	Ford Escort RS1600i	Royal Mail Datapost
91	Meeuvissen/van Ommen/Wester	Ford Escort RS1600i	Ford Gerstmann Racing Team
95	Dooley/Kirby	Alfa Romeo Alfasud	Alfa Romeo Dealer Team

TIMETABLE

Friday May 3

0900-1030	ETC untimed practice (Classes 1 & 2)
1045-1215	ETC untimed practice (Class 3)
1330-1500	ETC untimed practice (Classes 1 & 2)
1515-1645	ETC untimed practice (Class 3)

Saturday May 4

0900-1030	ETC timed practice (Classes 1 & 2)
1045-1215	ETC timed practice (Class 3)
1230-1250	FF2000 practice
1305-1335	Trimoco Saloon Car practice
1430-1600	ETC timed practice (Classes 1 & 2)
1615-1745	ETC timed practice (Class 3)
1755-1815	GT cars timed practice

Sunday May 5

0900-0930	Trimoco saloon car practice
0940-1010	ETC untimed practice
1030	*MOTORING NEWS* TRANSNATIONAL GT CHAMPIONSHIP RACE
1110	RAC TRIMOCO BRITISH SALOON CAR CHAMPIONSHIP RACE
1215	SUPERGUARD DRC FORMULA FORD 2000 CHAMPIONSHIP RACE
1400	DONINGTON 500 — FISA EUROPEAN CHAMPIONSHIP FOR TOURING CARS, 160 LAPS (313.17 MILES).

Pondering team orders? Armin Hahne, Tom Walkinshaw and Jean-Louis Schlesser . . .



A competitive proposition

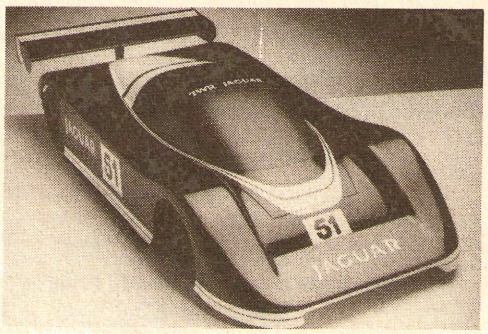
This week, there is good news and bad news for Jaguar enthusiasts. The good news is that there will definitely be two Jaguar XJR-5 cars at Le Mans next month, entries in the IMSA GTP category, bidding for overall honours with the great Brian Redman and former race winner Hurley Haywood among the drivers. The bad news is the confirmation that the Group C versions of the US-built car will not be at the 24 Hours.

Yet that bad news is precisely what AUTOSPORT wanted to hear, and it is more than merely tempered by the announcement that the very exciting new Jaguar XJR-6 will be racing in the Hockenheim 1000 in July.

During the past few months, stories have been filtering down the sportscar racing grapevine that the latest race version of the Jaguar V12 engine is very promising in tests, fulfilling the fundamental requirements of a Group C powerplant in that it is both powerful and fuel-efficient. It is said that the engine will be capable of matching the existing units fielded by Porsche and Lancia in both these respects.

If such is indeed the case, then Jaguar Cars and Tom Walkinshaw Racing, which will be running the Group C entries on behalf of the company, have made a wise decision. The original intention was to race at Le Mans with revised versions of the XJR-5 for the Group C1 class, after a shakedown race at Silverstone. It was not simply that time was short if this target was to be achieved: for what Jaguar and TWR found they had here was the prospect of racing a good engine in a relatively indifferent chassis.

The XJR-5 was designed for IMSA GTP racing in the USA, and as such it is overweight relative to the Group C Porsches and Lancias. It is also slightly behind the times as to the very latest thinking in sportscar chassis design and construction. If an engine of the highest potential was installed in such a car, then an outstanding opportunity might well have been wasted.



It was an exceptionally brave decision by the managers of the new Jaguar project not to go to Le Mans, but the thinking behind it says much for the professionalism of the new team. It also promises much for the future. Next month, the Jaguar XJR-5 will be capable of running in the top six at Le Mans, but this clearly is not thought to be good enough.

The inescapable conclusion is that Jaguar Cars and TWR genuinely believe that they will be entirely competitive with Porsche and Lancia when the purpose-built XJR-6 is on stream, and fully developed. The team had the option of coming in to the World Endurance Championships with a good midfield runner, so as to learn the tangled ropes of sportscar racing, but has preferred to take the time to develop a car immediately capable of winning races. We find the second option infinitely preferable.

Just now, even the most knowledgeable expert in World series sportscar racing is unable to predict which of the seven or eight cars will emerge as the race winner. The WEC, for a variety of reasons, has become highly competitive, and the addition of two strong Jaguars will produce some spectacular motor racing in the second half of the season.

Roll on Hockenheim.

Missing rungs on the ladder

The ambitious Group A rally programme launched by Ford at its recent press conference appears to be in early difficulties. Development of the Escort RS Turbo, on which the National programmes around Europe are based, is throwing up problems which require quick answers if the young drivers involved are to derive benefit from the formula.

AUTOSPORT applauds Stuart Turner's initiative in establishing the "Ladder of Opportunity", designed to give junior drivers some path upon which to progress. It should offer such competitors a platform for the future, but it can only do so if speed is combined with reliability. And while the car appears to have pace, the old problem of feeding massive torque through a front-wheel-drive transmission system is causing concern. Those involved in the project are becoming increasingly frustrated that the definitive specification of the RS Turbo is a thing of the distant future.

So although the company has already announced a sweeping involvement with many National teams, it appears as if the targets have been established too soon. Lessons from the introduction of the Escort RS 1600i seem not to have been learned. The same difficulties in sourcing parts and completing development work are being experienced, and the drivers are struggling.

Of course, it is early days for the campaign, but these are also busy times at Boreham, for the competitions department is similarly charged with producing a world-beating Group B RS200. For Turner's ladder to perform its function, all the rungs must be in place. With such pressures, that will prove no easy task, but one which must be considered a priority.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Driver domination

It's pleasing to have one's expectations confirmed so soon. Senna has joined a select group of 17 drivers who, of the 62 who have won the 395 Grands Prix since 1950, have dominated 32 of them from pole position to flag, leading every lap and achieving fastest lap. They are:

Clark (8)	'62 British; '63 Dutch, French, Mexican; '64 British; '65 South African, French, German.
Fangio (3)	'50 Monaco, French; '51 Swiss.
Stewart (3)	'69 French; '71 French; '72 US.
Piquet (3)	'80 US West; '81 Argentine; '84 Canadian.
Ascari (2)	'52 French; '53 Argentine.
Brabham (2)	'60 Belgian; '66 British.
Farina (1)	'50 British.
Gonzalez (1)	'54 British.
Hawthorn (1)	'58 French.
Moss (1)	'59 Portuguese.
Siffert (1)	'71 Austrian.
Ickx (1)	'72 German.
Regazzoni (1)	'76 US West.
Lauda (1)	'76 Belgian.
Laffite (1)	'79 Brazilian.
Villeneuve (1)	'79 US West.
Senna (1)	'85 Portuguese.

Apart from Clark's outstanding record there seems to be no particular pattern. Two totally different circuits, Rheims and Long Beach, were the venue for three apiece, and not surprisingly Ferrari and Lotus Climax have eight each.

WORTHING, WEST SUSSEX ALAN DYBALL

The price of success

Before all the 'Racing for Britain' subscribers give up their excellent support of British drivers, I'd like to counter Keke Rosberg's comments in the Estoril Grand Prix report.

We all support the long awaited arrival of Stefan Johansson in a top line team when his undoubted talents will surely lead to great things, but sadly it wasn't 'Nothing to do with money — nothing to do with anything but talent'.

Stefan's faltering F3 career was rescued from possible decline by Marlboro in 1979 and for four years (two F3 and two F2) the cigarette company gave him a platform on which to show off his skills, and now it is the largest lettering on his helmet.

However great the talent, young drivers need that platform to demonstrate their skills. Without Marlboro Stefan would be nowhere, without 'Racing for Britain' Jonathan Palmer and Martin Brundle would be in similar positions.

It *does* take more than talent alone, back 'Racing for Britain' and help get more Brits up there.

SHEPPERTON, MIDDX JOHN FRASER

Premature celebration

How long will it be before we witness a tragic accident at the very end of a Grand Prix? I refer to the continuing practice of the winning team invading the track to celebrate their car crossing the line first.

At the end of the Portuguese GP at Estoril, the Lotus crew spread into the centre of the track to salute Ayrton Senna's first Grand Prix victory. Poor Nigel Mansell who, after a brilliant drive, was right in the wake of the Lotus and half-blinded by its spray, came within a moment's hesitation of mowing down the Lotus personnel. Fortunately for everyone he was able to take evasive action. Unlike Prost, Nigel was able to recover from the enforced excursion onto the grass and kept both himself and his car in one piece.

This is not the first time that such a near disaster has occurred, but surely somebody should make it the last by restricting the revelry to the pit lane until after all the cars have finished.

LITTLEHAMPTON, WEST SUSSEX TONY COLLINS

Did you see . . . ?

Having just watched the Portuguese GP, I noted that the debut of the new Zakspeed team went largely unnoticed, at least by the Portuguese television service.

Similarly, the Minardi's debut also went largely

unnoticed, at least by the Portuguese television service.

Similarly, the Minardi's debut also went largely unnoticed in Rio. Couldn't the various television services at least focus a little attention on them? It's one thing to read about them under *New Racing Cars*, it's quite another to see them actually going through their paces. After all, it's not every Grand Prix that a new team makes its first appearance.

It will be interesting to see if $80 million worth of Lola goes unnoticed later this season.

WIMBLEDON, LONDON ROBIN REEVE

Uren's grand get-together

Living here in the great quiet of Devon I am overcome by an acute attack of nostalgia. Those heady frantic and exceedingly enjoyable days of motoring: 1955-'63 of my racing and rallying with Fords; '63-'66 running the 'Race Proved by Willment' Racing Team; and '66-'70+ developing building and selling that 'wild breed' of Savages, Commanches, Navajos and so on.

The forthcoming motoring event of the century, 'Motor 100' at Silverstone on May 25/26/27, seemed to me to provide a heaven sent opportunity of a grand get-together of as many old pals and work mates of that great period of my life.

I wonder therefore if I may prevail upon you to announce through your columns an invitation to any and everyone connected with those enterprises to contact met immediately (on 0364 52587) with a view to setting up a base at Silverstone where we may all gather together.

Time is short, so do what you can please to urge all those ageing folk to 'phone me without delay.

If there are any mad keen UREN converted owners who would like to put their cars on show to the world for the three days I would be delighted to seek to arrange with the BRDC for an Owners's Club site, which I am sure would be possible. I know from many contacts that there are still a large number of the aforementioned cars in superb condition, still the light of their owner's eye including Apaches, Stampedes, and Senecas too.

I offer my great thanks in full confidence that you will do all you can to whip all those several hundreds of people into a fury of anticipation that will send them rushing Silverstone-wards, but not before 'phoning me.

ASHBURTON, DEVON JEFF UREN

Easter surprise

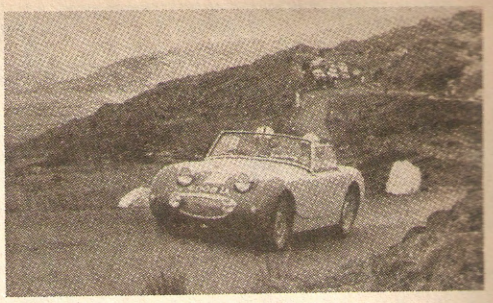
When I was visiting London for my Easter holidays, I bought a copy of AUTOSPORT and took much pleasure in the Who, What, Where, When? competition (*Armchair Enthusiast*, Apr 4) which featured my hero Graham Hill. He, in fact, was the only one I could identify in the Winkelman Lotus 69 F2 car at the Oulton Park Gold Cup.

Now, I'm a great Graham Hill fan, and I was wondering if there are other fans who would be willing to correspond with me; possibly anyone who could complete the schedule of all races which Hill took part in. I have listed many of them, but not all.

ALFRED RAIDL
Bergenstammgasse 8/3
A-1130 Vienna
AUSTRIA

THEN AS NOW?





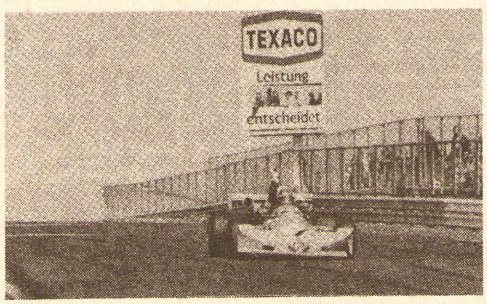
10 The traumatic events of the Spanish Grand Prix at Barcelona formed the main news 10 years ago this week (AUTOSPORT, May 1, 1975). Most of official practice was boycotted by the drivers. This was not a case of contractual politicking or suchlike — upon arrival at the round-the-houses Montjuich Park circuit, it was found that most of the barriers lining the course were in total disrepair. Nuts, bolts, washers and even supporting posts were missing and the GPDA, with Emerson Fittipaldi at the helm, vowed not to race until the situation was rectified. Pressure from the organisers and team managers saw action, however, but not before the teams themselves had set to with tools to help repair the barriers.

Ironically, a message left in jest by the Embassy crew (above) proved prophetic and their driver, Rolf Stommelen, suffered two broken legs when a wing support broke and sent the leading Embassy Hill over a barrier, through the debris fence and into a public area, killing four spectators. The race was stopped, with Jochen Mass gaining his first and only Grand Prix win, for McLaren.

At the Nurburgring, Jacques Laffite tightened his grip on the European Formula 2 championship with a dominant performance which included qualifying no less than 8.5secs faster than his nearest rival. It was Hans Stuck (below) who took a new lap record, however, as he claimed the second heat from 15th on the grid as Laffite coasted in ensuring overall victory.

Peter Gethin won the F5000 counter at Zolder in a race of attrition, followed home by the similar Lola T400 of Ian Ashley.

On the club scene, the Darlington & DMC hosted a round of the Tate of Leeds FF1600 championship at Croft Autodrome, a leading light and heat winner in which was one Eddie Jordan.



25 Major Formula 1 team bust-ups are always big news, and BE Bradnack's managerial decision to quit his position of team manager at BRM 25 years ago this week (AUTOSPORT, Apr 29, 1960) certainly caused waves in the motoring press. Bradnack's departure came as no surprise to many people, as certain parties within the Bourne set-up did not view his appointment to the post without resentment, and did as much as possible to be obstructive — certainly no way to run a successful F1 team. Things came to a head when BRM's new rear-engined chasis was literally kept secret from Bradnack until the morning of practice for the Easter races at Goodwood. Internal dynamics at Bourne would have to improve!

There was sensation in the rally world, too, as a 19-year-old private entrant, Adrian Boyd, won the International Circuit of Ireland Rally. Driving an Austin-Healey Sprite (above). Boyd, with less than two years of competitive motoring experience, and 20-year-old co-driver Maurice Johnston, managed to outperform the VW Beetle of 1959 winners Kevin Sherry/Seamus de Barra. Think of the furore that would occur if such a thing were to happen today...

Meanwhile, in the sunnier climes of East Africa, victory on the Safari Rally was taken by the Mercedes 219 of Fritschy/Ellis (below), with the husband/wife team of Mr & Mrs Temple-Boreham in second place. East African stalwart, Vic Preston (Sr) was third. Ford again won the manufacturers' award with their Zephyrs to the fore.

Geoff Duke, former motor cycling world champion, was set to return to motor racing for Graham Warner's team of Gemini F Junior cars. , having lapped Oulton Park in times said to be comparable to John Surtees'. Duke's first race would be at the forthcoming International Trophy.



CATCHPOLE

BY BARRY FOLEY





By now, Marc Surer — at right — will have realised that the victory is his. The Gelinski/Lechner Gebhardt and the Winther/Mercer URD are also parked at the Lesmo lumberyard.

It's an ill wind . . .

Monza 1000 stopped early when fallen tree blocks track — Winkelhock/Surer declared the winners for Kremer Barclay Porsche team — Seventh straight C2 win for Spice Tiga — Report: QUENTIN SPURRING — Photography: MALCOLM BRYAN

"A Christmas tree!" That is what Marc Surer called it, and he was right. It handed him and Manfred Winkelhock the winning spoils from last Sunday's Monza 1000 (which was the first Group C sportscar race won by the Kremer team) and it put the Swiss/German pair into the lead of the 1985 World Endurance Championship.

Felled by a galeforce wind, strong enough to blow down several big trees nearby in the Parco di Monza (one of which killed a woman bystander), it crashed across the barriers, and blocked the track. The race was red-flagged 34 laps before the scheduled distance.

At the time, the Barclay Porsche 962C was in the lead, about to lose it in a scheduled pitstop. And the race was shaping into unquestionably the best ever in the three-year life of the Group C sportscar formula, with four cars preparing for a dramatic last-stint dash to the finish line.

The factory Rothmans-Porsche of Hans Stuck/Derek Bell was classified second ahead of the closing Lancia Martini of Riccardo Patrese/Sandro Nannini, the works Porsche of Mugello winners Jochen Mass/Jacky Ickx, and the Brun Torno Porsche of Stefan Bellof/Thierry Boutsen. All but the MIX car were in contention, although the Torno entry was later disqualified because of a refuelling infringement.

The Monza 1000 was packed with interest and excitement, and it otherwise featured a stunning pole position by the Lancia team, the emergence of the Canon car as the front-running Porsche, and a seventh consecutive C2 victory by Spice Tiga under challenge from Ecurie Ecosse. And it was Dunlop's first defeat in 16 races in the World Endurance Championships.

QUALIFYING

Well: we had all expected Lancia to take the pole here. But we had hardly imagined that Riccardo Patrese would go more than four whole seconds under last year's mark . . .

The 1984 Monza 1000 qualifying was one of those dominated by Stefan Bellof for the factory Porsche team, and the mark was 1:35.85. The best Lancia time last year was 1:37.18. In fine, cool weather, Patrese slipped on a set of soft Michelins early in last Saturday's morning session and drove round in 1:32.12. And his team mate, Bob Wollek was only a tenth slower in the sister car.

And then Riccardo got hold of another set, screwed up the boost pressure to about 1.7 atmospheres, warmed up the tyres and, with perhaps 850 horsepower behind him, set off on a real hot one. He sliced another second off his best time so as to achieve a quite untouchable pole position, as he had at Mugello two weeks previously. It stunned the opposition even more this time.

This was the first real measure we had had of the superiority of the latest Lancia LC2-85 relative to last year's car. And it was not merely a marked improvement — it was a quantum leap forward.

At Monza 12 months before, the factory Lancia Martini team had not had the latest aerodynamics, nor the new suspension, nor the 3-litre version of the V8 engine, nor Michelin tyres. The acquisition of all these things — all harnessed to that awesome power by a noticeably sharper, more decisive and faster moving all-round team effort — yielded lap times *seven seconds* better than before.

Even the best of the Porsche rivals was way, way off the pace, so that Wollek's second fastest time was quite beyond its reach. Long before the end of the first session, it was clear that the two Lancias would start the next day's race from the front row at the Autodromo Nazionale. And long before the end of the afternoon session, it also became clear that they would be dominating at least the opening stages of the 1000 Kms, too.

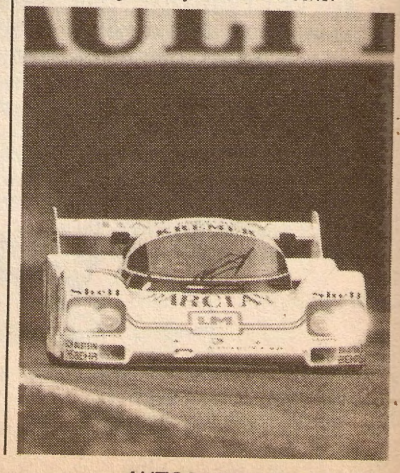
It was true, as even Patrese and Wollek would cheerfully admit, that the biggest single reason for their remarkable qualifying times was sheer, unadulterated, old-fashioned grunt. But with the front row successfully monopolised, they set to in the afternoon with their systems and fuel consumption tests, and found that they also looked to be ahead in the more refined power versus fuel game.

The Lancia engine is equipped with essentially the same Weber-Marelli electronic gadgetry that makes the Ferrari powerplant one of the best in Formula 1 at the moment, and this seems to be yet another facet of the team's impressive new competiveness. The methodical, second-session race-testing suggested that the Lancias could lap consistently in the 1.39s during the race and cover 2.2 kilometres on one litre of fuel. To achieve this consumption, the Porsches would have to drop their lap times into the 1:40s or even beyond: they would have to remember to say their goodbyes to the Lancia drivers on the starting grid.

So confident was Cesare Fiorio that he devoted much of the second session to trying out a new, rising-rate suspension system on his T-car. There seemed no need for him to watch over his shoulder for Rothmans-Porsche, because on this occasion it was Fiorio's counterpart, Peter Falk, who seemed to be struggling with an unwelcome number of variables.

Monza was already not going well for the Porsche works team when Hans-Joachim Stuck sped past the pits during Friday unofficial practice with the back of his car belching smoke. "I was braking for the first chicane," offered Hanschen, "and I suddenly realised that it seemed much hotter than the weather had been when I had climbed into the car. When I looked in the mirror I saw the flames, but I couldn't find a fire post. I drove on for a bit, but still I couldn't find any marshals so I parked it in the Curva Grande. I was doing a full-tank test at the time, and I decided perhaps I should get out. Quick! I hated to lose the car, but I didn't want to go to Heaven with it . . ." Derek Bell, who had been following in the T-car, drove on to the next fire post and shouted the news to the marshals, who leapt into action

The winning Barclay Kremer Porsche.



without further delay — by driving their fire tender along the grass back to the scene, against the race car traffic!

Three minutes, though, went by before they arrived with the frustrated Stuck, who had been standing helplessly by while the rear half of his Porsche 962C burned into a twisted blob.

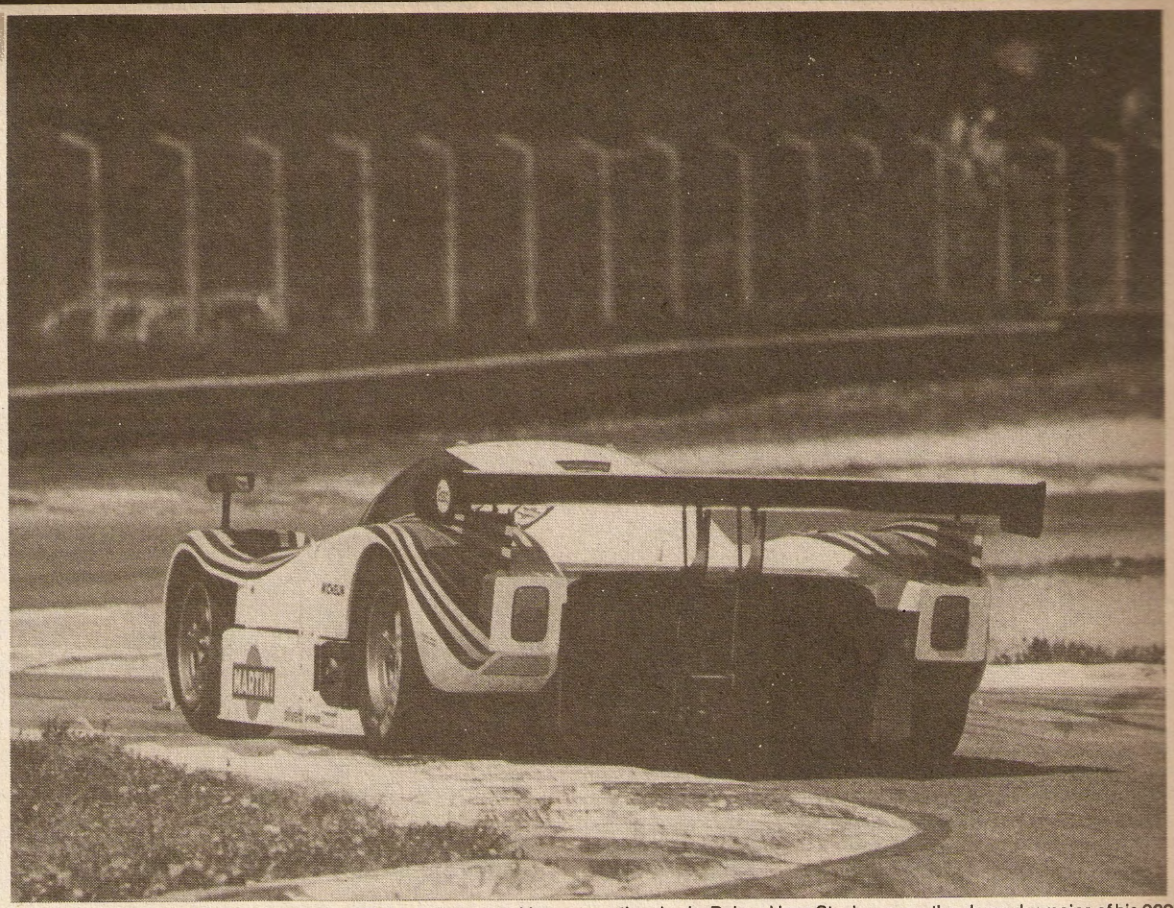
This blow to Rothmans Porsche was softened only by the fact that the BEST pairing had another car to fall back on. Having raced at Mugello with excessive fuel consumption, the team brought two separate packages to Monza where fuel consumption was expected to be about 10 percent higher. As well as the extended wheelbase 962Cs which had made their race debut two weeks before, Herr Falk came with two of the older 956 cars, both equipped with the Le Mans bodywork and the stubby, low-downforce noses. For sure these *langhecks* would be faster on Monza's two long straights than the *kurz* cars, and the team also hoped to find that they would be substantially more fuel-efficient with their lower drag factor.

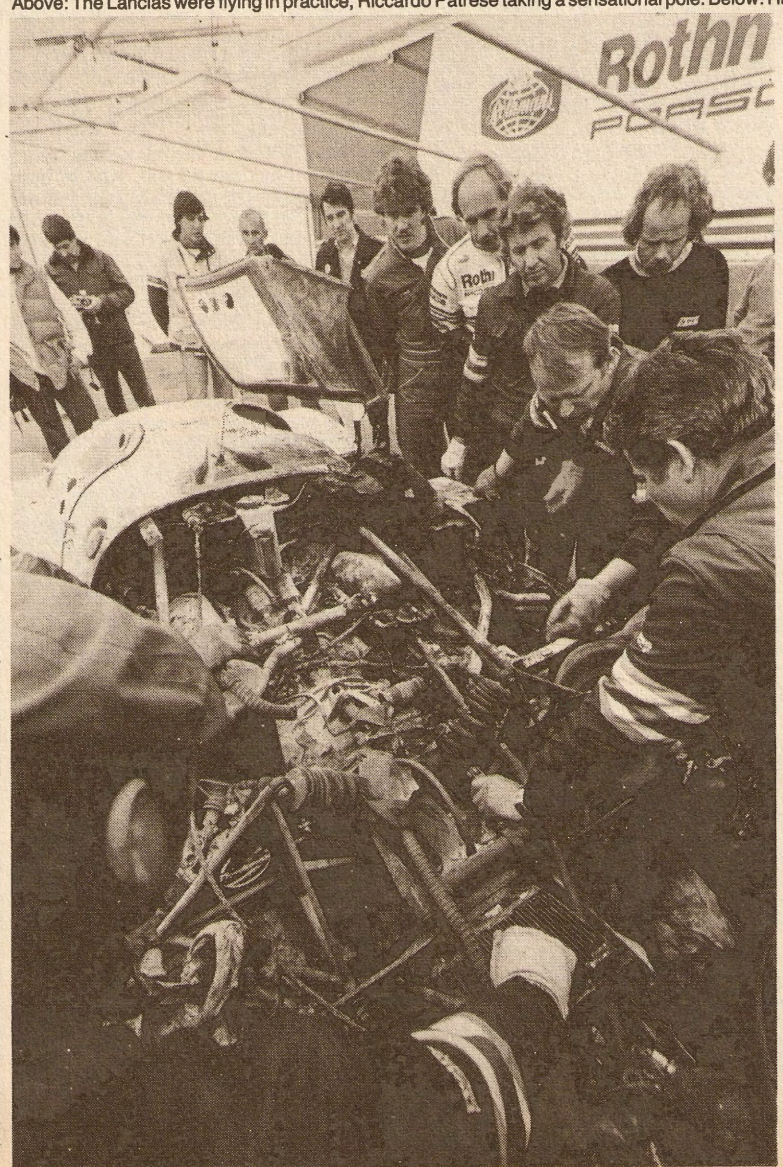
The fire eliminated any choice for Bell and Stuck, of course. Yet they were unhappy with the long-tail car, and their mechanics worked all night on Friday to fit the 956 with the new rear end as used on the 962Cs. Thus they qualified with an untried package: a 956 on 16ins front rims and 19ins rears, and still with the low-downforce nose. Stuck was given the Q-tyres in the morning, the car not turning in as well as the MIX 962C, but proving a mite faster on the straights and later to be a little more fuel-efficient.

The Mugello winners, meantime, drove a lot of laps in their two cars so as to evaluate them. Jochen Mass put soft tyres on the 962C in the morning session and secured fourth place on the grid, while Jacky Ickx persevered with the 956 until he had a good balance. By the end of practice, there was not much to choose between the cars as regards lap times in race trim, and the longtail car was indeed better on fuel economy. The MIX pairing remained undecided about which one to use for the race until the weather forecast gave a 70 per cent chance of rain for Sunday: in wet conditions, the higher downforce option would obviously be preferable, so they chose to race the 962C.

Although Rothmans-Porsche had its cars on the pace by the end of practice, the works cars never looked as quick or as stable as Richard Lloyd Racing's Canon-Porsche which was here for its first race of the new season. From the start, the car was perfectly balanced and it looked in a class of its own all round the circuit, and especially in the faster corners. Over the winter, the team has made what might be a decisive switch to Goodyear (pray for a wet season, Palmer fans) and has also made a number of modifications to the car itself. The underbody is now made from a carbonfibre composite, and this goes a long way towards removing the weight penalty incurred by the Canon car's more rigid, but heavier honeycomb monocoque. The side ducting is now fully enclosed just ahead of the rear wheels, and this brings a small aerodynamic improvement and a big benefit to cooling efficiency. The unique front end is also improved, the team's self-designed, high-downforce nose now supported by a stronger, full-width frame that eliminates almost all body deformation at full load.

The Keith Greene managed car, with its strong Jonathan Palmer/Jan Lammers driver pairing, now represents a very effective package indeed but the team, like all the privateers, remains at the mercy of Porsche and Bosch in the one area it is still not technically equipped to control, namely the Motronic microchip supplied by the factory. All the 1985 customer engines (featuring a modified





Above: The Lancias were flying in practice, Riccardo Patrese taking a sensational pole. Below: Hans Stuck surveys the charred remains of his 962.

block, 9:1 compression ratio, and new cams giving noticeably better throttle response) should produce around 620bhp, with standard, electronically controlled fuel consumption.

Fifth fastest, and splitting the factory Porsches, Brun Motorsport's Torno 962C was again fully on the pace, with nothing to choose between Stefan Bellof and Thierry Boutsen on soft tyres. Their first session was spoiled by faulty Q-tyres (first the left rear, later the right front), but in the afternoon Bellof, despite an 'off' at the third-gear Ascari chicane, was able to run a strong lap that put the Swiss owned team back into contention. In the sister, Deborah/Guffanti entry, Renzo Zorzi joined regulars Oscar Larrauri and Massimo Sigala, and set the time, seventh fastest.

The Kremer brothers' Barclay 962C was at first fitted with a low-downforce nose in the elusive search for fuel economy, but Manfred Winkelhock and Marc Surer switched to the high-load front when they could not find a good balance. Manfred, although finding that his Goodyear Q-tyres produced far less of an improvement in lap times than that found on the better balanced Canon car, set the eighth fastest time.

The sister car was qualified by the steadily improving, 19-year-old George Fouche, although he had class co-drivers here in compatriot Sarel van der Merwe and none other than Bruno Giacomelli, the Italian one of several men who were driving a Porsche 956 for the first time. The car (sporting both Pretoria Brick and Southern Sun Hotels backing from South Africa) was mysteriously 600 revs down on the team's 962C in the opening session when Fouche set the time; the crew later discovered that the cause was a sticking throttle pedal, of all things — but not until after they had changed the gear ratios.

Another Porsche 956 newcomer, Jo Gartner, brought his EMCO machine tool sponsorship to the Fitzpatrick team which, like Canon and Joest, was making the first appearance of the season. His ▶

partner was Kenny Acheson, who flew to Monza straight from Japan. Jet-lagged and in a closed racing car for the first time in his life, it was not surprising that Kenny was off the pace, but Jo was impressive in the team's B-spec car and would have gone much quicker given more effective Q-tyres. The new Yokohama rubber is clearly not soft enough and was little faster than the race compound. John Fitzpatrick, in fact, had five drivers here who had never raced a 956, and among them was the disappointing Manuel Lopez's who could not break out of the 1:42s and then crunched the gearbox in the older sister car. Dudley Wood, who adorned the entry with an array of Italian furniture company sponsors alongside Lopez's Channel 9 Peru, was also feeling his way, and Fitz drafted in Klaus Niedzwiedz in an effort to put some pace in the car.

During practice, a split fuel line caused a brief fire in the pits on the Fitzpatrick 956B, and a petrol spillage later also set the back of Joest Racing's similar car alight — the third fire of the weekend. The New Man team's first session was also marred when Paulo Barilla lost an engine when a water leak deprived one cylinder bank of coolant, and by a 'flu bug which attacked Klaus Ludwig. Reinhold Joest summoned Hans Heyer from Germany as the replacement and got a dispensation from the organisers for him to qualify on the race morning.

Most of the private Porsches started their practice with the extra nosewings, but these were quickly discarded in the interest of low drag, although the Obermaier team ran with the front aerofoil in place almost throughout practice because the drivers could not find a good balance without it. Jesus Pereja has now arrived with his Ducados cigarette sponsorship, joining Jurgen Laessig and Hervé Regout.

As at Mugello, the sole interloper on the Porsche/Lancia ground was Chuck Graemiger's Cheetah, which lost much of the first session in the scrutineering bay, and later suffered a misfire in the Aston Martin V8 which restricted the much needed practice for Bernard de Dryver and Gianfranco Brancatelli.

For Riccardo Patrese, Monza brought a big day two years ago, when he put the Brabham-BMW on pole position for the Italian Grand Prix — with a lap time less than 2secs faster than his new Group C pole for Lancia! As the teams packed up for the day, the feeling was that the morrow would bring another.

RACE

The twin Lancias, Patrese and Wollek hard on the loud pedals long before the startline, went off as one, but Riccardo had the line for the tight left-hander which begins the first chicane sequence, and Bob let him have it. Predictably, it was Palmer who emerged from the pack of Porsches to loom large in Wollek's mirrors, with Boutsen in fourth place as they completed the opening lap ahead of Stuck in the first factory Porsche, Larrauri, Winkelhock, Mass, Fouche, Barilla and Gartner, with Laessig at the tail of the quicker C1 cars in the Ducados 956.

The Italian cars, to the unashamedly partisan delight of the 10,000 spectators, eased ahead as expected, but they couldn't shake off the Canon Porsche. By the fifth lap Patrese, running in the high 1:40s, had opened out about a second, but Palmer was hard on Wollek's tail, occasionally moving out from behind as if to shape up a passing manoeuvre. Winkelhock, well into his work, found a way past his rivals in the pursuing bunch so as to lead the chase with the Barclay car, and he and Boutsen now eased a second or two ahead of Larrauri and the two works cars.



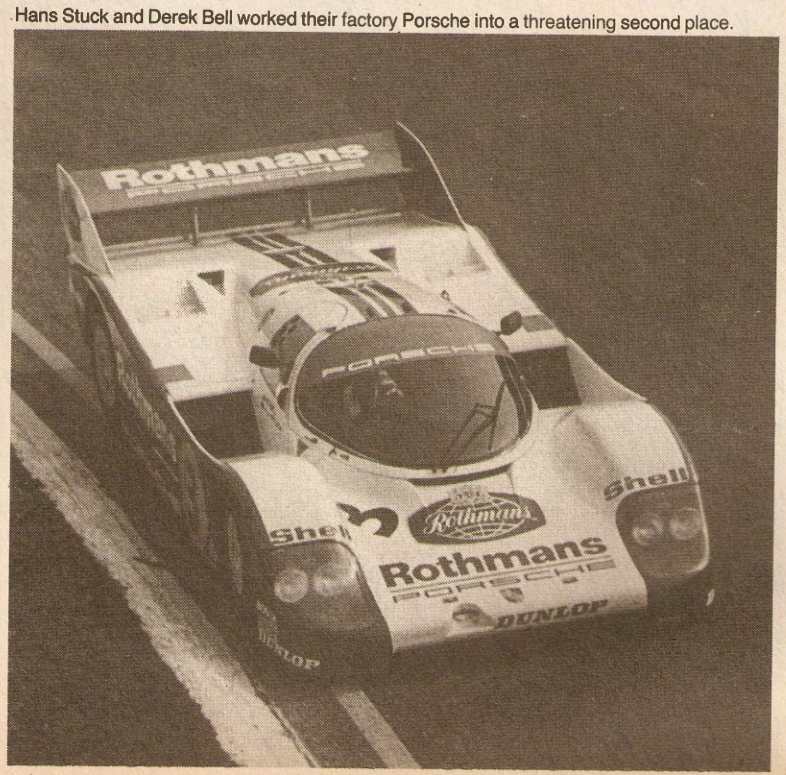
The Lancias off and away — Patrese leads Wollek while the Porsches line up behind Jonathan Palmer's Canon Car.

In the New Man 956B, Barilla dropped out of 10th place on lap 5 with a chronic misfire, which was traced in subsequent stops to a faulty distributor lead. By the time it was replaced, 10 laps had been lost by the Barilla/Heyer team.

The leaders were already in among the tailenders and the lead of Patrese fluctuated according to the traffic, never going as long as 3secs. Wollek was getting no peace from Palmer, but on lap 20 he had again closed up to within a second of the race leader and Winkelhock in fourth place had fallen 9secs behind the Canon car. Behind Boutsen, Ickx had passed Larrauri to lie sixth, and behind Stuck, the cars of Fouche, Laessig and Gartner had now been dropped, the EMCO Porsche having lost third gear as early as the fourth lap.

By now it had become clear that, even on half-tanks, the Lancias were not running within a second of the times predicted by their drivers. And so busy was Wollek as he strived to keep Palmer behind him that Patrese was now able to open it out a little more, and the lead stood at 4secs when lap 27 began with Jonathan taking another look down the inside of Bob's car as they sped, bucking in unison on the bumpy pits straight, down to the first corner. And then the left front wheel broke away from the Porsche.

Hans Stuck and Derek Bell worked their factory Porsche into a threatening second place.



Palmer brought the car under control and began a long, slow lap back to the pits, where the best Porsche in this race spent 13mins at rest while light suspension damage was made good and the wheel replaced. Jonathan rejoined in 18th position, and too far behind to recover.

The leading contenders began the round of routine stops on lap 29 when Winkelhock stopped out of his inherited third place, and Mass out of fifth. Larrauri who had driven a fine first stint and had unexpectedly caught and passed team mate Boutsen in the B-spec car, briefly led the race in a Brun Motorsport one-two on lap 30 when both the Lancias refuelled, as did the BEST factory Porsche, and Fouche in the second-string Kremer car. Next time around it was none other than Jo Gartner who led the race as the Brun entries came in for fuel, and the EMCO 956B was in the pits on lap 32.

With all the leaders back up to speed, Nannini had 5secs on his Lancia team mate Baldi, and Ickx was up to third place, 10secs further behind, and narrowly ahead of Surer in the Barclay 962C. Taking on more fuel than the other leaders, the Brun team cars had lost places, Sigala now behind Bell's Rothmans car in sixth position and Bellof — the more seriously delayed because the refuelling system had gone on the blink and cost him about 25 extra seconds — down in seventh.

It took the reigning World Champion five laps to catch up with Sigala, and all the while Nannini was opening out a substantial lead. The race order on lap 40 showed Sandro now 12secs clear of Mauro who was being reeled in by Ickx and Surer, now almost together and well clear of Bell, Bellof and Sigala, and then Regout in the Ducados Porsche, followed by van der Merwe for Kremer and Acheson for Fitzpatrick, both a lap behind.

Nannini was flying in the leading car relative to his team mate, and leaving him behind even though he was firmly settled on Patrese's earlier pace of high 1:40s.

The Kremer team having rescheduled its Winkelhock/Surer car after Marc's unexpected pitstop, the Swiss driver finally came in for fuel at the end of a 31-lap stint on lap 78, at which point Patrese moved into a lead of 3secs over Mass — the Lancia now lapping in the mid-1:41s. Patrese, in fact, now allowed Mass to close up and Jochen brought Boutsen with him, so that, until the next fuel stop, it was Lancia-Rothmans-Torno virtually nose to tail, with Stuck just a few seconds further back, and Giacomelli making some progress, too. It is some time since we have had six cars on the same lap through three stints of a WEC race: this was gripping stuff, the situation enhanced by the intriguing alternative fuel schedule of the Barclay Porsche, and by the fact that the Torno car had made up so much time after its tardy first pitstop. Later it transpired that the reason was very straightforward: furious about the earlier delay caused by an incorrectly set flow meter, the team had decided to redress the balance in the second stop and had had the flow rate set faster than permitted, claiming that the officials, who had been to blame for the problem, had agreed to this action. Several hours later, the Brun team would regret the move.

For their third stops, Mass was in the pits on lap 87, Stuck on lap 88, both the factory drivers running to order, neither using up his entire fuel load. The other leaders, in this race of increasingly complex variables, created several new possibilities by going further: Patrese stopped on lap 92, Boutsen (after leading for three laps) and Giacomelli on lap 95. By which time, of course, Winkelhock had established the Barclay car back in the lead.

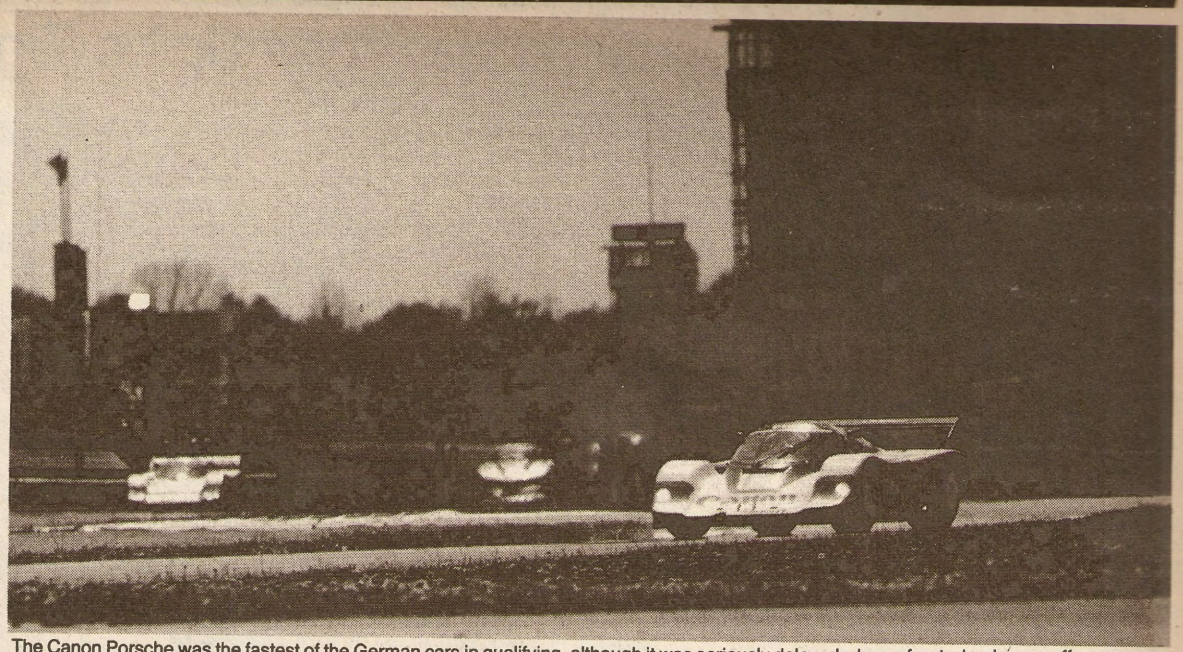
So close were the leading runners that there was no clear certainty as to who would emerge in front of whom after each round of pitstops. This time around, with the Rothmans-Porsches taking on a few litres less fuel than their rivals and the Lancia and the Torno Porsche both delayed by about half a minute by recalcitrant front brake pads, it was Bell who emerged at the front of the chase after the Barclay car, ahead of Ickx.

Lap 100, then: Winkelhock, 24secs, Bell, 17secs, Ickx and Nannini, close rivals on the road as they had been for so long at Mugello. At a distance again now, Bellof. A lap behind, Larrauri; another lap behind, Fouche; and one more lap down, Gartner in the EMCO car. And ninth: the Canon Porsche, now with plenty of fuel to burn, both Palmer and Lammers doing a good job and with some reward now finally in view. The New Man car was in the same situation, and Barilla and Heyer had worked it up into 12th place, behind the class-leading Spice and Ecosse C2 cars.

Winkelhock opened out his artificial lead to around 33secs before he refuelled on lap 110, by which time Nannini had hauled the Lancia beyond Ickx to lie 23secs behind the new race leader, Bell. Peter Falk's strict refuelling schedule brought the works cars pitwards once more on laps 115 (Ickx) and 116 (Bell), but again the other contenders went further. The Lancia now led once more, by about 40secs from Bellof, until the Torno car refuelled on lap 120 after a short stint of 25 laps, Nannini on lap 121.

Larrauri, in the Deborah 956, was able to string it out until lap 127, thus spending six laps in the lead and reminding us that the second Kremer car could yet be a factor. But only two laps into his fresh stint, Sigala was crawling back into the pits with the left front wheel missing.

As this remarkable race entered its final stage, the onlookers began to think ahead to what could be a spectacular close. This was the situation with 40 laps remaining: lap 132, and Surer, running either side of 1:41, was leading on the road by 18secs from Stuck, who was losing a second a lap to the leader and two to the pursuing Patrese. The Lancia (taking on a little more fuel than the works Porsches, remember) was 42secs behind but had dropped the other Rothmans car, Mass by now locked into another economy run and effectively out of the picture. Behind Jochen, though, Boutsen was again making fast progress, certain to deprive Mass of fourth.



The Canon Porsche was the fastest of the German cars in qualifying, although it was seriously delayed when a front wheel came off.

The race-leading Barclay car was due for a full, 2mins, fuel stop on lap 141. The BEST Porsche would be coming in for its last 60 litres on about lap 151, by which time the Lancia could be only 4secs behind it. The Lancia would stop for its final 55 litres on lap 154. The MIX Porsche was not a factor, but the Torno car was hauling it in fast, and the team claimed there was enough fuel left over for a final stint in the 1:39s.

Out with the calculators as we sought out good vantage points. When all the four contenders for victory would be up to speed after their final fuel stops — assuming that the current lap times would be maintained — the calculators said that the Lancia would be leading by 4secs from the Barclay Porsche which would be 1sec ahead of the BEST Porsche which would have 31secs over the Torno car. And Bellof, if the Brun team's claim was true, would be running the last 17 laps faster than any of them.

Sportscar racing, of course, is not a predictable business. But if this prognosis was accurate, the last half-hour was going to be absolutely sensational.

But we never found out. For about an hour, the wind had been getting up, littering the track surface with leaves and twigs and even small branches from the trees of the surrounding Parco di Monza. On lap 138, with the battle shaping up according to plan — Surer, 32secs, Stuck, 36secs, Patrese, 6secs, Mass, 9secs, Boutsen — the gale blew down a tree between the Campari chicane and the first Lesmo.

Palmer was the first on the scene in the Canon Porsche, and the tree was already down, blocking the track. Having lost a wheel earlier on, Jonathan was inured to shock at this race but, as he got hard down on the brakes, it crossed his mind how fortunate it had been that the tree had not been felled a few seconds later.

Inside two minutes, all the surviving cars had joined him there, and the Monza 1000 had been red-flagged.

The incident occurred 2½ laps before the Kremer car was due in for its last pitstop, but the result was computed on the lap 138 positions, so Surer and Winkelhock were the lucky winners of this particular Monza lottery.

Behind the other four frustrated front runners (the lot covered by one minute), the Canon team retrieved a notable sixth place, but this became fifth when the Torno Porsche was disqualified after the race. The stewards did not accept the team's explanation for that super-quick second fuel stop.

The second Brun Porsche, though, was classified, in sixth position having only just got going again after its front wheel drama. The C2 class winning Spice Tiga was seventh overall because the Pretoria Brick Porsche had lost several laps in replacing a jamming turbo wastegate, but it was still a lap clear of the delayed New Man car.

The lead Fitzpatrick entry had retired out of eighth place when the gearbox packed up altogether (the input shaft), and the other car was 11th after its pace had been slowed for much of the race with excessively high cylinder head temperatures. Finally, the Cheetah ran for less than 6mins before it was parked, Brancatelli stranded by an electrical problem.

Even after the removal from contention of three top runners, the Monza 1000 was a great race. We will never know if it might even have become a classic chapter in the sportscar racing story.

MONZA (I), FIA World Endurance Championship, round 2 — Trofeo Filippo Caracciolo — Monza 1000 Kms: Race stopped after 138 laps — 497.35 miles (800.4kms)

Pos	Driver (Nat)	Class	Car/Engine	Tyres	Result	Qualifying
1	*Manfred Winkelhock* (D) Marc Surer (CH)	C1	2.6t Porsche 962C	Goodyear	4:04:41.43	1:35.79 (8)
2	*Hans-Joachim Stuck* (D) Derek Bell (GB)	C1	2.6t Porsche 956-83	Dunlop	4:05:13.07	1:35.44 (6)
3	*Riccardo Patrese* (I) Alessandro Nannini (I)	C1	3.0t Lancia LC2-83/85	Michelin	4:05:49.50	1:31.00 (1)
4	*Jochen Mass* (D) Jacky Ickx (B)	C1	2.6t Porsche 962C	Dunlop	4:06:05.21	1:35.09 (4)
DQ	Thierry Boutsen (B) *Stefan Bellof* (D)	C1	2.6t Porsche 962C	Dunlop	4:06:13.91	1:35.18 (5)
5	*Jonathan Palmer* (GB) Jan Lammers (NL)	C1	2.6t Porsche 956GTI	Goodyear	132 laps	1:34.81 (3)
6	*Oscar Larrauri* (RA) Massimo Sigala (I) Renzo Zorzi (I)	C1	2.6t Porsche 956B	Dunlop	129 laps	1:35.71 (7)
7	Gordon Spice (GB) *Raymond Bellm* (GB)	C2	3.3 Spice Tiga-Ford GC85	Avon	127 laps	1:44.96 (17)
8	*George Fouché* (ZA) Sarel van der Merwe (ZA) Bruno Giacomelli (I)	C1	2.6t Porsche 956B	Goodyear	126 laps	1:36.92 (9)
9	*Paolo Barilla* (I) Hans Heyer (D) Klaus Ludwig (D)	C1	2.6t Porsche 956B	Dunlop	125 laps	1:39.55 (11)
10	Ray Mallock (GB) Mike Wilds (GB) David Leslie (GB)	C2	3.0 Ecosse-Ford C2-85	Avon	124 laps	1:49.62 (17)
11	Dudley Wood (GB) *Klaus Niedzwiedz* (D) Manuel Lopez (PE)	C1	2.6t Porsche 956	Yokohama	123 laps	1:42.42 (14)
12	*Jens Winther* (DK) David Mercer (GB)	C2	3.5 URD-BMW C82	Avon	112 laps	1:56.35 (23)
13	Frank Jelinski (D) *Walter Lechner* (A) Gunther Gebhardt (D)	C2	2.0 Gebhardt-BMW 852	Avon	111 laps	1:52.47 (20)
14	*'Victor'* (I) Aldo Bertuzzi (I) Gianna Guidici (I)	GTX	3.2t Porsche 935	Dunlop	111 laps	1:52.18 (19)
15	*Ian Harrower* (GB) Richard Jones (GB)	C2	3.0 Gebhardt-Ford 843	Avon	110 laps	1:53.75 (21)
R	Jo Gartner (A) Kenneth Acheson (GB)	C1	2.6t Porsche 956B	Yokohama	104 laps (gearbox)	1:38.16 (10)
17	Chris Ashmore (GB) Max Payne (GB) *David Andrews* (GB)	C2	2.0 Ceekar-Ford BDX	Avon	96 laps	2:01.17 (27)
R	Paul Smith (GB) *Will Hoy* (GB)	C2	1.7t Tiga-Ford BDT GC84	Avon	82 laps	1:54.27 (22)
R	Jurgen Lassig (D) *Hervé Regout* (B) Jesus Pareja (E)	C1	2.6t Porsche 956	Goodyear	78 laps (engine)	1:40:18 (12)
R	*Carlo Facetti* Martino Finotto (I) Guido Dacco (I)	C2	1.8t Alba-Carma AR6	Avon	60 laps (turbo)	1:42.22 (13)
R	*Bob Wollek* (F) Mauro Baldi (I)	C1	3.0t Lancia LC2-83/85	Michelin	46 laps (spun off)	1:32.20 (2)
R	*Loris Kessel* (CH) Almo Coppelli (I) Jean-Pierre Frey (I)	C2	1.8t Alba-Carma 002	Avon	35 laps (turbo)	1:44.85 (15)
R	*Gianfranco Brancatelli* (I) Bernard de Dryver (B)*	C1	5.0 Cheetah-Aston Martin	Dunlop	3 laps (electrics)	1:51.52 (18)
R	*Stanley Dickens* (S) Martin Schanche (N)*	C2	3.3 Strandell-Porsche	Avon	3 laps (engine)	2:00.61 (26)
NS	*Mario Fortina* (I)* 'Gimax' (I)*	C2	1.6t Chevron-Lancia	Dunlop	Accident	1:56.64 (24)
NS	*Holgar Knudsen* (DK)* Jens Nykjaer (DK)*	C2	3.5 Nykjaero-BMW	Avon	Clutch	2:00.13 (25)

First named driver started race, drivers in italics set qualifying time. *Did not drive in race.

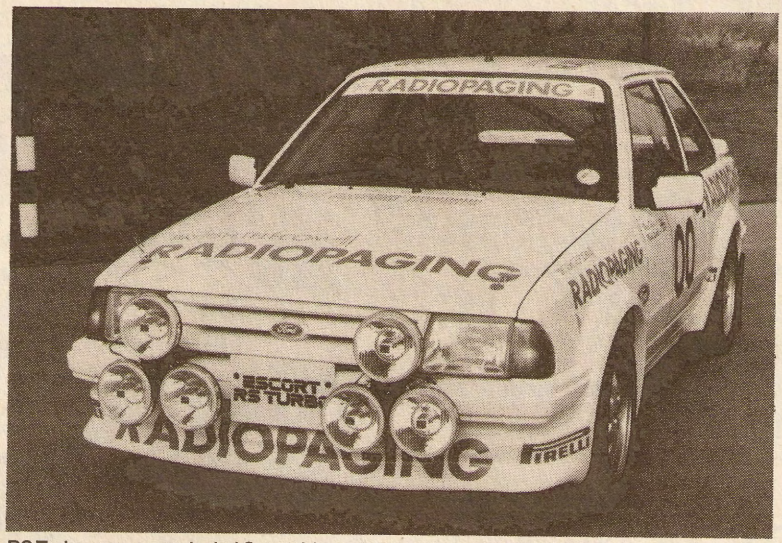
Winner's average speed: 121.95mph. No fastest lap issued. **Drivers' Championship positions:** 1, Surer & Winkelhock, 35pts; 3, Ickx & Mass, 30: 5, Stuck & Bell, 15; 7, Bellof, Boutsen, Patrese & Nannini, 12; etc. **Group C2 Drivers:** 1, Spice & Bellm, 40; 3, Winther, 24; 4, Mallock, Wilds, Facetti, Finotto & Dacco, 15; etc. **Next round:** May 12, Silverstone 1000.

Ford miss Group A slot for RS Turbo — again

Further production difficulties have led to Ford again missing the homologation date for the Escort RS Turbo, so that in Wales this weekend, the official British Telecom Radiopaging car for Mark Lovell will be run in Group B. This further delay must come as something of a disappointment to the driver, but appears to be only the tip of the iceberg, as the extensive European involvement announced at the press conference is taking a long time to form.

The various preparation companies have now virtually completed the individual build programmes, but the Escort RS Turbo is still a long way from being an established package, with reliability a major problem. Inherent disadvantages of a front wheel drive transmission system coping with massive torque still exist, but to date relatively few development miles have been completed.

"We are doing test and development on events at the moment," confirmed Mark Deans. "There have been a couple of teething problems, but the steering trouble is now fixed." Deans continued to detail that Boreham staff are chasing a massive number of parts for the project, but that some delays were inevitable.



RS Turbo, once more denied Group A homologation, is a vital rung in the 'ladder of opportunity'.

Despite the car's impressive debut in Ireland earlier this year, it seems as if further success for the Group A contender will follow some time after its homologation into Group A, now expected in time for the Scottish Rally.

Kadett programme continues

Despite recent speculation that Opel's Group B project had been abruptly terminated, work on the project is continuing, although the Kadett-based four wheel-drive car is still at a very early stage, and — according to Tony Fall — the configuration could still change.

Fall is obviously not wanting a repeat of the embarrassing Manta 400 situation, and staying very cagey about any plans, but confirming that a prototype does exist at Russelsheim. That car features a front-mounted power source, situated approximately where the bulkhead would lie in a production car, but the stumbling block continues to be in gaining approval for the engine.

Only when that go-ahead is given, and a car built to include the unit, will the project accelerate. The intention has always been to run an American engine.

Only recently, General Motors in America abandoned their policy of not entering competitions officially, but that attitude has not yet spread to this side of the Atlantic. So with any new Group B car still timetabled for the very late eighties, GM are certain to continue in the sidelines of top level rallying, relying on the Manta for some time.

Audi consider V8 engine for replacement Quattro

The recent pictures of Audi's prototype mid-engined Sport Quattro told only half the story behind Ingolstadt's plan for the future. Because while the car exists only as a development exercise, it holds certain keys to the manufacturer's future intentions, and it appears that the power unit for the four-wheel-drive car was not the usual five cylinder engine, but a loaned Porsche 928, V8 lump.

The two factories have always had a very close working relationship and Dr Ferdinand Piech has apparently acquired the engine for evaluation; the much-developed turbocharged five cylinder unit is apparently too long for a mid-engine configuration.

In turbocharged form, it has been the basis for all of Audi's competition cars since the factory entered rallying, but now along with the investigation into a new configuration the engineers are considering a conventionally aspirated system, discarding turbochargers completely.

Such a move will cause some raised eyebrows, but evidence in favour of the switch is the Audi 300, powered by a V8 engine, and following a general trend away from the five cylinder unit in all their models. That way, part of the Audi philosophy of competing with production orientated parts will be maintained.

Saby's Safari 205 Turbo rebuilt for Sundstrom

Mechanics from Peugeot Talbot in Coventry are to head for Paris after the Welsh to begin work on their 205 Turbo that Mikael Sundström will drive in Scotland. The car is actually the one that Bruno Saby used on the Safari — presumably the stronger shell being seen as appropriate for the Finn's style of driving! — and it will be totally rebuilt before shipping to England. The presence of the team's mechanics is to acquaint themselves with the workings of the car, as no French back up is supplied with the 4WD machine.

A spokesman for PTS told us on Monday that the second 205GTI that the team has will probably not be allocated to another driver for the event, just in case the Turbo is not completed in time. But it was reaffirmed that the team would still run Louise Aitken-Walker, despite the totally different service requirements of the Group A and Group B cars.

There have been suggestions from several quarters, however, that the best option would be to farm the Group A car out to a separate concern, thereby ensuring no clash of interests for the small team of mechanics.



Sundstrom — Scottish 205 Turbo.

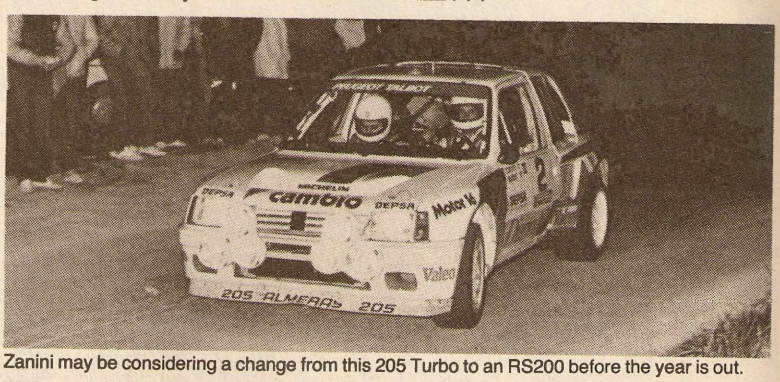
The Group B car will become the sole property of the Coventry team and will therefore be seen on the Ulster and Manx events after its intended first outing. The Lombard RAC Rally is also on the calendar, thus bringing Des O'Dell's outfit back to the forefront of World Championship rallying for the first time since the 1981 season.

Toivonen plans to return for 1000 Lakes contest

Following his accident on the Costa Smeralda, Henri Toivonen has been flown home to Finland, and expects to be in hospital for some time, but eager to return in time for the 1000 Lakes in August. The accident left him with a broken vertebrae in his neck (not as suggested earlier lower on the spinal column), but Henri is at least free of any body casts, simply confined to bed, on his back for some weeks.

Recovery could be a slow process and whether he makes the Finnish world round depends very much on the exercises he is allowed to complete, and how quickly he can get mobile again.

Speaking from his bed in Helsinki, Henri was in good spirits, and has shed some light on how the accident happened. It seems that the approach to this severe corner was preceeded by a very slight bend, detailed in the pace notes, but straightened by the spectators lining the road. Although the Finn therefore heard the notes correctly, he arrived at the second bend, believing it to be the kink . . .



Zanini may be considering a change from this 205 Turbo to an RS200 before the year is out.

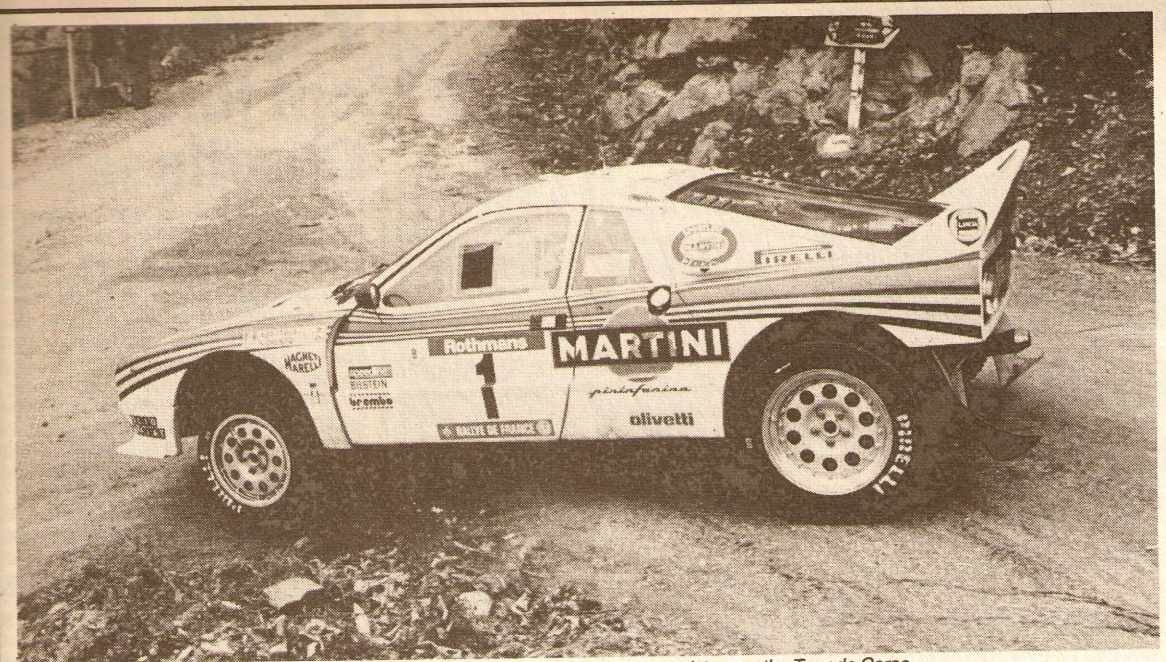
Zanini to drop Peugeot?

Last weekend's round of the Spanish Rally Championship, the Sierra Morena Rally, was to have seen another outing for reigning Spanish Champion, Antonio Zanini, in the Almeras Peugeot 205 Turbo.

But Peugeot Talbot Spain withdrew the entry before the start of the rally and observers remarked that the relationship between all parties was strained in the extreme. Almeras and Zanini were a successful partnership in 1980, when the Spaniard drove a Porsche 911 to the European Championship.

This season, however, Zanini's switch from a Talbot Sunbeam — looked after by Mike Little in Carlisle — to the ex-works supercar, has been far from satisfactory, the four-wheel-drive car ending its outings off the road on more than one occasion. Reports in the European press recently suggested that Zanini was unhappy with the progress of his programme and at the weekend the rumours continued to hint that the Peugeot would be abandoned in favour of a Ford RS200 before the end of the year.

The Spanish championship is currently being led by Salvador Servia, whose Rothmans Lancia took another win at the weekend.



The Lancia Rally's final fling? Attilio Bettega will be hoping to give the Italian racer victory on the Tour de Corse.

037's last stand

PETER FOUBISTER outlines the possible winners in the Corsican round of the WRC

It seems remarkable that it is now 12 months since the Peugeot 205 Turbo first made its debut on the World Championship scene. The revolution has been swift, but hardly painless and the effects far reaching, with previously successful manufacturers finding themselves seriously out of touch.

More and more attention is therefore being paid to the wave of new Group B cars, with the familiar contenders being phased out as quickly as possible. That includes the popular Lancia 037, which is making its final World Championship appearance in Martini colours, with both Markku Alen and Attilio Bettega, drivers who could conceivably give the Italians a final win with the car. For while it is now outdated in most conditions, the little racer is ideally suited to the twisting, winding mountainsides of Corsica, and if it stays dry they will be right up with the leaders.

Inevitably, now that we are back in Europe and not on Safari, "the leaders" will include Peugeot, who have their three car equipé hoping for a home success. PTS this weekend introduce a new contender, the evolution 205 Turbo which will be driven by Bruno Saby; the team's main men Ari Vatanen and World Championship leader Timo Salonen sticking with the familiar car this time.

Last year Vatanen led the event before crashing out and while he started as the pre-season favourite to win the Drivers title this time, he is now slipping behind team mate Salonen in the points race. However great an advantage the pair may therefore have over drivers of other cars, the internal conflict is building, rally by rally. Of the four events so far held, Timo has finished on every occasion; Ari on just two.

The form guide strongly suggests that the lead will be disputed between these two factories; Lancia and Peugeot, but some outside influences could come into play. Walter Rohrl is just that, with the Sport Quattro, although he can be expected to try and improve on the marque's sorry reputation on the island. To date their top result is fifth (on last year's World counter), and depending on the reliability of the other contenders the German could get surprisingly high up the order. Less likely to feature is the Renault Sport team which is running the Maxi 5 Turbo for their home trio headed by Jean Ragnotti. For them, the rally is more likely to be something of a development exercise, with stuntman Ragnotti — the 1982 winner — struggling to maintain the pace.

There are others, including Guy Frequelin in the improving Opel Manta 400; Bernard Beguin and Billy Coleman in their Rothmans Porsches; and the Skoda team making their World debut with the 130LR. And there is one semi-official front runner who could take what is becoming an overdue first WCR win. Massimo Biasion has shown his qualities time and again. A win for the Jolly Club 037 only becomes a realistic possibility if it stays dry — which it seldom does — but he should never be discounted.

TIMETABLE

Start: 0800 on Thursday May 2 from Ajaccio for 570km including 11 stages of 415km. Rest halts at Quenza, and Migliacciaro, arriving in Bastia at 2030.
Re-start: 0900 on Friday for 423km including 9 stages (283km) with a rest halt at Calvi before arriving at Calvi at 1800.
Re-start: 0600 on Saturday for 609km including 10 stages (423km) with halts at Ajaccio and Campo dell' Orro before the finish in Ajaccio at 1800. Total distance is 1603km with 30 special stages totalling 1122km.

World Rally Championship for Drivers, after four rounds.

1	Timo Salonen	48
2	Ari Vatanen	40
3	Stig Blomqvist	35
4	Walter Rohrl	27
5	Juha Kankkunen	20
6	Miki Biasion	17

World Rally Championship for Manufacturers after four rounds

1	Peugeot	60
2	Audi	46
3	Toyota	28
4	Lancia	24
5	Nissan	18
6	Opel	16

Leading entries

1	Alen/Kivimaki	B	Lancia Rally 037
2	Vatanen/Harryman	B	Peugeot 205 Turbo
3	Ragnotti/Thimonier	B	Renault Maxi 5 Turbo
4	Bettega/Perissonot	B	Lancia Rally 037
5	Rohrl/Geistdorfer	B	Audi Sport Quattro
6	Salonen/Harjanne	B	Peugeot 205 Turbo
7	Biasion/Siviero	B	Lancia Rally 037
8	Frequelin/Tilber	B	Opel Manta 400
9	—		
10	Beguin/Lenne	B	Porsche 911 SCRS
11	Saby/Fauchille	B	Peugeot 205 Turbo
12	Chatriot/Perin	B	Renault Maxi 5 Turbo
13	—		
14	Darniche/Mahe	B	Peugeot 205 Turbo
15	Coleman/Morgan	B	Porsche 911 SCRS

Elba trip for McRae as Euro challenge expands

Jimmy McRae, who missed the Costa Smeralda round of the European Rally Championship, is likely to venture to either Elba or Portugal on May 23/25. With a host of Lancias and Porsches in Sardinia, McRae's AC Delco Manta 400 stood little chance of gaining useful points towards his A-seeding and therefore the event was scratched from the programme.

Elba, however, offers a co-efficient 3 round of the series with less chance of serious opposition to the British Champion. Should that option be dropped also, Melvyn Hodgson — G M Dealer Sport's team manager — has scheduled the Volta Portugal event (co-efficient two but on the same weekend) to take its place.

The rest of McRae's Euro programme is still under consideration, the Scot currently soaking up the sun in Cyprus where he may be seen later in the year, but there is a possibility that the Ypres 24 Hour event may be included. McRae will not, however, be getting one of the lightweight Mantas for his campaign, that prospect being offered to Russell Brookes instead (see separate story).

Lightweight Manta 400 prepared for Brookes

With any new competition car some way off (see separate story), Opel's drivers must be relieved that the current Manta is soon to be just a little bit quicker.

The ultimate Manta 400 is expected soon, with cars built to the minimum weight limit of 890kgs.

Russell Brookes is expected to have such a lightweight tarmac racer in time for the Ulster rally, the Milton Keynes based operation are confident of losing some 30kgs. According to David Whitehead that is the equivalent of some 10/15bhp, so the Midlander's chances on the final rounds of the Open series will be strengthened. Before then, on the Touquet Rally in France early in June, Guy Frequelin expects to have a similar car to boost his National title hopes.

Skoda to give 130LR its World series debut in Corsica

The new Skoda 130LR is rapidly establishing itself as one of the year's most successful new cars. Despite having only a 1300cc engine, the little Group B car has already notched up some impressive results in Europe, the latest being a third place for Gerhard Kalnay on the Arbo Rally in Austria, counting as a coefficient 1 round of the Euro series.

But this weekend sees the Czechoslovakian team's greatest challenge as they make their World Championship début in Corsica. A two car team is to tackle the French road race with Jean Vinatier and Ladislav Krecek trying their hardest to get among the more favoured teams with lightweight versions.

So far this season, the team has collected class wins on no less than seven events around the world and this weekend, with the team represented both in Corsica and Wales (with the team's senior driver, John Haugland), that total should be improved.

Woodner orders RS200 for European programme

Jon Woodner has ordered an RS200 from Boreham and intends to contest rallies in Europe with the car once it is prepared to full rally specification. Mike Little, who will prepare the car at his Carlisle base, confirmed on Monday that he had placed the order on Woodner's behalf and had received an acknowledgement from Ford that the car would be sold to them when available.

It is not yet known when the car will be released, although it will be prepared to Ford's original rally specification before it leaves the factory. Once the work has been completed, a programme will be drawn up.

Little has looked after cars for Woodner in the past, his Talbot Sunbeam Lotus (registered FAST 1) was run from the Carlisle stable. "It is likely that the car will be kept here," commented Little, "and that Jon will fly it back to the States if he decides to contest any events there. At the moment we are looking at European rallies, but don't ask which ones because we simply don't know yet."



Don Bailey and Frances Houghton in rally action. Now they are joining the sponsorship trail.

Nexus sign four-year deal for Manx support

Nexus Systems have signed a four year contract to sponsor the Manx Stages Rally, it was announced at the end of last week. The company has stepped into the breach left by the departure of long-time supporters of Manx rallying, Rothmans, and have ensured the future of this popular event, currently the only practice event in the Shell Oils/ AUTOSPORT RAC National Rally Championship.

The directors of Nexus Systems, Don Bailey and Frances Houghton, are well known for their exploits on the championship this year, in the ex-Dave Metcalfe Opel Manta GT/E. The pairing have netted good results on each of the three rounds held so far and, being Manx residents, are looking forward to another good score on their 'own' event.

Now known as the Nexus Manx Stages, the rally has attracted a huge 153 strong entry, headed by hat-trick chasing, Phil Collins in the Manta 400. It will not be the first time that the Mexus name has been seen on the island either, the company having long been supporters of Manx motorsport and also a former backer of Gary Leece.

Preparations for the May event are gathering pace as the start draws near, but the organisers are concerned that the activities of at least one local resident may jeopardise the event's relationship with the locals. A non-competing Escort has been using the practice period as an excuse to speed through the countryside, a matter that the organisers are investigating. Competitors are again asked to act responsibly when making their pace notes for this year's rally.

Nexus Manx Stages
Leading entries

1, Collins/Freeman	B	Opel Manta 400
2, Lovell/Davies	B	Nissan 240RS
3, Corkill/Byron	B	Opel Manta 400
4, Lymburn/Hutchinson	B	Ford Escort RS
5, Dobie/Spokes	B	Opel Manta 400
6, Higgins/Higgins	B	Ford Escort RS
7, Chilman/Thomas	B	Ford Escort RS
8, Leece/Walmsley	B	Ford Escort RS
9, Mellors/White	B	Ford Escort RS
10, Sutherland/Watts	B	Opel Ascona 400

RAC Autosport

Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Marlboro back Russek

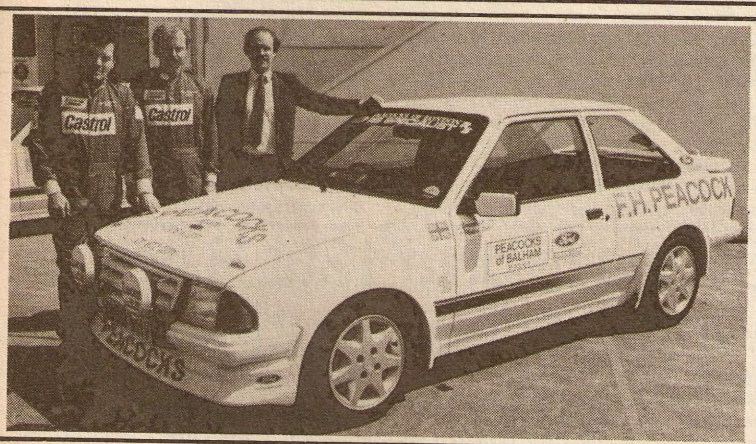
After a series of 'on-off' announcements, Port Talbot MC have confirmed that Marlboro will join Peter Russek Manuals as sponsors of their event on July 13. Now known as the Marlboro Russek Rally, the event will retain its familiar, often controversial, format of giving crews just six stages, totalling 75 miles.

Marlboro's support has enabled the organisers to trim the entry fee to £125 while the Dragon Hotel in Swansea are offering special rates for crews who wish to stay in Rally HQ.

Registered championship contenders will automatically receive regulations, due to be available shortly, but other crews wishing to contest the event are advised to send a stamped addressed envelope to David Isaac, 12 Ffrwd Vale, Neath, West Glamorgan SA10 7BA. Tel: Neath 4480.

Ken's ten

At the end of the recent Sonat Granite City Rally, Ken McEwen received a special award to mark 10 years as the event's press officer. Acknowledged as the rally with the best paperwork in the whole series, it was a nice touch and Ken was suitably delighted.



Pleass joins turbo set

Chris Pleass, one of last year's Escort Turbo Championship contenders, has taken delivery of a new RS Turbo with which he will contest the Open series. Currently prepared to Group N trim, the car will be seen for the first time on this weekend's Welsh Rally. It is hoped that the car can be switched to Group A trim in time for the RAC Rally in November. Pleass (left) and John Greenwood (centre) are pictured with sponsor, Alan Peacock.

Toyota opt for Corolla

Back to back tests in Wales last week revealed that Toyota's new Supra is actually quicker than the more established Corolla GT model. Nevertheless, the team confirmed last week that they will take the 1600cc car to Wales this weekend, rather than the new car that first saw the light of day on Easter's Circuit of Ireland.

"While we were impressed with the Supra — and Per Eklund was keen to drive it in Wales — we felt that the older car was a more sensible choice, given the lack of development time for the Supra," commented a Toyota spokesman. "At present there are a few problems with the supply of spare parts for the new car (most of the parts we use are on tarmac settings for the race and rally cars, and not much use in the forests) and so, with so little service time during the Welsh, we feel that the Corolla will give us a more relaxed weekend!"

With the advantage in Group A already in the Toyota camp's favour, the team are clearly keen to capitalise on the situation, knowing that the Corolla is a match for Tony Pond's Rover Vitesse on the loose. The car is also likely to contest the Scottish Rally in June while the Supra will definately start the Ulster and Manx tarmac events.

Changes to Group A listings

Some recent decisions from FISA will affect a number of cars eligible for Group A competition with effect from December 1986. Most significantly, the Alfa Romeo GTV6 Gp N option — due to run until the end of 1988 — will be cancelled as will the Peugeot 104 ZS and the Gp A Jaguar XJ-S. All will be automatically transferred to Group B.



Arthur — globetrotting.

Busy boy Arthur

Rob Arthur has been busy recently, with appearances alongside both Tony Pond and Russell Gooding. Recently he has been completing a recce for the Zlatni Piassatzi Euro counter, returning to the works car for this weekend's Open counter in Wales.

WEEKEND SPORT

INTERNATIONAL RALLYING

Date	Venue	Event/Details
May 4/5	Corsica	Corsica Rally. World Rally Championship for Makes and Drivers, round 5. *Just one year after debuting their all conquering 205 Turbo, Peugeot show off their latest evolution model. The three car team will face strong opposition from Lancia while Audi and Renault will be seeking greater reliability from their respective chargers. Preview on page 23.*
May 4/5	Cardiff	Shell International Welsh Rally. Shell Oils RAC Open Rally Championship, round 3. *Opel hold the advantage in the championship, but it would seem likely that Audi may regain the advantage over the loose surfaces of Wales. Group A honours will again be disputed between Austin Rover and Toyota, while a host of privateers will be keen to mix it with the big boys. Preview on page ??.*

NATIONAL RALLYING

Date	Venue	Event/Details
May 4/5	Otley, Yorks	Colman Tyres Rally. *Motoring News* and BTRDA Road Rally Championships, round 4. *Who can challenge Ron Beecroft's current domination of the premier road series? With two wins already under his belt, the popular northerner is already being tipped as this year's champion.*
May 4/5	Exeter	South West Stages. AC Delco Astra Challenge, round 3. *Mixing it wih the clubmen on this overnight event, the regulars in the popular Astra Challenge will be providing entertainment and quality. With a great deal of road rally experience behind him, Kim Kirk could be a pace setter this time out.*

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

Support is lost for Jersey Rally

Tudor Webasto have withdrawn their support for the Jersey Rally, in deference to the current feelings of the island's residents towards the sport.

Although two Jersey rallies have taken place under the sunroof manufacturer's banner, local residents have not fully accepted the prospect of closed road rallying in the same way as the Manx people have. Therefore Jersey CC have lost their sponsor and, it would seem, the chance to make their intentions come to fruition.

Tudor Webasto are now engaged in discussions regarding sponsorship on the mainland, although they would not disclose details.

BRIEFLY

■ Malcolm Wilson will have backing from J B Car and Truck this weekend, the Cardiff and Newport based Audi dealership making their first venture into rally sponsorship. The first stage of the Shell International Welsh Rally will also be run in the company's name.

■ Spectators at Epynt on Saturday, and Pembrey on Sunday, will be able to enjoy an aerobatic display (weather permitting) by Toyota's Pits Special. Brian Lecomber will fly the bi-plane over the venues at 1215 and 1505 respectively, before the cars demonstrate their own brand of low flying. . .

■ Graham Newby will be hoping that his local event, the South West Stages, will allow him to close the gap on the leaders of the AC Delco Astra Challenge this weekend. Currently the Tice of Wimborne/Ebblake Tyres Astra is lying third in the series.

■ Antero Mikkulainen will be serviced on this weekend's Welsh by ABP Motorsport, while co-driving the White Horse 205GTI will be ABP's Eric Cowcill.

■ This weekend's South West Stages could be the last event for Brian Roberts' Astra Challenge programme if a sponsor is not found to join the Atlantis Oil Company on the car. The 29 year old police officer would like to hear from anyone able to 'assist his enquiries' on Brentwood 219718.

DIARY

CADMOC '85 Rally, May 25/26: Navigational event will start in Croydon, details are available from Gill Moir, 26 Parkway, Dorking, Surrey. Tel: 0306 889817 or 01-647 1151 (day time).

Motoscope Allertonshire Rally, May 23/26: A round of Teesside MSG's Open and Novice championships, the event starts in Northallerton. Full details of the 140 mile event are available from Sheila Windress, 56 Quaker Lane, Northallerton, North Yorks.

Nightflight Rally, June 8/9: A closed co-promoted event organised by Stort Valley AC, the 130 mile route starts at Harlow in Essex. Entry fee is £10 and details from Frank Heinrich, 1 Morris Harp, Saffron Walden, Essex. Tel: 0799 24292.

Fletchers Red Dragon Rally, June 8/9: A Welsh Division 2 road event with entries available from Graham Evans, 49 Pen-yr-Alley Avenue, Skewen, Neath, West Glamorgan. Tel: 0792 815420. Marshalls should contact Lyn Phillips on Penclawdd 851036.

Janspeed Sort Out Stages, July 7: Now an all daylight event, the Janspeed sponsored really runs on Salisbury Plain as usual and end counts for the King of the Plain Championship. Details from Bob Scripps, Stage Two, 18 Shortwood Avenue, Staines, Middlesex.

Citroën National Winter Rally, January 25, 1986: Book early for the new year! Seriously though, the new date for this excellent event should be marked in your diaries now, along the new venue of Bournemouth. Based at the Highcliff Hotel, the route should include 70 miles of forest rallying, often on new stages. Full details towards the end of the year . . .

None but the fittest

The Shell Oils RAC Open Championship moves to Wales for round 3 as KEITH OSWIN casts a glance down the entry list to spot the likely stars of the weekend



Malcolm Wilson could produce another win if the going suits his Audi Quattro.

Round three of this year's Shell Oils RAC Open Rally Championship takes the circus to Cardiff for the Shell International Welsh Rally. A massive 105 car entry has been tempted to contest this event and they will face a very different route from that seen in recent years with the start switching to Cardiff from the rather more central Llandrindod Wells, but the change will be welcome.

And, with the championship at a critical point, the fight for outright honours should liven proceedings considerably. Russell Brookes, who is being groomed for the title by GM Dealer Sport, leads the series from Bertie Fisher but, with Jimmy McRae and Malcolm Wilson snapping at their heels, it would seem likely that one of these four will get to open the champagne at Cardiff Castle on Sunday afternoon. Wilson won the opening event with his Dunlop shod Audi Quattro and could easily top the list again, particularly if the conditions help the four wheel drive brigade. McRae and Brookes will doubtless fight over the early stages but, with this event having no bearing on the European series, any team orders should work in the Midlander's favour. Fisher, on the other hand, deserves to net a good score in Wales, his forest performance rather erratic, but usually a threat to the leaders. He will, of course, not get the benefit from any political decisions, but could fend off any challenges that might threaten the favoured drivers while Terry Kaby's Nissan scored well in Yorkshire and will be a force to be reckoned with this weekend.

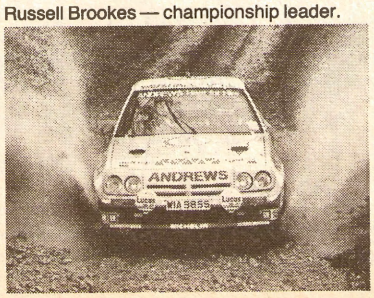
But a serious question mark hangs over the current form of the number one seed this weekend, Michele Mouton. The French star has little else but the British series on her calendar, but as yet has failed to show the form that nearly won her the 1982 World title. Reunited with the 'long' Quattro that she crashed in Yorkshire, Michele must score good points in Wales if the David Sutton team are to salvage anything from the season. Currently, it is the reigning Shell Oils/AUTOSPORT National champion, David Llewellin, who has produced the goods with the Quattro and, on home soil, the Welshman will be keen to do well.

Group A will be another battle between the Austin Rover team, with Tony Pond again at the helm of the Computervision Rover, and Toyota. Last week the Redhill based equipe completed back-to-back tests between the new Supra and their trusty Corolla. While they were happy with the Supra's gravel performance, it will be the better known Corolla that takes the start line in Cardiff, leaving the big car for further development.

Should the two pace setters falter, Peugeot Talbot are lined up behind with the, so far, unsuccessful Mikael Sundstrom, and Louise Aitken-Walker (fourth in the category in Ireland) driving the 205 GTI models. But the Welsh Rally always aims to please the smaller teams and, as such, usually sees cameo performances from a variety of drivers. Phil Collins and Bob Fowden will undoubtedly be among the pace setters over the early tarmac stages on Epynt while Pentti Airikkala and Mark Lovell could spring a surprise or two, the former running well in Group A on the Circuit until the car broke near the end of the event. Lovell will be aiming for a longer rally than his Irish outing, but Ford's immediate problem is the aquisition of the relevant Group A homologation forms. Once again the RS Turbo has missed the boat and will run in Group B this weekend.

Another to watch this weekend will be the impressive Skoda 130LR of John Haugland, a car that is becoming something of a star as it notches up top places in events around Europe, while class battles will again rage fiercely. A good result for Brian Wiggins in the newly sponsored Spring Grove Astra GT/E, could set him well on his way to another Group N Championship title, and the Ladas that make up 25% of the entry will fight for points in their own champoinship.

Russell Brookes — championship leader.



Having been kept on a tight reign where servicing is concerned, crews will be relieved to reach the rest halt at Aberystwyth (where the four hour break will enable cars to be rebuilt if necessary!) but there is little doubt that only the fittest will be left when the cars leave the final stages at Pembrey.

Leading entries

1,	Mouton/Pons	B	Audi Quattro A2
2,	Eklund/Whittock	A	Toyota Corolla GT
3,	—		
4,	McRae/Grindrod	B	Opel Manta 400
5,	Brookes/Broad	B	Opel Manta 400
6,	Wilson/Harris	B	Audi Quattro A1
7,	Kaby/Gormley	B	Nissan 240RS
8,	Llewellin/Short	B	Audi Quattro A2
9,	Fisher/Frazer	B	Opel Manta 400
10,	Pond/Arthur	A	Rover Vitesse
11,	Airikkala/Wilson	A	Vauxhall Astra GT/E
12,	—		
13,	—		
14,	Sundstrom/White	A	Peugeot 205 GTI
15,	Haugland/Oswin	B	Skoda 130LR
16,	Lovell/Davies	B	Ford Escort RS Turbo
17,	Collins/Freeman	B	Opel Manta 400
18,	Lord/Varley	B	Audi Quattro A1
19,	Bolton/Ervine	B	Opel Manta 400
20,	Fowden/Thomas	2	Rover SD1

Spectator information

Friday, May 3

Scrutineering: Cardiff Castle. Inspection of cars begins at 1230.

Saturday, May 4

Start: Cardiff Castle. First car leaves start ramp at 1030.

SS 1, Bute Park: Within the grounds of Cardiff Castle. Tarmac stage starting at 1030.

SS 2/3, Epynt: Dixies Corner is no longer competitive but the stages come to within yards of the corner. Approach along dual carriageway from Llywel on LEFT HAND SIDE OF ROAD ONLY. Cars due at 1220, returning at 1500 for stages 6/7. Do not approach from north.

SS 15, Llanafan: Last stage before rest halt at Aberystwyth. Access at 135/694716. Cars due at 2100.

Sunday, May 5

SS 17, Maesgwm: Access at 124/720270 via narrow road that is also used by competitors. Cars at 0300.

SS 22, Dyfi: Classic stage that is popular with crews and spectators. Access at 124/848096 and 846099. Cars due at 0530.

SS 26, Llanafan: Details as SS 15 but note that stage is reversed. Cars at 0924.

SS 30/34, Lady Megan: Access at 146/497354. Cars due at 1200 and 1400.

SS 35/36, Pembrey: Stage used twice consecutively. Service area before first run. Entrance at 159/414035 via narrow bridge which is also used by competitors. Cars due for first runs at 1530.

Finish: Cardiff Castle. First car due back at around 1800.

Shell Oils RAC Open Championship points

Overall

1,	Brookes (Opel Manta 400)	24
2,	Fisher (Opel Manta 400)	16
3,	Wilson (Audi Quattro)	15
	McRae (Opel Manta 400)	15
5,	Eklund (Toyota Corolla/Supra)	11

Group A

1,	Eklund (Toyota Corolla/Supra)	27
2,	Pond (Rover Vitesse)	15
3,	Midgley (Toyota Corolla)	12
4,	Clarke (Talbot Sunbeam ti)	10
	Stuart (Rover Vitesse)	10

Group N

1,	Wiggins (Vauxhall Astra GT/E)	15
2,	Cannon (Audi Quattro 80)	9
3,	Wright (Peugeot 205 GTI)	6

Manufacturers

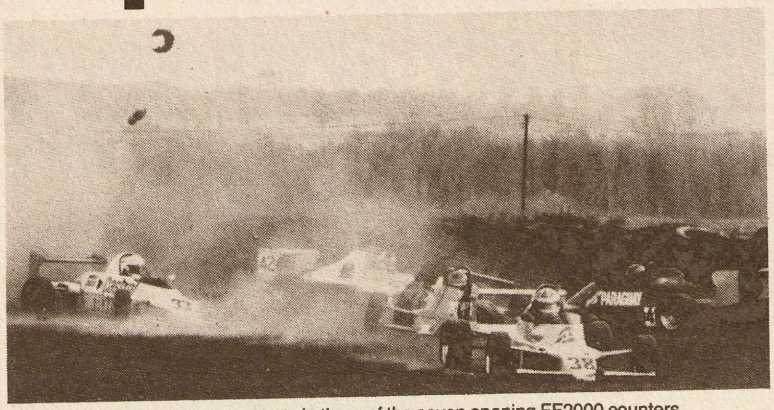
1,	Toyota (A)/Opel (B)	27
3,	Audi (B)	23
4,	Talbot (A)	15
5,	Nissan (B)	14

Racing Displays antics strongly reprimanded

Following recent incidents in the Racing Displays British FF2000 series, competitors were strongly warned by Clerk of the Course, Mark Poynton, that their driving was under close scrutiny at last Sunday's Cadwell Park counter.

The previous round at Snetterton had resulted in a scene more reminiscent of a breaker's yard with wrecked machinery at Riches, Sear and Russell corners within moments of the start. One competitor even got back into his car after being involved in the first corner mêlée at Riches, decided it was fully mobile and started off minus his safety harness! Two laps later he was the victim of an accident at Russell which could have resulted in unspeakable consequences. To crash at Russell (a flat in top ess bend) without a safety harness and emerge with his life, let alone mere bruising, was considered quite a feat.

Earlier, Costas Los and Alexander Lubov had fallen foul of one and other and had to be refrained by marshals from doing each other further damage, this time without their respective cars. As an upshot of all the excitement, Los was one of four drivers to appear before the Clerk of the Course. Costas's loss was his racing licence which was handed back pending an appeal on Tuesday next.



Early lap carnage produced restarts in three of the seven opening FF2000 counters.

Before Sunday's event, three of the previous seven counters had been stopped and restarted due to early lap incidents and Poynton was at pains to point out that at Cadwell there was a distinct lack of run-off area.

Due to the similar performance level of FF2000 cars and the competitive nature of the National championship, it is inevitable that occasionally an incident will occur, but it must be said that the racing at the *front* of the field has been in the main, very clean. What is worrying, however, is the number of incidents which have occured in recent weeks, particularly among the mid-field runners.

Argo FF2000 programme suspended

Anglia Cars have temporarily shelved their FF2000 project in order to concentrate upon their IMSA GTP car. In an amicable split, driver Bobby Carville has returned to the USA but is rumoured to be close to finalising a deal to run a Reynard 84SF in the Racing Displays series from the end of May.

With Carville new to the formula it was considered better for him to run a tried and tested car, thus removing one of the variables in his learning process.

Anglia Cars expect to return to the fray in two months' time with a modified version of their present Argo JM17, once the pressure of their IMSA programme has eased. Simon Kirkby recently undertook some testing in the car and it is hoped that he will provide useful feedback for development of the modified version.

Historic bonanza

MCD in conjuction with VSCC, HSCC and the *Observer* newspaper, have formulated the 'Observer Weekend of Historic Car Racing' which features concurrent two day meetings at both Oulton Park and Brands Hatch on Saturday and Sunday, June 8 & 9. Some £40 million worth of treasured nostalgic machinery will compete at opposite ends of the country in order that most historic enthusiasts should be within travelling distance of one or other.

The HSCC has transferred its International Weekend from Donington to Brands where a full historic meeting will take place on the GP circuit for the first time. The event will be for a wide range of post war cars and will include a round of the FIA Historic GT series with the promise of many overseas entries.

Both the Brands meeting and its Oulton counterpart, which has been extended to cater for heavy entries in the Richard Seaman Trophies meeting, will be two-day affairs with practice on Saturday morning and racing commencing 1pm (Oulton) and 2pm (Brands). Admission is £4 per day at both circuits with the *Observer* offering two adult tickets for only £6 on application to the MCD ticket office at Brands Hatch.

Willhire finalised

The BRSCC have published the list of 36 accepted entries for the Willhire 24 Hours which gets under way at 4pm on Saturday, June 1.

A trio of Colt Starion Turbos and Rover Vitesses head the entry with Metro exponent Roger Jones listed to drive both the OBM entered Vitesse and the Simmons Synthesisers Starion Turbo.

One of the most interesting Class B entries will be the new 16-valve 2.3 litre Mercedes 190E which could spring a surprise in the quest for overall honours.



Williams's March 707 is the sole surviving production CanAm example.

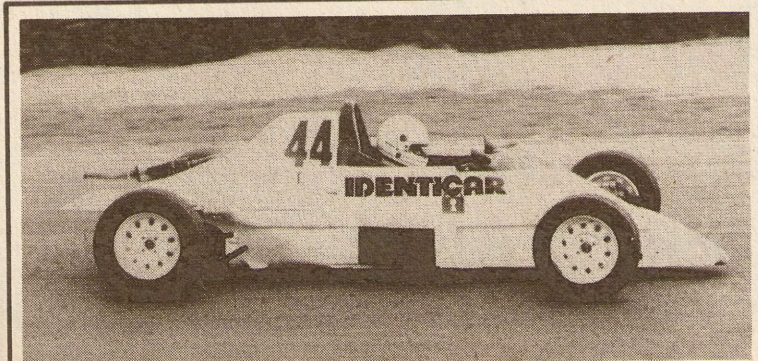
Extra support for Ted

Bristolian motor companies Western Counties BMW and the Redland Motor House have joined forces this season to enter Ted Williams's fabulous March-Chevrolet 707 in the HSCC's Failsafe Historic Sports GT championship.

Western Counties, run by motor sport enthusiast David Smith, is the West country's largest new and used BMW dealership. Smith decided to sponsor Redland boss Ted "not only because he is a longtime friend and business neighbour, but also because his unique car creates so much interest in the paddock and on the circuits."

Williams's monster March is the sole survivor of the Bicester *marque's* short production run of 707s for CanAm and Interserie, some 15 years back. Over the past three seasons, 'Uncle' Ted has tamed the fearsome 550bhp machine to good effect, battling mightily with the BRM P154 of Mike Wheatley and John Foulston's McLaren M8.

In addition to the new-found, and most welcome, Western Counties BMW support, Ted has also gained some trade backing from STP, the original sponsors of the March in 1970.



Robertson's new RF85

Steve Robertson, a former Brands Hatch Racing pupil, has recently switched to a new Van Diemen RF85 having started the season in an older RF84 model. Steve is the son of David Robertson who sponsors Phil Kempe's F3 effort through his Midas Holdings Group. Steve's car, as with Kempe's RT30, is prepared by Glenn Waters's Intersport Engineering team.

Johnston's ex-Sala Reynard

Currently bolstering the Racing Displays FF2000 ranks is Batley butcher, Miles Johnston. The 20 year old showed most impressively in the early stages of both the Dunlop-AUTOSPORT and BP Superfind novice championships last year, before a mid-season chassis change saw him lose his way somewhat.

Johnston has recently acquired the ex-Maurizio Sandro Sala championship-winning Reynard 84SF (minus Ferrari steering wheel) which features a number of weight saving and structural stiffening modifications.

Having previously raced Minis before turning to single seaters, Johnston is keen to gain experience and plans to take in as many rounds of the Racing Displays and Donington FF2000 series as possible. Run by Jim Lee Racing, the well presented car has backing from K&N filters and Scholar engines.

On his most recent outing, at Cadwell Park last Sunday, Miles adopted a mature approach to bring the car home eighth, a commendable result at the demanding Lincolnshire circuit.



Johnston — FF2000 graduation.

Busy Birley

West Kingsdown saloon ace, Rod Birley, has a busy schedule ahead of him at Snetterton on Easter Monday when he tries to take first and second places in the same race.

Rod shares his Escort with Tim Swadkin, driving the first stint before taking over the wheel of his Ford Sierra XR4i from John Brindley for the remaining laps in the 37 lap Shell Oils Thundersaloon event. Strong opposition will, of course, come in the form of the Cologne Capri and series pace-setters Vince Woodman and Jonathan Buncombe.

Vanwall's fiery exit at nostalgic Donington

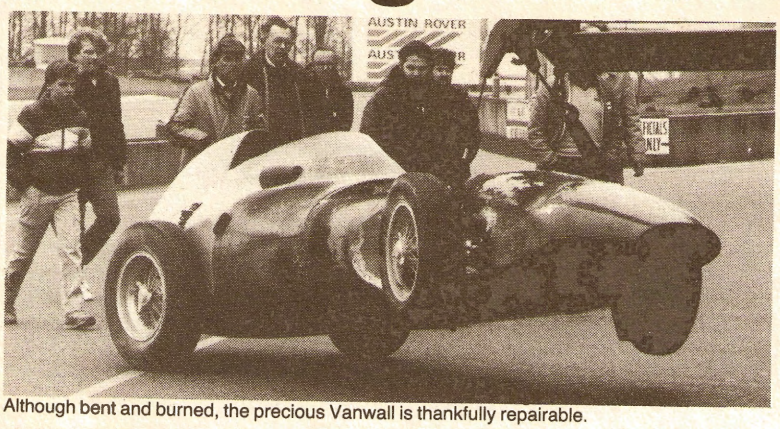
The second outing of John Collins's newly recreated Vanwall GP car (as featured in this week's *Sunday Times* supplement) was to have been one of the highlights of the VSCC's annual visit to Donington last weekend. Alas, the reality was a very sad anti-climax for this fine car, and what is claimed to be the most original surviving BRM P25 were both badly damaged during the day of nostaliga.

Having practised in the company of two BRMs, Vanwall driver Tony Merrick was confident about his chances of winning his race, while poor Amschel Rothschild had been involved in a major contretemps at the Old Hairpin, which caused considerable injury to his P25's chassis, including a bent de Dion tube.

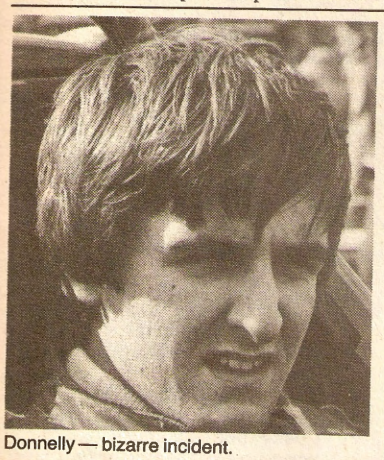
Merrick made a superb start in the wet race, the Vanwall sounding glorious as he surged through from the second row of the grid. Down through Holly Wood, though, an injector pipe burst and flames licked from beneath the bonnet.

By the Craner Curves, the fire had spread to the cockpit. Despite considerable discomfort, Tony gallantly steered the green car onto the grass and baled out, only to see it continue rolling back on to the circuit. Happily, the rest of the field avoided the precious machine, but Merrick sustained a broken wrist and facial burns in the incident. He is recovering in Derby Royal Infirmary.

The Vanwall suffered frontal damage to its chassis and is badly burned, but hopefully both car and driver will be restored to full health in time for the combination's intended participation at the VSCC Silverstone meeting in July.



Although bent and burned, the precious Vanwall is thankfully repairable.



Donnelly — bizarre incident.

RGR fiasco at Cadwell

The Snetterton-based Rushen Green Racing equipe had a thoroughly miserable time at Cadwell Park last Sunday. Their dramas started in qualifying when Martin Donnelly damaged the front end of his Frank Nolan Racing Van Diemen after visiting the barrier at Charlies. Having recorded only one flying lap before the accident, Martin was nonetheless sixth on the starting grid for round eight of the closely fought Racing Displays British FF2000 series.

His crew having done a splendid job getting the car to the line, Donnelly was closing on the lead battle when he fell victim of a most unpleasant incident. It seems that a stone thrown up by one of the leading group broke Donnelly's screen before smashing its way through his visor and striking the luckless Irishman a substantial blow in the eye. Donnelly was seen frantically tearing at his visor at the top of the mountain before slowing and coming into the pits. Clearly in some considerable pain, Donnelly received attention from the medical unit before being taken to hospital for a precautionary check.

Just to round off the day, while everyone was leaving a rainy Cadwell, the Rushen Green crew were left unsuccessfully trying to coax their reluctant transporter into life.



Knutsen's Esprit Super Saloon challenger is based on a S2000 Chevron B52 tub.

Nordic doctor in charge

Norwegian doctor Fredrik Knutsen and his team have recently completed the first purpose-built Lotus Esprit Special GT car on the Scandinavian racing scene. The Tistedal-based FBK equipe laboured for nine months on the project, which supercedes the Maguire Chamois which Knutsen acquired from fellow medic 'Doc' Enderby several seasons back.

The Esprit is built on a Chevron B52 Sports 2000 tub, suitably strengthened to accept an 1800cc Cosworth BDA engine and Hewland FT200 transmission. Ex-F2 four-pot brakes slow the yellow car. Heavily modified John Maguire Esprit panels adorn the machine, with which Fredrik aims to capture the 2-litre division of the Nordic Super Saloon Championship this year.

Built with advice and parts assistance from David Enderby and former Chevron director Robin Smith, the FBK Lotus clone may well be seen in a round of the DRC Transnational GT series before the season is out!



Mercedes brightens Fiestas

A recent contestant in the German Ladies Ford Fiesta Cup race at the Nurburgring was the former Miss Austria, 27 year-old Mercedes Stermitz. Sportscar pilot Klaus Niedzwiedz commented that her driving matched her looks and numbered among her scalps in an Austrian slalom event is none other than Arrows F1 pilot, Gerhard Berger.

Hart powered Tiga for Thruxton

Ardmore Racing's exciting Tiga-Hart Thundersports challenger will make its debut at Thruxton's Bank Holiday meeting. The car is a derivative of Howden Ganley's Group C2 85 chassis powered by a Hart 418T engine, a bored out version of Brian Hart's current Formula 1 turbo engine. Work has apparently been done to *reduce* power output in the interests of achieving reliability and torque.

Piloting the fearsome device will be McLaren International director, Creighton Brown, and Grovewood Award winner, Will Hoy, previously great rivals for various Clubmans Championships having won some 73 races between them.

Backing comes from long-time supporters of Creighton Brown's Clubmans cars, Sonneborn & Rieck, manufacturers of high class industrial paints. Additional quality comes from St Neots based quality house builders, Hillson and Twigden, brick and tile manufacturer, Ibstock, pig breeders Pig Improvement Company, with trade support from Shell Oils and Avon Tyres.

Faster G4 for Digby

Modsports stalwart John Digby has rejuvenated his rapid Ginetta G4 this year with a self-built (as always) all-steel 1500cc Ford engine. The unit is proving to be a real little flyer, the Hayes vehicle recovery specialist having won his two races to date with the car in its new specification.

At Castle Combe next Monday, Digby will be switching his allegiance to the Japanese Yokohama tyres, after three seasons on Avon rubber. The Yokos have been supplied by Terrys Tyres of Northolt (who are now stocking competition covers to order, on 01-845 9580) for John's Wooler Engineering team.

BRIEFLY

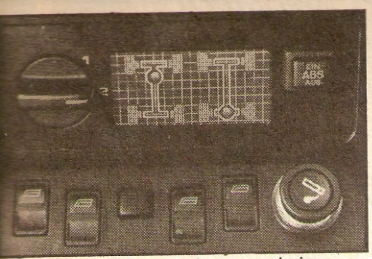
■ Former Porsche and S2000 racer Sam Cleps is returning to the circuits on Bank Holiday Monday after a long absence from motor sport. Thundersports has lured him back, and he will share Roger Andreason's Chevron-BDA/Powertech B61 at the Hampshire circuit. Support comes from Exol, Olivetti and Cleps's own firm, Avant Garde Technology.

■ Among the entries for next Monday's Lep Group *Formule Libre* counter at Silverstone are a McLaren M29 for Jim Stevenson, Antonia Loysen's Chevron B42 and last year's Magnum F3 chassis for Telverton's Robin Palmer.

■ John Revell has forsaken his powerful Facel Vega Pre-'65 saloon contender for a Ford Capri production saloon this year. His employers, RMC Mortars, are backing the Uniroyal series venture.

■ The Messenger Newspaper Group, along with Limited Editions, a Stockport antique dealer, have arranged with the Oulton Park circuit owners that any "Messenger" reader, upon production of the paper willgain free access to the "Mesenger Group Raceday" on May 6.

■ Bob Sands and Caterham Cars' Clive Roberts are entering a Caterham 7 in the Ronnie Scott 100 miles at Oulton Park on May 6. Backing comes from Crowner Products, Shell Oils and Industrial Hygiene Co.



You pays your money, takes your choice.



The Audi 90's shell has simply been updated, with the addition of deeper spoilers and air dams

I must confess to being unconvinced about 4WD for fast cars before I drove the 90 Quattro for an extended period: now I *am* convinced about its effectiveness. If you bear in mind that it doesn't increase *ultimate* grip — that is only a function of tyre and road surface — but does distribute the forces of traction and cornering more evenly, it is easy to see how the benefits accrue. Under almost all circumstances it handles beautifully neutrally (though you can induce front-wheel-drive type understeer by entering a corner with a trailing throttle or under braking), and it is quite astonishing how much power you *can* put down. The 90 Quattro is totally stable. When pushed to the limit it does show shades of understeer, but just lifting off restores the status quo. What is almost equally uncanny is its grip in the wet and, in particular, in snow: where two-wheel-drive cars are struggling, the 90 Quattro is unphased. There may be many cars quicker in a stright line than the 90 Quattro: few will beat it across country. Adding to the superb road manners is near-perfect steering: correctly weighted, ideally geared, responsive and with plenty of feel. There is also minimal roll, though strong side-winds can have the car deflecting slightly.

Excellent braking

Adding to the sense of security is the excellent braking: with ABS you *know* you can stop quicker than the car in front of you, and your major worry is far more whether the car *behind* you can stop in time. ABS also shows how it is possible to misjudge surfaces: twice in wet conditions it has operated when the road simply looked damp, and not slippery. Deliberately slamming on the brakes in mid-corner, a manoeuvre that would have most cars off into the bushes, simply slows the car down. Again, the word uncanny is the most appropriate.

The firm damping and springing gives the 90 Quattro a stiff ride, and it can never be called smooth in the Citroen sense — but it is far from uncomfortable. Major potholes and roadworks are absorbed with a loud thump. Tyre roar varies from obtrusive on rough, coarse surfaces to inaudible on the Swiss motorways.

The 90 Quattro is a generous four-seater, a cramped five-seater. There is plenty of head and legroom in the back, but width tends to be restricted. There are no complaints from those in the front, however, thanks to plenty of fore-and-aft movement in the seats. The boot is comparatively small, though, deep but short, with a much bigger opening than before.

There are no complaints about the layout of the controls, though initially it takes some studying of the rocker switches on either side of the instrument pod. The dials are clear and readable, but for a £13,500 car almost everyone criticised the blandness and cheapness of the facia.

Clear visibility

With its square edges and large glass area (and a lack of heavy pillars — other manufacturers please note) visibility from the driver's seat is excellent. Coupled with the high-geared steering this makes the 90 Quattro an easy car to place accurately when on the move, and parking ultra-simple.

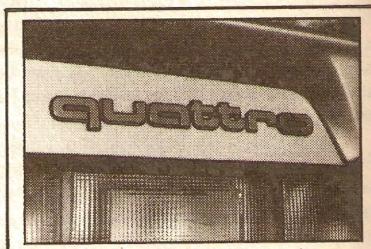
One very poor feature of the car is the heating and ventilation system. Fortunately, the sun-roof helps ventilation at low speed, and an opening flap in the back of it can be used when cruising on motorways to draw air out without too much wind roar.

Nor is the 90 Quattro notably quiet, especially when compared to similarly priced machines: all the major sources — engine, wind and tyres — contribute to general levels, wind taking over where the engine leaves off on motorways, for example. Still, it's not *that* noisy — you only have to turn the radio up at 90mph plus . . .

And so to the final question: could I live with it? The answer is yes — and I am, since I will be running one as personal transport for the next year. It is the right size, for a start, and I like the rather plain, but simple styling (the last thing I want is to attract attention when I'm on the road). I'm past (I think!) being in love with open two-seaters: four doors and four seats was what I wanted, and got. Then there is that unusual five-cylinder engine — and I rate that gutsy growl from the exhausts as nearly as exhilarating as that from my ultimate love, an XK Jaguar. Add superb controls (the notchy gearchange excepted), high comfort levels (if you can balance heating and ventilation), and road manners that are ahead of anything else — sports cars included — plus fool-proof brakes and (so far) total reliability, and you can see why the 90 Quattro appeals so strongly. ■

The grip is superb in the snow, leaving its two-wheel-drive class competitors in the wake.





AUDI 90 QUATTRO £13,493

Specification

Cylinders/capacity	Five in line, 2226cc
Bore × stroke	81 × 86.4mm
Valve gear	Single ohc
Fuel system	Bosch K-Jetronic fuel injection
Power/rpm	136bhp (DIN) at 5700rpm
Torque/rpm	136lb ft (DIN) at 3500rpm
Gear ratios	2.846, 1.524, 1.065, 0.778, 0.641:1
Final drive	4.111:1
Steering	Power assisted rack and pinion
Brakes	Discs all round, ventilated at front
Wheels	6J×14 alloy
Tyres	195/60HR14
Suspension (F)	MacPherson struts, coil springs, anti-roll bar
Suspension (R)	MacPherson struts, coil springs

Dimensions

Wheelbase	99.9ins
Track (F/R)	55.1/55.9ins
Length	175.8ins
Width	66.2ins
Weight	23.6cwt

Performance

(*What Car?* figures)

Maximum	121mph
0-60mph	8.6s
50-70mph (4th/5th)	6.4/10.7s
Fuel consumption (urban/56/75mph)	22.4/37.7/29.4mpg
Test consumption	26.3mpg

Berger with relish

On the verge of a Formula 1 career Gerhard Berger broke his neck in a road accident. JOE SAWARD talked to Arrows's new signing about his fight to get into Formula 1

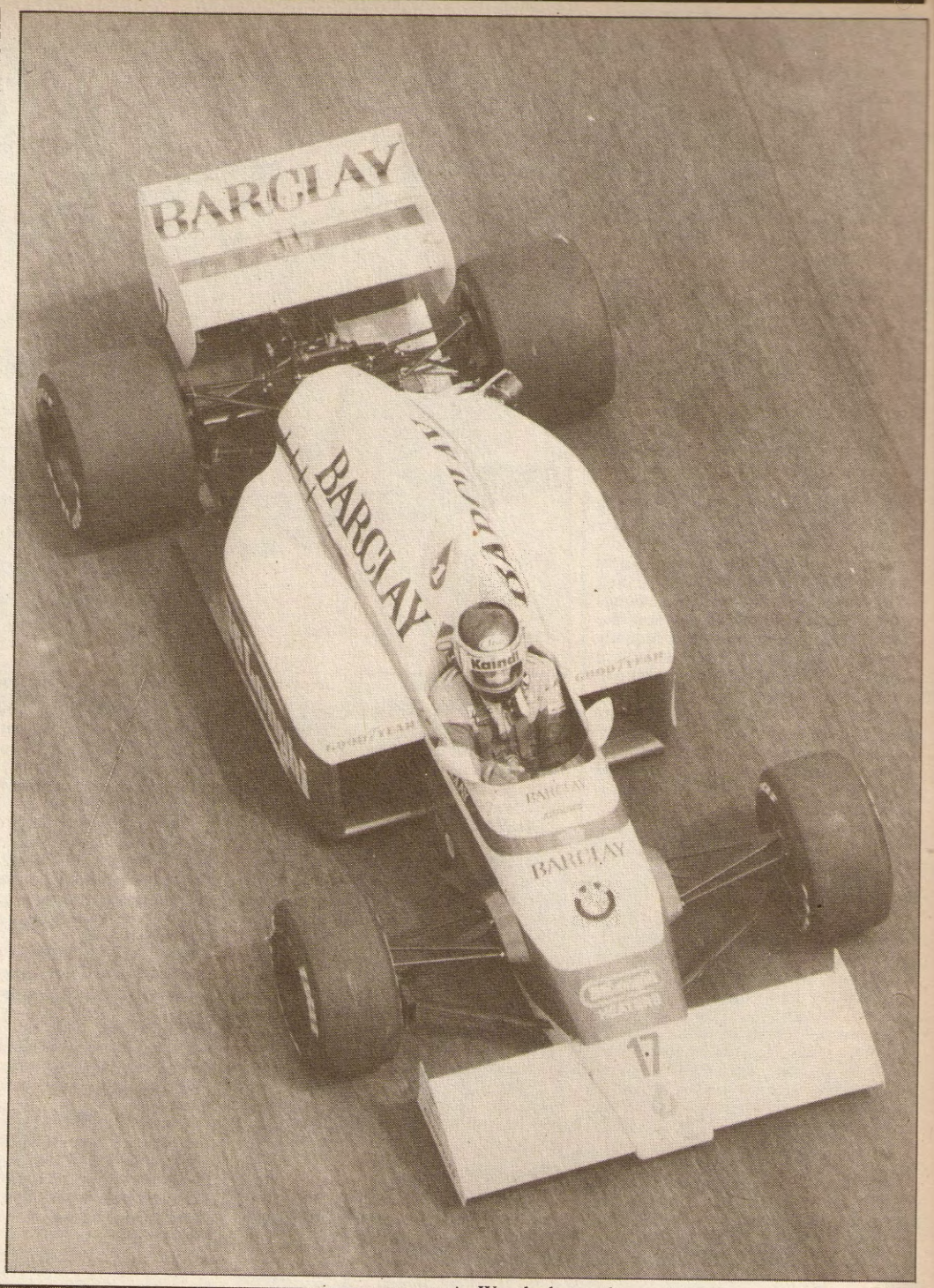
"You know," said Gerhard with one of his mischievous grins, "it was the right moment for me to have an accident. It was one week after the end of the season, and I was fit a week before this season began."

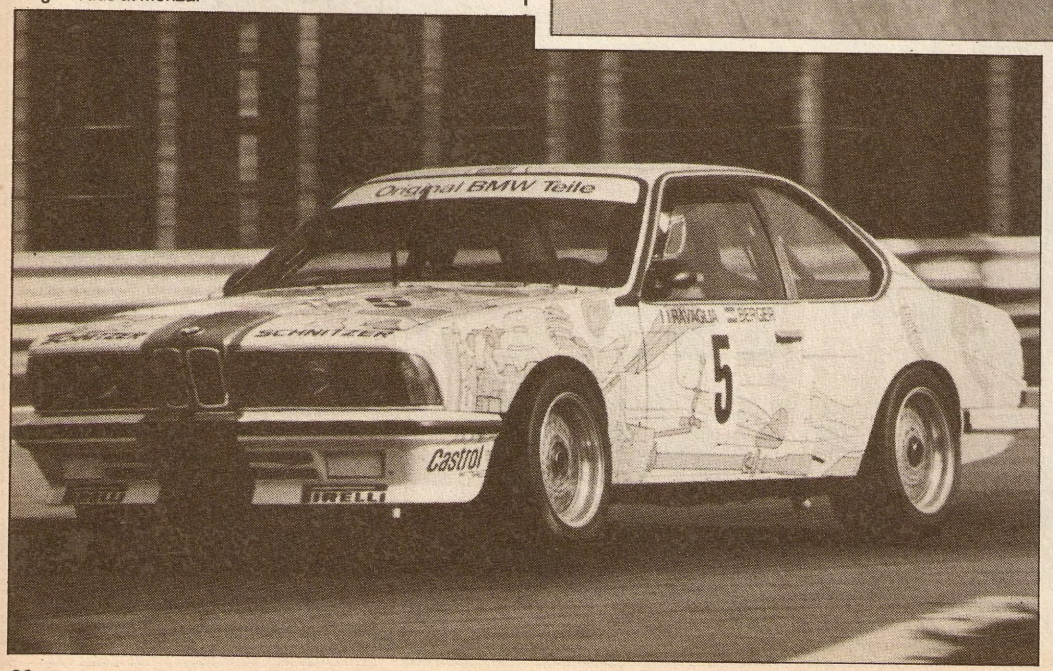
It seemed a curious way to look back at what was a near-fatal road accident. The Austrian's BMW 323i was hit from behind as he came out of a turning near Innsbruck. The car somersaulted and Berger was flung out of the back window. "Sure, it was a very bad accident, and I would have been finished if the first people on the scene had not been two doctors." Berger had broken bones in his neck and lower back, the doctors realised it would be dangerous to move him.

"I was lucky again because the hospital in Innsbruck is one of the best in Europe for this kind of problem." Berger underwent surgery and began a miraculous recovery. "I was working very hard in the hospital to get fit because I knew I had to get up and go to England to speak to F1 teams about contracts. If I stayed too long in hospital, I knew I would not get a drive. I left the hospital two weeks before I should have done, went straight to the airport and caught a plane to London to see Jackie Oliver of Arrows." A few weeks later the deal was done and Berger had a regular F1 seat. Racing debut to Grands Prix in four years!

The whole story began in the Tirolean village of Worgl where Berger still lives. "It was quite funny, when I was a small guy there were two or three people in Worgl who used to compete in small Austrian races. After school, when everyone else went off to do their homework, I would go off to the workshops to see how the racing cars were built. Finally I decided that I wanted to go racing." The stumbling block for young Gerhard was money, and as motorbike racing was cheaper the young Berger got hold of a Kawasaki and went off to compete in mountain races. "Oh, it was crazy, you know. Looking back it was far more dangerous than racing cars."

It was not long, however, before Berger was given a chance to race a four-wheeled machine. "A friend of mine wanted to sell his car—it was a Ford Escort—and there was no-one around who wanted to buy it. He thought that my father had some money and got it into his head to sell it to me." The deal was for Gerhard to race the car once for nothing and after that, if he wanted to go on, he would then have to pay. "I was still studying at the time," remembers the Austrian. "I went home that night and I didn't tell anyone. I said that I was going to stay with a friend for the weekend and rushed off to Vienna to get a licence. Anyway, I won the first race and went two seconds a lap quicker than my friend ever had in the car. He told me not to bother to buy his car, recommending I go to Formula 1 where I would earn a lot more money . . ."





Berger has shown remarkably well in the circumstances so far this year in Formula 1. Below: A spectacular saloon driver — Berger leads at Monza.

The following year, with some local sponsorship, Berger embarked on a season in the exciting European Alfasud series. He was always in the first five and won at his home track of Zeltweg. "At the end of the year I drove in one Formula Ford race for Bartl Stadler as I wanted to get into single-seaters. That year there was a guy called Bischoff who was winning everything in Formula Ford in Austria; he was pretty good." Needless to say Berger beat him first time out and went in search of further single seater experience at the German Grand Prix FF2000 support race. "I was up to fourth place going into the first chicane, when I discovered that my brakes weren't working! I ran into all three cars in front of me and I think there must have been 10 cars involved in all. The race had to be stopped, there were bits and pieces of cars all over the place. That was a fairly short race! What it did do though, was convince me I could be quick in single-seaters."

Already there was a conflict of interest for Berger. "When I left school, my father told me he had bought a small trucking company and he wanted me to see if I could build it up. We had six trucks in all, but it was a bit of a problem, because I had decided to go racing. I managed to find some very good people to work with me though, and now I have 25 trucks and 50 employees." At the end of 1982, however, after a disappointing year in German Formula 3, Berger decided to give up racing and concentrate on the company. A bad year, it should be said, meant third position in the German Formula 3 Championship with one of Josef Kaufmann's private Martinis. "The problem was that the Martini factory was concentrating all its efforts on Alain Ferté and Philippe Alliot in the European series, so we didn't really stand a chance.

"I was up to fourth going into the first chicane, when I discovered the brakes weren't working . . ."

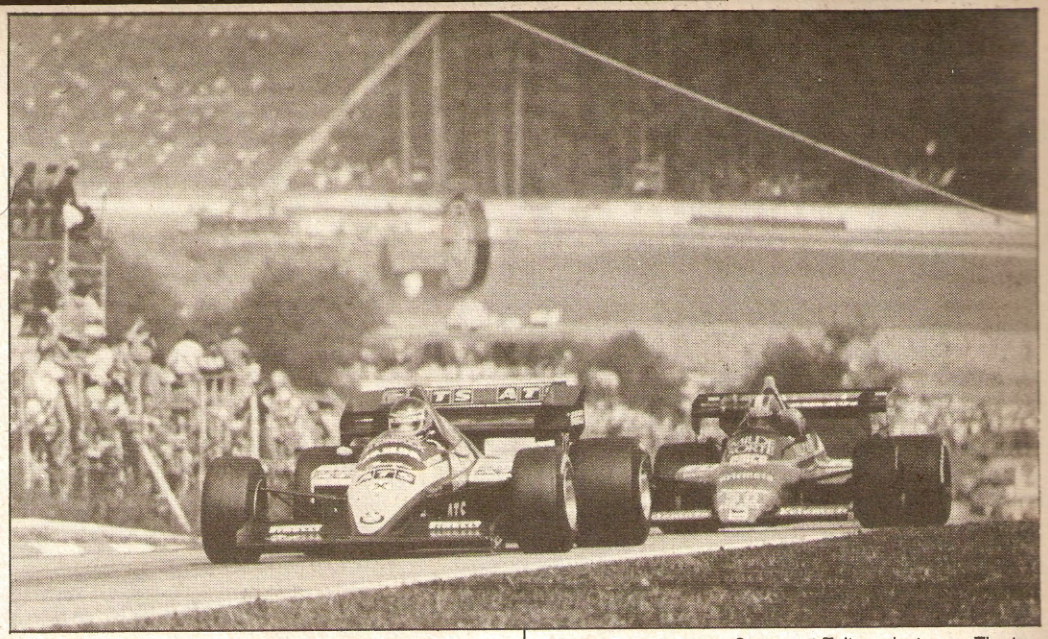
"Anyway, after the last race Dr Helmut Marko came to see me and asked what I was planning for 1983. I told him I had decided to stop racing because I had no money, no sponsors, and my company to think about. He suggested that we tried to find the money together to run a team in the European F3 series. Well, we found the money and with Derek Worthington we took an ex-Mansilla '82 spec Ralt RT3 round the European races." Twice that year Berger finished second in a car that was not really up to it, underlining that he would be one of the men to beat in 1983.

"Marko introduced me to BMW and I met Dieter Stappert and Paul Rosche. Now we are friends — everyone knows that — but I am not in Formula 1 just for this reason." The BMW boss was clearly impressed by the young Austrian and Gerhard was signed up to do a full season with the Schnitzer BMW team in the European Touring Car Championship. In single-seaters he was approached by the Italian entrant Pino Trivellato to race for his team at the Macau Grand Prix. It was his first race in a contemporary car, and he finished a fine third against some pretty stiff opposition. Only Ayrton Senna and Roberto Guerrero were quicker. He was immediately signed up by Trivellato for the 1984 European Formula 3 series.

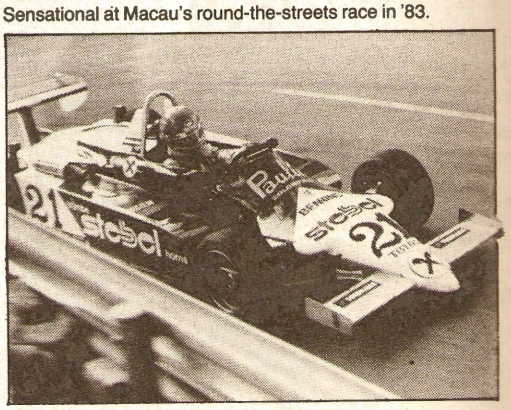
Berger embarked on an extraordinary schedule of races: European Formula 3, European Touring Car, and, at the end of the year, he joined the Grand Prix circus with the ATS team. "In mid-season I began talking with Gunther Schmid and he told me he wanted to run a second car, all I had to do was find some money."

Berger was given his first taste of Formula 1 power at Zandvoort the same weekend as the Spa 24 Hours. "Oh, the power of the Formula 1 car was terrible, so much more than in Formula 3," he remembers. Leaping out of the ATS he set off to cover the 280kms to Spa to be there in time to take over from team mate Roberto Ravaglia. Two hours later he jumped out of his road BMW and into the ETC version. "Three BMW engines in an afternoon — one 700hp, one 300hp and one 150hp — not bad!" With Formula 1 on the horizon, the schedules became more and more complicated . . .

"It was a good thing I drove my first race in Austria, because I knew the circuit very well, it helped a lot. The other thing was that it has long straights so I had time to think. In all my F1 races last year I had bad luck in practice and good luck in the races." He finished all the Grands Prix he started and, had he been registered, would have scored points at Monza, in only his second race. Marko's protégé had been well taught.



Above: Berger versus Gartner at Zeltweg last year. The two Austrians came to blows over the Arrows drive. Below: Sensational at Macau's round-the-streets race in '83.



Marko's influence remains. "He had been in Formula 1," says Berger, "he knew racing was a business." It was a valuable lesson to learn. Niki Lauda too has given Gerhard advice, "I speak to him sometimes on the 'phone, and if I am in Vienna I give him a call and we meet up. That's all he does. I don't want him to help me any more than that. Nobody helped *him* when he was starting out. I think if you come into F1 you must help yourself.

"When I had my accident, Niki called me up, gave me Willi Dungl's number and told me to talk to him about my neck. The papers are always writing about him looking after sportsmen, so everyone thinks he earns a lot of money. I can tell you I have never paid him anything. I always ask, but he says no. I have been seeing him since I got out of hospital and every time my neck gets better."

While back on the road physically, Berger was still without a drive. "After I got out of hospital a big Austrian sponsor came to me and said they wanted to go into Formula 1. I organised for Jackie Oliver to meet them and, after about a week, it was all arranged. I signed a contract. Three weeks later the company phoned me up and said that they had changed their mind, so I was back where I began. A week later Jackie phoned me to say that Jo Gartner had told him he had a million dollars for the drive. I didn't have any money, but Jackie said he would wait and try to find a sponsor for me."

Berger set about sponsor hunting. "I agreed with Jackie to give him all my personal sponsorship money if he would pay for my flights and hotel bills, so I would be driving in Formula 1 for nothing. We still needed more money but then Jackie telephoned me and said he was going to Italy to talk with a sponsor, it was all going to be OK again, and I could sign another contract. When he got back he told me the sponsor wanted to be in Formula 1 but Gartner had contacted them and tried to get the drive for himself. I was angry about that, and a few moments later a journalist phoned me and I said Gartner was an idiot." It caused big problems in Austria.

"I shouldn't have said it at the time, you know, but I was annoyed and it all came out in the press." Jackie Oliver, however, stood by Berger throughout and, once a deal was found, Gerhard signed a new contract.

"For Formula 1 you have to be very fit, but I think it is more important to learn how to concentrate. My neck is getting better all the time, but Willi and I are not working too hard too soon, because it is important for the bones to heal properly.

"A week later Jackie phoned me to say that Jo Gartner had a million dollars for the drive. I didn't have any money . . ."

Berger — Austrian comingman . . .



"Now, I hope everyone will give me a little time to get used to Formula 1, because I have had no winter testing to speak of due to the accident. I think I'll need a couple more races to get to know the car but by the middle of the season I hope I can qualify well and finish the races. I'm not really thinking about getting points yet.' So far Berger has shown that he means business, despite his neck problems.

His record in Formula 3 was remarkable; he simply did not make big mistakes. Only twice last year did he go off seriously, both times in practice at Enna, and he failed to finish in the points just once. Even then he was seventh! His driving is smooth and extremely rapid, it's surely only a matter of time before he does the same with the Arrows. To quote the much used motor racing cliché, "to finish first you must first finish". Gerhard has been taught well.

"A little time" is all he needs, and at 25, he has plenty of time in hand . . . ■

5TH COLUMN

Muttering about Maranello

"I'm delighted for Stefan," Ken Tyrrell said at the airport. "He's a really good lad, and he deserves a break like this. He's worked for it.

"After Brundle's accident at Dallas last year," Ken went on, "I needed another driver, and I asked Bernie's permission to speak to Corrado Fabi. Bernie had no objection, but Corrado — while thanking me for the offer — wasn't interested. It was a Cosworth car, after all, and a lot of fast circuits were coming up. In short, he didn't think he'd qualify, and it wouldn't do his reputation any good.

"I spoke to Johansson, and he said yes immediately, he'd be there. Hang on, I said, what about the money? Oh, he replied, I'll leave all that to you . . .

"In Austria he not surprisingly didn't qualify, and afterwards I said that I'd quite understand if he didn't want to drive at Zandvoort. He said no, it was a Grand Prix, of course he wanted to drive. I was impressed by that."

The point was well made. In his farmhouse at Fiorano, Enzo Ferrari watches all the Grands Prix on TV. Above all, the Commendatore loves a fighter, and he was impressed with Johansson's spirit. In particular, he liked his Toleman drives at Monza, where he was fourth, and Estoril, where he fought off Lauda for many laps.

Yes, he was inevitably a backmarker in the Tyrrell drives. And, as Fabi had feared, the cars did fail to qualify at the Osterreichring. Significantly, though, Stefan was more than a second quicker in practice than his team mate, the highly-touted Bellof. And the Old Man notices things like that.

Corrado played safe with his reputation. True, by not racing he didn't damage it. Team managers simply forgot he had one. Today Johansson is a Ferrari driver — and where is Fabi?

In Portugal Stefan was a bit bewildered by the dramatic change in his fortunes. At the beginning of the week he had been like an out-of-work actor, sitting in his flat and waiting for the 'phone to ring. The Toleman truck had left for Estoril — but would Pirelli come through?

"Alex Hawkridge called me about lunchtime on Tuesday — to tell me to get down to Maranello immediately. I didn't know if he was joking or not! I rang Piccinini, and he said yes, get the first 'plane you can. I packed my bag in about 10 minutes, and went straight out to Heathrow.



Ferrari race engineer Tommaini briefs his new recruit. Arnoux's tool box sits in the background.

"I didn't know what to make of it. I'd heard so many stories — Alex had told me after he'd been down to Maranello that they were very interested. But I hadn't really had any contact with the team as such.

"I got the three o'clock flight to Milan, and arrived at the factory at about 8.30 that evening. It was incredible — all the mechanics and staff were standing outside, saying 'Welcome to Maranello'. Can you imagine how I felt?"

Had you always, I asked, wanted to drive for Ferrari?

"Oh, yes," Johansson replied at once. "I think if you're a racing driver you *must* want to, don't you?

"On Wednesday morning — still very confused! — I met Mr Ferrari. I was nervous as hell! To me, it was like meeting Royalty or something. Even if I hadn't got the drive, at least one of my dreams had been fulfilled . . ."

Of course, most new Ferrari drivers speak like this. In Estoril the cynics were running a book: at which race would Johansson's customary grin disappear? Had not Arnoux exhibited similar glee at Monza in 1982, the ink still wet on his Ferrari contract?

Over the Portuguese weekend there was a general outpouring of sympathy for René, and I have to say it was difficult not to feel a degree of cynicism about this, too, for much of it came from people previously given to slagging him off at every opportunity. Were they sorry for *him*, or fearful that a similar fate might one day befall *them*?

Time was when I was a great Arnoux fan. I deeply admired that he had reached Formula 1 by his own efforts, in spite of his timid manner and unpolished tongue. In the glister of modern Formula 1, he was somebody different, vulnerable. He got the Renault drive originally only because Tyrrell refused to release Didier Pironi, and it was an opportunity he seized.

In his six-and-a-bit years of Grand Prix racing, though, René's confidence has been like a lighthouse beam. In the mood, he is as quick as there is, but his troughs of depression are unfathomable.

To my mind, he has never been the same driver since going to Ferrari at the end of 1982. His marriage broke up at the same time, and some of those who know him well cite this as the major cause of the change within him. I can only say that I far preferred the engaging little fellow who used to turn up with Nelly and Lotus (the basset) to the dishevelled 'superstar' of the last couple of years.

Through the first half of 1983, his first Ferrari season, Arnoux was a disappointment, and by July it was openly said that Alboreto would partner Tambay the following year. René responded brilliantly, winning races and keeping the drive. Last year he was stupendous at Dallas, unremarkable elsewhere. By the end of the season he was a midfield man.

What amazed — and amused — me in Estoril was the way people harped on about Ferrari's ruthlessness. Imagine that — a Formula 1 manufacturer putting his team first! Of *course* Ferrari is ruthless. He always has been. Show me a Grand Prix team owner anywhere who keeps a driver out of sentiment. Twenty-six men climb aboard at the start of a race, and each is there because: a) he is the best driver available to his team, or b) because he's found the money to enable his team to keep running. And much of the cant I heard the other weekend seemed to be coming from glass houses.

Lest you get the wrong impression, I am not seeking to excuse the way Ferrari went about splitting with Arnoux. After all the recent rumours, it was fatuous to claim that René's physical condition had led him to request the termination of the contract. A face-saving exercise, they said in Italy. But for whom? Arnoux — or Ferrari.

Grand Prix racing is no different from any other sport in the mid-eighties, and there is no point in pretending otherwise. It mirrors society, success its only god. If millions are sunk into putting two cars on the grid 16 times a year, it seems only logical to have the best available pair of drivers to finish off the job. And, in truth, it is a long time since Arnoux looked anything like a match for Alboreto.

Formula 1 has chosen to make itself the way it is, has plunged both hands into the barrel of sponsorship and now plays for very high stakes. A company puts its name on a car, and it wants to win. In the board room it is a simple matter of investment, a business decision, and the gamble pays off or it doesn't. Dependent on that mentality for his very survival, a team owner must hire the best he can find.

All of this of course puts a colossal responsibility on the shoulders of today's Grand Prix driver, which is why many of them — not all — are spectacularly overpaid. Ferrari drivers are not in the very top echelon, scraping along on around $600,000 a year, but still it seems to me reasonable to expect top-drawer performances from them. I do not blame the Commendatore for wanting a front runner in each of his cars, but dislike intensely his means and timing of getting rid of Arnoux. It should have been done cleanly at the end of last season.

In one important respect, at least, Ferrari did play by the book. Before offering the drive to Johansson, an approach for permission to do so was made to Toleman. "They were very correct," Alex Hawkridge says. "Whatever anyone else says, we've always found Ferrari to be very honourable people. And the same was true of Stefan. After he'd had the offer he rang me, saying that legally he was still under contract to me, and that if I wanted him to stay he would." Which is somewhat different from the circumstances in which Toleman's last number one driver changed teams.

It occurs to me, actually, that Enzo Ferrari's action is a throwback to his frequent behaviour in the fifties. In the days of Musso and Castellotti he had the name of a tyrant, hiring and firing and always pitting his drivers against each other.

"I always vowed," Stirling Moss said to me, "that I'd never drive for Ferrari. That went back to a time at Bari, early in my career, when he offered me a drive and then changed his mind. I got there and found there no car for me, which really pissed me off."

Later the Commendatore came to rate Moss with Nuvolari, and by the beginning of 1962 was prepared to do anything to get him in a Ferrari. A few days before his final accident Stirling went to Maranello, and returned with a remarkable deal.

"He wanted me to drive for the factory, of course, but Fangio advised me against that, so I told him I would drive one of his cars — but only in Rob Walker's colours. And he agreed. It was the perfect arrangement, a factory car prepared at Maranello, but entered and transported by Rob Walker's team. That's what I would have had in '62 . . ."

Would not, I ventured, the Ferrari works drivers have objected?

"I'm sure they would!" Moss agreed. "But I don't think Ferrari would have taken any notice. He doesn't really care about his drivers — he cares about his *cars*. I reckon he always used to allow different drivers to win different races by giving them better cars sometimes, giving the impression that the driver didn't count for anything, that it was the *car* which won. So if my blue Ferrari had beaten the factory drivers, he would have been able to use that against them . . ."

In Portugal Jackie Stewart talked of the Arnoux controversy, and said he found it distasteful but not surprising.

"D'you know what? I had a firm deal with Ferrari for 1968. I went to Maranello, met the Old Man and got exactly the deal I wanted. The money was OK, and I could go on doing F2 for Ken Tyrrell. He even agreed that I could have the top half of my car blue because I'm superstitious about driving red cars. We shook hands on the agreement.

"A few days later I'm at Enna for the F2 race, and my team mate Jacky Ickx comes up to me and says what should he do? He's got a firm offer from Ferrari if he signs the contract that weekend! You sign it, boy, I said. Because I'm sure as hell not going there — not if that's the way they do business . . ."

Le Mie Gioie Terribili is the title of Enzo Ferrari's autobiography. My Terrible Joys. He grieves for men sometimes, but his cars do come first. I'm not sure he's a nice man, but I know he's a great one. Success and a soft heart are rarely more than nodding acquaintances. ■

Ferrari drivers old and new. Below: René Arnoux appeared in red car number 28 for the last time at Rio before his physical problems and a difference of opinion with Enzo Ferrari — coupled with his rather lacklustre performances of late — led to his departure from Maranello. Bottom: Arnoux's replacement at Ferrari, Stefan Johansson, attempts to pass Nelson Piquet early on during the Portuguese Grand Prix. Right: Patrick Tambay — the previous recipient of Enzo's displeasure — drove a sterling race in the Renault RE60 to pick up a useful four points. Photographs: Jeff Bloxham.








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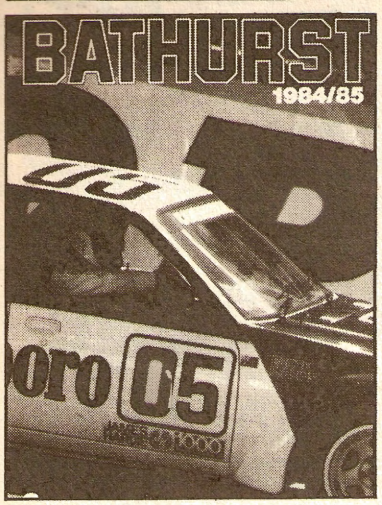
Autosport



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BOOKS



BATHURST 1984/85.
By Barry Naismith.
Published by Garry Sparke & Associates.
Hardback, 128pp, £12.95.

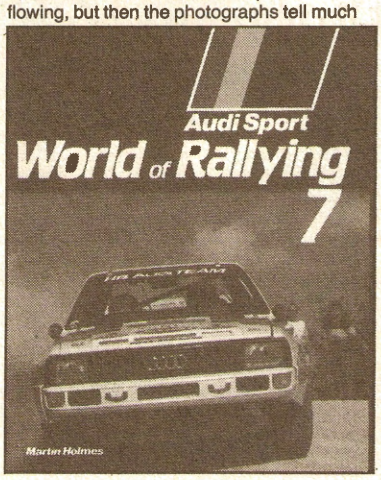
The Spa 24 Hours is *the* classic race of the European Touring Car season. In Australia, its equivalent is the Bathurst race; except that is received with much more hype, and a greater degree of importance — saloons are *the* formula 'down under'.

Last year, the race will be remembered on three counts: the presence of the TWR Rovers to participate in Group A (and Tom Walkinshaw in a John Goss fully-blown Jaguar XJ-S); the startline shunts (eliminating the Jag and Peter Williamson's Group A Supra among others) and a separate incident between the Masterton Falcon and Moffat Mazda; and the last year of Australian Touring Car racing under the indigenous Group C rules before switching to the European Group A formula.

The race was an outstanding success for the Holden Dealer Team, Peter Brock heading home a Holden one-two, and for the TWR Rover Vitesses, Jeff Allam/Armin Hahne annihilating the Group A opposition.

Bathurst 84/85 is the third annual of its kind, concentrating mainly on the Bathurst race, obviously, but with a potted look at the Australian Touring Car Championship (the sprint series), and the first round of the Endurance series (Sandown's Castrol 500) which leads up to the BIG race itself.

As ever, the book is mainly about photographs — much of them in colour — but the text is informative too. The prose is not flowing, but then the photographs tell much of the story of this superb race around the mountain. There is also an interesting section looking at all the major cars entering the race — including a fairly comprehensive look at the Group A cars — although there seems to be some misconception about the competitiveness of cars in the ETC championship.



The book, it must be said, is not cheap. But if you love saloon car racing, and especially the Group C 'big bangers', then no doubt you will find room for it on your bookshelves. *Bathurst 84/85* is available in England through Kimberley's publishers. RNM

AUDI SPORT WORLD OF RALLYING.
By Martin Holmes.
Published by David Sutton Publications.
Hardback, 162pp, £9.95.

The latest in this long series of established rallying annuals arrives rather late this time, but follows, almost exactly, the style of previous editions. Based, essentially, on the World Rally Championship, with chapters on each event, there is also close attention to the drivers — with individual records for all the 1984 A seeds — and the cars, with detailed specifications of the current contenders, and prototypes under development.

As such, it gives a comprehensive record of the 1984 season — including results in the Euro series and the major British Championships — while features include a look at the four-wheel-drive revolution, the American Pikes Peak Hillclimb, and a compilation of odd facts and figures. Do you know the oldest man to win a WCR event? Or the highest rally in the world?

There is also a chapter introducing a number of photographers with their favourite works, but the book would have benefited from more extensive use of colour. It is also unfortunate that there is no personality feature, but with all the facts from the past year, *World of Rallying* remains good value for the enthusiast. PMF



THE CLASSIC MARQUES.
Published by Hamlyn Books.
Paperback, 96pp, £3.50.

Hamlyn's range of six books, covering five 'classic' marques — Ferrari, Porsche, Rolls Royce, Mercedes-Benz and MG, plus one much loved model, the Chevrolet Corvette — were first introduced a couple of years ago, but have just been re-released in paperback form. And, at £3.50, offer good value for money. Except . . .

The books are written by six separate authors, and, to be frank, it shows! Each book follows a set format: a look at the ▶

Apollo Race & Rally Wear Limited

Runners up

We had a huge crop of answers to our caption competition to win one of Apollo Race & Rally Wear's fabulous race/rally jackets. And, suitably, many took the theme of John Watson's and Toleman's tyre plight. Some of the best of these we print in the 'best of the rest' here.

I warned you Wattie — it was Raleigh sponsorship or nothing. So get pedalling!
Rodney Branford of Rickmansworth, Herts.
I'm glad your brother Jackie has influence at Goodyear.
Roger Brown of St Austell, Cornwall.
John Watson — as determined as ever to get a drive despite no tyre sponsorship.
Harry Chryssaphes of London, W5.
Irish, stew à la carte.
Adrian Brodkin of London, N2.
When I said I wanted a race against Mr Stewart, I meant Jackie, not Ed!
Andrew Wallis, of Pinner, Middx.
. . . And mind he doesn't swipe the tyres!
M Massucci of Clifton, Avon.
Keke was right — this FW09 is impossible to drive.
N J Grist of Westbury, Wilts.
And now over to Murray at the Brighton Grand Prix.
Chris McGuire of Tadworth, Surrey.

APRIL CAPTION COMPETITION

Sinclair signs Watson for 1985!

Sharon Williams of Sevenoaks, Kent



MAY CAPTION COMPETITION

Sharon Williams — congratulations! One of Apollo Race & Rally Wear's fabulous race/rally jackets is winging its way towards you. All you have to do to win the same is send us a funny caption to the picture below — what are these two respected rally figures up to? Further details overleaf.



author's favourite models, or those that he considers most relevant, with a large spread of pictures (mainly colour). And while one has to respect the different authors's choices, a number of 'classic' models have certainly been omitted to include some of their rather blander stablemates. How can a figurehead such as the superb Mercedes C111 be completely ignored?

Still, at the price, one has to expect a few flaws.

BSJ

ULTIMATE AUTOMOBILES.
By Alberto Martinez & Jose Rosinski.
Published by Haynes.
Hardback, 189pp, £24.

How does one define the 'ultimate automobile'? Well, author Jose Rosinski and, photographer Alberto Martinez have tried and chosen 14 of their favourites from the late sixties to the present day. The list includes the Ford GT40, Maserati Ghibli, Aston Martin Volante, Ferrari 512BB, and BMW M1. All, certainly, fabulous cars.

The text starts off badly, however: "I have had the opportunity to make love to the most beautiful cars in the world," says Rosinski in his introduction. "I say this without a hint of modesty." This style, fortunately, is dropped for a more forthright and descriptive approach thereafter, the editor of the French edition of *Autocourse* and car tester for *Sport Auto* clearly showing his enthusiasm for his chosen cars.



However, it must be said that this is an extremely expensive book. At £5 this would be a fabulous coffee table book. But, at £24, we think this a little too much. And the colour reproduction, on occasion, is not what one would expect, while some of the photographs are uninspired, others quite stunning. But then you pays your money and takes your choice...

RNM



HOW TO BUY AND IMPORT A NEW CAR FROM EUROPE.
By Barry Sheppard.
Published by Haynes.
Softback, 40pp, £1.95.

For a long time now, the British car buying public has had to pay much more for his motor car than his counterparts in Europe, even taking into account the higher cost of producing fewer right-hand-drive models than left. But over the last couple of years, some enterprising individuals became wise to the idea of importing cars from abroad, and making a huge saving.

In turn, the car manufacturers became wise to this idea too, and tried to prevent this cheap stream of imported cars — warranties invalidated, unavailability of, or excessive documentation for right-hand-drive models. This, plus threats of court action from the manufacturers, slowed the flow of imported cars.

However, as author Barry Sheppard aims to prove, the British car buyer can still defeat the car manufacturers' pricing policies: "From the outset," writes Sheppard in his preface, "it is worth exploding one old established myth: many people believe that they cannot legally buy a car from Europe, bring it to Britain and use it for their own personal use in Britain. This is false." And, in an easy to follow format, Sheppard maps out all you need to buy a car abroad, and all within the law.

If you are contemplating a brand new car, and want to buy it cheaply abroad, then it will be worth your while splashing out the couple of pounds for Sheppard's book.

RNM



Improved GP Team Guides

Two more in Kimberley's Grand Prix Team Guides: Brabham (No12) and Ferrari (No 13). The former is written by ex-AUTOSPORT man Bob Constanduros, while the latter is by *Motoring News* GP writer and author of the excellent *Ferrari: The Grand Prix Cars*. Both books follow the same format as previous Team Guides, but have been improved visually — the design is much better than before — and there are no advertisements scattered among the pages. A definite improvement! Both books are competitively priced at £2·50 each (which includes eight pages of colour) from Kimberley's at the new address: 4 Church Close, Whetstone, London N20 adding 25p p&p per book, or from specialist bookshops.

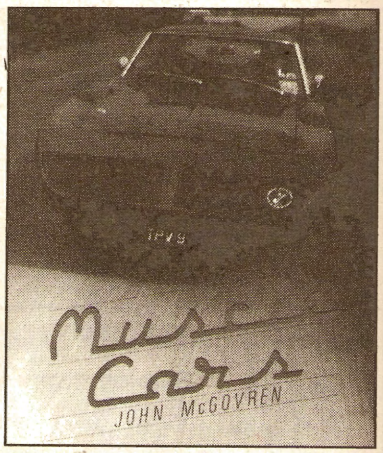
MUSCLE CARS.
By John McGovren.
Published by Apple Press Ltd.
Hardback, 128pp, £5.95.

Books about those gas-guzzling, tyre-burning dragsters that came out of the United States in the sixties, collectively known as the 'Muscle Cars' seem to be proliferating in the bookshops. One good example could simply corner the market, but John McGovren's book is not that one...

McGovren outlines the era of the Muscle Car from its start in the early sixties to its demise with the '73/74 oil crisis, and would have been better to have remained with in these confines, as he includes a chapter entitled 'All that glitters is not American.' This contains some ridiculously inane statements, such as "Somehow the Facel Vega never really caught on. The styling was not really to the taste of the hardened Muscle Car freak." Quite!

And, while the text contains several inaccuracies, the unforgivable aspect is that the layout, which is good, is spoiled by some awfully incorrect captions. Unforgivable for such a pictorial book.

BSJ



Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*.
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PLEASE USE BLOCK CAPITALS.
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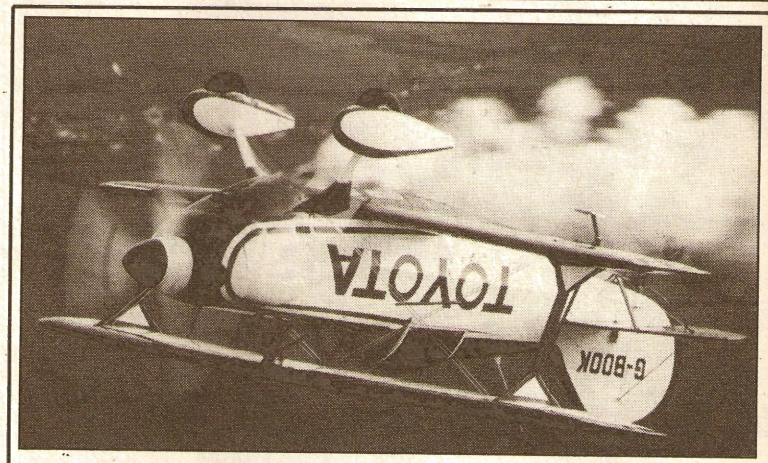
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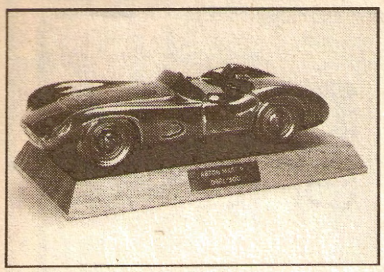
Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than May 30, 1985.



Super Pitts takes to the air!

The famous Pitts aerobatic planes will be seen again this year with Brian Lecomber taking to the air, with help from Toyota, in his Super Pitts Biplane. The aircraft, powered by a 220bhp engine, can attain 200mph and climb at 3000ft a minute, as well as perform spectacular stunts. The Super Pitts will be seen around the country this year at open air events — watch out for it at the Welsh Rally this weekend (see *Special Stage*).

MODELS

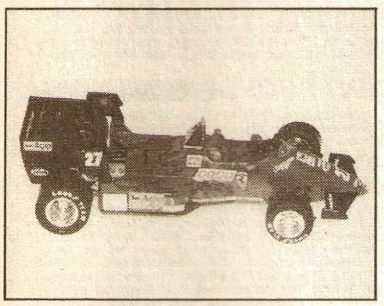


ASTON MARTIN DBR1/300.
Rockwell Ceramics (GB), 1/18 scale.
Hand finished replica £29.95.

Classic car enthusiasts and collectors of ceramic *objets d'art* will be intrigued by sculptor Melvin Holyoake's super new range of replicas, to be launched at the National Classic Motor Show at the NEC, Birmingham, this weekend (see separate story). Holyoake's Rockfield Ceramics concern has chosen the semi-porcelain clay medium for its 1/18 scale replicas, of which the Aston Martin DBR1/300, Ford GT40, Mercedes Benz W196 and MG TD are the initial releases.

The Aston Martin (above) is the machine which gave the marque its only victory at Le Mans (1959) when Roy Salvadori/Carroll Shelby led home a resounding one-two for the model. Designed from working drawings of the historic car, and moulded from a wooden pattern, the replica is fired with a glaze finish. Each car is available in British Racing Green, Royal Blue, Racing Red, Burgundy or Ivory finishes.

Each comes on a smart mahogany plinth, with an engraved brass nameplate. It is envisaged that the company will expand its range to cover many more classic and vintage cars in the near future. The models are available direct from the manufacturers, Rockfield Ceramics, 1 Stanton Lane, Potters Marston, Nr Croft, Leicestershire. Tel: (0455) 282469 for further details of these unusual ornamental models.

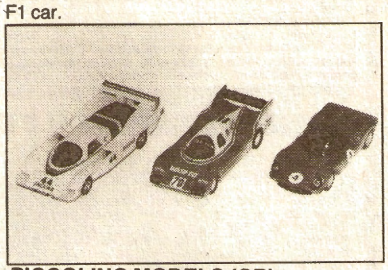


FERRARI 126C4.
Brumm (I), 1/43 scale.
Built model £5.45.

It is rare indeed that Grand Prix cars are 'mass produced' by modelling concerns, rarer still that a contemporary machine is released in miniature within months of its subject's racing exploits. Eagerly awaited, after extensive pre-launch publicity, Brumm's Ferrari 126C4 is undoubtedly a winner, particularly at such an attractive price. In Britain, as in Italy, virtually any model carrying the scarlet colours of Enzo Ferrari will have a healthy market, and the initial supplies of Maranello's 1984 Grand Prix challenger were quickly snapped up by enthusiasts and collectors alike. Another shipment is imminent, so make haste to your specialist supplier to avoid disappointment.

The first releases in an exciting new range, two versions of the Harvey Postlethwaite-designed 126C4 are available, one each in the livery of Ferrari SpA drivers Michele Alboreto and René Arnoux. Alboreto's Belgian GP-winning chassis (No 27) is featured here, while the Arnoux version (No 28) incorporates a revised wing and several more subtle changes.

The model captures the striking lines of the 126C4 superbly, and detail work, down to realistic Goodyear tyres, enhances its appeal. Our only slight criticism of the Ferrari is its excessive ride height, more suitable for off-track excursions than billiard-table smooth circuits. Our model came from St Martin's Accessories Ltd (01-836 9742). Add 75p p&p (UK) when ordering. Watch out for future models in the GP series, and Brumm's version of the 1961 'shark-nose' Ferrari 156 F1 car.



PICCOLINO MODELS (GB).
1/76 scale.
Built models from £6.44.

Tony Bellm's little concern is prolific in its releases of the tiny, Guernsey-made racing cars. Over 30 different miniatures are now available in his Piccolino range, the latest trio being the 1967 Ferrari Dino 206S, the 1983 Jaguar XJR-5 IMSA contender and last season's Spice Tiga WEC C2 car, as raced successfully by Gordon Spice, Neil Crang and Raymond (son of Tony) Bellm. Chic, rather than technically accurate, the newcomers add further depth to Piccolino's growing 'grid' of Historic Sports and contemporary WEC/IMSA cars. Many more racing cars are in the pipeline, including a collection of early GP cars.

PORSCHE 956s.
Vitesse (P), 1/43 scale.
Built model with transkit £6.99.

Portuguese manufacturers Vitesse have extended their superb series of Porsche 956s from 1983 with a dozen of last year's versions from the major WEC and Le Mans contesting teams. Pictured are the Gaggia/Brun Motorsport, Bob Jane T-Marts/Porsche Cars Australia, Dallas/Kremer, Boss/Obermaier, Hawaiian Tropic/T-Bird Swap Shop and Rollei/Charles Ivey machines, while New Man-Pierlant, New Man/Joest (2), Canon/Lloyd (2), Kenwood/Elkron, Skoal and Warsteiner derivatives are also available.



The cars come ready-painted to a reasonable standard, but need painstaking application of their complex decal sets (using Microset or a hair-dryer to soften transfers on double-curvature surfaces) to ensure a top-quality result. Gems and Cobwebs in Reading (0734 666645) supplied our examples and specialise in a fast mail-order service. Telephone Mrs Berni Ducros for availability of 956s in this deservedly popular range.

MODELS BY MAWP

Who, What, Where, When?

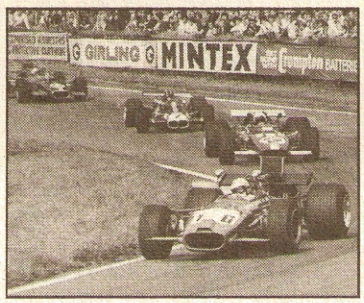
PAGE & MOY LTD

We had a bumper crop of answers — including one from Japan — for our *Who, What, Where, When?* competition but the lucky recipient of this month's fabulous £40 Page & Moy travel voucher is Mr John Anderson from Cheshire. Mr Anderson correctly pointed out the following:

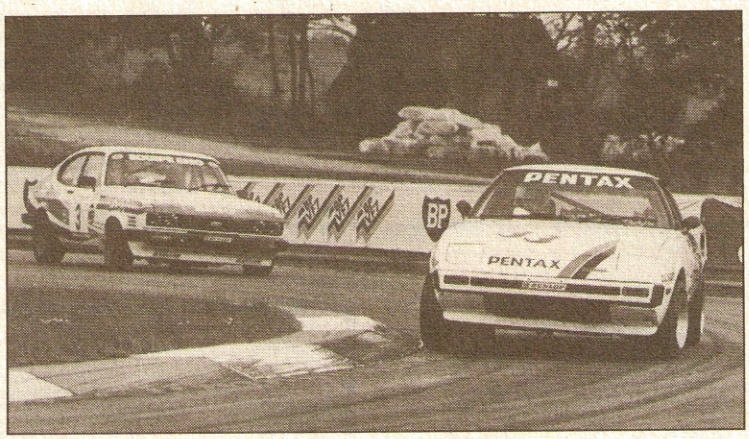
Who: Mike Hailwood; Keith Holland; Graham Hill; Mike Walker.
What: Lola-Chevrolet/Traco T142; Lola-Chevrolet/Traco T142; Lotus-Ford FVA 59B; Lola-Chevrolet/Traco T142.
Where: Oulton Park.
When: Guards International Gold Cup, August 16, 1969.

The winner of the race was Jackie Ickx in a Brabham-Ford DFV BT26, although Jackie Stewart set a new lap record at 1m28.6s (112.19mph).

The race was originally intended for Formula 1 cars only, but due to lack of entries it was decided to include the Formula 5000 cars — and then a few Formula 2 cars came as well, hence Hill's F2 Lotus . . .



We turn to saloon cars this month. All you have to do to win the Page & Moy travel voucher is correctly indentify who, what, where and when in the picture below. Answers on a postcard only please to *Who, What, Where, When?* competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by the last post on Thursday, May 30.



VIDEOS

1985 KUWAIT RALLY/SAFARI RALLY.
VHS/Beta.
£19.95.
Available from CITV, 207 Dean Lane, Water Rossendale, Lancs BB4 9RB.

Two more contrasting competitions it would be hard to find, yet CiTV have combined these two events to produce an interesting package, which is perhaps a little out of balance. Opening with the Kuwait round of the Middle East Championship, there is a long introduction followed by some good desert action, but unfortunately the rally falls to pieces, and the report suffers as a result. So instead of the expected Rothmans-Porsche/Marlboro Toyota showdown, the story rather breaks up.

Unfortunately, the same is rather true of the second event, this year's Safari adventure, the latest round of the World Championship. The build up is of far more interest with an insight into the modifications required to make cars suitable for African conditions, and some interesting shots, with lots of local colour.

One particular sequence shows Ari Vatanen taking avoiding action as a herd of cows cross the road ahead, the Finn bragging about his skills at a later service point! Other dangers of the Safari are shown as an over-loaded Matatu negotiates a water hole, with the 'passengers' dodging rally cars. The atmosphere of the Safari is therefore well covered, but the story a little lacking.

PMF

Classics on show

The National Classic Motor Show opens this weekend at Birmingham's NEC and will continue through to the Bank Holiday Monday.

The trip down memory lane will include displays of classic cars from throughout Europe — including racing cars — other history making cars, as well as the largest auction of classic cars, so it is claimed.

Included in the 600 vehicles on display will be Richard Noble's World Land Speed Record Breaking Thrust 2, and an 1898 Daimler, one of the oldest British made Daimlers still running and a regular participant in the London to Brighton run. Watch out, too, for our sister magazine. *Classic & Sportscar* will have a stand at the show and a free to enter competition with a fabulous prize. Not to be missed.

Opening times for the three day affair will be from 10am to 6pm, admission £4 for adults, children £1.50 with all day parking at £1.

BRIEFLY

■ Hazleton, publishers of the popular *Autocourse* and *Rallycourse* annuals, has been awarded the Queen's Award for Export Achievement. Expect *Brabham: The Grand Prix Cars* to be published shortly by the Richmond, Surrey, based firm.

■ Celebrating the car's centenary — and Haynes Publishing Group's 25th anniversary — the company will be opening a new motor museum at Sparkford shortly, near the company's headquarters in Yeovil.

■ The Isle of Man has issued a 'Century of Motoring' commemorative six stamp issue with values from 12p to 31p. The stamps illustrate the history of motor sport on the island from the 1906 Tourist Trophy winner to Pond's 1981 Manx Rally winning Chevette. All items are available from May 25 direct from the Isle of Man Post Office, Philatelic Bureau, PO Box IOM, Douglas, Isle of Man.

DAVE ORRICK

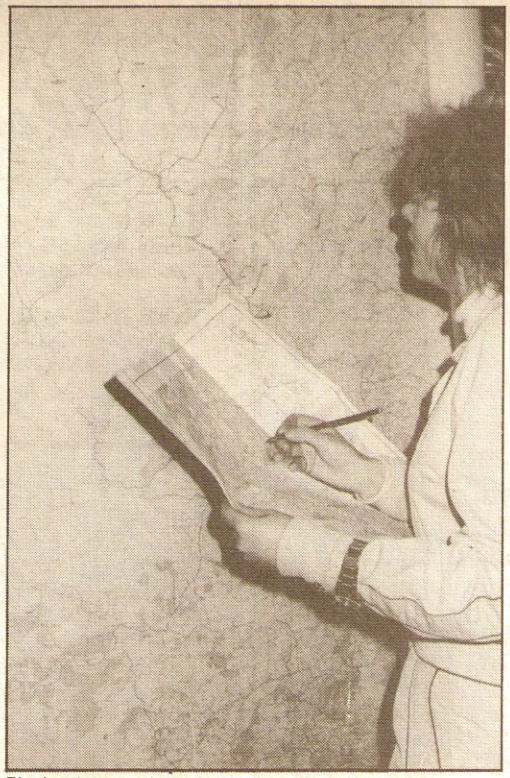
Living in the past...

It was November 1975 when I last penned a *Purely Personal* piece for AUTOSPORT and, while stage rallying has changed in many ways since, some things are still very much the same. In some ways we are all still living in the past; going merrily along in a sport which is becoming ever more professional in some respects but which is still essentially amateur in nature.

Co-drivers (or navigators, to give them a more precise job description in all but a very few cases) are always the first to complain and the body that comes in for a fair amount of their vented spleen is the RAC MSA. I attended the Rallies Committee Open Day at Belgrave Square in August last year and watched quite a few navigators giving voice to their ire on several matters and I am pleased to say that, on one subject at least, their views were noted and acted upon. I refer to the thorny matter of making maps with stage routes and danger points; something which became Blue Book "law" on January 1 this year.

It has been said many times that, for rallyists who aspire to World Championship events and that coveted works drive, UK forest rallying is a road to nowhere. It teaches nothing about pacenotes or the many and varied skills needed to compete outside these shores. In a literal interpretation that may well be true but for the vast majority, for the road rallyist who has outgrown the selectives of mid-Wales or the Lake District or for the single venue and "farm track Grand Prix" exponent who wants to rise to greater things, the forests have been — and will remain — the place to go. For the navigators there is now a fabulous opportunity to take those road rally slot-finding and bend-calling skills into the woods and carve out a reputation for themselves. Look at Ian Grindrod, Rob Arthur, Nigel Harris *et al.* They started in the lanes and have used their talents to rise into the professional ranks.

A navigator can now transfer onto his map the stage entry and exit points, full stage route (including roads which are not shown on the map) plus all cautions, danger points, comments and mileages shown in the official road book. Fine . . . but what happened to the list of Danger Points supposedly to be given out by the RAC? The International Rally Drivers Club produced one such list but there has not been a general listing by the RAC. Surely this should be an ongoing thing, with references updated month by month on the basis of information supplied by competitors; such a list then being sent to all forest rally organisers for display on the official rally notice board. Would you believe that there are still national championship level co-drivers about who don't know where Mikkola's bend in Dalby is located?



Plotting the route from the organisers' map.

Taking Mikkola's as an example brings me to one shortcoming I constantly find totally beyond belief and that is the lack of a regulation from the RAC requiring event organisers to provide a pre-event odometer check. Any road book is only as accurate as the distance recorder from which it was compiled but, in these almost universal days of electronic tripmeters, it is a simple matter to calibrate the rally car meter exactly to the event road book. Such a regulation is mandatory in countries like the USA and Canada and we like to think our rallying organisation standards are considerably more advanced than theirs . . . don't we? It would be no big deal for event organisers to set up a mile or two of road with marker boards and it *should* be a mandatory requirement!

Think about it. You have marked the stage route and the interval tulip mileages on your map and you are driving a night stage in thick fog and attempting to count down a long straight to a firebreak for which the organisers have given a tulip, a mileage and a caution. An error of 0.01 per mile on a tripmenter gives an incorrect distance of 17.6 yards. There are firebreaks in Kielder which I wouldn't want to tell the driver about that late! I know that drivers should drive and navigators are always treated with a degree of scepticism, but not all drivers have the legendary eyesight of Per Eklund and I have always believed that, if the information is there, *use it*!

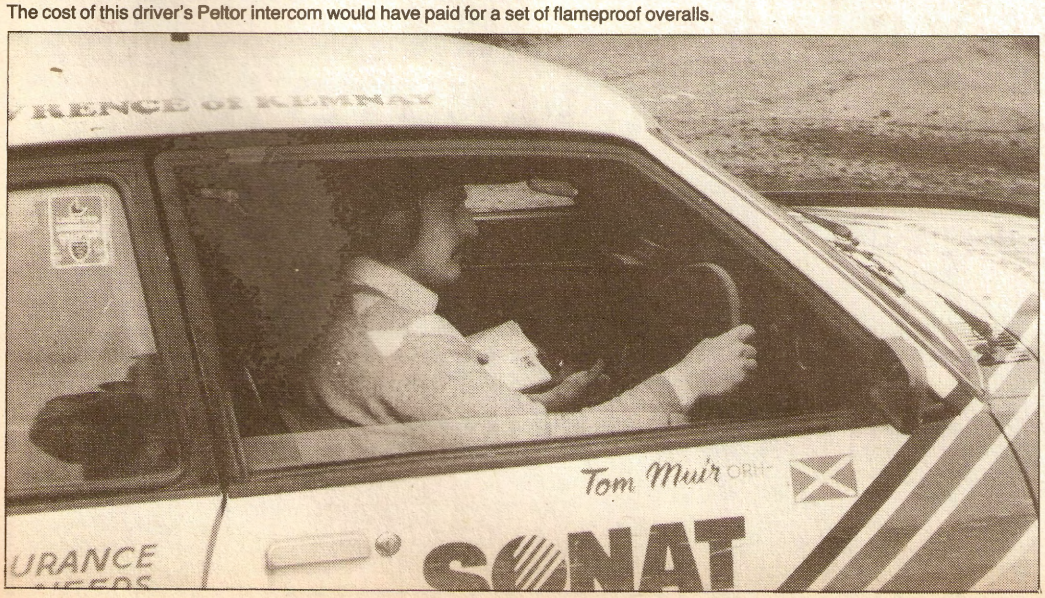
Now that forest road reading is legally out of the closet it is about time that organisers put aside their ideas of keeping stage routes secret (they never have been secret, but never mind!) and simply put up a set of maps, complete with stage routes, before the competitors arrive for documentation. The co-drivers are still going to check the road book tulips, mileages and cautions, but it would save a lot of unnecessary work for the lesser experienced. Forest rallying is about driving skill on the stages and the help a navigator can give to a driver from the map should be regarded as just another safety aid. We all know that it is not usually possible to "read the road" in a forest as one would do on a road rally but 90% of the dangerous bends are shown on the latest edition maps.

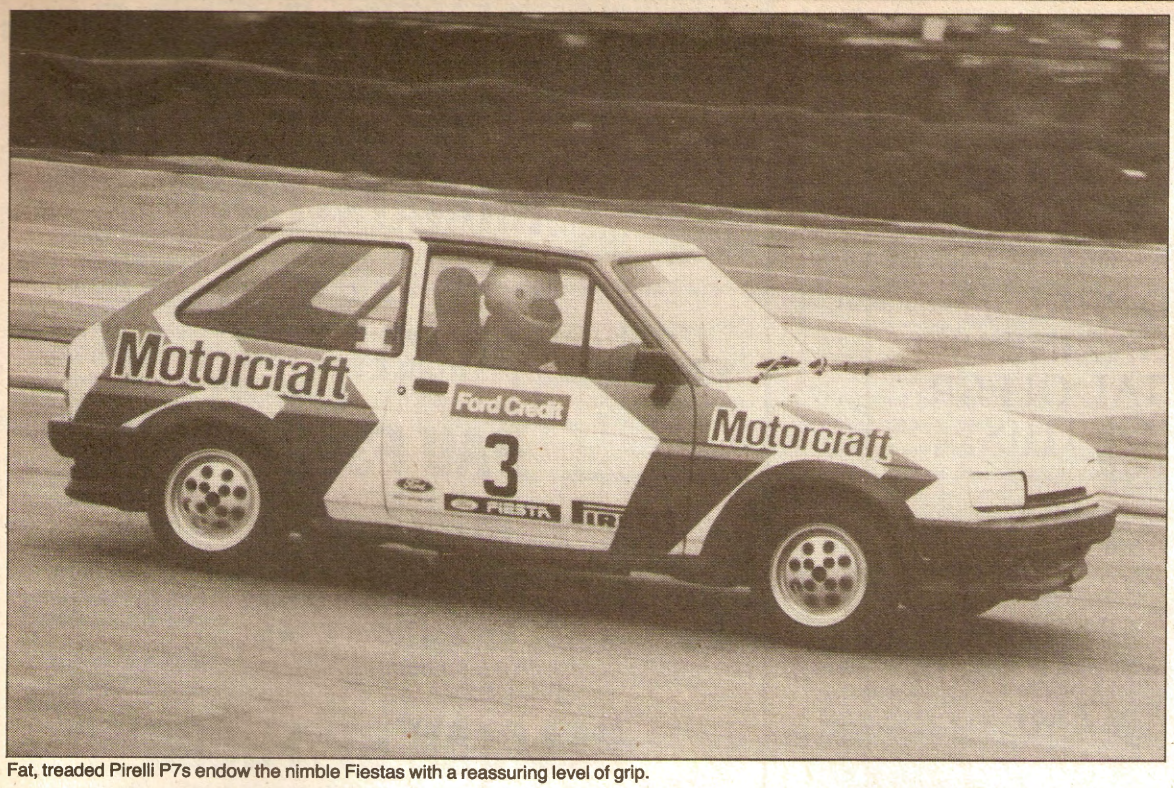
Following the stage route on the map is also a great help when the lesser minded woodland gnomes have been about and attempted to liven up the general proceedings by removing arrows or caution boards. We all know it happens (remember the Toivonen/Lampi/Kankkunen episode in Kielder on the 1983 RAC?) and there are not always the marshals available to either make the gnomes desist from their efforts or to replace arrows and caution boards as required.

One more gripe on this subject if I may. I am fully in support of organisers who set up pacenote checks in order to catch and penalise those who seek to take undue advantage but I do object to arriving at a finish control and having some duly appointed official dive into my personal belongings without first identifying his duties. This happended to me on a recent event as I was having the timecard marked up and removing my helmet. All I saw was someone going through the contents of my wallet which was inside my rally bag, stowed in the door pocket. I fully appreciate that competitors are required to co-operate in a pacenote search but the back of my last remaining tenner or the picture of Gertie the girlfriend are not where the evidence is going to be secreted. (I understand from certain members of the co-driving cognoscenti that incriminating documents should always be stuffed up the trouser leg of the overalls.)

The mention of "overalls" brings me to my final statement of total incredulity. Why is it that we still seem to tolerate competitors on high speed stage events driving in shirt sleeves? Correct fire-resistant clothing is surely something that should be required by regulation. We are required to wear helmets (and there are many who think that this should also be mandatory during "testing" sessions) and present them at scrutineering. Why should overalls be any different? I was really heartened to hear of the recently announced *Le Beau Trophy* whereby a manufacturer of racewear was putting something back into the sport and promoting safety at the same time. Everybody thinks, "It can never happen to me." It can, and it does . . . and it hurts! On a related subject; if I see one more picture of a co-driver going through a stage with his hand out of the window and clutching onto the roof guttering I shall scream . . . unless all these people are really bionic men in disguise, they should be told that it is not even necessary for them to be involved in an accident to lose the use of a hand or worse. A good solid brush with a tree close to the side of track will do the trick. Even the most atheistic of co-drivers comes a little closer to religion once or twice in the course of a hard-driven rally. Would that these feelings of mortality would translate themselves into competitors taking their own safety more seriously and, just to reinforce the point, would that the RAC MSA make them! ■

The cost of this driver's Peltor intercom would have paid for a set of flameproof overalls.





Fat, treaded Pirelli P7s endow the nimble Fiestas with a reassuring level of grip.

In at the deep end

TONY DODGINS relates his experiences in a Ford Credit Fiesta round, courtesy of Motorcraft

The events leading up to my motor racing début started innocuously enough when a press release from Stuart McCrudden Associates landed on my desk. Stuart is the series co-ordinator of the Ford Credit Fiesta series, among other things, and the release announced a new promotion from Motorcraft. A car was to be entered in all rounds of the Fiesta series, driven by a different 'celebrity' at each event. In order not to disrupt the general running of the championship, the car would not score points or be eligible for prize money, although it would, said the release, be driven by someone who would prove very competitive.

Inquisitive as to the identity of the proposed celebrities, I decided to call McCrudden in search of a story.

"Ah well, things are looking a bit tight at my end. The car is actually being prepared *now* and we're also working hard on Mike Smith's Prodsaloon Escort. I reckon we should be ready for the first round at Brands though. How would you like to do it?"

Of course I accepted with some degree of alacrity even though not feeling particularly celebrated, or for that matter, competitive. My previous racing experience, for want of a better word, amounted to a brief racing school sortie culminating in a closed restricted race at Snetterton. Although madly keen, I quickly realised that enthusiasm was not a suitable substitute for talent.

Having arranged the necessary documentation and undergone the statutory medical, I had hoped to have a test session to familiarise myself with both circuit and car. Unfortunately, this wasn't possible and I began going around desperately seeking advice on how to drive a Fiesta. XR2s were suddenly given second glances at the lights and I took myself down to Brands to observe cornering techniques. Jonathan Palmer duly obliged and my first sighting of the ideal line around the Brands 'Indy' circuit came from eight feet up, in the cab of a truck's tractor. Paddock was taken in ninth gear and we even managed to outbrake someone into Druids! At least I wouldn't duck under the bridge in the Fiesta!

My début was to happen at the two-day Brands saloon car festival. I arrived bright and early on the Saturday, signed on and was confronted by a gleaming Motorcraft XR2, immaculately prepared by Essex specialists, Tracker Vehicles, and rain . . . Mild apprehension set in. Seeing Tony Lanfranchi in the paddock, I sought some last minute advice. Was there anything special I should know about racing a front-wheel-drive car?

"Four wheels, eight wheels, 20 wheels with front-drive, rear-drive or side-drive, a car is a car," replied Tony. "Obviously things will be a bit hairy, but just go out and enjoy yourself and remember one thing . . . for Christ's sake don't lift off in a corner. Those cars have more grip than you would imagine. So, if you think you've overdone it, just ease ever so slightly and wind on more lock. If you lift off, you'll swap ends before you know what's happened."

Suitably encouraged, I returned to the Fiesta and was presented with a set of bright red Motorcraft overalls. I then remembered the story about the Marlboro Challenge judge whose assessment of a particular hopeful's driving ability amounted to: "Natty gloves!"

After being introduced to Roger, Tracker Vehicles' engineer, I was fitted into the car and shown the controls. Everything was very simple: a rev-counter, water temperature and oil pressure gauges, ignition button, master switch and, hopefully not required, the fire extinguisher pin.

"You're not one of these left-foot braking merchants are you?" asked Roger, looking at the pedal spacings. I told him that considering it was my first race, I wouldn't bother with that. A disbelieving look clouded his features.

"What, you mean you didn't know?" I grinned. At that point Stuart McCrudden arrived and commented that he didn't care from where the car started the race, so long as it was on the grid with all its panels looking pretty for 'Mr Motorcraft'. I understood his drift.

Waiting in the assembly area for practice, Barry 'Whizzo' Williams introduced himself, offered similar advice to Lanfranchi and wished me well. Although the cars are run to Group 'N' specifications and have the XR2 five-speed 'box, Barrie reckoned that I should use mainly third and fourth. With the circuit awash and snow falling, I was grateful for the advice, not wishing to wheelspin ignominiously into the armco.

As we waited in the pit lane, I was impressed by the professional presentation of the machines, and the drivers were no mugs either: Ian Briggs, Barrie Williams, Stuart Cole, ex-rallycross man Graham Hathaway . . . "Aha, a baptism of fire!" shouted McCrudden. Some fire, I thought as the wipers struggled to clear the snow. Just to help matters, we were informed that an Alfa had deposited oil along Bottom straight.

After treading very gingerly for the first few circuits, I began to approach a reasonable speed. At least I thought I had, until Briggs and Co went past me as if I was standing still. The squat Pirelli P7s endowed the car with remarkable grip considering the conditions, and I was really beginning to enjoy myself when Barrie Williams went past coming out of Paddock. Still with him out of Graham Hill bend, and knowing his considerable wet weather skill, I began to imagine I must be very close to dropping the whole lot, and eased off accordingly. Imagine how I felt when Whizzo commented afterwards that he had slowed down to show me the way round for a couple of laps!

Needless to say, a glance down the qualifying times saw me firmly ensconced at the bottom, about 5secs off the ultimate pace.

Sunday dawned dry and bright, but a morning start meant that the track was still slightly damp. Sitting on the grid, I realised I wasn't sure how many thousand revs to use at the start. Roger was behind the pitwall and I mouthed this at him. '10' he indicated with raised fingers. Realising I was in a Fiesta with a red line at 6000rpm and not an F1 Ferrari, I figured I was being shown the number of race laps. By this time, the red light was on and I chose a bootfull of revs and let out the clutch as the lights blinked green. Beginner's luck saw the front wheels smartly gain traction and I moved up on the penultimate row, until selecting fifth instead of third. This ruled at any derring do at Paddock and I was delayed further by a spinner at McLaren. Now in front of someone (the spinner), I didn't feel so bad.

The predominant handling characteristic, in keeping with all front-wheel-drive cars, was understeer, but the driveability and cornering ability of the car was remarkable, even though I was nowhere near its limit. The secret of a quick time is to keep the car well balanced and to use the brakes little and lightly, particularly important with a relatively low powered car, especially on the corner before the main straight. Thus, at Brands, the 'kidney' section is vital and it was here that I was losing most time, not able to appreciate that only a touch on the brakes was required.

My worst moment came on the last lap. Already lapped by the leaders Briggs and Williams, a frantic third place dice was on my bumper as I turned into McLaren. Having seen that this was being conducted in far from gentlemanly fashion, I realised that if I changed my line I would probably take someone off. I turned in as usual and waited for the bang. Nothing happened and on the exit of the corner Anthony Pownall emerged from the mêlée and drew alongside. On seeing the chequer a totally disproportionate feeling of achievement, at having finished, was the overriding sensation.

Stuart McCrudden looked relieved, if surprised, to see the car in one piece. I certainly had a new respect for one marque racing and can recommend the Fiesta series to anyone searching for economical, close racing. The emphasis, unfortunately in my case, is very definitely on driver skill. ■

Limited modifications ensure that close fought racing is always a feature of the Fiesta series.





INTERNATIONAL RACES

MAGNY COURS F3

Pierre's encore

Pierre-Henri Raphanel won the second round of the Marlboro French F3 series at Magny Cours on Sunday, although it was not as dominant a win as he enjoyed in the opening round in Nogaro.

Pole position was taken by Michel Trollé, the former Pilote Elf leading with his Elf-supported Ralt RT30 for the first seven of the 26 laps. Right under his gearbox was Raphanel's Radio Monte Carlo ORECA Martini MK45. When Trollé retired with front suspension failure Raphanel took over the lead, but was harried all the way by the similar Martini of Frederic Delavallade (FRO Plus Martini).

Paul Belmondo (New Man DPR Ralt RT3P) was quickest in the warm-up, but in the race could only manage third place, although he was right up with the leaders until he was held up by backmarkers in the last few laps. Eric Bachelart confirmed his form so far this year with fourth place ahead of Delavallade's team-mate, former Formule Renault Turbo champion, Philippe Renault, with Eddie Jordan's charge Dominique Delestre in sixth. Delestre had to start from the back of the grid after his car failed to set off on the warming up lap, and in his enthusiasm to catch up he removed the shoe of his team chief, Dave Benbow!

Bernard Santal battled at length with Gilles Lempereur, returning to the series after almost a year's lay off, but it all came to a head with Santal going off at the back.

Raphanel's talented team-mate, Yannick Dalmas was once more in the wars, having to pit when he lost a front wing early on. Gilles Duqueine finished a commendable ninth in his home-made carbon fibre Duqueine DQ4.

MAGNY COURS (F)
Apr 28
Marlboro French Formula 3 championship, round 2
26 laps — 62.65 miles

1, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45), 37m04.02s, 101.41mph;
2, Frederic Delavallade (Martini-Alfa Romeo MK45), 37m04.62s;
3, Paul Belmondo (Ralt-Volkswagen RT3P), 37m07.30s;
4, Eric Bachelart (Ralt-Volkswagen RT3), 37m12.94s;
5, Philippe Renault (Martini-Alfa Romeo MK45), 37m23.33s;
6, Dominique Delestre (Ralt-Volkswagen RT30) 7m30.72s;
7, Fabien Giroix (Reynard-Volkswagen 385), 37m38.11s; 8, Yannick Dalmas (Martini-Alfa Romeo MK45), 37m44.86s; 9, Gilles Duqueine (Duqueine-Alfa Romeo DQ4), 37m51.81s; 10, Noel Lanctuit (Martini-Volkswagen MK45), 38m06.88s.

Fastest lap: Delavallade, 1m24.61s, 102.52mph.

French Production Car Championship, round 3,
1, Alain Cudini (Mercedes 190); 2, Dany Snobeck (Mercedes 190); 3, Jean-Louis Schlesser (Rover Vitesse); 4, Claude Ballot-Lena (BMW635CSi); 5, Xavier Lapeyre (BMW 635CSi); 6, 'Bousquet' (Renault 5 Turbo); etc.

KYALAMI F2

Taylor takes off

Wayne Taylor scored his maiden Formula 2 victory after a magnificent battle with Bernard Tilanus. Taylor's decision to remove the skirts from his BP Mazda Lant paid dividends, especially in a straight line, as he took pole.

In the race, Tilanus really pushed Taylor, and held a huge moment at Ford Corner when he kept his foot to the floor and his Duckhams Camec Ralt negotiated the bend at right-angles to the norm, with its nose-cone just 4ins from the armco. He has no idea how he held it. Trevor van Rooyen held his series lead with third, disappointed with a lack of top end punch. Matt Kayser surprised everyone by taking fourth, 9secs clear of John Moni who was troubled with handling problems, and Klaus Grogor completed the top six. Mike Needell, brother of Tiff, retired his Thoroughbred Cars March 822 after two laps with an engine malady.

The FF1600 race was most dramatic, with victory going to Leon Williams by 0.3secs from Ian Hertz's Tank Clinic Royale. Series leader Basil Mann had been right with them, but suffered a broken wheel, thus retiring. Graham Blankfield and Dave Sinclair were next up, 19secs clear of Paul Rutter and Chris Skillen who crossed the line just 0.001secs apart.

COLIN WINDELL

KYALAMI (ZA)
Apr 27
South African F2 Championship, round 5
18 laps — 46.17 miles

1, Wayne Taylor (Lant RR), 23m39.0s, 117.13mph;
2, Bernard Tilanus (Ralt RT4), 23m50.4s;
3, Trevor van Rooyen (Maurer MM83), 24m07.8s;
4, Matt Kayser (Maurer MM83), 24m30.1s;
5, John Moni (March 842), 24m39.5s;
6, Klaus Grogor (March 832), 24m45.5s.

Fastest lap: Taylor, 1m17.21s, 119.91mph.

Championship positions: 1, Van Rooyen, 80pts; 1, Taylor, 48; 3, Tilanus, 42; 4, Moni, 20; 5, Grogor, 12.

Trepal FF1600 Championship
10 laps — 25.65 miles

1, Leon Williams (Royale RP24), 16m46.1s, 91.78mph; 2, Ian Hertz (Royale RP21), 16m46.4s; 3, Graham Blankfield (Royale RP21), 16m49.7s; 4, Dave Sinclair (Royale RP24), 16m50.0s; 5, Paul Rutter (Royale RP24), 17m09.0s; 6, Chris Skillen (Royale RP21), 17m09.0s.

Fastest lap: Sinclair, 1m38.52s, 93.72mph.

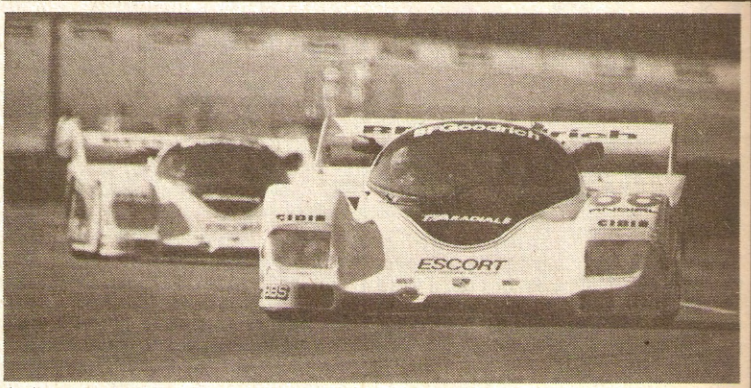
ZANDVOORT

Short of thought

For the first time this year the organisers of Zandvoort thought it would be interesting to stage the events of the Dutch series on the 1.1km short-loop circuit created last year. The leading FF2000 runners were not too keen on the idea, however, as they might damage the bottoms of their cars, so they remained at home, leaving only five pre-'80 competitors. Franz Vörös won. Some FF1600 runners had expressed the same feelings last week, and in their race it was Maarten Bottelier who became the overall winner. In the Sports 2000 category Charles Zwolsman took the laurels ahead of Henny Vollenberg with a similar car.

The new Vector, designed by Wiet ▶

RIVERSIDE: IMSA CAMEL GT



It all came right for the Goodrich team with a clear 1-2 result.

Goodrich's demonstration

The BF Goodrich Porsche 962s of John Morton/Pete Halsmer and Jim Busby/Rick Knoop swept to a 1-2 finish in the 600Km Camel GT race for IMSA cars at Riverside International Raceway. The two Goodrich entries were 17secs apart until three laps remained on the 3.25-mile desert course, when leader Morton slowed to allow a photo finish for the fourth Porsche 962 victory in five races.

Mechanical troubles sidelined the Löwenbräu Porsche 962 of Al Holbert/Al Unser Jr, which had had a 30-sec lead following a full-course caution period during the second hour. Unser Jr, however, lost turbo boost on the re-start, which began a series of engine malfunctions and the Löwenbräu car was running on only three cylinders at the finish.

The Goodrich team victory represents only the third overall win by a car on tyres other than Goodyear since 1980 and will heat up in all likelihood the ongoing battle between longtime IMSA supplier Goodyear and manufacturers such as Goodrich, Bridgestone and Yokohama, which have taken a prominent role in the prototype class competition beginning this year. A skirmish along these lines took place prior to the races when Goodyear officials informed IMSA officials the company would no longer offer its contingency awards in the IMSA purses as a result of dissatisfaction with rules allowing other tyre manufacturers to run tyres on selected prototype entries while Goodyear is supplying rubber to the bulk of the field.

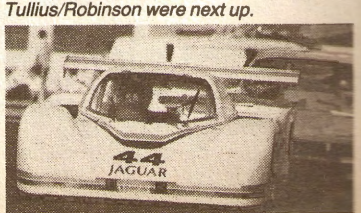
Both Group 44 Jaguars were in the hunt, but Brian Redman was hit in the rear and suffered header damage that put him off the pace. Chip Robinson, driving the other Jaguar, hit a slower car going into the righthand uphill Turn Six following the caution that bunched the field. By the time a new nose was affixed and then a second pit stop taken to secure the nose, the Goodrich Porsches had escaped. Robinson and co-driver Bob Tullius finished third, five laps behind the winners.

Bob Akin/Jim Mullen finished fourth in the Coca-Cola 962, one lap behind the Jaguar, followed by Jim Adams/John Hotchkis in the rented Kreepy Krauly Porsche-March. Taking its fifth consecutive GTO class victory this year and sixth straight overall was the Le Mans-bound Motorcraft Ford Mustang built by Roush Protofab and driven by Wally Dallenbach Jr and John Jones in sixth place. In seventh, was the Camel Light class-winning Mazda-Argo of Jim Downing/John Maffucci. JONATHAN INGRAM

RIVERSIDE (USA)
Apr 28
IMSA Camel GT Championship, round 5
115 laps — 375 miles

1, John Morton/Pete Halsmer (Porsche 962), 115 laps;
2, Jim Busby/Rick Knoop (Porsche 962), 115 laps;
3, Chip Robinson/Bob Tullius (Jaguar XJR-5), 110 laps;
4, Bob Akin/Jim Mullen (Porsche 962), 109 laps;
5, Jim Adams/John Hotchkis (March-Porsche 84G);
6, Wally Dallenbach Jr/John Jones (GTO Ford Mustang).

Tullius/Robinson were next up.



Bernard Tilanus was nothing if not spectacular on his way to second at Kyalami.



Hüidekoper, cruised home in 10th position with Jaap Silfhout at the wheel. The other VIT built car unfortunately crashed out of the race.

WILLEM STAAT

ZANDVOORT (NL)
Apr 28
Formula Ford 1600

1, Maarten Bottelier (Reynard 85FF), 17m59.93s, 68.75mph; 2, Kees Vermeulen (Crosslé 33F), 18m08.84s; 3, A Wagner (Crosslé), 18m05.02; 4, J van den Beek (Crosslé), 18m24.80s; 5, L. Schildkamp (Reynard 84FF), 18m25.86s; 6, J. Bokhoven (Mondiale), 18m34.31s.

Fastest lap: Bottelier, 33.71s, 73.42mph.

Pre-'80 FF2000

1, Frans Vörös (Lola), 9m20.65s, 65.94mph; 2, M. Snoeck (Delta), 9m21.07s; 3, K. V. Dongen (Lola T580), 9m35.50s; 4, M. Henneman 9m51.15 (Delta T79).

Sports 2000

1, Charles Zwolsman (Tiga SC85), 17m10.17s, 72.08mph; 2, Henny Vollenberg (Tiga SC84), 17m32.28; 3, H. Onderstal (Tiga SC84), 17.24.28; 4, H. Ernst (Sports 2000), 17m27.53s; 5, T. Nagtegeller (March 82/83), 17m38.43s; 6, G. Brands (Tiga), 17m38.96s.

MARTINSVILLE NASCAR

'Arry Gant victor

Harry Gant won his first NASCAR victory of the year at the 0.62 mile track at Martinsville, Virginia. The Grand National boys were recording lap times of just 23secs. Dizzy-making stuff.

After 500 laps there were still five cars on the same lap: Gant's Chevvy Monte Carlo followed home by the Ford T-Bird of Ricky Rudd, Geoff Bodine's Chevvy, Bobby Allison's Buick and the Monte Carlos of Neil Bonnett and Terry Labonte.

Bodine remains in the lead in the series with Labonte second ahead of Bonnett.

MARTINSVILLE (USA)
Apr 28
Sovran Bank 500
NASCAR Winston Cup
Grand National, round 8
500 laps — 312.5 miles

1, Harry Gant (Chevrolet Mote Carlo), 500 laps, 173.022mph;
2, Ricky Rudd (Ford Thunderbird), 500 laps;
3, Geoff Bodine (Chevrolet Monte Carlo), 500 laps;
4, Bobby Allison (Buick Regal), 500 laps;
5, Neil Bonnett (Chevrolet Monte Carlo), 500 laps;
6, Terry Labonte (Chevrolet Monte Carlo), 498 laps;
7, Richard Petty (Pontiac Grand Prix), 498 laps;
8, Lake Speed (Pontiac Grand Prix), 497 laps; 9, Phil Parsons (Chevrolet Monte Carlo), 496 laps;
10, Rusty Wallace (Pontiac Grand Prix), 496 laps.

Next round: Talledega, Alabama, May 5.



NATIONAL RACES

BRANDS HATCH

Blower's battle

Round 3 of the BARC's 1974-1978 FF1600 championship opened a rather tame eight race programme at Brands Hatch. Reigning BRSCC Pre'74 champion Jeff Gresswell was never threatened as he smoothly took control from pole position while second place featured an even dispute between erstwhile series leader Wil Arif (Crossle 25F) and Rod Townsend's Powerline Van Diemen.

Clive Cherry enjoyed an all too brief moment of glory heading the MGCC Roadgoing Midget/Sprite field in his frog-eye version before the modern Midgets of Pete Hiley and David Gibson combined to demote him. Gibson continually threatened Hiley with some late braking dives, notably at Clearways, before slicing his way through on the inside at Paddock Bend. Hiley fell back in the last couple of laps with a rough sounding motor, Cherry stayed a lonely third and Art Markus outfumbled Pete Felix on the line after a racelong duel.

Keith Norman ran away with the poorly supported Monoposto Racing Club Historic Formula 3 championship race. Norman's task was made that much easier once series leader Mike Vickery had spluttered away from the line in his recalcitrant Brabham BT21. But a spirited effort by John Skinner in a pristine Lotus 59, sporting Gold Leaf colours, at least kept Norman in sight and they shared a new lap record. Lew Wright was a careful third in his newly acquired Brabham BT28.

The afternoon came to life with a superb lead battle in the Monroe Shock Absorbers Production Saloon round. Andy McLennan recovered from a tardy start from pole to split fellow Colt Starion runner Colin Blower from up to 3000cc class leader Graham Scarborough (Letchworth Roofing/Ford Capri); and, apart from the main straight where the Colt boost told and Scarborough lost a couple of lengths, all three remained delicately locked together. McLennan actually got his black Simmons car ahead briefly but in the excitement selected fifth gear and Blower regained the advantage. Roy Eaton recovered from an early moment to take fourth place in his Ford Capri and Charles Scammell's very standard-looking Toyota Corolla GT was pressed throughout by a hard trying Vic Lee (VW Golf GTI) in their battle for 2-litre honours. Further back John Cotton (VW Golf GTI) got the better of Michael Willis and Eric Cook after another racelong scrap.

Tony Halliwell dominated the Sabre Fabrications Pre'80 Ford 2000 championship race with his Sunset Properties Lola T580 once he had dealt with the challenge of the less experienced Peter Boutwood on the first lap. Boutwood kept alongside Halliwell all the way to Druids before giving in, although he stayed in touch with Halliwell for the rest of the race. John Davis spent the opening laps recovering from a first lap moment but then spun out of a hard-won third place at Druids and fell behind Peter Ware's Reynard 79SF. Ware had been worried by low oil pressure but had in any case built up a safe cushion over Steve Fitzsimmons and Gary Killpack.

The JPS Champion of Brands round was brought forward in a hastily revised schedule and injected life into an abnormally lack-lustre afternoon. Although Len Bull led from start to finish in his Crown Paints RF84 it was not *that* easy. John Oxborrow's self built chassis, which the Seaford builder is now designating Ox-1.5, gave Bull a stern challenge until being passed by Bob Hawkins who had made a dreadful start from pole. Behind this triple argument Chris Hall's new Jamun was being hounded by Rob Murphy (Getem GD115), Miki Dee and Ted Whitbourn. Oxborrow grabbed second place from Hawkins at Paddock Bend on lap 6 and gave Bull a hard time in the remaining laps failing by half a length at the flag. Murphy lost out on the penultimate lap and Dee just held on to fourth place from the closely packed Whitbourn, Colin Stancombe and Hall.

Steve Watkins outpaced Steve Everitt in practice for the Modified Midget/Sprite championship round to take pole position. Whether Watkins was unnerved by occupying Everitt's normal Brands Hatch spot is not clear but he made a less than useful start and was demoted still further by John Baggott in the opening lap. As Everitt showed a clean pair of heels to his pursuers Watkins gradually hauled in Baggott and aided by some awkward backmarkers was poised to pounce. Baggott half spun at Druids on lap 6 but retained third place well clear of Stephen Pegram. The Jaguar Enthusiasts Classic Cats Pre'68 race was run concurrently with the trusty Mk1 and Mk2 saloons starting after a 20secs delay. John Young appeared to be in a class of his own romping clear and John Picknell firmly planted his Mk1 into the armco along Cooper Straight, while the others appeared to be having fun judging by the dust-storm being created at Clark curve.

It was as well really that the meeting did not end there, the promoters and organising club wisely got together early in the morning and set up a further race, for Formula Ford 1600, which at least ensured that those spectators who had braved the cold left with memories of an exciting race. Bob Hawkins shrugged off the early challenge from Miki Dee and then came under strong pressure from Ted Whitbourn. Rounding a backmarker on lap 9, Ted chose an inside line and was brought to a virtual standstill — although the backmarker probably got the biggest fright of all — and fell back into the furious dispute for the minor placings between Dee, Murphy and Stancombe. Hawkins had a safe gap on the final lap, Murphy and Dee collided at Surtees and Whitbourn maintained second place from Stancombe. Fourth home was '74-'78 victor Gresswell, once Arif had dropped out when his battery dislodged, ahead of Stephen Robertson whose Identicar Van Diemen RF85 had been heavily involved in the third place battle until a quick spin at Clearways, and a recovering Murphy slotted home sixth with Dee's damaged RF82 parked on the grass.

PAUL HARMER

BRANDS HATCH, Apr 28, BARC

BARC 1974-'78 FF1600 race (10 laps): 1, Jeff Gresswell (Merlyn-Auriga Mk29), 8m47.3s, 82.17mph; 2, Wil Arif (Crossle-Howe 25F), 8m49.0s; 3, Rod Townsend (Van Diemen-Thorpe RF78), 8m49.0s; 4, Andrew Woods (Sparton-Auriga FF78), 8m56.7s; 5, Kevin Allen (Van Diemen-Ford RF74/76), 9m22.1s; 6, Roger Stevens (PRS-Knowgrunt RH01), 9m24.9s. **Fastest lap:** Gresswell and Arif, 51.5s, 84.13mph.

MGCC MG Midget/Austin Healey Sprite Challenge race (10 laps): 1, David Gibson (MG Midget, 10m12.5s, 70.74mph; 2, Peter Hiley (MG Midget), 10m15.4s; 3, Clive Cherry (Austin Healey Sprite), 10m21.5s; 4, Art Markus (MG Midget), 10m 27.7s; 5, Peter Felix (MG Midget), 10m27.7s; 6, John Bensley (MG Midget), 10m45.5s. **Fastest lap:** Gibson and Hiley, 59.8s, 72.45mph.

Monoposto Racing Club Historic Formula 3 race (10 laps): 1, Keith Norman (Brabham-Ford BT28), 8m48.5s, 81.98mph; 2, John Skinner (Lotus-Ford 59), 8m51.8s; 3, Lew Wright (Brabham-Ford BT28), 9m20.70s; 4, Ian Giles (Chevron-Ford B15), 9m28.7s; 5, Richard Urwin (Brabham-Ford BT28), 9m48.7s; 6, Peter Williams (Brabham-Ford BT15), 9 laps. **Fastest lap:** Norman and Skinner, 51.5s, 84.13mph **(record).**

Monroe Production Saloon race (10 laps) — Overall: 1, Colin Blower (2.0t Colt Starion), 9m46.4s, 73.89mph; 2, Andy McLennan (2.0t Colt Starion), 9m46.9s; 3, Graham Scarborough (2.8i Ford Capri), 9m47.1s; 4, Roy Eaton (2.8i Ford Capri), 9m53.7s. **3001cc and over:** 1, Blower; 2, McLennan; 3, Chris Millard (3.5 Rover Vitesse). **Fastest lap:** McLennan, 57.1s, 75.88mph. **2001-3000cc:** 1, Scarborough, 73.80mph; 2, Eaton; 3, Dave Oates (2.8i Ford Capri). **Fastest lap:** Scarborough, 57.3s, 75.61mph. **1301-2000cc:** 1, Charles Scammell (1.6 Toyota Corolla GT), 10m02.0s, 71.97mph; 2, Vic Lee (1.8 VW Golf GTI), 10m03.0s; 3, John Cotton (1.8 VW Golf GTI), 10m07.8s. **Fastest lap:** Scammell and Cotton, 59.0s, 73.44mph. **Up to 1300cc:** 1, James Kaye (1.3 Vauxhall Nova Sport), 10m39.7s. 2, Dave Yapp (1.3 Vauxhall Nova Sport), 10m39.7s. Only starters. **Fastest lap:** Kaye, 1m00.2s, 71.97mph **(record).**

Sabre Fabrications Pre'80 FF2000 race (12 laps): 1, Tony Halliwell (Lola-Neil Brown T580), 9m52.2s, 87.80mph; 2, Peter Boutwood (Lola-Neil Brown T580), 9m56.9s; 3, Peter Ware (Reynard-Ford 79SF), 10m03.3s; 4, John Davis (Sparton-Swiftfree SF79), 10m21.9s; 5, Steve Fitzsimmons (Lola-Minister T580), 10m30.0s; 6, Gary Killpack (Reynard-MJK 79SF), 10m39.6s. **Fastest lap:** Halliwell, 48.3s, 89.70mph, **record.**

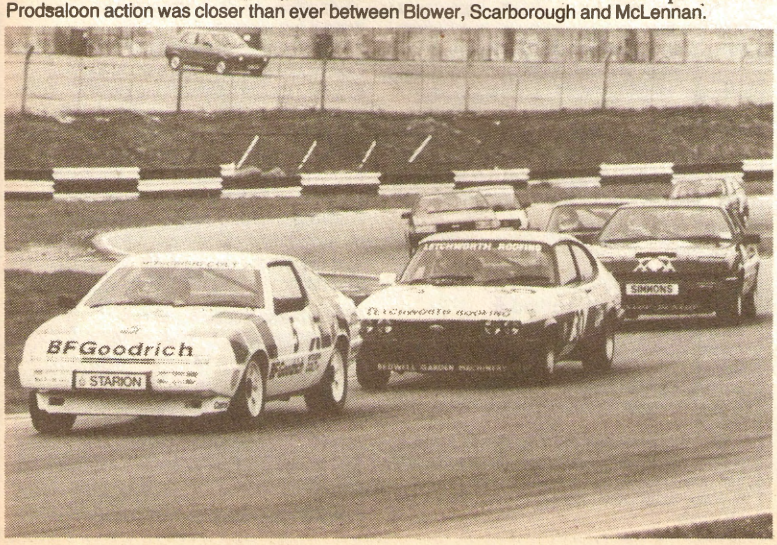
JPS Champion of Brands FF1600 race (10 laps): 1, Len Bull (Van Diemen-Nolan RF84), 8m34.7s, 84.18mph; 2, John Oxborrow (OX-Minister 1.5), 8m34.8s; 3, Bob Hawkins (Ray-Nolan 83F), 8m36.2s; 4, Miki Dee (Van Diemen-Minister RF82), 8m40.1s; 5, Ted Whitbourn (Ray-Minister 80F), 8m40.3s; 6, Colin Stancombe (Lola-Stancombe T640/4E), 8m40.6s. **Fastest lap:** Whitbourn, 50.3s, 86.14mph.

MGCC Modified MG Midget/Austin Healey Sprite Challenge race (10 laps): 1, Steve Everitt (MG Midget), 8m58.3s, 80.47mph; 2, Steve Watkins (MG Midget), 9m00.1s; 3, John Baggott (MG Midget), 9m12.6s; 4, Stephen Pegram (MG Midget), 9m23.6s; 5, David Paige (MG Midget), 9m40.2s; 6, Nigel Bance (MG Midget), 9m48.6s. **Fastest lap:** Watkins, 52.0s, 83.32mph. **Semi-Modified:** 1, Michael Roy (MG Midget), 9 laps, 66.24mph. Only starter. **Fastest lap:** 1m02.9s, 68.88mph.

Jaguar Enthusiasts Club Classic Cats Pre'68 Drivers Challenge race (10 laps): 1, John Young (Jaguar Mk2), 9m42.8s, 66.91mph (9 laps); 2, Roland Stoate (Jaguar Mk2), 9 laps; 3, Mike Large (Jaguar Mk2), 7 laps; 4, David Webb (Jaguar Mk2), 7 laps; 5, David Beere (Jaguar Mk2), 7 laps. Only finishers. **Fastest lap:** Young, 1m02.7s, 69.10mph.

FF1600 Invitation Challenge race (10 laps): 1, Bob Hawkins (Ray-Nolan 83F), 8m36.8s, 83.84mph; 2, Ted Whitbourn (Ray-Minister 80F), 8m37.5s; 3, Colin Stancombe (Lola-Stancombe T640/4E), 8m41.2s; 4, Jeff Gresswell (Merlyn-Auriga Mk29), 8m46.5s; 5, Stephen Robertson Van Diemen-Auriga RF85), 8m50.3s; 6, Rob Murphy (Getem-Minister GD115), 8m54.0s. **Fastest lap:** Whitbourn, 50.3s, 86.14mph.

Prodsaloon action was closer than ever between Blower, Scarborough and McLennan.



OULTON PARK

Elan Elans

Oulton Park had the benefit of the 750MC's first race meeting of 1985, despite wind, snow, hail and some sunshine.

A TR Register race was event one and pole-sitter Reg Woodcock made it into Old Hall first and held the lead for two laps ahead of Pete Cox. Down at Knickerbrook on lap 2 his TR3's engine cut out and Cox went past. Before Woodcock got going again the whole field had slipped by and Cox extended his margin over the fight for second between John Welburne (TR2) and Michael Walker. With Cox out front, Walker finally passed Welburne, but Woodcock was steaming through the field. Back to sixth at half distance and to fourth on lap eight, he was seemingly stuck in this position to the flag, until Welburne vanished. So Woodcock took third as a consolation.

Nineteen cars formed up for the Dellorto Reliant 750 race with Ernie Frost on pole in his Hague 78 which went straight into the lead from Simon Fry, Bob Simpson and the rest. Frost led for three laps, but then the scrapping Fry and Simpson went by. On lap 6 Frost pulled off at Old Hall, rejoining the fray a lap down. Fry led for the remaining laps with Simpson just a few seconds behind. When Frost still held third Jonathan Salem was fourth, but he was deposed in favour of Tim Green for a lap before moving back up. A coming together somewhere saw Salem come round in seventh with a savaged nose and Gary Dobbin now in third ahead of Green. Salem moved back to fourth by the finish, but was not within striking distance of Dobbin.

There was an excellent turnout for the second round of the *Kit Cars and Specials* Challenge series, with no less than 26 cars forming up for the start. David Sheppard made the best start in his Marcos Mantula, but as the field streamed down the Avenue towards Cascades the leader was Mark Hales in another Mantula. Second time round Hales had started to open out a lead as Ted Marlow headed Chris Alford and Sheppard. Alford soon made it into second at the expense of Marlow, but Hales was quite uncatchable, going on to win from Alford by over 15 secs. Sheppard got closer to Alford, but just failed to get on terms. Marlow took fourth, safe ahead of Tony Ingram who was in turn just clear of Robin Atkinson and Stuart Beddow — this latter trio all taking their respective class wins.

Autocavan Formula Vee points were at stake in race four and the order was Peter Roberts, Andrew Ingram, Kevin Martin and Mark Hadfield (Scarab) into the first corner. Martin and Hadfield came into contact — Hadfield took no further part in the proceedings. Ingram led briefly from Martin, Roberts, Andy Storer (Scarab Mk2) and Andy Giles (Bebob V83/2), but Martin was poised to sweep into the lead when Ingram spun and was never seriously challenged. The order settled, Roberts kept second while Ingram dropped third spot as John Mitchell moved up the order.

Roadgoing Sports cars did battle for *Sporting Cars* magazine honours and Merv Sherlock (Porsche 911) led the pack into the first corner, but then spun down to last later on the lap. With Sherlock out of the way, Michael Phillips took the lead ahead of Craig Simmiss in a similar Carrera, but Simmiss then spun at Old Hall, retiring with a flat rear tyre. This gave Phillips a breathing space ahead of Graham Bryant, Simon Thomas and Paul Lucas. Sherlock moved back to fourth place and snatched third from Thomas exiting Island Hairpin on the last lap, just a couple of seconds behind Bryant who would surely have succumbed if the race had one more lap to run.

After a sort-out on the first lap, the Formula 1300 race settled down to be rather processional. Colin Marshall had a slight edge over Martin Walford, but soon Walford had the lead which he was never to lose. Both Martyn Lane and Nigel Payne got past Marshall as Walford went into the lead, while David Pegley took fifth and Graham Knott sixth.

A small but select field of Formula 4 entries made the trip to Oulton and the usual high standard of car preparation was in evidence. Bob Davis in his home brewed Davis T5 took pole and followed that by a storming drive from third on the opening lap to the front on lap 3, lopping no less than 4.3 secs off the lap record on the way. Mike Whatley, Dick Penny and Rob Moores were second, third and fourth, all being under to old record with their fastest laps.

To mirror the earlier Roadgoing Sports car series the 750MC have a Modified series. Into Old Hall for the first time it was Andrew Wareing from Steve Radcliffe, Bill Brown, Malcolm Hamilton and Julie Thwaites. On lap 2 Brown was through to second and spent the rest of the 10 laps harassing Wareing for the lead. Every lap the two Elans were nose to tail, but despite a smoking engine Wareing took victory just 0.3 secs in front. The E Type of Hamilton rumbled round in third and survived there in the face of efforts made by Radcliffe to close up. Robin Harvey was fifth but a charge put Julie Thwaites past on lap 7, followed through by Richard Ward. Ron Harper put his venerable Spitfire past Harvey too on the penultimate lap, to take seventh. Harvey just made it home as the last unlapped runner.

Champion of Oulton and 750MC FF1600 series points were both at stake in the final event and a fine race it was too. Mike Lindley set fastest time in practice but was beaten to the first corner by Brazilian Antonio Armelin and Chris Latham. Latham took first place and then the rather wild South American was pushed further down the order by Lindley, who harassed Latham until lap 6 when the order changed in Lindley's favour. Latham then pushed Lindley very hard to the flag — finishing just two tenths behind. Armelin held onto third despite all the efforts of Richard Dean (Reynard 85FF) until lap 6 when Dean slipped past at Old Hall. Armelin was not about to give in however, and when the leaders crossed the line to start lap 8 Dean was missing. Malcolm Baffoot has a new sponsor in Caxios and this gave him a new lease of life with a good drive through to fourth, ahead of Bernard Horwood's venerable Rostron CT3. Sixth spot was a battle in the last few laps between Malcolm Johnstone and Arthur Atkinson (PRS RH01) with the places changing in favour of Johnstone on the final lap.

PAUL BOOTHROYD

Westfield boys — in force at Oulton.



OULTON PARK, Apr 27, 750MC

TR Register Championship race (10 laps) — Overall: 1, Pete Cox (TR4), 17m16.1s, 81.86mph; 2, Michael Walker (TR4A), 17m34.1s; 3, Reg Woodcock (TR3), 17m45.8s; 4, Michael Hughes (TR5), 18m29.4s. **4-Cylinder Standard cars:** 1, John Biggin (TR4A), 9 laps, 69.45mph. No other starters. **Fastest lap:** Biggin, 2m00.1s, 70.62mph. **4-cylinder Tuned Cars:** 1, Phil Nicholls (TR4), 9 laps, 69.56mph; 2, Frank Richardson (TR3). No other finishers. **Fastest lap:** Nicholls, 1m56.8s, 72.61mph. **6-cylinder Tuned Cars:** 1, Hughes, 76.45mph; 2, Chris Burbury (TR5), 18m32.4s; 3, Chris May (TR6), 9 laps; 4, Evan MacKenzie (TR6). **Fastest lap:** 'Hughes, 1m46.3, 79.78mph. **Modified Cars:** 1, Cox; 2, Walker; 3, Woodcock; 4, John Hanna (TR3), 9 laps. **Fastest lap:** Woodcock, 1m37.2s, 87.25mph.

Dellorto Reliant 750 Formula Challenge race (10 laps): 1, Simon Fry (Nimrod Mk2B), 16m52.4s, 83.77mph; 2, Bob Simpson (SS Reliant), 16m55.8s; 3, Gary Dobbin (Darvi Mk5), 17m35.7s; 4, Jonathan Salem (Cat), 17m41.7s; 5, Richard Crossman (DNC 5), 17m42.9s; 6, Tim Green (Time 4B), 17m49.7s. **Fastest lap:** Fry, 1m38.4s, 86.19mph (**record**).

***Kit Cars and Specials Magazine* Challenge race (10 laps) Overall and over 2061cc:** 1, Mark Hales (3.5 Marcos Mantula), 17m01.2s, 83.05mph; 2, Chris Alford (3.5 MG TC V8), 17m16.9s; 3, David Sheppard (3.5 Marcos Mantula), 17m17.2s; 4, Ted Marlow (Dutton B Plus V6), 17m20.9s. **Fastest lap:** Hales, 1m40.4s, 84.22mph (**establishes record**). **1646-2060cc:** 1, Robin Atkinson (Westfield-Vega Tune XI), 17m41.8s, 79.87mph; 2, Mick Gallery (JBA Falcon-Ford), 9 laps; No other finishers. **Fastest lap:** Atkinson, 1m41.3s, 83.72mph (**establishes record**). **1331-1645cc:** 1, Tony Ingram (1.6 Ginetta Lotus-G4), 17m39.2s, 80.07mph; 2, Bryan Healey (Sylva Star-Ford), 18m54.6s; 3, Heather Baillie (O&C Sprint-Toyota), 9 laps. No other finishers. **Fastest lap:** Ingram, 1m44.0s, 81.55mph (**establishes record**). **Up to 1330cc:** 1, Stuart Beddow (Westfield BMC-X1), 17m45.5s, 79.60mph; 2, Derek Buckton (Westfield BMC-X1), 18m17.5s; 3, Christopher Purchase (Westfield BMC-X1), 9 laps; 4, Alastair Bell (Sylva Leader-Ford). **Fastest lap:** Beddow, 1m45.0s. 80.77mph. (**establishes record**).

Autocavan Formula Vee Championship race (10 laps): 1, Kevin Martin (Scarab Mk2C), 16m39.9s, 84.82mph; 2, Peter Roberts (Scarab Mk2), 16m52.3s; 3, John Mitchell (Austro Mk2), 17m42.1s; 4, Andrew Ingram (Scarab Mk2A), 17m43.4s; 5, Andy Storer (Scarab Mk2), 18m03.8s; 6, Andy Giles (Bebob V83/2), 18m03.9s. **Fastest lap:** Martin, 1m35.9s, 88.44mph.

***Sporting Cars* Road-Going Sports Car Challenge race (10 laps) — Overall and 2061cc:** 1, Michael Phillips (Porsche 911 Carrera), 17m36.3s, 80.29mph; 2, Graham Bryant (3.5 Morgan +8), 17m55.8s, 3, Merv Sherlock (Porsche 911), 17m57.5s; 4, Simon Thomas (Porsche 911 Carrera RS), 17m59.5s. **Fastest lap:** Sherlock, 1m39.4s, 85.32mph. **1331-2060cc:** 1, John Swinscoe (1.6 Lotus 7 S2), 19m02.5s, 74.23mph; 2, 'Biggles' Windebank (Lotus Super 7), 19m42.1s; 3, Kevin Musson (1.6 Caterham 7 Sprint), 9 laps; 4, Fergus Oakley (1.6 Caterham 7), 8 laps. **Fastest lap:** Swinscoe, 1m50.8s, 76.54mph. **Up to 1330cc:** 1, Paul Lucas (1.3 Triumph Spitfire), 18m24.6s, 76.78mph; 2, Lawrence Croydon-Fowler (1.1 Austin Healey Sprite), 18m42.7s; 3, Simon Croydon-Fowler (1.1 Austin Healey Sprite), 18m44.3s; 4, Paul Newton (1.3 MG Midget), 9 laps. **Fastest lap:** Lucas, 1m47.3s, 79.04mph.

Formula 1300 Challenge race — 10 laps: 1, Martin Walford (WEV 2B), 15m20.9s, 92.11mph; 2, Martyn Lane (Lola T492), 15m23.0s; 3, Nigel Payne (Mallock Mk11/14), 14m41.8s; 4, Colin Marshall (Mallock Mk16BW), 15m44.1s; 5, David Pegley (DNC Mk7), 9 laps; 6, Graham Nott (PCS 06). **Fastest lap:** Walford, 1m30.8s, 93.40mph.

Formula 4 Challenge race — 10 laps: 1, Bob Davis (Davis T5), 14m18.8s, 98.76mph; 2, Mike Whatley (Delta T81/4), 14m20.3s; 3, Dick Penny (Lola T670), 14m35.9s; 4, Rob Moores (Chevron B38), 14m36.1s; 5, Eric Wandless (Elden Mk10), 9 laps; 6, Robert Babikian (March 773). **Fastest lap:** Davis, 1m23.4s, 101.69mph (**record**).

750MC Modified Sports Car Series race — 10 laps. Overall: 1, Andrew Wareing (1.8 Lotus Elan), 15m23.5s, 91.84mph; 2, Bill Brown (1.8 Lotus Elan), 15m23.8s; 3, Malcolm Hamilton (4.2 Jaguar E Type), 15m54.5s; 4, Steve Radcliffe (1.0 Davrian Mk8), 15m54.9s. **Up to 1000cc:** 1, Radcliffe, 88.82mph; 2, Julie Thwaites (1.0 Davrian Mk8), 16m33.7s; 3, Robin Harvey (1.0 Davrian Mk8), 17m06.9s. No other finishers. **Fastest lap:** Radcliffe, 1m32.6s, 91.59mph (**establishes record**). **1001-1500cc:** 1, Ron Harper (1.5 Triumph Spitfire), 16m36.6s, 85.10mph; 2, Graham Johnson (1.3 MG Midget), 8 laps. No other starters. **Fastest lap:** Harper, 1m37.2s, 87.25mph (**establishes record**). **Over 1500cc:** 1, Wareing; 2, Brown; 3, Hamilton; 4, Richard Ward (1.6 Lotus Elan), 16m17.3s. **Fastest lap:** Wareing and Brown, 1m29.5s, 94.76mph (**establishes record**).

Champion of Oulton and 750MC FF1600 race — 10 laps: 1, Mike Lindley (Reynard-Grant 84FF), 15m09.8s, 93.22mph; 2, Chris Latham (Reynard-Aldon 84FF), 15m10.0s; 3, Antonio Armelin (Reynard-Minister 83/84FF), 15m23.2s; 4, Malcolm Barfoot (Crossle-Scholar 32/35F), 15m46.0s; 5, Bernard Horwood (Rostron-Minister CT3), 15m52.6s; 6, Malcolm Johnstone (Crossle-Scholar 45F), 16m00.2s; **Fastest lap:** Latham 1m28.8s, 95.51mph.

CADWELL PARK

Jason King

A seven race programme provided a fine day's entertainment at Cadwell Park, the BARC meeting catering for a wide variety of saloons and Formula cars. Unfortunately, there was only a handful of cars to grace the Wendy Wools Special counter, which was led from start to finish by Peter Baldwin's Marshall Mini. Indeed, Baldwin recorded a new lap record as he headed Dale Minton's Escort and John Pugsley home. Early front runners included the Transpeed Firenza of Tony Davies who lost a wheel at Mansfield on the penultimate tour and Ginger Marshall who succumbed to engine problems but cruised round to collect fifth.

Next on the agenda, the Powerscreen Sports 1600 race, had all its action at the front, with Dave Orchard leading every lap bar the important one when he had a coming together with Mike Sanders at the foot of the mountain. Sanders had harried Orchard relentlessly after taking second spot with three laps remaining, after early second place man, Paul Webb, dropped to fifth. Andy Smith's Vision always figured prominently until the Scot assaulted the tyres at the hairpin on the penultimate tour. Through it all into second place came Eddie Kimbell's Mallock which was only 0.5secs shy of Sanders at the flag, with Webb third.

The BARC/MGOC race produced the closest battle of the day with Rob Nettleton's modified Midget scrapping furiously with John Hewitt's modified B Roadster. Only 0.1sec had separated the two protagonists in practice and for the first five tours Nettleton appeared welded to Hewitt's rear bumper before a moment at the mountain gave the MG Shop man a moment's respite. The Midget was soon back and came round in front on lap 6 before Hewitt snatched the place back one lap later.

On the final lap, Nettleton went missing having overdone it under braking at the end of the back straight, and it was a relieved Hewitt that took the chequered flag. Behind, the race was somewhat processional with long-time third place man David Ross retiring at Coppice on the penultimate lap and the minor placings going to Michael Hibbert and Chip Ballenger.

Young 17-year-old Chesterfield driver Jason Elliot thoroughly dominated procedings in the fifth round of the Townsend Thoresen Junior FF1600 championship. Having secured pole by a clear half second, Elliot led from start to finish with his John Village prepared Van Diemen RF85 and looked comfortable throughout — apart from an error at the mountain which allowed Tony Bottoms to within a second at the flag.

Series leader Adrian Wilmott did not seem able to recapture his dominant early season form and was a lonely third some 10secs adrift. Phil Andrews had qualified fifth but was the loser when disputing the same territory with Adrian Willmott on lap 20.

Graham Glew's Team Touraco protégé, Charles Hill, benefited from local circuit knowledge to finish a strong fourth, while winner Elliott also expressed the view that a day's advice from Glew had been invaluable to him for the demanding Lincolnshire venue.

Rounding off the day's activity, Richard Ward was a convincing if slightly fortunate winner of the Pre'57 Saloon Car Challenge. Ward's Alfa Romeo Guilietta was comfortably clear until it began smoking badly on the last lap, and only just managed to stay ahead of Henry Crowther's Jaguar Mk8 and Tony Scott-Andrew's MG Magnett.

TONY DODGINS

CADWELL PARK, Apr 28, BARC

Wendy Wools Special Saloon Championship Race (10 laps) — overall: 1, Peter Baldwin (Marshall Mini GT), 16m21.0s, 82.57mph; 2, Dale Minton (Ford Escort), 16m23.8s; 3, John Pugsley (Sunbeam Stiletto), 16m36.8s; 4, David Enderby (VW Karmann Ghia), 16m38.1s. **1301cc and over:** 1, Minton; No other finishers. **Fastest lap:** Minton, 1m37.1s, 83.42mph: **1001cc-1300cc:** 1, Baldwin; 2, Enderby; No other starters. **Fastest lap: overall and 1001cc-1300cc;** Baldwin, 1m37.0s, 83.51mph **(record). Up to 1000cc:** 1, Pugsley; 2, Ginger Marshall (Reliant Kitten), 17m02.9s; 3, Alan Field (Sunbeam Stiletto), 16m56.6s. **Fastest lap:** Marshall, 1m36.8s, 83.68mph.

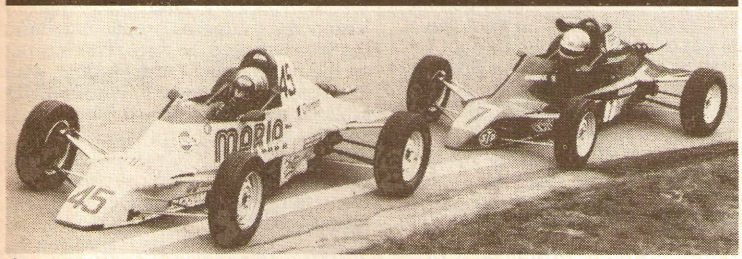
Powerscreen (GB) Sports 1600 Championship Race (10 laps): 1, Mike Sanders (Mallock U2 Mk24), 16m35.9s,81.33mph; 2, Eddie Kimbell (Mallock U2), 16m36.4s; 3, Paul Webb (Mallock U2 Mk23/21), 16m37.2s; 4, Guy Woodward (Mallock U2 Mk24), 16m37.7s; 5, Graham Kay (Phantom P80/4), 16m58.2s; 6, Dave Orchard (Centaur 14X), 16m58.3s. **Fastest lap:** Webb & Sanders, 1m37.2s, 83.33mph.

MGOC Racing Championship Race (10 laps) — overall: 1, John Hewitt (Roadster), 18m53.2s, 71.48mph; 2, Michael Hibberd (Tourer), 19m38.9s; 3, Chip Ballenger (Roadster), 19m39.2s; 4, John Simpson (Midget), 19m42.5s. **Standard:** 1, Robb Gravett (Midget), 20m07.3s, 67.09mph; 2, Jeremy Lindley (Midget), 20m14.6s; 3, Bill Hewitt (Ethel), 20m38.7s. **Fastest lap:** Gravett & Lindley, 1m58.3s, 68.47mph **(record). Modified:** 1, Hewitt; 2, Hibberd; 3, Ballenger. **Fastest lap — overall and modified:** Hewitt, 1m51.1s, 72.91mph **(record).**

Townsend Thoresen Junior Formula Ford 1600 Championship Race (10 laps): 1, Jason Elliott (Van Diemen-Nelson RF85), 16m37.5s, 81.20mph; 2, Tony Bottoms (Reynard-Scholar FF85), 16m38.10s; 3, Adrian Willmott (Van Diemen-Scholar RF85), 16m49.9s; 4, Charles Hills (Lola-Scholar T644), 16m52.8s; 5, Gary Ayles (Reynard-Minister FF84), 16m56.8s; 6, Steve Bottoms (Reynard-Scholar 85FF), 17m03.1s. **Fastest lap:** Elliott, 1m37.4s, 83.16mph.

CSCC Pre '57 Saloon Car Challenge Race (10 laps) — overall: 1, Richard Ward (Alfa Romeo Guilietta), 23m32.1s, 57.36mph; 2, Henry Crowther (Jaguar Mk8), 23m35.1s; 3, Tony Scott-Andrews (MG ZB Magnette), 23m35.9s; 4, Peter Deffee (Morris Minor), 23m46.0s. **Class A Roadgoing:** 1, Crowther; No other starters. **Class B Roadgoing:** 1, Pat Callis (Jaguar Mk1), 24m10.8s, 5.83mph; No other starters. **Class C Roadgoing:** 1, Ward; 2, Scott Andrews; 3, Dick Bradley (Wolseley 15/50), 24m04.2s. **Fastest lap:** Scott-Andrews, 2m16.9s, 59.17mph. **Class D Roadgoing:** 1, Deffee; 2, Chris Sergison (Standard 10), 25m03.6s; 3, Mark Collins (Standard 10), 23m52.5s. **Fastest lap:** Deffee, 2m18.4s, 58.53mph. **Class D Modified:** 1, Glen Maskell (Austin A35), 24m07.9s; 2, Mike Yeats (Austin A35), 24m18.2s; 3, Nicholas Amey (Austin A35), 24m42.4s. **Fastest lap:** Maskell, 2m18.4s, 58.53mph.

CADWELL PARK: RAC/TT FF1600



Carcasci held off Bancroft's challenge to record his first British win.

First for Carcasci

Mark Blundell qualified his Abbey Life works Van Diemen RF85 on pole for the fourth round of the RAC/TT FF1600 Championship counter and made a superb start to lead the field through Coppice. It was with great surprise then, that the pit lane watched the young Royston teenager spin into the tyres at the Barn, handing the lead to Van Diemen team-mate Paulo Carcasci. Carcasci was under heavy pressure from the Pacific Racing/Marlboro Van Diemen of Bertrand Gachot. Indeed, the two collided at the end of the back straight, effectively eliminating Gachot, although the series leader limped round to finish a lowly 13th.

Jonathan Bancroft's Racefax Van Diemen thereafter took up pursuit of Carcasci and looked most threatening in the closing stages, although not quite able to find a way by.

Continuing his recent impressive practice performances, Damon Hill annexed a front row start position, coming round in a secure third place at the conclusion of the first tour. Unfortunately for the Manadient driver, the throttle cable snapped on lap 2, leaving a disconsolate Hill to walk back to the pits.

Another disappointed driver was Tim Jones who felt he had been making real progress with the Mike Parkes's Racing Reynard 85FF, only to see the distributor drive break on the opening lap while among the leading bunch.

At the front, Carcasci and Bancroft drew clear of John Booth's Crompton Lighting RF85, in turn comfortably clear of fourth placed man Perry McCarthy's Racing for Britain backed Milldent Van Diemen. McCarthy reckoned a slight fuel pick up problem was delaying him marginally but was pleased to be in the points on only his second outing since his enforced lay-off. Behind McCarthy, Michael Lindley's Reynard finished fifth ahead of another impressive performance from Oxford-based Swiss, Philippe Favre.

Carcasci duly held on to record his first win in Britain and the fact that it was his first visit to Cadwell Park must speak volumes for his natural ability. The win puts him second in the series, three points behind Bancroft who consistent showings have rewarded him with the championship lead.

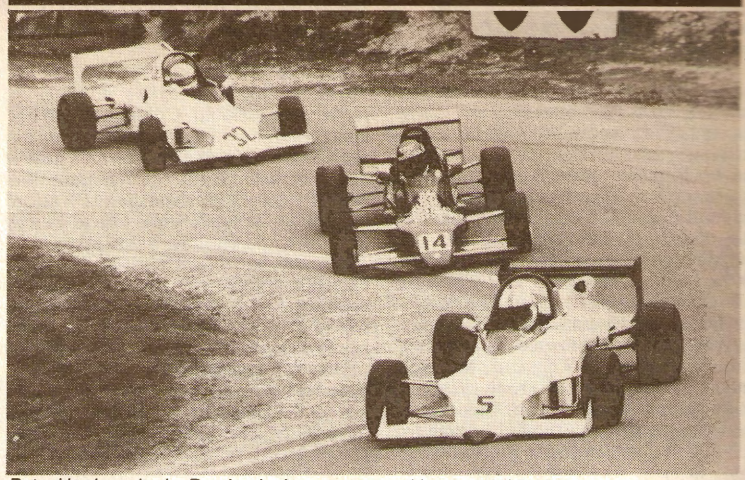
TONY DODGINS

CADWELL PARK, Apr 28, RAC/TT FF1600 Championship, round 4, 12 laps — 27.0 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Paulo Carcasci	Van Diemen-Minister RF85	19m31.0s	1:36.2	1:35.6	3
2	Jonathan Bancroft	Van Diemen-Auriga RF85	19m31.1s	1:35.9	1:35.9	6
3	John Booth	Van Diemen-Auriga RF85	19m33.9s	1:36.7	1:36.3	9
4	Perry McCarthy	Van Diemen-Minister RF85	19m43.9s	1:36.9	1:36.4	10
5	Mike Lindley	Reynard-Mick Grant FF84	19m47.2s	1:36.8	1:36.9	13
6	Philippe Favre	Van Diemen-Minister RF85	19m49.3s	1:37.1	1:37.7	15
7	Alexander Arbis	Van Diemen-Minister RF85	19m51.7s	1:37.0	1:36.5	12
8	Ruairi O'Coileain	Van Diemen-Minister RF85	19m55.2s	1:36.4	1:36.5	11
9	Andy Mathew	Van Diemen-Minister RF84	20m13.3s	1:39.4	1:37.4	14
10	Don Hardman	Reynard-Nelson 85FF	20m13.5s	1:38.2	1:38.8	19
11	Didier Delente	Lola-Minister T644E	20m17.3s	1:39.1	1:40.7	22
12	Jeremy Packer	Rondeau-Neil Brown MS85	20m17.6s	1:38.4	1:35.8	5
13	Rick Shortle	Reynard-Minister 85FF	20m24.9s	1:38.5	1:39.0	20
14	Bertrand Gachot	Van Diemen-Gatmo RF85	20m30.0s	1:37.0	1:35.7	4
15	Mark Blundell	Van Diemen-Minister RF85	20m36.1s	1:35.6	1:35.5	1
R	Damon Hill	Van Diemen-Minister RF85	R	—	1:35.6	2
R	Tim Jones	Reynard-Minister FF85	R	—	1:36.1	8

Winner's average speed: 83.01mph; **Fastest lap:** Blundell, 1m35.6s, 84.73mph; **Next round:** Snetterton, May 6; **Championship positions:** 1, Bancroft, 43pts; 2, Carcasci, 40; 3, Gachot, 34; 4, Booth, 32; 5, Blundell, 31; 6, Village, 20.

CADWELL PARK: RACING DISPLAYS FF2000



Peter Hardman broke Pratt's winning sequence with a masterful drive.

Hardman on the mountain

The Racing Displays British FF2000 championship is turning into a classic battle with each of the top four drivers seemingly taking it in turn to control the series.

Sunday's round was dominated by Lancastrian Peter Hardman who showed that the 84SF Reynard is still more than capable of getting the job done, with a magnificent win at the demanding Cadwell Park venue, which brought to an end a spell of domination from John Pratt's Manadient/Racing for Britain Van Diemen RF85.

Following the previous week's carnage at Snetterton, Clerk of the Course, Mark Poynton expressed in no uncertain terms that any hooliganistic driving would be severely dealt with. Although not going as far as electric catch fencing, the RAC had been informed of the current situation (see *Sports Extra*), and the drivers were aware they were under observation.

This, however, did not stop a frantic dice developing for second place, which saw John Pratt half a second clear of Bertrand Fabi's Penistone Reynard 84SF, the Canadian a similar distance in front of the Madgwick car of Spaniard Antonio Albacete. This was an impressive performance considering it was only Albacete's second outing in the series since arriving from Spain.

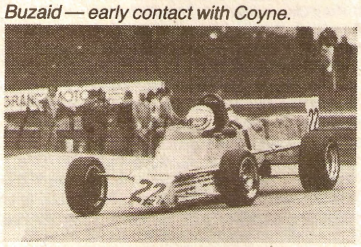
The day's most unfortunate driver was Martin Donnelly who qualified sixth after doing only one flying lap before having a large 'off' at Charlie's. The Rushen Green crew repaired the front end damage and Donnelly took his place on the grid. Moving up well, the Irishman's progress was halted most painfully by a stone which penetrated first the Van Diemen screen, then the driver's visor before hitting Donnelly in the eye (see *Sports Extra*).

Dave Coyne was another regular front-runner to experience problems. A test day at the circuit the previous Friday had seen the Duckhams Van Diemen in the barriers at Charlie's which set the team back, Dave qualifying only ninth. Come the race, bad luck continued with an opening lap coming together with Alvaro Buzaid's Eurostat Racing RF85 at Park. This deranged both cars's nose fins and to complete the disaster, Coyne had a brand new wheel disintegrate after just 12 laps.

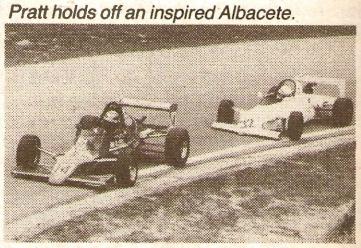
At the front, Hardman was well in control and took the flag some 6secs to the good with his Richard Dutton Reynard, the clearly delighted Chorley man moving to the head of the points standings. Behind, the second place train encountered Costas Los at the hairpin with John Pratt having to brake hard. The following Fabi/Albacete duel touched as a result, the Spaniard being launched in the air before continuing at unabated speed. Contact between the two occurred at the same place on the final lap but the Penistone man held on with Jans and Hockenhull breathing down their necks. Illustrating the competitiveness of the race, the first five drivers finished in their respective qualifying positions while the fastest lap was shared by Richard Dutton's charges, Hardman and Hockenhull, and Martin Donnelly.

TONY DODGINS

Buzaid — early contact with Coyne.



Pratt holds off an inspired Albacete.



CADWELL PARK, Apr 28, Racing Displays British FF2000 Championship, round 8, 20 laps — 45.0 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Peter Hardman	Reynard-Neil Brown 84SF	29m32.0s	1:27.5	1:27.4	1
2	John Pratt	Van Diemen-Neil Brown RF85	29m38.4s	1:27.7	1:27.8	2
3	Bertrand Fabi	Reynard-Neil Brown 84SF	29m38.8s	1:27.6	1:27.8	3
4	Antonio Albacete	Reynard-Neil Brown 84SF	29m39.2s	1:27.6	1:27.9	4
5	Tomas Jans	Reynard-Nelson 84SF	29m39.8s	1:27.7	1:28.1	5
6	Ross Hockenhull	Reynard-Neil Brown 84SF	29m40.0s	1:27.5	1:28.4	7
7	Tomi Luhtanen	Reynard-Nelson 85SF	30m02.6s	1:28.8	1:28.8	10
8	Miles Johnston	Reynard-Scholar 84SF	30m24.0s	1:29.5	1:30.4	15
9	Louis Karmios	Van Diemen-Neil Brown RF85	31m04.6s	1:30.6	1:33.4	17
10	Alvaro Buzaid	Van Diemen-Nelson RF85	19 laps	1:31.5	1:28.4	8
11	Barry Pomfret	Reynard-Neil Brown 84SF	19 laps	1:31.2	1:35.1	19
12	Costas Los	Reynard-Swindon 85SF	19 laps	1:30.9	1:31.6	16
13	Dave Nichols	Van Diemen-Neil Brown RF82	19 laps	1:34.0	1:34.9	18
R	Dave Coyne	Van Diemen-Nelson RF85	12 laps	1:29.4	1:28.7	9
R	Martin Donnelly	Van Diemen-Nelson RF85	12 laps	1:27.5	1:28.2	6

Winner's average speed: 91.42mph; **Fastest lap:** Hardman, Donnelly and Hockenhull, 1m27.5s, 92.57mph; **Next round:** Castle Combe, May 6; **Championship positions:** 1, Hardman, 104pts; 2, Pratt, 99; 3, Coyne, 87; 4, Donnelly, 82; 5, Fabi, 81; 6, Hockenhull, 43.

DONINGTON

Top Pat

The VSCC's second race meeting of the year produced what must be one of the most stirring sounds of the season — a V16 BRM on full song, being demonstrated by well-known historic racers Willie Green and Neil Corner.

Racing started with a five lap handicap for the Brooklands Society Trophy, which was won by Mike Fountain in his Bugatti Riley Special, with Willie Green second in an unusual mount for him, Bob Hoelis' Riley Nine special. Just behind Green at the flag was Albert Sparrowhawk, his Alvis failing to snatch second.

First scratch race was the John Holland Trophy for vintage racing cars. Unfortunately, this one suffered from rather a thin grid, and most of the interest went out after Ron Footitt (AC/GN) pitted at the end of the first lap with a plug lead adrift. Tim Llewelyn in the massive 3/8-litre Bentley ran out an easy victor, with Dick Smith's potent Frazer Nash some way behind. Early on in the race Freddie Giles (AC/GN) and Martin Stretton (Frazer Nash) treated the crowd to sideways motoring as they endeavoured to catch Smith and Schellenberg (Bentley 3/4½) respectively.

Race 3 was another five lap handicap, won by RP Waller's Austin Seven from R. Mortley's Morris Oxford, both of these cars only having to do four laps. This one preceded the day's feature race, the Shuttleworth and Nuffield Trophies for pre-war racing cars.

Unusually for the VSCC, the grid was organised according to practice times, so the front row consisted of Patrick Lindsay, Martin Morris and Willie Green in ERAs, with David Black's Alfa-Romeo P3 behind.

Black made a superb start, but it was Lindsay who came through in the lead after the first lap, with Black close behind and attempting to keep Martin Morris and a hard changing Green (who was giving away ½-litre to the two ERAs, and 1½-litres to Black) at bay. There was a small gap to Paul Colborne's Maserati 4CM/6CM who led a whole pack of ERA's Venables-Llewelyn's Bugatti, Hawkins' ERA-Riley and Sweet's MG. The first five stayed in that order.

Race five, a group handicap event, was for the Nelville and Geoghan Trophies. This saw Tim Llewelyn's second victory of the day, with Andrew Smith taking the Geoghan Trophy and second place. Alex Boswell (Frazer Nash) and Michael Scott (Vauxhall 30/90) were never far apart.

Another keenly anticipated race was the 10-lap allcomers event, but thanks to the unfortunate incident involving the Vanwall replica (see *Sports Extra*), the race was stopped on the first lap.

Without this car, the Vanwall, and Mayman's Lotus 16 which didn't come to the start again, the race fell a little flat. Neil Corner took the Wheatcroft collection's BRM P25 to a relatively easy win from Patrick Lindsay's ERA, although a slightly damp surface and a defunct clutch were making life tricky for Corner.

Things slowed down for the next event, a five lap handicap for the HG Dobbs Trophy. Fittingly, all but one of the cars entered in this area were Rileys — the *marque* which Dobbs raced successfully before the war—with Simon Davie taking part in an actual ex-Dobbs single seater. Winner by a veritable country mile was Adrian Watney.

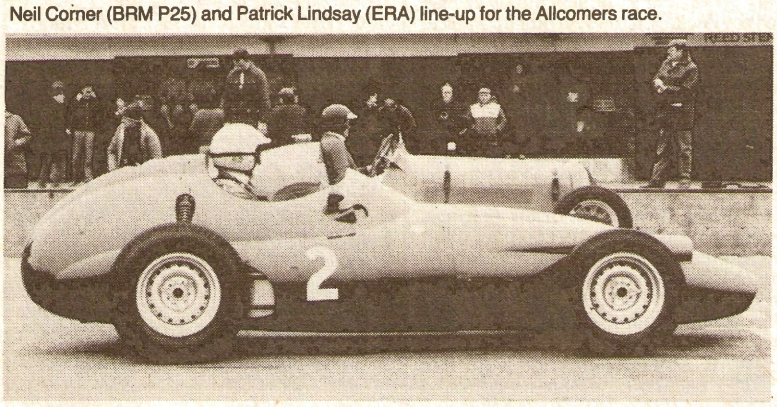
It was now raining fairly steadily, and as many of the competitors in the five lap handicap for the John Goddard Trophy race found out, the track was very slippery. In fact, at least five competitors went off at Redgate on the first lap.

Winner was Toone in his Alfa 1750 — he had been first away and never looked like being caught. Barry Foster (MG Montlhery) was second, with Bob Burrell third in the Bentley Royce.

Final race on the agenda was another five lapper, and conditions were now very much in favour of the slower machinery starting at the front of the grid. Limit man KJ Morton won in his Morgan 4/4, with Bailey's pretty AC Ace second. First of the faster cars was Graham Burrows' Alvis special.

MARK GILLIES

Neil Corner (BRM P25) and Patrick Lindsay (ERA) line-up for the Allcomers race.



LYDDEN HILL

It's cool for cats

Slick organisation was the keyword at Lydden Hill when the BARC (London & Home Counties) ran a local championship race meeting in cold and blustery conditions.

Sabre Fabrications Pre-80 FF2000 had top billing, and opened the afternoon's proceedings. Peter Ware was on pole position from where he was never headed, but it wasn't for lack of trying by Tony Halliwell. Peter Boutwood may have been able to offer more of a challenge, but spent the opening laps finding a way past the Sparton of John Davis.

With just two cars entered for the Lec Capri round, they were amalgamated with the BARC Sports Car challenge cars. Over half the field were Davrians, but the car they all had to beat was Dick Whittington's smart Jaguar E type. Julie Thwaites made a superb start in her Davrian, but by Chessons, Whittington had unleashed the Jaguar to start a dice that lasted the entire distance. Someway adrift, Richard Ridd, Ron Greenfield and Pat Longhurst acted out a sometimes fraught, three-way Davrian scrap. The Capri race went to Derek Wileman, his only rival David Cox ending his drive against the Paddock Bend banking.

Lydden expert Steve Brown may well have expected to pick up maximum points in the circuit's championship FF1600 event, but clearly Derek Pullman had other ideas. In only his second ever circuit race, he put his ex-Derek May Van Diemen RF80 on pole and after trailing Brown in the early stages, went into the lead and withstood tremendous pressure. Roy Lewington was set to challenge, but his Lola got away from him under braking for the hairpin.

The Flint Motor Engineers FF2000 race attracted a near capacity grid, and was interesting in that the first five positions were filled by five different marques. Taking his second victory of the afternoon didn't appear too hard for Peter Ware, while behind him, Roger White struggled vainly to get the better of Stephen Nicholls. Once again, John Davis and Peter Boutwood featured in the action, the former thumping the bank on the approach to the Devils Elbow, while Boutwood also spun away his chances at the Elbow.

Tyre squealing, lurching antics heralded the following Steve Raines Components Roadgoing Saloon race. Derek Wileman and David Cox in their Capris were able to open a sizeable gap to the rather less powerful, but neatly conducted, VW Scirocco of Steve Pattinson, who had a race long battle with John Chambers and Terry Back. Some way down the field, the crowd's favourites, the Escorts of Arthur Haslehurst and the furiously understeering version driven by Ian Todd spent much of the race side by side.

The Kent Cams Special Saloon race was one of what might have been: firstly Steve Harman spun at the Elbow when leading, everybody missing his stricken Imp, and then having taken the lead and gone away from the others, Alan Humberstone pulled off when he thought that the Hart engine in his Skoda had blown up. Thus John Dewing took the spoils in his Imp after a close battle with Mike Chittenden's enthusiastically driven Escort. Indeed, towards the end, 'Chitty' had his work cut out to keep Gary Charlwood's Stiletto at bay.

Exactly 2hrs after the first race had started, the final event was underway, a round of the circuit's *Libre* series. A small field of mainly Formula Ford cars from previous races saw Peter Boutwood make up for his earlier disappointments, shadowed all the way by Roger White. John Davis had his Sparton refettled to take third place some way adrift of the leading pair, but one wonders what Melvyn Coon would have done in his Mallock Clubmans car, had the engine not mysteriously cut out.

DUD CANDLER

DONINGTON, Apr 28, VSCC

Brooklands Society Trophy race (5 laps): 1, M Fountain (1.1 Bugatti Riley special), 9m56.9s, 60.02mph; 2, MW Green (1.1 Riley special), 9m59.9s; 3, A Sparrowhawk (4.3 Alvis special), 10m00.4s; 4, CJ Hancock (995cc Fiat), 10m02.5s; 5, HR Dunham, (2.5 Alvis special), 10m04.5s; 6, D Roscoe (4.3 Alvis), 10m08.6s. **Fastest lap:** Sparrowhawk, 1m39.6s, 70.73mph

John Holland Trophy race (10 laps): 1, TC Llewelyn (3/8 Bentley), 16m19.2s, 71.94mph; 2, RJB Smith (1.5 Frazer Nash), 16m49.9s; 3, P Morley (24.0 Bentley Napier), 17m07.0s; 4, K Schellenberg (4.5 Bentley), 17m17.8s; 5, T J Threlfall (3.5 McDowell Dirt Racer), 17m19.2s; 6, AN Farquhar (1.1 Riley Brooklands), 9 laps. **Fastest lap:** GR Foottitt (2.0 AC/GN), 1m34.4s, 74.63mph.

Handicap race (5 laps): 1, RP Waller (747 Austin Seven), 10m4.6s, 58.26mph; 2, R Wortley (1.8 Morris Oxford), 10m23.1s; 3, R Baddiley (3.5 Alvis), 10m23.7s; 4, A Dolton (1.4 MG NA), 10m27.7s; 5, G Bellenie (1.1 Riley Special), 10m31.2s; 6, AP Smith (4.3 Alvis), 10m35.3s. **Fastest lap:** Dolton and FW Weeks (4¼ Bentley), 1m47.1s, 65.78mph

Shuttleworth and Nuffield Trophy (10 laps): 1, P Lindsay (2.0 ERA), 14m43.8s, 79.71mph; 2, WDA Black (3.2 Alfa Romeo), 14m48.5s; 3, MH Morris (2.0 ERA), 14m48.9s; 4, MW Green (1.5 ERA), 15m17.1s; 5, PD Colborn (1.5 Maserati), 15m32.3s; 6, B Spollon (2.0 ERA), 15m33s. **Shuttleworth Trophy:** Lindsay. **Nuffield Trophy:** Green. **Fastest lap:** Lindsay, 1m27.1s, 80.88mph

Melville and Geoghan Trophies (10 laps): 1, TC Llewelyn (3/8 Bentley), 17m45.7s, 71.47mph; 2, AG Smith (1.5 Frazer Nash), 18m28.7s; MW Green (1.1 Riley), 15m35.9s; 4, K Schellenberg (4.5 Bentley), 18m52.3s; 5, A Boswell (2.0 Frazer Nash), 18m6.4s; 6, M Scott (4¼ Vauxhall 30/98), 18m17.1s. **Melville Trophy:** Llewelyn. **Geoghan Trophy:** Smith. **Fastest lap:** Llewelyn, 1m36.3s, 73.15mph

Allcomers race (10 laps): 1, EN Corner (2.5 BRM P25), 14m50.8s, 79.08mph; 2, P Lindsay (2.0 ERA), 15m7.8s; 3, NB Mason (2.5 Maserati 250F), 15m15s; CA Mann (2.5 Maserati 250F), 15m32.7s; 5, M Morris (2.5 Connaught), 16m1.4s; 6, VSE Norman (2.0 Cooper Bristol), 16m23.8s. **Fastest lap:** Corner, 1m26.8s, 81.16mph.

Dobbs Trophy race (5 laps): 1, APM Watney (1.1 Riley Brooklands), 10m19.4s, 56.87mph; 2, D Ricketts (1.5 Riley), 10m33.9s; 3, ET Dunn (1.5 Riley), 10m34.3s; 4, G Bellenie (1.5 Riley), 10m45.5s; NP Upston (1.5 Riley), 10m47s; 6, B Spollon (2.5 Riley), 10m47.5s. **Fastest lap:** Ricketts, 1m45.1s, 67.03mph

John Goddard Trophy race (5 laps): R Toone (175 Alfa Romeo), 11m33.6s, 52.3mph; 2, BT Foster (747MG), 11m53.3s; 3, RJ Burrell (8.0 Bentley Royce), 11m54.9s; 4, HR Dunham (2.5 Alvis special), 11m56.4s; 5, RJ Campbell (1.1 Austin Fiat), 12m6.4s; 6, AW Barker (4.5 Lagonda), 12m20.5s. **Fastest lap:** D Sankey (2.5 Maserati 250F), 1m53s, 62.34mph

Handicap race (5 laps): 1, KH Morton (1.1 Morgan), 11m57.4s, 50.88mph; 2, L Bailey (2.0 AC Ace), 12m00.3s; 3, G Burrows (3.5 Alvis), 12m5.7s; 4, D Ricketts (1.5 Riley), 12m5.9s; 5, C Hudson (1.5 Aston Martin Ulster), 12m15.1s; 6, RJR Sevier (2.9 Sunbeam), 12m17.4s. **Fastest lap:** Burrows, 1m58.8s, 59.3mph.

LYDDEN HILL, Apr 14, BARC (L&HC)

Sabre Fabrications Pre '80 FF2000 race (12 laps): 1, Peter Ware (Reynard 79SF), 8m39.8s, 83.10mph; 2, Tony Halliwell (Lola T580), 8m40.5s; 3, Peter Boutwood (Lola T580), 8m41.5s; 4, John Davis (Sparton 79SF), 8m54.0s; 5, Douglas Cartwright (Lola T580), 9m23.8s; 6, Gary Killpack (Reynard 79SF), 9m24.1s. **Fastest lap:** Boutwood, 42.3s, 85.10mph.

BARC/LHCC Sports Car Challenge and Lec Refrigeration Ford Capri race (12 laps): 1, Dick Whittington (3.8 Jaguar E type), 9m40.7s, 74.39mph; 2, Julie Thwaites (1.0 Davrian Mk8), 9m41.0s; 3, Richard Ridd (1.0 Davrian Mk7), 9m49.1s; 4, Ron Greenfield (1.0 Davrian Mk8), 9m50.5s. **Class A:** Whittington, only starter. **Fastest lap:** 47.7s, 75.47mph. **Classes B&C** no starters. **Class D:** 1, Thwaites, 74.35mph; 2, Ridd; 3, Greenfield. **Fastest lap:** Thwaites 47.3s, 76.10mph. **Ford Capri race:** 1, Derek Wileman, 10m31.2s, 68.44mph; only finisher. **Fastest lap:** Wileman, 51.1s, 70.45mph.

Lydden/Astra FF1600 race (12 laps): 1, Derek Pullman (Van Diemen RF80), 9m23.4s, 76.67mph 2, Steve Brown (PRS 81F), 9m24.2s; 3, Roy Lewington (Lola T642E), 9m34.5s; 4, Bernard Horwood (Rostron CT3), 9m34.8s; 5, Len Marchant (Elden Mk24), 9m 36.6s; 6, Nick Green (Van Diemen RF82), 9m43.1s. **Fastest lap:** Lewington, 46.0, 78.26mph.

Flint Motor Engineers Pre '82 FF2000 race (12 laps): 1, Ware, 8m48.9s, 81.69mph; 2, Stephen Nicholls (Van Diemen RF82), 8m50.3s; 3, Roger White (Delta TS82), 8m50.7s; 4, Boutwood, 8m55.1s; 5, Steve Holland (Royale RP30), 8m55.5s; 6, Pete Northover (Reynard 79SF), 9m16.8s. **Fastest lap:** Boutwood, 42.6s, 84.50mph.

Steve Raines Components Roadgoing Saloon race (12 laps): 1, Derek Wileman (3.0 Ford Capri), 10m36.5s, 67.81mph; 2, David Cox (3.0 Ford Capri), 10m38.6s; 3, Steve Pattinson (1.8 VW Scirocco), 11m02.6s, 4); 1, John Chambers (1.6 VW Golf GTi), 11m07.4s. **Class A:** 1, Wileman; 2, Cox; no other starters. **Fastest lap:** Wileman, 52.1s, 69.09mph. **Class B:** 1, Pattinson, 65.19mph; 2, Chambers; 3, Terry Back (1.5 AlfaSud), 11m10.1s. **Fastest lap:** Pattinson, 54.0s, 66.66mph.

Kent Cams Special Saloon Car race (12 laps): 1, John Dewing (1.0 Hillman Imp), 9m56.6s, 72.41mph; 2, Mike Chittenden (1.6 Ford Escort), 10m02.2s; 3, Gary Charlwood (2.0 Sunbeam Stiletto-Ford), 10m02.5s; 4, Dee Knight (.13 Maguire Mini), 10m16.6s. **Class A:** no finishers. **Fastest lap:** Alan Humberstone (2.5 Skoda-Hart RS130), 46.1s, 78.09mph. **Class B:** 1, Chittenden 71.74mph; 2, Charlwood; 3, Graham Smith (2.0 Ford Anglia), 11 laps. **Fastest lap:** Charlwood, 48.4s, 74.38mph. **Class C:** 1, Knight, 70.06mph; no other starters. **Fastest lap:** Knight, 49.9s, 72.14mph. **Class D:** 1, Dewing; 2, Steve Harman (1.0 Hillman Imp), 10m25.8s; no other finishers. **Fastest lap:** Dewing, 47.8s, 75.31mph. **Class E:** 1, Stephen Finniss (850 Mini) 10 laps, 60.20mph; only starter. **Fastest lap:** Finniss, 55.3s, 65.09mph.

Lydden *Libre* race (12 laps): 1, Boutwood, 8m37.4s, 83.49mph; 2, White, 8m37.7s; 3, Davis, 8m56.0s; 4, Steve Collier (2.0 Chevron B52), 9m28.0s; 5, Malcolm Pine (1.6 Van Diemen RF82), 11laps; no other finishers. **Fastest lap:** Boutwood & White, 42.3s, 85.10mph.

COLT STAGES
Apr 27

1, Charles Eveson/Geoff East (Ford Escort RS 1800), 1936s; 2, Bob Dowen/Neil Fuller (Ford Escort RS 1800), 1956s; 3, Dave Kedwood/Paul Brinsford (Ford Escort 1600), 2029s; 4, Dick Mauger/Steve Mynott (Ford Escort 1600), 2034s; 5, Mike McLeod/Dave Bradford (Ford Escort RS 2000), 2038s; 6, John Pickford/Don Lewis (Ford Escort 2-litre), 2040s.

POWYS FACTORS

A close encounter

Peter Vaughan and Nicky Grist finished Powys Factors Welsh Division 1 Road Rally Championship qualifier just 11secs ahead of the current leaders of the series Brian Price/Ryland James. After a night long battle in mid-Wales, Vaughan and Grist motored to great purpose to catch up a first half deficit of 1 min, while Price and James had their minor problems in the second half.

POWYS FACTORS RALLY
Apr 27/28

1, Peter Vaughan/Nicky Grist (Ford Escort RS 2000), 8m23s; 2, Brian Price/Ryland James (Ford Escort RS 2000), 8m35s; 3, Will Morris/Mike Kidd (Ford Escort RS 2000), 11m24s; 4, Gareth Richards/Paul Jones (Ford Escort RS 2000), 12m50s; 5, Eian Pritchard/Wyn Griffiths (Ford Escort RS 2000), 13m03s; 6, Andy Ravenhill/Paul Watkins (Ford Escort RS 2000), 13m10s.

LAZER SYSTEMS RALLY

Hollow victory

Due to an unfortunate clash with the main Welsh road rally event Forresters CC only had 23 entries for their Lazer Systems Rally in central south Wales, and Chris Summerfield/Kath Curzon won from the front after a 100 mile route.

LAZER SYSTEMS RALLY
Apr 27/28

1, Chris Summerfield/Kath Curzon (Ford Escort RS2000), 26m04s; 2, Rodney Jones/Graham Handley (VW Golf GTI), 28m05s; 3, Phil Jones/Steve Briant (Ford Escort RS 2000), 33m41s; 4, Paul Muir/Martin Winterbottom (Ford Escort RS 2000), 36m26s; 5, Paul Lewis/Paul Chapman (Talbot Sunbeam), 39m29s; 6, Dave Ward/Ian Lumley (Ford Escort RS 2000), 40m15s.

TOWERS LECK TROPHY

Border raiders

Scotsman John Easson carried out another successful raid over the border when he and Cumbrian Andrew Kellett eased their way to a 4min plus victory on the Towers Leck Trophy Rally in the Lake District.

The organising Furness & DMC had 50 crews out on the 110 mile route, but the only real tussle was for second place and this went to Richard Fry and Stephanie Bishop by a whisker. Last year's winner Bob Hargreaves was going well until he hit a wall.

TOWERS LECK TROPHY
Apr 27/28

1, John Easson/Andrew Kellett (Ford Escort RS 2000), 6m52s; 2, Richard Fry/Stephanie Bishop (Talbot Sunbeam RS), 11m34s; 3, David Scaife/John Mercer (Ford Escort RS), 11m40s; 4, 'Tot' Dixon/Colin Barr (Vauxhall Cavalier), 13m52s; 5, John Heward/Stuart Lawrenson (Ford Escort 2-litre), 15m24s; 6, Steve Egglestone/Les Percival (Ford Escort 1300), 15m40s.



OFF-TRACK SPORT

DOUNE HILLCLIMB

Snow Doune showdown

Drivers competing in the second round of the Scottish Hillclimb Championship at Doune had a new experience courtesy of the weather — climbing in snow showers which worsened as the meeting progressed. Fortunately most of the 97 competitors exercised the requisite caution on the treacherous track, so much so that the competition runs were completed surprisingly early.

As is the norm in Scotland, Road Saloon classes enjoyed exceptional support. In the up to 1300cc group, Doug Dawson in the colourful Aberdeen Motors MG Metro put in a resounding second climb to take the class from the Freight Express Mini of David Seaton.

The up to 1600cc class saw Mike Rattray well in command, his Escort more than a second faster on both climbs than that of Mike Connon who needed his second attempt to demote the Fiesta of Kevin Tawse.

Rattray — fastest Road Saloon driver.



Class record holder Graham Kinghorn had little difficulty heading the over 1600cc category, leaving Neil Gammie to fight ahead of Alistair Gray to make it an Escort 1-2-3, while Michael Stewart brought his Viva Ecosse in to fourth place, a couple of seconds in hand over the exuberantly driven Rover 3500 of Jamie Gibbon.

Edinburgh butcher Harry Simpson was in a class of his own in the Small Special Saloon class, taking his Camargue Imp to victory by 8 secs from the raucous Mini Cooper S of Nigel Clegg, while the over 1300cc class fell to the 1340cc Mini of Sandy Robertson, who needed a second run to ease in front of the 1650cc Escort of Derek Brown.

Raymond Stewart showed the way in the up to 1500cc Road Sports class, his Clan Crusader fleeter by over a second than a gaggle of Ginettas headed by class holder George Ritchie, while Kenneth Gibson was mightily pleased with third.

The healthier bigger capacity class was the province of Ian Gardner, his Lotus 7 having over 5 secs in hand over the neatly driven Marlin of Graeme Sight, as Graham McCallum found the conditions on the final climb not to the liking of his Porsche 911.

Entries were thinner in the modsports classes, but John Bothamley, on his first hill climb in the immaculate Bilston Davrian, had things well in hand to take the smaller capacity section ahead of the Rover-engined Dutton of Alistair Jack.

Times dropped with the arrival of the Clubmans class — Kenny Allen's Vision V84A posting the first sub 50 secs climb, leaving Allen Johns some 5 secs slower in his Mallock.

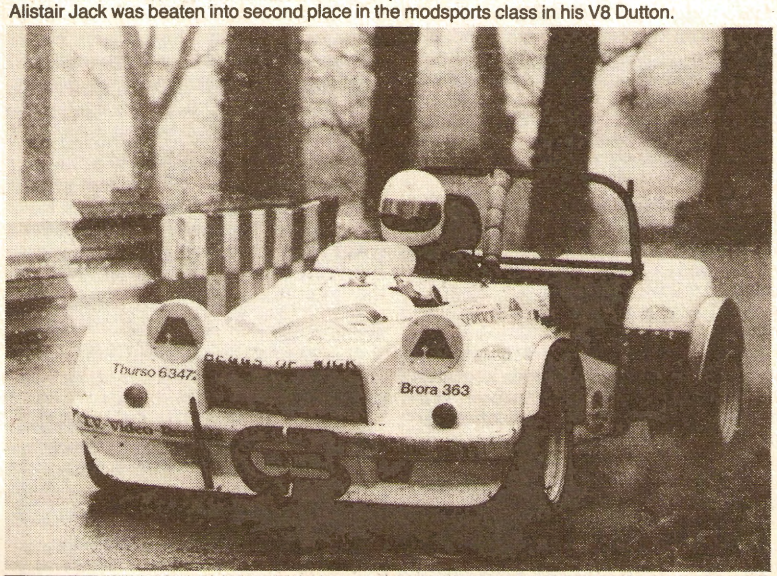
It took a well judged climb by Tim Thomson in the Guyson Pilbeam MP50 to beat Allen's time. While Jeroen Gusdorff led the half dozen TR Register competitors in his TR6, which even had the measure of record holder Gilbert Campbell's TR5.

BILL HENDERSON



Tim Thomson powers the Guyson Pilbeam MP50 through the snow to BTD.

Alistair Jack was beaten into second place in the modsports class in his V8 Dutton.



DOUNE, Apr 28, LCC

BTD: Tim Thomson (2.8 Pilbeam-Hart MP50), 48.57s.

Class winners: Doug Dawson (1.3 MG Metro), 61.88s; Harry Simpson (1.2 Camargue Imp), 54.65s; Mike Rattray (1.6 Ford Escort), 58.15s; Sandy Robertson (1.4 Mini Cooper S) 58.81s; Graham Kinghorn (2.0 Ford Escort RS), 59.06s; Raymond Stewart (1.0 Clan Crusader), 58.89s; John Bothamley (1.0 Bilston Davrian), 57.88s; Iain Gardner (1.6 Lotus 7), 55.12s; Alistair Jack (3.5 Dutton Phaeton), 61.79s; Kenny Allen (1.7 Vision V84A), 49.48s; Bill Wood (1.6 Mallock), 52.12s; Bob Hutchison (1.6 Tecno), 60.40s; Peter Speakman (1.6 Brabham BT18), 58.52s; Jeroen Gusdorff (2.5 Triumph TR6), 66.94s.

Thomson — victory at 9secs off the pace.



TAURUS AUTOTEST

No change

Victory in Telford AC's Taurus Autotest went to championship leader Dave Haigh who led throughout in his Special, beating James Gillen by 11 secs after the 13 tests.

Last year's champion John Underwood used his rallying Nova to take a close second in class behind the Polo of John North, while Mike Jordan won the large saloon class from his great rival Arthur Robinson by the large margin of 16secs.

In the sports cars Kevin Savage led throughout, although both Malcolm Livingston (Lotus 7) and Steve Powell (Midget) were close behind, 10secs covering all three at the finish.

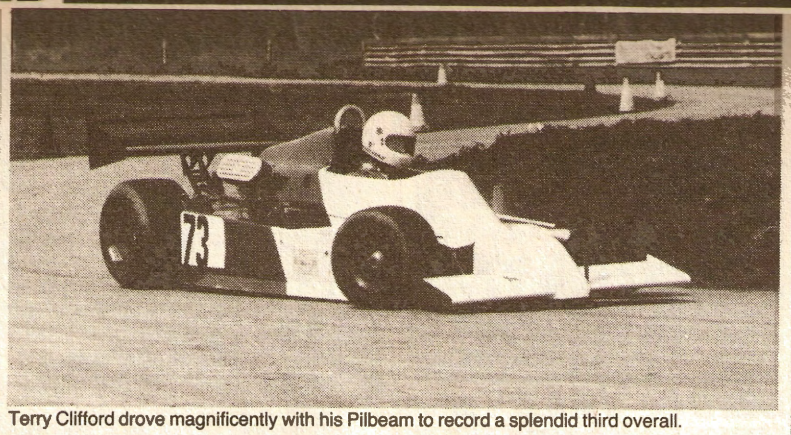
DAVE ALLITT

TAURUS AUTOTEST
Apr 28

BTD: David Haigh (Haigh Special), 505.3secs.
Class Winners: Dave Everett; John Larkin; John North; Mike Jordan; Kevin Savage; James Gillen.

CURBOROUGH SPRINT

Rampant Rowan



Terry Clifford drove magnificently with his Pilbeam to record a splendid third overall.

The fact that the Midland AC had attracted a full and competitive entry for the first round of the Warecrete British Sprint Championship appeared to worry Ray Rowan not a jot. The Walsall driver was in rampant form with his GKN Technology Toleman, posting the only sub 30s run of the day during the class runs, and backing this up with a fiery opening assault in the championship section to ensure that he secured maximum points, from the McRae GM1 of Roy Lane. The highly competitive nature of the championship was more than underlined, with just 0.2sec separating the third placed man from the ninth, including several drivers who produced their best drives to date.

The meeting was also the opening round of the Pubs 'n' Clubs Sprint Leaders Championship, providing some entertaining sprinting. The small special saloons produced a re-run of the opening events of the season on the hills, Dave Whitehead powering his Chrysler Stiletto to another victory with two rapid, but smooth runs. Dave Hocknell's Ford Escort and the Maguire Imp of Mervyn Brake amused themselves with a scrap for second spot, the Escort driver emerging ahead after both drivers had indulged in a little cone bashing and penalty collecting. While the Vauxhall Chevette of Paul Clarke produced two absolutely on-the-limit runs in the large special saloon car class to dispose of his co-driver Wrideway Horton, leaving the well driven road going Capri of Chris Milner to take third.

The small modsports class was a Bob Dayson benefit throughout, the Cougar Developments Caterham leading on both runs and heading home the Midget of John Hawley by nearly 2secs, the very fleet Lotus 7 of Michael Steele completing the top three. The first runs from the large modsports cars saw the Porsche 911RSR of John Hunt *just* fending off the Ginetta G4 of reigning Sprint Leaders champion Jeremy Goodman. A fine second run from the Caterham of Sam Hill usurped both these times, but he could not retain the lead as Goodman slipped ahead by 0.37secs, only to see Hunt secure the class with nearly half a second to spare.

The Clubmans cars were, as ever, flying, David Grace taking command to secure victory from Nick Whale. Peter Harper, who had trailed Whale by just 0.09secs on the first runs, was sidelined with a misfire. Basil Pitt repeated his Wiscombe Park form, the Datalinski rushing to victory in the 1600cc sports racing car class from Paul Bason whose Myers Special just held Deryk Young at bay. With the new Pubs 'n' Clubs Martin BM24 of Colin Cordy and Trevor Panter still incomplete, the large sports racing car class saw Jim Robinson and Charles Wardle 'test' their Mallock-Hart, with extremely successful results, Wardle producing a storming second run which disposed of his co-driver by 0.8secs.

Having led the 500cc single seater class at the end of the first runs Trevor Hulks looked the hot favourite, but John Tibbenham threw all caution to the winds and his Kieft pipped Hulks. Not unexpectedly the 1100cc single seater class fell to the Delta T824 of Richard Homer from Tom Yapp, at the wheel of his former Ginetta, the latter holding at bay the Reynard of Gordon Marston. Tony Southall was the man in form when the 1600cc single seaters took to the course, with his Mitchell Cotts March posting the second fastest qualifying time for the run-off. Southall's nearest opponent, the Chevron of Stuart Ridge, trailed by 1.7secs and in turn held a comfortable margin over the amazing Elfin of Jonathan Toulmin.

The opening run of the day from Ray Rowan was superb, the Toleman clipping the 30s barrier. With his regular Steel King Pilbeam-BMW sidelined, Roy Lane fielded his magnificent McRae GM1-Chevrolet which burbled its way to second place, 1.5secs down on Rowan, but with 0.75sec in hand over the Warecrete-Lola of David Render, under a fair amount of pressure from the March-Hart of Rodney Eyles. They were well clear of the turbocharged March-Rover of former motorcycle racer Roy Woodhouse.

With rain spots in the air, the top 12 assembled for the first Warecrete run-off of the year. Having qualified 12th, Terry Clifford moved up at least three gears, clipping the 33s barrier to elevate him to a magnificent third place overall. Not to be outdone, the twin cam powered Datalinski of Basil Pitt also eclipsed its qualifying time, failing by just 0.15secs to emulate Clifford—sixth place. Jonathan Toulmin pushed on well with the Elfin, but just missed a points scoring position. The 500+ bhp Lyncar-DFL of Ken Ayers closed to within 0.2secs of the sixth placed Pitt, only to find that he was still 10th at the end of the day. The final run from Roy Woodhouse saw a dramatic improvement, exactly equalling Pitt's time, but he was to lose sixth place on aggregate. Peter Harper again produced two hard trying runs with the Clubmans Mallock to take a tremendous fifth place. Stuart Ridge was also trying hard, the Chevron on the limit through Paddock Bend, but although he just clipped the 33s barrier he failed by 0.02secs to challenge the sixth and seventh placed men. Having qualified so well, Rodney Eyles could not emulate his class times, failing by 0.03secs to match Ridge — ninth place. It really was close.

The first runs had seen David Render's Lola tied with the Datalinski for fourth place but the former sprint champion only found a 0.14secs improvement, although this was enough to head Harper by 0.07secs and take fourth place, missing Clifford's earlier time bu just 0.01secs. During Roy Lane's first run, as he was driving down the middle of the road, a cone jumped out and hit him (well that's his version). He made no mistakes on the second, the McRae bringing back happy memories of the mid 1970s as it hammered down the final straight into second place. Tony Southall's first run was ruined by a bad misfire, but the Mitchell Cotts March was in full cry on the second. It was not to be Tony's day, however, for the car got away from him on the approach to the chicane and he spun out of contention and the championship points. And then there was Ray Rowan, his passage through Paddock Bend on full power with more than a little opposite lock was incredible, as was the rest of his first and only run. Having set the pace with more than 1sec to spare, Ray decided to miss the second run.

Certainly Rowan dominated the runn-off, but the battle for the mid-field places was titanic, let's hope the rest of the Warecrete series can produce such splendid action.

ROBIN BOUCHER

CURBOROUGH, Apr 28, Midland AC

BTD: Ray Rowan (2.5 Toleman-Hart TG280H), (1.6 March-BDA M5), 39.86s.

Warcrete British Sprint Championship Round One: 1, Rowan, 30.19s; 2, Roy Lane (5.0 McRae-Chevrolet GM1), 31.25s; 3, Terry Clifford (1.6 Pilbeam-BDA MP45), 32.80s; 4, David Render (2.8 Lola-Hart T560), 32.81s; 5, Peter Harper (1.7 Mallock Ford-U2 Mk21/24B), 32.88s; 6, Basil Pitt (1.6 Datalinski-Ford TC), 32.95s; 7, Roy Woodhouse (3.5t March-Rover 772), 32.95s; 8, Stuart Ridge (1.6 Chevron BDA B45/47), 32.97s; 9, Rodney Eyles (2.5 March-Hart 772), 33.00s; 10. Ken Ayers (3.9 Lyncar-Cosworth DFL MS84), 33.15s; 11, Jonathan Toulmin (1.6 Elfin-Ford TC 600B), 33.73s; 12, Tony Southall (16. March-BDA M5), 39.86s.

Class Winners: Dave Whitehead (1.3 Chrysler Stiletto BDH), 35.41s; Paul Clarke (2.6 Vauxhall Chevette), 35.19s; Bob Dayson (1.6 Caterham 7-Ford TC), 36.09s; John Hunt (32. Porsche 911RSR), 34.81s; David Grace (1.7 Mallock-Ford U2 Mk14/25), 32.63s; Pitts, 33.80s; Charles Wardle (2.2 Mallock-Hart U2 Mk21), 31.28s; John Tibbenham (0.5 Kieft F3), 39.55s; Richard Homer (1.1 Delta Hartwell-Imp T824), 35.15s; Southall, 31.22s; Rowan, 29.84s.

HSA Driver of the Meeting: Charles Wardle.

CURBOROUGH SPRINT

Top Mark

A miserable damp morning's practice gave way to a very blustery afternoon's sprinting, although a high quality entry was rather depleted by non arrivals.

One of the highlights was a superb display of car control by BTRDA rally competitor Paul Dyas, fresh from his top 10 placing on the Plains Rally, Dyas excelled in both wet and dry conditions.

Fastest overall in the Championship runs was the March-Offenhauser of Roy Woodhouse. The March was also pedalled by Mark Lawrence, and indeed it was Lawrence who took the fastest time of the day in an unofficial top 10 run off. His time of 33.84s was 0.3secs quicker than Woodhouse.

One cannot close without mention of Herbert Shepherd, who once again beat all comers in the sportscar class.

PETER SCHERER

CURBOROUGH SPRINT Apr 21

BTD: Mark Lawrence (March-Offenhauser), 33.84.

Class Winners: John Harding (XR2), 46.85s; Arthur Thompson (Porsche 924), 46.96s; Herbert Shepherd (Jaguar E type), 40.82s; Martin Brobyn (Mini), 41.73s; Paul Dyas (Ford Escort), 39.12s; Paul Green (Lotus 7), 40.56s; John Webster (Imp), 40.98s; Ian Scrivens (Ford Escort), 47.22s; Stuart Nix (Terrapin N85), 38.04s; Charles Williams (Argo JM4), 36.29s; Roy Woodhouse (March), 35.07s; Carl Stone (Imp), 42.58s; Brian Kenyon (Sprite), 39.29s; George Swinbourne (Ford Escort), 38.39s.

DERBYSHIRE TRIAL

Bricknell's back on top

Roger Bricknell won the Lancs & Cheshire MC's Derbyshire Trial held at Averill Hillside near Longnor after a superb last round which enabled him to overtake Julian Fack.

The event attracted 46 starters and eight hills were laid out to be attempted three times. After the first two rounds it was Julian Fack leading from Bricknell.

The final round saw a superb display by Bricknell in the tricky conditions, dropping only one and taking the premier award by two marks from Julian Fack who had dropped 13. Chris Highwood finished third ahead of John Sheldrick, Ivor Portlock and Robin Alexander. In seventh place came Brian Thornton followed by Hugh Pollard, Ken Harrison and Geoff Rawson.

DON WILLIAMSON

Bricknell — superb last round.



DERBYSHIRE TRIAL Apr 28

1, Roger Bricknell/John Bosworth (Facksimile), 37pts; 2, Julian Fack/Meg Marrion (X-Factor), 39pts; 3, Chris & Denise Highwood (Sherpa), 54pts; 4, John Sheldrick/David Howitt (Facksimile), 58pts; 5, Ivor & Jill Portloek (Kincraft), 60pts; 6, Robin Alexander/Julie Harrison (JABS), 61pts.

KIRKISTOWN SPRINT

Turbo charge

Robert McGimpsey opened his 1985 account at Kirkistown with a decisive win, although not before Ronnie and Alan Maybin had made life difficult for him.

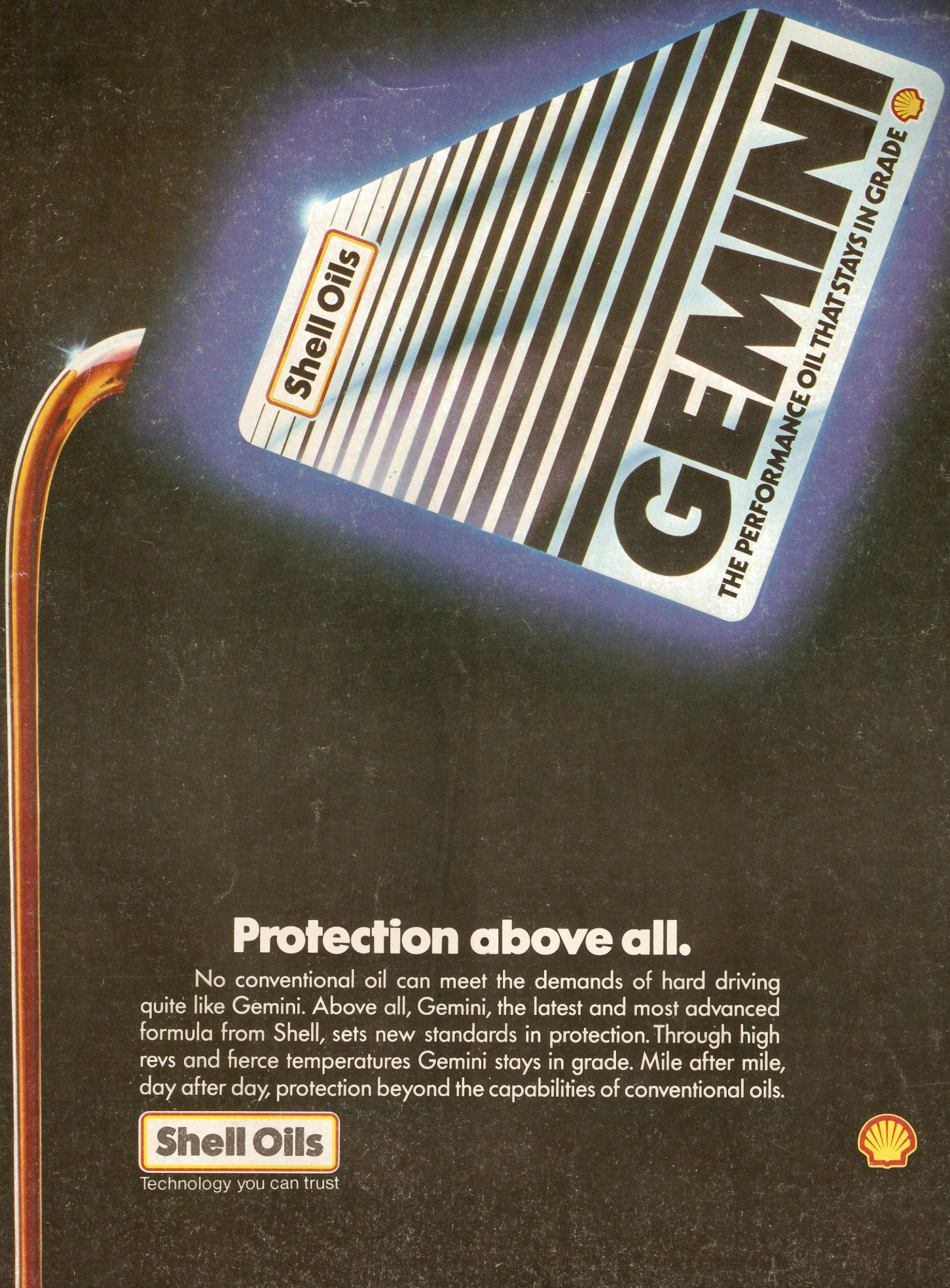
Ronnie Maybin had been fastest on the first run, more than 1.5secs ahead of McGimpsey, with the surprisingly rapid Delta, but 'Turbo Sam' responded by turning up the boost on his home brewed Turbo BDA and removed some rear wing to gallop home a full 7secs in front. Ronnie Maybin eventually took third spot, failing to improve on his second run, while son Alan moved ahead. Fourth after a typically clean run was Jackie Harris, the former Mini driver beating Alex Furphy and another single seater debutant, John Henry the latter 'guesting' in Bertie Spring's car.

RICHARD YOUNG

KIRKISTOWN SPRINT Apr 20

1, Robert McGimpsey (1.6 Crossle 26F-BDA t/c), 2m30.2s; 2, Alan Maybin (2.0 Delta T81), 2m37.3s; 3, Ronnie Maybin (2.0 Delta T81), 2m39.5s; 4, Jackie Harris (2.0 Crossle 56F), 2m42.3s; 5, Alex Furphy (1.8 Mallock Mk20), 2m48.6s; 6, John Henry (2.0 Crossle 51F), 2m49.2s.

Class winners: George McCrea (1.0 Davrian Mk7), 2m49.6s; Roy Hylands (1.3 BL Mini); Seamus Carey (1.6 Talbot Sunbeam Ti); Kenny Colbert (2.2 Talbot Sunbeam Lotus), 2m51.0s; Robin Walsh (1.6 Opel Kadett); Brendan McGrath (2.0 Ford Escort RS2000); Michael Beattie (1.6 Image FF1); Harris; McGimpsey. Ian Moore (1.3 MG Midget).



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