OCTOBER 24 1985 80p

AUTOSPORT

CORR





MANSELL'S DOUBLE

GUGELMIN INTERVIEW ◆ MOTOFAIR ◆ METROS IN WALES

COMPLETE FF FESTIVAL SPECTATOR GUIDE

RAC AUTOSPORT Shell Oils NATIONAL RALLY CHAMPIONSHIP

October 24, 1985 Vol 101 No 4

AUTOSPORT

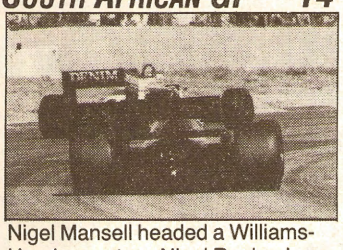
PIT & PADDOCK 4

International racing newsline — Lauda reconsiders retirement decision and talks with Brabham — Beatrice team prepares for F1 Ford V6 — Toleman's engine dilemma — F3 drivers in Ricard F3000 tests — Indycar series 1986.

COMMENT 12

Our view on a major story of the motorsport week — Your opinions via the postman — The scene 10, 20 and 30 years ago this week — *Catchpole*'s regular slot.

SOUTH AFRICAN GP 14



Nigel Mansell headed a Williams-Honda one-two. Nigel Roebuck watched as the British driver made it two wins from as many races.

SPECIAL STAGE 22

Our rally team brings you the very latest news — Kankkunen heads for Peugeot — Mikkola definite for Lombard RAC — McRae's Ford RS200 for Open series — Wood's Golden Wonder 6R4.

AUDI SPORT RALLY 25



Tony Pond and Marc Duez dominated the final round of the RAC Shell Oils AUTOSPORT National Rally Championship to give Austin Rover a much-needed confidence boost in the run-up to the RAC. Keith Oswin was in Wales — again.

MAURICIO GUGELMIN 28

The British Formula 3 champion of 10 days hopes to follow compatriots Nelson Piquet and Ayrton Senna to F1, as Rob de la Salle reports.

MOTORFAIR 30



Our ace team of lensman Jeff Bloxham and artist-with-words Mike McCarthy, set loose in the vastness of Earls Court to bring you this report.

FORMULA FORD FESTIVAL GUIDE 35

This weekend at Brands Hatch is the biggest in Formula Ford racing anywhere in the world. We present our detailed spectator guide to the Formula Ford Festival.

FF PREVIEW 41

Tony Dodgins outlines the prospects as the sport's young chargers assemble for the main chance to make a name for themselves.

FF DRIVERS 43

Pen portraits of 12 of the men most likely to succeed at Brands Hatch, and to go on to win a Formula 3 test.

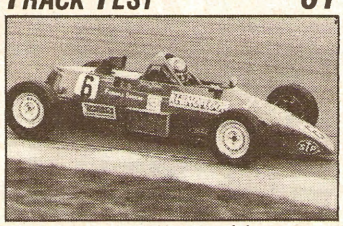
FF CHASSIS 44

At-a-glance guide to all those competing chassis at the weekend.

FF LAP OF BRANDS 46

Having regularly instructed at the Brands Hatch racing school, Tim Jones guides you round a lap of the circuit in his Van Diemen RF85.

TRACK TEST 51



The emergent marque of the FF1600 season has been Quest Racing, so Marcus Pye went to Brands Hatch to put the latest cars through their paces.

INSIGHT: VAN DIEMEN 54

The winningest manufacturer in Festival history is based at Snetterton and still rules the roost from Norfolk. Tony Dodgins finds out from Ralph Firman why his cars will start as favourites this time around.

FF SUPPORT EVENTS 58

Ford competition cars of all shapes and sizes will add variety to Sunday's Brands Hatch diet, as Bruce Jones reports.

PURELY PERSONAL 63



Ian Phillips threw caution to the winds and, one hand on his wallet, flew off to Curacao. When he found the island, things were surprisingly well organised — despite the occasional hiccough . . .

JARAMA ETC 68



The championship may have been lost but Tim Walkinshaw and Win Percy made a point in Spain. Our suntanned scribe Joe Saward was there.

SPORTS EXTRA 71

News of British national competition Swift's race debut at Thruxton — Blundell to AER for *Grandstand* series.

SPORTSCARD 72

International and national sports reports from all over the world — Lammers wins Renault Europa Cup finale at Vallelunga — Francevic — Petch open Kiwi saloon series — Waltrip turns the screw — Gachot clinches RAC/TT championship — Pratt takes final Racing Displays.

FRONT COVER

The first Grand Prix victory is the hardest to win — but it seems that Nigel Mansell now finds the going easy. His Williams-Honda is pictured on its way to last Saturday's Kyalami victory. Below: Mansell (right) celebrates with team mate Keke Rosberg and third-placed Alain Prost. Photos: IPA. Report: p14.

NEXT WEEK

Nigel Roebuck looks back at the superb South African GP in *Fifth Column* — Full coverage of the Formula Ford action at Brands Hatch — International F3 challenge at Paul Ricard — Australian Grand Prix background — Ford Sierra 4x4 on test — Plus all our regular news and features*

*These items correct at press time.

Editor Quentin Spurring
Deputy Editor Peter Foubister
Grand Prix Editor Nigel Roebuck
Assistant Editor Marcus Pye
Technical Editor Mike McCarthy
Racing News Editor Ian Phillips
National Rallies Editor Keith Oswin
Production Editor Ralph Morton
Photographer Jeff Bloxham
Editorial Assistants Bruce Jones, Joe Saward, Tony Dodgins
Editorial Secretary Michele Losse
Publishing Director Eric Verdon-Roe
Managing Director Simon Taylor
Group Advertisement Manager Tony Schulp
Advertisement Manager Martin Nott
Display Advertising Simon Sanderson, David Ryan, Gary Barak
Classified Advertising Paul Senn Steve Luengo Paul Adams Ian France Simon Rhodes
Production Nick Killeya

CORRESPONDENTS
North America: Gordon Kirby. **Australia:** Bob Jennings. **Italy:** Pino Allievi. **Japan:** Kunihiko Akai. **New Zealand:** Peter Greenslade. **South Africa:** Colin Windell. **West Germany:** Wolfgang Monsehr. **Midlands:** Derek Hill. **North:** Paul Boothroyd. **Eire:** Brian Foley. **Scotland:** Bill Henderson. **Ulster:** Esler Crawford. **Track Tests:** Tiff Needell.

Published every Thursday by: Haymarket Publishing (1980) Ltd. **Editorial, Advertisement, and Circulation** 38-42 Hampton Road, Teddington, Middlesex TW11 0JE (telephone: 01-977 8787; telex 8952440). **Back Numbers & Subscriptions:** Autosport Subscriptions Dept., Haymarket Publishing Ltd, 12-14 Ansdell Street, London W8 (telephone: 01-937 7288). **Subscription (per annum):** UK £53, Europe and overseas surface £60, Airspeed USA $115, Airspeed Canada/Mexico $140, Airmail — Middle East £72.50, South America, Africa, India £83, Japan, Australia, Far East £93, USA $160. **US Mailing Agent:** Expediters of the Printed Word Ltd; 527 Madison Avenue, Suite 1217, New York, NY 10022. Second Class Postage paid at New York, NY USPS No: 454 280. Postmaster: send address corrections to Autosport, c/o Expediters of the Printed Word Ltd., 527 Madison Avenue, New York, N.Y. 10022 (U.S. Mailing Agent). **Printed in England by:** Thamesmouth Web Offset, Basildon, Essex. **Colour sections printed by:** B. R. Hubbard Ltd., Callywhite Lane, Dronfield, Sheffield. **Photosetting by:** Quickset, 184-186 Old Street, London EC1. Registered at the PO as a newspaper.

Reprinting in whole or in part of any matter appearing in AUTOSPORT is forbidden except by permission of the publishers. © AUTOSPORT 1985.

ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

Lauda tempted back by Olivetti Brabham offer

Niki Lauda *is* having second thoughts about retirement. At Kyalami he said he would be having a further meeting with Bernie Ecclestone about joining Brabham for 1986. Provided that Ecclestone can raise the necessary finance — believed to be at least $5.5m — the three-time World Champion may well return to the team he walked out on six years ago.

At the weekend Niki insisted that nothing had yet been fixed. "I've been away from racing for five weeks," he said, "and during that time never gave a thought to changing my mind. But this morning I walked into the pits, and it suddenly hit me: what am I doing? Why not try for a fourth World Championship?

"At the same time I keep thinking I should stop — I've made the decision, and I should stick to it. Who knows what will happen? I have to speak to Bernie some more . . ."

After allowing Nelson Piquet to call his bluff, the forthcoming Brabham-BMW BT55 is Ecclestone's most important asset in his desperate attempts to sign a topline driver. Without a top six man, Bernie risks losing the financial support of Olivetti, who were deeply unimpressed when he let Piquet go. Olivetti's rumoured reluctance to help Ecclestone find Lauda's fee is not unconnected with the fact that they could have retained Piquet for less than half the sum being demanded by Niki.

Niki — undecided



Speculative details of the BT55 suggest a much smaller — and much more radical — car than the existing BT54. We understand that the BMW 4-cylinder engine is to be mounted *on its side* (canted over on the exhaust side), and the car will use a new Weismann transverse gearbox. The BT55's wheelbase is approximately 10ins shorter than that of the current car.

Lauda has been tempted before to drive a radical new Brabham. He left Ferrari at the end of 1977 to race Gordon Murray's technically advanced Alfa Romeo-powered BT46, which initially featured such trick stuff as surface air cooling, digital instrumentation and built-in jacks. These features never worked as intended, and were soon abandoned. But Niki has always been attracted by novelty — and this may well be playing a part in his uncertainty about quitting. That, and the thought of more than $100,000 a week . . .

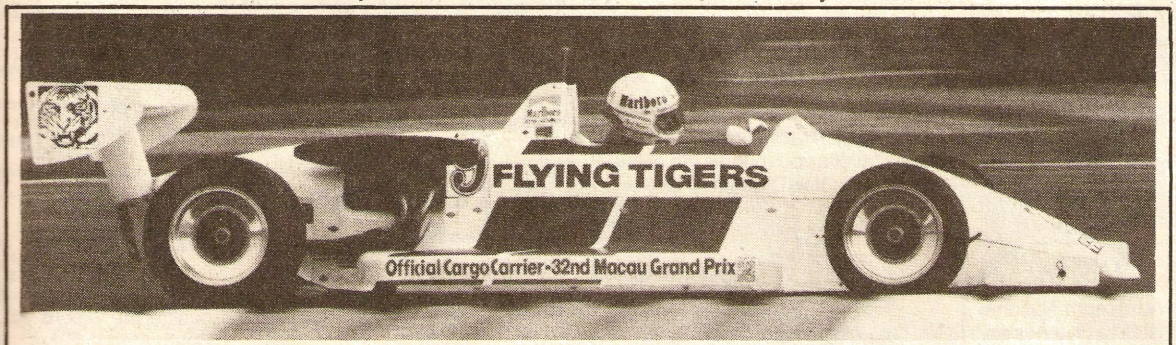
Beatrice prepare for Ford Cosworth V6 turbo tests

The first mock-up of the eagerly awaited V6 Cosworth-Ford F1 turbo engine has already been delivered to the FORCE factory in Woking. Security remains tight, however, and the engine is so secret that access to it is restricted to the handful of FORCE staff who possess coded access cards to the area where it is kept.

FORCE's so-called Lola chassis will race at Adelaide next week for the last time with Hart power. Team manager Teddy Mayer announced two weeks ago at Brands Hatch that the team's two 1986 entries for Alan Jones and Patrick Tambay would be powered exclusively by Ford. The existing Neil Oatley-designed chassis needs only minor changes to accommodate the new V6.

Meanwhile, Mayer has arranged for the first track tests of the Lola-Ford to take place in America as soon as possible after Adelaide.

No formal press unveiling of the Ford engine is expected. Indeed, we may have to wait until the first Grand Prix of 1986 before it is unveiled. The only clue to its appearance comes from Alan Jones, who is obviously impressed by its small size. "It makes the Hart engine look like a Cummins diesel," he remarked at Kyalami.



Rene tries Macau Ralt



A relaxed Rene Arnoux was at Silverstone on Tuesday for his first run in the Murray Taylor Racing-owned Flying Tigers F3 Ralt which he will drive in next month's Macau Grand Prix. The little Frenchman was quickly into his stride (above) and keen to discuss development of the RT30 with Taylor (right), through his interpreter, French FF1600 driver Rudy Thomann (centre), also based at the circuit.



Berger — Toleman's choice?

BMW for Toleman?

A continuing series of problems with engines (two of which blew up within four laps of the start of the South African GP) means that there is very little likelihood of the Toleman team continuing its five-year association with Brian Hart in 1986.

Negotiations are continuing between Toleman and Hans-Peter Flohr, the commercial director of BMW Motorsport, for Toleman to become the second F1 team to be supplied with the Munich factory's powerful engines. Toleman has been promised sufficient sponsorship for the BMW project by the Italian knitwear company Benetton.

Adding strength to the rumours of Toleman getting BMW engines was the sight (at Kyalami) of Arrows boss Jack Oliver paying an unusually long courtesy visit to Ron Dennis of McLaren. It is speculated that Oliver was trying, like several others have done before, to persuade Dennis to let him buy TAG engines.

In Italy, rumours continue to circulate to the effect that Toleman will be using the unseen Alfa Romeo four-cylinder F1 engine. Although Alfa's attempts at breaking into F1 since 1980 with a range of aspirated and turbo engines have proved farcical, the new "four" would have the advantage of being cheap, if not free.

No drivers have yet been named by Toleman for 1986. It is known, however, that the team would like to retain Teo Fabi's services. If BMW agrees to supply engines, the chances are that they would like to see Gerhard Berger in the second car.

Dumfries at Lotus?

Johnny Dumfries is the flavour of this week concerning the prized vacant seat alongside Ayrton Senna at John Player Team Lotus next year.

The Scot admitted at Curacao recently that he had one possible opportunity to get into Grand Prix racing next year, and it became apparent at Kyalami that this was at Lotus where sponsors Players are keen to have an English speaking driver.

Privately, JPS personnel are saying that Derek Warwick is the man they want, and few believe that any other option is very serious. Senna is pushing the case of Mauricio Gugelmin if the decision is taken to have a driver with no Grand Prix experience.

Kyalami or Buenos Aires for 1986 F1 season opener?

FISA's decision to list either South Africa or Argentina as the venue for the first Grand Prix on the 1986 calendar has started something of a contest between the two countries on opposite sides of the South Atlantic.

The weekend in question, March 8/9, appears to favour both parties. The Automovilclub Argentino has already asked FISA circuit inspector Derek Ongaro to check out the on going suitability of the familiar Autodromo Municipal in Buenos Aires's Parque Almirante Brown for a race. In South Africa, the GP's sponsor, Southern Sun Hotels, has said that it would be happy to have the race on that date, in spite of several other local promotions in which it is involved at the beginning of March.

Politics could affect both events. Argentina is still technically at war with Britain following the 1982 Falklands war, while social unrest in South Africa continues to monopolise the attention of the media.

Ultimately, the decision will probably depend on cash. Even though the Rand has collapsed in less than 12 months to less than half its former value against the dollar, South Africa's financial difficulties are as nothing in comparison with the inflation and financial chaos of Argentina, which has not been able to afford a Grand Prix since 1981.

Nevertheless, it promises to be an interesting battle between these two racing-mad countries.



Lees — Macau F3 drive with Hayashi.

Hayashi for Lees

What organiser Barry Bland expects to be the final changes to the Macau F3 GP entry were made last week.

Geoff Lees, winner of the race for the Theodore team when it was run for Formula Atlantic cars, will replace fellow Japanese exile Eje Elgh in the works Hayashi-Tom's/Toyota. The Swede has a clashing sports car commitment in Japan.

Italian Marco Apicella, meanwhile, winner of the most recent non-championship F3 race in Italy in a new Dallara (which replaced his Reynard), is taking the place of Alex Caffi.

Raphanel to graduate

French F3 Champion Pierre-Henri Raphanel confirmed at Croix-en-Ternois last weekend that he would be moving into Formula 3000 next year.

Raphanel will drive for Hughes de Chaunac's ORECA team, having given them their third national F3 title in four years this season. De Chaunac is due in Britain this week to tie up which chassis the Magny-Cours team (likely to be three cars strong) will use in F3000 next year. Michel Ferté and Olivier Grouillard are expected to be Raphanel's partners in the team.

F3000 tests extended

Marlboro have opened their F3000 test drive prize to the winners of the European F3 championships. Originally the British, French and Italian champions, plus the European Cup winner, were scheduled to stay at Paul Ricard for the test next Monday but it has now been extended to include the Swedish, Swiss and German Champions.

The Marlboro backed ORECA and Onyx F3000 teams will have a total of five March 85Bs present for the test which is also being supported by Avon. Each driver will have 20 laps in an ORECA car and 20 in an Onyx car during the day.



Sadly, the Formula 3 Euro Cup will be without the British F3 teams, put off by the open tyre regs.

No Britons in Euro F3 Cup

FISA's Formula 3 European Cup takes place at Paul Ricard this weekend, but sadly there will not be any British Championship contenders taking part.

This one race meeting takes the place of the former European Championship series and it was intended that the top six from Europe's six national F3 championships should take part. France, Switzerland, Germany, Italy and Sweden are all sending their full quota of drivers for the event which has been boycotted by the leading British teams.

The race is unfortunately being run to an open tyre regulation as is the annual Monaco race and this, more than any other aspect, is what has put the British contingent off. "Even if it had been run with everyone running on Michelin control tyres we would have been more interested", said British Championship winning entrant Dick Bennetts. "The other thing is that while the race is offering excellent prize money, there is actually nothing paid for just being there. As the race was not part of Gugelmin's original budget we just cannot afford to go."

A total of 29 drivers are expected to take part in Sunday's race and the majority of them will probably use Michelin tyres with the exception of the Swedish-based entrants who will almost certainly be supplied — like their champion Danielsson (see separate story) — by Bridgestone.

IMSA GTP March flies

Although it is unlikely that the works March-BMW IMSA team will make its debut this year, plans for the two car assault on the championship next year are well advanced.

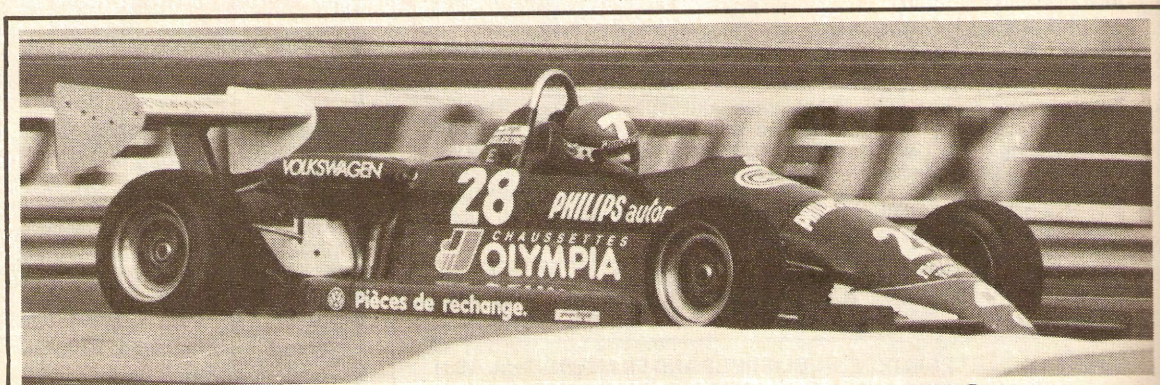
Although the drivers line-up has yet to be formalised we understand that the pairings will be David Hobbs/John Watson and Davy Jones/Michael Andretti.

The team is being run from McLaren Engines's base in Detroit and Tom Klausler has already tested a March 85G fitted with a 2.1 litre version of Paul Rosche's turbocharged 4-cylinder engine. The combination has shattered circuit records everywhere it has run . . .

'86 CART programme

Nice to see that some people are capable of finalising a championship calendar in good time. Next week CART will announce the following race dates for 1986:

Mar 30	Phoenix
Apr 13	Long Beach
May 25	Indianapolis 500
Jun 01	Milwaukee
Jun 15	Portland
Jun 29	Meadowlands
Jul 06	Cleveland
Jul 20	Toronto
Aug 03	Michigan 500
Aug 17	Pocono 500
Aug 31	Mid-Ohio
Sep 07	Elkhart Lake
Sep 14	Sanair
Sep 21	Michigan 200
Oct 05	Laguna Seca
Oct 26	Phoenix
Nov 09	Miami

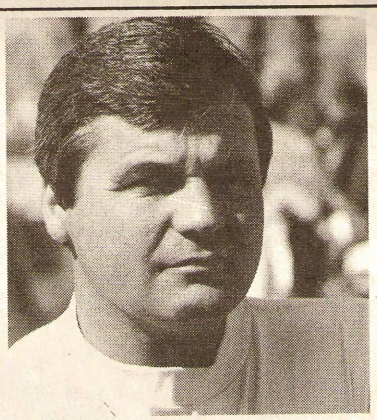


Thackwell reacclimatises to F3

The rivalry between the Philip Morris and British American Tobacco-backed teams at Macau next month will be more intense than ever, if recent testing rivalry is anything to go by. Mike Thackwell, unofficial 'number one' in the Eddie Jordan/Dick Bennetts-run Marlboro equipe was out at Silverstone this Tuesday in Dominique Delestre's French championship Ralt RT30 (above), while Dave Price was represented on the day by Johnny Dumfries in one of his three Viceroy-liveried Reynard 853s. Both put in some rapid lappery. . .



The Holden Commodores are coming to Europe! The Australians hope to make an impact in ETC.



Jones — ETC in '86.

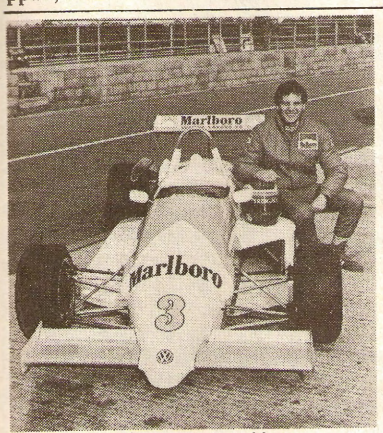
All-Australian team to run Holdens in Europe

An ambitious all-Australian onslaught on the 1986 European Touring Car Championship was announced in Sydney, last Friday, by the country's Minister for Sport, Recreation and Tourism, Mr John Brown.

The first Australian National Motor Racing Team, comprising Alan Jones, Dick Johnson, Allan Grice, Vern Schuppan, John Brown and John Smith, will campaign Group A Holden Commodore V8s in both the ETC and the Australian Endurance series.

The programme is expected to bring international recognition for the Australian motor industry, whose Holdens have built up a tremendous competition record in national events over many years. Sponsorship for the venture has been pledged by Australian industry, with the full support of the Government itself and, of course, the Confederation of Australian Motor Sport.

It is anticipated that this World class team, with its rugged machinery, will make a major impact on the ETC scene next year, at the start of a major plan to lift the proposed World Touring Car Championship crown in future seasons.



Gugelmin — with Marlboro at Macau.

Gugelmin on target?

Newly crowned British F3 Champion Maurico Gugelmin was setting the pace as the leading Macau F3 entrants got down to some serious testing for the event at Snetterton last week.

Dick Bennetts translated his Macau settings to the Ralt RT30 and the Brazilian set his fastest ever Avon 'flat bottom' time round the circuit before switching to an old set of Macau Yokohama control tyres and going even quicker. On Avon tyres he did 61.4secs, eight tenths quicker than his previous best, and on 'Yokos' he lapped in 60.9secs.

Also present on the same day were Emanuele Pirro and John Nielsen, both re-acclimatising themselves to F3 cars with 62sec laps. "We will be going back again this week because we have something else to try, but I think we are looking in good shape," said Bennetts, who will run under the Marlboro Theodore banner in the far East.

Formula 3 test drive for FF Festival winner

The winner of this weekend's BRSCC First Edition Formula Ford World Cup and Festival meeting will receive a full Formula 3 test session in one of Pegasus Motorsport's Ralt-VW RT30s, by courtesy of the event's sponsor.

"We had hoped to present the victor with a sponsored race in an end-of-season F3 race (as Marlboro used to) but the British schedule has prevented this" said Pegasus team manager Trevor Foster on Monday. "We hope, however, that a proper day's testing in our car will be a useful opportunity for the winning driver."

Pegasus themselves won the 1983 Festival, of course, through the efforts of Andrew Gilbert-Scott in a loaned Reynard-Minister 83FF.



Clay Regazzoni on his way to fourth place in the celebrity kart event at Wohlen.

Clay's great comeback

Clay Regazzoni made a marvellous return to competition at Wohlen, in Switzerland, on October 13, the former F1 star finishing a spirited fourth in a special celebrity kart race in aid of the Mexican earthquake disaster fund.

Driving an All Kart-PCR chassis, specially adapted with hand throttle and brakes by Rolf Carigiet's local Kart Shop concern, Clay displayed tremendous flair in pursuit of eventual winner Marc Surer, Mario Hytten and Rolf Biland at the head of the 15-driver promotional race field.

Rene Arnoux scrapped with Surer for overall honours before crashing out, although Marc, a former Swiss champion was in a class of his own all weekend. Surer's best lap time, incidentally, would have qualified the versatile Swiss second for the big InterContinental class final on the same bill . . .

Volvos for the Far East

The European Touring Car Championship winning team, Eggenberger Motorsport looks likely to send two of its Volvo 240 Turbos to the Far East for the forthcoming Fuji and Macau Group A events next month.

In addition to Volvos there will be a pair of Marlboro-sponsored BMW 635CSis from the Schnitzer team and three Colt Starions, not to mention an Australian contingent and all the locals.

As yet there is no official word as to whether the TWR team will be taking part in either of the events, but it looks increasingly unlikely that things will be organised in time for Fuji.

BRIEFLY

■ FISA has confirmed, rather against expectation, that the 800kms Group C sportscar race in Malaysia *will* count for points towards the 1985 World Endurance Championship of Drivers. The event will take place at the revised Shah Alam circuit near Kuala Lumpur on Dec 1.

■ Nigel Mansell's sudden spate of F1 success has obviously impressed some inportant personalities. After watching Nigel take pole position at Kyalami, McLaren boss Ron Dennis was heard to mutter, "I think I got the wrong guy from Williams for 1986." (Quote courtesy of K. Rosberg . . .)

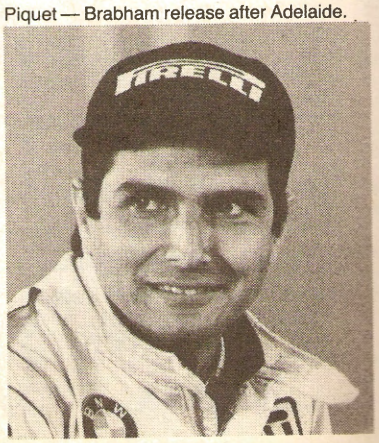
■ Despite constant denials rumours persist that Tom Walkinshaw and Gianfranco Brancatelli are in negotiations over a Jaguar Group C drive next year.

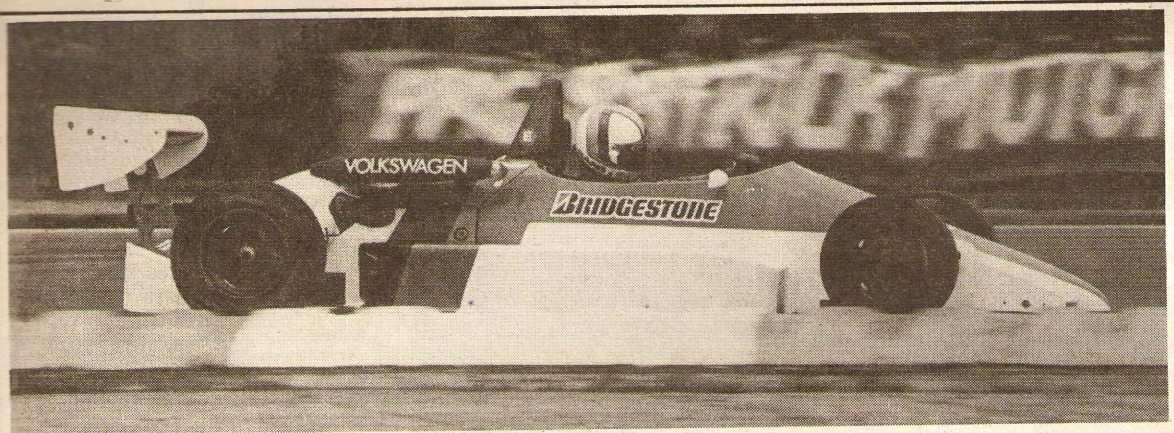
■ The latest motorcycle racer to make the transition from two wheels to four is French star, Christian Sarron, the former World Champion having his first race at Croix-en-Ternoix last Sunday. Sarron drove an FF1600 Rondeau prepared by Jean Philippe Grand's Graff Racing concern.

■ Having promised to be present at the South African GP, FISA President Jean-Marie Balestre failed to show up. He notified Kyalami less than 48 hours before he was due to arrive, leaving promoter Bobby Hartslief to cancel the free hotel suite, limousine and helicopter on which he had insisted.

■ New Williams driver Nelson Piquet, obviously keen to get his hands on the car that's won the last two GP races, has been released early from his Brabham contract to allow him to start testing with his new team. He hopes to be able to try a Williams for the first time at Ricard, immediately after returning from Adelaide.

Piquet — Brabham release after Adelaide.





Thomas Danielsson tried a Reynard-Volkswagen 853 at Silverstone, impressing Madgwick Motorsport boss Robert Synge.

Danielsson for Ricard

Swedish F3 champion Thomas Danielsson had his first run in Madgwick Motorsport's VW-engined Reynard 853 at Silverstone last Friday, in preparation for this weekend's FIA European Cup F3 race at Paul Ricard and next month's Macau Grand Prix.

The 20-year-old from Frillesas impressed Robert Synge's team enormously completing over 60 consistent laps of the club circuit with the Bridgestone-liveried car. His best lap (on his first visit to the venue) of 54.7secs would have been good enough for a fourth row grid position last time the British contenders raced there.

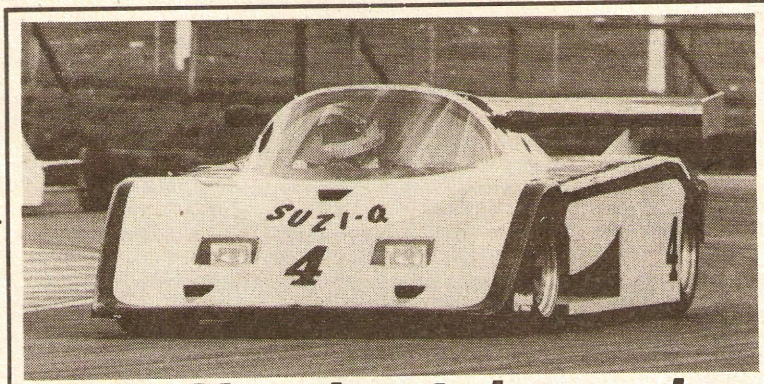
Although the car was on 'British' Avon tyres at Silverstone, Bridgestone is sponsoring Danielsson's French run, where tyre choice is free. Thomas and the team are currently trying to arrange some backing for Macau, "otherwise it will have to appear plain," said Synge early this week.

The personable Danielsson, spectating at Thruxton on Sunday, is also looking forward to his Marlboro F3000 test with the Onyx March next week, and is keen to contest the British F3 series next season.

Bachelart back for '86

Spectating at Sunday's French F3 finals at Croix-en-Ternois was Eric Bachelart, now well on the road to recovery following his very nasty accident in the Marlboro British F3 round at Spa last month. The popular Belgian suffered serious chest, neck and head injuries when his Team Mollekens Ralt RT3 somersaulted over the barriers, but has made remarkable progress with his campaign to get fit again.

"Yes, I'm getting better," asserted Eric at the weekend, "and I will be racing next year, probably in F3." Although complete recovery is expected to take some months, Bachelart's many British friends will be delighted to hear that he will be attending this weekend's Formula Ford World Cup meeting, to watch his national team.



New Harrier takes wing

Londoner Richard Lenik has shaken down the latest of Lester Ray's Harrier C2 chassis at Silverstone and Brands Hatch in recent weeks. Powered by a Brian Rice-built Chevrolet V8 engine, the car is destined for next year's FIA Sportscar World Championship and domestic Thundersports events. Previous Harriers from Ray's Epsom stable have raced with Mazda rotary and Ford turbo power units in these disciplines.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 27 Paul Ricard (F)	FIA European F3 Cup *With no official European championship, the F3 men will gather at Ricard for a run-off. No Brits are making the trip, but look out for the Dallaras of Italians, Forini and Caffi.*

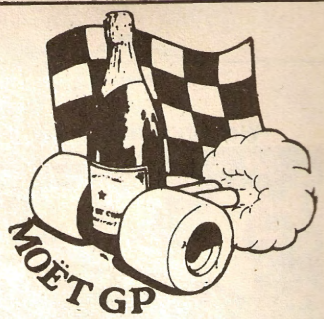
NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Oct 25/27 Brands Hatch nr Fawkham, Kent	Formula Ford Festival and World Cup *Full preview, see spectators guide with this issue. For saloon enthusiasts there will be a Ford Credit Fiesta race, and a Lloyds v Stockbrokers Escort bash. The B&Q Sports 2000 men will also be out. Practice on Friday, racing from 10.15am Saturday, 9.30am Sunday.*
Oct 26 Silverstone nr Towcester, Northants	The Birkett Six Hour Relay Race *Run by the 750MC, another friendly but serious inter-marque clash.*
Oct 27 Snetterton nr Thetford, Norfolk	750MC FF1600, F4, FVee, F750, F1300, Pre '57 Saloon Cars JRRDS Esso All Ladies Race *Competitive grids of cars for most 750MC events will ensure entertaining action, but a highlight will be the first ever all ladies race in formula cars. Racing from 12.30pm.*

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Oct 27 Cadwell Park	BRDA/BTRDA Championship Finals

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.



Winner of the magnum of champagne from the South African Grand Prix is Dirk Hohnsbein in West Germany, who predicted that Mansell would average 131.131mph. For his second win in a row, Mansell averaged 129.844mph, but that was enough to ensure that the Moet is on its way to Germany. Congratulations.

The last chance to win a magnum this year is at the Grand Prix of Australia which will be held at the Adelaide circuit on November 3. A brand new street circuit, there is obviously no record, but as an extremely rough guide, the circuit is 2.38 miles in length, and boasts a main straight which is about 800yds long. Our experts predict that the winner will average something over 100mph, but obviously it is time for a bit of inspired guesswork. And the winning driver? On current form, it must be Mansell.

Send us your predictions, the winning driver and his average speed, to Autosport Editorial, Haymarket Publishing, 38-42 Hampton Road, Teddington, Middx TW11 0JE. One entry per person please.

BRIEFLY

■ The FISA Executive Committee, meeting in Paris before Kyalami, was enlivened when President Balestre produced a letter, signed by "Nelson Piquet". The letter claimed that the Adelaide circuit, far from being ready for next week's Australian GP, still had lamp posts along the straights. It was only after an exchange of words with Australian delegate John Roxburgh that Balestre became aware that he had been hoaxed by a malicious correspondent.

■ After a major company reorganisation the New Man clothing concern has decided to withdraw its involvement with the Joest WEC and Dave Price F3 teams. The three year association with Joest yielded consecutive victories at Le Mans in 1984-5, while Paul Belmondo recently scored his first win in the DPR Reynard at Albi.

■ Next Wednesday's *Turbo* programme from Screensport will feature the ETC race at Jarama, Curacao's F3000 race and a road test of the Toyota Carina Diesel. Over the next few weeks, however, expect a build up to the Lombard RAC Rally to be slotted into the schedules. The programme begins at 2210 for people with cable TV facilities.

■ Spotted at Jarama ETC were Spaniards Carlos Abella, Adrian Campos and Luis Sala, all talking spiritedly about their F3000 plans for next year.

■ Sierra fever has hit the ETC world with plans apparently being laid for Portuguese and Belgian teams next season, although there is still no word on whether there will be a works team.

■ Among the names now being linked with the 1986 Mercedes ETC team are those of Bob Wollek, John Nielsen and Hans Heyer, although others have certainly been talking . . .

■ At Jarama the word was that next year ETC will see the advent of four-wheel drive turbocars — could Audi be involved?

LONDON'S MOTOR SHOW
MOTORFAIR85
EARLS COURT OCTOBER 17–27

We conclude our preview of the AUTOSPORT Grand Prix Racing Cars feature on stand 53.



When the Lotus 49 made its first appearance, at the Dutch Grand Prix of 1967, rival constructors had to face the fact that yet again Colin Chapman had changed the face of Formula 1. Although using the engine as a stressed member was not revolutionary (it had been a feature, for example, of the Lancia D50 in 1954), the 49 was the first car of the contemporary era thus designed. And the engine on which the rear suspension was hung, of course, was the then-new Cosworth DFV V8, available in 1967 exclusively to Lotus.

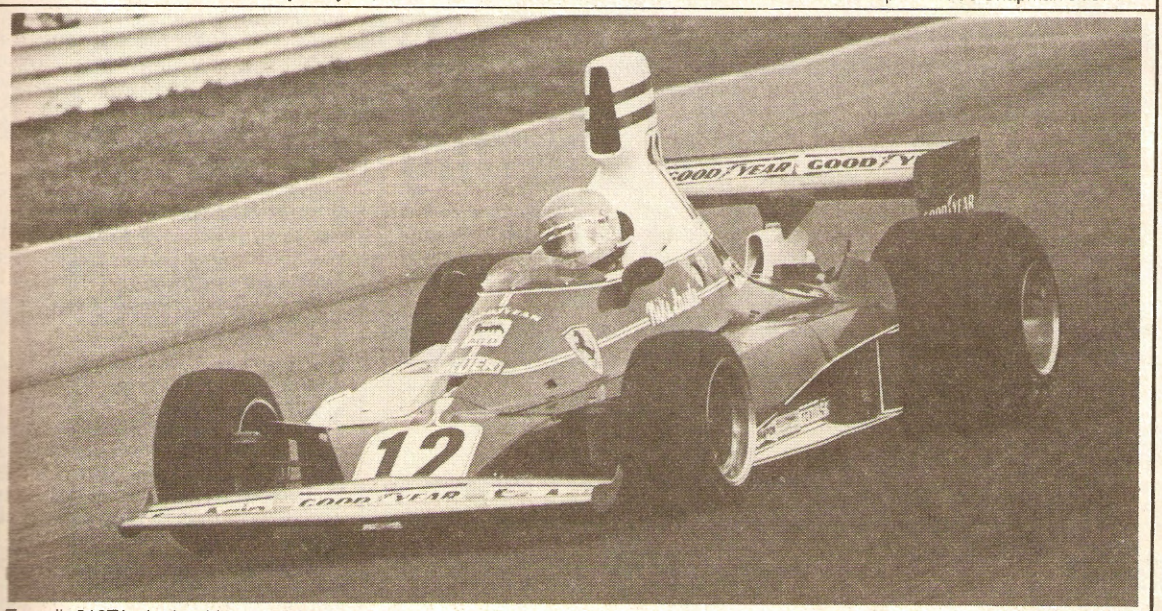
Keith Duckworth's first F1 engine instantly provided Lotus with a considerable power advantage over all their rivals. But the DFV, in initial form, needed a great driver to get the most out of it. The power arrived with a wallop at around 6000rpm, and that, combined with the early 49's somewhat wayward handling, meant that Jimmy Clark and Graham Hill had to work hard through 1967.

The 49 had a dream debut. In Holland Hill put his car on the pole, and led until his retirement, at which point Clark — who had not sat in the car until the first practice session! — took over to win comfortably.

Jimmy won three times more that year, and also took the opening race of 1968 (Kyalami), which was tragically to be his last. After the great man's death, Hill kept the team together admirably, winning three races — and his second World Championship.

In 1968 a dark blue 49 appeared alongside the factory cars. This was owned by Rob Walker, and driven by Jo Siffert. After the works 49s of Hill and Jack Oliver had retired at Brands Hatch, the race developed into a battle between Siffert and Chris Amon's Ferrari. Victory finally went to Seppi, by a scant four seconds. It was, Rob has said, the victory which meant most to him.

The 49 had an abnormally long life for a Grand Prix car, being run by the works team until the 72 arrived in 1970. Perhaps its most memorable victory was in the Monaco GP early that year, when Jochen Rindt took the lead at the last corner of the last lap . . . A true Chapman classic.



Ferrari's 312T looked nothing special when it first appeared, at Kyalami in 1975. Both cars, driven by Niki Lauda and Clay Regazzoni finished in the points, but neither was truly on the pace. By the start of the European season, however, things had changed. Lauda went into a summer in which he was virtually unstoppable, taking nine pole positions and five victories. And the first of his three World Championships.

Niki had gone to Ferrari the year before, galvanising a team which been through the most demoralising season in its history. Ceaseless testing had made the B3 into a race winner, but the Austrian put the same amount of work and effort in the new 312T ('T' for *tranversale* — the car had a transversely-mounted gearbox).

Through that season Lauda and the 312T virtually lived at Fiorano, and no one was able to offer a consistent challenge to him — although James Hunt's Hesketh did narrowly defeat him at Zandvoort. By Monza Niki needed only four points to be sure of the World Championship, and these he duly collected. On this occasion the winning 312T was driven by Regazzoni. In the final race of the year, at Watkins Glen, Lauda demonstrated that the title had not dulled his ambition, leading all the way from pole position.

A revised car, the 312T2, appeared at Jarama in 1976, a few weeks after Clay had given the original one its final win, at Long Beach. In the T2 Niki looked well on course for his second title on the trot, but then came the dreadful accident at the Nurburgring. In the end Hunt and McLaren stole the championship at the final race of the year.

The T2, further revised, was also used by Lauda and new team mate Carlos Reutemann in 1977. And Niki, fully recovered now, won three races with it, to become World Champion for the second time.

BRIEFLY

■ The unfortunate Team Brun Motorsport Group C team, which has lost two cars in write-off accidents this season as well as suffering the death of Stefan Bellof, has decided to send its remaining Porsche 956 to the Malaysia 800 on Dec 1. The car will be the Guffanti/Sponsor Pool entry for Massimo Sigala/Oscar Larrauri.

■ Volkswagen's domination of the British F3 Championship will almost certainly come under threat next year. We understand that two of the top teams are currently working on installations for the new Tom's Toyota and Novamotor Alfa Romeo engines in their Ralt RT30 chassis.

■ Martin Donnelly, runner up in the British FF2000 series, plans to contest the British F3 championship next year. Meanwhile the Irishman was seen, keeping his hand in, testing the latest IMSA Argo-Mazda at Snetterton last week under the, impressed, eagle eye of Nick Jordan.

■ Jo Lindström, winner of the last Swedish F3 round this year, plans to run a full British F3 season next year, if the finance can be found this winter. The pleasant young Scandinavian has raced the works FF2000 Argo well in recent British championship counters.



Hardman — promising F3 testing times.

■ Lancastrian Peter Hardman, who finished fourth in Sunday's British FF2000 finale at Thruxton, from the back of the grid, is going all-out to secure backing for F3 during the winter. He recently tested a Reynard-VW 853 with promising results and should be a front runner in 1986 on present form.

■ In addition to his Presidency of the FISA Endurance Commission, the BRDC's Pierre Aumonier also holds posts on the FIA Touring Car Commission and the working group for the proposed World Touring Car series.

■ Tony Bottoms and Tony Walsh, winners of the British Marlboro Challenge competition in 1983-4, were given runs in one of Murray Taylor's Ralt-VW RT30s at Silverstone early this week. Both have raced in FF1600 with MTR, although Bottoms now fields his own Reynard.

■ Esso FF1600 champion Mark Blundell is discussing his graduation to F3 with a number of teams at present. In the meantime, the Hertfordshire lad will have his second go at the *Grandstand* FF2000 winter series, in a car prepared by Anglo European Racing.

■ Mauricio Gugelmin's winning total in this year's Marlboro British F3 Championship is 86 (84) points, not as published last week. The figure in brackets represents the Brazilian's best 15 scores from 18 events.

A British success story

The media in this country has become accustomed to British success in Formula 1. No matter how many Grands Prix are won by British teams and cars, the level of coverage remains generally about the same. But there is nothing like a British driver for generating publicity for motor racing in Britain.

It gives us great pleasure to be able to congratulate Nigel Mansell on his second victory in two races, achieved last Saturday at Kyalami at the climax of a South African Grand Prix meeting totally devoid of the troubles some had anticipated.

Mansell is achieving the kind of success enjoyed by no Englishman since James Hunt in the mid-seventies. He is winning Grands Prix for perhaps the most patriotic of the British team owners and, motivated above all else by personalities, the British media is responding positively. Nigel is generating national newspaper and television coverage that will substantially benefit the image of motor racing among the public, and the ripple effect of his new-found success could reach far.

Until the Grand Prix of Europe at Brands Hatch, Nigel Mansell was the Formula 1 driver who rose without trace. Now, less than three short weeks later, he will be getting the publicity offers that could make him one of Britain's leading sport celebrities. A key point is that his success comes as a rich reward for many years of perseverance and, as such, it will be of great encouragement to the many talented young Britons who are striving to climb further up the motor racing ladder.

James Hunt's considerable achievements, almost a decade ago, resulted in a noticeable increase in the interest in the sport shown by British industry and commerce. It is to be hoped that Nigel Mansell's emergence as a British driver capable of winning the World Championship will have a similar result, for the single most influential obstacle to this country's resource of young talent remains a paucity of sponsorship.

In the coming seasons, we may anticipate that Nigel Mansell — and, hopefully, others such as Derek Warwick and Martin Brundle — will continue to boost the image of Britain abroad. It is up to this country's major companies to realise the huge value of the publicity generated by successful British racing drivers, and to ensure that they will be followed into Formula 1 by others in the numbers contributed by countries like France and Italy.

CORRESPONDENCE

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

Thank you . . .

While we normally acknowledge the tremendous cooperation of all those involved in the running of a Grand Prix, we must salute the extra dedication required for not only one but two Grans Prix this year. Without the renowned spirit and attitude of British Marshals and all others concerned we could not even have contemplated taking on the task of a second Grand Prix. It was the determination of these people which made the Shell Oils Grand Prix of Europe the unqualified success it was and we must congratualte them for their supreme efforts.

We must also thank Brands Hatch Circuits Ltd for their tremendous organisational ability, putting together this event as they did at such late notice. This input produced a memorable event with the World Champion crowned and Mansell scoring his first GP victory.

A letter of thanks would not be complete without mention of loyal sponsor Shell Oils, whose long time support of motor sport culminated in one of the most enjoyable and successful Grands Prix. We look forward to our continued association with them at Brands Hatch in 1986.

PETER COOPER
CHIEF EXECUTIVE RACMSA LTD

Waxing numerical

The answer to Bill Goodman's problem with sticky numbers is quite simple. Apply a thin layer of wax polish to the area of the car on which the numbers are to be mounted. Do not polish this off but apply the numbers. They will be easily removed without any residual mess.

DR R A WILLOUGHBY
SULHAMSTEAD, BERKSHIRE

No problem

I refer to Bill Goodman's letter (*Correspondence*, October 17) regarding competition numbers. The solution adopted by HRD Racing for its two competition Ferraris is to photocopy the numbers onto A3 sheets, cover the page with an A3 plastic sheet to keep the weather off, and to tape the whole lot to the car with Scotch Magic 810 tape which can be removed from concours paintwork leaving no mark at all. The cost of a set of three three-digit numbers is around 10p total, rather than the £3 or so for nine stick-on digits with three backing sheets.

HEW DUNDAS
HRD RACING, LONDON W6

It's obvious . . .

With reference to your editorial comment in AUTOSPORT (Oct 3), you seem unable to understand FISA's reluctance to allow two Grands Prix in Britain.

The answer to this is simple. If both Brands Hatch and Silverstone were granted firm dates to host Grands Prix, then who could FISA call upon at short notice to organize a Grand Prix when New York, Spain, Hungary or any other proposed event on FISA's calendar failed to materialize?

PAUL GUMBRELL
RINGWOOD, HAMPSHIRE

Historic dangers

It is inevitable, and understandable, that after a fatal accident, particularly at a high-profile occasion such as a Grand Prix meeting there is public hysteria and comment, as well as reasoned debate, none more so than among those intimately involved, namely the competitors and their families. As AUTOSPORT pointed out (*Comment*, Oct 10), ghoulish and emotive publicity in the daily press is to be deplored, causing, as it does, so much additional distress.

As the current President of the Historic Grand Prix Cars Association, and a competitor at Brands Hatch, I refute virtually all the views of Dr Cottingham in the same issue, and much of the apparently reasonably-argued editorial comment.

Historic racing drivers are not macho, foolish adolescents lacking judgement or experience, who need to be curbed for their own good. We (and I speak for Stephen Langton as well) are otherwise responsible citizens, almost all with extensive family and financial responsibilities, who choose to race cars which we cherish for their artistic, mechanical and historical merit.

The cars are without exception well-maintained and well-prepared, and the drivers themselves assess the individual safety protections which any sensible person would wish to have fitted. No one compels us to race, and self-preservation and regard for our cars ensures that our accidents are minimal.

Indeed, on the statistical evidence of the last 20 years, our parent VSCC races and those of the HGPCA must be deemed to be less harmful to the drivers than normal road risks or household dangers. I cannot speak for other clubs which Dr Cottingham may wish to force to his viewpoint.

There is no rule which prevents the adoption of any safety measures, proven or otherwise, and clearly *no* competitor wishes to be injured or killed. Thus, responsible adult drivers, in considering carefully the risks of racing, (as Stephen Langton did), made their own assessments of the best measures to be adopted for their particular cars.

It is rubbish to claim, as Dr Cottingham has, that basic safety has been ignored and that the HGPCA is "uncaring". Certain cars, my Lotus 16 in particular, are suitable to be fitted with full safety straps, and these are fitted; many other cars are fitted at the discretion of the owners with lap or other straps and fire extinguishing systems. It must not be forgotten that, on almost all circuits on which Historic GP cars race, there are generous run-off areas where the much lower than currently achievable cornering speeds can be dissipated safely, before a major impact.

Many Historic drivers are more concerned with fire risks where, in the driver's judgement, being "strapped-in" could cause directly an otherwise preventable fatality.

For the competitors, circumstances combined tragically at Brands Hatch in a perhaps uniquely unfortunate manner:

a) There is little room for error on entrance to the corner in question, which is virtually at the fastest part of the circuit. There was no run-off or catch-fencing before the barrier was reached;

b) To following drivers, the accident scene was hidden over a blind brow and by the curve of the pits wall;

c) Waved yellow flags, while much in evidence at the scene, were not mirrored on the approach for the reasons as in (b), and it was this fact which caused following drivers not to slow down more. Indeed, I am not aware of any official reports from marshals of drivers failing to respect yellow flags (except in the GP itself!);

d) Bundles of loose tyres, dislodged from the barrier, more than taxed the reflexes of following drivers, and very, very unfortunately, one car stuck Stephen.

In the interests of all the drivers, the HGPCA will be reconsidering its own additional safety recommendations once all the facts are known. But to accuse the RAC of "spinelessness" before or after the first fatal accident to a driver in VSCC or HGPCA races in 10 years is typical of a ludicrous but well-meaning over-reaction. The instant remedies are the last thing Stephen would have wanted.

A fatal (or otherwise) accident involving the *forced* retrofitting of roll cages could rebound in the courts against those arguing such measures, which is why roll-cages are no longer mandatory for open racing cars in the USA. Neither are belts, although they are recommended.

Of course, I support totally the praise given to the trackside officials and the medical authorities on whom we all rely, as witness the many letters to AUTOSPORT from injured drivers in other formulae.

As a committed motor sport doctor, doubtless Dr Cottingham has strong views on fitting roll-cages and seat belts to the countless motor bikes which race every weekend, or are they also to be banned? Unfortunately, many, many sports have an element of risk — even watching football matches.

The inquest has been adjourned, and is *subjudice*; it was inappropriate in my view for Dr Cottingham and AUTOSPORT to state facts which were not proven, however well-meaning their motives. The facts *may* prove that Stephen Langton, whose car struck the barrier not with a "minor impact", but with enormous force which was sufficient to dislodge tyre barriers erected to restrain much faster cars and crush his steering wheel, was not as supposed killed when struck by a following car, but that the initial impact was the prime cause of his death.

If this were to be so, many of the subsequently printed comments could be redundant. Nevertheless, we will be reconsidering all the factors.

There is no case for complacency, or lack of feeling. In a three-day period, the Historic GP racing world has lost to illness Martin Dean, and on the track its first driver; we will do our best to make it the last. No one is untouched or unmoved, and I speak for all when I mourn two brave, flamboyant and competitive sportsmen, who were matched by the courage of their families.

CHRISTOPHER MANN
LONDON SW7

10

Ten years ago this week (AUTOSPORT October 23, 1975), the big news story was that British Leyland — so long seen as the poor relations in motor sport — were to return to the racing world. Their plans, sparked by the introduction of Group 1, for 1976, were to include a two car team for the British Saloon Car Championship, Triumph Dolomites, actually, for the then (as now) champion Andy Rouse.

In fact, Rouse's title was clinched only the previous weekend, when Andy ran home in fourth place at Brands Hatch, passing class contender Brian Muir (below) within yards of the line. But, did he do so under a yellow? Yes, is the answer, but the stewards decided that he was very close to a *green* flag and let him off . . . Thus overall race winner, Stuart Graham and Win Percy had to settle for less than the best.

Also at the Kentish circuit, Formula 5000 was laid to rest after a six-year spell in Britain. Peter Gethin won both the first and the last races in this country, and progress was seen to have been made, in the first race, two cars finished on the leading lap, whereas in the finale, *three* did so!

A new racing car for the Formula 1 world made its first appearance: the Andrew Smallman-penned Embassy Hill GH2 gracing the pages of *Pit & Paddock*. Another item of interest in this section of the magazine was the news of Gunnar Nilsson's test drive in Frank Williams's Formula 1 chassis, the talented Swede having tied up the BP Super Visco F3 Championship and won the last five consecutive Formula Atlantic races. A latter day Ronnie Peterson? Certainly the man of the moment in the Grand Prix team managers's eyes.

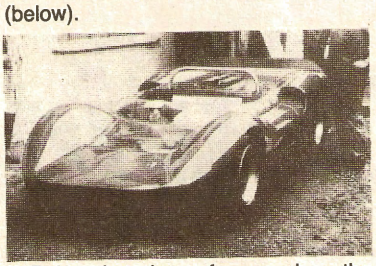


20

Twenty years ago this week (AUTOSPORT, October 22, 1965), current *Autocar* penman, Eoin Young spoke out in favour of those colourfully garish decals that are the lifeblood of modern day racing — sponsorship markings. Twenty years ago they were prevalent in the United States, yet brought stifled gasps from many of the British racing world. To all but the die-hards, these infringements on the expanses of British Racing Green made a great deal of sense. The RAC had apparently shown a blind eye to a recent drag festival in Britain, were the floodgates about to open?

Gregor Grant awarded the annual AUTOSPORT stars of merit to the racing fraternity, and, none too surprisingly, the only five star ranking went to the '65 World Champion, Jim Clark — he was in a class of his own, as his six consecutive Grand Prix wins and victory at the Indianapolis 500 testified. Five drivers were grouped on four spangles: Graham Hill; John Surtees; Jackie Stewart; Jack Brabham; and Dan Gurney.

While Michael Turner remains the best known motor racing artist, today many of you may not be aware of the fact that he was also responsible for the design of the bodywork of Bruce McLaren's CanAm challenger for 1965 (below).

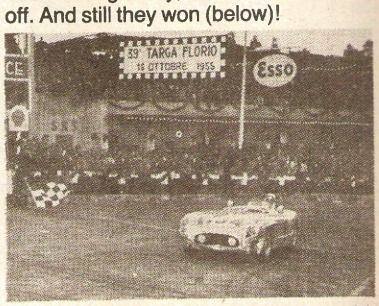


Being that time of year when the British Motor show came around, new cars were much in evidence and one that was thought to be of interest to the magazine's readers was the new MGB GT, the sports back model lending an air of practicality to its open topped forerunner. And then there was the airy Triplex GTS based on the Reliant. A taste of things to come. . .

30

Thirty years ago this week (AUTOSPORT, October 21, 1955), there were two events dominating the motoring world: the 39th running of the Targa Florio and the Earls Court Motor Show.

Stirling Moss and Peter Collins absolutely thrashed the opposition over the Sicilian mountain course, beating Mercedes team mates Fangio/Kling by some 4½ mins. This was not without drama, however, as Moss slid on some mud, narrowly missed toppling over a precipice, walloped a wall and then shot over a 3' bank and into a field. Further delay was caused when all the bystanders insisted on taking photos of the car before lending a hand. It took many attempts to regain the road and on accelerating away, Moss' helmet blew off. And still they won (below)!

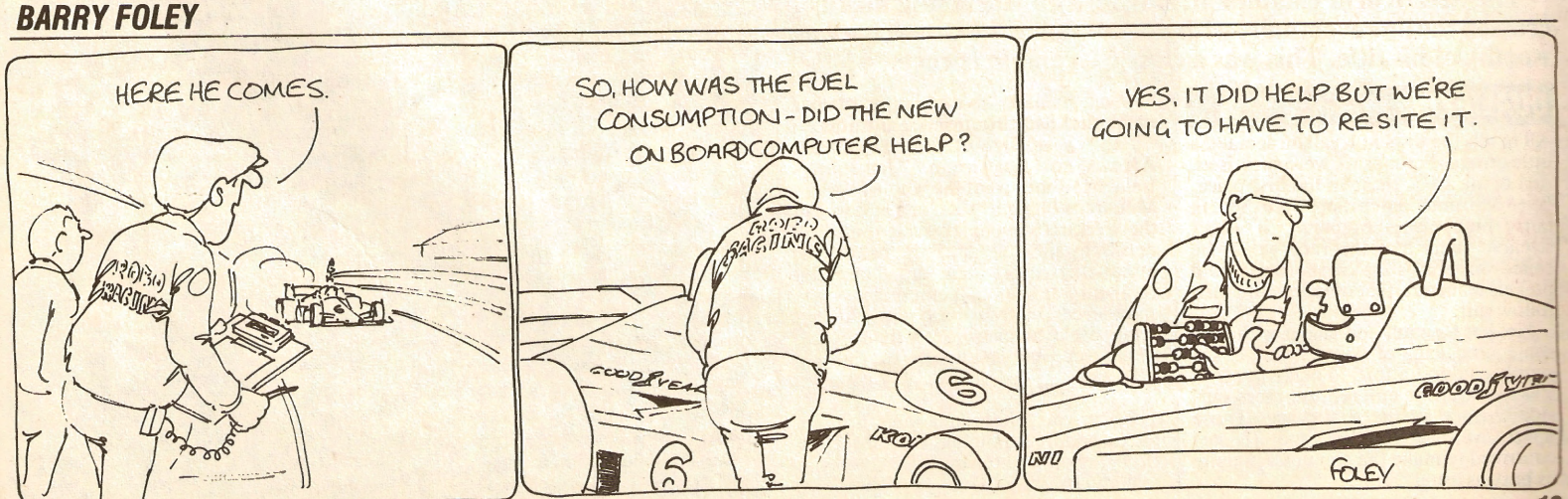


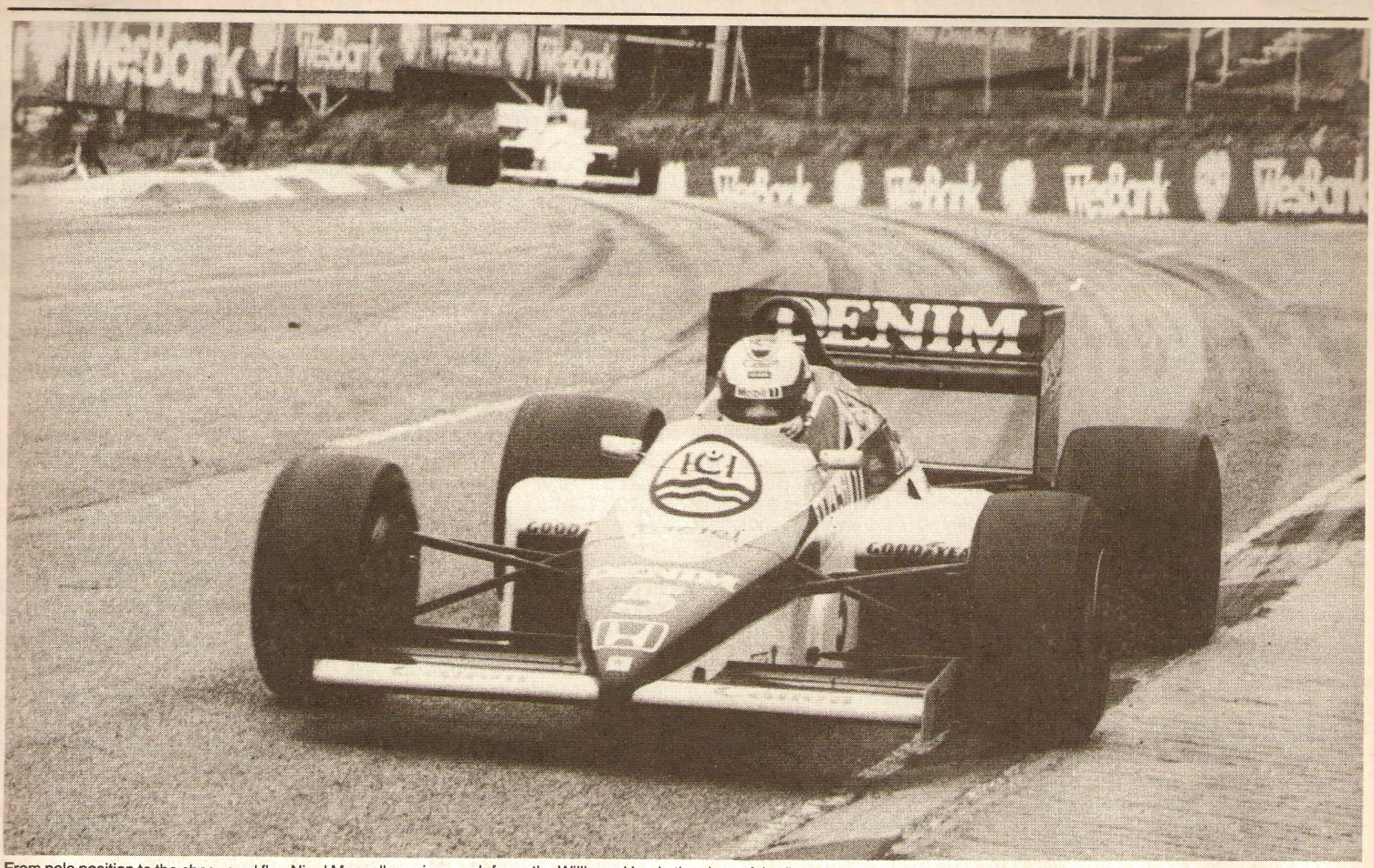
Scream as they might, the locals could not urge their favourite Castellotti's Ferrari any higher than third, ahead of the Titterington/Fitch Mercedes, and thus the World Manufacturers title for Sports cars went to Stuttgart rather than Modena.

Pit & Paddock noted that Collins had only been allowed to compete thanks to David Brown waiving his contract conditions. Neubauer acknowledged this.

The Earls Court Motor Show witnessed the first British appearances of such models as the MGA (described by JVB as "a jolly good little sports car."), the 2.4-litre Jaguar and the Triumph TR3, but the editorial of the week warned that while ever more cars were capable of 100mph, it was necessary for the British designers to realise the importance of good looks when competing with some of the beautiful machinery then produced on the Continent.

CATCHPOLE
BARRY FOLEY





From pole position to the chequered flag Nigel Mansell was in superb form, the Williams-Honda the class of the field, and the Englishman taking his second victory in as many weeks.

Nigel's winning habit

Two years ago, at Kyalami, the first Williams-Hondas made their debut, and came away with a laudable fifth place. Last weekend only Piquet's Brabham-BMW spoiled perfect symmetry for them, qualifying second, splitting them on the grid. In the race they finished 1-2, the class of the day.

Nigel Mansell started from the pole, and was flawless under pressure from first to last, resisting Prost's McLaren with pace and guile. He never looked like making a mistake, and finished a handful of seconds clear of Keke Rosberg, whose typically dramatic afternoon included leading briefly, spinning on oil, stopping twice for tyres, tigering all the way.

The new World Champion, slowed by a worsening misfire, crossed the line eventually with a dead engine, but the drive was worthy of his title. This was a classic Grand Prix race.

QUALIFYING

All in all, the days at Kyalami seemed a little unreal. Perhaps we were surprised, first of all, to be there in the first place. Even at Brands Hatch there were those in fairly high places prepared to wager sizeable sums that the race would be called off, that a major sponsor would pull his team out, that others would then follow suit.

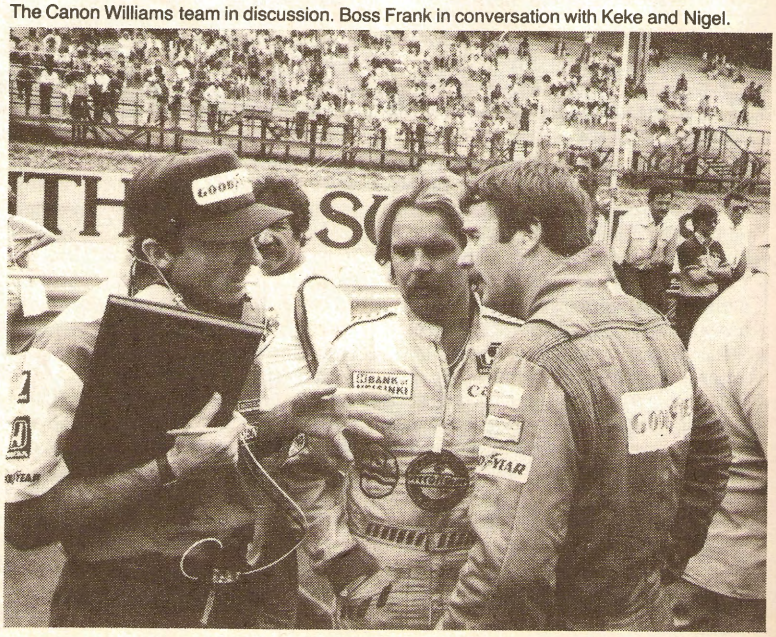
Not so. Renault and Ligier withdrew some time ago, of course, and RAM simply couldn't afford to make the trip. Zakspeed never entered the races outside Europe in the first place. Those apart, we had the lot, and 21 cars contrived to make the circuit seem quite as busy as usual.

Some sponsors chose to remove their name and identification from the cars. There was no sign of 'Barclay' on the Arrows, nor 'Beatrice' on Alan Jones's Lola. Marlboro went the whole hog, the McLarens being in plain red and white, the Ferraris devoid of even the small decals by the rollbar. This, bearing in mind that every bus stop between Kyalami and Johannesburg was smothered in Marlboro advertising, seemed faintly absurd — but then the bus stops were beyond reach of the TV cameras.

Fewer cars, then, and some of them looking oddly unfamiliar. But the feeling of being at Snetterton midweek was fostered by other things, too. They have built new pits at Kyalami, finally, and have somehow contrived to make them look old and worn. As one who loathes the antiseptic ambiance of a place like Ricard, I liked that. I was less keen on trying to walk up steps as they were actually being built.

Too, we are getting towards the end of term, and — off the track — it rather showed. There was an air of anti-climax, somehow. For the first time in five years the World Championship has been decided before the final race, and the crackle of Piquet versus Prost two years ago was inevitably not there. Throw in the rather 'clubbie' atmosphere always prevalent at Kyalami, and the picture

The Canon Williams team in discussion. Boss Frank in conversation with Keke and Nigel.



was complete.

"It seems more like tyre testing, doesn't it?" suggested Keke Rosberg, and Ayrton Senna agreed: "Without a doubt, this is the most relaxed Grand Prix of the year."

Out on the circuit, though, it was a different matter. Kyalami is one of the great circuits on the World Championship calendar, and the spot between downhill Barbecue Bend and the daunting Jukskei Kink is perhaps my favourite vantage point in an entire Formula 1 season. Flat out down the hill from Crowthorne, right out to the left hand verge at the exit of Barbecue, kick up a little sand, then dart across to the right for a good line in the Jukskei.

This is a corner for the very brave. Uphill, blind, taken at about 150mph, no run-off worth the name. It was here that Ghinzani had his remarkable escape during the warm-up last year, when the Osella brushed aside the token catch fencing, hit the bank and utterly disintegrated.

Where qualifying sessions at some circuits are often a stone drag, at Kyalami they are dramatic and not to be missed. At lot of us were down at the Kink for the timed sessions, including a spectating Derek Warwick, who yelled encouragement to his busy colleagues.

The timed session on Thursday began 40 minutes late, a lady practising for the celebrity race having contrived to flatten catch fencing and guardrail at Leeukop with her VW Jetta. This indeed was the big escape of the practice days, marshals finding her, quite unhurt, in the back seat of the wreckage. She had forgotten to put on her belt . . .

At 1.40 out they came, however, and by 1.44 Rosberg had taken the Williams-Honda round in 1m03.245s — already more than a second and a half under Piquet's 1984 pole time. Warwick rubbed his hands. This was shaping up well.

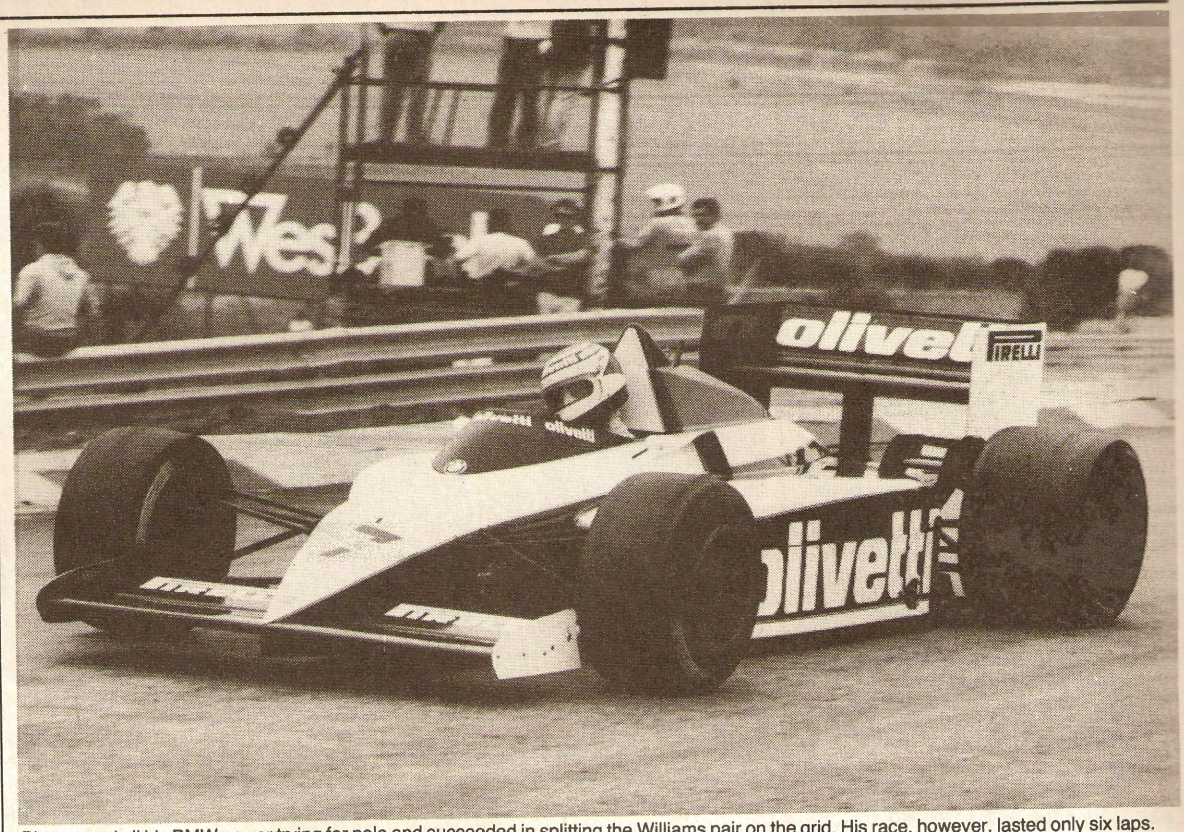
Keke's mark stood for 25 minutes. Then he came out on his second set, and recorded 1-03.073. By this time it was clear that his only true rivals for the pole were Nelson's Brabham and his own team mate, Nigel Mansell.

Rosberg, though, was not feeling great at Kyalami, suffering a good deal of discomfort in his neck, shoulder and back. "I think it goes back to Brands Hatch. After the pit stop I was flat out all the way, getting sideways in Paddock every lap. In the dip my head would snap sideways, and a few hours after the race I could hardly move my head. I've been having pain killing injections, and it's a bit better now, but after only two or three laps here it starts hurting again." Needless to say, it showed not at all in his driving.

He kept his place at the top on Thursday, and until the last few minutes was unapproached, with Piquet three-quarters of a second away. Right at the end of the session, however, Mansell came out for a third run, used qualifiers swapped around, right for left and vice versa.

"My first run had been quite good, but we changed the car for the second and went the wrong way. I had understeer everywhere, and blistered the tyres. So I came in, changed it back, and went out on the used qualies. The balance seemed fine, so I just went for it and did a three-one. If they'd been new qualifiers, I'm sure I'd have been at least half a second quicker. As it was, the tyres went off for the last third of the lap . . ."

Nigel was true to his word. On Friday, indeed, everyone of consequence went substantially quicker. Rosberg again was out first, down to 1-02.688 within four minutes of the start of the session, but five minutes later Piquet caused a sensation with 1-02.490. Immediately



Piquet used all his BMW power trying for pole and succeeded in splitting the Williams pair on the grid. His race, however, lasted only six laps.

Keke was out again, but his second run, though quicker than the first, was fourteen-hundredths slower than Nelson's. For the pole, then, Rosberg looked to be shot. Certainly there would be the chance of a third run — but not on fresh tyres.

After 15 minutes of the session Mansell gave notice of intent with 1-02.700 on his opening set. "He'll get the pole," said Warwick. "You watch . . ." And, 10 minutes later, he did.

It was a stunning lap, markedly tidier through Jukskei than before. Over the line Nigel went, recording 1-02.366 for an average of better than 148mph. But it had not, he admitted, been a perfect lap.

"My first run wasn't bad, but I didn't bring the tyres in soon enough, so I was slow through the first couple of corners. I didn't make any mistake, but it was only a two-seven. For the second run, therefore, I decided to bring the tyres in a lot harder, and the first nine-tenths of the lap were fantastic, much quicker than I'd done before. Sunset was so quick it frightened me after I'd gone round it! The only problem I had was at Leeukop. Every car understeers there, and as I knew I was on a hot lap I thought I'd try and drive through the understeer, keep my foot down.

SENNA: "Without a doubt, this is the most relaxed Grand Prix of the year."

"You can do that sometimes. The front end bites finally, and then you get oversteer, which I was trying to provoke. The trouble was that it just understeered more and more, and suddenly I was up on the kerb and almost into the wall. I stayed right up on the kerb, next to the wall, in second, third, fourth, and then managed to bring it back onto the track! I think I clipped the wall at one point, actually . . ."

Immediately afterwards there were fears that the FW10B's monocoque might have been damaged by its smart contact with the Leeukop kerb, but it survived intact. And Mansell, on a real crest these last few weeks, was on the pole for the second time in his F1 career.

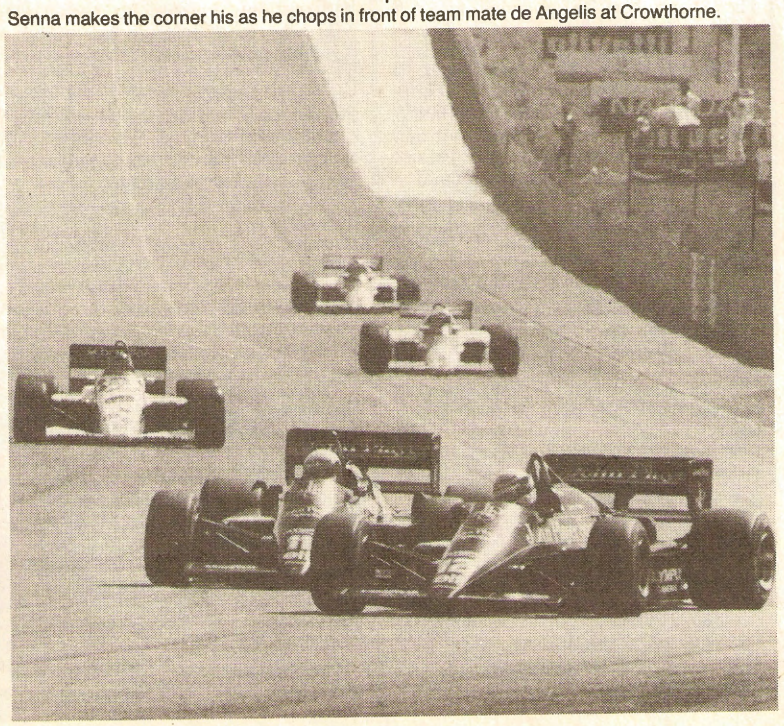
Keke and Nelson both made resolute efforts to take it away from him. The Brazilian's second run was a couple of tenths away, and then Rosberg — used qualifiers swapped over — did another lap in under 1-03. Finally, with but five minutes left, everyone apparently done for the day, we heard the sound of a BMW engine being fired up in the pits. Piquet it had to be. Pirelli's 'buffing up' technique enabled Nelson to have *four* runs on Thursday, and the last had been the quickest. This was to be his fourth run on Friday.

"Like that, they're not quite as quick as new," Nelson said, "but there's probably only a tenth or two in it. So if you get a *really* good, clear, lap, it can still be your best."

As the car came past us, warming up, it had the familiar black cloud, like a swarm of bees, trailing it. The engine sound was hard and crackly. "I can't imagine how much boost that's got going through it," Derek said, standing on his seat, getting ready for The Lap.

It never came. We heard Piquet in the distance, accelerating flat out down towards the pits, but suddenly the revs were cut, and the white and blue car was cruising as it came by. "That's that," remarked a disappointed Warwick. "The thing's detonated . . ."

Senna makes the corner his as he chops in front of team mate de Angelis at Crowthorne.



►►

Back in the pits Nelson confirmed it. "Yes, detonation. They changed the plugs, and it wasn't the same after that. It's an electronics problem. Pity. Still, it's a different game tomorrow — full tanks, less power, harder tyres . . . I think we'll be lapping in the eights or nines, six seconds slower, maybe. And I think we're good in race spec."

Williams-Brabham-Williams. All the way through they had scrapped over pole position, with no one else really likely to trouble them. As you might expect, though, Senna and the Lotus were close at hand. "I knew qualifying would be difficult here," Ayrton said. "What you need at Kyalami is horsepower, and there we can't compete with Honda and BMW."

The speed traps bore him out. During the final session Piquet was timed at over 210mph on the approach to Crowthorne, with Rosberg at 207, Senna at 'only' 201. On the opening day of qualifying, in fact, he was nowhere close to the pace. "I wasn't satisfied with the balance of the car today," he said, "but we think we know what to do about it. Elio seems quite happy with his car."

On Friday Ayrton was much quicker, more than a second and a half inside his earlier time. Not truly a threat to Williams and Brabham, he nevertheless joined then in the 'twos', the last of a distinguished quartet. The rest were

SENNA: "What you need at Kyalami is horsepower, and there we can't compete with Honda and BMW."

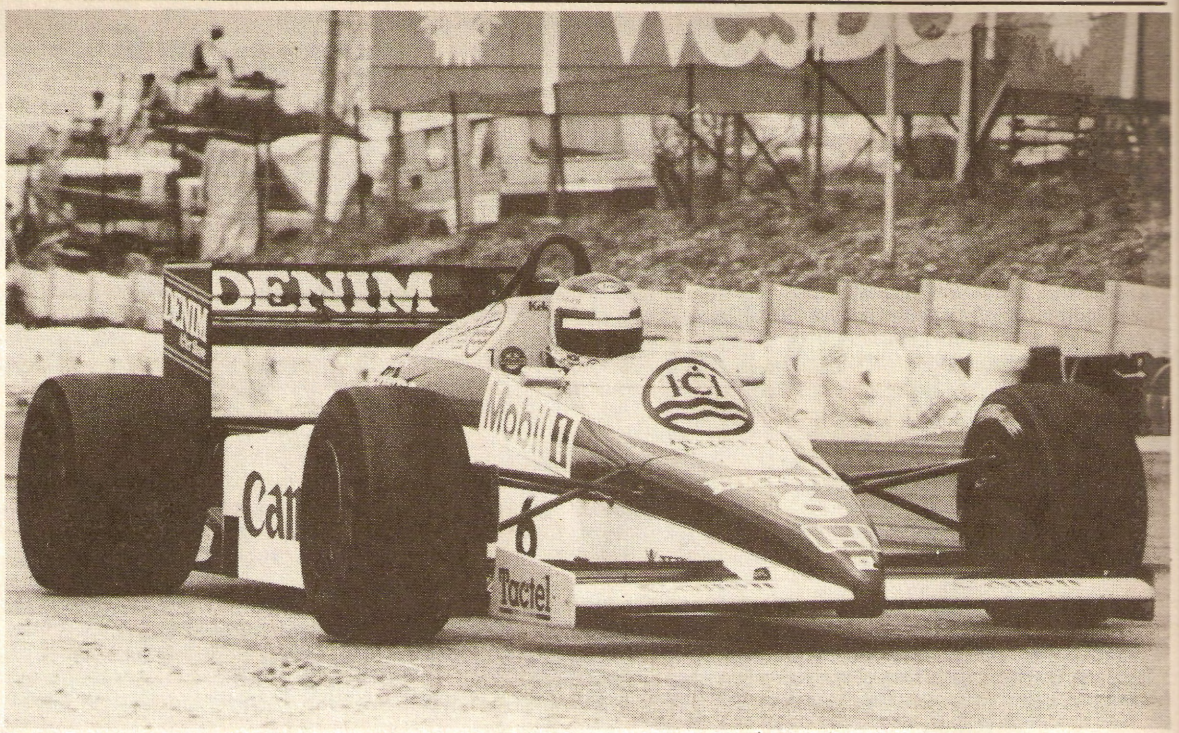
unable even to break into the 'threes'. When you took Ayrton's straight line deficiency into account, you gave him very serious consideration for race day . . .

"It was much better today," he remarked. "Balance better — but more important was that I had more power. Yesterday I was down on boost all the time."

De Angelis, going into his last couple of races with Lotus, was generally pleased with his car, particularly through the quicker corners, but felt it was down on power during the last session. "Knowing that," he said, "I feel very good about the race. Here overtaking is not so difficult, and on race power we should be much closer to Williams and Brabham." Elio qualified sixth, one place behind Marc Surer, again impressive in the second Brabham.

Teo Fabi was seventh, and should have been higher. Through Barbecue and Jukskei the Toleman-Hart was unquestionably the most impressive chassis. "Look at it," Warwick sighed. "Doesn't move an inch . . ." Right enough, the white car did seem bolted to the line, but you had to keep in mind that it didn't have BMW or Honda horsepower forcing through it.

During the first morning Teo's race car had an engine failure. He took out the T-car, and was astonished to find that, despite running lower boost, he was pulling 300revs more down to Crowthorne . . . After another blow-up on Friday morning, he was in the spare for the final session. "Power was very poor," he reported, "but I did a one-oh-four-two. Then, at the end I had a run in Ghinzani's car — which had a much



Rosberg drove a scintillating race, his performance in the last 10 laps quite mesmeric, but there was little he could do to catch Mansell.

better engine, but too much oversteer. Also big problem was . . . I couldn't reach the pedals . . ." With Ghinzani's motor in a chassis set up for him, Teo felt, getting into the threes would have been no problem.

Towards the end of the Friday morning session we actually saw the name of Ghinzani at the top of the lists, the likeable Italian setting his time, what's more, on a set of Pirelli 3s (the equivalent of a Goodyear C, — a soft race tyre, in other words). By the end of it he was still fourth, and in the afternoon was disappointed to find a much improved time good for only 13th on the grid.

McLaren, for once, were in dire trouble through the practice days, with Lauda eighth and Prost ninth. The new World Champion's Kyalami weekend got away badly with a missed flight from Geneva. "I didn't read the small print," Alain said. "After September 30 the flight went an hour earlier . . ." Hence he had to charter a jet to take him to Heathrow where he *just* caught an SAA flight to Johannesburg. That got him in on Thursday morning, and a helicopter had him at the track by nine o'clock — just an hour before the opening session! In the circumstances it was very remarkable to find him up in second spot that morning. Of course, it *is* quite a lot easier to sleep in First Class. So they tell me.

Prost, in fact, would willingly have settled for that time — 1-05.059 — in the afternoon. "Turbo problems all the way through," he said. "For this afternoon we fitted some new, experimental, compressor units, hoping they would give us more qualifying power — but I just couldn't get any boost. It was a good thing to try," he went on, "now that the championship is settled, but tomorrow we're going back to normal, like Niki had today."

Friday, though, was hardly any better. Both drivers found their turbos 'overspeeding' in the high altitude of Kyalami, and with such unpredictable response the cars were very hard to drive, Alain's perhaps more so than Niki's, for his car had larger units, which ordinarily give worse response — if better power — than the smaller ones.

The Frenchman had a brand new chassis for Kyalami, the first to be constructed entirely by McLaren themselves (rather than Hercules). And he was quite satisfied with its balance, hoping only that all would be well with the turbos for race day. "Ninth on the grid — a good way to start being World Champion . . ."

Lauda, though, was making most of the news, quietly revealing on Thursday afternoon that he was having second thoughts about retirement. "I'll believe he has stopped racing," his wife Marlene said, at the time of his original annoucement, "when we're watching the first race of next year on TV . . ." And perhaps her doubts were justified. Whatever, five weeks away from Formula 1

ALBORETO: "Problems? Where do I start . . .?

had certainly kindled his enthusiasm. Niki was in a no-nonsense mood at Kyalami, quickly asserting his right to the spare car (which bore number 2 at the start of practice, number 1 very shortly afterwards!), and driving hard throughout the qualifying days. For only the third time in their two seasons together, he would start ahead of Prost.

As usual there was precious little between the Arrows pair, Boutsen finishing up a couple of tenths quicker than Berger. The young Austrian had a trying — and pricey — time on Thursday, blowing up no fewer than three BMW engines through the two sessions, but on Friday made amends, paring nearly two seconds from his time.

Ghinzani in the second Toleman was sandwiched between the Alfa Romeos of Patrese and Cheever, Riccardo driving really hard on this, one of his favourite circuits. For once the green cars were handling quite well, but their lack of horsepower was very apparent through the speed traps. At a little over 194mph past the pits, Patrese was some 12mph away from Piquet's Brabham-BMW. Mind you, he was quicker than the McLarens. And a *lot* quicker than the Ferraris . . .

For all who love the products of Maranello, these are depressing days. As usual, there was nothing to choose between Alboreto and Johansson, who qualified a tenth apart. But they found themselves 15th and 16th on a 21-car grid. And through the speed trap during the last session, only Rothengatter's Osella and Martini's Minardi were slower. Engines have always been Ferrari's pride.

"Problems?" Michele said, forcing himself to laugh. "Well, where do I start? No grip, no traction, no power — and still I am blowing engines! The car is quite good under braking at the end of the straight, that I can say. But, of course, we are braking from a lower speed than everyone else . . ."

Stefan concurred. "It's really horrible over the bumps, jumping and skipping everywhere. We've got the handling a bit better, maybe, but there's still far too much understeer. Also, I have a very curious engine problem somewhere. When I'm accelerating, the revs fall away, then pick up, then fall away again. We've changed the engine, but the problem's still the same. And it's nothing to do with boost, because the pressure needle stays constant. It's the rev counter which is up and down. We are really in deep trouble."

Two years ago Patrick Tambay's bulky C3 sat on the pole — and the 156s were little quicker last weekend. Whenever did a team fall from competitiveness as drastically as this?

Martin Brundle was disappointed with his 17th grid position after two exceedingly brave days in the frankly unwieldy Tyrrell-Renault. "We were so off with the handling on Thursday," he said, "I decided to spend most of the timed session pounding round on a set of Cs. We seemed to make a bit of progress with the handling, but then for the last session — when I had qualifiers for both runs — the thing was down on boost. I expected to be higher up than I am." For this one race Martin's team mate was Philippe Streiff, who found the car far less agile and certain than his usual Ligier, and qualified 19th

Between the Tyrrells we had Alan Jones, this weekend fighting a flu virus as well as understeer and a badly misfiring engine. "We've got it quite good in some places," he said of the Beatrice Lola-Hart. For instance, I reckon I'm as quick out of Leeukop as anyone, and it works well at the hairpin, too. But I've had this

bloody misfire — just at certain places, like Jukskei — all the way through, and it's maddening. The car's also not very nice over the bumps, but I think we've made a bit of progress."

And at the back was the usual Osella-Minardi duo, Rothengatter complaining of low boost in the final session, during which Martini — looking very brave in the precarious Minardi — relegated him to tail end Charlie.

RACE

They spoke on Friday evening of possible rain during the second half of the race, but the very suggestion seemed ridiculous as we awoke on Saturday. By seven o'clock the sun was already hot, the skies clear and blue. Too bright too early? The locals reckoned not: the race would be untroubled.

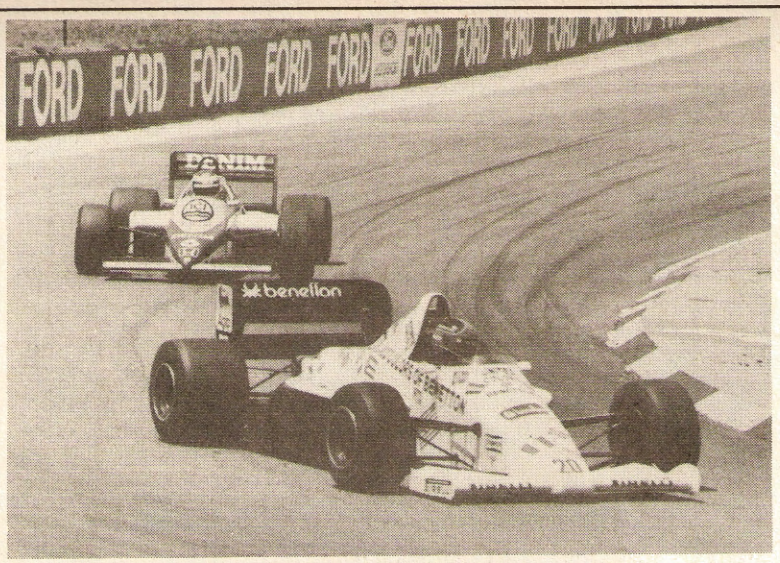
Up at the circuit a press release announced that Alan Jones had a virus infection, that he had been advised not to race, that the Beatrice Lola had been withdrawn. So we were down to 20 starters. Alan had complained of a heavy cold before qualifying, but seemed fine on Friday afternoon. Some muttered darkly that the car had been scratched for 'political' reasons. No, no, couldn't be that. Beatrice owns Avis, who supplied my hire car at Jan Smuts Airport in Johannesburg.

While Carl Haas's men packed everything away, others pondered the lessons of the morning warm-up. Fastest by a second and a half was Piquet (1-06.856), but since his time was set on qualifiers (for reasons presumably clear to someone at Brabham), no one took much notice. Next up was Senna, and then followed Rosberg, Lauda, Mansell, Prost, de Angelis and the Ferraris.

McLaren did not, therefore, show their usual race day form, and in their pits there was deep concern. Niki and Alain were in trouble again with 'overspeeding' turbos, all three cars suffering turbo failures during the warm-up.

Kyalami's high altitude — 5500 feet above sea level — creates its own special problems for the Grand Prix teams, the thin air cutting horsepower by around 20%. As well as that, it inevitably reduces downforce by a similar amount. But it also means a reduction of similar proportions in drag, which accounts for the quite staggering straight line speeds always seen here.

"You'd be amazed," Brundle said during practice, "how much difference all this makes. For example, we're in trouble with lack of grip here — and one theory I have is that our rear wing just doesn't seem to work in the thinner air. Kyalami presents quite a different set of problems to any other circuit we use."



Ghinzani's Toleman was responsible for the oil at Crowthorne — and Keke's trip into the sand trap.

One problem being faced by everyone was that of tyre wear in the heat. After the warm-up there was general agreement that a stop would be necessary even for those — like Mansell's Williams — starting with Bs all round.

By race time Kyalami was packed as I have never seen it before, the organisers claiming an attendance of 80,000, a figure easily believed. And the drivers — particularly Lauda, Rosberg, Prost, Johansson and Alboreto — were given a huge ovation as they went away on the warm-up laps.

This was to be the major test of Mansell's maturity as a Grand Prix driver. A winner two weeks before, and now on the pole. How would he handle the pressure?

At the green light he provided the beginnings of an answer, simply hurtling away in black tramlines down towards the first corner. (NB: this used to be called 'Crowthorne', but was renamed 'Marlboro' in 1984. This year it has become 'Crowthorne' again.)

Nigel was completely unthreatened on the run down the hill, and Rosberg, who had also got away well, looked set to follow him through. But Keke missed a gearchange, and was passed by Piquet, Surer, de Angelis and Senna before the first turn.

Out of it our 20-car field was reduced to 18. Off the road were both Alfas, and at the side of the track Patrese and Cheever were engaged in conversation even more heated than usual. "At last," a colleague said, "those two have done what they've been threatening for two years — they've taken each other off . . ."

In fact, the fault seems to have been Ghinzani, whose Toleman apparently clobbered Riccardo's car, knocking it into Eddie's. At the end of the first lap Piercarlo came in for a new nosecone. Already the day had been eventful for him: right at the end of the warm-up he had blown up at Crowthorne, dousing the track in oil. Amazingly, within a very few minutes, he would have the same thing happen again — at the same spot.

For now, though, Mansell was well in front, followed by Piquet, de Angelis, Senna, Rosberg, Lauda, Surer and Prost. "Having got away so well," Nigel said, "I turned down the boost after the first lap, thinking it was better to save fuel — I might need it later."

His team mate, however, could have no such thoughts at this point. Keke was in a *particularly* aggressive frame of mind on Saturday, and had several people to get by. This he managed without apparent difficulty, displacing Senna on lap two (a very muscular move, this, which took one's thoughts back to Brands Hatch . . .), de Angelis on lap three, Piquet on lap four. Now he was up to second, and catching Mansell.

Even by this early stage, however, the field was looking decidedly on the thin side. As well as the Alfas, gone from the lap charts were Rothengatter's Osella (a long trip for nothing), Surer's Brabham (poor Marc: a fantastic start from another good grid position, then a blown engine after only three laps), and Fabi's Toleman ("Hart attack," according to one of the crew . . .)

After six laps the name of Piquet went on the retirements list, Nelson also suffering from engine failure. There went most people's pre-race favourite, but in truth he had not looked able to worry the Williams-Hondas, and must be anticipating 1986 with great pleasure.

By this time Rosberg was right up with Mansell, clearly intent on taking the lead as soon as possible. At the same time Senna passed team mate de Angelis for third place on the run down to Crowthorne. Protecting his place, Elio had chosen the right hand side of the straight, forcing Ayrton to take the long way round. That was fine, except that Ghinzani suddenly emerged from the pit lane, obliging both Lotus drivers to move left with some urgency.

Happily, this presented no major problem, but under braking for Crowthorne the two black cars very nearly touched, Senna then chopping across to claim the corner in a manner which angered de Angelis. After the race,

BRUNDLE: "Kyalami presents quite a different set of problems to any other track we use."

indeed, the manoeuvre was 'discussed' in belligerent tones by the two men.

As the Williams pair came up to complete lap seven, Rosberg made his move, ducking out past Mansell, who generously waved him by. "I really wasn't bothered at that stage," Nigel said. "It just seemed to me that he would root his tyres earlier than I would. As it turned out, I'm bloody glad I didn't fight to keep in front of him . . ."

The face of the race was about to change, courtesy of the hapless Ghinzani, who blew up massively as the Toleman-Hart came into Crowthorne. So dense was the grey smoke that Berger, close behind, nearly went off through being unsighted. Beyond the corner the Italian pulled off, but the damage was done: the line through Crowthorne glistened in the sun. There was Agip everywhere.

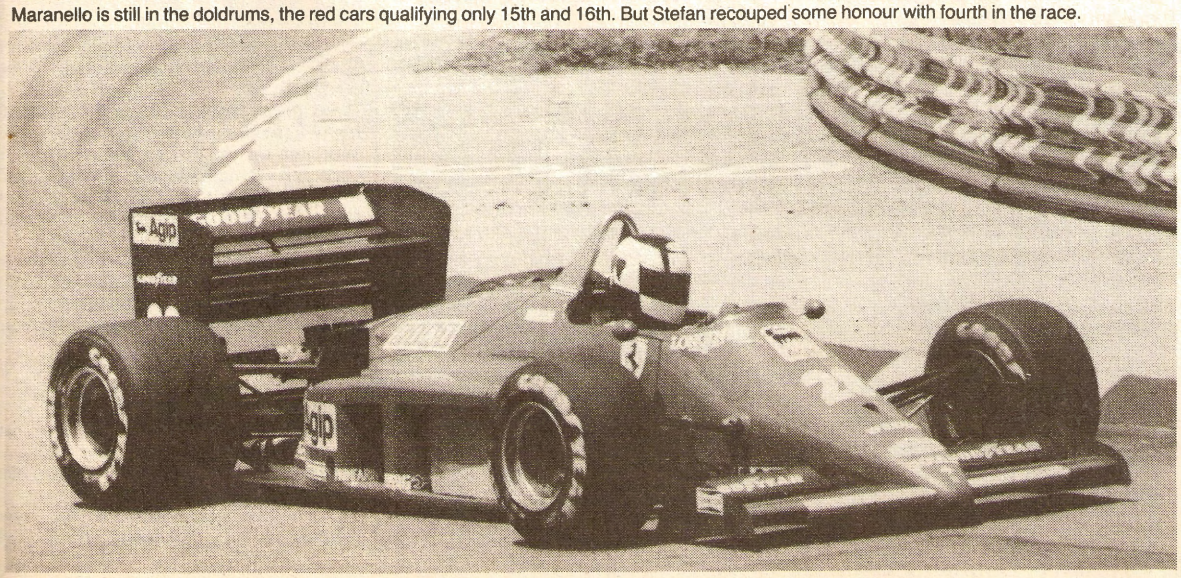
First man to find it was last man Martini, who slid completely sideways, but did well to keep from spinning and stalling. After an anxious moment or two he was able to get the Minardi on its way again.

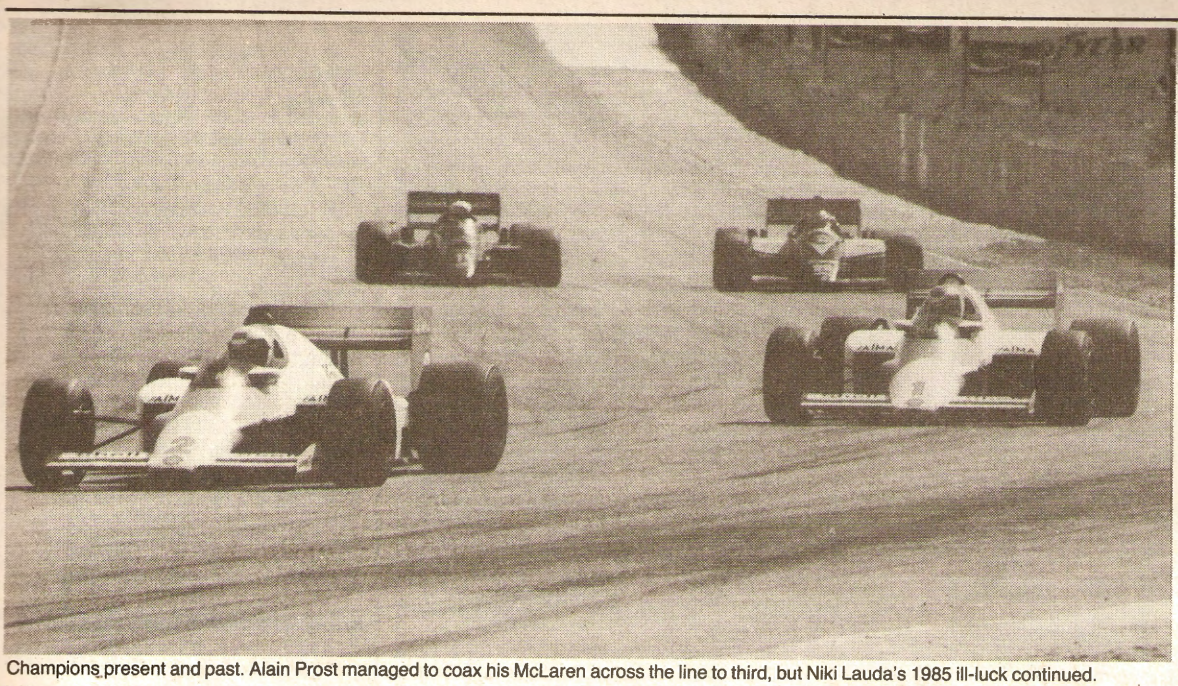
I was at Crowthorne, and cannot say for sure whether or not an oil flag was on display at this time. I am certain, however, that no flag was being *waved*. Rosberg and Mansell, the next men to arrive, are adamant that they had no warning whatever.

Keke never looked like making the corner. From the turn-in point the Williams was gone — and at a far greater speed than the Minardi. It fairly flew off the road, and far into the large sand trap in the run-off area.

Nigel was maybe 50 yards behind, and this was the saving of him. Seeing Rosberg's car slide out of control, he hit the brakes hard enough to lock up momentarily and darted right, hoping to miss the worst of the oil. The manoeuvre was a success, but even so the number 5 Williams slithered and twitched. "I was so lucky," he volunteered later. "He'd only passed me a lap before, and if he ▶

Maranello is still in the doldrums, the red cars qualifying only 15th and 16th. But Stefan recouped some honour with fourth in the race.





Champions present and past. Alain Prost managed to coax his McLaren across the line to third, but Niki Lauda's 1985 ill-luck continued.

▶▶

hadn't I'd have been the one to find the oil. . ."

The sandy run-off is astonishingly effective as a means of slowing down race cars, but a trip into it usually means a walk back to the pits. Not for Rosberg. He had kept the engine alive, and was now busily engaged in finding his way back to the track.

In the sandstorm kicked up, I could barely see the Williams, but the bellow of the Honda V6 was audible enough. Finally, the white car emerged from its cloud, setting off down through Barbecue to an outburst of cheering from the grandstands. And in no time at all Keke was back up to speed, even having a minor moment at Crowthorne next time through!

Amid the drama it was easy to miss the fact that gone from the scene now were Alboreto and Senna. Michele limped into the pits, stepped straight from the Ferrari and walked away without a backward glance either at car or crew. Another turbo had gone, and with it most of the Italian's remaining patience with Ferrari, 1985-style. And Ayrton, after five consecutive finishes in the points, was out with a blown engine. We were 10 laps into the race, with 65 remaining, and only 11 cars were circulating . . .

For quite a time Crowthorne remained very slippery, an easy trap for the over-ambitious. Prost, leaving his braking to the very latest, squeezed down the inside of de Angelis's Lotus, and the Italian, slightly off line, slid wide and allowed Lauda to get by at the exit of the corner.

The McLarens, running in close order, were now second and third, and looking as menacing as ever. Elio was fourth, under threat from the irrepressible Rosberg, whose tyres had somehow survived their trip into the Transvaal scrub. By lap 17, indeed, Keke was ahead of the Lotus, but next time round another lurid moment at Crowthorne almost handed the place back to de Angelis!

On lap 19 the problem was different. This time Rosberg locked his front brakes at the entry to the corner. "I had a problem with the brakes all through the race," he said later. "They worked OK, but there was no sensitivity in the pedal — I could never feel how hard I was braking."

Streiff was missing now. The second Tyrrell was off the road and through the catch fencing at Clubhouse, Philippe sure he had hit a patch of oil. Ten down, ten to go . . .

Through all this Mansell was driving superbly in the lead, but the McLarens were relentlessly paring down his lead, at the rate of a tenth or two each lap. "That was the start of the *real* pressure," Nigel said. "When you look in your mirrors, and you see not one, but two, McLarens behind you . . . But I still felt quite confident."

MANSELL: "That was the start of the real pressure — when you look in your mirrors and see not one, but two, McLarens . . ."

The pit stops began on lap 26, with Rosberg. The Williams mechanics did their work superbly, delaying Keke by fewer than 10 seconds, and he rejoined in fifth place, temporarily passed again by de Angelis.

Johansson, typically pressing on as hard as the Ferrari would allow, stopped at the same time, dropping from sixth to ninth in the process. He came back out exactly a lap down on Mansell, Prost and Lauda, who were now running as a lead bunch. Being the sensible fellow he is, Stefan made no attempt to hinder the race, moving well aside to let the leaders through, then tagging onto them.

Lap 30: Mansell, Prost, Lauda, de Angelis (in for tyres), Rosberg, Brundle, Berger. The number 2 McLaren was now close enough to the Williams for Nigel to move left-right-left down the pit straight, Alain following his every step.

It was a fascinating contest, the McLaren clearly outpaced on acceleration and top speed, yet able to gain through all the slow and medium speed corners. And right behind the World Champion, hawk-like, sat his predecessor . . . It seemed a great shame that tyre stops were going to break everything up, perhaps decide the race.

Lauda broke the chain on lap 32, his tyre stop disappointingly slow at nearly 16 seconds. That, however, was quicker than Prost's, who came in two laps later and was stationary for 19 seconds. It was a repeat of Zandvoort, save that this time it was the left rear wheel which refused to cooperate. Alain came out of the pits as Niki whistled by in second place.

Mansell's tyre stop was now going to be crucial, and he made it on lap 37. From the Williams crew there was no mistake worth the name, and Nigel was out again in 11.7 seconds. "I probably stayed out two or three laps too long," he commented, "but the important thing was that I was able to rejoin without losing the lead."

Soon after the Williams left the pits again, Lauda's McLaren came in, 1985 luck running true to form. As the team had feared, a turbo had failed. Would Prost's car go the same way?

Alain was really forcing at this point, his fresh tyres up to temperature by the time of Nigel's stop. At 40 laps less than a second separated the two, and there the gap stayed a while, the McLaren never quite close enough to take a serious shot at the lead.

Little did we realise it, but both men had their worries. "From about the 10th lap," said Mansell, "I was running very hot. The temperature gauge wasn't rising any more, but it was a bit unsettling, something to keep an eye on." And Prost had a repeat of the Motronic problem which dogged him during the similarly hot race at Paul Ricard: "It was exactly the same — first a slight misfire, then worse, then sometimes cutting out completely, dying so that I had to drop the clutch to restart it . . ."

As the two of them began lapping backmarkers again, it was apparent that Mansell and the Williams were in much better shape. More than once Nigel intelligently ducked past a car into Crowthorne, leaving Alain no opportunity to follow — and that meant that the McLaren was trapped for most of a lap. This happened with Boutsen, Berger, Brundle and Johansson, and on each occasion Mansell made the most of it, leaving Prost to struggle. In a single lap Berger cost the Frenchman a second and a half.

Lap 47: a second tyre stop for Rosberg, which obviously cost time, but not his third place. There seemed no way he could improve on that in the time remaining, but with Keke, who knew? Late race charges on fresh tyres are one of his many specialities.

Six laps later Johansson was up into fourth when the unfortunate de Angelis blew up after a fine, easily overlooked, drive. And behind Stefan were the reliable Arrows-BMWs of Boutsen and Berger, who would swap places before the end when the Belgian, like Rosberg, needed a third set of Goodyears.

A last effort by Prost brought down the gap to Mansell from 2.9 seconds to 1.1 on lap 59, but a lap behind the surviving Ferrari opened it out to 2.9 again next time around, and thereafter Alain never looked like threatening for the lead. He had to spend the whole of lap 65 behind Brundle's Tyrrell, and now we concentrated on the gap back to Rosberg. Could Keke make up 10 seconds in 10 laps? There seemed little doubt. And, in fact, he was through into second place within five. The McLaren was obviously hobbled now.

Rosberg's driving during those last 10 laps was something to behold, the Williams up on the kerb out of every corner, it seemed. Once he almost had all four wheels on the grass at the exit of Barbecue, but brushed the moment contemptuously aside.

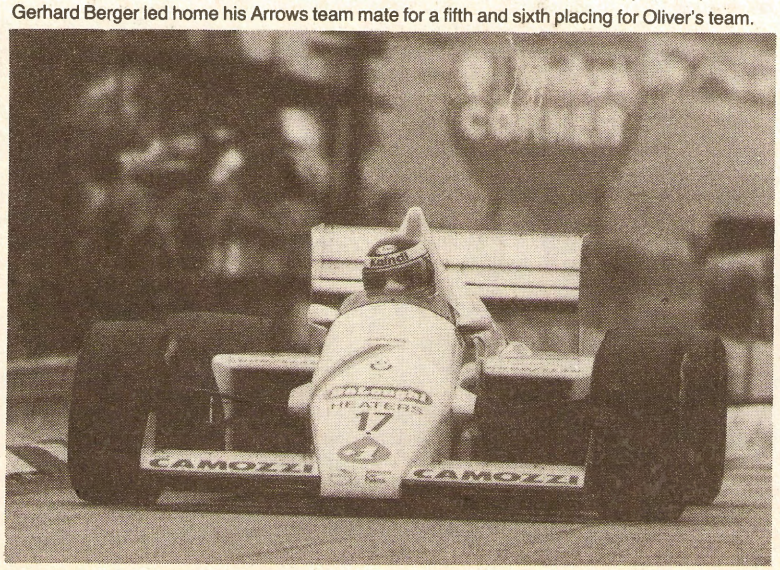
It was wonderful to watch, but drew him little closer to his team mate. Both men, indeed, set their fastest laps on lap 74, and at the finish there was a little over seven seconds in it.

How do you figure this business of Grand Prix racing? Nigel Mansell goes through five years and 70 races with nothing better than third place. His 71st brings second at Spa, and the last couple have ended in victory. Not even Prost has had back-to-back wins this year.

"This one meant more to me than Brands, actually," he said. "There I had

▶

Gerhard Berger led home his Arrows team mate for a fifth and sixth placing for Oliver's team.

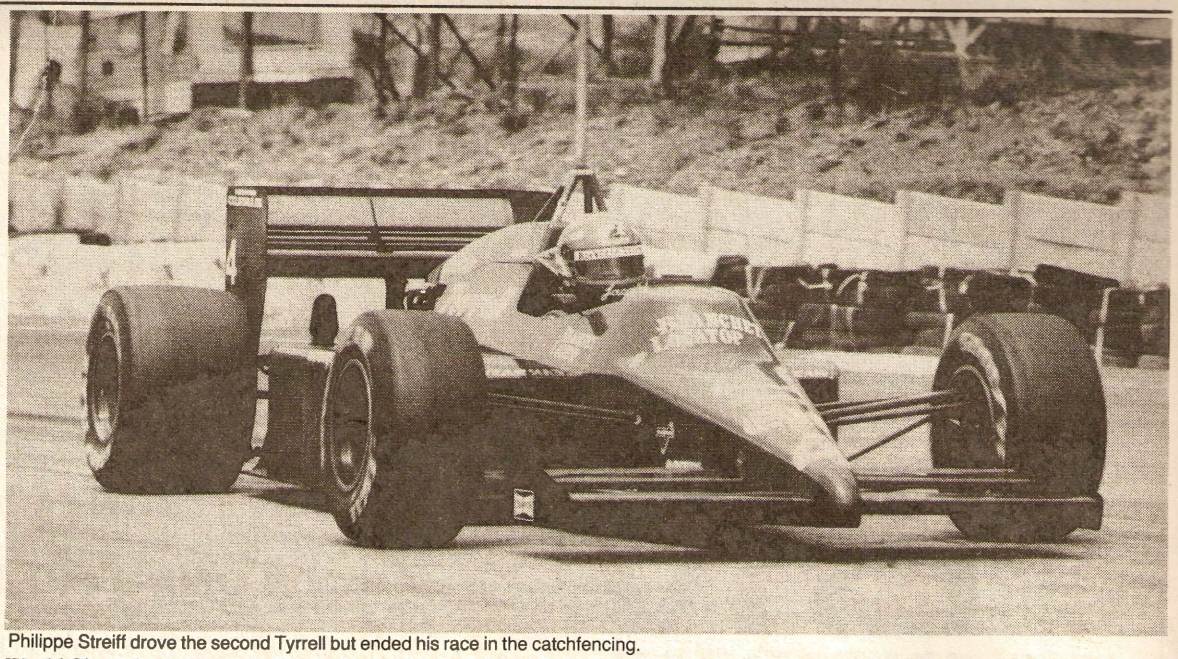


pressure because I hadn't won before, but no one was threatening me. It was just a matter of keeping my concentration going. But *this* one! There was Keke at the beginning and end, and Alain just about all the rest of the time. It wasn't very comfortable, but I honestly don't think I made any mistakes today."

Nigel's confidence is up in the sky at present, and understandably so. "Winning a Grand Prix is such a big hurdle, I tell you. It makes a big psychological difference. But more important is being in a team where *they* have confidence in you. From that point of view, Frank's been great, and so have my mechanics. I really can't praise them enough."

He made the point, too, that at Kyalami on Saturday the Honda V6s were quite clearly in a class of their own, both for reliability and power. Mansell and Rosberg were able to drive the distance very hard indeed, and the unconfirmed suggestion was that the Japanese engineers, to simulate the altitude of Kyalami, had tested engines in a pressurised dynomometer cell so as to arrive at precisely the right turbo settings and mapping. Microchips are all these days.

Prost's engine wasn't even turning as the McLaren crossed the line in third place. It had positively crept round the final lap, and I never believed it would make the finish. Fortunately it had just momentum enough. Four points for the World Champion, and, more important, proof positive that winning the title has done nothing to blunt his appetite for race victories.



Philippe Streiff drove the second Tyrrell but ended his race in the catchfencing.

Johansson gave a splendid account of himself in the wretched 156, fourth place certainly better than the car deserved, and Messrs Oliver and Rees had cause to smile, Berger and Boutsen both in the top six. Brundle, who fought hard with the lone Ferrari for much of the way, was the only finisher not to score: "Two tyre stops, unfortunately. I had all Cs for the first one, and it was a bit optimistic . . ."

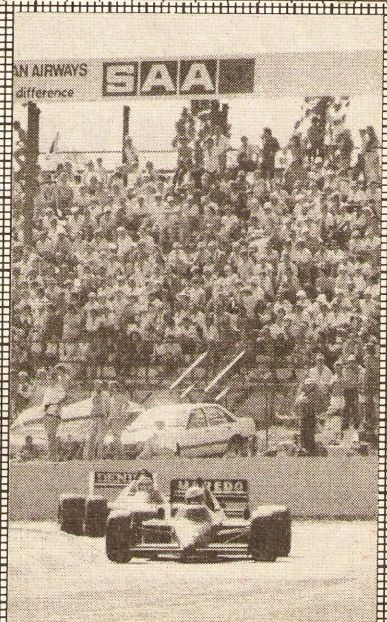
It was a great race, this, certainly a match for any this season, despite few starters and very few finishers. That seemed to matter not at all. Quality is what matters.

Need a cigarette after all their excitement. Twenty Crowthorne, please . . .

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
MANSELL	5	5	5	5	5	5	5	5	6	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	(5)	5	5	5
PIQUET	7	7	7	7	7	6	6	6	5	11	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	(2)	1	1	2	2	2	2
ROSBERG	6	11	11	11	6	(7)	11	12	11	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(1)	1	1	2	2	6	6	6	6
SENNA	12	12	12	6	11	11	12	11	2	1	11	11	11	11	11	11	11	6	6	6	6	6	6	6	6	6	(6)	11	11	11	(11)	6	6	6	6	6	1	11	11	11
SURER	8	6	6	12	12	12	2	2	1	6	6	6	6	6	6	6	6	11	11	11	11	11	11	11	11	11	3	6	6	6	3	3	3	3	3	3	11	3	3	3
De ANGELIS	11	1	1	1	2	2	1	1	17	17	3	3	3	3	28	28	28	28	28	28	28	28	28	28	28	28	(28)	6	3	3	3	11	11	11	11	11	3	28	28	28
FABI	19	8	2	2	1	1	27	27	3	3	28	28	28	28	3	3	3	3	3	3	3	3	3	3	3	3	3	18	17	17	(17)	28	28	28	28	28	28	28	18	18	18
LAUDA	1	2	8	27	27	27	17	17	28	28	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	17	(18)	28	28	18	18	18	18	18	18	17	17	17
PROST	2	19	27	19	17	17	3	3	18	18	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	28	28	18	18	17	17	17	17	17	17	29	29	29
BOUTSEN	18	27	19	17	3	3	28	28	12	4	4	4	4	4	4	4	4	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29			
BERGER	17	17	17	3	28	28	18	18	4	29	29	29	29	29	29	29	29																							
PATRESE	22	3	3	28	18	18	4	4	27																															
GHINZANI	20	28	28	18	4	4	29	29	29																															
CHEEVER	23	18	18	4	29	29	7				-1 LAP																													
ALBORETO	27	4	4	29	20																																			
JOHANSSON	28	29	29	8																																				
BRUNDLE	3	24	20	(20)																																				
STREIFF	25	(20)																																						
MARTINI	29																																							
ROTHENGATTER	24																																							

(O) INDICATES PIT STOP FROM WHICH CAR RETURNED TO RACE

	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75
MANSELL	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
PIQUET	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	6	6	6	6	6
ROSBERG	6	6	6	6	6	6	(6)	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	2	2	2	2	2
SENNA	11	11	11	11	4	4	11	11	11	11	11	11	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	28	
SURER	3	28	28	28	28	28	28	28	28	28	28	28	18	18	18	18	18	18	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
De ANGELIS	28	(3)	18	18	18	18	18	18	18	18	18	18	17	17	17	17	17	17	(18)	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	
FABI	18	18	17	17	17	17	17	17	17	17	17	17	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
LAUDA	17	17	3	3	3	3	3	3	3	3	3	(3)																							
PROST	29	29	29	29	29																														
BOUTSEN																																			
BERGER																																			
PATRESE																																			
GHINZANI																																			
CHEEVER																																			
ALBORETO																																			
JOHANSSON																																			
BRUNDLE																																			
STREIFF																																			
MARTINI																																			
ROTHENGATTER																																			



SOUTH AFRICAN GRAND PRIX

October 19, 1985
FIA Formula 1 World Championship, Round 15
Circuit: Kyalami (ZA)

Race data:	**75 laps of 2.55 mile circuit**	
Weather:	**Very hot, dry**	
Distance:	**191.263 miles**	
Winner:	**Mansell, Williams FW10B**	**Average speed: 129.844mph**
Previous result:	**Lauda, McLaren MP4/2**	**Average speed: 128.367mph**
Fastest lap:	**Rosberg, Williams FW10B**	**1:08.149, 134.714mph**
Existing record:	**Prost, Renault RE30B**	**1:08.278, 134.455mph**

ENTRIES

No	Driver (Nat)	Car/Chassis	Engine
1	Niki Lauda (A)	McLaren MP4/2B-04	TAG V6 turbo
2	Alain Prost (F)	McLaren MP4/2B-06	TAG V6 turbo +
2T	Alain Prost (F)	McLaren MP4/2B-03	TAG V6 turbo
3	Martin Brundle (GB)	Tyrrell 014-03	Renault V6 turbo
4	Philippe Streiff (F)	Tyrrell 014-02	Renault V6 turbo
5	Nigel Mansell (GB)	Williams FW10B-06	Honda V6 turbo
6	Keke Rosberg (SF)	Williams FW10B-07	Honda V6 turbo
7	Nelson Piquet (BR)	Brabham BT54-09	BMW S4 turbo
7T	Nelson Piquet (BR)	Brabham BT54-07	BMW S4 turbo
8	Marc Surer (CH)	Brabham BT54-06	BMW S4 turbo
11	Elio de Angelis (I)	Lotus 97T-03	Renault V6 turbo
12	Ayrton Senna (BR)	Lotus 97T-04	Renault V6 turbo
12T	Ayrton Senna (BR)	Lotus 97T-02	Renault V6 turbo
17	Gerhard Berger (A)	Arrows A8-02	BMW S4 turbo
17T	Gerhard Berger (A)	Arrows A8-05	BMW S4 turbo
18	Thierry Boutsen (B)	Arrows A8-04	BMW S4 turbo
19	Teo Fabi (I)	Toleman TG185-03	Hart S4 turbo
19T	Teo Fabi (I)	Toleman TG185-04	Hart S4 turbo
20	Piercarlo Ghinzani (I)	Toleman TG185-04	Hart S4 turbo
22	Riccardo Patrese (I)	Alfa Romeo 184TB-03	Alfa Romeo V8 turbo
23	Eddie Cheever (USA)	Alfa Romeo 184TB-02	Alfa Romeo V8 turbo
24	Huub Rothengatter (NL)	Osella FA1G-02	Alfa Romeo V8 turbo
27	Michele Alboreto (I)	Ferrari 156/85-085	Ferrari V6 turbo
27T	Michele Alboreto (I)	Ferrari 156/85-083	Ferrari V6 turbo
28	Stefan Johansson (S)	Ferrari 156/85-086	Ferrari V6 turbo
29	Pierluigi Martini (I)	Minardi M185-04	Motori Moderni V6 turbo
33	Alan Jones (AUS)	Lola THL1-02	Hart S4 turbo**
33T	Alan Jones (AUS)	Lola THL1-01	Hart S4 turbo**

+New car. **Withdrawn

LAP TIMES

THURSDAY Weather: hot, dry		FRIDAY Weather: warm, dry		WARM UP Weather: very hot, dry		RACE Weather: very hot, dry	
Driver		**Driver**		**Driver**		**Driver**	
Rosberg	1:03.073	Mansell	1:02.366	Piquet	1:08.056	Rosberg	1:08.149
Mansell	1:03.188	Piquet	1:02.490	Senna	1:08.296	Mansell	1:08.518
Piquet	1:03.844	Rosberg	1:02.504	Rosberg	1:08.635	Prost	1:08.713
Senna	1:04.517	Senna	1:02.825	Lauda	1:08.977	Boutsen	1:09.230
de Angelis	1:04.611	Surer	1:04.088	Mansell	1:09.026	Lauda	1:09.500
Boutsen	1:05.079	de Angelis	1:04.129	Prost	1:09.270	de Angelis	1:09.960
Alboreto	1:05.268	Fabi	1:04.215	de Angelis	1:09.368	Senna	1:10.077
Lauda	1:05.357	Lauda	1:04.283	Alboreto	1:09.695	Berger	1:10.258
Johansson	1:05.406	Prost	1:04.376	Johansson	1:09.880	Brundle	1:10.339
Surer	1:05.411	Boutsen	1:04.518	Surer	1:10.104	Johansson	1:10.413
Prost	1:05.757	Berger	1:04.780	Boutsen	1:10.329	Piquet	1:10.476
Fabi	1:06.083	Patrese	1:04.948	Fabi	1:10.547	Alboreto	1:10.850
Patrese	1:06.386	Ghinzani	1:05.114	Brundle	1:10.662	Streiff	1:11.404
Berger	1:06.546	Cheever	1:05.260	Berger	1:10.750	Fabi	1:12.035
Brundle	1:06.709	Johansson	1:05.388	Ghinzani	1:10.967	Surer	1:12.100
Jones	1:07.144	Brundle	1:05.649	Patrese	1:11.115	Martini	1:14.428
Cheever	1:07.159	Jones	1:05.731	Streiff	1:11.469	Ghinzani	1:29.450
Ghinzani	1:07.800	Alboreto	1:05.757	Cheever	1:11.529	Rothengatter	1:29.792
Streiff	1:07.935	Streiff	1:06.205	Martini	1:12.821		
Rothengatter	1:09.904	Martini	1:08.658	Rothengatter	1:13.000		
Martini	1:10.025	Rothengatter	1:09.873				

STARTING GRID

5	Mansell	1:02.366
7	Piquet	1:02.490
6	Rosberg	1:02.504
12	Senna	1:02.825
8	Surer	1:04.088
11	de Angelis	1:04.129
19	Fabi	1:04.215
1	Lauda	1:04.283
2	Prost	1:04.376
18	Boutsen	1:04.518
17	Berger	1:04.780
22	Patrese	1:04.948
20	Ghinzani	1:05.114
23	Cheever	1:05.260
27	Alboreto	1:05.268
28	Johansson	1:05.388
3	Brundle	1:05.649
4	Streiff	1:06.205
29	Martini	1:08.658
21	Rothengatter	1:09.873

RESULTS

Pos	No	Driver	Car	Laps	Time/Retirement
1	5	Mansell	Williams-Honda	75	1-28:22.866
2	6	Rosberg	Williams-Honda	75	1-28:30.438
3	2	Prost	McLaren-TAG	75	1-30:14.660
4	28	Johansson	Ferrari	74	
5	17	Berger	Arrows-BMW	74	
6	18	Boutsen	Arrows-BMW	74	
7	3	Brundle	Tyrrell-Renault	73	
R	11	de Angelis	Lotus-Renault	52	Engine
R	29	Martini	Minardi-Moderni	45	Turbo
R	1	Lauda	McLaren-TAG	37	Turbo
R	4	Streiff	Tyrrell-Renault	16	Accident
R	12	Senna	Lotus-Renault	8	Engine
R	27	Alboreto	Ferrari	8	Turbo
R	7	Piquet	Brabham-BMW	6	Engine
R	20	Ghinzani	Toleman-Hart	4	Engine
R	19	Fabi	Toleman-Hart	3	Engine
R	8	Surer	Brabham-BMW	3	Engine
R	24	Rothengatter	Osella-Alfa Romeo	1	Electrics
R	22	Patrese	Alfa Romeo	0	Accident
R	23	Cheever	Alfa-Romeo	0	Accident
NS	33	Jones	Lola-Hart		Withdrawn

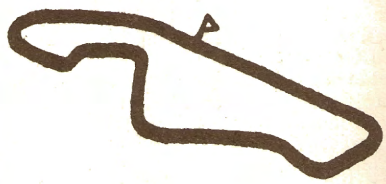
WORLD CHAMPIONSHIP POSITIONS

DRIVERS

1	Prost	76
2	Alboreto	53
3	Senna	38
4	de Angelis	33
5	Rosberg	31
	Mansell	31
7	Johansson	24
8	Piquet	21
9	Lauda	14
10	Tambay	11
	Boutsen	11
12	Laffite	10
13	Surer	5
	Warwick	5
15	Bellof	4
16	Arnoux	3
	de Cesaris	3
18	Berger	2

CONSTRUCTORS

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



TECHNICAL DATA

Entrant	Car	Tyres	Fuel/Oil	Plugs	Shocks	Clutch
Marlboro McLaren	McLaren	Goodyear	Shell	Champion	Bilstein	AP
Tyrrell Racing Organisation	Tyrrell	Goodyear	—	Champion	Koni	AP
Canon Williams	Williams	Goodyear	Mobil	NGK	Koni	AP
Motor Racing Developments	Brabham	Pirelli	Castrol	Champion	Koni	AP
John Player Special Team Lotus	Lotus	Goodyear	Elf	Champion	Koni	AP
Barclay Arrows BMW	Arrows	Goodyear	—	Champion	Koni	AP
Benetton Team Alfa Romeo	Alfa Romeo	Goodyear	Agip	Champion	Koni	AP
Osella Squadra Corse	Osella	Pirelli	Agip	Champion	Koni	AP
Ferrari SpA	Ferrari	Goodyear	Agip	Champion	Koni	AP
Minardi Team	Minardi	Pirelli	—	Champion	Koni	AP
FORCE	Lola	Goodyear	—	Champion	Koni	AP

Mikkola: Sole Audi Quattro for RAC Rally

Hannu Mikkola has been confirmed as the solo representative from Audi on the forthcoming Lombard RAC Rally. The German team has dropped Stig Blomqvist, as suggested in *Special Stage* last week, and it seems that plans for Audi Sport UK to run Michele Mouton have also been scrapped.

The familiar pattern is for the Milton Keynes based organisation to wait and see what Ingolstadt is planning, and then compliment this line up. But Mouton has not proved such a force through this year, and with David Llewellin heading for ARG at the end of the season, he is not expected to start the rally in a works Audi.

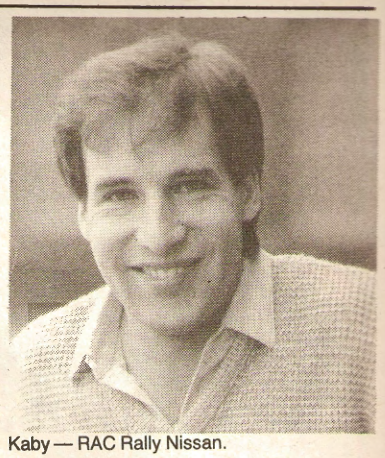
Blomqvist, and co-driver Cederberg, therefore look likely to miss the forest international for the second year in succession, unless they can put together another private deal. If they do not manage that, then Stig's next major event would seem set to be the Swedish International next February.



Mikkola — staying with Audi.

Next year Audi Sport will retain Hannu Mikkola and Arne Hertz — despite recent speculation that the pair were going to split up — for a number of Championship rallies. With Walter Rohrl already confirmed, the drivers will probably contest three or four rallies each. Mikkola is also tipped to drive a Sport Quattro S1 in the British Open Championship.

■ It seems that Roland Gumpert, Audi Sport's chief is being left out of some major decisions at Ingolstadt. When asked about his driver line up for 1986 last week, he explained that, "nothing was settled", although the Audi press department had already posted the press release stating that Mikkola was confirmed as part of the team. . .



Kaby — RAC Rally Nissan.

Kaby gets RAC boost

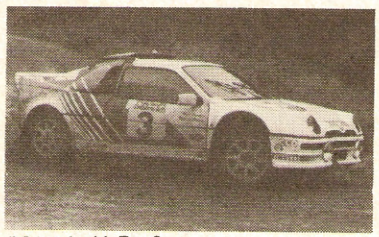
Terry Kaby will drive a lone Nissan 240RS on the Lombard RAC Rally. Originally, the World Championship counter was not on the Towcester driver's programme with the Team Nissan Europe car but, at the end of last week, Bob Freeborough got the go-ahead from Japan to enter the rally. The car will be his regular machine, prepared at Blydenstein Racing in Cambridgeshire, and not one of the latest ET models. Sponsorship details have not yet been sorted out but the budget boost from Japan was the breakthrough the team were hoping for.

Rothmans RS200 for McRae in '86?

With GM Dealer Sport still facing an unsure future, Jimmy McRae looks a likely candidate for a drive with a Rothmans backed Ford RS200 in the 1986 Shell Oils Open Rally Championship. The Scotsman, three times the Open Champion, took the title in 1982 in a Rothmans backed Opel, and with a four-wheel drive car would seem a likely front runner again next year.

Speaking on Monday, David Richards would not comment on the driver line-up for the future, but did say that, he hoped to have everything sorted within the next 10 days. "We are in negotiations with two manufacturers," he explained, "and we have one programme — France — tied up and settled, and are now working on the others."

"I think that it is highly likely that we will retain our links with Porsche, and we will be using Porsche, at least for the first part of the year." It seems that the factory are willing to support the Silverstone based team if they run 959s, but the most probable use for these cars would be in the Middle East, where Saeed Al Hajri can again be expected to chase honours.



RS200 for McRae?

If Richards's team does manage to establish a link with Ford, then it would take some of the pressure away from Boreham, which will concentrate on its World Championship commitment. The Silverstone connection would offer excellent back up resources and the facility to complete some development work. Currently, there are two Porsches for sale at Silverstone.



Fabrizia home again

Fabrizia Pons has flown home from the Ivory Coast because she has been taken ill, and will not take part on the World Championship event which starts in Abidjan next week. Fabrizia is now in Italy, at home, and Arne Hertz is in Africa and will accompany Michele Mouton on the event.

D-day at Volkswagen

In order to beat the closing date for entries, Volkswagen Motorsport placed an entry for Lars Erik-Torph on this year's Lombard RAC Rally but were still unsure of actually being in Nottingham next month. Torph seems likely to join Toyota next year and VW Team Manager, Andy Hansch, Explained, "If Torph does not wish to stay with us in 1986, we shall not be inclined to send him to the RAC Rally. He is the only driver that we are interested in entering on the rally and so, if he chooses to leave Volkswagen, we shall cancel the entry on Wednesday (yesterday)."

Meanwhile, the Hanover based company are planning their attack on the 1986 Manufacturers Group A World Championship with the 16 valve Golf GTI. "We are determined to take that title," continued Hansch, "and if we do not come to the RAC Rally, we shall have more time to work on the car . . ."

Musical chairs for world teams

Although Markku Alen has spent a great deal of time considering his future, and specifically looking at an offer from Jean Todt to join Peugeot for 1986, it seems as if the Finn will, after all, remain with Lancia and drive the Delta S4 in next year's world series. Consequently, Juha Kankkunen has apparently taken up the vacant seat at Peugeot Talbot Sport, but has simultaneously split with co-driver Fred Gallagher. Juha Piironen — who used to be his partner before he became professional — is now expected to rejoin Kankkunen, and so Jean Todt's line up for next season looks extremely strong.

Timo Salonen is expected to stay, the 1985 World Champion intent on a programme of approximately seven events; Ari Vatanen — who was due to return to England on Tuesday this week — hopes to be back by mid-year; and Kankkunen will also do about six rallies. Bruno Saby's position remains unclear.

With the driver changes therefore now nearly settled, attention has turned to the co-drivers and an increasingly complicated game of musical chairs. Gallagher's dilemma seems to have solved itself as Hans Thorszelius is expected to retire after the RAC Rally, and the Ulsterman would be a probable replacement alongside Bjorn Waldegaard although that would leave team boss Ove Andersson, looking for someone to sit alongside young Swede, Lars-Erik Torph, tipped as Kankkunen's replacement.

Henri Toivonen could be the worst hit in this puzzle because, while he is certain to stay at Lancia (with Alen, and Biasion in the Martini team), he has to find a new partner.

Both the Ford signings, Stig Blomqvist and Kalle Grundel, are also set to change partners for 1986. Bjorn Cederberg is retiring due to pressure from business, and Peter Diekmann seems to have lost favour. Bruno Berglund — for so long a crucial part of Tony Fall's Russelsheim based Opel team but increasingly frustrated at the small programme — is destined for Blomqvist's right hand seat in the RS200, while it appears as if Ingvar Carlsson's usual man in the Mazda RX-7, Benny Melander, may also be heading for a Boreham contract.

With Austin Rover settled on Tony Pond/Rob Arthur and Malcolm Wilson/Nigel Harris as the two regular teams for the world series; and Audi perhaps doing five or six rallies the 1986 season looks like boasting quality and quantity.

Two Turbos from PTS

Peugeot Talbot Sport will be sending two of their Evolution 205 Turbos to next month's Lombard RAC Rally. Timo Salonen will head the entry partnered by Seppo Harjanne, while the second car will be crewed by Kalle Grundel and Terry Harryman. Harryman set the RAC as his target for recovery from the Argentina accident and he looks set to achieve his goal.

Grundel's appointment to the squad has come despite the strong links with Ford for 1986 (see separate story).

£100,000 deal for Wood's 6R4

There can be little doubt that the main interest in this weekend's final round of the Esso Scottish Rally Championship will not centre on the outcome of the series. While George Marshall battles for the crown with Murray Grierson and David Gillanders, attention will be firmly focussed on the fortunes of the second car away.

For this is the weekend when Ken Wood abandons his faithful — if somewhat inconsistent — Rover Vitesse in favour of a Metro 6R4. Golden Wonder revealed officially at the weekend, their acquisition of the four-wheel-drive supercar and stated their intentions for the future. On Saturday, Wood will have the clubman specification engine (around 250bhp) to get used to the car but it is intended that the full blown 380bhp unit will be fitted later.

For 1986, the target is the National Rally Championship while a move to the Open series is planned for 1987. It is not yet certain where the car will be prepared although Golden Wonder's Howard Smith explained that Mike Little's Carlisle base is the likely home for the car. Preparation for this weekend has been carried out at Dom Buckley's workshop.

Naturally delighted at the deal, which represents a £100,000 commitment over the next two years, Wood admitted that his reputation was on the line. "If we don't win events in this car," he said, "We'll never win in anything else . . ."

Wood — 6R4 challenge.



LEADING ENTRIES

1, A Wood/Patterson	Vauxhall Astra GT/E
2, K Wood/Brown	MG Metro 6R4
3, Marshall/Jenkins	Nissan 240RS
4, Brearley/Wilson	Opel Manta S/C
5, Grierson/Anderson	Ford Escort RS
6, Smith/Carstairs	Ford Escort RS
7, Gillanders/Neish	Volvo 240 Turbo
8, O'Kane/Alexander	Talbot Sunbeam BRM
9, Christie/Campbell	Vauxhall Chevette HSR
10, Girvan/Urquhart	Ford Escort RS

SPECTATOR INFORMATION

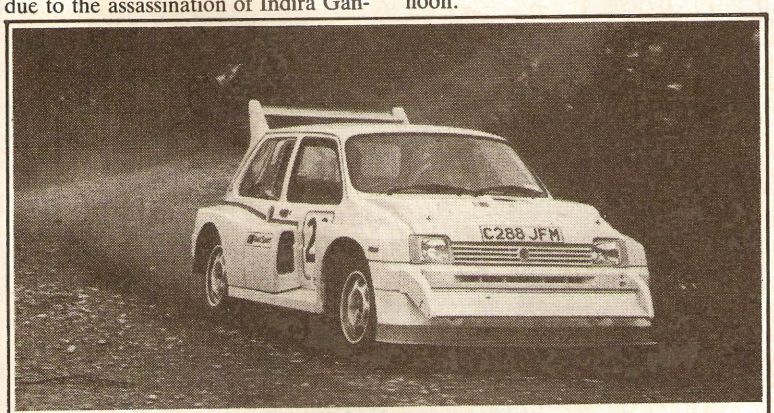
Start: Aberfoyle main car park at 1000.
SS1 Achray: Park on A81 and Forest Car Park at Braeval. Cars at 1009.
SS2 Carron: Main spectator stage with access from stage start. 1055.
SS4 Garadhban: Located off unclassified road north of Drymen. Do not park in passing places. Access from stage start. 1247.
SS5 High Corrie: Located off same road as SS4. Entrance off forestry car park at Drymen Road Cottage. 2½ mile walk to stage start but worth the effort. 1302.
SS9 Achray: Details as SS1. 1431.
Finish: Dreadnought Hotel, Callendar. 1512.

The Indian take-away

Jayant Shah sets off from the Nehru Stadium in Delhi today (Thursday) to begin the 3200Kms route of the Himalaya Rally. Shah will be chasing his fourth win on the event and will inevitably be favourite. Second car away will be a similar Nissan 240RS, driven by Flory Roothaert of Belgium with Ranjiv Khana's Manta completing the top three.

Despite a cyclone last week, the organisers of this troubled rally (it had to be brought to a premature halt last year due to the assassination of Indira Gandhi) are anticipating only minor changes. An indication of the gruelling nature of the rally, however, came with the knowledge that the route had been checked by elephant . . .

Included among the 73 starters is a three car team from the IRDC, comprising Shah, Jaswant Jagdev and Australian driver, Ross Dunkerton, in a Subaru. The rally is in four sections with short rest halts in Simla, Mussorie, Naintal and finishing in Delhi next Tuesday afternoon.



166 down — 34 to go

The FISA inspectors checked off no less than 166 Metros at Longbridge on Monday, leaving Austin Rover just 34 to complete by October 31. And one of those 166 was out at the weekend, Geoff Fielding taking the first privately run car to 15th on the Audi Sport Rally.

Title clincher . . .

The BTRDA Rally Championship draws to a climax this weekend with the Quip Forest Stages. And what a battle it promises to be with the top three contenders in the series (Vince Wetton, Peter Slights and Pete Doughty) being covered by a mere five points.

The Trackrod MC event is traditionally a fitting climax to the club series and this year it will be all the more so as the rally is to be promoted next year to National Championship status.

But, championship points aside, this Saturday's event should also feature a fascinating battle for victory with several drivers joining in the fun for the day. Local man, Steve Bannister, heads the entry list but will have to work hard to fend off the challenge from Sweden's Stig Andervang in the Colway Tyres Escort. Having blown the engine of the Tony Maslen car in Cumbria, Andervang has borrowed a power source from a friend at home and will be working flat out to install it in time. It may depend on the performance this weekend whether or not he starts the Lombard RAC Rally next month.

Also in the entry are Alec Cannon, Glyn Jones and Alistair Sutherland in possible winning combinations, while former series regular, Trevor Prew gets the rallying bug again with a TR7 V8.

LEADING ENTRIES

1, Bannister/Oldfield	Ford Escort RS
2, Andervang/Beacon	Ford Escort RS
3, Cannon/Harris	Ford Escort RS
4, Wetton/Allen	Opel Ascona 400
5, Slights/Naylor	Ford Escort RS
6, Doughty/Smith	Opel Manta 400
7, Jones/James	Opel Manta 400
8, Sutherland/Watts	Ford Escort RS
9, Prew/Fox	Triumph TR7 V8
10, Mann/Meadows	Toyota Corolla GT

SPECTATOR INFORMATION

Start: Weaponness Valley Road Coach Park, Scarborough. 0930.
Harwood Dale: Opening stage with viewing at 94/953981. Cars at 0945.
Staindale: Viewing at 94/878½901½. Cars at 1110.
Dalby 1: Spectators are welcome at 1125 to see action from point 855878.
Gale Rigg/Newton Dale: Action from 1340 on two stages. Access at 825952.
Dalby 2: The woodyard sees the cars at 1505. Located at 857½863.

Eight for Citroen

At a press conference in France last week, Citroen's Guy Verrier confirmed that his team will tackle at least eight rounds of the 1986 World Championship with the Citroen BX. Essentially, it appears as if the car (detailed in AUTOSPORT, October 10), will be struggling against some of the more sophisticated machinery, including the 205 Turbo 16 being run by Peugeot, the company which retains control of Citroen.

Charity premiere

Prior to the Lombard RAC Rally, Austin Rover are planning a forum in aid of the NSPCC which will include the premiere of Barrie Hinchliffe's new film about this season's European Touring Car Championship. The venue is the East Midlands (Jessie Boot) Conference Centre, University Park, Nottingham and the evening is on Thursday, November 21 at 8pm.

On the panel, which will be hosted by Murray Walker, should be John Davenport, Tony Pond, Malcolm Wilson and a member of the ETC team.

Tickets, priced £1 (cheques and SAE only please), are only available by post from David Horncastle, ARG Ltd, Canley Road, Coventry CV5 6QX.

BRIEFLY

■ Win Percy admitted last week that he has bought a Metro 6R4 with the intention of going rallying this winter. A former rallyman, the popular racer from Dorset has not yet decided which events to do but has been keen to get behind the wheel of a rally car for some time.

■ Vauxhall should be back in action with the Nova Sport on January 1. The ban (see *Special Stage* last week), imposed by FISA is for six months from July 1.

RAC AUTOSPORT
Shell Oils
NATIONAL RALLY CHAMPIONSHIP

Top marks

The final round of the Shell Oils/AUTOSPORT RAC National Rally Championship settled the remaining class championships. Apart from Mark Lovell's overall title, and Simon Davison's Group A crown, the other champions are:

Peter Davis (Co-driver), Dave Nicholson (Group A Co-driver), Simon Stubbings (Group N), Graham Parkinson (Group A up to 1300cc), Darell Staniforth (1300cc to 1600cc), Simon Davison (1600cc to 2000cc) Nick Edmond (Over 2000cc) and Mark Lovell (Open, all capacities). The Skoda Trophy '85 fell to Neil Burton.

Mewla move

Next year's Mewla National Rally will have a new start venue. To no-one's great disappointment, the Abernant Lake Hotel at Llanwrtyd Wells has been dropped as the rally headquarters and the whole event switched to Llandrindod Wells and the Metropole Hotel.

Plans are already under way for the 1986 rally and the organisers are hoping to include a new spectator stage in addition to the traditional Epynt military ranges.

■ There are only a few tickets lets for the championship prizegiving at the Albany Hotel, Nottingham on December 14. Details are available from John Horton at PO Box 200, Sutton Coldfield, West Midlands or on 021-378 2828.

King Gwyn

Gwyn Thomas is the convincing winner of the Shell Oils/AUTOSPORT Championship section of the Warwick Wright Talbot Challenge. He has headed home Mike Riddick by a healthy margin and will collect his award at the championship prizegiving in December along with winners from the BTRDA and ACSMC series.

REPORT: KEITH OSWIN — PHOTOGRAPHY: TONY NORTH



Above: Tony Pond was dominant in the MG Metro 6R4 with his team mate Marc Duez shadowing him all the way. Below: The Audi challenge went wrong on the first stage when David Llewellin rolled.

The hot shoe show

The fortunes of Austin Rover's Metro 6R4 have fluctuated since it was first shown to the public on last year's York National Rally. While the car has always demonstrated its World beating potential, it had only notched up two wins before last weekend.

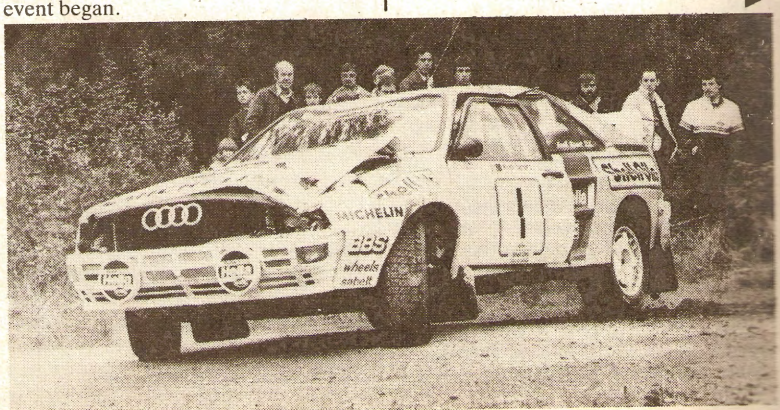
But, rather as a boxer times his preparation for the big fight, the team have been working towards the Lombard RAC Rally and on Saturday, in the final sparring bout, came to full fitness. Tony Pond and Marc Duez were, frankly, never troubled all day and gave the team — and a host of employees from the Longbridge factory where the cars are being made — a convincing 1-2 victory to cheer. Neither car was in need of major work during the event and, as the team relaxed afterwards, there was a discernable feeling of relief. And well deserved satisfaction . . .

The two expensive Heuer watches that formed the awards for the winner of Saturday's Audi Sport Rally were, the sponsors hoped, a parting gift for David Llewellin and Phil Short. With a drive on the Lombard RAC Rally in some doubt, Saturday's event was likely to be the last event for the pairing. The 1984 Shell Oils/AUTOSPORT RAC National Champion was driving his works Quattro and offered the most serious threat to the Austin Rover equipe. But, as Tony Pond stepped up to collect his award, that same timepiece, the screw was being turned.

Dipping into his pocket, Pond called Llewellin forward. "Although John Davenport could not stay for the prizegiving," he began, "he asked me to present you with this £20 note as a way of thanking you for retiring from the event so early!"

The audience fell about with laughter while the Audi representatives put on their best fixed smiles. Llewellin's roll on the opening test had cost them any chance of victory and they were forced to resign themselves to watching a rival manufacturer take the trophies for the first time since their sponsorship of this event began.

The final round of the National series has a certain air of tradition about it. Its proximity to the RAC Rally has usually attracted the factory teams to take in some pre-event testing and the rally itself is as close to international status as any of the Open Championship rallies. This year, however, things were different. Ford had opted not to send an RS200 as they were not entering the RAC Rally, Lancia chose to return to Turin after their Scottish test session and not try the Delta S4 in anger for the British fans. Peugeot also could not spare the 205 T16 for Mikael Sundstrom or the GTI for Louise Aitken-Walker, Audi failed to attract a works car from ▶



►►

Ingolstadt, GM stayed at home with their regular drivers and Mazda made headlines with a late entry for Ingvar Carlsson, only to withdraw it as soon as the specialist magazines had gone to press . . .

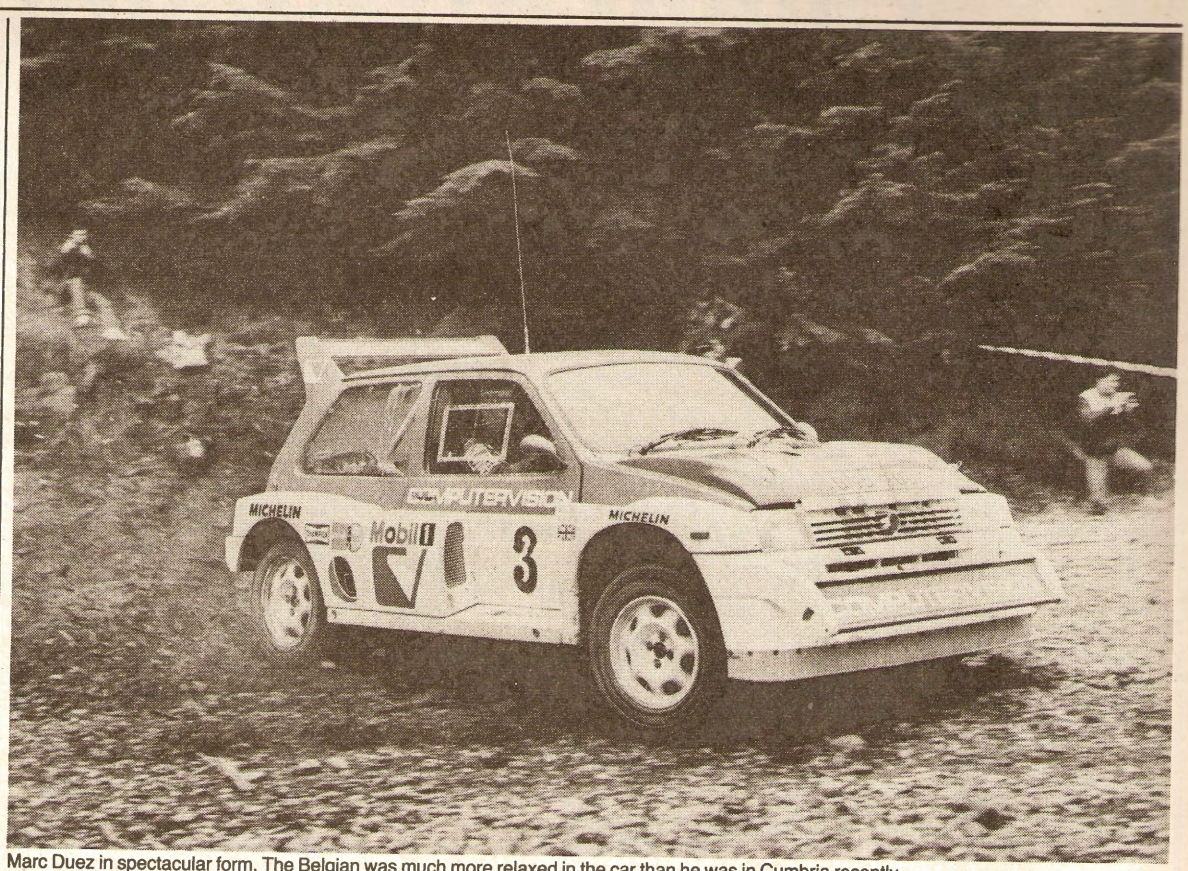
Nevertheless, ARG sent Metros for Pond and Duez while a third factory car for Malcolm Wilson was scratched as the Cumbrian driver's injured back is not ready for the rigours of rallying just yet. It would have been his first competitive outing in the car and given the RAC squad a valuable opportunity to work together for the first time. Audi of course had David Llewellin while GM did send Andrew Wood in the Manta 400 last used by Russell Brookes in Cyprus. Little work had been done to the car but the Scot was looking forward to his first run in the powerful Group B car, instead of his more usual Astra GT/E. Vauxhall's Group A effort on the international scene was, however, represented by the Telecom car of Pentti Airikkala — partnered by Steve Rider from BBC *Grandstand*. Steve tackled last year's rally alongside Harry Hockly in the Nova, but this was going to be something else entirely . . .

The other change from tradition for the event was the move from the quaint (sorry, bleak) seaside town of Aberystwyth. Although the forests used by the club remained as before, the rally would start and finish in the beautiful town of Shrewsbury on the opposite side of the action area. While it made the rally headquarters a little more spread out than before, and increased the road mileage to and from the forests, no-one really minded and the event was as slickly presented as ever.

Not that David Llewellin had much time to enjoy it. A tricky left hander on the opening stage in Dyfnant—where the spectators were almost wall to wall—caught out the Quattro. "I was actually around the corner," explained the Welshman afterwards, "and the rear wheel had dropped into the ditch. Normally it wouldn't have been a problem but this time the ditch came to a sudden stop and it flipped the car over onto its roof. We were trapped inside for a while as we couldn't get the doors open —not a nice feeling—but the spectators eventually decided to stop waving at us and helped us free."

With a smashed windscreen and a very sorry looking front end, the Quattro set off once again. It was lucky that it got going when it did for, less than 2 mins later, Willie Rutherford arrived at speed in the R-E-D Sierra and shot into the same hole. This time it was the front offside corner that bore the brunt of the impact and the sudden stop knocked the wind out of co-driver Bryan Harris. Medical attention was required and Harris spent a few hours in hospital before being discharged without serious injury. It should be noted that, despite sending an ambulance through the stage to assist the crew and get Harris to hospital, the organisers managed to halt the event for a mere 9 mins. A record to be proud of . . .

Down in the service area, the Audi team prepared to undo the damage. David Sutton sacrificed the windscreen from his personal Quattro — to the horror of his new minder, Steve Johnson, who had anticipated a quiet introduction to his new employers — and the mechanics set about pulling the Kevlar free of essential parts, checking the suspension and generally tidying things up. A representative from Michelin asked how the tyres had been—the team have signed a contract to use the French rubber next year instead of the familiar Pirelli—and realised that it was a foolish question at this point in time!



Marc Duez in spectacular form. The Belgian was much more relaxed in the car than he was in Cumbria recently.

Next door, the Austin Rover camp prepared to receive their two blue and white charges. Having seen the team's development over the past two seasons, it was significant to note an air of confidence these days. Somehow, it all looks right and well drilled. There was time for some light hearted banter as the cars queued at the arrival control in Machynlleth. After all, with the goings on in *The Winning Streak*, teams with PR girls have a rich source of material for smutty remarks!

Pond was happy, 26 secs clear of team-mate Duez after the opening stage. Nevertheless, he was dripping with sweat and it was not all due to effort. The car gets desperately hot at times and that team opted to fit ducts to the cabin in the hope of improving things. The almost total lack of dirt on the cars was also indicative of the conditions that were facing the crews. "The stage was perfect," reflected the leader as he munched a sausage roll. "The only trouble is that, one minute everything is nice and dry, and then it gets wet. You don't really like to commit yourself too much as you never know what will happen."

Perhaps not, but spectators agreed that the Metro driver was certainly committed (or ought to be?) as the speed of the little car was sensational.

Duez was more relaxed than in Cumbria a few weeks earlier. On that occasion, the Belgian had been at the wheel of the 400bhp projectile for the first time and he was decidedly nervous. Now, with no fog to hamper progress, he was able to use his expertise to the full. To improve turn in, the team had fitted M4 covers at the front and M8s at the rear. Duez chose to widen the front tyres a little more to further improve matters, but otherwise was quite happy, the moustachioed driver able to contribute fully to the testing exercise.

Andrew Wood had a promising run in the Manta 400 finishing fourth in his Group B debut.



Third at this point, 7 secs adrift of Duez, was Allan Edwards's four-wheel-drive Escort, despite finding the brake calipers too small for the weight of the car and thus experiencing stopping problems. The alternator had also failed and cost some power but, otherwise, things were looking good. Mark Lovell, on the other hand, was not having much fun with the Castrol Nissan. This year's champion had hoped to really set the world alight now that there were no worries about getting good points but, having stalled twice on the first stage, the gearbox was playing up. He was experiencing difficulty on selecting third and fourth gears and there was ttalk of switching the unit later in the day.

Andrew Wood was taking a bit of time getting used to the Manta. "I am looking out of the side windows more than the front," he quipped, but was soon to show his talents in fine style, while Roy Cathcart was right on the pace with the ex-Ian Corkill Manta 400 that he has recently acquired. Oddly enough, to most people, he was ahead of Phil Collins in a similar car although the situation did not last long. With the Rover up for sale, now that his 6R4 is sitting in the garage (see *Special Stage*, Ken Wood was driving carefully although it was another event that would end with a broken half shaft, just three stages completed, while local driver, Richard Gough was enjoying the day in his elderly Escort.

Pentti Airikkala led Group A by a Welsh mile and was lying eighth in the process, a situation that spelt several white faced moments for Mr Rider during the day! And this with a car that was down on power for some reason. It seemed that the oil pressure was not all that it might be but little things like that

never stand in the way of the Finn if he can help it.

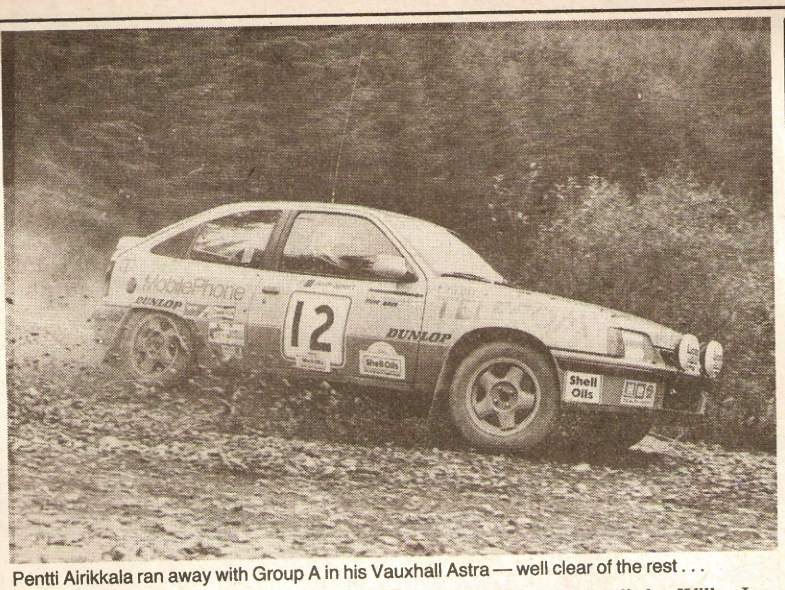
Mike Stuart was another to be worried by a sick engine in his Rover Vitesse, now second in Group A, while David Mann's outing in the Corolla GT was going well so far. Highest placed championship runner was Nigel Worswick in the Nicolet Capri while Ian and Pat Beveridge's TWR Mazda RX-7 was surprisingly next, despite its familiar fuel vapourisation troubles that made the early miles of some stages rather embarrassing.

Russell Gooding brought the Servis Rover out for some pre-RAC Rally fun but opted for too hard tyres on the opening stage — as did many others — as was well down the order at first, while Stuart Nicholls's Astra was being hampered by either a clutch or gearbox problem that would not allow the 'box to clear. It ultimately cost him a finish. Simon Davison, however, was having no such troubles and the Group A champion was relaxed and happy.

Into Dovey for the first time, and it was business as usual at the front of the field. Pond was quickest again, while Llewellin, who had been told before the event to really go for a win, spun twice with the ill handling Quattro, right in front of the *Breakfast Time* cameras. A couple of stages later and it was all over for the Audi team, a piece of bodywork had managed to rub its way through the radiator and, when the warning lights came on, the event result was virtually a foregone conclusion. Barring disaster, it would be a Metro clean sweep. But then again, disaster has too often been just around the corner . . .

Behind the Metros, Lovell, Collins and Gough were having a rare old battle as they chased after Allan Edwards. First, Lovell led Collins by 1sec with a gaggle of drivers, including Gough and Cathcart, 10secs in arrears. Then it was Collins's turn to get ahead, by 4secs, as Gough broke away to close on Lovell. By the time the crews reached the second service, Collins was behind again due to problems with his Yokohama tyres on the previous stage, and Gough has nosed ahead of Lovell. But on the next stage, the second run through Dovey, Gough suffered a seized rear hub and his chance was gone. Collins and Lovell were left to fight it out, the battle being joined by Andrew Wood who was really flying in the garish Manta, it still retaining its Marlboro colours.

Although out of this battle for third and fourth place, a bunch of drivers were chasing for the minor positions and poised should any problems befall the hares. Airikkala still led Group A, now in seventh, with Glyn Jones, Dougie Watson-Clark and Mike Stuart breathing down his neck. Worswick was still the leading championship Group A man while Colin Short (in the infamous



Pentti Airikkala ran away with Group A in his Vauxhall Astra — well clear of the rest . . .

Escort, STW201R) was close behind and fighting Russell Gooding.

The Metros were still formation dancing at the head of the field as the closing stages were reeled in. John Davenport, resplendent in a pair of plus fours, watched with a smile broadening across his face as his drivers took chunks of time off their rivals. They might not be under any pressure from other crews, but neither driver was slowing accordingly. This was — assuming all to be well — going to be a win taken from the front. A demonstration run for all to see and the outcome just might not have been different if the event had been able to boast its usual star studded entry.

But still the battle raged on behind. Allan Edwards suddenly hit trouble when the Escort clouted a bank fairly hard, immediately dropping him to fourth on the penultimate stage. Wood also did a whoopsy to mix things up a bit and so, with one stage remaining, the four lined up with Lovell 9secs up on Edwards who was, in turn, 11secs clear of Collins with Wood a further second behind.

One stage, a reverse run through the Dyfnant opener, later, Lovell still held third spot — and another maximum score for the champion — while Wood had shot to fourth. Edwards had suffered clutch failure on the last stage and was forced to slow, dropping to sixth at a stroke, while Collins had gone off briefly at a hairpin. "I was trying just that bit too hard," he admitted. "I locked the brakes and we lost it. Andrew beat us by 2secs . . ."

For ARG, obviously, the day was rather special. The team boss reflected, "A one-two is a great way to build up for the RAC Rally and I would love to do it again. But I'll not be greedy. I'll settle for just the first place!"

There was much back slapping at the final control, while little Willy Lux scampered around saying how much he had enjoyed the event. The result must also have pleased Conrad Schmidt, who is reputed to be running a Metro for Duez in Europe next year and who was just one of many interested observers in Wales.

Before the leaders left for their champagne shower, the team waited for one more car, that of Geoff Fielding, owner of R-E-D, who are to prepare Llewellin's car next year. For Fielding was at the wheel of the first privately entered 6R4. The all-white beast was still in 'production' trim with a 250bhp clubman spec engine. It has been collected on Thursday and only checked over before the event. The owner took things terribly steadily all day, hardly breaking into a trot, to ensure a finish. To cruise to 15th in such a car is perhaps a waste of £35,000 but it taught the R-E-D team a lot about their new charge and earned a round of applause from the Austin Rover team at the finish.

Not a bad day for the squad, therefore, and best summed up, perhaps, by a comment from mechanic, John Bevan. He looked at the line up of cars and said, "Well done the men from Longbridge."

RAC AUTOSPORT

Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Chris Mellors looked set for a good run in the afternoon, after a stage one puncture, but was forced out with a blown head gasket half way through the day . . . R-E-D will be breathing a sigh of relief that they had insured the bodyshell of the four-wheel-drive Sierra as there are reputed to be several buyers in the market . . . **John Saint** and **Darrel Staniforth** spent the day trying to keep things together. Both were in line for championship class awards and neither wanted to risk losing out. Staniforth won the battle to clinch the class, although **Sanjiv Shah** beat the pair of them and kept his Corolla in one piece for a change . . . **Konrad Bartelski** came to grief with a broken stub axle on the second stage, not far from where **Graham Parkinson** ended his rally. A corner clipping exercise cost the Corsa Sprint a bottom ball joint and the driver his first non-finish in 21 rallies . . . Whirly-wheeler, **Andy Middlehurst**, had to struggle through the opening stage with a broken gear lever, while another Corolla driver, **David Mann**, eventually retired with a broken differential . . . **Chris Belton**, of the RAC MSA, was heard to admit that, when he last competed on a rally, there were Lanchesters on the entry list! . . . **Gwyndaf Evans** brought out his Escort but suffered fuel starvation problems early in the day and could not get among the leaders this time . . . **Nigel Worswick** had just opened up a 17 secs gap over **Russell Gooding** but then broke a rear shock absorber in Dovey to undoe all the advantage . . . **Francis Tuthill** resurrected the Beetle once more and, despite early brake troubles, kept it moving to finsih 22nd . . . **Neil Burton** is the first winner of the Skoda Trophy. Although beaten on the day by **Andy Corner**, his only rival for the title, **Arthur Priestner**, blew his engine and so lost his chance on the first stage.

AUDI SPORT RALLY (GB)

Oct 19

Shell Oils/AUTOSPORT RAC National Rally Championship, final round

1	Tony Pond/Rob Arthur	MG Metro 6R4	P	80m36s
2	Marc Duez/Willy Lux	MG Metro 6R4	P	83m50s
3	Mark Lovell/Peter Davis	Nissan 240RS	B	86m54s
4	Andrew Wood/Mike Nicholson	Opel Manta 400	B	87m04s
5	Phil Collins/Roger Freeman	Opel Manta 400	B	87m06s
6	Allan Edwards/Ed Morgan	Ford Escort 4×4	P	87m48s
7	Pentti Airikkala/Steve Rider	Vauxhall Astra GT/E	A	87m59s
8	Dougie Watson-Clark/Dave Orrick	Ford Sierra-BDG	P	88m56s
9	Mike Stuart/Brian Goff	Rover Vitesse	A	89m08s
10	Glyn Jones/Ryland James	Opel Manta 400	B	89m30s

Group N: 1, Sean Lockyear/Graham Horgan (VW Golf GTI), 98m08s; 2, Nigel Seabold/Tim Barton (Ford Escroll RS Turbo), 102m36s; No other finishers.

Group A: 1, Airikkala/Rider; 2, Stuart/Goff; 3, Nigel Worswick/Andrew Bodman (Ford Capri), 91m57s. **Up to 1300cc:** 1, Andy Corner/Chris Dawkins (Skoda 120), 112m55s; 2, Neil Burton/John Holder (Skoda 120), 118m11s; 3, Harry Mellor/Philip Shaw (Lada Riva), 122m24s. **1300cc to 1600cc:** 1, Sanjiv Shah/Elwyn Manuel (Toyota Corolla), 93m22s; 2, Gwyn Thomas/Ian Marshall (Talbot Sunbeam), 93m33s; 3, Darrel Staniforth/Derek Staker (Toyota Corolla), 95m32s. **1600cc to 2000cc:** 1, Airikkala/Rider; 2, Simon Davison/Dave Nicholson (Vauxhall Astra GT/E), 93m02s; 3, Terry Woods/Alan Andrews (Ford Escort), 101m35s. **Over 2000cc:** 1, Stuart/Goff; 2, Worswick/Bodman; 3, Russell Gooding/John Daniels (Rover Vitesse), 92m04s.

Open, all capacities: As overall.

Starters/finishers: 75/52.

Leading retirements: David Llewellin (Audi Quattro A2), engine, 4 stages; Willie Rutherford (R-E-D 4×4T), accident, first stage; Chris Mellors (Ford Escort RS), head gasket, 4 stages; Ken Wood (Rover Vitesse), half shaft, 3 stages, Richard Gough (Ford Escort RS), seized rear hub, 4 stages.

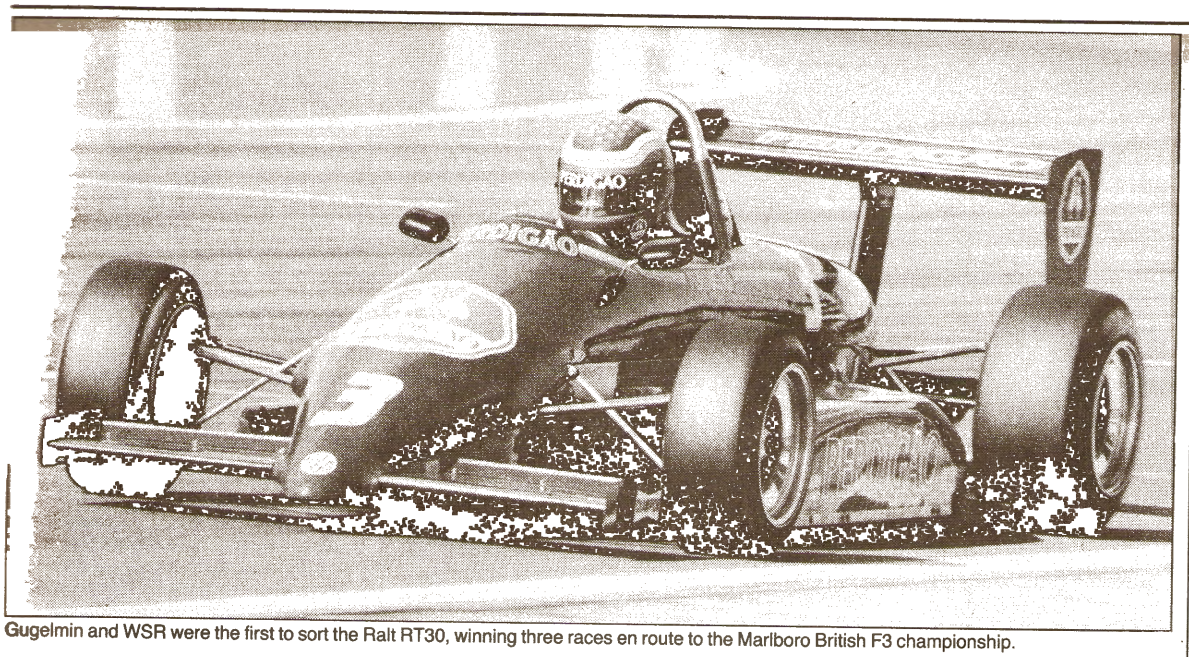
Rally leaders: SS1 to SS8, Pond.

Final placings: 1, Lovell, 161; 2, Rutherford, 130; 3, Aitken-Walker, 100. **Group A:** 1, Davison, 161; 2, Parkinson, 135; 3, Staniforth, 124.

Stage analysis	1st	2nd	3rd	4th	5th	6th
Pond	8	—	—	—	—	—
Duez	—	8	—	—	—	—
Edwards	—	—	4	—	1	—
Wood	—	—	2	2	2	1
Lovell	—	—	2	1	2	—
Collins	—	—	—	3	3	1

		Dyfnant 1, 12m00s	Dyfi 1, 10m 30s	Cwm Ceilli 1, 3m00s	Gartheinlog 1, 11m30s	Dyfi 2, 10m30s	Cwm Ceilli 2, 3m00s	Gartheinlog 2, 11m30s	Dyfnant 2, 12m00s
		1	2	3	4	5	6	7	8
Pond	Metro	13.17	10.57	3.50	12.24	10.47	3.51	12.16	13.14
Duez	Metro	13.43	11.17	3.58	13.10	11.09	3.56	12.54	13.43
Lovell	Nissan	14.26	11.41	4.14	13.30	11.31	4.12	13.12	14.08
A Wood	Manta 400	14.37	11.47	4.10	13.28	11.32	4.05	13.28	13.57
Collins	Manta 400	14.18	11.50	4.09	13.44	11.33	4.08	13.24	14.00
Edwards	Escort 4×4	13.50	11.34	4.08	13.25	12.16	4.08	13.34	14.53
Airikkala	Astra	14.30	12.03	4.10	13.47	11.49	4.06	13.26	14.08
Watson-Clark	Sierra	14.36	12.06	4.13	13.52	11.55	4.11	13.36	14.27
Stuart	Vitesse	14.36	12.05	4.14	13.58	12.00	4.11	13.41	14.23
Jones	Manta 400	14.32	11.52	4.15	13.45	11.58	4.19	14.04	14.44
Llewellin	Quattro	17.15	—	—	—	—	—	—	—
K Wood	Quattro	14.21	—	—	—	—	—	—	—
Mellors	Escort	14.39	11.57	4.16	14.04	—	—	—	—
Gough	Escort	14.27	11.52	4.08	13.33	—	—	—	—

By ROB de la SALLE



Gugelmin and WSR were the first to sort the Ralt RT30, winning three races en route to the Marlboro British F3 championship.

Mauricio Gugelmin

Jonathan Palmer and Ayrton Senna are difficult acts to follow at West Surrey Racing, for Dick Bennetts' proven management expertise is, in itself, no guarantee of success — as others have found out in the intervening years. Winning the British Formula 3 title takes dedication, money and unstinting self-belief. Mauricio Gugelmin had the confidence to sign up for 1985, knowing that anything less than the championship win would cast doubts on his ability. He won it the hard way, from the front at the final round, having usurped early series leaders Russell Spence and Andy Wallace in the latter stages of a hectic 18-race season. Gugelmin's driving matured with his ability to sort the Perdigao Ralt-VW RT30, and he finished the season with two copybook victories, suggesting his readiness to graduate again this winter.

The new champion is a sturdily-built man, always approachable with his friendly smile and firm handshake. Stella, his pretty Brazilian wife of 18 months, is seldom far from his side, and they both speak almost word-perfect English with only a trace of accent. It is difficult to believe that this articulate and professional driver is only 22 years old.

Based in the southern Brazilian city of Curitiba, Mauricio has been a full-time racing driver since the age of 18. In a way that is typical of drivers like Michele Alboreto and Thierry Boutsen, who see the sport as a profession that can be studied and pursued like medicine or the law, Gugelmin aims to be in Formula 1 very soon. He won championships at home in karting and Formula Fiat single-seaters before joining his friend Ayrton Senna in England in 1982. That year he won the RAC British FF1600 title, following it up last year — like Senna before him — with the European FF2000 crown in his second season of 2-litre competition.

If his racing successes hadn't made him noteworthy, Mauricio's relationship with Senna certainly would. The Gugelmins shared Senna's little house in Reading last year, and recently moved in to the more substantial mansion which the Lotus driver has acquired in Esher. How did it come to pass that the younger Brazilian hits it off so well with a budding superstar whose reputation as a loner has made him so few friends in racing?

"It happened through kart racing," he explains. "The Brazilian kart championship is very competitive. We travel around the country, to many different circuits, which helps us to learn a lot. In 1978 I met Ayrton, who was just about to enter his first karting world championship. I had a sponsor with a big lorry and Ayrton couldn't keep his kart safe in the back of his road car, so we arranged to put it in my transporter. He was racing in a different category, and we became friends then. He won his class, I won the other, and as he has moved ahead I have followed."

After Ayrton's 1983 success in the Marlboro British F3 championship with Dick Bennetts's West Surrey team, it was logical for Mauricio to follow him there, too. "I definitely made the best choice of team," he says, "although early in the year I must admit that I was a bit worried about the new 'flat-bottom' Ralt RT30 not being competitive. I even considered changing my car, but I never made the final decision, and I am glad about that. The Ralt always had potential, even though initially it had a problem.

Suspension problem

"Basically the car had, well, not a design fault but there had been a mistake in transferring the design from paper to metal. The front suspension had a very stiff rising rate, and the springs were going solid through fast corners, inducing a lot of understeer. Even so, I kept getting points for seconds and thirds — and that paid off at the end of the year."

As Ralt boss Ron Tauranac admits, the fault was not traced until mid-April, and it was to be May before the Ralt teams started to get themselves sorted out. "It was the rocker arm in the front suspension which was made to the wrong dimensions," says Tauranac. "The confusing thing was that it only really affected the British-spec cars, because of the size of the Avon 'control' tyres they were using." By the time that Gary Evans scored the first Ralt victory of the season, Thruxton on May 5, Reynard chassis had taken six wins, four of them to the credit of Russell Spence.

With Mauricio's help over many hours of private testing, Dick Bennetts had quietly sussed out the fault with the rockers. Knowing that Tauranac's policy is to keep no secrets among his customers, West Surrey then went to the trouble of making new rockers and disguising them to look like the production items!

Testing ability

It was fellow countryman Nelson Piquet, back in 1978, who first set the pattern of winning an F3 championship by testing in private, and West Surrey actually spends more time on this activity than in attending race meetings. "My contract was to do at least 25 test days, and I think we did more than 30," says Mauricio. "Dick is the right person to work with in F3 especially, because it is a category where you have to be very careful, and you must know which changes you can risk. F3 is not a form of racing where you can gamble a lot, because you only have a certain amount of power and not a lot of grip or brakes, so you have to be careful about making changes. Dick has always been very methodical. He is the right man for the job."

For his part, Bennetts has a high estimation of Gugelmin's testing ability. He also appreciates the Brazilian's gentle touch with the machinery, which has suffered remarkably little damage. "He spun off while leading the last lap at a wet Thuxton in April, damaging a nosebox and the chassis floor," Dick recalls, "but he still finished fourth. Apart from dinging another nose when he had to help Cathy Muller out of his way at Spa, the only other damage was to a front corner and some more bodywork while testing at Oulton Park."

Earlier in the season, when I asked Dick to compare Mauricio with the three other F3 champions he's had through his hands in the last six years, he thought back to Stefan Johansson (1980), Jonathan Palmer (1981) and Senna (1983). "Perhaps he lacks a little aggression in his driving," he said at that stage.

It's not a description that Mauricio can agree with. "I've always been very good over championships as a whole — all the titles I've won here and in Brazil were

Mauricio clinched the RAC British FF1600 title in his first year with the works Madebras/Labra Van Diemen RF82 chassis.

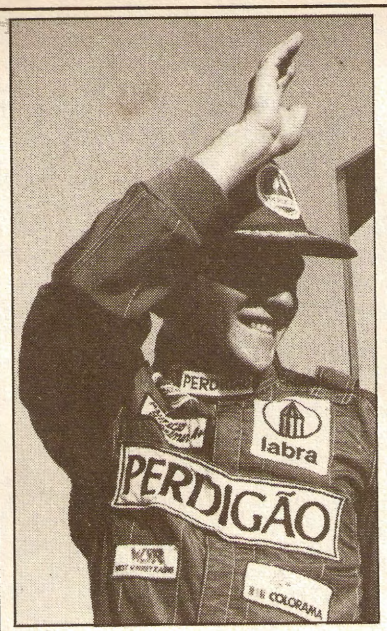
clinched at the final round. I also believe that racing cars are built to stay on the road, not to be destroyed in accidents. When you have a problem with the car, you've got to know your limits. There's no point in getting into a race and chucking away six points in order to demonstrate that you're aggressive, instead of consolidating your position and collecting a certain score towards a championship result."

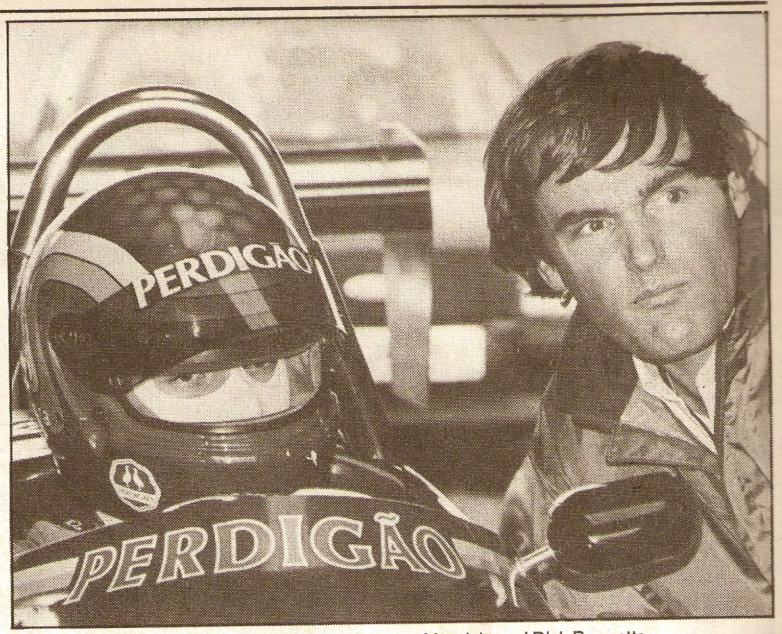
It would be easy, but wrong, to suggest that Mauricio's title has been won through sheer expense. While Bennetts budgets a one-car British F3 season of 20 races at something over £120,000, it seems that some rival teams may have spent more this year. As Gugelmin says, "At the beginning of the season I thought I had a budget advantage over most of the others. But if you look at some of the transporters, and at the number of tyres other teams have been through, you'll see that mine has not been the most extravagant team. Most of the other teams in the Marlboro British championship look very nice, while we basically spend our money on the racing car."

Mauricio's family back home in Curitiba is wealthy, but not sufficiently so to let him spend six-figure sums in hard currency over here in Europe. Nevertheless, he has the support of the family, especially his father and some loyal sponsors. Gugelmin Sr is a timber merchant, although he has been involved in other things as well, like newspapers and TV. "My father likes cars very much. He has a collection of 16 beautifully rebuilt old cars, including a 1951 Jaguar, left-hand drive. Naturally, I was born with the smell of petrol.

"Since I was six years old I took over from my brother in Mini Formula racing, as we call it, with only six horsepower. He was never good at it, so when he was 12 years old I became the team driver. After the first time, I never stopped. It used to be a hobby for me at weekends. We would take something to eat to the track in my town and stay all day. When I got tired of going one way I would turn the car around and go the other way, to make the corners different. I studied to take a course in business management and got to university when I was 18, but I said to my father that I only wanted to go motor racing. I think it worked!"

There are family connections with Perdigão, the company which has sponsored Mauricio since 1982. Translated from Portuguese, the names means "partridge", but in fact its main business is the raising and processing of chickens. "They tried F3 before, a few years ago, in the British series with Placido Iglesias, but it didn't produce quite the results. They love the sport and I think I am producing enough publicity at home for them, although obviously it is very difficult when the country has two other drivers in Formula 1 and you have to share the space."





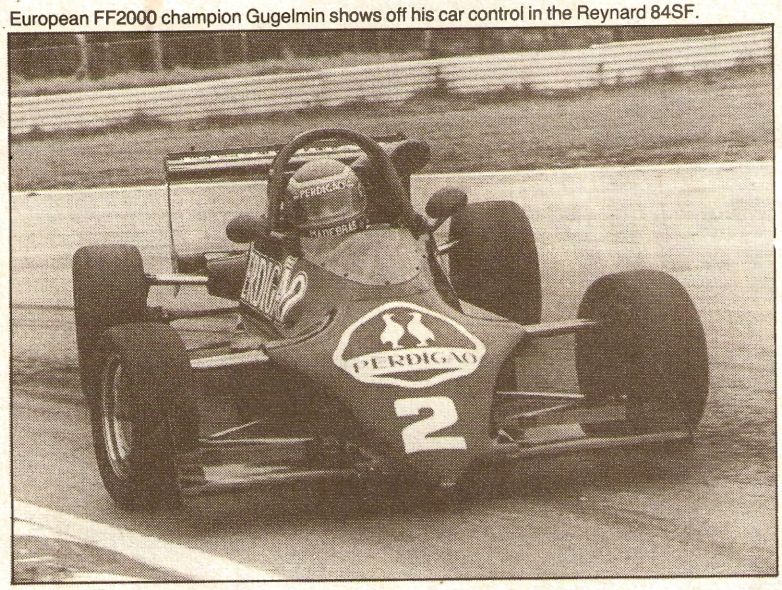
Above: Gugelmin acknowledges his reception as British F3 champion. Right: The victorious team — Mauricio and Dick Bennetts.

Sponsor and driver were prepared to be patient about the new Ralt's comparative lack of speed in the early part of 1985, but Mauricio has been less happy about having to take second place to another Ralt driver in a couple of races at the end of the season!

Mauricio, in contrast, proved to be unbeatable at both Zandvoort and Silverstone. He knew that while a championship would be good to have, he would have to show he deserved to win by dominating the proceedings in these two crucial events.

As he admitted after winning the final round, "the best race was obviously today, but Zandvoort last month was important too. After we changed the car's set-up for Holland, we found the speed I had been lacking under acceleration. My confidence was pumped up by the discovery and I immediately had two really good results each with fastest lap."

European FF2000 champion Gugelmin shows off his car control in the Reynard 84SF.



Looking to Macau

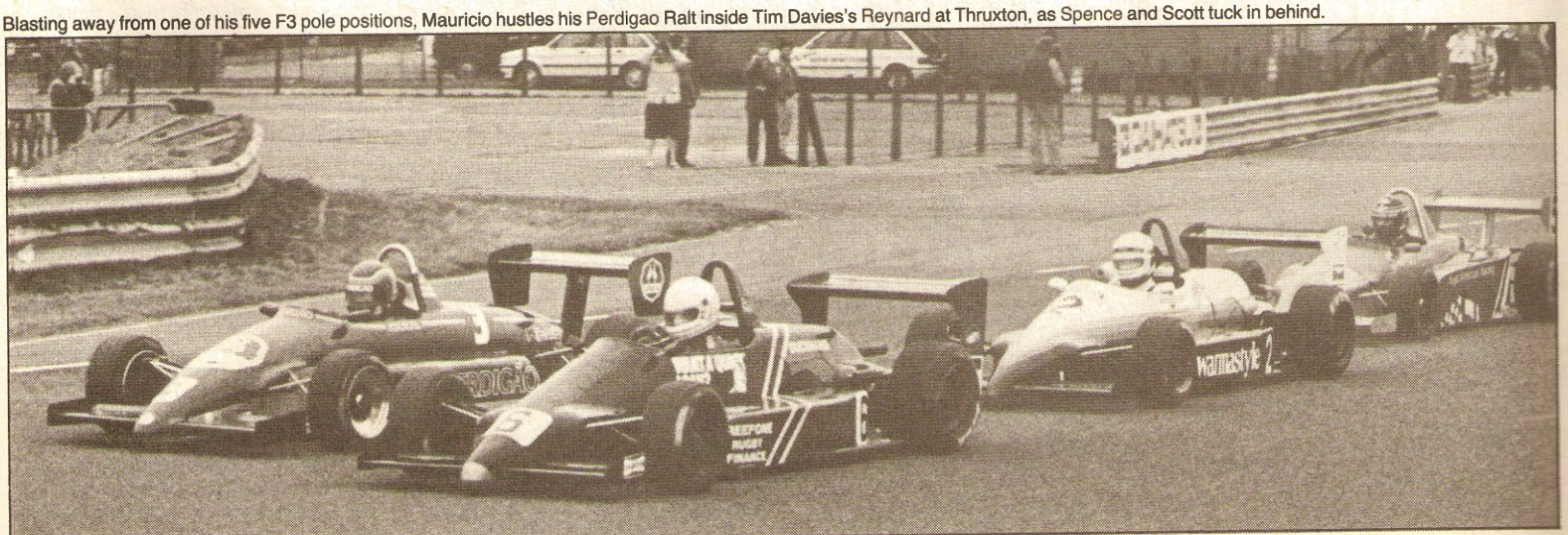
The first priority now for Gugelmin and Dick Bennetts is the Macau GP on November 24, where most of Europe's top F3 drivers will be head-to-head with each other and with some invited celebrities from F1 and F3000. They want to win that confrontation before giving any serious thought to a future which looks increasingly as though it will be Formula 3000 . . . unless his pal Senna can persuade JPS Team Lotus manager Peter Warr to arrange an all-Brazilian 'in house' line-up at Lotus in F1.

Ayrton agrees that the jump from F3 to F1 is tough ("more difficult now than when I did it, because of the power of the turbos"), but he thinks Mauricio has the ability to do it.

The new champion, however, was happy after Sunday's race to reflect on a happy and fruitful F3 season.

"The team kept working all along to get the car right. I never stopped, I never panicked — and I knew in the end we were going to get it." ■

Blasting away from one of his five F3 pole positions, Mauricio hustles his Perdigao Ralt inside Tim Davies's Reynard at Thruxton, as Spence and Scott tuck in behind.



By MIKE McCARTHY

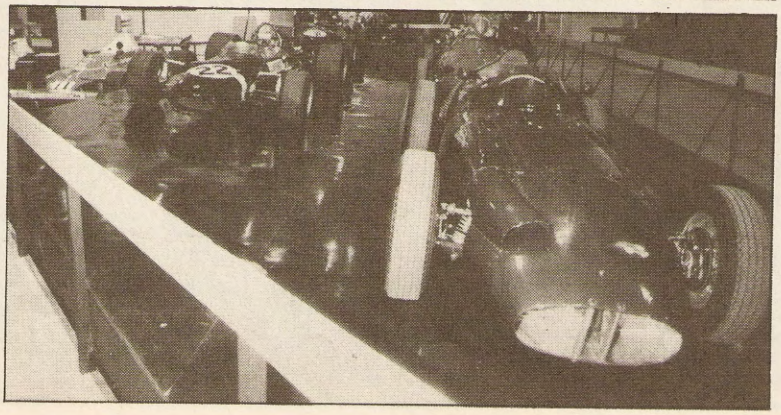


Motorfair magic!

Right and below: Adding a touch of glamour to the show, Vauxhall's 'toppers' in the Cavalier Cabriolet, and Linda Lusardi on the Mazda stand. Below right: Adding a touch of nostalgic glamour, some of the cars on the AUTOSPORT stand.



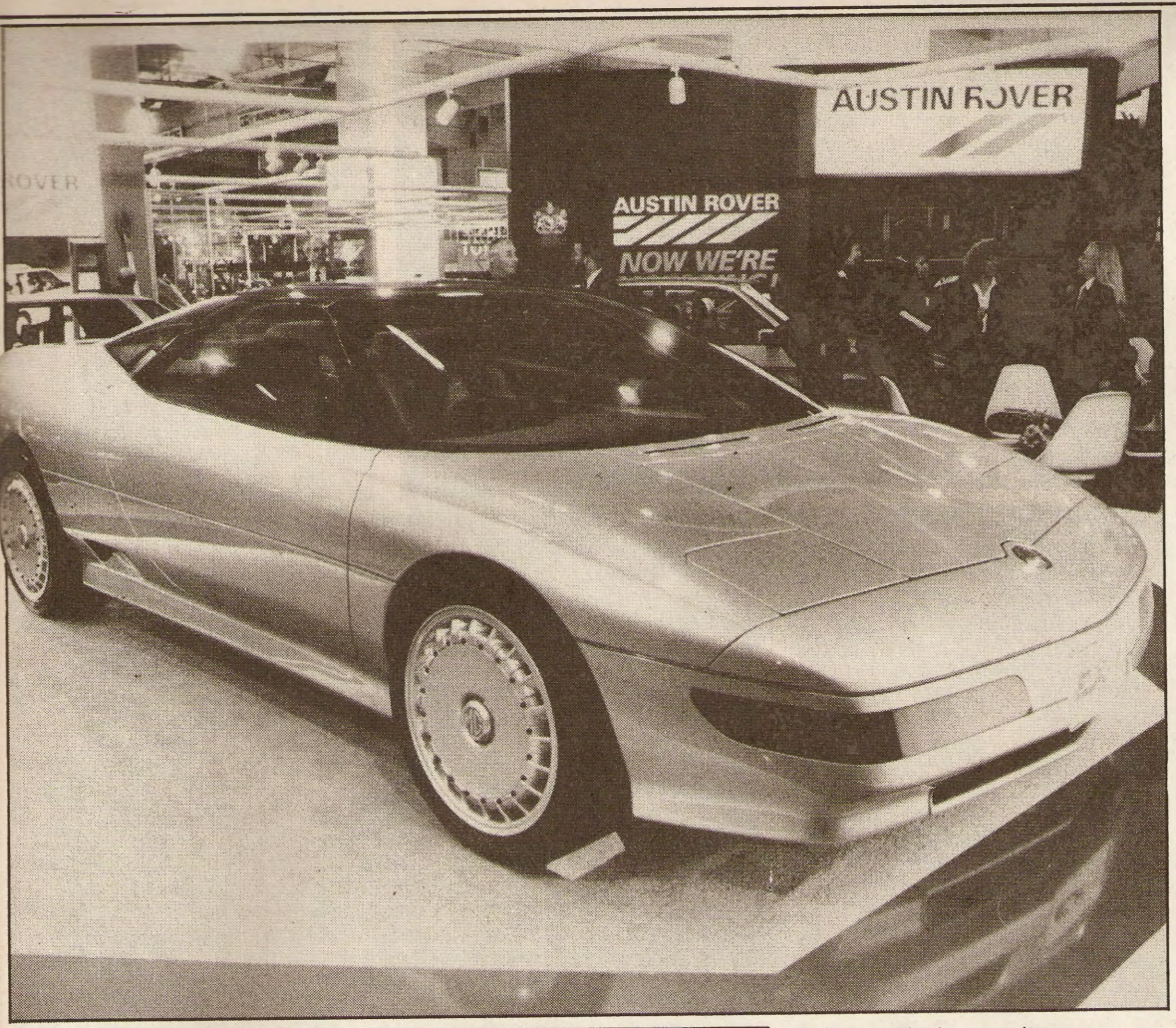




If you were one of the thousands who found your way to Earls Court, paid your entry fee, fought your way past — or mingled with — the crowds surrounding the magic MG EX-E, you'll know that there was plenty to see. Ford, for example, went to town with the Sierra 4x4, the Granada 4x4, the Sierra Cosworth and the RS200. Other eye-catchers included the Nissan MID4, the Isuzu Piazza, Porsche Turbo with Sport Equipment, and the Alfa Romeo 90.

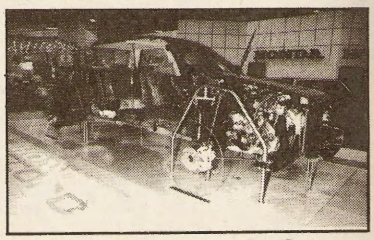
In the supercar class the Ferrari Testarossa is matched only by the Lamborghini Countach, at opposite ends of the hall but similar in so many respects. One feature of the show, too, was the plethora of specialist tuning and conversion firms.

But, without doubt, the best part of the show is the line-up of historic machinery on the second floor. Gaze at the glorious Type 57 Le Mans-winning Bugatti, the first time it's ever been seen in this country, or the massive Lola T260. Almost every car on the AUTOSPORT-sponsored stand too is worth a long hard look, from Neil Corner's ultra-desirable Auto Union to McLaren M29. If you want to know the history of GP racing in 12 cars, these are the ones to consider. Then there is Christie's display of cars on auction, including a Ferrari Daytona and a replica Maserati 450S, while some of the dealers are running the auctioneers a close second — the magnificent Hispano-Suiza with Fernandez and Darrin coachwork has to be the car of the show.



It has to be the star of the show, doesn't it? But enough has been said about its high-tech spec, plastic bodywork, four-wheel drive, and so on — so just feast your eyes yet again on the dream car that is almost everybody's ultimate dream . . . Below: At times Honda seem more European than other Japanese manufacturers, though whether that is a compliment or not is a moot point. Certainly their product line-up is excellent, and the new Accord (shown in 'clothed' and 'working' form) should improve it even further. The power unit is a 12-valve 2 litre four, and the suspension is by twin wishbones all round. We look forward to driving one soon.





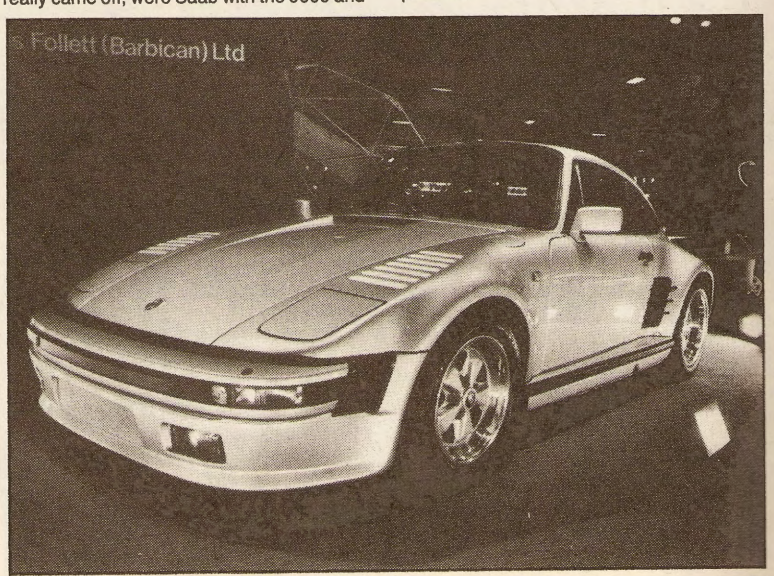


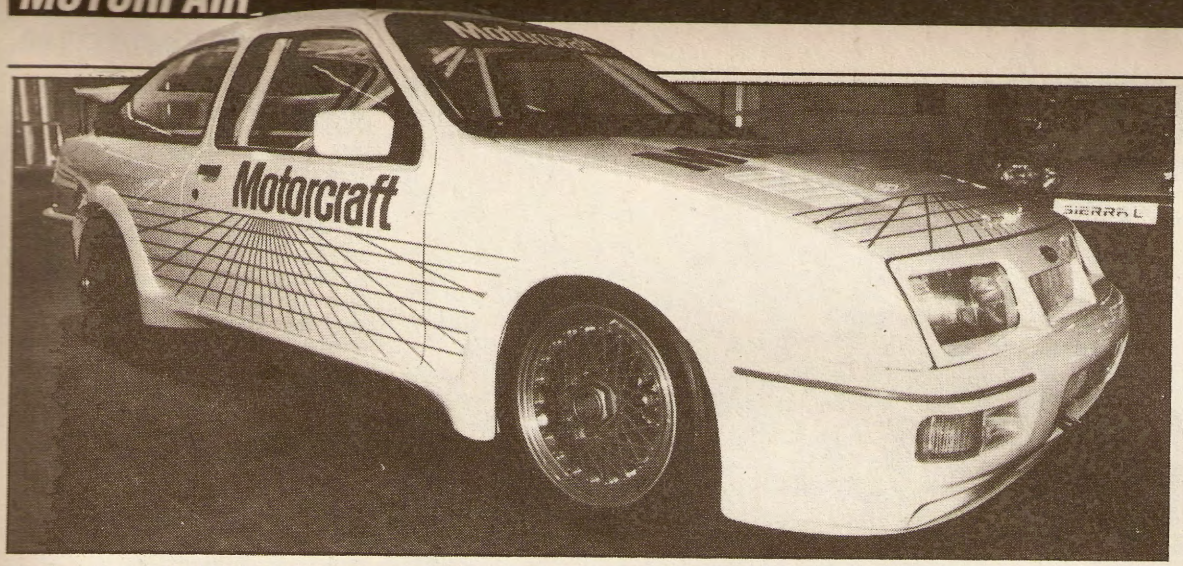
Left: A completely new car is news: a completely new car from Saab is major news, at least as far as the Swedish company is concerned. Thus the Saab 9000 Turbo 16 is a very important new model, aimed at the highly competitive executive car market. The engine is the well-known twin overhead camshaft, 16 valve, turbocharged unit which, with an intercooler, gives some 175bhp and the car a top speed of over 137mph. Suspension is by MacPherson struts at the front and — rather surprisingly — a dead rear axle at the back. In practice it works very well as we discovered when we drove an example some time ago. The price is £16,000.

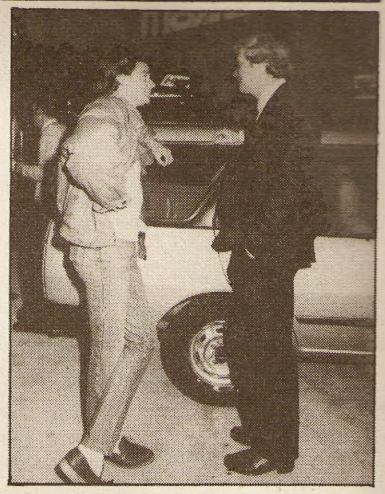
Below left: The Lancia Thema is the Fiat subsidiary's interpretation of the cooperative car — the others in the venture, which never really came off, were Saab with the 9000 and Fiat and Alfa Romeo, whose versions have yet to appear. The Thema is powered by either a turbocharged four or a V6, and in either form is a pleasant, quick, spacious car.

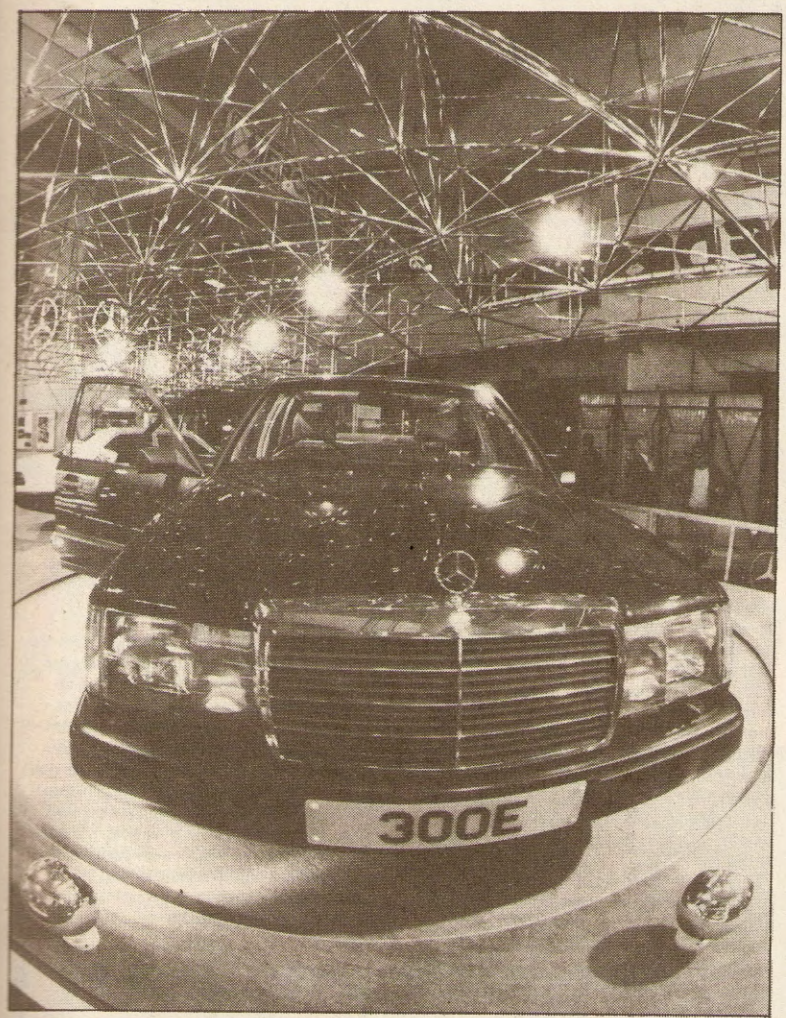
Below: Seeing as everybody under the sun was producing 934-type body kits for Porsche 911s, it seems a logical step for Porsche themselves to do just that. The result is the 911 Turbo with Sport Equipment which features a factory body conversion incorporating retractable headlamps and an up-rated engine (giving 330bhp) to make it the fastest and, in many people's opinion, the most desirable Porsche ever sold in the UK. Oh yes — it's also the most expensive, at a cool £74,000 before adding any of the optional extras (of which, it must be admitted, there are not many) to the price list!

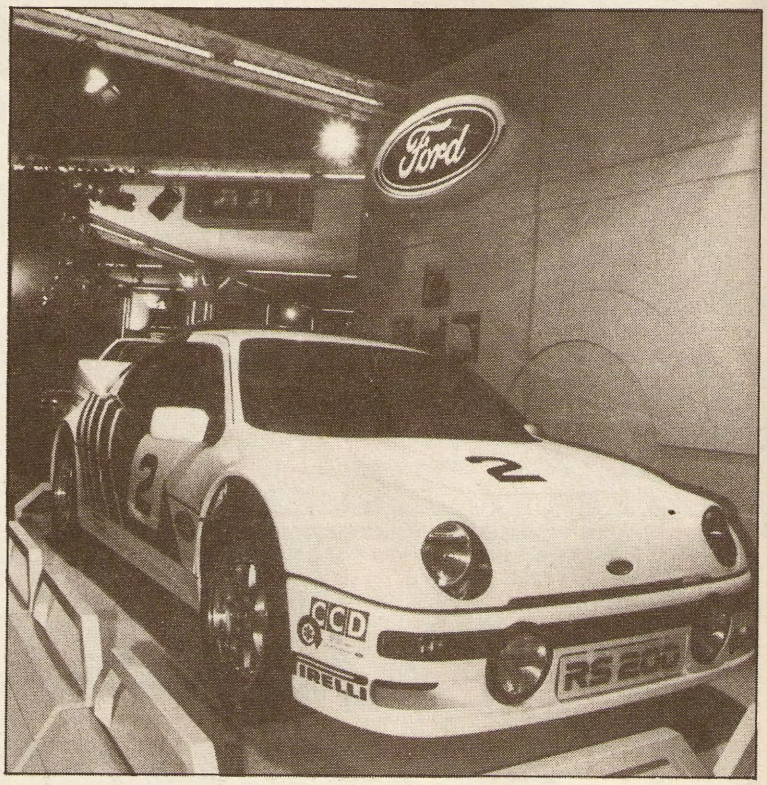










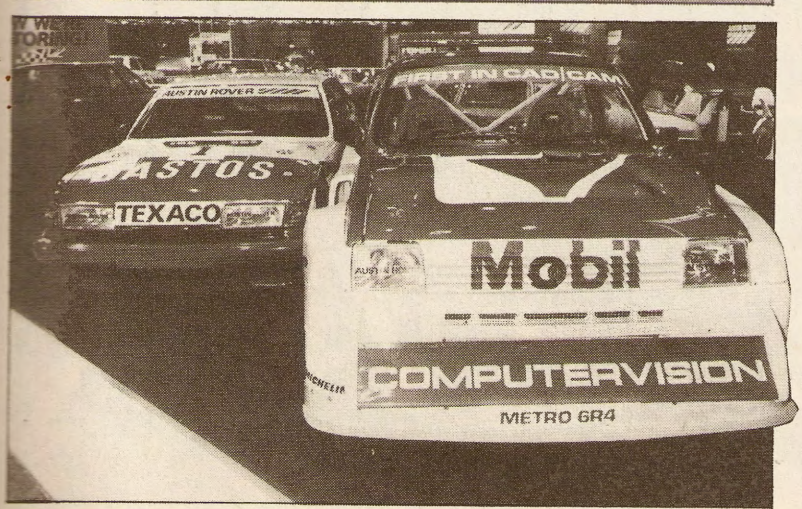


Top left: Production of the Sierra RS Cosworth will begin at the end of the year, although tests on the new Group A competition model are already underway using experience Andy Rouse has gained in racing the XR4i Turbo this year. Talking of twin-cam engines, Sam Toy, head of Ford, mentioned a new production engine to be made in the UK in years to come: to lower emissions it will feature lean burn technology (there will be an air/fuel ratio higher than 20:1) and twin overhead cams. Planned production rate is no fewer than 200,000 per annum!

Above: Ford's rally challenger, the RS200, is the first sight to greet the visitor entering Earls Court. The mid-engined, turbocharged, four-wheel drive special on show is one of the cars built for Group B homologation, rather than a true rally version, but the presence of the 380bhp, John Wheeler designed projectile at Motorfair coincides with the announcement that former World Champion, Stig Blomqvist, is to join the team for 1986. Above right: Saloon racers Barry Sheene and Win Percy in conversation . . . about their respective seasons in the Toyota Celica Supra, perhaps?

Left: You have to look closely at the medium range of Mercs to distinguish them from their smaller 190 sisters, nor is this family resemblance just on the surface, for the 200-300 range also has the multi-link rear suspension found on the 190.

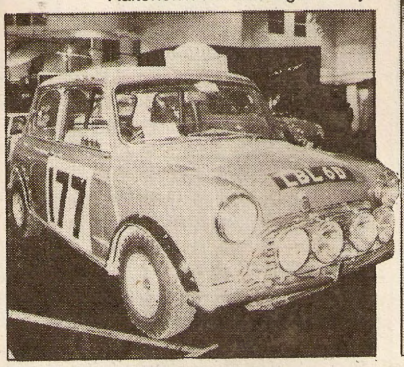
Bottom left: Alongside one of the ETC Group A Rover Vitesses on the Austin Rover stand is a Metro 6R4. While the little mid-engined car is now a familiar sight as the team prepares for the Lombard RAC rally next month, Motorfair offers the public its first sighting of the production version of the car that is currently rolling from the Longbridge factory. Below: Rollerblonde?

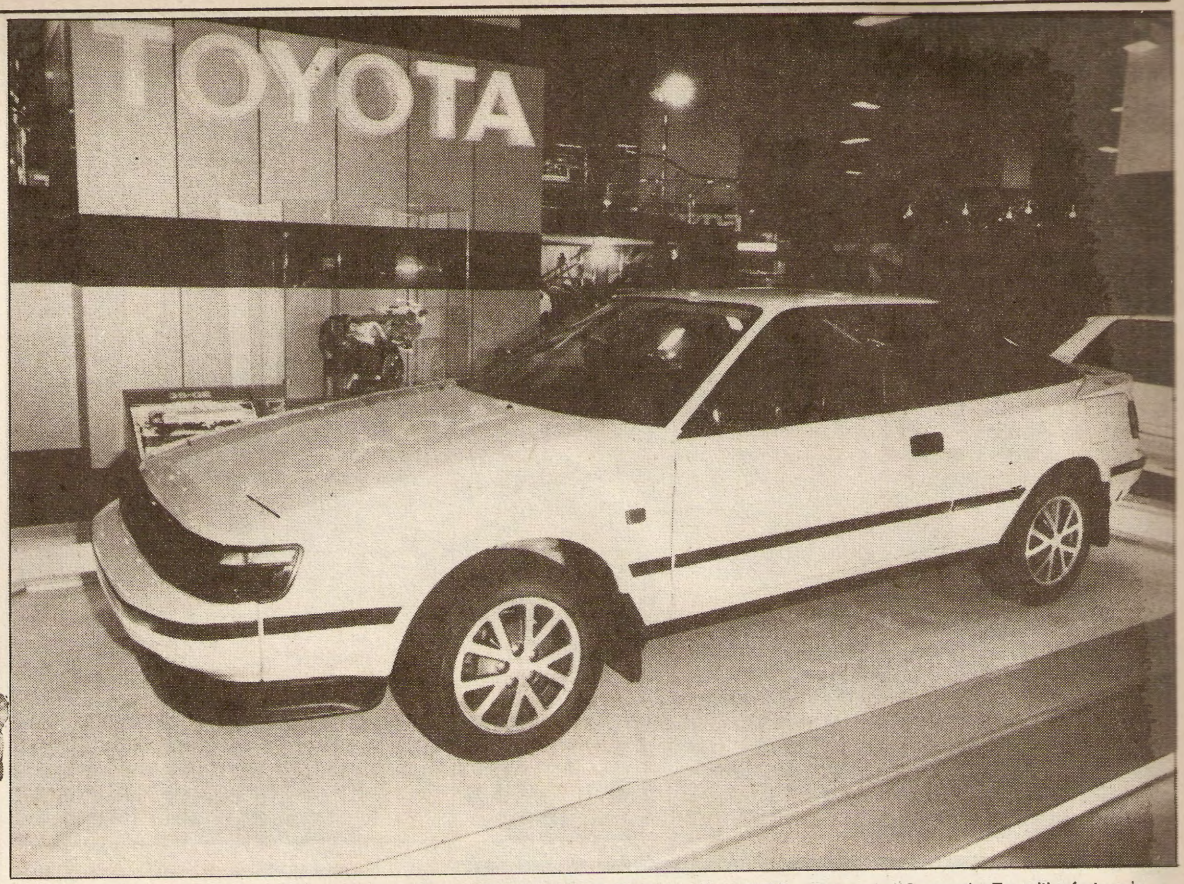


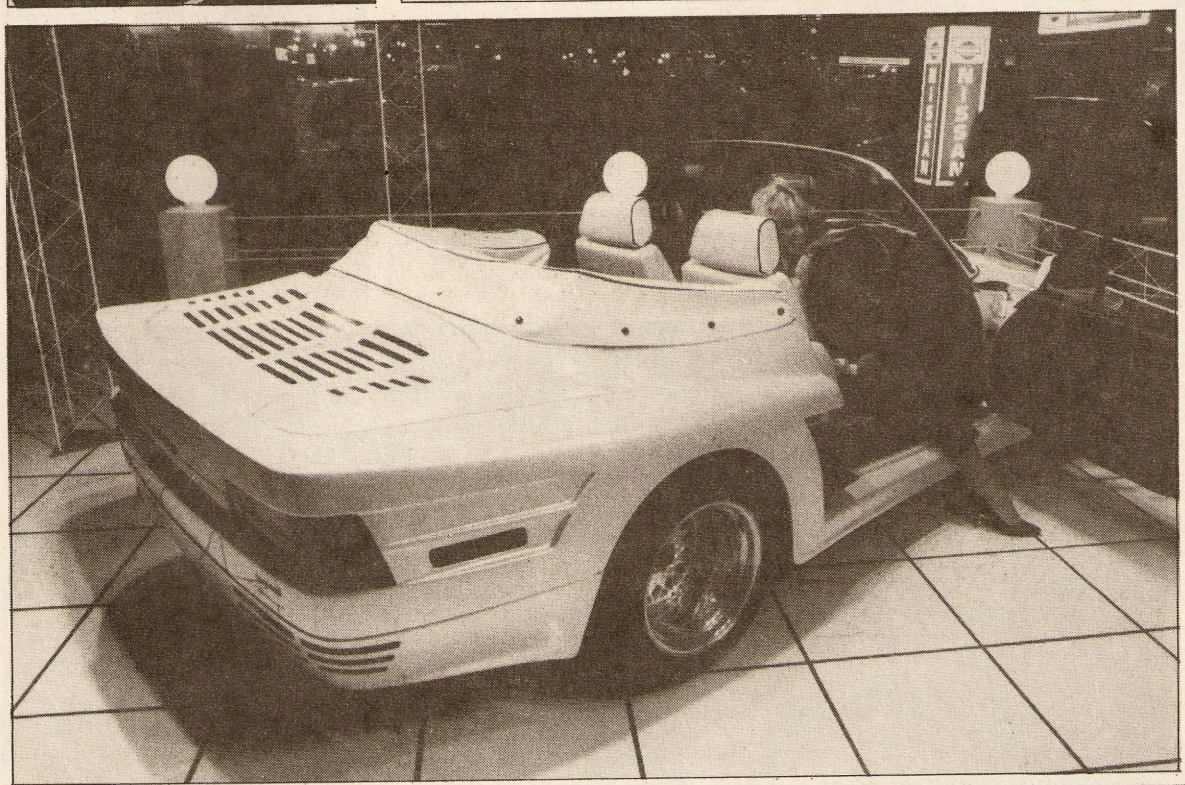


New from the ground up—and it's not all that often you can say that nowadays—is the Toyota Celica. It is now a front-wheel drive machine, and will come to the UK in one guise only, as a 2-litre liftback. The power unit is a twin-cam 16 valve device, derived from the 1600cc engine found in the Corolla GT and MR2. It produces no less than 147bhp at 6400rpm, and 133lb ft of torque at 4800rpm—and, if it's anything like its smaller sister, it should be an amazing little screamer. A five-speed manual box is standard, a four-speed auto optional, and suspension is by MacPherson struts all round incorporating anti-dive, anti-lift,, anti-squat geometry. A drag factor of 0.31 helps it to a top speed of 131mph, and a 0-60mph time of 8.5s.

Below: Among a display of rally cars on the top floor stands this Mini Cooper 'S'. Looking decidedly dated against the current supercars—even if most examples on show are replicas—this car is of particular interest. It only did one event, the 1967 Monte Carlo, when Rauno Aaltonen took it to outright victory.





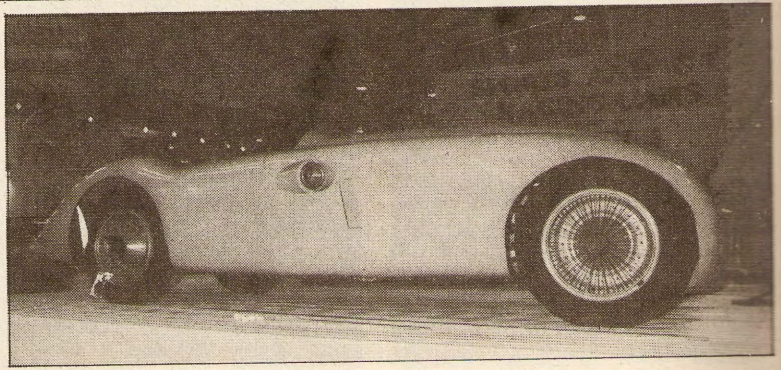


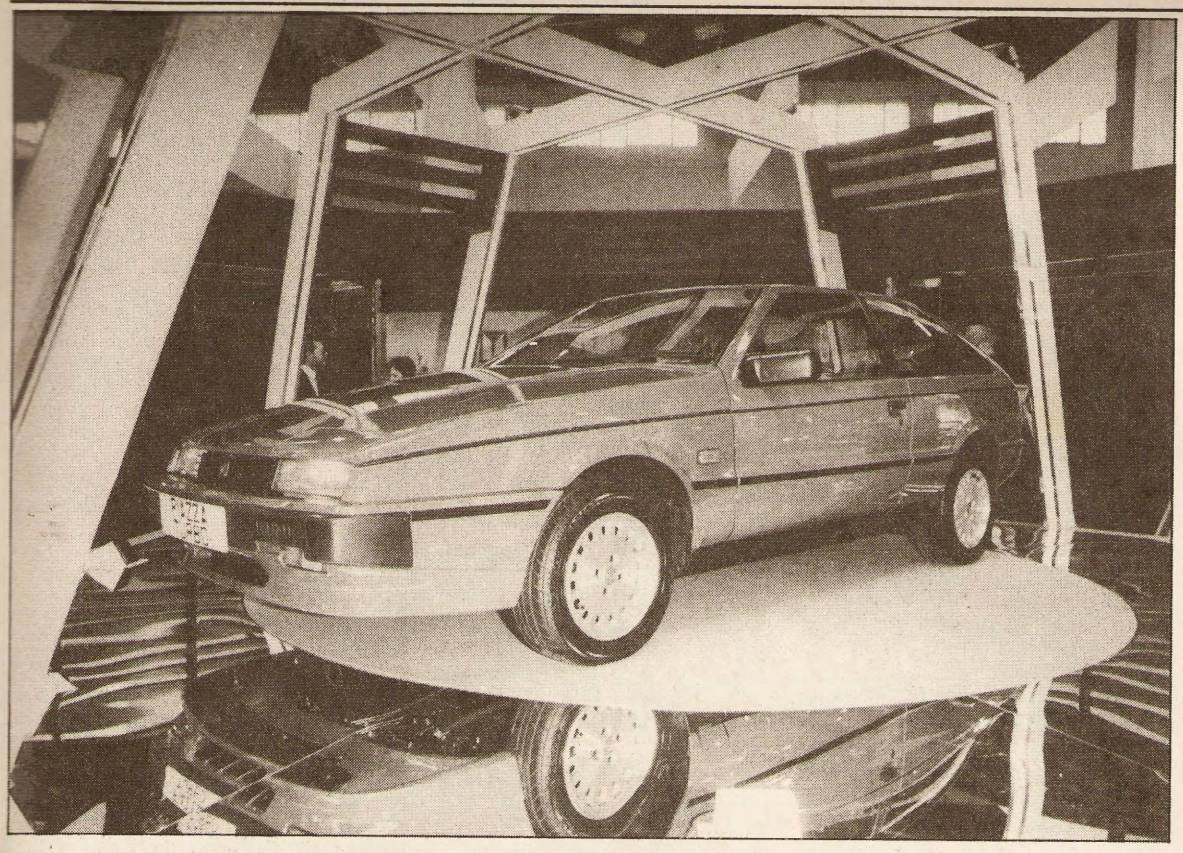
Below: As if Samantha Fox with a fortune in jewelry round her neck—on press day only, alas—wasn't enough, the Mitsubishi stand featured no fewer than 50 miniature TV screens set in huge, rocket-shaped pedestals. Hidden in amongst all the pizazz was their only new model, the Lancer Estate.



One of the more—*even* more, make that—sensational cars making their debut at Earls Court was the Rinspeed Porsche R69 Cabriolet. Based on the 911, this Swiss company has almost totally redesigned the bodywork, incorporating a sloping nose, side air intakes like those on the Testarossa Ferrari, and a whole new tail section covering massive 345/35VR15 Pirelli P700s. A turbo version is due to be announced at the Geneva Show next year.

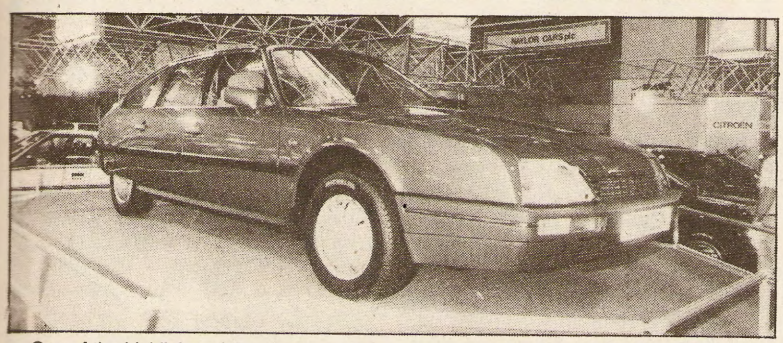
Right: And one of the most sensational historic cars on display was Uwe Hucke's fabulous Type 57G (or Type 57S) Le Mans tank Bugatti, winner of the 24 hour event driven by Wimille and Veyron, in 1939. It has the beautiful Type 59 radial-spoked wheels, while an equally beautiful 3.3-litre straight eight engine nestles under the bonnet.



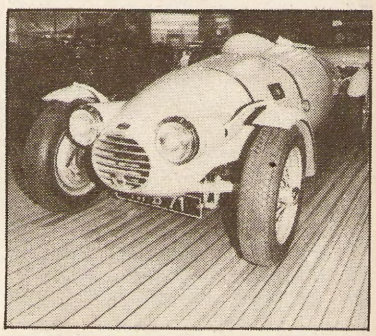


One of the new brands at Earls Court was Isuzu. The only model to be sold from their range is the Piazza Turbo, its main attraction being a beautiful Giugiaro-designed body which first saw light of day as a dream car called the 'Ace of Spades'. This clothes a relatively conventional mechanical substructure, with a 2-litre turbocharged single ohc four cylinder engine poking out 150bhp at 5400rpm, unequal length wishbone front suspension, a live rear axle, and variable rate power steering. The claimed drag factor is 0.33. Below: Who can't spell, then?

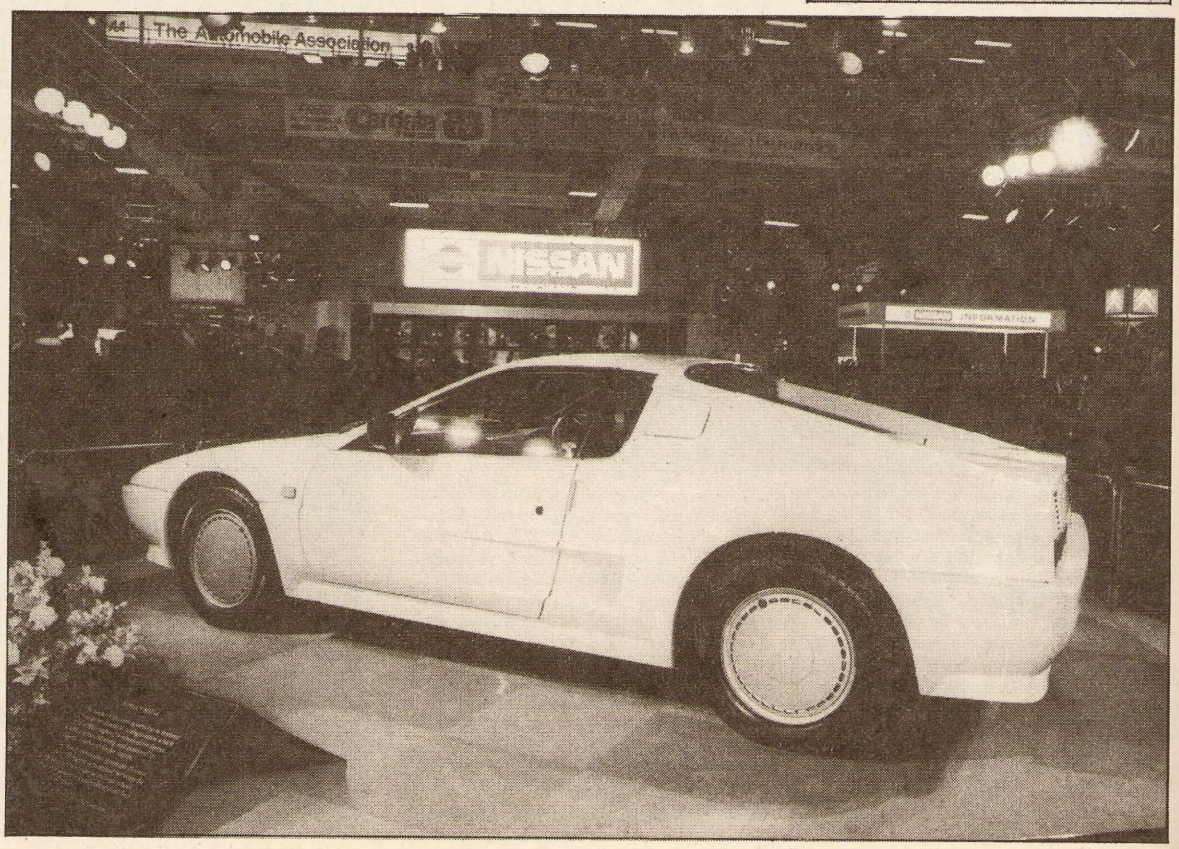




Instant identification points on the latest Citroen CX are the lower body panels which have been cleanly revised. There's a unitary bumper/undertray colour-keyed to the body, new side lamp and indicators, new rear wheel spats, black plastic side protectors and aerodynamic mirrors. Inside there are much bigger changes, including a new dashboard. Right: Isn't it cute? This is the 1949 class-winning Le Mans HRG, which is tremendous fun to drive, with a nippy performance and superb roadholding and handling.



One of the highlights of the show was the Nissan MID-4. This is a working prototype, and will be ready for production next year — it features HICAS active suspension, four-wheel steering (in fact the rear wheels move by a maximum of a degree or so, but they are still hydraulically turned and so it is technically four-wheel steering), anti-lock brakes and 24 valve, twin overhead cam 3-litre engine. It quite overshadows Nissan's other new model, the Laurel, with a fuel-injected 2.4-litre six cylinder engine. Below: Vauxhall-Opel show off their 4WD Astra.






AUTOSPORT
1985 FORMULA FORD FESTIVAL SUPPLEMENT
RAMS
Limited
ronnie scott's London
6
STP
Ford
Ford cares about quality.

DUNLOP MOTOR SPORT · Clarion · Harris clean · Apparelmaster

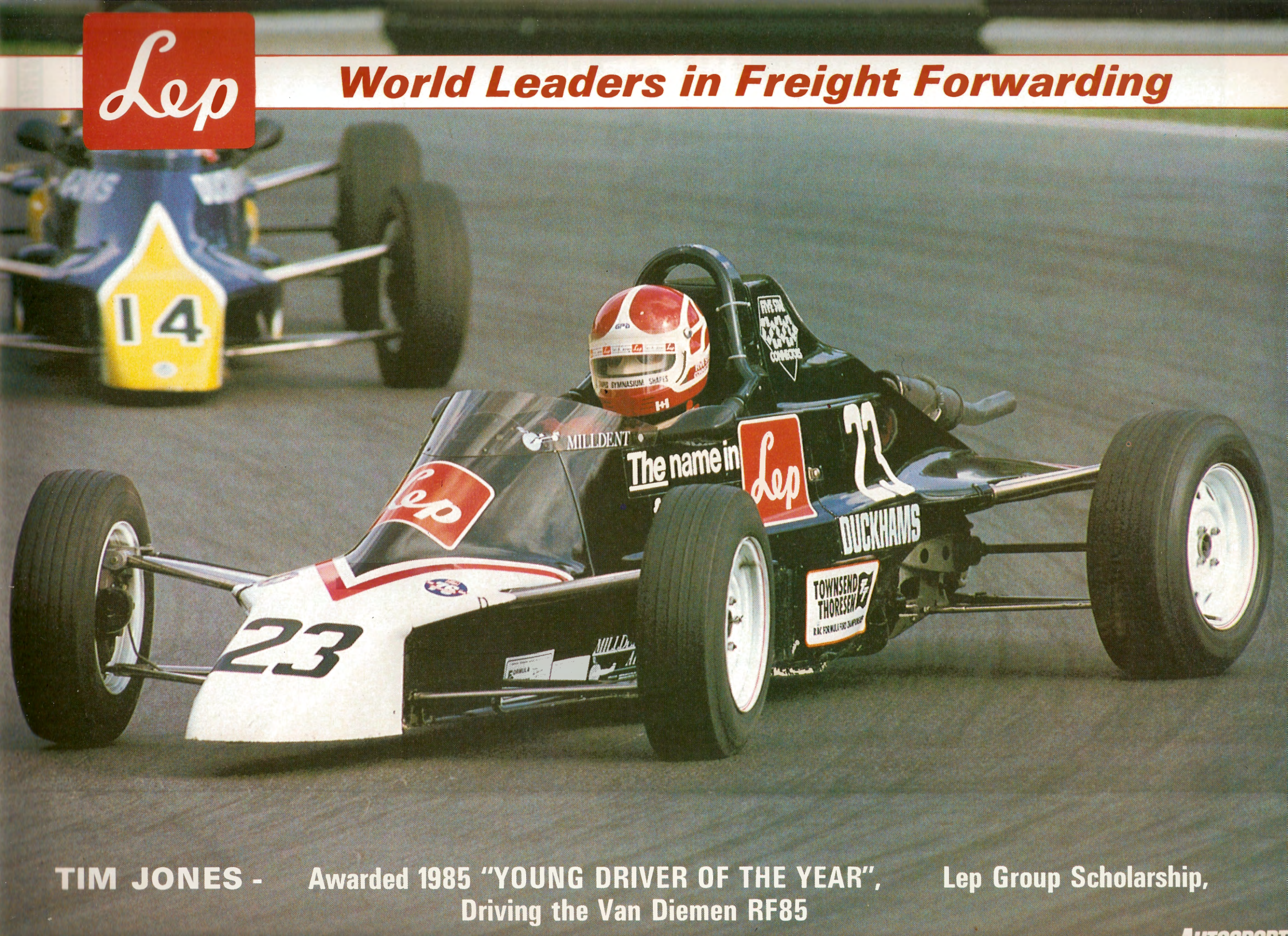


Racing with Philip Andrews.

VAN DIEMEN RF85 MINISTER

Lep

World Leaders in Freight Forwarding



TIM JONES - Awarded 1985 "YOUNG DRIVER OF THE YEAR", Lep Group Scholarship,
Driving the Van Diemen RF85

AUTOSPORT

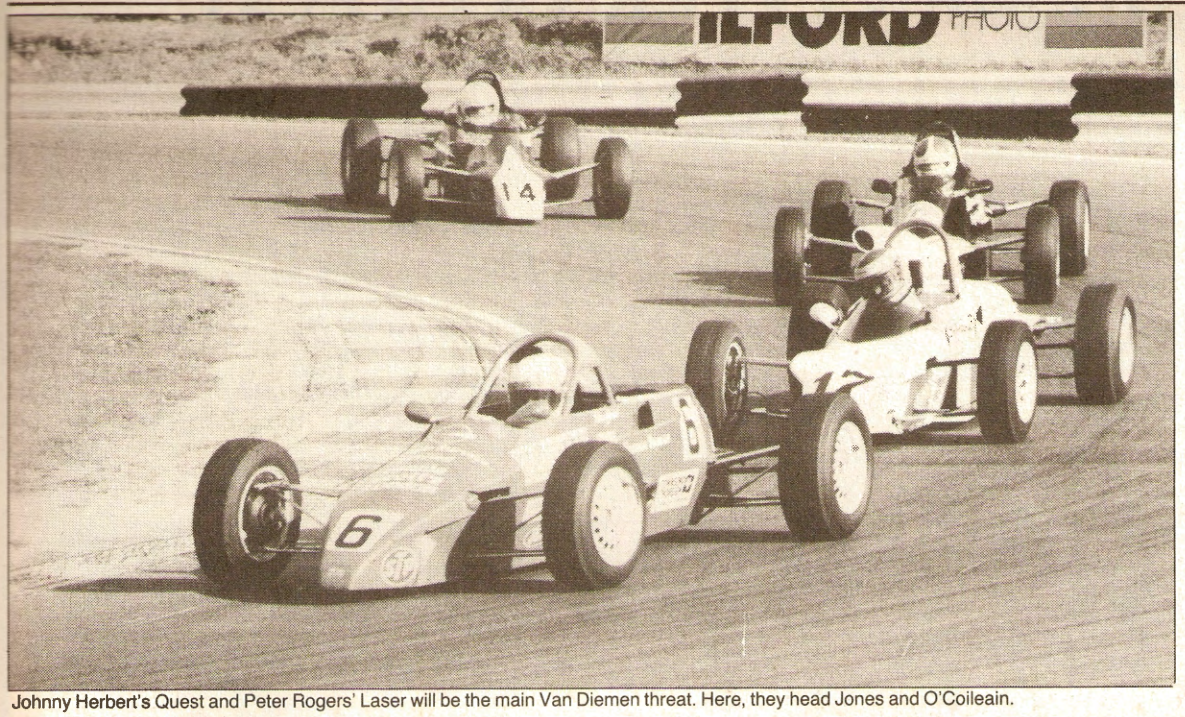


Mark Blundell (above) has been a regular pacesetter in the leading national series all year, while his chief rivals have been Paolo Carcasci and Bertrand Gachot (below).

The meeting of the year?

If you were to approach a motor racing afficionado who regularly watched all forms of motor sport and told him that by some terrible quirk of fate he was allowed to attend only one meeting in the whole year, there is more than an even chance that he would select the Formula Ford Festival. Why? Well, for pure racing action it cannot be beaten, with some 140 young chargers in similar cars on a circuit that provides a natural auditorium. As entertainment value, it is a second to none.





Johnny Herbert's Quest and Peter Rogers' Laser will be the main Van Diemen threat. Here, they head Jones and O'Coileain.

An incredible 22-race programme which sees just about every facet of MCD's Ford Formulae together at the one meeting will grace Brands Hatch this weekend for the BRSCC's 14th annual Formula Ford Festival and World Cup.

The focal point of the entire meeting is, of course, FF1600, where numbers are slightly down on recent years as a result of the meeting running under an International permit. The reasoning was to make it easier for overseas drivers to compete without having to go through the paper shuffling involved in obtaining British licences and joining British clubs for just the one meeting. It has meant, however, that those British club drivers unable or unprepared to upgrade their licences will not be starting. As we closed for press, however, there were still 138 confirmed entries from 17 countries. Can't be bad!

Supporting the main event will be two races for FF2000; the first round of the BBC *Grandstand* Winter series (restricted to British and Commonwealth drivers) and an FF2000 World Cup race. Pre '74 and Formula E FF1600s have their own race on the programme as does the B&Q Sports 2000 series. Those of you who enjoy the 'tin tops' will be entertained by a Lloyd's v Stockbrokers thrash in Brands Hatch Escort XR3is and a round of the popular Ford Credit Fiesta series.

The whole meeting is sponsored for the third successive year by Brian de Zille's First Edition Menswear concern and part of the prize put up by the Leicester fashion chain is a F3 test drive in the Pegasus Ralt RT30 — a further incentive for one of the most open fields in years.

The all conquering chassis of 1985 has been Ralph Firman's Van Diemen RF85 which can be found in abundance throughout almost any contemporary FF grid. Works drivers are Brazilian Paulo ▶



Gerrit van Kouwen — winner last year.

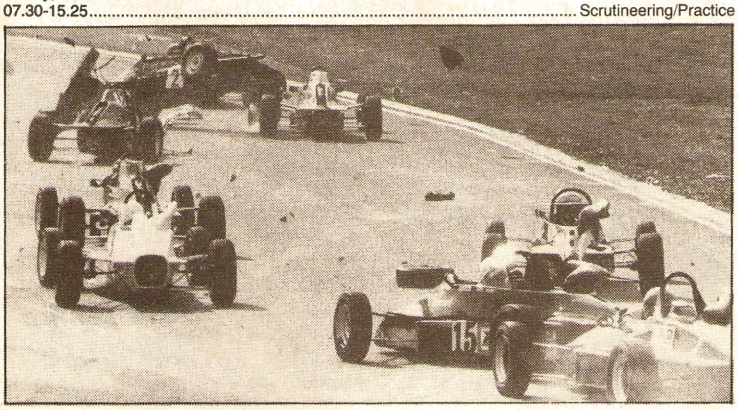
PREVIOUS WINNERS

1972	Ian Taylor (GB)	Dulon LD9
1973	Donald Macleod (GB)	Van Diemen FA73
1974	Richard Morgan (GB)	Crossle 25F
1975	Geoff Lees (GB)	Royale RP21
1976	Derek Daly (IRL)	Hawke DL17
1977	Chico Serra (BR)	Van Diemen RF77
1978	Michael Roe (IRL)	Van Diemen RF78
1979	Donald Macleod (GB)	Sark 1
1980	Roberto Moreno (BR)	Van Diemen RF80
1981	Tommy Byrne (IRL)	Van Diemen RF81
1982	Julian Bailey (GB)	Lola T640E
1983	Andrew Gilbert-Scott (GB)	Reynard 83/4FF
1984	Gerrit van Kouwen (NL)	Lola T644E

FIRST EDITION FORMULA FORD FESTIVAL AND WORLD CUP TIMETABLE

Friday, October 25

07.30-15.25 ..... Scrutineering/Practice



Saturday, October 26

07.30-10.05 ..... Scrutineering/Practice
10.15 ..... Post 9 Marshals FF1600 Heat 1 (10 laps)
10.40 ..... Race People FF1600 Heat 2 (10 laps)
11.05 ..... OMP Racewear FF1600 Heat 3 (10 laps)
11.30 ..... Disablement in the City Celebrity Escort Race (10 laps)
11.55 ..... Minister Racing Engines FF1600 Heat 5 (10 laps)
12.20 ..... Formula Services FF1600 Heat 6 (10 laps)
13.30 ..... The Racing Car Show FF1600 Heat 7 (10 laps)
13.55 ..... The Lep Group FF1600 Heat 8 (10 laps)
14.20 ..... BBC *Grandstand* FF2000 Race (20 laps)
14.50 ..... Wishbone Formula E FF1600 Race (12 laps)
15.15 ..... Ford Credit Fiesta Race (12 laps)
15.45 ..... BRSCC Pre '74 FF1600 Race (12 laps)

Sunday, October 27

07.30-09.25 ..... Scrutineering/Practice
09.30 ..... Duckhams FF1600 Quarter-Final 1 (12 laps)
10.00 ..... Gardner Platform Floors FF1600 Quarter-Final 2 (12 laps)
10.30 ..... Road & Racing Accessories FF1600 Quarter-Final 3 (12 laps)
11.00 ..... Quest Racing Cars FF1600 Quarter-Final 4 (12 laps)
11.30 ..... Disablement in the City Celebrity Escort Race (10 laps)
12.00 ..... FF2000 World Cup Race (20 laps)
13.30 ..... Brands Hatch Racing FF1600 Semi-Final 1 (15 laps)
14.00 ..... Dunlop FF1600 Semi-Final 2 (15 laps)
14.30 ..... B&Q Sports 2000 Race (20 laps)
15.00 ..... First Edition Formula Ford and Fetival Grand Final (20 laps)
16.00 ..... Award presentation in the Expovilion

NB. Don't forget that the clocks go backward Saturday night.

BRSCC FF1600 WORLD CUP TEAMS

AUSTRIA
Roland Ratzenburger

BELGIUM
Bertrand Gachot
Marc Simon
Rodolphe Koentges

BRAZIL
Paulo Carasci
Lindoro da Silva
Cezar Fittipaldi

DENMARK
Jens Andersen
Svend Hansen

ENGLAND
Mark Blundell
Damon Hill
Jonathan Bancroft

FINLAND
Matti Sarilo
Jari Haavisto

HOLLAND
Gerald van Uitert
Maarten Bottelier
Oscar de Vries

IRELAND
Ruairi O'Coileain
Tommy Doherty
Vivion Daly

ITALY
Nicky d'Amico

KUWAIT
Nabil Marouf

NORTHERN IRELAND
Eddie Irvine
Martin Boyle
Alan McGarrity

SCOTLAND
From:
Willie Rose
Andy Sim
Stuart Roden
Geordie Taylor
Harvey Gillanders

SPAIN
Luis Villalba

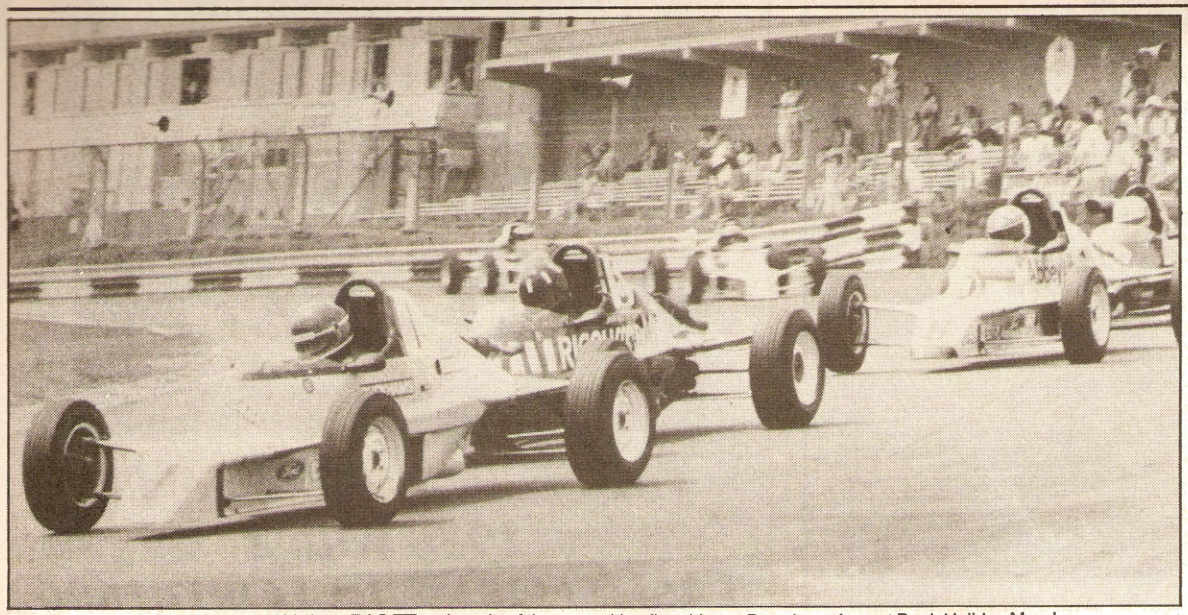
SWEDEN
Alfred Dittberner
Henrik Barkstrom

SWITZERLAND
Philippe Favre
Andreas Balsiger

WALES
Mark Hazell



AUTOSPORT FORMULA FORD WORLD CUP & FESTIVAL SPECTATOR GUIDE 1985. Free with AUTOSPORT dated October 24. Edited by Tony Dodgins. Produced by Tony Dodgins, Bruce Jones & Ralph Morton. Advertising: Gary Barak. Published by Haymarket Publishing Ltd, 38-42 Hampton Rd, Teddington, Middx TW11 0JE. Tel: 01-977 8787. ©AUTOSPORT 1985.



Irishman Ruari O'Coileain scored his lone RAC/TT series win of the year with a fine drive at Brands on August Bank Holiday Monday.



Peters — RF85 mounted.

▶▶

Carcasci and Irishman, Ruairi O'Coileain. Paulo has scored three wins in the RAC/TT British championship this year as the series entered its final round. His wins included a magnificent performance recently here at Brands which saw him outfox season long rival Bertrand Gachot, and Damon Hill. He also claimed the Zolder Euroseries run-off in fine style.

Gachot now has the RAC/TT title under his belt and is renowned for his bravery and aggression. Earlier in the year he was involved in a couple of controversial incidents which saw him accused of over exuberance. Bertrand, however, Marlboro sponsored and his Pacific Racing Van Diemen a match for anything merely replied: "What do they expect me to do, back off?" Point taken.

Another man on three wins in the main British championship is Mark Blundell. Mark has matured into a very quick, smooth driver with a maturity beyond his 19 years. Originally run as a works driver, Mark's operation is now privately run and has seen him clean up the Esso championship, equipped with the notorious 'Patch' Minister engine which has carried Roberto Moreno, Tommy Byrne, Julian Bailey and Andrew Gilbert-Scott to victory in four of the last five festivals. Gerrit van Kouwen's winning unit which broke the sequence last year was also one of David Minister's and so the rival engine builders are out for their first win in six years!

Heading Auriga's challenge should be Godalming's Jonathan Bancroft with his Racefax Van Diemen. Jonathan has won both rounds of the premier championship at Silverstone and is the man who pipped Blundell to both novice championships in '84 as well as being first British diver home last year, in fourth. His motivation has been questioned of late, but after a promising start, his season turned sour and included a particularly unnerving shunt at Snetterton. Johnathan will no doubt be keen to finish the season on a high note.

A dark horse in many people's eyes is Tim Jones, son of Brands commentator, Brian. Tim has recently switched to a Van Diemen after a disastrous opening to the year with the 85FF Reynard. As quick as anyone bar van Kouwen last year before mechanical gremlins struck, Tim would be talked of more as a banker than an outsider had he made the switch earlier.

Partnering him at Milldent Motorsport is Racing for Britain's FF1600 representative Perry McCarthy. Perry has had a terrible year and badly needs a result.

So far everyone mentioned has been Van Diemen mounted. Who is going to pose a threat to them? Well, as I close for press a little bird that has recently been flying the Kent skies tells me that one Johnny Herbert has turned a 48.85s lap while testing the Quest (van Kouwen's lap record stands at 48.88). How reliable is this feathered friend I do not know, but one thing is certain — Herbert given a little good fortune, will certainly be around at the end. Pleasant, unaffected and highly talented, the former British kart champion has already blown everyone away once on the Indy circuit when the Euroseries field visited Brands in July.

Another potential danger is Peter Rogers in Howard Drake's Laser HD85. Constrained by lack of finance this year, Rogers, with his tail-out style can be expected to be right on the pace. Peter has reputedly turned down the offer of a Van Diemen to race the neat Laser and is confident he can take on the masses.

As the Festival entry lists closed, we spotted the names of Mark Peters and Rick Morris. Neither driver should need any introduction; Peter drove a works Van Diemen alongside Dave Coyne last year, while Rick Morris has come second more times than he would care to remember! Perhaps the closest he got was '81 when he followed home Tommy Byrne's Van Diemen. Armed with an SDC supported RF85, Rick will certainly give the young hotshoes something to think about.

Talking of young hotshoes, what of this year's top novices? 18-year-old Jason Elliott totally fulfilled early promise by carrying off the Dunlop/Autosport series, while Adrian Willmott won the corresponding BARC/TT Junior series. Other quick youngsters include Gary Ayles, a works Quest driver for '86, Phil Andrews in a Fleetray Van Diemen and Gary Thomas. Don't discount either, BRP's young proteges, Andy King and Allan Seedhouse, the former in the running for the Esso title right up to the final round.

What then of the foreign challenge? Rumours that a couple of Americans might arrive with the brilliant Swift chassis proved to be exactly that. It was not thought feasible to alter them to comply with European spec' and have them running competitively in the time available.

Instead, threats will come from much closer to home. Dutch champion for the last two years, Maarten Bottelier will team up with former Dutch Marlboro Challenge winner, Gerald van Uitert to uphold the Netherland's honour after van Kouwen's triumph.

German hopes lie with Otto Rensing, third in the Euroseries run-off at Zolder after the exclusion of Arnaud Guiot. Otto will drive Bert Ray's 85F while Marc Hessel has recently joined Mike Baker's Racefax team to partner Bancroft and Jeremy Packer. Eric van de Poele has clinched the Benelux series and should go well in a European Racing Promotions Van Diemen RF85, while Belgian Marc Simon could spring a surprise in a Quest. Roland Ratzenburger is keeping the Austrian rodent end up after the retirement of 'King Rat' Niki Lauda, while Philippe Favre will give his all for Switzerland in the Manadient Van Diemen RF85. Alan McGarrity, Vivion Daly and Martin Boyle can all be expected to turn in workmanlike performances among the Irish contingent.

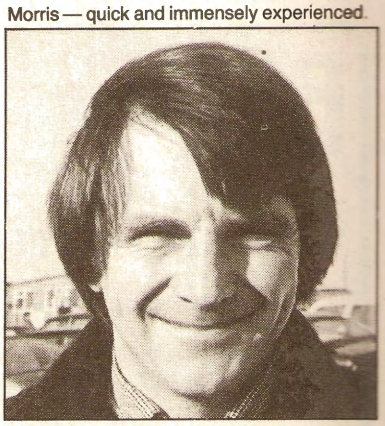
And what I hear you cry, of Damon Hill. Well, a close friend bet me a tenner that Damon would win the festival. "You can have the rest of the field, I only want Hill", he said. "You're on," I replied. Then I thought about Donington in September, then about the Euro GP supporter three weeks ago, then about Silverstone two weeks ago. Then I felt a touch apprehensive. Hmmm . . . ■

TONY DODGINS

Brands regular Chris Hall should go well in the interesting Jamun T12B.



Morris — quick and immensely experienced.



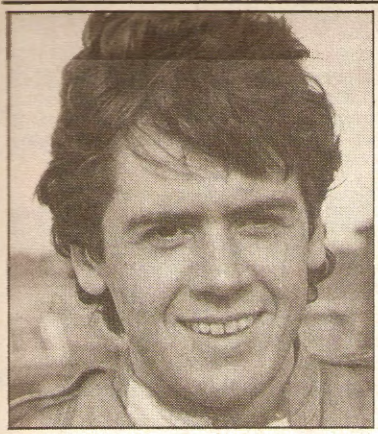
BRIEFLY

■ Lucas will present the annual Ray Wood Memorial Trophy in memory of their former Competitions Manager who died last year. The trophy, together with a cheque for £100 will go to the chief mechanic of the winning car in the First Edition Formula Ford Festival and World Cup Final.

■ OMP Racewear, as well as sponsoring Heat Three and giving away a set of driving gloves to the winner, will present a made to measure set of their top of the range Kevlar overalls worth £300 to the overall Festival winner.

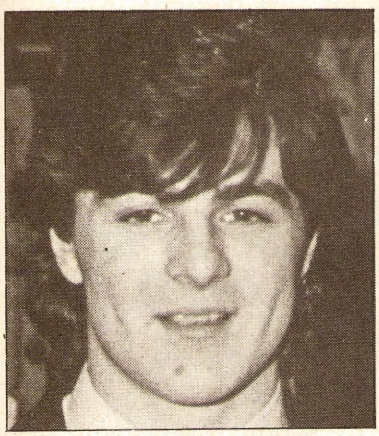
■ On the eve of the Festival, Thursday, Oct 24, Gerrit van Kouwen, Damon Hill, Mark Blundell, Bertrand Gachot and regular champion of Brands contenders, John Oxborrow and Len Bull will all be present for a motor racing forum in the Kentagon.

■ The BRSCC's timetable for this weekend's Formula Ford Festival reminds competitors that they should put their clocks forward on the Saturday evening. We think not, however, *back* sounds like a much better bet!



JONATHAN BANCROFT (GB)

Double novice champion in '84, Bancroft has won two rounds of the senior RAC/TT series this year. Running with Mike Baker's Racefax set-up, his results of late do not match early season promise. A regular instructor at the Brands Hatch Racing School, his inherently smooth style sees him as quick as anyone on his day. He will be out to improve on his fourth place last year which saw him best placed British driver.



MARK BLUNDELL (GB)

Top Grovewood award winner of last year after a spectacularly successful first season which saw him take 25 wins, Blundell has proved himself this year by carrying off the Esso title and finishing runner up after leading most of the RAC/TT series. Mark, still only 19, is clearly bound for great things.

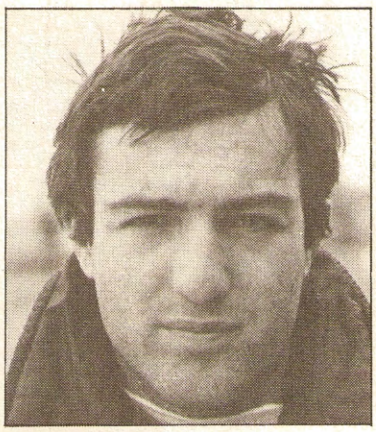


MAARTEN BOTTELIER (NL)

After winning the Dutch championship last year on acquisition of his first competitive car, a Lola T642, Maarten purchased a new Reynard 85FF this year with sponsorship from the Taxi clothing concern. Although the car has proved less competitive than earlier models from the Bicester marque, Maarten has managed to retain his national title.

PAULO CARCASCI (BR)

The Sao Paulo driver has made a big impression in his first FF season. Always fast, the works Van Diemen pilot and five times Brazilian kart champion is now consistent, too, and must start as one of the favourites. Recent wins include the European final at Zolder and a superb performance at the Grand Prix of Europe meeting. A driver for the big occasion?



JASON ELLIOTT (GB)

18 years old, Elliott has scored five wins en route to this year's Dunlop-AUTOSPORT novice title. The Chesterfield driver is guided by father John and FF stalwart John Village. Testing a Van Diemen regularly last year, before he had even a road licence, Jason has a down to earth sensible approach and could well provide a few surprises this weekend.



BERTRAND GACHOT (B)

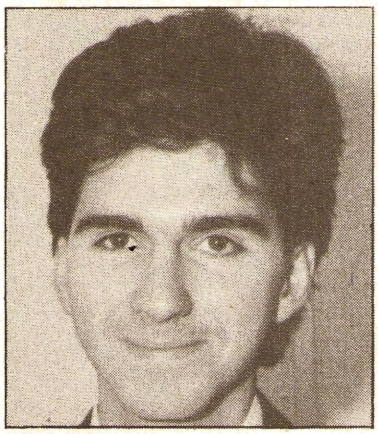
A hard, aggressive driver, Gachot first exploded on the British scene at last year's Festival with a 84SF Reynard and works Gatmo engines, netting a fine third place. A front runner all year in the RAC/TT series, Gachot clinched it last week at Thruxton. The stylish Belgian has already had his first F3 drive and with a keen grasp of the PR and sponsorship angle so necessary today, will surely go a long way.





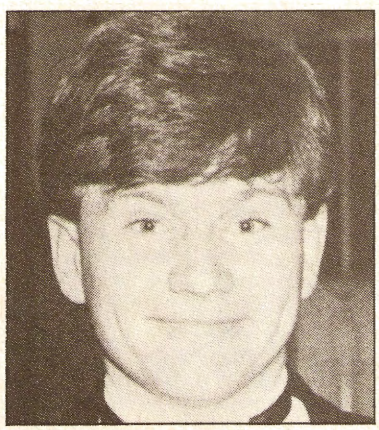
JOHNNY HERBERT (GB)

Undoubtedly one of the finds of the season, Herbert has shown as a front runner all year long in Mike Thompson's neat Quest chassis. A brave driver with an abundance of natural ability and car control, Herbert is a former British kart champion and showed everyone the way round when the Euroseries FF1600 boys visited Brands. Definitely one of the biggest threats to the Van Diemen hordes.



DAMON HILL (GB)

The revelation of the season. Those who formerly doubted his ability have very good cause to think again. Unable to do his learning out of the spotlight, Damon can now run with anyone and proved it with an accomplished win when the RAC/TT series visited Donington. Many will have money on Damon this weekend — sensibly too — for the Londoner could well scale the heights.



TIM JONES (GB)

After so many promising performances in the premier FF championship last year, Tim has had a nightmare year. The first two-thirds of his year were spent trying to sort out his 85FF Reynard — without success. A switch to an RF85 Van Diemen, efficiently run by the Milldent team, has resulted in the expected improvement and if anyone should know their way round Brands, it's Jones. A dark horse.

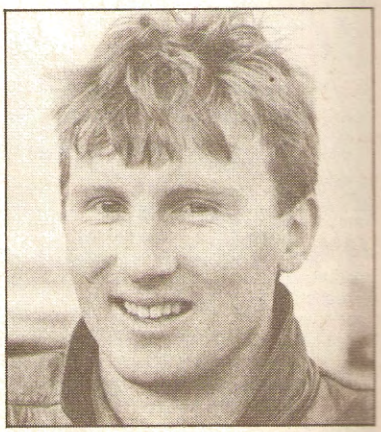
PERRY McCARTHY (GB)

This year's Racing for Britain backed driver after a spectacular shunt ended his '84 season, Perry has had a disappointing year, by his own admission. Ever cheerful and with the apparent ability to sell fridges to Eskimos, McCarthy is in need of some confidence building results. Dunlop-AUTOSPORT novice champion in '83, he needs to move up next year and will be looking for a strong finish to '85.



RUAIRI O'COILEAIN (IRL)

After a somewhat eratic start to the year in the works Van Diemen, the Irishman has improved dramatically as the season has progressed. A winner when the RAC/TT runners visited the Brands Indy circuit in August, the Irishman has tempered his at times over exuberant approach and could well be right up there on the day. More likely though, he is a good bet for a top six finish.



PETER ROGERS (GB)

Previously one of the BP backed drivers prior to the company's withdrawal from the sport earlier this year, few doubt that Rogers, 'Fast Pete', is among the very quickest. Without the budget to sustain a serious challenge this year, Rogers has nevertheless shown the potential of Howard Drake's neat Laser HD85. A strong threat to Van Diemen's first Festival win since '81.

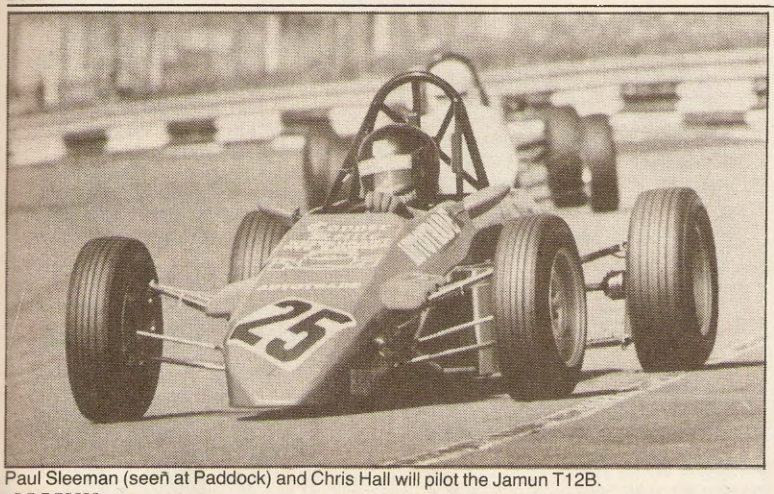




The Crossle 60F will be easily identified by the rather bulbous rear end.

CROSSLE

John Crossle's Northern Ireland based company has been involved in FF1600 since Gerry Birrell won the European crown in 1969 with the 16F. The marque have enjoyed particular success in the USA over the years and although the emphasis is always placed on providing a well engineered car at a competitive price, the latest 60F follows the high-tech inboard everything thinking presently rife through the formula. A distinctive car with Vanwall look-alike rear end, the 60F will be campaigned by Irish luminaries, Alan McGarrity, Derek Daley, Tommy Doherty and Bernard Dolan.



Paul Sleeman (seen at Paddock) and Chris Hall will pilot the Jamun T12B.

JAMUN

Built just down the road at Rochester, the Jamun marque is often seen at the Kentish circuit. Since the early 1970s, FF1600, FF2000 and F4 examples have graced the tracks, but one thing has been common to all . . . a lack of finance. Mike Sirett backed out of the partnership long ago, but Tony Mundy has soldiered on and over the last couple of years Epsom's Chris Hall has cooped quite a few victories in the Champion of Brands series in the neat T12B chassis. With his local knowledge and 1983 AUTOSPORT Golden Helmet winner Paul Sleeman as support, Jamun could surprise quite a few. . .



Rob Murphy will no doubt throw the GD115 around with his usual gusto.

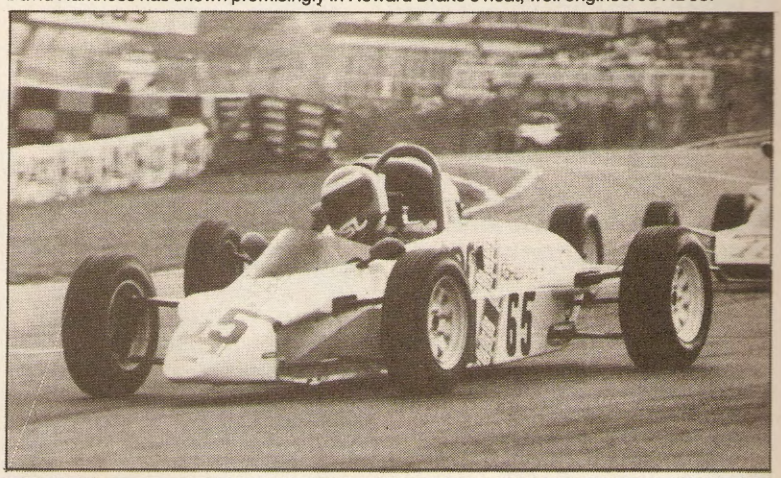
GETEM

Martin Down and Alan Brunning produced the first Getem Formula Ford in 1973, and the former now runs Getem from premises in New Ash Green, along with brother-in-law, Ken Baker. Rick Shortle enjoyed a fair amount of success in the Champion of Brands series, last year with the GD114. This year's GD115 is a development of the car and features rocker-type rear suspension. Driven when finances have permitted by the sideways Rob Murphy, the car provides interesting variety, especially when Rob sheds the bodywork at various corners and gives everyone an insight into FF Murphy style! If you missed it, hard luck.

LASER

Howard Drake, the former proprietor of Elden Racing Cars ran Peter Rogers in a Reynard 84SF last year, before setting out to build his own contemporary ultra-slim chassis. The Laser HD85 is strikingly neat and well finished and showed immediate promise by taking pole position for the early season RAC/TT counter at Oulton Park. Hampered only by lack of finance and the resultant shortage of testing miles, the Laser is clearly a threat. Rogers finished in amongst the leaders last time out at Brands in the car for the Euro GP supporter.

David Harkness has shown promisingly in Howard Drake's neat, well engineered HD85.



LOLA

The Huntingdon manufacturer are the only company apart from Van Diemen to have won the Festival more than once, Dutchman Gerrit van Kouwen adding to Julian Bailey's '82 success when he ran away with last year's event at the wheel of a very well sorted T644E. Lola have not contested the market with a new model this year, but Champion of Brands regular, Colin Stancombe, has carried off that series with his updated T640E. ANother driver to look out for will be rapid northerner, Bob Berridge who has swapped his regular pre '74 winning Lotus 69 for a T640E.

Colin Stancombe has taken the Champion of Brands series in his updated T640E.

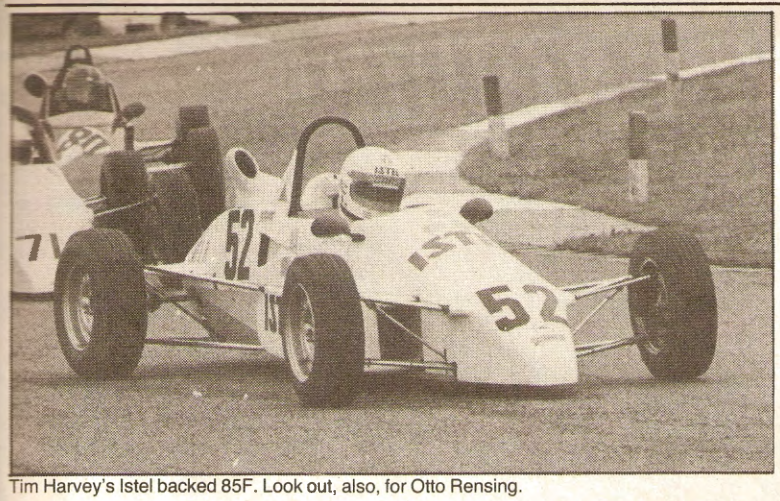


MONDIALE

Following on from their impressive first season last year, 1985 must have been something of a disappointment for the Northern Irish marque. Formed by long-time Crossle designer Leslie Drysdale and current FF2000 competitors Colin Lees and Dennis McGall, the Mondiale Car Company has produced chassis for both FF1600 and FF2000. In 1985, however, success has been restricted to the two-litre category in Ireland. Murray Taylor has run a car for Irish Marlboro Challenge winner Tony Walsh and another for the promising Eddie Irvine, before the latter departed for Quest.

Eddie Irvine has left for Quest, and Gerald van Uitert should be quickest Mondiale.





Tim Harvey's Istel backed 85F. Look out, also, for Otto Rensing.

RAY

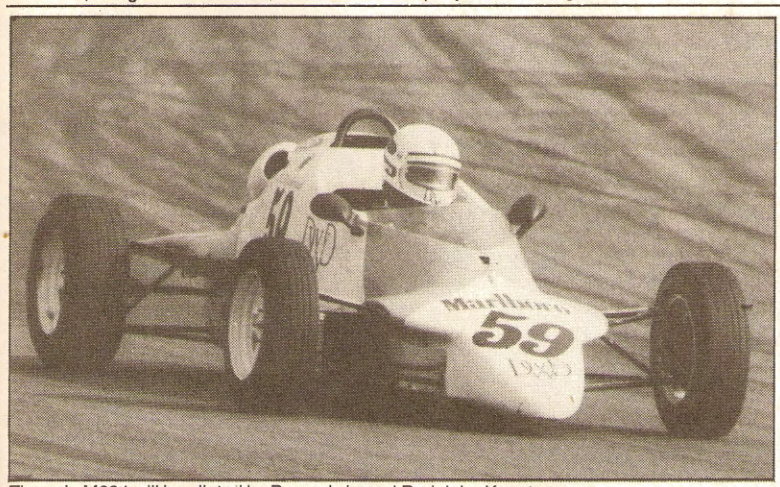
Bert Ray is one of the most experienced FF1600 men in the business. After building a chassis for Stephen South and then following him into F3, Bert stopped direct production to concentrate on his fabrication company, returning as a constructor in his own right in '79. Since then, his well built chassis have enjoyed a great deal of success in the Champion of Brands series with Karl Jones and Chris Cresswell. His latest car, the 85F, will be piloted by Cresswell, promising youngster Andrew Stapley and German driver Otto Rensing, 3rd in the Zolder European run-off.



Danny Wright drove an 85FF early season, here pressed by the stablemate 84FF.

REYNARD

Festival winners in 1983 with Andrew Gilbert-Scott and third last year with the emerging Bertrand Gachot, Reynard's 1985 Formula Ford season has been something of a disaster. The 85FF has proved no match for the Van Diemen and is regarded by most to be a worse car than its '84 counterpart. The FF84 was a fine chasssis, of course, and is still dominating the FF2000 scene. It will no doubt still prove competitive in the hands of privateers. Due to make an appearance this weekend, though not on the track, is the Bicester company's '86 challenger.



The sole M684 will be piloted by Brussels based Rudolphe Koentges.

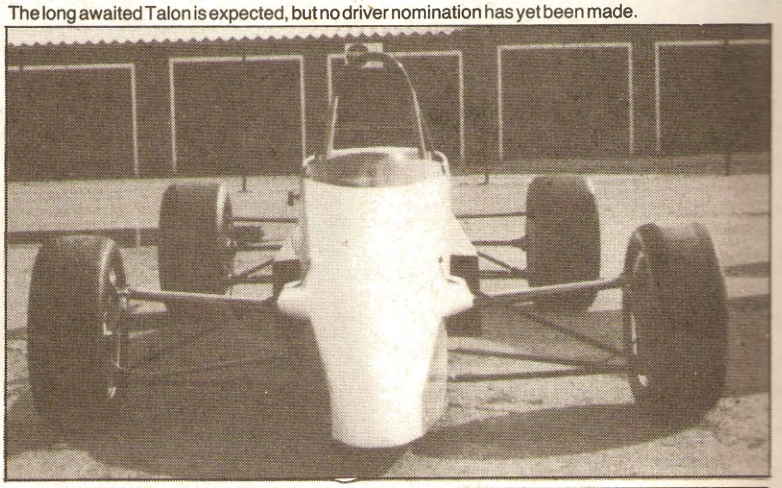
RONDEAU

Unfortunately, the introduction of FF1600 does not seem to have saved Rondeau from impending financial doom. The last we heard, they were officially in the hands of the receiver. Jeremy Packer had a brief spell with the M684 early in the year, but the only one scheduled to make appearance at the festival will be driven by useful Belgian Rudolphe Koentges, in the Ecurie Toison d'Or team.

TALON

Mick Ralph, Ken Taylor and Richard Martin have put their experienced heads together to form a new company, ARC, operating from Lewes in East Sussex. The design follows the current trends for a pencil slim chassis with wide-track push-rod operated suspension but was originally built around a different gearbox casing and internals to the ubiquitous Hewland arrangement. A rethink was necessary, though, and this has held up the car. Now adapted to take Hewland internals, Talon were hoping to take both FF1600 and FF2000 chassis to the Festival meeting.

The long awaited Talon is expected, but no driver nomination has yet been made.



QUEST

Mike Thompson's sleek Quest design drew much attention when it first appeared in 1979. Thompson successfully campaigned the car himself before he ran Van Diemens in a newly formed Quest Racing team while working on his new car. Business pressures dictated that Thompson find himself a quick young driver for a works effort this year. Enter Johnny Herbert. Herbert has been among the top five drivers all season and has shown the neat chassis to have tremendous potential. Thompson's '86 production run should prove popular indeed.

Herbert leads Damon Hill in the distinctive Quest 85FF. Expect him to fly.



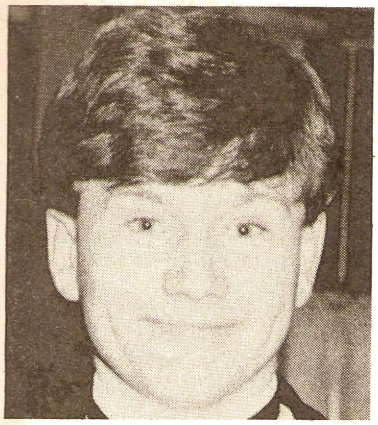
VAN DIEMEN

The Norfolk marque is undoubtedly the most successful manufacturer in Formula Ford, having recently produced their 1000th chassis since the formation of the company by Ralph Firman in 1973. This season's model, the RF85, designed as usual by Dave Baldwin, has been totally dominant, winning the RAC/TT, Esso and both novice titles in the UK as well as National series in the USA, Canada, Finland, Switzerland and Austria. With the majority of the top runners in Van Diemens, as well as works pilots Carcasci and O'Coileain, they must be favourite.

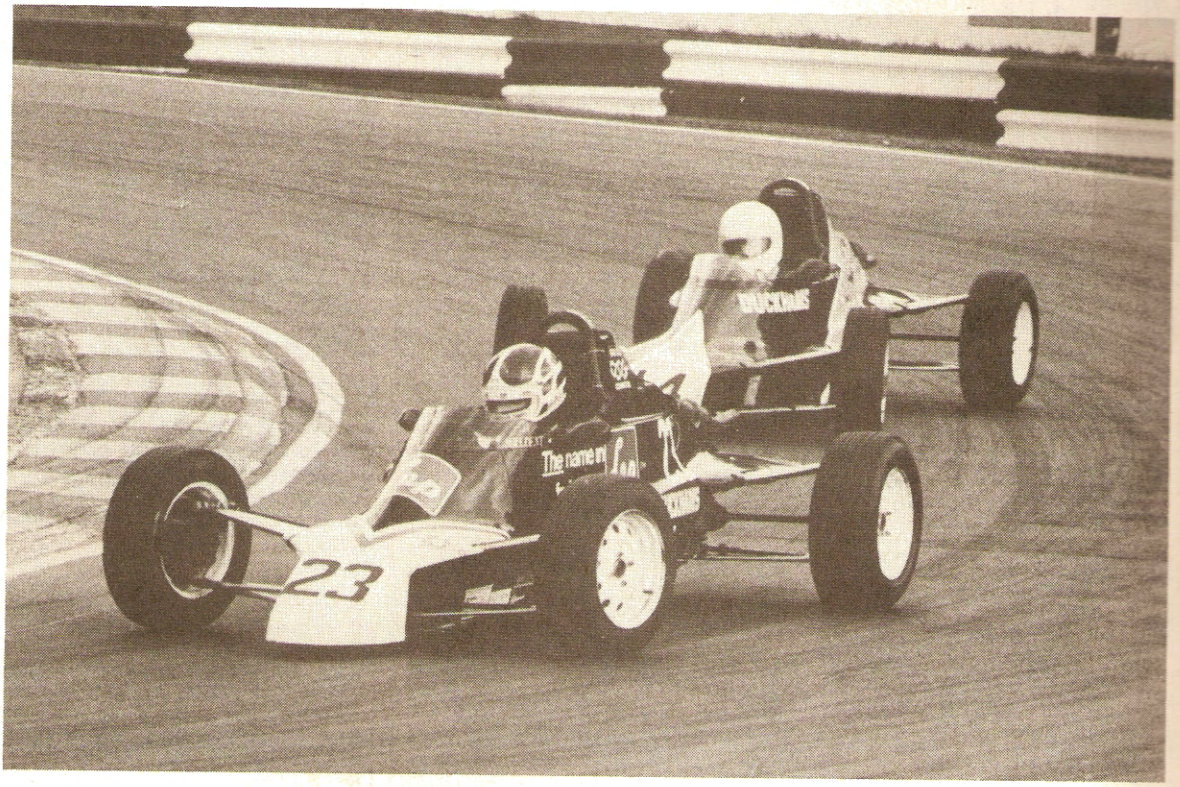
Blundell scraps with John Village in a tight Esso encounter at Silverstone.



Tim Jones takes you round

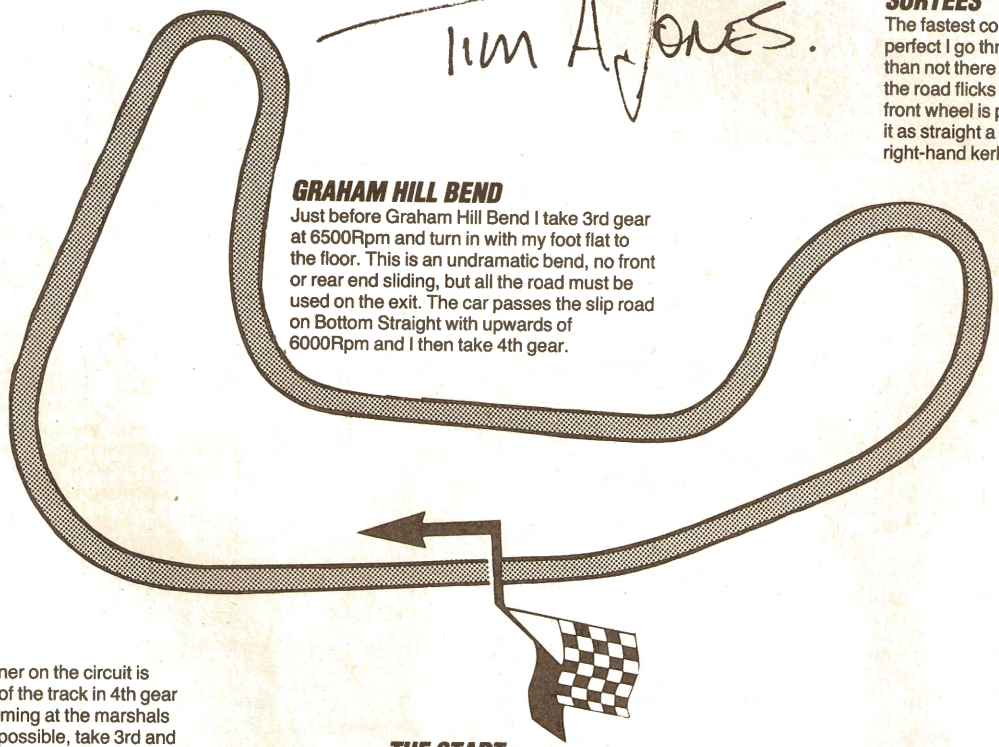


A regular instructor at the Brands Hatch Racing School, Tim Jones describes a lap of the 'Indy' circuit in a Van Diemen RF85.



DRUIDS

After the drag up the hill in 3rd, I brake hard under the Dunlop Bridge, changing to 2nd. Racing conditions dictate a tight line in, and I'm still braking as I turn. This kicks out the back end and I control a powerslide through the turn which allows me to keep the revs up.



Tim A Jones.

SURTEES

The fastest corner. If the car is absolutely perfect I go through flat in 4th, but more often than not there is a slight lift. The camber of the road flicks out the back end and the left front wheel is placed over the kerbing making it as straight a line as possible to the right-hand kerbing on the exit.

GRAHAM HILL BEND

Just before Graham Hill Bend I take 3rd gear at 6500Rpm and turn in with my foot flat to the floor. This is an undramatic bend, no front or rear end sliding, but all the road must be used on the exit. The car passes the slip road on Bottom Straight with upwards of 6000Rpm and I then take 4th gear.

PADDOCK

The second fastest corner on the circuit is approached on the left of the track in 4th gear at around 6800Rpm. Aiming at the marshals post, I brake as late as possible, take 3rd and throw the car in. As it goes sideways, the steering lightens as the track drops away from you. Most cars bottom out on the exit at which point I expect to be pulling around 6100Rpm.

THE START

If I have qualified on the front two rows, starting is quite straightforward, but any further back and the infamous Brands sloping grid means you have to be prepared for the back end to break away towards the pit wall. In dry conditions I will use something of the order of 5500Rpm for the start.

CLEARWAYS

Arriving at Clearways with about 6300Rpm I brake in a straight line as the car is moving from the right to the left of the circuit. Taking 2nd, I turn in hard and early so that the car scrubs off speed sliding up a slight incline, reducing braking to a minimum. After an early apex, you exit right over to the left, taking third opposite the pit entrance and heading back to the right of the track. I take 4th opposite the pit wall and make use of the hill to move back left across the startline for the appoach to Paddock.

gradiente Tota's MARIA ORION (BRAZILIAN OIL SEALS) Champion Quartz



PAULO CARCASCI – EUROPEAN CHAMPION – VAN DIEMEN RF 85 MINISTER

AUTOSPORT

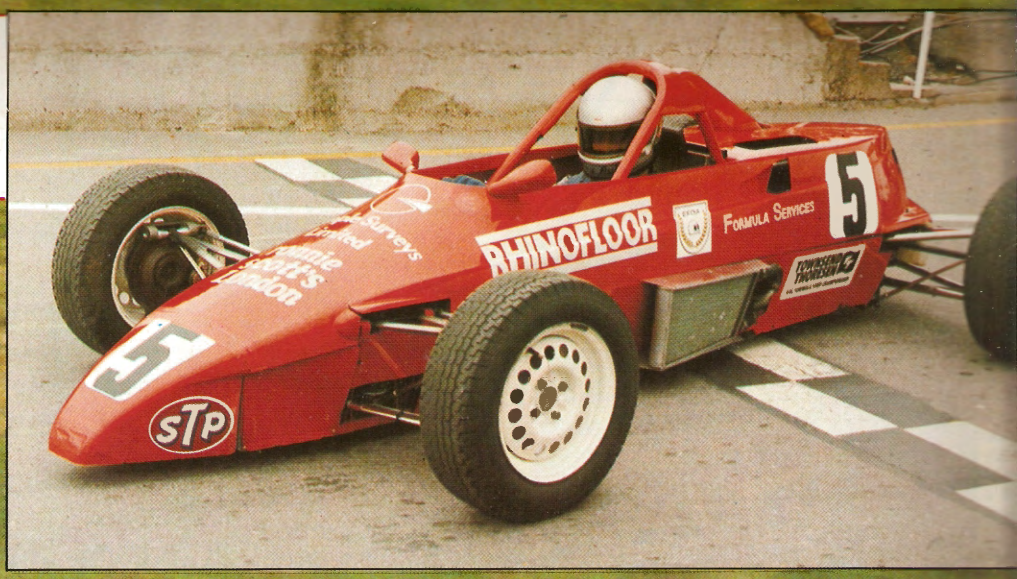
AMT RACING
Unit 122 Tangmere Airfield
Chichester West Sussex
Tel: (0243) 789917

applied tech systems ltd
'HIGH TECH' COMPUTER/PROGRAMME CONTROLLER
BASED HIGH LEVEL SYSTEMS



GARY AYLES – 2nd OVERAL
REYNARD

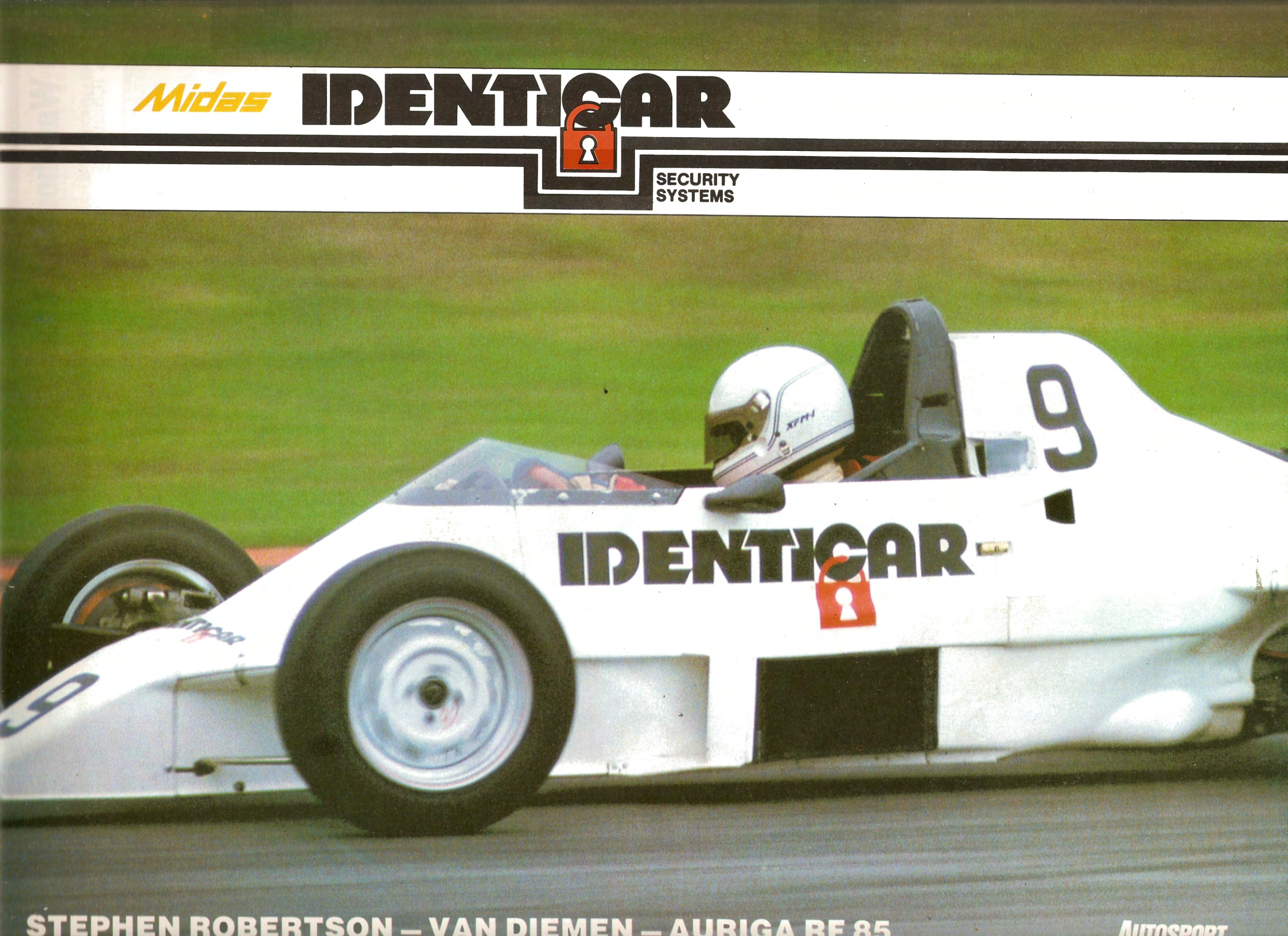
arne Warehousing Ltd.
BIES (Chartered Accountants)



1st CHAMPION OF BRANDS FINAL ROUND.
POLE POSITION & FASTEST LAP – "QUEST/MINISTER

85 DUNLOP/AUTOSPORT STAR OF TOMORROW CHAMPIONSHIP
FF1600 MINISTER

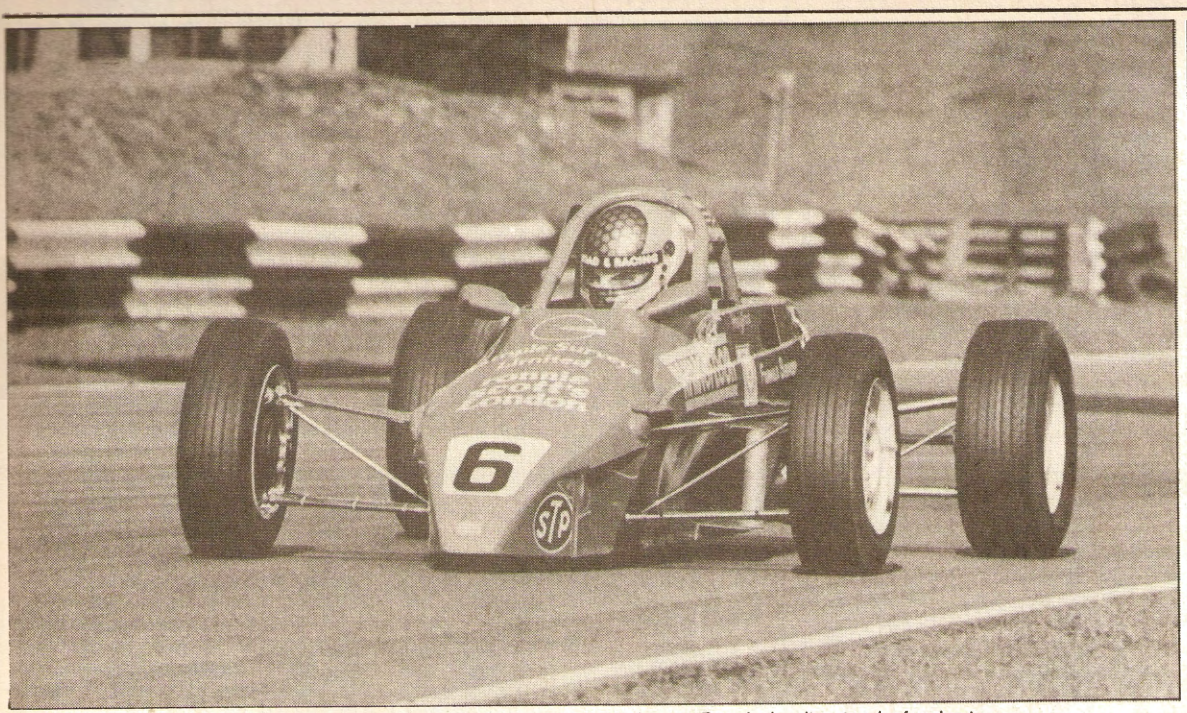
Midas IDENTICAR
SECURITY SYSTEMS



STEPHEN ROBERTSON – VAN DIEMEN – AURIGA BF 85

AUTOSPORT

By MARCUS PYE



Although restricted by the roll-over hoop, our man recorded very respectable times at Brands despite a touch of understeer.

A Quest for victory?

QUEST (noun): The act, or an instance, of seeking or pursuing something. A search, the dictionary tells us, for a specific ambition or goal. Medievally, an expedition undertaken by a knight, in order to perform a prescribed — invariably hazardous — feat or task. Historically the most celebrated example is the quest for the Holy Grail.

Mike Thompson's quest, while not so universally famous, is no less arduous in its own way. His is the endless quest for speed, to be eked out of a motor car within the complex and restrictive Formula Ford racing regulations. He set out on his quest (or rather in it!) six years ago, and has continually edged towards his target. The vehicle of his pursuit is named Quest.

Thompson revealed his new Quest to an unsuspecting world at the ill-starred Formula Ford Show, on Goodwood circuit, in 1980. The few people who bothered to attend the fiasco were stunned by the futuristic single-seater, the likes of which they had not even dreamed of previously. The Quest FF80 resembled a blue cigar, its lines totally free from external protuberances. Airflow around the chassis was optimised with all the spring/damper suspension units housed with the spaceframe, and the radiator amidships, between the driver and engine.

The car, with its spindly-looking wide-track suspension, squat stance and distinctive all enveloping double roll cage represented Britain's first attempt at a 'high technology' Formula Ford machine, and was to spawn a whole new generation of cars, although no one was in a position to follow suit immediately and Mike, to be fair, was not in a position to 'productionise' and build Quest replicas in any number at that stage.

Quest was born out of Rostron, a company which Thompson had nurtured for many years, building and developing FF1600 cars in small quantities, principally for fun, outside his successful Sample Surveys business in London. A long-time racing devotee, Mike relished the challenge of running something completely different and quickly demonstrated his not inconsiderable driving expertise by netting some encouraging results with the prototype, soon dubbed — affectionately — 'the canoe' by AUTOSPORT, due to its full-length one piece bodywork.

Mike 'paddled his own canoe', so to speak, to good effect until the end of 1984, constantly striving to improve the car through exhaustive testing, modification and development, though never erring from the basic concept in which he believes so vehemently. Over the years, the suspension has been changed extensively, the radiators have seen service in every conceivable location (even strung on slim outriggers to sit vertically in front of the rear wheels!) and manifold detail alterations have been made, but the same ultra-rigid chassis design remains, several cars on.

Having finely honed the Quest to a competitive standard, gauged against contemporary Van Diemens which Quest Racing was running, Mike and fellow director Ian Blackman decided to put together a serious championship assault for the first time this year. Business commitments preyed heavily on Thompson's time, so his racing exploits could never be 100 per cent, thus the duo set about finding a young 'hot shoe' to support in 1985.

Johnny Herbert fitted their selection criteria perfectly, on the strength of just eight races in his first season out of karting. A trial outing for Quest at Brands Hatch last winter convinced them that their original talent scouting 'vibes' were sound, and the chirpy Romford lad (now 20) was signed up. Not for one moment has Ian or Mike regretted it, for Herbert has really put the Quest marque on the map, proving the car a match for anything. Tremendously enthusiastic, and always smiling, Johnny's personality slots into this happy equipe as easily as his natural driving ability. Brave, determined, light (important when offset against FF1600 power) and blessed with great car control — and an ever-improving car — it is easy to see why the effort gels so well.

Fifth in both the RAC/Townsend Thoresen British and Esso championships in his first full season of racing says much for the integrity of Herbert and the team. A second works FF85 has been run in senior events recently, for Irishman Eddie Irvine and Belgium's Marc Simon, while the less experienced Steve Watt and William Bailey have campaigned factory-prepared Quests in the junior FF1600 series this year.

Prior to the inevitable pre-Festival rush, I went down to Brands Hatch, at Thompson's behest, for a run in one of the cars during a regular Wednesday general testing session. With leading junior FF1600 competitor Gary Ayles (runner-up in the Dunlop-AUTOSPORT 'Star of Tomorrow' championship this year) also due for a run prior to his first race — and win — in a Quest, plus Herbert and Watt on hand, a fairly hectic schedule was anticipated, but Blackman and his capable team were unflustered.

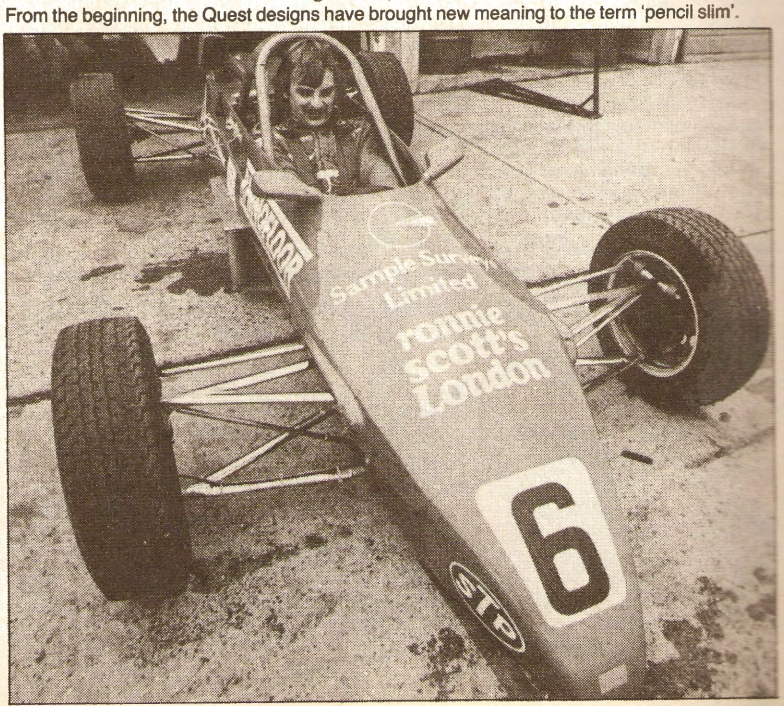
Ian buckled me into Johnny's red FF85 — bound for Silverstone's Esso finale that weekend — and waved me out for my first FF1600 lappery of Brands since trying Graham de Zille's Lola T642E for our Festival Supplement of 1983!

Herbert's car features the full roll cage driver protection which Thompson pioneered in this country with his first Quest. Access to the cockpit is speeded by removing the quick-release steering wheel — one of many ideas which designers of small single-seaters have adopted from Formula 1 — and slithering down between the forward braces of the cage, under the Chinell steering rack and down into the pedal box. While accommodation at the sharp end looks cramped on first sight — with the car's unique damper mounting and roll control system — it is deceptively roomy, allowing for comfortable pedal operation.

Taller than its normal pilot, I had the pedals wound away, and the tiny gear lever extended by a couple of turns for more positive feel before venturing away. Visibility from the car is excellent, and the mirrors good and vibration free also — rare in an FF1600, but a good sign of build quality.

Statically, I found the seating position to be pleasant, but due to Herbert's preferred chassis settings I was soon back in for adjustments to be made. Johnny likes the car to understeer more than most, and runs very deep and fast into the corners, which the FF85 will allow without apparent penalty. He can then stand on the power, keeping his mid-turn momentum high for enhanced exit speeds. On slower corners, he pitches the car in, controlling its transition to progressive oversteer with deft right foot work. ▶

From the beginning, the Quest designs have brought new meaning to the term 'pencil slim'.



Would that I were a throttle-jockey of Herbert's calibre, but I ain't, and really I wanted to be nearer the steering wheel for a more wristy action before seeking solutions in the suspension department. More padding improved matters, then a minor front-end tweak, but shifting me forward brought me right up inside the roll cage, forcing a hunched position at the wheel which I (well, my neck muscles, such as they are) didn't favour.

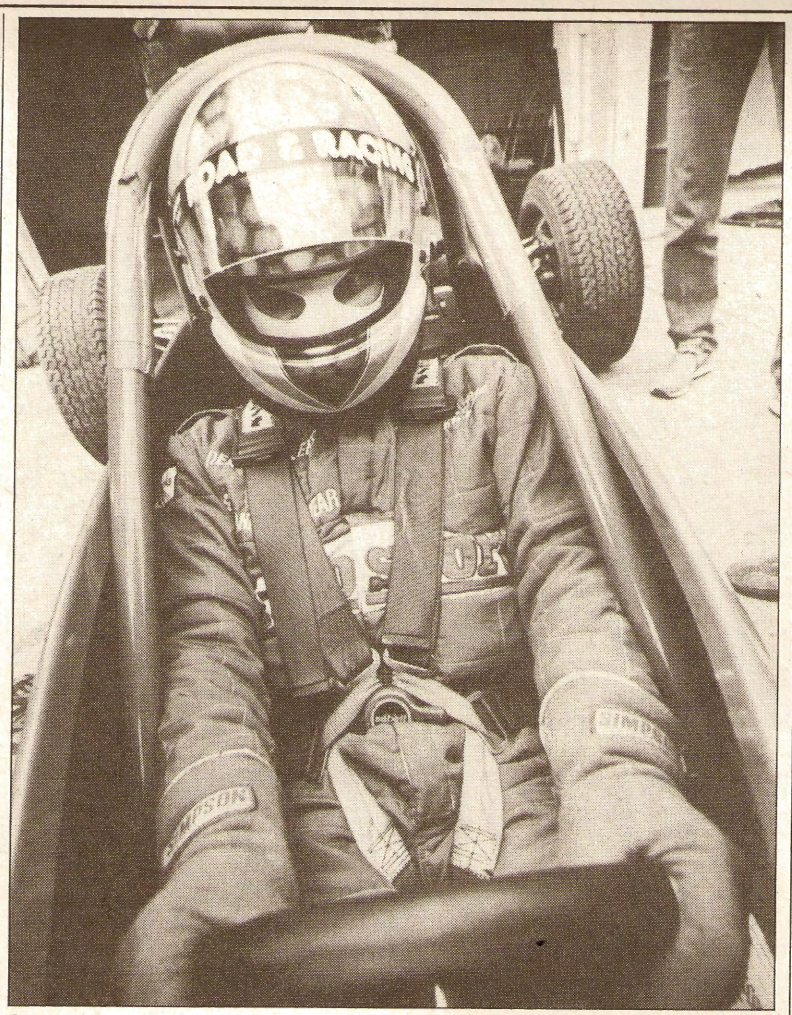
Still, the car felt better, although I now found my wrists limited by the roll hoop's stays, thus was unable to flick the car into Druids and Clearways as intended. Very reassuring, though, was the feedback through the chassis, and its seemingly imperturable stance over bumps and on uneven surfaces.

This is down to the remarkable suspension design, painstakingly evolved and sorted by Thompson and his crew at the beginning of the year. Glimpse at the front suspension, body off, and you could be forgiven for thinking it was another contemporary, neat, inboard set up with a small anti-roll bar. Look again, and you will see unconventional 'roll control' by means of twin L-shaped torsion bars which twist and bind up to give a progressive increase in effective spring rate when the car is in droop, thus preventing violent rebound.

Because one wheel is not being forced to compensate for its partner in roll, as it would in a conventional system, stability and grip are maximised. This set-up is equally effective in wet and dry conditions, requiring no special adjustment. Fine tuning is carried out for track changes by altering the damping of the de Carbon shock absorbers, mounted upside down for this application, with a special upper fixing. Compensation for different driver weights, normally a laborious ride-height change, is simplicity itself, requiring only a quick alteration of pre-load on the torsion bars. A similar system, albeit situated longitudinally, is employed at the rear.

Extraordinarily, I was told to drive the Quest high onto the kerbs at Surtees to test the properties of the suspension, pull-rod operated all round, with universal cast uprights located on double wishbones at each end. Instead of the car being pushed off post haste, as I had anticipated, the FF85 refused to flinch, its Dunlop control rubber gripping all the while. Even glancing the corner markers made no difference to the Quest's trajectory — quite the most stable FF1600 I've ever driven — or the composure of its occupant.

The FF85's brakes, out in the airstream, are well up to the job, being fully Aeroquipped (on this car) lightweight AP Racing discs and calipers with anti-knock springing. The forgiving nature of the chassis constantly invites later braking, although I must confess that my lack of recent mileage at the circuit prevented me from courting their limits on this occasion.



Cocooned in the cockpit. Interior space is limited by the FF85's design, as our man found out.

After my acclimatisation run, I was able to think more about the circuit during the lunch hour, in readiness for a second go, this time geared up for 'lap times'. I was never at home with the driving position (something a personal seat would no doubt have helped to alleviate), nor the understeer — I did have a quick spin at Clearways while trying to overcome this with a more committed turn-in and earlier application of power, but I obviously don't have a tenth of Herbert's throttle control — but recorded consistent 51.5sec laps, respectable in the circumstances, I was assured.

Curious to see whether the seating arrangements in the second car — actually the FF86, development chassis, with conventional roll over bar (probably to be standardised on future cars, for convenience) — offered the answer to my 'fitting' associated problems. I remarked to Ian that I would appreciate a brief run if it became vacant for 15 minutes. He agreed, surprisingly readily, and it proved to be his best decision of the day...

The white car, previously raced by Irvine and Simon, is essentially very similar to its stable mate, but incorporated subtle rear suspension geometry revisions. It was instantly apparent that I would get on better with the Quest in this guise. Banished was all trace of understeer, for a start, quick and precise turn-in being complemented by much-improved traction out of the tighter corners, where much time can be made up.

Thus set, softer at the rear through an alteration of upper wishbone angle and pull-rod leverage, the FF86 catapulted out of Druids and Clearways, increasing straight-line momentum. It was a pity that the tachometer cable on this car had broken earlier, for the engine, though good, did not feel as sharp as its fellow Minister unit in Herbert's chassis. The team has also run engines built by Jay Ivey, in Oregon USA, this season incidentally, and is very happy to continue its racing programme on this basis.

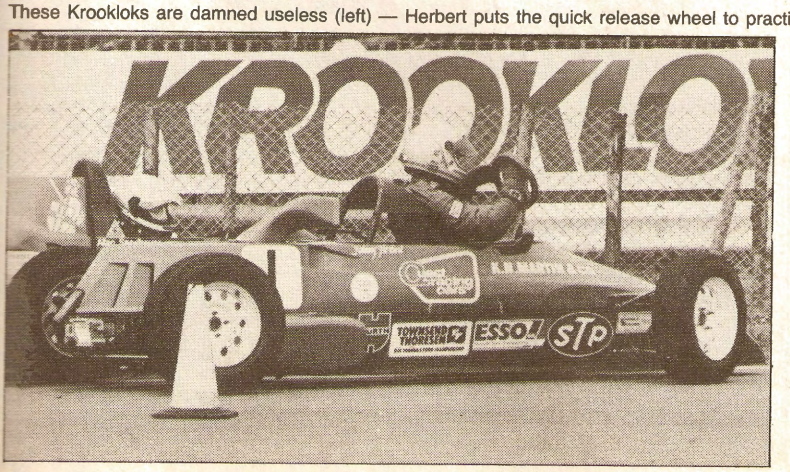
The newer Quest inspired total confidence from lap 1, seemingly viceless as I felt ready to push harder. My times were reduced easily, to a new personal best of 50.5secs (independently timed), with, as the pros say, a fair bit more to come. Johnny was then sent out for his first go in the FF86, and could scarcely believe the improvement over his current chassis. After setting a scintillating day's best of 49.2secs — putting my effort into real perspective — he promptly asked for the revised rear end to be fitted to his race car for the weekend. He promptly finished 0.01sec adrift of victor Damon Hill in an epic confrontation!

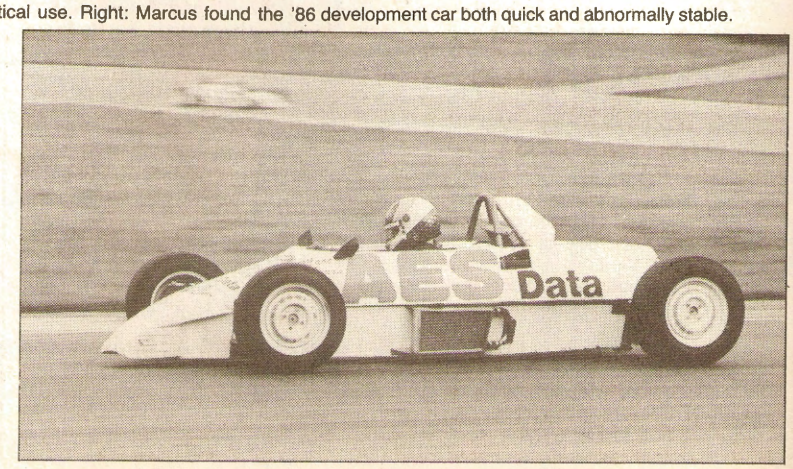
What Quest Racing has done this year is create a very viable 'alternative' FF1600 chassis for a market dominated in recent seasons by just two marques. Their soundly engineered product, built around a sturdy TIG-welded chassis (constructed by Zeus Fabrications at Silverstone), is now a thoroughly competitive proposition, backed by six years of skilled development work.

Highest quality components are used throughout, with foam-filled safety fuel tank, Gates Varley battery, Sabelt harness, Lifeline fire extinguishing system adjustable brake balance and detachable steering wheel as standard equipment. Ready to roll, the Quest FF85 is well under the class weight limit of 420kgs. The suspension components are made 'in house' (with additional upright machining by Newlands Engineering, a stone's throw from Quest's front door in Maidstone) and the latest four-piece bodywork is by Barry Sheppard of Rawlson in Dover. The attractive package is priced competitively, now that the Quest has been put into production, and a batch of 20 cars is being laid down. An FF2000 derivative — works version hopefully to be driven by Johnny Herbert — will be ready for 1986 too.

Without undertaking a detailed back-to-back test of the leading contemporary FF1600 chassis, under control conditions, it is difficult to ascertain how the Quest shapes up against the 'establishment'. Clearly, it has come closest to the numerically dominant Van Diemens and, having driven two RF85s at Snetterton, with the former (from memory) having a slight edge on turn-in and the latter turning the tables with stability and traction. Wait and see, but I reckon Mr Herbert will turn a few heads at the Festival. And that's the team's next major quest... ■

These Krookloks are damned useless (left) — Herbert puts the quick release wheel to practical use. Right: Marcus found the '86 development car both quick and abnormally stable.





By TONY DODGINS



Scot, Donald MacLeod is the only man to have won the Festival twice. Seen leading the pack at Snetterton, he won for Van Diemen with the FA73.

Firm favourites

Incredible though it may seem, Sunday's FF Festival final will see Ralph Firman's Van Diemen équipe attempting to win its first Festival since Tommy Byrne drove Ayrton Senna's works chassis to victory in 1981 after the Brazilian had returned early to his native land. Since then, Julian Bailey and Gerrit van Kouwen have claimed the prestigious event for Lola in '82 and '84, while Andrew Gilbert-Scott dominated the meeting in '83 for Reynard. This year, though, it is hard to picture Van Diemen losing. Works driver, Paulo Carcasci, is improving race by race, having recently claimed the European title, and Firman can rely on strong challenges from at least 10 privateers. Van Diemen's stongest challenge this year comes not from the established marques such as Lola and Reynard, but from relative newcomers, Laser and Quest.

The Van Diemen story dates back to the early '70s, when Ralph Firman established his own manufacturing business. Earlier, he had completed his mechanical apprenticeship with an Ipswich garage, from where he joined brother-in-law Jim Russell and helped out with his fleet of racing school cars. A yearning to do his own thing led to a race preparation business in 1970, for the latter half of which he ran a promising Brazilian by the name of Carlos Pace. Carlos won the Formula Ford Trust championship that year before going on, of course, to drive for the Brabham GP team until his career was tragically ended by a fatal light aircraft accident early in 1977.

For the 1971 and '72 seasons, Firman ran a couple of Formula 3 cars from a small race shop in East Harling, one for a certain Tasmanian driver by the name of Ross Ambrose. It was from this association that the Van Diemen name arose. Ralph takes up the story. "Late on in '72, I told Ambrose that I was planning to build my own car for the following season and he said that he'd like to be in on it. We were trying to decide what to call the car and he came up with Van Diemen, which is the old name for Tasmania. He surmised that as that was where he hailed from and also where the British convicts went, it was a pretty good cross section! The association didn't last too long though, it was never really going to work —I was working flat out on the prototype while Ross was fiddling with this design he had for a high pressure washing machine. We had originally intended to produce both, but it all became too much and eventually I said, 'Look, Ross, how about you take the damned washing machine and leave the cars to me'."



Firman — 1000th Van Diemen this year.

The brief partnership explains the designation of the first Van Diemen as an FA73 (Firman/Ambrose), while all subsequent models have been RFs (Ralph Firman). In so many instances, first impressions become lasting and it was with much pleasure that Firman saw his first chassis immediately competitive. "We invited Scot, Donald MacLeod, to drive the car at around mid-season, and he was so impressed that he dumped his regular Merlyn to drive the car for the rest of the year." After a win at Castle Combe, MacLeod went on to win the BOC championship and the FF Festival, then held at Snetterton.

After early successes, Van Diemen went through something of a lean spell until 1977, including a none too successful introduction to FF2000 which was still in its fledgling stages following its 1974 introduction to the UK by John Webb. 1977, however, saw the return of Don MacLeod to the fold after the Scot had been unable to find the necessary bucks for a Formula 2 budget. MacLeod did much of the development on the Dave Baldwin designed RF77 chassis, and he was joined by Brazilian Chico Serra. Chico won the Townsend Thoresen championship that year and went on to have an undeservedly short Grand Prix career. Your archetypal enthusiast, Serra would be seen time and time again at Formula 3 and Formula Ford meetings on cold, barren circuits in England long after he had become accepted as a GP driver. In many ways, he was the example to the long line of Brazilians that followed, knocking at Firman's door asking for a place on the first rung of the ladder.

The Brazilian link

Firman explains his Brazilian link up simply. "There's nothing at all complicated about it. I suppose it all stems from the early days when I helped Jim run Emerson Fittipaldi and then ran Carlos

Senna's first race in Britain (left) — he disputes ground with Andy Ackerley and 'Alfie' Toledano. Quickly settled, he upstaged works teammates Toledano and Enrique 'Quique' Mansilla.

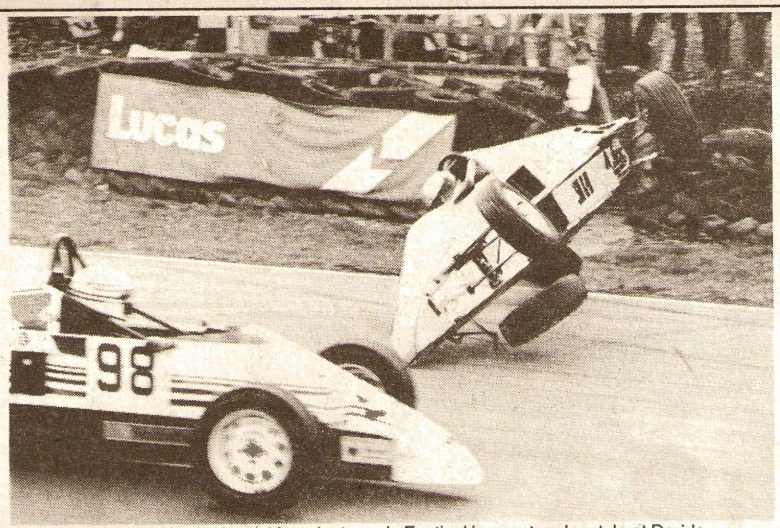




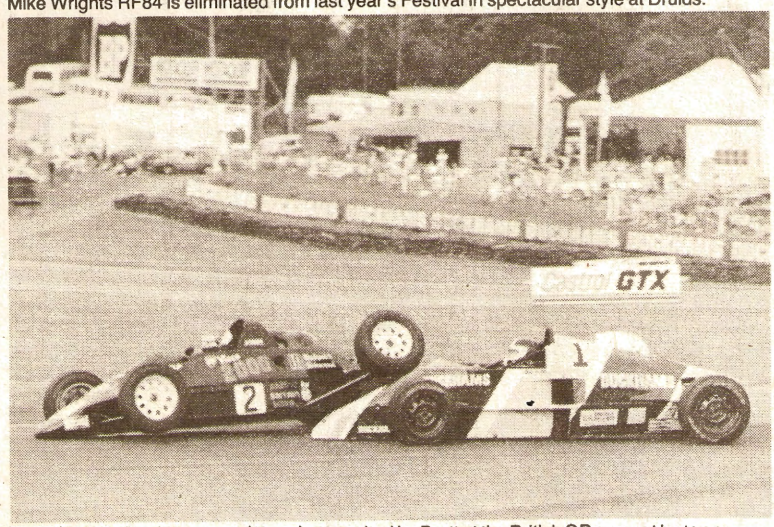
(Pace) on my own. I got on well with them and visited the country a couple of times. I met a few people over there and when Chico decided to come over, I was a name and address and Van Diemen had a reputation. Chico was successful and the others thought it a sensible idea to follow suit. We were someone who wouldn't rip them off and could be relied on to do a good job for them. There is a lot of rubbish talked about how easy it is for them coming over to England with pockets full of money and getting the best equipment and blowing everyone away. But it's not that simple. Imagine for a moment that you're a young lad, you can't speak the language well, you have left a comfortable family life and know nobody, you're greeted by our wonderful climate, you haven't driven a Formula Ford before and suddenly you're expected to be winning. It is not easy. We try to act as more than an employer. First, we'll find them a house, open them a bank account, get them a TV set, pay the bills and so it goes on. What their circumstances tend to do, however, is concentrate the mind on the job in hand. They have nothing else to worry about.

A strong example of the latter was Ayrton Senna. He arrived, obviously talented, and cleaned up in Britain. Still, though, he wasn't sure. 1981 had seen him have the sort of success with the works Van Diemen team that many aspiring young British drivers can only dream about. Yet, he went home early at the end of the year, before even driving in the Festival, and told Firman that the sacrifices were too much — he would not be coming back. Five months later, Firman managed to persuade him to return and drive the works assisted Rushen Green Van Diemen RF82 in Britain and Europe. He did, and the rest is recent history.

Other Brazilians to tread the path to Norfolk and spend many hours slamming round Snetterton include Robert Moreno, Raul Boesel, 'Quique' Mansilla, newly crowned British F3 champion, Mauricio Gugelmin and most recently, of course, one of this weekend's favourites, Paolo Carcasci. Which of them does Firman really rate? "It's very difficult to say for sure because you can only judge them against the competition of their year. Ayrton was pushed hard on many occasions by Rick Morris, you know, but nobody can deny that he's a really super driver. He's got something else. Robert (Moreno), too, was a natural and his performance when he won the Festival for us in 1980 was sensational. Gugelmin did a good job for us in '82, you'll remember that he was going for the lead with a few laps left in that year's Festival final when he caught Julian Bailey's wheel at Clearways and ended up upside down. Then, of course there is Micky Roe, the Irishman, who won the Festival with the RF78, seven years ago. He was terrific."



Mike Wrights RF84 is eliminated from last year's Festival in spectacular style at Druids.



Dave Coyne's Duckhams works car is assaulted by Pratt at the British GP support last year.

Firman has stayed in touch with Roe and finds it particularly gratifying when an old charge remembers him and puts in a good word. Such was the case with Roe late in '84. "A group of guys wanted to commission a manufacturer to design and build a run of new CanAm cars and Mick suggested us. The deal was struck and we prepared a separate part of our workshop to build the CanAm cars. A new venture for us, in that we have only produced spaceframe cars to date, it was a disappointment when it all eventually fell through, there being a general apathy about the series over there recently."

Having intended to branch out into monocoque production and obviously with the capability and facilities, I wondered whether the logical step was not Formula 3? Reynard, after all, had just branched out along those lines, and with some degree of immediate success. Did Firman have plans to follow suit? A wry grin and flat denial followed. "No, not at the moment. I reckon that if you crack F3 properly, you are looking at the requirement for 40-50 chassis per season and we don't want to take that on at the moment." I suggested to Firman that the factory had seemingly no trouble in quickly coping with Ford's contract to produce 25 identical Van Diemens which were used in the unique 'Race of Champions' event at this year's Silverstone Grand Prix. "That was no problem really, we had plenty of time. Those cars took this year's production run to 136 cars. We reckon on 100-120 cars, including the 2000s, as being an average year, with the distribution split fairly evenly between Britain, Europe and America. This year we have done better on the home market with the 1600s, but we've had problems with the 2000 car and the Swift has knocked our sales in America, as it has with every other manufacturer. We'd only think of F3 if the volume market dropped off for the Formula Fords. We're basically volume oriented because believe it or not, profit margins are very small."

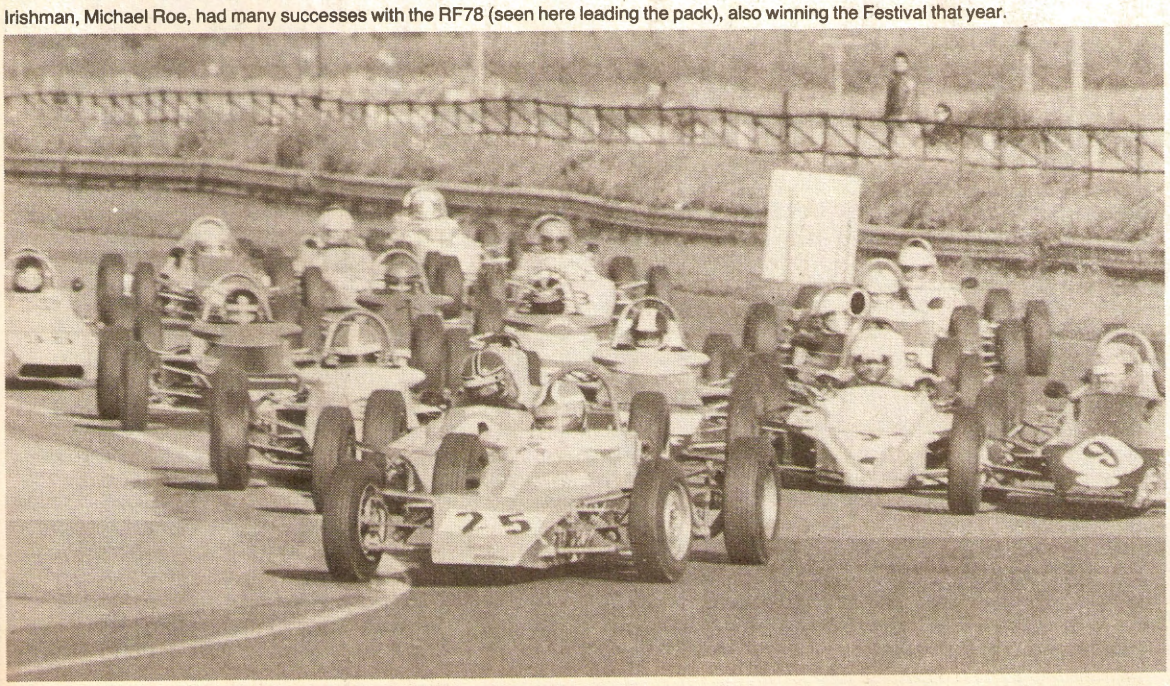
F3 thoughts

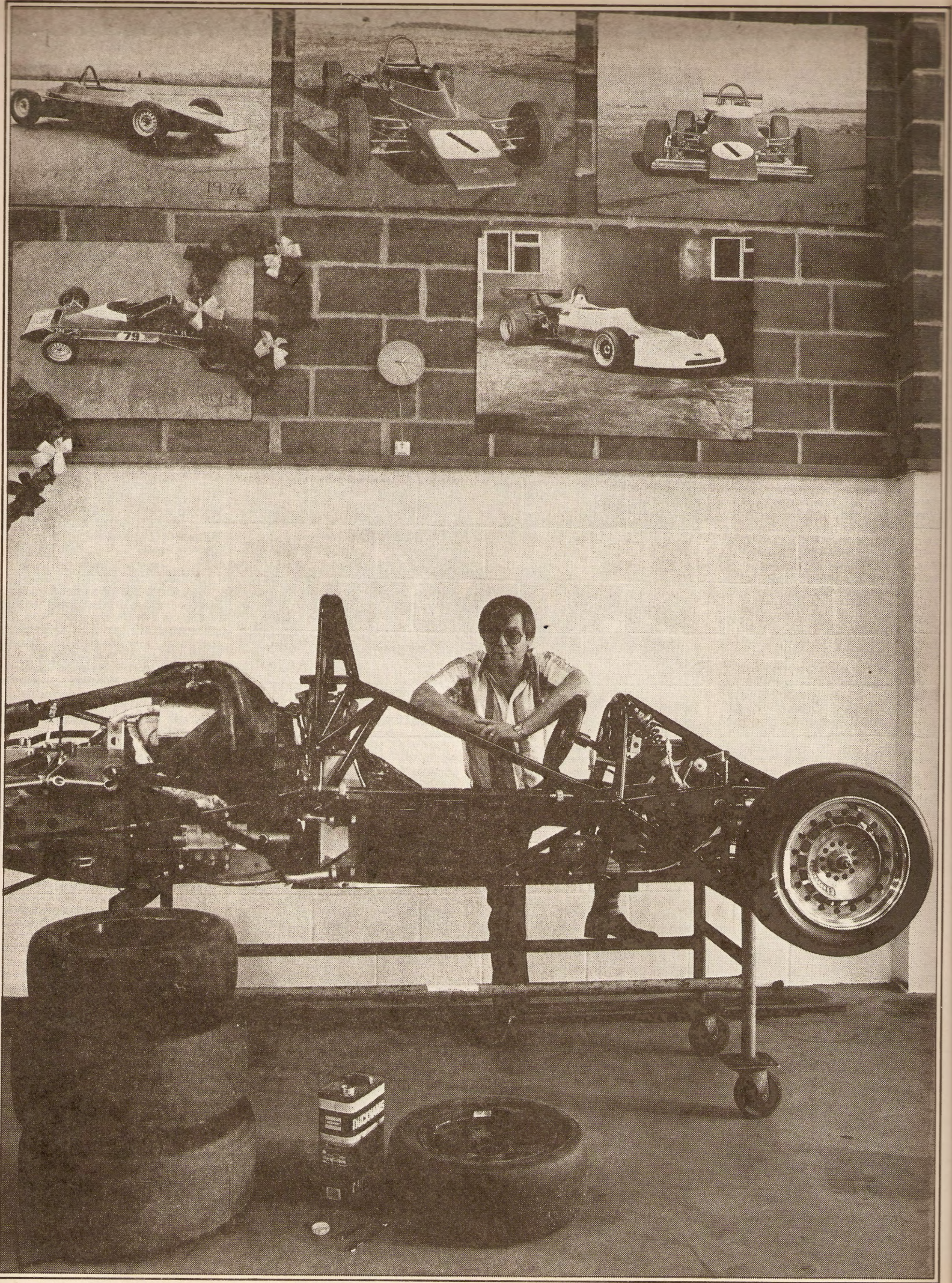
Now 41, Firman has a shrewd business head on his shoulders and is not the sort of man to kill the goose that lays the golden egg. He will not sacrifice his bread and butter, Formula Ford, to concentrate on F3, as arch rival Adrian Reynard has been accused of doing on occasions this year. If there had been a prototype F3 chassis sitting in the workshop not 20 yards from where I was sitting, Firman would no doubt have sat there poker-faced and breathed not a word. Time will tell, but if and when the Norfolk marque launches an attack on the F3 market, it will be a challenge to be taken seriously indeed. Formerly working from a tiny race shop in East Harling, Van Diemen now employ around 20 staff in larger premises just across the road from Snetterton. Numbers and factory space would no doubt need to increase for a concerted F3 effort, but the rumours continue to persist . . .

At present, though, Firman is looking directly to this weekend. "The Festival is obviously very important for the following year's order books and the ideal situation would be for one of the work's drivers to win it in the new car for the following year. Unfortunately, though, pressures of work never allow this, apart from which we think it would be difficult to improve on the current chassis." He has a point. Currently his RF85 has not lost a single round of the premier British RAC/TT championship. Add to that both novice titles, Blundell's Esso title, the South East and West Division titles in the USA, the Canadian Championship and run-offs, and in Europe the Finnish, Swiss, Austrian and European titles and Firman clearly has cause for more than cautious optimism.

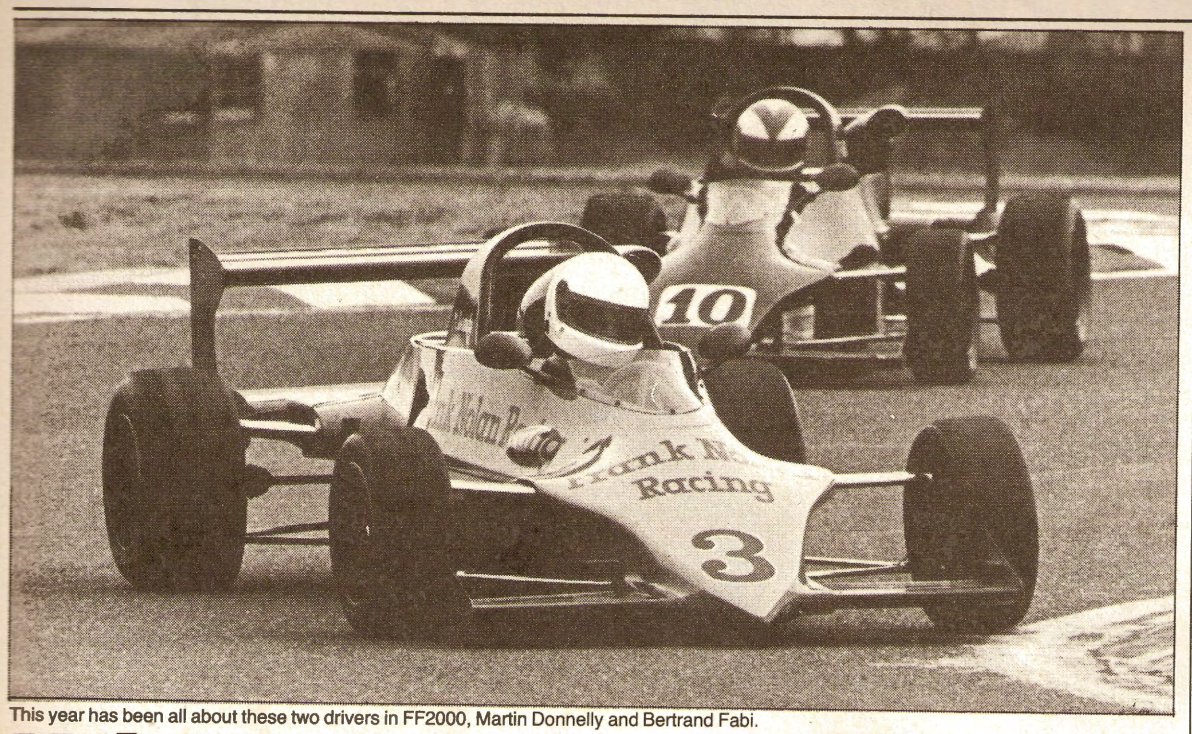
In the year that has seen the 1000th production Van Diemen — the car raced by Dave Coyne at the Race of Champions before the whole batch was exported to Portugal — perm any one from Carcasci, Hill, Blundell, Bancroft, O'Coileain, Peters, Morris, Gachot Jones and you have Van Diemen's sixth Festival victory. It seems inevitable, but Messrs Herbert and Rogers may beg to differ. ■

Irishman, Michael Roe, had many successes with the RF78 (seen here leading the pack), also winning the Festival that year.





Ralph Firman at the Van Diemen workshops, Snetterton.



This year has been all about these two drivers in FF2000, Martin Donnelly and Bertrand Fabi.

With wings and things

For the second year running, the big brother to FF1600, the slickshod and bewinged Formula Ford 2000 category, has been assigned a couple of races on the BRSCC's hectic schedule: one for the opening round of the BBC *Grandstand* series (all the rounds of which are to take place at the Kentish circuit); and the other for the annual World Cup contest.

Both races will feature largely the same fields, and a couple of names stand out as the likely lads: John Pratt and Dave Coyne. Back in 1983 Pratt kept the Festival crowd on their feet with a valiant attempt to be the first man below 49s in an FF1600 car, while Coyne is no stranger to FF1600 success either, being a double champion last year (beating Pratt both times). For this weekend, one has to view Coyne as the favourite, as the man from Camberley has changed allegiance, taking a seat at Rushen Green Racing in Martin Donnelly's Reynard 84SF — the chassis that has taken the FF2000 honours this year — while Pratt has elected to persevere with the current Van Diemen.

With these two running, the World Cup honours really ought to come England's way, but in this race there is a large contingent from Northern Ireland, comprising the works Mondiales of company directors Colin Lees and Dennis McGall, with '85 Irish champion Leslie Wright, Ivor Greenwood and Tommy Reid.

A man who turns up annually at the Festival and shows his mettle is Allard Kalff and the genial Dutchman is having a go at the 2-litre category this year in a Bob Creswell run 84SF, watch out for him . . . And Ray Stover has stepped back from Formula 3 for the occasion.

Racing Displays regular Ross Hockenhull is out to impress and should feature well in both races. And ex-FF2000 runner Gary (son of Jack) Brabham is back, running with Rushen Green in a Reynard. But watch out for FF1600 men Mark Blundell and Jonathan Bancroft, both of whom had a taster of the formula last year. The winged formula should suit their smooth styles.

Two bashes

In contrast to all the single seater action, there are two races for identical saloons planned: one for the regular Ford Credit Fiesta challengers, and the other a 'celebrity' bash for two teams from the City.

Veteran saloon campaigner Barrie Williams has clinched this year's Fiesta crown after a season-long tussle with many-time F4 champion Ian Briggs, and both will be out at Brands. No quarter will be given at the front. In fact, even less mercy is usually shown in the battle that regularly takes place behind, with Brian Farminer, Matthew Johnson, Alistair Davidson and Graham Hathaway as the likely combatants. And there will be a baptism of fire for the eventual winner of the Ian Taylor Racing School's ladies course . . .

A now regular feature of major events at Brands Hatch is the Escort celebrity bash. As at last year's Festival it is to be a Lloyd's Insurance versus the Stock Exchange battle, with six drivers representing each while Jackie Epstein cowers in the stands. Ian Bracey leads the men from Lloyd's, with Bertie 'the Crasher' Gilbart-Smith, Malcolm Blair, ex-F3 and Trimoco competitor Louis Parsons, Jon Finch (flown in from the states "regardless of cost"), and aero-space insurance expert Alessandro Guerrini-Meraldi. They came out on top in '84, but then they did employ the services of one James Hunt . . .



The opposition is led by ex-Austin A40 protagonist Mick Cave, backed by ex-sprint title holder Ken Ayers, Simon Jones, and three men from the London Metal Exchange (cheap spares for Mr Epstein?), comprising Peter Hall, Charles Vincent and former clubman competitor Mark Sharpley (who used to share his car with his mechanic, one Patrick Head).

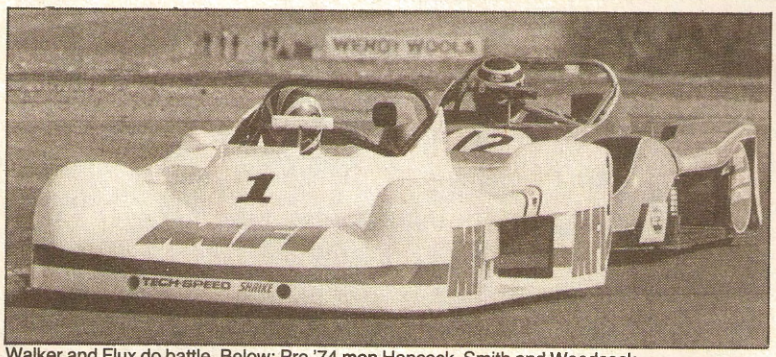
The racing will be close, furious and fun, but it has a definite purpose . . . to raise money for Disablement in the City, a charity that has so far given help to 300 disabled people working in the City of London, with a total of £20,000 having been raised. It is hoped that £10,000 will be raised this time out: a worthwhile cause indeed.

A double helping

There are two FF1600 races being run as supports to the Festival, both specifically for cars that are pre-'technology'/pre-state-of-the-art: one for Pre'74 examples and the other for Formula E ('Wishbone') runners.

The Pre'74 series this year has been dominated by Bob Berridge, who is entered for the Festival proper, too. So, in his absence, expect Chris Whittingham to run at the front with Peter Hancock, Chris Woodcock, the versatile Chris Smith, Graeme Foley and David Germain in pursuit.

The Formula E series made its debut at the start of this year and its aim was to provide competitive FF1600 racing at a sensible price . . . this it has achieved and it has produced a worthy champion in Leicester's Alister Lane, who has beaten quite a few of the country's better known runners in more up to date chassis — a man to watch, for sure, in the Festival too. Others to watch include Brands expert Wil Arif, the wily Wally Warwick, Rod Townsend, Ian Slater, Peter Childe, Maidstone police mechanic Stuart Ashwell, Rolf Gilliard, Birmingham's Dave Morgan and Men of Kent Chris and Derek Pullman.



Walker and Flux do battle. Below: Pre '74 men Hancock, Smith and Woodcock.



B & Q duel

Sports 2000 has been the story of two men in 1985: '85 S2000 (and inaugural 'Star of Tomorrow' FF1600) champion Sean Walker and seasoned journeyman Ian Flux. Between them they have won just about every race this year, but Alistair Lyall has been closing the gap in the GRAB Resins Lola, and Manxman Paul Stott is usually there or thereabouts.

However, the dominant force in the Pre'81 class, Midland graphic designer Dud Moseley has swept the board, frequently beating all but the top few overall in his self-built Motus, and can never be discounted. Also in with a chance is '84 S2000 champion Mike O'Brien who has run a restricted programme this year. His multiple-sponsored Shrike ought to be right on the pace.

The Pre'81 class may have been a one-horse race with Moseley running into the distance, but there has been plenty of honest endeavour from Dave Karaskas, regular commuter from Switzerland Andreas Kramer, Martin Chambers and Malcolm Paul.

ROB CRESWELL RACING SERVICES
TEL 029-383 585

BRANDS HATCH RACING

BRIAN VARNEY (LEGAL SERVICES)

DUCKHAMS

GORDON INGRAVINGS

ROD STEVENS



RICK SHORTLE – 1st CHAMPION OF BRANDS – SUNFREE RACE DAY – REYNARD 84 FF – SCHOLAR AUTOSPORT

McAlisters HOMES LTD

AER Anglo European Racing

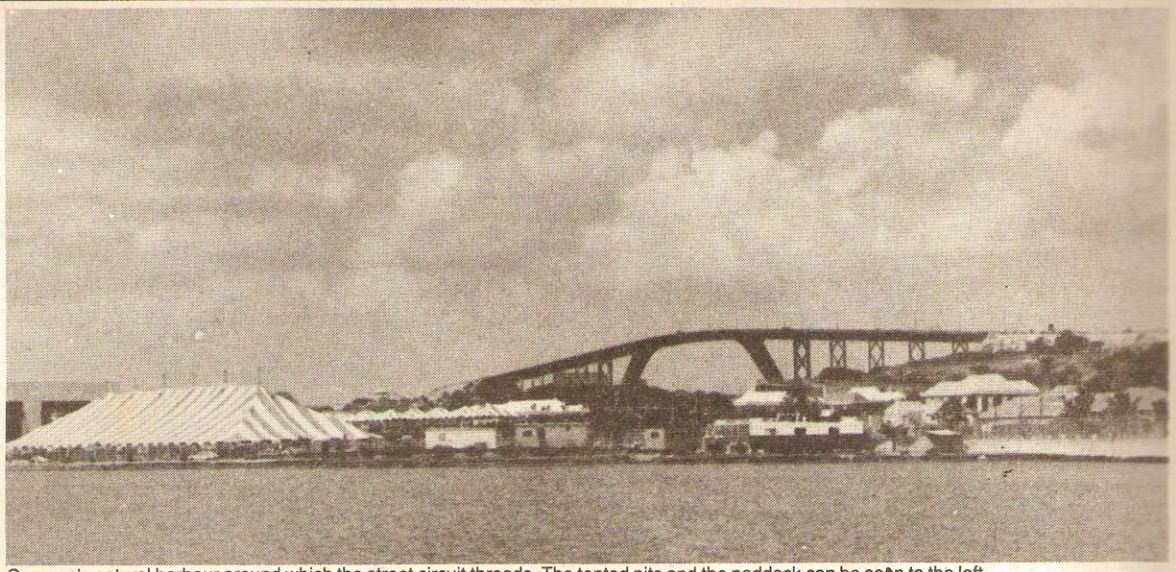


GARY THOMAS - 4th DUNLOP/AUTOSPORT STAR OF TOMORROW. VAN DIEMEN RF85 SCHOLAR


Armstrong
RHINOFLOOR
RACING TEAM 1985
Quest racing
QUEST RACING CARS LIMITED
WRIGHTS of HOLBEACH
Steve Watt
Armstrong
19
STEVE WATTS - QUEST/IVEY FF85

By IAN PHILLIPS

Curacao capers



Curacao's natural harbour around which the street circuit threads. The tented pits and the paddock can be seen to the left.

I think it was about four or five o'clock one morning in Curacao when, after a night of some revelry, somebody suggested that I might pen a Curacao capers piece. The enthusiasm and ideas for the story kept flooding in all week. But how suddenly things can change; if I had taken a fiver off every man who said to me on the 'plane home "you won't mention me and you-know-who will you?", I would not have to work again this winter. Now I'm not too proud to take money from anybody, but on this occasion I resisted. For four days I have lived with the dilemma, should I name names? I can hear those Thursday morning cornflakes a-rattling now . . . but breathe again lads, you are off the hook; but remember it is all on file . . .

The Formula 3000 trip to Curacao was successful in all aspects, perhaps against the odds. Rumours of the event taking place had been on the boil for months but any real information about it was woefully scarce until the last minute. Being a relatively obscure place with no motor racing tradition it was a more likely setting for an FIA Plenary meeting than a motor race. But once we got there it was all for real, the taxi drivers managing to lose their way on the short journey to Willemstad as they headed down roads which had been blocked off for circuit construction. "They raised our taxes to pay for this," was the grumpy reply from most cabbies when asked what they thought about it all and they promptly raised the taxi fares if they knew you were with the 'Grand Pricks'.

The local promotion was very much based on this event being a forerunner to a Monaco-style Formula 1 World Championship event "and 800 world's press are expected to see 1986's latest Grand Prix venue" said one handout. I hope they were not disappointed by the six press people who had worked their way out there or by the fact that, as it stands, there is no way on earth any one could contemplate running a Grand Prix there. The only aspect which remotely resembled Monaco was the astronomical prices, much of the rest of it was actually better than Monaco; the people were friendly and the facilities good but there must remain strong doubts over the circuit's suitability for anything bigger than an F3000 car.

The track surface was so bad initially that Christian Danner actually ventured out on wets under a 100 degree F sun to try and find some traction! As the weekend wore on more and more grip was gained to the point where race winner John Nielsen was adamant in his victory valediction that certain parts were "too quick and too dangerous for these cars". Coming from the man who survived that horrendous Monaco F3 crash last year to win at Macau and now Curacao, you know he is serious. The average speed for a lap was very slow, just over 70 mph, but the fearsome acceleration and the sheer size of a modern Formula 1 car around the tight, narrow, twisty concrete avenues would render it useless. Formula 3000 cars have a great reliability record and only one was actually parked on the circuit during the race and that got hit by another. Given the dreadful reliability of the F1 turbo cars the place would soon be littered with dead cars and racing would be impossible.

I thought the SCCA did an extremely good job in organising the event. They were firm but fair in everything and much of the credit for the success of the event must go their way. They were lucky not to be faced with the Formula 1 militant tendency; the only aggrieved party I found was Christian Danner when he got fined $100 for ignoring the chequered flag on the first day. He didn't see the humour in the fact that it must have been the only thing on the island which was not in line with the cost of living.

While filling all the key administrative positions, the SCCA officials were also teaching the locals the ropes for future events. I wandered down to Turn 5A, a Monaco Harbour front chicane, sandwiched between the local crematorium and the Radio Hoyer building, taken flat in fifth by the bravest of the brave. An attractive little female fire marshal was bubbling over with enthusiasm at seeing racing cars for the first time. "Like it? Yeah man, I love it! But you know those men in car number 1 (Thackwell) and number 2 (Nielsen), they is crazy, they go too fast!" The atmosphere down at that part of the circuit was really something else. Entire families were perched on oil drums, craning their necks for a better view and with their ghetto blasters glued to their ears taking in the commentary. When Mike Thackwell made the first overtaking manoeuvre in their sight during the very first session I felt like I was in the midst of the Rio Carnival as they began dancing in delight. And that is the way it continued throughout.

"The atmosphere was really something else. Entire families were perched on oil drums, craning their necks for a better view and with their ghetto blasters glued to their ears, taking in the commentary."

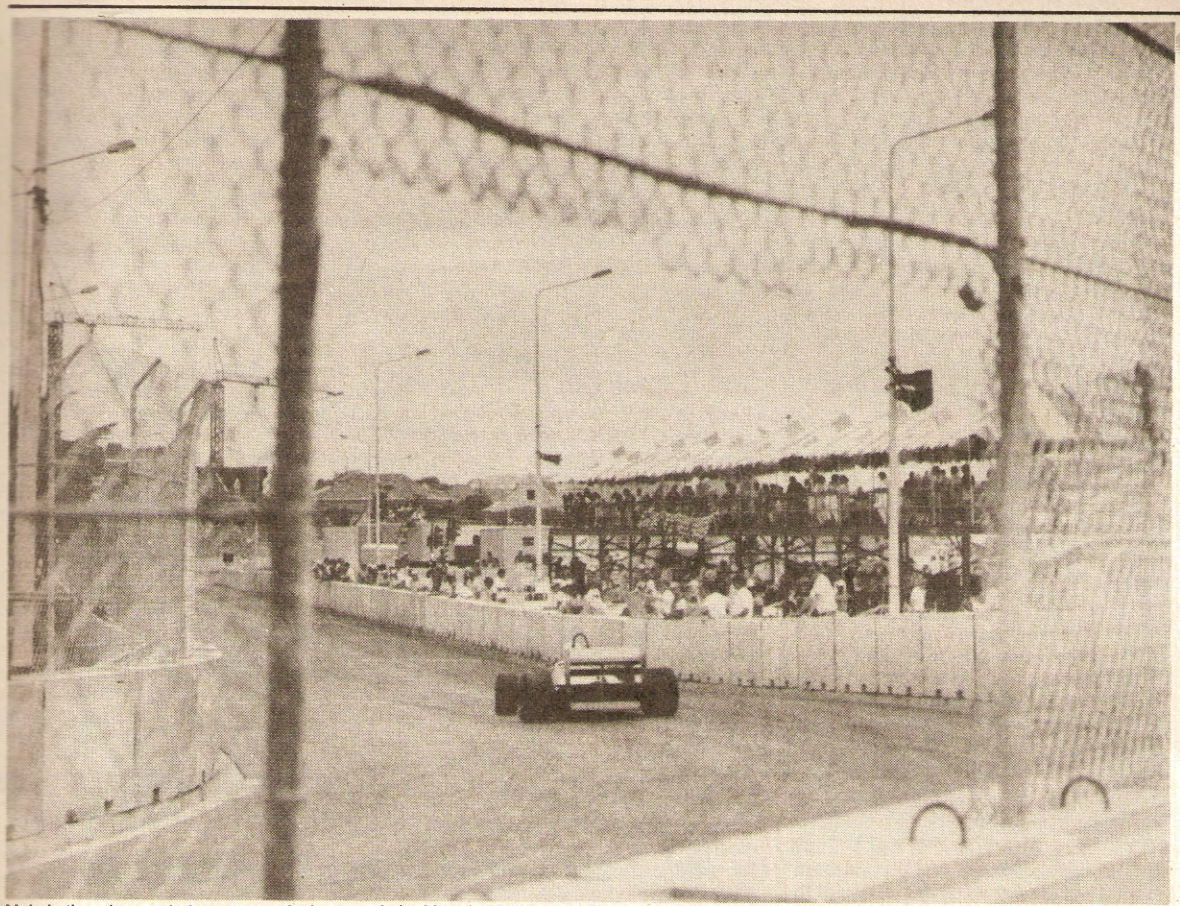


Curacao's pits — and the $7000 hospitality units sited above. Not quite Monaco, but the people were friendly and the facilities good.

There were, of course, hiccups such as when the airport loaders went on strike when the cars arrived because they had not been paid for a previous job. But this and other potentially disruptive situations were quickly and easily dealt with and much of the credit must go to FOCA's Robert Perry. He has had a tough time during the European season, being expected to wave a magic wand and solve everybody's every grievance in areas way beyond his brief or control. But in Curacao, as the teams' representative, he did an excellent job and by the end of the trip he had united support which, in the long term, is what the formula needs.

It has not been an easy inaugural year, but the will is there to make it succeed and in the second half of the season it did come good. The useful aspect for the future of the Curacao escapade was that individual teams got to know and trust each other on neutral ground and could agree to work towards the future as one.

At the start there was a mistrust of the ▶



Hole in the wire mesh that surrounds the curcuit: looking down to the start/finish straight, the signalling wall and the pits.

►►

English brigade by the French and the Italians who felt that they were being carved up. When the fuel was delivered to the paddock they were told that it was going to cost $5 a gallon. "*Merde*," they cried and immediately hustled a meeting and did their own deal with organisers. Proudly they told of what they had done to find that Mr Perry and the 'Roast Beef' teams had negotiated an even better deal on behalf of *all* of them. After that there was constructive co-operation all the way.

That F3000 was able to provide a full and healthy 20 car grid was a testimony to how the formula has developed during the year. There were 17 cars at the opening race at Silverstone, but things floundered for a while after that — of those present in Curacao, seven cars had not been at the opening race. In fact providing the cars was not so much of a problem as finding drivers. The race not being included in the original schedule, some regular drivers could not stretch their budgets, while some teams saw it as a potential profit making exercise to negotiate one-off deals. Unfortunately, the date clashed with the British F3 final and the rearranged Phoenix CART and SuperVee events which spiked many a deal which had been initiated for the original Oct 6 date. Poor Jean Mosnier who has had a tough time trying to fill his Lolas during the second part of the year actually brought his two cars along with no idea of who was going to drive them. Somehow he has managed to retain his sense of humour during the year and took the ribbing very well. His initial nomination after many phone calls was a Peruvian hero by the name of Neto Jochamowitz who did some Italian F3 last year. At the last minute he claimed he could not find his passport and didn't show, perhaps luckily for Jean because the financially ousted San Remo pair of Alessandro Santin and Gabriele Tarquini did him proud until the latter destroyed his car against another which had been parked trackside for 11 laps.

Two drivers had adventures on the way to the race. First there was Emanuele Pirro tracking his way across to the Caribbean from Japan. The Italian found himself routed via New York but was stuck in transit without a visa. He had to spend 22 hours under armed guard during his stop-over: "But it was great; they paid for my hotel and chauffered me to and from the airport. It cost me nothing!"

Then there was Eric Lang who decided to have his overalls cleaned locally before the race. He dropped them into the dry cleaners on Tuesday morning with assurances that they would be ready on Wednesday. He duly went back to collect them on the appointed day only to find a 'Closed, re-opening on Oct 16' sign in the window — that was a Wednesday all right, but the one *after* the race. Eric had to stir the local constabulary into action to arrange a Thursday High Noon meeting to negotiate the release of his racewear.

Local businesses hoping to make a small killing out of the event found themselves being hustled by team representatives from the Monday prior to the event to take up this unrepeatable opportunity of sponsoring a racing car. Jean Mosnier got Budget Rent-a-Car; BS Automotive the local ALM airline; Eddie Jordan the mysterious Ice Love; and Mike Earle landed a plum KLM sticker deal for Club Class seats on the return journey (in which to recover from the exhaustion of the week). Roger Cowman sewed up a very tidy deal with Citco a leading Trust and Banking organisation on this tax haven island. Yet again he was running Slim Borgudd in the Arrows on the proverbial half-a-crown, but the Derby man's joy at landing the sponsorship was shortlived — as he arrived in the huge tented paddock to break his news, his car was coming in on a suspended tow with two corners well rooted. The deal was dependent on the car starting the race and the experienced Ron Bennett soon figured out a way to get it running again. They made the grid, but Slim appeared to have posted the first retirement when he clouted the wall on the third lap. Not a bit of it. The car was dragged back into the pits and the corner rebuilt in time for it to rejoin the race on lap 25 to the undisguised delight of the sponsor.

John Nielsen thought that he was not going to make the final qualifying session after a skid plate punctured his Ralt's oil tank on Saturday afternoon allowing him to spread a line of oil all round the track. "And I haven't even used my qualifiers yet," he said dejectedly as he began to take off his overalls. But Alan Howell, doing a splendid job running the Ralt team in Ron Tauranac's absence, put the entire eight man crew on the job of changing the engine and the bell-housing oil tank, and 34 secs short of two hours later the car was lined up ready to take part in qualifying on the now cleaned track. Looking at the multipart underbody being bolted on in the final stages one wondered if Ron Tauranac might not go into jig-saw production should he ever decide to get out of racing. The performance, though, was one which typified the spirit of this flyaway race.

Earlier in the week the Clerk of the Course had stressed that the 20 cars were the island's most valuable commodity until the start of the Grand Prix itself. They, the officials, would do everything to ensure that no car would be left in a prone position and would the teams press the point to their drivers that they must at all costs be there for the start. Walking around the track with various people, opinions were divided as to how many would actually survive six practice and qualifying sessions; 18 was the most optimistic which I heard, 14 the least. In the event, all 20 made it, which was probably something of a miracle.

There was mixed reaction to Saturday morning's news that FISA had declared that F3000 would be a one tyre formula in 1986. On the face of this particular event, where there was a 3 sec qualifying disparity between Avon and Bridgestone, it looked a wise move. For Bridgestone it was a particularly bitter pill, especially for their European Motor Sport Manager Hiroshi Yasukawa whose last race this was before returning to base in Tokyo. The company has put a lot into the formula in its first year and deservedly took the lion's share of the honours to cap their first five years in Europe. The prospect of them being able to tender for the 1986 monopoly, though, is remote. The cost of importing the estimated 10,000 tyres which will be needed for next year would be over $1 million without taking into account the production and servicing costs. The sad fact of life is that that sort of expenditure can only be justified in the publicity spin-off of Grand Prix racing. There is also the question of such a move stifling technical development, but I am of the firm opinion that development programmes ultimately cost the *competitor* and outside Formula 1 there is just not enough surplus money to finance such programmes. Sure, it costs more in Formula 1, but then the spin-off rewards are commensurate and, for the time being at least, this is the area to which technical exercise should be confined.

If Bridgestone feel that they cannot justify tendering for the contract then I hope it goes to Avon who have provided strong competition this year within the strict parameters. They are the most experienced and fairest of all companies involved in contract tyre supply worldwide and to get an international formula like F3000 to look after would be no more than they deserve.

There being little constructive to do on the days prior to the race (all drinking stories censored), I caught a lot of motor racing TV on America's biggest sports cable channel ESPN. On the very first day we had the entire Brands GP live followed a few hours later by the superb CART race at Laguna Seca. Highlights of both were repeated many times during the week along with IMSA, NASCAR and Sprint races. It never ceases to amaze me how badly the Americans televise Grands Prix in their own country so I was particularly impressed with the Laguna coverage. Never having seen one of these races I found it a very informative and exciting broadcast. Incidentally, the Curacao race was televised by Venezuelan TV, under the direction of the man who sets a particularly high standard at Zandvoort each year, and was taken by 21 countries which was a nice bonus for the teams.

Memo to Jackie Stewart, covering Brands Hatch 'live' from Bristol, Connecticut. My schoolboy hero was describing the names of the Brands corners, "Clark Curve, Graham Hill Bend, Hailwood Hill, Surtees — all named after great drivers but there doesn't seem to be a mention of Stewart there," said JYS. If I remember correctly there is a block of hospitality suites under the banner of the Stewart Centre of which the man himself would surely approve because, unlike points on the circuit, it earns lots of money!

The meeting and the season was rounded off by one of the rowdiest poolside parties I have been to in which only three people escaped the inevitable ducking. The respective Avon, Bridgestone and Marlboro respresentatives, Messrs Leeworthy, Yasukawa and Bogle are marked men and they won't find the inevitable puddles at Silverstone next April quite such a refreshing dip . . .

On a personal note I must record very special thanks to Onyx's Mike Earle and Lola's Jean Mosnier who made my trip possible. Cheers, gentlemen, and here's to the next round. ■

REPORT: JOE SAWARD—PHOTOGRAPHY: BRYN WILLIAMS



The same old faces, a different track. Two Volvos and a Rover with the Fords giving chase. But who machine-gunned the Opel sign?

The sunshine boys

The European Touring Car term is over, but the class of '85 put on a fine show at their end of term meeting at Jarama in Spain. Just as it has been all year this was a battle between the Rovers and the Volvos, but this one was really special. The result: Tom Walkinshaw *and* Win Percy came through to score their seventh win of the year beating champions Gianfranco Brancatelli and Thomas Lindstrom into second place. And, as always at the end of term, disagreements were forgotten and it was all 'jolly good fun' — not before time. Volvo took the drivers title, Alfa the overall makes title, and Walkinshaw and Percy won more races than anyone . . . Almost everyone had something to be proud of. A good year.

QUALIFYING

After the sea and sunshine of Estoril just one week ago, the cross country trek to Madrid was taken with a heavy heart by most ETC crews. Just north of Madrid, on the road to Burgos, is the *Circuito Permanente del Jarama,* once a Grand Prix venue, lest we forget. But nowadays Jarama is a dilapidated sort of place, with a dilapidated sort of organisation. Each year it seems to lose a bit more paint, the *Real Automovil Club de Espana* seemingly more interested in finding a new venue to run a Grand Prix than this Hugenholz-designed circuit. A shame, because Jarama is a good track, a place where saloon cars can rub door handles at will. And perhaps with a little bit of care and attention it could still be a GP track.

The Spaniards, though, understand saloon cars better than F1 cars and even in qualifying on Saturday there was something of a crowd to watch the ETC men in action (sorry Lella, ETC persons). In a saloon car Jarama is a track where you use every little bit of tarmac/concrete available and some of the lines taken in qualifying had to be seen to be believed. Perhaps it was the traffic. In all there were 40 cars here and at corners like the twisty and perilous Le Mans that was an awful lot . . .

The Eggenberger Volvo team had been celebrating all week, but despite their excesses, this hadn't affected their qualifying performance too much. Gianfranco Brancatelli who was his usual blisteringly quick self on his Q-tyres. Thomas Lindstrom summed it all up quite succinctly. "We may have won the championship, but we are here to win this race."

'Branca' was 0.35sec clear of, guess who, Tom Walkinshaw ('Major Tom' they call him over here) in the leading Rover Vitesse. The same old front row. 'Real men', said the sticker on the back of TW's car, 'don't drive Volvos.' The team was clearly hoping that the little Italian would have to sit behind reading the sticker throughout the race. Tom professed to not using qualifying tyres after a wheel bearing failure in the first session. Some performance.

Victory in Class B went to the BMW323i of Winni Vogt and Markus Oestreich — the Alfa beaters.



After, shall we say, the *difficulties* in Estoril, the team had had time to consider just what had gone wrong and Major Tom's ground control were out to prove a point. The score was six all (Salzburgring having now finally been given to Rover, and BMW having stolen Spa) and, as the commentators would say, there was everything to play for . . .

Sitting calmly behind Major Tom was the Jean-Louis Schlesser/Steve Soper Rover just 0.6secs adrift, having not used Q-tyres till too late. The self-styled newly-crowned *champignon* of France all but matched by Mr Soper, both quite happy with proceedings. Not so, the third car. "The engine," bewailed Jeff Allam, "just died." With the first session spoiled the qualifying effort had to take place in the second slower session, so Allam and Armin Hahne found themselves back on the fifth row of the grid.

Behind the Soper/'Superfrog' Rover came the second Eggenberger Volvo of Sigi Muller and Pierre Dieudonné — by just 0.12sec — Muller, this time doing all the qualifying runs. "Those Dunlop qualifiers," grumbled Sigi, "incredible. I followed Schlesser, Phew! Oh, but the Pirellis are good too." They are, but it's better to use four wheels rather than two Sigi . . .

This weekend AB Ringhausen fielded three Ford Sierra Turbos for collective Klauses Niedzwiedz and Ludwig, Manuel Reuter and team mate for the weekend Jose Angel Sassiambarrena with a third car for FF2000 man Bernd Schneider and another local Manuel Mertes. The cars still looked very hairy in the corners but it was F3 man Reuter who took fifth time, with the Klaus car eighth and the Schneider/Mertes XR4i 12th.

Sharing the third row with the leading Sierra was the Luna Volvo. No, not the same damaged by Ulf Granberg at Estoril, but an older car without all the ingenious 'traction control' bits and pieces (which, incidentally, allows drivers to go into corners flat on the throttle!) The usual drivers had disappeared and in their place came Christian Danner (hotfoot from Curacao) and Prince Leopold von Bayern. "The car got worse and worse in the first session," related Danner. "No traction." Perhaps the box of tricks might have helped? Come the second session there was no improvement, albeit when conditions were slower.

Seventh spot belonged to the first of the BMWs, as ever, the Schnitzer number 1 car. This weekend, with Gerhard Berger in Kyalami, Roberto Ravaglia was joined by Johnny Cecotto. The BMW looked hairy in the corners, but Ravaglia gave it his all and was four places clear of the second car driven by Dieter Quester and local hero, F3 driver Luis Sala (driving a saloon car for the first time since his days in the Alfasprint championship in '83).

The third best placed BMW, believe it or not, was the 323i of Winni Vogt and Markus Oestreich. The German pair had a tough practice, involving half shaft failure in session one and *two* broken windows in the afternoon session!

The Mercedes 190E of Dany Snobeck and Alain Cudini was back in ETC and showing better thanks to a switch to an AP clutch after failures at Spa and Nogaro, although oil dropping onto this from elsewhere led to the team sitting out session 2. The French were down in force with Claude Ballot-Lena and Rene Metge slotting their BMW 635 ahead of both the CiBiEmme Sport cars which were 15th and 17th. Emilio Zapico, in one, survived an alarming moment in the second session when his car shed a wheel. "I think the car is better than this morning," suggested the Spaniard. With three wheels? "Ah, no!" Translation

problems . . . The two CiBiEmme cars were split by the leading Alfa GTV6 of Lella Lombard (back in action again) and Rinaldo Drovandi, 0.8sec clear of their nearest Alfa rivals . . .

Other cars of interest included a Swedish Volvo which arrived at Estoril late on Sunday night following a dire trip from Sweden; and promptly set off to Madrid in the hope of getting *there* on time. And then there was the Bulgarian BMW. Yes, indeed, earlier this year the Schnitzer team sold an almost new car to Bulgaria and it appeared at Jarama for the first time, piloted by an enthusiastic crew consisting of a Bulgarian rally champion and the winner of their national Lada racing series and sponsored by a transport company. There aren't many Bulgarian speakers in ETC, but their enthusiasm was appreciated. Georgis galore.

The smallest class saw the VW Golfs versus the Toyota Corollas once more with the top three covered by just 0.8sec, Paco Romero and Javier Miranda leading the way in their Marlboro VW.

RACE

It was an early start. Warm-up at 8.30 to allow the Spaniards to retain their sacred siesta, but there was already the makings of a good crowd. Race morning saw a Renault 5 race which got as far as Le Mans corner first time around before chaos struck. The result was a pile of six badly bashed Renaults and something for the ETC teams to think about. There were only 20 odd Renaults trying to get through the corner — imagine 40 ETC cars . . .

While the Ton Sur Ton-clad pitlane popsies and poseurs ruminated on this, the crowd grew and the sun came out. It looked like a good day's racing ahead . . . And right from the moment the pace car pulled off, it was. Brancatelli did his usual trick of blasting into the lead and Sigi Muller tried to get through ahead of Major Tom, but the Scot was not having that and took the first corner and immediately set about Brancatelli while Muller found Schlesser right there and had to fight for his third place, which *le champignon* duly claimed at Le Mans on lap 2. Behind these four Danner had Klaus Ludwig and Jeff Allam after him with Dany Snobeck ducking and diving in the screaming Mercedes right there. The top four, though, were already away — running nose to tail — Schlesser taking a cheeky look at passing Walkinshaw. On lap 8 though, Walkinshaw suddenly had the lead. "I bent the gear lever," explained 'Branca', "and I kept missing gears. But, you know, Tom was very fast and I preferred to go behind him, saving my tyres for just one stop."

Walkinshaw duly began to pull away a bit, but 'Branca' covered his options and, after a brief 'rest' closed up and hounded Walkinshaw once more. They ran nose to tail till lap 47, touching occasionally and keeping the crowd on their toes. Muller passed Schlesser on the 10th lap and the Frenchman thereafter settled for a more comfortable pace to save his tyres for as long as possible.

Allam was the man to watch in the early laps, passing Ludwig and Danner and pulling away, but already a long way down on Schlesser. Behind them Snobeck and Cecotto fought it out for the first 20 laps before Johnny finally found a way through into seventh, while Quester too was making progress as the Sierras faltered, Reuter touching Danner early on and beginning a series of stops as problem after problem manifested itself. All three cars were to retire before the end: Schneider with half shaft failure; Ludwig after a hefty brush with Allam; and the Reuter/Sasiambarrena car (which Klaus Niedzwiedz joined) near to the end — by then very delayed — when Klaus had a brush with an errant BMW.

It was lap 42 when the crowd got the first inkling that the Rovers were going for two stops. In came Schlesser, in jumped Soper and out the car went — for 100 yards. Then the engine let go, just as Schlesser was explaining about his crankshaft in the pits . . .

Five laps later in came Walkinshaw and as the mechanics fell on the car it looked as if there was a problem with the left front — hearts fluttered — not Estoril again. "I was standing there," reported Walkinshaw, "and I thought for a minute it was the same, but what happened was that the mechanic pulled his wrist and had to hand over the job to someone else." There were more than a few sighs of relief when Win Percy set off again with only a small delay. Allam, briefly up to third, came in three laps later to hand over to Armin Hahne leaving the Volvos running 1-2.

The two Volvos pitted on laps 71 and 72 leaving Percy in the lead. A lead he was increasing. "Oh, it was just the normal co-driver's job," said Win afterwards. Rubbish. It was a very fine drive indeed, navigating the traffic well and building up a 45sec lead for when Walkinshaw took over. The second Volvo faltered though. Pierre Dieudonne had been out for just 24 laps when suddenly he headed for the pits: "I was getting a bad vibration, and thought it was the rear axle." As it turned out one of the fronts had gone off dramatically, causing a serious vibration. The pitstop was a little chaotic, dropping the car to fourth behind Hahne and a lap down on Percy.

Winston brought his Rover in on lap 104 and as Walkinshaw blasted out of the pitlane through came Lindstrom. Tom took the corner — just — and tried to keep the Volvo back while warming up his own tyres. Lindstrom was having none of that and took the lead out the back. Once the Dunlops were up to temperature Walkinshaw closed in again; 107 laps and the race was still on! Were they going to battle all the way to the flag? Had everything gone to plan, the Volvo should be making just one stop.

The two Thomases battled furiously as they fought their way through the traffic. Lap 111 Walkinshaw led past the pits — Lindstrom dived out of his slipstream at the first turn. They were absolutely nose to tail all the way round — passing the pits all but touching, Lindstrom ahead of Walkinshaw. TW was very smooth into the first turn and close enough to have a go at Le Mans and the two were side by side again. At the exit the Volvo powered away uphill but everytime the cars moved from a straightline, Major Tom gained.

There was no room for Doubting Thomases at the end of the main straight as the two had a late braking contest and Walkinshaw emerged in the lead. Lindstrom's challenge was over a couple of laps later when he came in for new tyres having ruined his tyres in the battle, and Walkinshaw had a safe lead which he was not to lose. It was just a matter of waiting.

Lindstrom rejoined in second but could make no impact and as the end drew near was caught rapidly by Pierre Dieudonne who had quietly been pulling his way back after the unexpected stop — another low key, but nonetheless fine drive.

Jeff Allam lapped within sight of Walkinshaw, albeit a lap down in fourth place, but well clear of Luis Sala and Dieter Quester, the first Schnitzer car home with Christian Danner closing in the late stages after a rather chaotic second stop in the Luna car. Roberto Ravaglia and Johnny Cecotto were hampered by problems but made it to the flag nonetheless in seventh.

The Mercedes led Class B until lap 116 when the transmission failed, leaving the BMW 323i to take the class having shadowed the Mercedes all the way, while Class A fell to the Toyota of Milos Bychl and Massimo Micangeli which had the legs on the rest once the rapid Golfs had all had troubles.

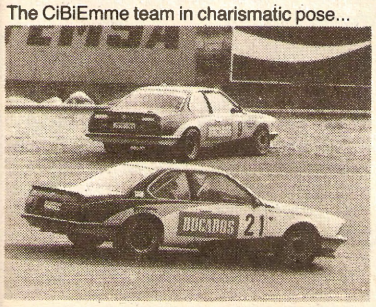
And, the Bulgarians finished too, a fine achievement considering their lack of experience. They had run as high as 13th before a long stop, but finished 21st nonetheless.

The watching Spaniards cheered merrily and overcome by it all settled down for their siestas . . .



Lap 115 and the battle goes on. Walkinshaw and Linstrom fight to be the top Thomas.

The CiBiEmme team in charismatic pose...



JARAMA (E)

Oct 20, FIA European Touring Car Championship, round 14, 152 laps — 312.81 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Result	Qualifying	Pos
1	Tom Walkinshaw (GB) Win Percy (GB)	3	3.5 Rover Vitesse	4:09.43.42	1:33.18	2
2	Gianfranco Brancatelli (I) Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	4:10:12.27	1:32.83	1
3	Sigi Muller (D) Pierre Dieudonne (B)	3	2.0t Volvo 240 Turbo	4:10.14.42	1:33.36	4
4	Jeff Allam (GB) Armin Hahne (D)	3	3.5 Rover Vitesse	151 laps	1:35.72	9
5	Luis Perez Sala (E) Dieter Quester (A)	3	3.5 BMW 635CSi	150 laps	1:36.27	11
6	Christian Danner (D) Leopold von Bayern (D)	3	2.0t Volvo 240 Turbo	150 laps	1:34.94	6
7	Roberto Ravaglia (I) Johnny Cecotto (VEN)	3	3.5 BMW 635CSi	150 laps	1:35.56	7
8	Umberto Grano (I) Georges Bosshard (CH)	3	3.5 BMW 635CSi	147 laps	1:38.12	15
9	Winni Vogt (D) Markus Oestreich (D)	2	2.3 BMW 323i	147 laps	1:37.50	13
10	Claude Ballot-Lena (F) Rene Metge (F)	3	3.5 BMW 635CSi	147 laps	1:37.87	14
17	Milos Bychl (CZ) Massimo Micangeli (I)	1	1.6 Toyota Corolla	139 laps	1:42.28	35
R	Jose Angel Sasiambarrena (E) Manuel Reuter (D)	3	2.3t Ford Sierra Turbo	135 laps — accident damage	1:34.88	5
R	Dany Snobeck (F) Alain Cudini (F)	2	2.3 Mercedes 190E	116 laps — transmission	1:36.16	10
R	Klaus Ludwig (D) Klaus Niedzwiedz (D)	3	2.3t Ford Sierra Turbo	57 laps — accident	1:35.67	8
R	Steve Soper (GB) Jean-Louis Schlesser (F)	3	3.5 Rover Vitesse	43 laps — engine	1:33.24	3
R	Lella Lombardi (I) Rinaldo Drovandi (I)	2	2.5 Alfa Romeo GTV6	14 laps — brakes	1:38.32	1

Winner's average speed: 75.59mph. **Class 3:** Walkinshaw/Percy. **Fastest lap:** Brancatelli, 1:35.25, 78.23mph. **Class 2:** Vogt/Oestreich. **Fastest lap:** Snobeck, 1:38.06, 73.00mph. **Class 1:** Bychl/Micangeli, **Fastest lap:** Paco Romero (VW Golf) 1:44.09, 71.58mph.

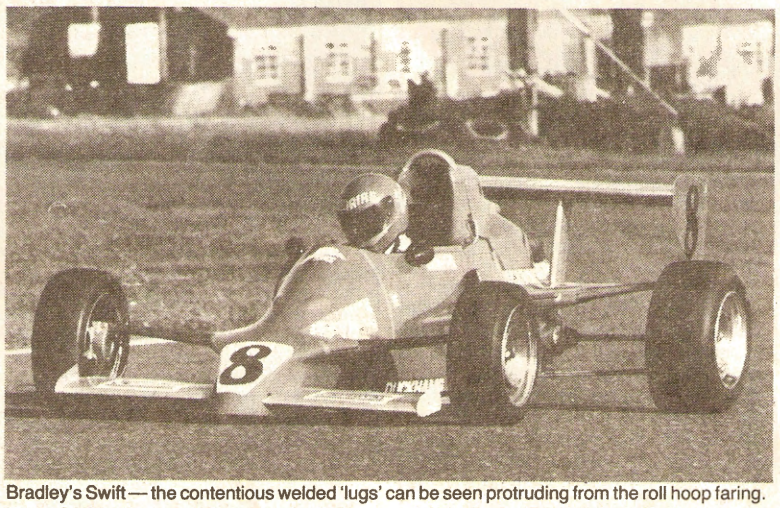
Swift is protested in unhappy British debut at Thruxton

The final round of the Racing Displays FF2000 championship at Thruxton last Sunday saw the long awaited race debut on British soil of the Swift.

Frank Bradley, the newly appointed UK agent for the American marque, has had a few teething problems recently, derived purely from his unfamiliarity with the car. On Sunday, however, the car was the subject of a protest from Van Diemen's Ralph Firman.

The trouble surrounds the roll hoop behind the driver's head. According to the blue book, "the width inside the rollover bar vertical tubes must be 38cm (14.96in) minimum measured 60cm (23.6in) vertically above the base of the metal seat". The Swift, running to different regulations across the Atlantic remember, clearly does not conform to that specification in standard trim. Bradley has gotten round the problem by welding on a couple of 'lugs' on the side of the vertical tubing. In order to clear the car, Frank had it looked over by Peter Jowitt of the RAC, who proclaimed the car suitable in his opinion. Thus, issued with a certificate, Bradley only needed to have this rubber stamped by the RAC. As it was in the post and not in his possession at Thruxton last weekend, Firman protested the roll hoop and a decision is currently awaited.

Bradley is anxious that a ruling one way or the other is quickly forthcoming as he has committed himself to a further two chassis. Should the decision go against him, Bradley points out that there should be no difficulty modifying the car, but feels that if so, consideration of the fact that he was originally given clearance should be borne in mind, with respect to time allowed to carry out the modifications.



Bradley's Swift — the contentious welded 'lugs' can be seen protruding from the roll hoop faring.

On a less serious note, Bradley led himself a dance by believing that the car was underweight (due to a different 'with driver' weighing system in America), and actually went testing at Goodwood with 30lbs of ballast on the rear of the gearbox. Experiencing understeer, he dialled it out before realising on going to Snetterton, that he was around 30lbs *over* the weight limit. With little time for testing, he removed the ballast and found himself with chronic oversteer at Thruxton. This was in fact due to oil on the circuit and not the ballast! Add to this problems with his best power unit, and Frank had a far from satisfactory weekend. Readily admitting that he is not an Ayrton Senna, Frank is keen to have one of the 2-litre formula's star men out in the car, but the 'political climate' is causing a few problems in that direction. Nevertheless, Bradley is confident that with more testing the car will be right on the pace. We await developments with much interest.



Chambers — first three Grandstand rounds.

Penistone 84SF for Chambers

Tony Chambers has secured a budget for the opening three rounds of the BBC *Grandstand* winter FF2000 series.

Chambers, 27, has only managed a couple of outings with Milldent Motorsport to date this year, at Cadwell Park and Silverstone.

Chambers will run with Penistone in the ex-Bobby Carville Reynard 84SF with backing from an assortment of sponsors. Dyke and Dryden, the largest distributor of Afro Cosmetics in Europe, Jet Star records (the largest reggae music distributors) and TCB Hair care products will support Tony for the first round. For the second event, backing comes from the *Caribbean Times*, the largest black newspaper in England, while Highway Hi-Fi will back him for round 3.

FF2000 Crossle for '86

Crosslé recently announced that they will market two cars next year, including, for the first time in two years, an FF2000 model.

Both cars will be based on the current 60F with the FF1600 car designated the 62F and the 2-litre car, the 63F. The FF2000 car will share many interchangeable parts with its junior stablemate, Crosslé feeling that this approach is vital in respect of economy, both of production and to the customer.

Much attention has been paid to the weight distribution on both new models, with the twin side mounted radiators mounted further forward than on the 60F, in order to provide a better balance.

The rear wing will now be side plate mounted with the rear bodywork modified accordingly. There have also been substantial changes in the suspension department as a result of plentiful testing hours. Many of these modifications have been tried on the works car of Alan McGarrity throughout the season, with improved weight distribution again the main goal. We await developments with interest.



Ladies, start your engines

The unique Esso All Ladies Course commenced last Monday (Oct 21) at the Snetterton-based Jim Russell Racing Drivers school. The course will culminate in the first ever all ladies single seater race, this coming Sunday (Oct 27). The fast ladies range from 18-43 and include Barbara Greenway, wife of commentator Norman, *BBC East* presenter Susan Osman and Julie Brown who presents the Pop Video section of *TV am*. Also hoping for victory will be Karolina Bostrum (girlfriend of Golf driver and Elton John drummer, Charlie Morgan) and Isabelle Joset, a Brussels karate teacher! May the best woman win.

AER Reynard for Blundell

After claiming the Esso FF1600 championship and finishing runner up in the prestigious RAC/TT British series, Mark Blundell will contest the BBC *Grandstand* FF2000 winter series with the fast emerging Anglo European Racing team.

Blundell is not yet sure which route he is to take next year, but is believed to have an option with AER for FF2000. The team will run Blundell in an 84SF Reynard and in the light of Mark's promising showings with an RF84 Van Diemen last year, he can be expected to be among the top three runners.

Coyne to RGR . . .

After a season struggling to keep pace in the Racing Displays British FF2000 series with his Duckhams supported works Van Diemen RF85, Dave Coyne is to contest the entire BBC *Grandstand* series at the wheel of the ubiquitous Reynard 84SF.

Coyne has recently concluded a deal with Rushen Green to run the Reynard campaigned by Martin Donnelly for much of the Racing Displays series and must surely start as one of the favourites. Donelly, we hear, was undecided about the *Grandstand* series but has apparently now found a budget, but unfortunately has no car. There is unlikely to be a shortage of people wanting to run Donnelly, however, and we would not be surprised to see him out there, although nothing was confirmed as we went to press.

. . . and Brabham

Following a year in which he contested various Thundersports races at the wheel of a Sports 2000 Shrike, Gary Brabham will be out in the BBC *Grandstand* FF2000 series which kicks off at this weekend's Formula Ford Festival and World Cup at Brands Hatch.

Brabham, now 24, has secured backing from the local Orpington newspaper, *News Shopper* and, of course, Sir Jack Brabham Motors.

Gary will be run by Rushen Green Racing alongside Dave Coyne and will race the car driven on occasion by Ian Ashley in the Racing Displays championship this year.

BRIEFLY

■ Rob Murphy will drive the Getem GD115 in this weekend's FF Festival with backing from Sealink and Brian Varney's Legal Services concern. The car has been modified to incorporate some '86 features including a pull rod and bell crank front suspension.

■ Delta Racing are running their latest 85FF chassis for rapid former kart champion, Dougie Spencer, at the FF Festival meeting at Brands Hatch this weekend.

■ The engine in the Alistair Davidson/Lionel Abbott Ford Fiesta, sealed after their win in the Oulton Park 100-miles race has been examined by the RAC and pronounced legal. Davidson, 23, in his first season of racing, has secured support from Starvision and will run in the company's livery at the FF Festival meeting this weekend.

■ Following the success of the race for Lotus/Caterham 7s at the recent Brands Lotus day, the BRSCC will run a small series for the cars next year. Technical regulations are to be drawn up by Caterham Cars and they will give priority, for a limited period to competition cars.



INTERNATIONAL RACES

Double victory

FUJI, Oct 20: For the final race of the Fuji Grand Champion series, three drivers — Kazuyoshi Hoshino, Satoru Nakajima and Keiji Matsumoto — had a realistic chance to win the 1985 title. All three fit Bridgestone tyres, and they have had a great advantage against the odds throughout season. Eje Elgh and Masahiro Hasemi (both on Dunlop) had an outside chance if the above three finished below seventh and they were to win the race.

Hoshino and Matsumoto outqualified the rest with a remarkable record time with Hoshino on pole in 1m19.77s. Nakajima's Epson sponsored March based MCS VI-BMW was third on the grid.

When the light turned to green, Matsumoto made a good start and Hoshino, Nakajima, Lees, Hagiwara, Kunimitsu Takahashi and Elgh followed. The three Bridgestone contenders then ran away from the rest of field. And on lap 16, Hoshino passed Matsumoto with Nakajima closing, too. But on lap 18, a pace car came out for Hagiwara's stationary Leyton House MCS VI-BMW which had spun at the chicane. During the yellow, Nakajima and Hoshino pitted for refuelling (it is in the regulations for at least one pit stop), but Matsumoto miscalculated and came in at the same time as the pace car, losing time. From that point on, he could not catch Hoshino and Nakajima, and eventually spun and crashed on the last lap when he tried to pass Kenji Takahashi.

With the refueling pit stop, Hoshino lost the lead to Nakajima, but he passed the F2 champion on lap 37 and was not headed again. Nakajima was second, and Kenji Takahashi was third, but it was uncertain until the race committee had made a decision about Lees. He had not pitted even though a black flag had been shown to him for an oil leak — oil was *not* leaked actually and Lees could not see the flag, but he was penalised a lap ending up in fifth place. Kenji was third and Eje Elgh was fourth, lacking grip from his Dunlops.

With this valuable victory, Hoshino won the championship — for the fourth time.

KUNIHIKO AKAI

FUJI (J)

Grand Champion Series, final round

60 laps — 165.375 miles

1, Kazuyoshi Hoshino (Lark 84S MCS VI-BMW) 1h23m31.87s, 118.79mph; 2, Satoru Nakajima (Epson 85S MCS VI-BMW) 1h23m39.44s; 3, Kenji Takahashi (Advan MCS VI-BMW) 1h24m16.85s; 4, Eje Elgh (Sagawa Kyubin Speed Star MCS VI-BMW) 1h24m32.30s; 5, Geoff Lees (PIAA 85S MCS VI-Yamaha), 59 laps (1 lap penalty); 6, Keiji Matsumoto (LM Sport MCS VI-BMW), 59 laps; 7, Masahiro Hasemi (Speed Star MCS VI-BMW), 59 laps; 8, Aguri Suzuki (Coca Cola MCS VI-BMW), 59 laps; 9, Masatomo Shimizu (Three Bond MCS VI-BMW), 57 laps.

Final championship positions: 1, Hoshino, 55 pts; 2, Nakajima, 50; 3, Matsumoto, 42; 4, Elgh, 33; 5, Hasemi, 27; 6, Hagiwara/Lees, 22; 8, Kenji Takahashi, 19; 9, Kunimitsu Takahashi, 16; 10, Nakako, 12.

Darrell lays the gauntlet

ROCKINGHAM, Oct 20: Darrell Waltrip extended his lead in the NASCAR championship with a victory in the Nationwise 500 at the North Carolina Motorspeedway — a high banked track a shade over a mile long out in the boonies of the southern part of North Carolina.

It was a good race with seven cars battling it out all the way. At the last pitstops Darrell Waltrip and the Junior Johnson team chose the right tyre combination and thereafter was able to move ahead although he was pressed all the way to the line by Ron Bouchard, putting on his best show of the year in his Buick Regal. The two finished just 0.93sec apart at the flag, with five other cars on the same lap. Harry Gant came home in third with Waltrip's championship rival Bill Elliott fourth — the first Ford Thunderbird driver home. With two races to go Waltrip leads Elliott by 35 points, as the attention turns to the super fast high-banked International Speedway at Altanta, Georgia. On super-speedways the Ford T Bird has shown well all year. . .

ROCKINGHAM (USA)

Nationwise 500

NASCAR Winston Cup Grand National Championship, round 26

492 laps — 500 miles

1, Darrell Waltrip (Chevrolet Monte Carlo), 4:13:40, 118.34mph; 2, Ron Bouchard (Buick Regal), 492 leaps 3, Harry Gant (Chevrolet Monte Carlo), 492; 4, Bill Elliott (Ford Thunderbird), 492; 5, Geoff Bodine (Chevrolet Monte Carlo), 492; 6, Tim Richmond (Pontiac Grand Prix), 492; 7, Ricky Rudd (Ford Thunderbird), 492; 8, Dale Earnhardt (Chevrolet Monte Carlo), 489; 9, Rusty Wallace (Pontiac Grand Prix), 489; 10, Gregg Sacks (Chevrolet Monte Carlo), 488; etc.

Next round: Atlanta, Nov 04.

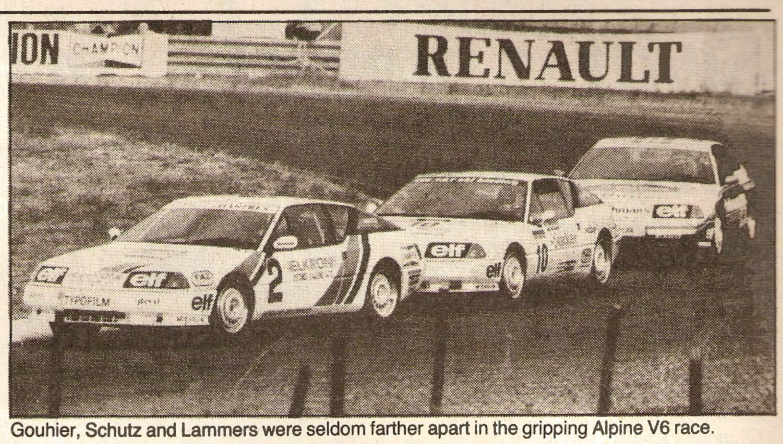
Roman games

VALLELUNGA, Oct 20: Jan Lammers drove a fine race to win the all-action final round of Renault's popular Europa Cup, taking his Rothmans Alpine V6 Turbo through to the lead with just over two laps to go, and holding on to win.

Lammers qualified third just behind the 1985 champion, Oscar Larrauri, and Joël Gouhier in the Renault Chartres entry, but was outdragged at the start by Massimo Sigala. Larrauri's Gaggia car made a strong getaway and, with Gouhier, Sigala, Lammers, Wolfgang Schutz, and Jesus Pareja with the smart Ducados entry, the Argentine headed a lead group, soon edging away from the rest of the 27-car field. By lap 5, only Gouhier, Sigala and Lammers were still in touch.

Rob Hall is punted again by Spinelli.





Gouhier, Schutz and Lammers were seldom farther apart in the gripping Alpine V6 race.

On lap 8, Lammers successfully mounted an attack against Sigala out in the country, and Schutz followed him through in the confusion. Now in fifth place, Sigala began to lose touch, his own Gaggia Alpine handling progressively worse with a left front tyre problem.

With Larrauri beginning to show signs of pulling clear, Lammers scrabbled inside Gouhier in the tight right hairpin at the start of the infield section. Gouhier found himself on the grass but kept his boot in, forcing Lammers wide for the next left-hander. Jan had to cede, and the opportunist Schutz followed Gouhier through. Larrauri now had a cushion of about 30 metres, but began to experience braking problems.

As the trio eagerly closed in, Jan picked off Wolfgang on lap 19, and Joel on lap 21, easing slightly ahead of the continuing battle behind.

Watching Lammers looming ever larger in his mirrors, and now hampered by his front brakes, Larrauri decided to see if he might not be able to present Lammers with a problem, realising that this was probably his last hope. He dropped the pace, scuttling smokily into the corners on the extreme inside to keep Jan behind, bringing Gouhier and Schutz back into the frame in the hope that his three tormentors might trip up.

It was to no avail, however. On lap 24, in the second hairpin of the infield section, he left the door an inch open, and Lammers slammed through. So close were Gouhier and Schutz that Larrauri was instantly demoted to fourth. The Rothmans driver eked out a couple of seconds in the final two laps, while Gouhier held off Schutz in the race for the line. On the last lap Larrauri's left front tyre finally burst, and he trickled home a disconsolate seventh, to a standing ovation.

Sigala succeeded in resisting Pareja to finish fourth, salvaging something for the Gaggia team although he now fell to third in the final championship table behind Larrauri, Gouhier and Lammers.

This excellent Alpine V6 Turbo race came in the midst of a spectacular day of Renault 5 Turbo racing. The Vallelunga paddock areas were bulging with no fewer than 136 of these devices, assembled for the final rounds in the respective national championships of Britain, France, Italy, Germany and Switzerland.

In the British race, the 21 competitors were led home by the 1985 champion, Rob Hall with the Moss Pit Garage entered version. After a short, sharp struggle, Hall found a solid way past poleman Steve Hine's Marchants car, and contrived to keep it behind for the entire distance. Hine never gave Hall a moment's peace and the pair pulled clear of Mike Bradley and Eric Haig. Dave Cox and David Gibson enjoyed an entertaining duel over fifth position; Cox did most of the leading, but Gibson passed him for good three laps out.

The British competitors were dismayed on arrival to find that the French and Italian entered cars had a higher specification, with more suspension adjustment, a lowered rear end and cockpit-adjustable turbo boost. These cars were clearly quicker and the British drivers knew they had no chance in the International Challenge event.

The top six finishers in each of the national championships were invited to take part, but only two nations were really in the game. Milanese Marco Brand, a former F3 driver, won the race, although under presssure from Frenchman, Michel Duvernai. The Italy-France formation was repeated in third and fourth places. The best-placed British driver was Rob Hall, who ran in 11th position until Italian Marco Spinelli — for the second time — punted him hard. Hall's car was sent high onto two wheels and glad not to have rolled, he called it a day. Steve Hine finished 10th, Dave Cox 14th, Antony Pownall 15th, David Grimshaw 17th and David Kay 18th in a field of 26.

The Renault Finals weekend was a great success, and was closed by the final round of the Formula Renault Turbo series, which was won from the pole — and at a canter — by the works Ecurie Elf Martini MK44 of Eric Bernard.

QUENTIN SPURRING

VALLELUNGA (I)

Europa Cup Renault Alpine V6 Turbo, final round

26 laps — 51.70 miles

1, Jan Lammers, 38m04.29s, 81.48mph; 2, Joël Gouhier, 38m06.23s; 3, Wolfgang Schütz, 38m06.49s; 4, Massimo Sigala, 38m18.32s; 5, Jesus Pareja, 38m20.20s; 6, Fred Krab, 38m20.83s; 7, Oscar Larrauri, 38m30.59s; 8, Dirk Wagner, 38m42.01s; 9, Peter Oberndorfer, 38m47.45s; 10, Franz Fuchs, 38m47.70s; etc.

Fastest lap: Sigala, 1m26.33s, 82.92mph.

Renault 5 Elf Turbo UK Cup, final round (20 laps — 39.77 miles): 1, Rob Hall, 31m34.16s, 75.59mph; 2, Steve Hine, 31m34.78s; 3, Mike Bradley, 31m40.85s; 4, Eric Haig, 31m42.41s; 5, David Gibson, 31m52.33s; 6, Dave Cox, 31m54.01s; etc. **Fastest lap:** Hine, 1m33.80s, 76.32mph.

France: 1, Luc Galmard, 31m21.58s, 76.09mph; 2, Michel Duvernay, 31m22.21s; 3, 'Georgie', 31m22.48s; etc. **Fastest lap:** 'Georgie', 1m32.62s, 77.29mph.

Germany: Joachim Schirra, 31m26.96s, 75.87mph; 2, Klaus Diebel, 31m27.05s; 3, Dirk Wagner, 31m28.18s; etc. **Fastest lap:** Franz Dufter, 1m32.97s, 77.00mph.

Italy: 1, Roberto Passeri, 31m08.62s, 76.62mph; 2, Franco Zaffiri, 31m09.57s; 3, Luigi Giannini, 31m15.47s; etc. **Fastest lap:** 'Camaleo', 1m31.92s, 77.88mph.

Switzerland: 1, Michael Walpen, 31m54.30s, 74.79mph; 2, Jacques Isler, 31m54.33s; 3, Stefan Amherd, 32m01.25s; etc. **Fastest lap:** Rolf Madderin, 1m34.42s, 75.82mph.

International Renault Elf Turbo Challenge (20 laps — 39.77 miles): 1, Marco Brand (Italy), 30m55.66s, 77.15mph; 2, Michel Duvernal (France), 30m56.28s; 3, Massimo di Risio (Italy), 31m09.10s; 4, Patrick Bourdais (France), 31m12.78s; 5, Michel Dorner (Germany), 31m13.32s; 6, Manfred Dolota (Germany), 31m13.96s; etc.

Fastest lap: di Rissio, 1m31.86s, 77.93mph.

Taft's title

CROIX-EN-TERNOIX, Oct 20: Paul Taft clinched the European MG Metro Challenge with a flag-to-flag victory at the tight French circuit, while 1984 champion Roger Jones lost his outside chance of retaining the title with gearbox failure when in third place.

An on-form Vic Covey just pipped Taft and David Leslie to pole position only to be swallowed up by the pack as his engine lapsed on to three cylinders at the start. Jones and Peter Baldwin slotted in behind, the foursome soon breaking away from a hectic midfield battle. Covey's engine sorted itself out and the OBM car was gaining places, while Chris Lewis was carving his way up from the back after a practice driveshaft failure. However, the main excitement was a no-holds-barred fight between Phil Manser and Roberto Castagna which saw them exchanging paintwork in nearly every corner. Frenchmen Bruno Giordano and Gerard Spenceley tagged on behind the Anglo-Italian battle until Spenceley shoved his compatriot into a spectacular roll at the second hairpin. The pair, you may remember, are team mates. . .

Meanwhile Lewis' fine run ended in another driveshaft failure having made it up to third when Jones retired. Covey had passed Baldwin and was soon pressuring Leslie, the brakeless Scot having to give best on lap 17. Taft was losing his brakes as well, but brought the Klaxon car home some 4secs clear of Covey, with Leslie making it to the finish by using the gearbox for braking. Baldwin was a distant fourth in front of Spenceley and Claude Boissy, the former blowing his engine as he crossed the line, while the battered Manser held off his Italian sparring partner with a clutchless Mike Bulmer following them home.

Gilles Lempereur scored his first win in three underfinanced seasons of F3 in a carnage strewn finale to the French Championship.

Newly crowned champion Pierre-Henri Raphanel won his heat to put the ORECA Martini on pole ahead of the DPR Reynard of Paul Belmondo, while Frederic Delavallade won the slower heat to share row 2 with Yannick Dalmas in the second Marlboro car.

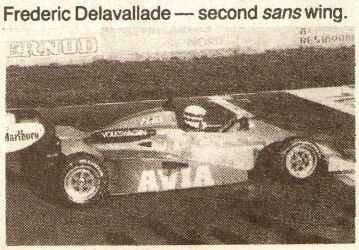
Belmondo fluffed his start and as the field entered the first hairpin the film star's son found himself in seventh place. As the field left the corner he was left sitting in the remains of a badly bent Reynard after a wild trip down the grass on the inside saw him take out both of the leading ORECA cars. The rest piled up in avoidance, but only Dalmas and Belmondo were out on the spot. The New Man car's nose got as far as the next corner courtesy of another competitor, and when it fell off it took two backmarkers with it . . .

From the chaos emerged Gilles Lempereur, his nose trailing after being punted into Delavallade by Michel Trollé's Ralt. Raphanel had got going again *sans* rear wing and put on a spirited showing with no downforce before retiring after dropping to seventh. Delavallade got past Trollé for second after losing his front wing against him and set fastest lap in pursuit of the leader, coming home just 2secs shy of the BEL Martini, while Trollé was almost caught by the Ralt of Dominique Dupuy but claimed third place in the race and the championship. No less than eight of the 13 finishers were lacking all or part of their front bodywork . . .

Works Rondeau pilot Philippe Gache guaranteed himself the French FF1600 title at Croix on Sunday with his fourth victory of the season. The Silverstone RoC contender took the lead from the Van Diemen of Swiss Alain Menu in a hairy round the outside move at the first hairpin. Marlboro challenge winner Jacques Goudchaux took third ahead of Olivier Bonnet and the two year old Reynard of the improving Pierre Streiff.

ADAM COOPER

Frederic Delavallade — second *sans* wing.



CROIX-EN-TERNOIX (F)

Dunlop Tyres MG Metro European Challenge, round 4

25 laps — 29.5 miles

1, Paul Taft, 28m06.39s, 62.97mph; 2, Vic Covey, 28m10.79s; 3, David Leslie, 28m14.96s; 4, Peter Baldwin, 28m38.06s; 5, Gerard Spenceley, 28m47.84s; 6, Claude Boissy, 28m55.83s; 7, Phil Manser, 28m58.23s; 8, Roberto Castagna, 28m58.95s; 9, Mike Bulmer, 29m20.00s; 10, Mario Danesi, 28m22.90s.

Fastest lap: Covey, 1m06.45s, 63.93mph.

Final championship positions: 1, Taft, 39pts; 2, Roger Jones, 23; 3, Leslie, 23; 4, David Carvell, 19; 5, Spenceley, 15; 6, Castagna, 10; 7, Covey, 9; 8, Mario Gunella, 8; 9, Baldwin, 8; 10 Chris Lewis, 7.

CROIX-EN-TERNOIX (F)

Marlboro French F3 Championship, final round

28 laps — 33.04 miles

1, Gilles Lempereur (Martini-Alfa MK45), 25m39.40s, 77.76mph; 2, Frederic Delavallade (Martini-VW MK45), 25m41.67s; 3, Michel Trolle (Ralt-VW RT30), 25m46.29s; 4, Dominique Dupuy (Ralt-VW RT30), 25m47.15s; 5, Didier Arta Arr Artzet (Ralt-VW RT30), 25m56.92s; 6, Noel Lanctuit Martini-VW MK45), 25m57.88s; 7, Eric Bellefroid (Martini-Alfa MK45), 26m20.86s; 8, Jean-Denis Deletraz (Swica-Toyota 385), 26m22.85s; 9, Dominique Delestre (Ralt-VW RT30), 26m33.11s; 10, Joe Ris (Martini-Alfa MK45), 26m51.98s

Fastest lap: Delavallade, 54.00s, 79.16mph.

Final championship positions: 1, Pierre-Henri Raphanel 115; 2, Yannick Dalmas 85; 3, Trolle and Delavallade 83; 5, Delestre 54; 6, Paul Belmondo 52; 7, Lempereur 42; 8, Denis Morin 39; 9, Eric Bachelart 28; 10, Philippe Renault 25.

French FF1600 Championship, round 11

25 laps — 29.5 miles

1, Philippe Gache (Rondeau-Gatmo M684), 25m04.73s, 71.03mph; 2, Alain Menu (Van Diemen-Gatmo RF85), 25m05.10s; 3, Jacques Goudchaux (Rondeau-Minister M684), 25m13.63s; 4, Oliver Bonnet (Rondeau-Minister M584), 25m16.08s; 5, Pierre Streiff (Reynard-Minister 83FF), 25m16.08s; 6, Jean-Denis Delatraz (Rondeau-Minister M684), 25m19.32s.

Fastest Lap: Gache, 59.47s, 71.88mph.

Final round: Paul Ricard Oct 26/7.



NATIONAL RACES

Good weekend for Williams

LYDDEN, Oct 20: While Williams Engineering were winning at Kyalami, Williams (Jeff) was preparing his own hire car prior to winning at a somewhat less exotic venue — Lydden! The final meeting of the year at the little Kentish circuit ended the season on a high note with three hard-fought races.

There was a full grid for the first race, a thrilling FF1600 event. Derek Pullman was on pole with his ex-Derek May RF80, and he went straight into the lead, with Steve Brown's PRS 81F only inches behind. A little further back, Jeff Williams was keeping a watching brief with Chris Pullman in attendance. By the end of lap 1, Dave Connor's Royale RP26 was up to fourth. Every time Brown dived for the inside line Pullman headed him off, until the Peacehaven driver made a desperate bid for the lead as they rushed down Hairy Hill. The two cars were absolutely level as they flashed past the paddock gate, and then Brown surged ahead on the inside as Pullman backed off. But the PRS was still travelling a shade too quickly and slid out of shape at the next exit. Pullman cut across and went for the gap on the inside, but Brown inadvertently blocked his path as the PRS snapped back into line. With nowhere to go the Van Diemen was launched off the edge of Mabbs Bank and grazed the side of Brown's cockpit, smashing the windshield as it leaped over his car. Brown braked hard and spun, allowing Pullman's car to land safely on its front wheels. Both cars then spun onto the infield, and stopped just short of the startline. Pullman immediately set off again, but Brown's race was over.

So, Williams now led with Connor pressing hard, but with three laps to go the Royale suddenly swapped ends and swiped the marshals' post at the Devil's Elbow as Connor braked a fraction too late; "That definitely was my last race" he stressed. The car is now for sale.

That left Williams well clear in his own hire car (just to show his pupils how it should be done) although by now Derek Pullman was making ground fast. With a lap to go he was closing quickly on his brother and Jim Gowens, who were engrossed in battle, but at the finish he was still a length behind.

The Special Saloons event included a class for modsports, which effectively comprised the two Davrians of Julie Thwaites and Richard Ridd. Gary Charlwood took an early lead from John Devereaux and Thwaites, but halfway round lap 1 the Stiletto's clutch pedal suddenly flopped to the floor and Charlwood began to drop back. By the end of the lap Thwaites was holding a tenuous lead over Devereaux, who was pressing hard into the corners. Over the remaining laps the Escort darted left and right as its driver tried to out-psyche the leader, but each time the little Davrian scuttled away under acceleration.

With no clutch Charlwood was having difficulty selecting the gears and on one occasion he almost stopped at the Hairpin, allowing Ridd's Davrian up to third place.

Then it was the *Libres*. With Dennis Humphries a non-starter because the D&J Tytes Chevron is for sale, the way was clear for Melvyn Coon's Mallock, which led from start to finish. Pete Northover's held second spot briefly but after a lap it was outgunned by the F3

Melvyn Coon led throughout.



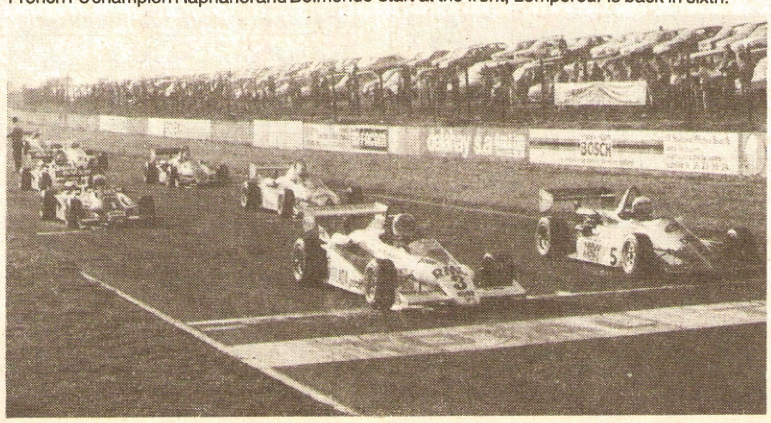
LYDDEN — ASTRA MC

Lydden FF1600 Festival race (12 laps): 1, Jeff Williams (Van Diemen-Auriga RF80), 9m 18.1s, 77.49mph; 2, Chris Pullman (Van Diemen-Auriga RF78/80); 3, Jim Gowens (Crossle-Minister 32F); 4, Derek Pullman (Van Diemen-Auriga RF80); 5, Cezar Fittipaldi (Van Diemen-Minister RF81); 6, John Hayden (Van-Diemen-Minister RF82).

Lydden Special Saloons and Modsports race (12 laps) — overall: 1, Julie Thwaites (1.0 Davrian Imp), 9m 23.1s, 76.71mph; 2, John Devereaux (2.0 Ford Escort); 3, Richard Ridd (1.0 Davrian-Imp); 4, Gary Charlwood (2.0 Stiletto-Ford). **2001-4000cc:** 1, Mark Arnold (2.6 Vauxhall Firenza); no other starters. **1301-2000cc:** 1, Devereaux; 2, Charlwood; 3, Graham Smith (2.0 Ford Anglia). **1001-1300cc:** no starters. **851-1000cc:** 1, Thwaites; 2, Ridd; no other starters. **Road Saloons:** 1, Gary Palmer (1.7 Ford Escort); no other starters.

Lydden *Libre* race (12 laps): 1, Melvyn Coon (1.7 Mallock U2-Chambercoon Mk.20B), 8m 35.0s, 83.88mph; 2, Peter Daniels (2.0 Ralt-Toyota Lynx RT3); 3, Pete Northover (2.0 Reynard-Minister SF79); 4, Steve Holland (Royale-Minister RP30); 5, Steve Brown (1.6 PRS-Brown 81F); 6, Jeff Williams (1.6 Van Diemen-Auriga RF80).

French F3 champion Raphanel and Belmondo start at the front, Lempereur is back in sixth.

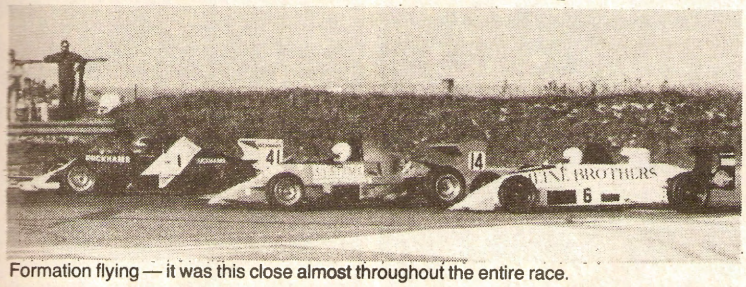


Ralt-Lynx of Peter Daniels. While the F3 driver was chasing Coon in vain, Northover fell back into the clutches of Steve Holland's Royale. On lap 9 the Royale dived through on the inside, but Northover fought back and nudged his way past under braking for the next corner. Next time round Holland made sure that he was on the inside line when the two cars touched again, but it was he who spun onto the infield. Holland's excursion let Mick Grainger's Royale up into fourth place, but within a lap Holland was challenging again. As the two cars dived into Chesson's together they tangled momentarily, and Grainger flew across the verge and up the bank. Coon was comfortably ahead at the finish, with Daniels still ahead of Northover.

KERRY DUNLOP

THRUXTON: RACING DISPLAYS FF2000

Three go wild in Hampshire



Formation flying — it was this close almost throughout the entire race.

There was a definite end of term air about the final round of the series. Neither of the main championship protagonists, Bertrand Fabi or Martin Donnelly were present, the series having been resolved in the Canadian's favour at Oulton Park two weeks previously. In fact, it was a very thin field of 11 cars that comprised the grid. For all that, it was probably the best race of the year.

Firmly on pole was Dave Coyne's Duckhams Van Diemen, 0.2sec clear of the similar Manadient/Racing for Britain car of John Pratt. Pratt, however, had an engine problem during practice and managed only one flyer, thus his tyres (the Yokohamas limited to one set for practice and race, remember) were looking in good shape for the race.

Ross Hockenhull was next up in the Richard Dutton/Heine Brothers Reynard, the only other driver in the 1m18s bracket, a mere 0.1secs from Pratt. Tomi Luhtanen was next up with the Motiv Racing Reynard ahead of Frank Bradley, giving the long-awaited Swift its race debut (see *Sports Extra*).

Swede, Jorkim Lindstrom completed row 3, having another run in Anglia Cars' development Argo JM17. Behind Lindstrom, was an impressive Fulton Haight with the first Madgwick Reynard 84SF. An American, this was Haight's first race in England and his only previous experience of Thruxton prior to the race was a lap on foot. With lines all important at the Hampshire venue, it was an impressive performance to wind up only 2secs shy of pole.

In all sorts of problems, though, was Peter Hardman. The Chorley driver had a gearbox problem and was totally without second gear and forced to practise out of session, thus resigning himself to the back of the grid with a 10sec penalty.

As the lights changed, Coyne got away to a fine start and guarded the inside line down into the complex. Hockenhull slotted in behind and had Pratt sawing away at his gearbox.

Second time around and Hockenhull was through into the lead with the first three edging away. The other interest was provided by Hardman steaming through from the back of the field, up to sixth by the end of lap 3.

Hockenhull, however, was suffering a recurrence of braking problems that he had experienced in practice, the brakes showing a tendency to lock too early, and causing him to outbrake himself at the chicane on the fourth tour. Very slow through, Coyne powered round the outside to re-take the lead, while Pratt trying to follow him through on the inside, had the door shut unceremoniously at Allard. By the time, we had lost Luhtanen at complex and the race was down to a straight fight among the leading trio.

Midway round the next lap, Hockenhull was back in front at Kimpton and although he was passed again by Coyne before the chicane, was back in front at Allard. This was great stuff! Coyne lost some momentum and locked a wheel into the Complex in an unsuccessful attempt to defend second place from Pratt, and in so doing allowed the other two to make a break.

After eight laps, Bradley pitted with the Swift. Originally running with unnecessary ballast on the gearbox, Frank had no time to conduct satisfactory tests with the car in its present trim. He therefore dialled out some understeer in practice which he put down to the car when the problem was actually oil on the circuit. Thus in race trim he found that he had treated himself to chronic oversteer. With his car also the subject of a protest and his best engine giving up the ghost it was a fed-up Feltham fish man who climbed aboard him Lamborghini Countach and made for home.

Starting the last lap, Pratt was pressing Hockenhull hard, the Dutton car decidedly unstable under braking. Through the left hander at Kimpton, Pratt kept coming down the inside and was ahead by Goodwood, his compromised line slowing the pair of them. Coyne, meanwhile, had got through the back section flat, with the net result that they all arrived at the chicane together. Pratt was ahead, Coyne went for the outside and Hockenhull, ever brave, got his head down and steamed up the inside, a wheel on the grass. It was one of those situations where you know that all three should not by rights emerge the other side. Incredibly, they all did. Coyne's audacious move nearly came off but he found himself unable to snick second from fourth in the chicane and was outdragged to the line, Pratt just pipping Hockenhull. Hardman, meanwhile was 5.5secs down at the flag after a magnificent charge. A fine race.

TONY DODGINS

THRUXTON

Oct 20

Racing Displays British FF2000 Championship, round 20

laps — 35.34 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	John Pratt	Van Diemen-Neil Brown RF85	19m54.9s	1:18.6	1:18.5	2
2	Ross Hockenhull	Reynard-Neil Brown 84SF	19m55.1s	1:18.7	1:18.6	3
3	Dave Coyne	Van Diemen-Neil Brown RF85	19m55.6s	1:18.7	1:18.3	1
4	Peter Hardman	Reynard-Neil Brown 84SF	20m01.1s	1:18.7	—	11
5	Jorkim Lindstrom	Argo-Neil Brown JM17B	20m12.9s	1.20.1	1:19.9	6
6	Fulton Haight	Reynard-Neil Brown 84SF	20m29.6s	1:20.6	1:20.4	7
7	Felipe Machado	Reynard-Neil Brown 84SF	20m44.4s	1:21.7	1:22.1	8
8	Dave Nichols	Van Diemen-Neil Brown RF82	20m48.8s	1:21.9	1:22.1	9
R	Tomi Luhtanen	Reynard-Nelson 84SF	Accident	1:19.9	1:19.1	4
R	Frank Bradley	Swift-Neil Brown	Engine	1:19.8	1:19.2	5

Winner's average speed: 106.47mph. **Fastest lap:** Pratt, 1m18.6s, 107.90mph.

THRUXTON: RAC/TT FF1600

Gachot against the odds

Three men came to Thruxton looking for the RAC/TT title, all three knowing that they had to go for a win. Paulo Carcasci was the dark horse with the works Van Diemen, for, even if he was to win, he was not necessarily champion. If Blundell was second, he was champion — unless he was second to Gachot. It was like that, the permutations were endless.

Carcasci was quickest of the championship aspirants, second only to Damon Hill. Paulo thought that Damon's time (0.2secs quicker than his own) was a touch suspect, but, judging by the speed shown by the Ricoh man of late, most accepted it without quibble. Carcasci was confident, though, troubled only by slight oversteer.

Mark Blundell was quietly confident, too, the Royston man half a second down on his ex-teammate, but at least on the front row. Gachot, the man he had to beat, was down on the inside of row three.

Gachot, frankly, looked as sick as the proverbial parrot. Sixth, he did not think his engine was as strong as those of his rivals, and admitted that he was scrabbling a bit. "The car is absolutely fine, as it has been all year, but I'm getting blown away in a straight line. There is nothing I can do and it is so frustrating you wouldn't believe." Ahead of him, fourth and fifth, were Johnny Herbert's Quest, which suffered a slight ding in practice, and the Van Diemen RF85 of new Dunlop-Autosport novice champion, Jason Elliott: a fine performance this.

All the action happened in the first 30 yards. As usual, opinions vary, but Blundell reckons he was touched by Carcasci after a fine start, and Hill thinks he may have had Herbert make contact with the rear of his car. Whatever, Damon and Mark were out before the first corner. A great pity, but scratch one Blundell.

Gachot, meanwhile, could hardly believe his fortune. While his rivals were eliminated or delayed, Bertrand stormed up the inside and led through Allard and down into the Complex. Herbert was pressing him hard, though, with Elliott in attendance. There then followed Carcasci, Bancroft, O'Coileain, da Silva and Arbis. Up to the chicane for the first time and Herbert was past Gachot and away, the Quest looking beautifully balaced. Next time round and Carcasci was right with Elliott and O'Coileain had slipped past Bancroft.

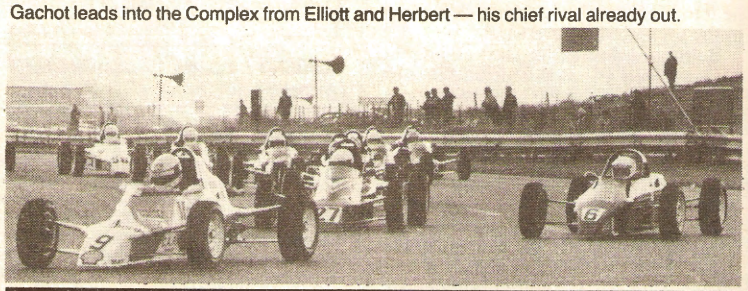
Things were now beginning to happen up front. Carcasci looked the quickest man on the track and had relegated Elliott to fourth. Herbert, meanwhile, had put some daylight between himself and Gachot's Pacific Racing Van Diemen and the way for Carcasci was beginning to emerge. If he could get round Bertrand, there was a good chance he could take Herbert for the lead, Paulo's Van Diemen particularly quick out of Segrave, the all important final part of the complex. Up to the chicane for the fourth time, and Herbert was still in front but now Carcasci had gone round the outside of Gachot. Gachot, though was determined not to concede the position and kept his boot in all the way up to the braking area on the inside line, leaving his braking to the last possible moment. Carcasci, still fighting, had nowhere to turn in and had missed his braking point. Herbert, minding his own business was collected by the Brazilian, Paulo launched over the back of the Quest and hard into the tyres. Scratch one Carcasci.

This left Gachot, now back in front but under heavy pressure from Elliott. Surely he would settle for second and the chance of running alone on the circuit. No he didn't. "I was almost in tears as I went round for the last few laps, you know, at last I felt that all my hard work this year was going to pay off and I wanted to do it in style." Thus Gachot fended off Elliott for the remaining six laps and clinched the title. "I'd have seriously shot him if he'd gone off in those last few laps, but he knew what he was doing" said team manager Keith Wiggins later.

Elliott took a superb second with fastest lap, but analysis of the quickest laps shows Carcasci only 0.1secs slower on his *third* lap. In a 10 lap race, surely it would have paid him to bide his time a fraction more. O'Coileain claimed third ahead of Jonathan "I can't believe Ruairi's engine" Bancroft, with Alexander Arbis' Rushen Green Van Diemen a further 5secs in arrears. Sixth, on his first RAC/TT appearance in the Dunlop backed RF85 was Andrew Rickman.

TONY DODGINS

Gachot leads into the Complex from Elliott and Herbert — his chief rival already out.



THRUXTON

Oct 20

RAC/TT FF1600 Championship, Final round

10 laps — 23.56 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Bertrand Gachot	Van Diemen-Nelson RF85	14m19.0s	1:24.8	1:24.3	6
2	Jason Elliott	Van Diemen-Scholar RF85	14m19.3s	1:24.5	1:24.3	5
3	Ruairi O'Coileain	Van Diemen-Minister RF85	14m22.0s	1:24.7	1:24.5	7
4	Jonathan Bancroft	Van Diemen-Auriga RF85	14m22.2s	1:24.8	1:24.8	8
5	Alexander Arbis	Van Diemen-Neil Brown RF85	14m27.7s	1:24.8	1:25.4	12
6	Andrew Rickman	Van Diemen-Scholar RF85	14m43.6s	1:26.3	1:27.2	15
7	Philippe Favre	Van Diemen-Minster RF85	15m06.7s	1:26.5	1:25.3	11
8	Nabil Marouf	Van Diemen-Scholar RF85	15m22.6s	1:28.8	1:27.3	16
9	Ab Pandaal	Van Diemen-Minister RF82	9 laps	1:34.4	1:35.7	17
10	Stephen Robertson	Van Diemen-Auriga RF85	7 laps	1:26.2	1:25.1	9
R	Damon Hill	Van Diemen-Nelson RF85	Accident	—	1:23.4	1
R	Mark Blundell	Van Diemen-Minister RF85	Accident	—	1:24.1	3
R	Paulo Carcasci	Van Diemen-Minister RF85	Accident	1:24.6	1:23.6	2
R	Johnny Herbert	Quest-Ivey FF85	Accident	1:25.1	1:24.2	4

Winner's average speed: 98.73mph. **Fastest lap:** Elliott, 1m24.5s, 100.37mph. **Final championship positions:** 1, Gachot, 146pts, 2, Blundell, 139; 3, Carcasci, 125.

Simple for Simpson

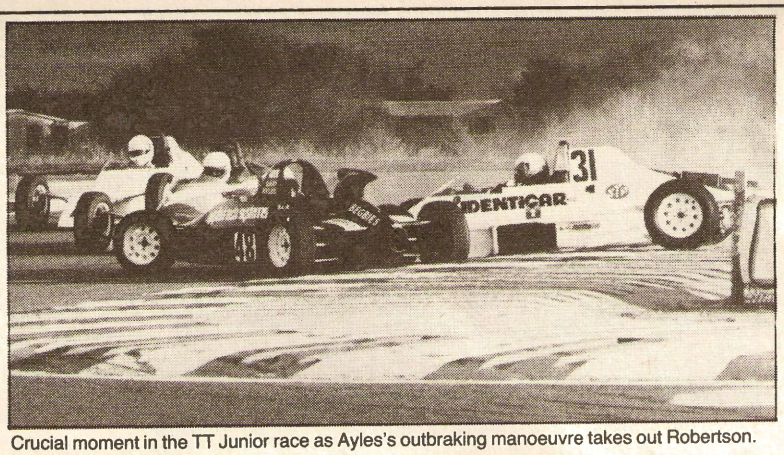
THRUXTON, Oct 20: Five races formed an excellent support programme to the two main Formulae Ford encounters, as the Hampshire circuit hosted its final meeting of the year. The weather was lovely and the racing good, just the stuff to send the crowd hom we entertained.

The Powerscreen Sports 1600 race opened the afternoon, and Guy Woodward leapt clear, but by the end of the first lap Dave Orchard had moved into a lead he was to hold throughout. The lead scrap lasted the entire way, with Orchard having to fend off Woodward, Mike Sanders and Chris Karn. The Phantom of Graham Kay ran a close fifth, but on lap 3 he slid into the chicane catchfencing, ending his race there and then. The first four got very tense, with Woodward slipping behind Sanders on lap 7, but reclaiming his place next time round. With the others holding themselves up, Orchard took the opportunity to open out a slight cushion, and at the end it was Sanders just ahead of Woodward, with Karn close up, and clear of John Younghusband.

David Enderby set the early pace in the Wendy Wools Special Saloon encounter, but by lap 2, the Karmann Ghia lookalike had slipped behind the more powerful cars of Brian Chatfield and Rod Birley, the latter up from a third row grid spot. The Sierra blasted past Chatfield's BMW 320i coming up Woodham Hill on lap 3, F2 power proving no match for F5000. A spinner at the Complex on lap 5, decided the outcome of the race, as Chatfield went past under the yellow flag. Birley chased hard, but the steel shelled car looked a real handful, his task not made easier by the fact that the leading car was dropping oil. They finished in that order, Chatfield, Birley, Enderby, with the 1-litre class winner Ginger Marshall next up and well clear of his class rivals, the nearest of whom in practice had been John Pugsley, but the Imp driver non-started, his Carter unit having ventilated the block. Two hours after the race, the stewards excluded Chatfield from the results, an aggrieved Birley being declared the winner.

Record speeds highlighted the Monroe Production Saloon encounter, and while Colin Blower's Colt Starion was an all-the-way winner, it was just in the nick of time, for as it returned to the paddock it burst into flames, a fuel line having ruptured. Thankfully marshals were on hand to give the car a liberal dousing of extinguishant. John Cooper in the Swinford Motors Mercedes 190/16 had a real tussle with Mike Smith's Escort turbo, but the Ilford Photo car gave 'Smithie' quite a scare, as it swapped ends flat in fifth round the back of the circuit on lap 7. A long sideways slide and a trip over the grass dropped him down the field, but by the flag, he had fought back to fifth spot a few seconds behind the dicing Andy McLennan and Graham Scarborough. The class C honours went to Karl Jones whose Fiat Strada had been mixing it with the Capris of Hammersley, Platt and Marshall.

The Townsend Thoresen Junior FF1600 finale promised much, and it gave it. Stephen Robertson led at the end of the opening tour, but mayhem broke out at the chicane. Gary Thomas tried an outbraking manoeuvre that looked doomed to failure. It was. He spun, so did Bill Bailey, and all kinds of avoidances had to be executed. Robertson led from Jason Elliott, Gary Ayles, Adrian Willmott, Phil Andrews and Danny Wright. Thomas spun again on lap 2, and he returned next time with the nosecone askew. Clearly it wasn't his day, he retired. Robertson, Elliott and Ayles ran very close with Willmott gradually closing the gap in fourth. Out by this point was Phil Andrews, sliding his Fleetray Van Diemen into the chicane catch fences quite hard. At the completion of lap 9, Ayles tried to outbrake both Robertson and Elliott into the chicane, if it had come off it would have been a classic, but the black Reynard spun collecting Robertson in the process. Elliott went on to win from champion Willmott with Dany Wright a few seconds in arrears, but nearly 1min ahead of the next man. Ian Aikman finished fifth on the road, but was excluded at post race scrutineering, his RF80 Van Diemen being 3 kilos underweight.

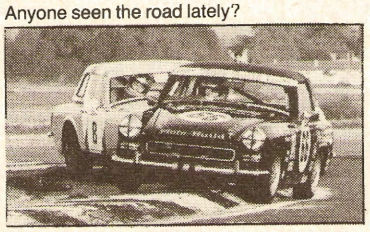


Crucial moment in the TT Junior race as Ayles's outbraking manoeuvre takes out Robertson.

The MGOC series runners ended the season, and after David McCune had spun away the lead at the Complex on the opening tour, Jon Simpson's Midget was never troubled. David Ross eventually got the better of Derek Baker on the last lap when backmarkers got in the way at Segrave. Clearly it was all too much for Ross, for he spun coming into the chicane, and such was his enthusiasm to get going that he rudely drove into the side of Baker's MGA causing it to spin. Such was the gap to the next man, that even with a several seconds' recovery period, Baker was able to rejoin without losing his place. The roadgoing class was contested with much gusto, Tony Price, Jim Baynam and Jeremy Lindley trying to take the chicane together on the last lap, they crossed the line with 0.2 secs covering them.

DUD CANDLER

Anyone seen the road lately?



Berridge's mini Festival

MALLORY PARK, Oct 20: Just one week in advance of the 'official' Formula Ford Festival the compact little Leicestershire circuit hosted a mini Pre '74 festival of its own — a meeting which is rapidly earning a place in the calendar.

Commencing the afternoon were three qualifying heats for the Pre '74 FF1600s. In heat 1 Bob Berridge easily annexed pole and streaked away to an unopposed win by some 7 secs ahead of Chris Woodcock who had Chris Smith on his tail throughout. John Roberts was fourth, while fifth and sixth places swopped over on the last lap as Albert Clements slipped ahead of Martin Wood.

Heat 2 gave a rather closer result as Peter Hancock tried to wrest the premier spot away from David Germain on every lap. At the half distance point Hancock did indeed take the lead, but Germain retaliated after two laps and eventually crossed the line a scant 0.4 secs to the good. Derek Coles circulated third and was just 1 sec behind Hancock with Dale Lowe taking fourth a fraction in front of Paul Campling's similar car.

Continuing the flow of Fords the third heat went to Chris Whittingham with a start to finish lead over David Porter and Brent Gilkes with Gary Strawbridge in fourth and Steve Deeks next up in fifth. With rather subdued heats, were the drivers saving it all for the final?

As a complete change from single-seaters race 4 was a round in the MGCC B&C series. Martin Dell put his full-race B on pole and made the best start to lead John Lodge's slightly bigger capacity car, this pair moving steadily away from Mark Ashworth with Doug Smith slotting into fourth. Lodge took the lead on lap 7 on the drag out of Shaws Hairpin into Devils Elbow — the two cars separated by about the thickness of a coat of paint. Dell was alongside Lodge on the next two laps at most points on the circuit until exiting the Hairpin on lap 9 when he ran wide. Just avoiding a brush with the armco, Dell kept his right foot firmly planted and kept up with Lodge as he regained the track. However, the excess power caused the inevitable loss of control and the car ▶

THRUXTON — BARC

Mineral Improvements Ltd Powerscreen Sports 1600 Trophy race (10 laps): 1, Dave Orchard (Centaur-Harris 14X), 14m 36.1s, 96.81 mph; 2, Mike Sanders (Mallock-Neil Brown Mk 24BM), 14m 39.5s; 3, Guy Woodward (Mallock-Scholar Mk 24), 14m 39.8s; 4, Chris Karn (Mallock-Ford Mk 18BW), 14m 40.4s; 5, John Younghusband (Mallock-Nelson Mk 22), 14m 45.7s; 6, John Gooch (Mallock-Steve Brown Mk 20B), 15m 10.9s; **Fastest lap:** Sanders, 1m 26.3s, 98.28 mph.

Wendy Wools Special Saloon Championship race (10 laps): 1, Rod Birley (3.4 Ford Sierra), 14m 37.7s, 96.63 mph; 2, David Enderby (1.3 VW Karmann-Ghia), 14m 42.8s; 3, Ginger Marshall (1.0 Reliant Kitten), 14m 47.6s; 4, Bill Griffin (2.3 BMW 323i), 15m 0.85s. **Over 1300cc:** 1, Birley; 2, Griffin; no other finishers. **Fastest lap:** Birley, 1m 25.4s, 99.31mph. **1001-1300cc:** 1, Enderby, 96.07 mph; 2, David Lawrence (1.2 Hillman Imp), 9 laps; 3, John Fogwill (1.3 Maguire Mini), 9 laps: **Fastest lap:** Enderby, 1m 26.8s, 97.71 mph. **Up to 1000cc:** 1, Marshall, 95.55mph; 2, Richard Harris (1.0 Stiletto Imp), 15m 08.9s; 3, Norman Lackford (1.0 Fiat 850 Sport), 9 laps: **Fastest lap:** Marshall, 1m 26.7s, 97.82mph.

Monroe Shock Absorbers Prodsaloon race (10 laps): 1, Colin Blower (2.0t Colt Starion), 16m 14.3s, 87.05mph; 2, John Cooper (2.3 Mercedes 190/16), 16m 17.4s; 3, Andy McLennan (2.0t Colt Starion), 16m 25.1s; 4, Graham Scarborough (2.8 Ford Capri), 16m 25.9s. **Over 3000cc:** 1, Blower, 2, McLennan; 3, Dave Oates (2.0t Colt Starion), 17m 10.8s. **Fastest lap:** Blower, 1m 36.1s, 88.25mph **(record). 2001 to 3000cc:** 1, Cooper, 86.77mph; 2, Scarborough; 3, Mike Smith (1.6t Ford Escort), 16m 30.0s. **Fastest lap:** Cooper, 1m 35.8s, 88.53 mph **(record). 1301 to 2000cc:** 1, Karl Jones (2.0 Fiat Strada Abarth), 16m 57.7s, 83.34 mph; 2, Vic Lee (1.8 VW Golf GTI), 17m 05.8s; 3, Barbara Cowell (1.8 Vauxhall Astra GTE), 17m 14.2s. **Fastest lap:** Jones, 1m 39.8s, 84.98mph **(record). Up to 1300cc:** 1, John Hopwood (1.3 Vauxhall Nova), 17m 55.0s, 78.89mph; only entry. **Fastest lap:** 1m 44.3s, 81.31mph.

Townsend Thoresen Junior FF1600 race (10 laps): 1, Jason Elliott (Van Diemen-Scholar RF85), 14m 27.8s, 97.73mph; 2, Adrian Willmott (Van Diemen-Scholar RF85), 14m 28.5s; 3, Danny Wright (Van Diemen-Scholar RF85), 14m 33.3s; 4, Kevan Spencer (Reynard-Spencer 84FF), 15m 27.2s; 5, Stuart Budd (Reynard-Nelson 85FF), 15m 33.5s; 6, Jeremy Payne (Van Diemen-Swindon RF82), 15m 41.6s. **Fastest lap:** Elliott, 1m 24.6s, 100.25 mph.

BARC/MGOC race (10 laps) — Overall & Modified: 1, Jon Simpson (Midget), 16m 47.7s, 84.16 mph; 2, David Ross (MGB), 17m17.1s; 3, Derek Baker (MGA), 17m33.2s; 4, Geoff Mansell (MGA), 17m41.2s. **Fastest lap:** Simpson, 1m 38.3s, 86.28mph **(record). Roadgoing:** 1, Tony Price (Midget), 18m 04.0s, 78.24 mph; 2, Jim Baynam (Midget), 18m 04.0s; 3, Jeremy Lindley (Midget), 18m 04.2s. **Fastest lap:** Lindley, 1m 44.9s, 80.85 mph **(record).**

MALLORY PARK — BRSCC

Pre '74 FF1600 Heat One (10 laps): 1, Bob Berridge (Lotus-Minister 69), 8m38.7s, 93.64mph; 2, Chris Woodcock (Dulon-Auriga MP15), 8m45.3s; 3, Chris Smith (Hawke-Swakin DL11), 8m47.9s; 4, John Roberts (Dulon-DIY MP15), 8m52.7s; 5, Albert Clements (Merlyn-Scholar Mk24), 8m54.9s; 6, Martin Wood (Royale-Eric RP16A), 8m55.2s. **Fastest lap:** Berridge, 51.0s, 95.29mph.

Pre '74 FF1600 Heat Two (10 laps): 1, David Germain (Elden-Minister Mk10C), 8m48.2s, 92.05mph; 2, Peter Hancock (Merlyn-Ford Mk20A), 8m48.6s; 3, Derek Coles (March-Auriga 718/2), 8m49.6s; 4, Dave Lowe (Lotus-Holbay 61MX), 8m50.9s; 5, Paul Campling (Lotus-Ford 61), 8m51.1s; 6, Gareth Lloyd (Doulon-Nelson MP15), 9m00.03. **Fastest lap:** Germain, Hancock and Coles, 51.6s, 94.18mph.

Pre '74 FF1600 Heat Three (10 laps): 1, Chris Whittingham (Doulon-Minister MP15), 8m45.5s, 92.48mph; 2, David Porter (Elden-Minister Mk10C), 8m46.3s; 3, Brent Gilkes (Jomic-Oselli Mk2A), 8m46.7s; 4, Gary Strawbridge (Merlyn-Hansen Mk20A), 8m54.6s; 5, Steve Deeks (Hawke-Pierson DL11), 8m59.7s; 6, Vince Godber (Merlyn-Minister Mk24S), 9m06.4s. **Fastest lap:** Porter, 51.5s, 94.36mph.

MGCC B&C race (10 laps) — Overall and Full race B&C: 1, John Lodge (1.95 B), 8m59.3s, 90.11mph; 2, Mark Ashworth (1.95 B), 9m32.8s; 3, Doug Smith (2.9 CGT), 9m46.8s. **Fastest lap:** Dell 52.5s, 92.57mph **(record). Standard Class B:** 1, Richard Horn, (1.95 B), 82.02mph; 2, Raymond Davis (3.5 BGT), 3, Barry Sidery-Smith (1.95 B). **Fastest lap:** Horn, 57.9s, 83.93mph **(record). Class A:** 1, John Philpott (1.86 B), 9 laps, 76.81mph; 2, Keith Hancock (1.86 B); 3, Darryl Davis (1.8 B). **Fastest lap:** Philpott, 1m02.0s, 78.38mph. **Class D:** 1, Peter Blackbourne (3.6 BGT V8), 9 laps, 77.15mph; **Fastest lap:** Blackbourne, 1m01.1s, 79.54mph.

Clubmans Register race (10 laps) — Overall and Class A: 1, Paul Gibson (Vision-Smith V85A), 7m26.02s, 108.96mph; 2, Leslie Duncan (Vision-Smith V85), 7m30.0s; 3, Richard Groombridge (Mallock-Chamberlain Mk24), 7m42.5s; 4, Tony Pouyanne (Silver Phantom-Chamberlain T84), 7m56.1s. **Fastest lap:** Gibson, 43.7s, 111.21mph **(record). FF1600 engined cars:** 1, Tim Moores (Gryphon), 8m05.2s, 100.16mph. No other starters. **Fastest lap:** 46.3s, 104.96mph **(record).**

Pre '74 FF1600 final (15 laps): 1, Berridge, 12m57.7s, 93.73mph; 2, Porter, 13m06.6s; 3, Gilkes, 13m07.8s; 4, Woodcock, 13m08.9s; 5, Germain, 13m10.6s; 6, Hancock, 13m11.1s. **Fastest lap:** Berridge, 50.8s, 95.66mph.

Unigas Star of Mallory FF1600 race (15 laps): 1, Richard Dean (Reynard-Auriga 85FF), 12m39.9s, 95.93mph; 2, Don Hardman (Reynard-Nelson 85FF), 12m42.2s; 3, Mike Jordan (Lola-Aldon T644E), 12m44.8s; 4, Paul Morton (Royale-Minister RP33M), 12m46.5s; 5, Roger Eccleston (Van Dieman-Minister RF84), 12m52.8s; 6, Peter Eccleston (Reynard-Minister 84FF), 12m53.4s. **Fastest lap:** Dean, 49.8s, 97.58mph.

MGCC Roadgoing Midget race (10 laps): 1, Lawrence Croydon-Fowler, 10m02.3s, 80.69mph; 2, Peter Hiley, 10m03.6s; 3, Peter Felix 10m10.1s; 4, Clive Cherry, 10m16.9s; 5, Simon Croydon-Fowler, 10m17.8s; 6, James Thacker, 10m24.5s. **Fastest lap:** Croydon-Fowler, 59.0s, 82.37mph. **(record).**

Formula E FF1600 race (10 laps): 1, Ian Slater (PRS-Peck 81F), 8m43.7s, 92.80mph; 2, Malcolm Barfoot (Crossle-Scholar 32/35F), 8m49.5s; 3, Wally Warwick (PRS-Auriga 81F), 8m49.6s; 4, Bryan Mullarkey (Van Dieman-Minister RF80), 8m50.2s; 5, David Mellor (Crossle-Scholar 45F), 8m50.4s; 6, Charles Fogg (Crossle-Scholar 41/45F), 8m51.0s. **Fastest lap:** Warwick, 50.7s, 95.85mph **(record).**

ended the race firmly grounded backwards on the inside kerbing as Lodge went on to take the flag. Ashworth was elevated to second ahead of Smith with Bill Beadnell, Richard Horn and Raymond Davis filling the top six places.

A very small field of Clubmans Register cars made up the next event. Paul Gibson had no problems in taking the win in his Vision V85A, running a safe distance ahead of Les Duncan's similar car, Gibson setting a new record in the process. Third for most of the race was Vernon Davies (Mallock Mk21), on the tail of Duncan and in close company with Richard Groombridge. Swopping sides of the track on the run up to the Hairpin on lap 9, Davies made a rare error of judgement and hit the inside kerb very hard, sliding many yards and coming to rest on the entry to the corner with the right hand side of the car a mess.

At the start of the 15 lap final for the Pre '74 brigade, Woodcock made the best start but was soon demoted by Berridge who went on to win easily. Behind the flying Lotus 69 Whittingham moved through to second at the expense of Woodcock who was further pushed down the order by Porter as lap 2 unfolded. Berridge eased away in the lead and the order behind settled until just before the two-thirds distance when Woodcock was passed by Gilkes. On lap 12 Whittingham retired with an electrical problem moving Porter to second a fraction ahead of Gilkes and Woodcock.

FF1600 fans were catered for in the next race also, with the final race in the Unigas Star of Mallory championship. Richard Dean had already taken the championship honours at the previous round and was out this week in the Jim Lee Reynard 85FF raced earlier in the year by Mike Lindley, but now with Jim's own modified suspension — this being an ideal time to test the revamped car prior to the Festival. Outgoing Mallory champion Don Hardman made a good start to lead Mike Jordan and Dean round for the opening three laps. Dean slipped through to the lead at Gerrards to head Hardman and Jordan for the rest of the race as Paul Morton consolidated fourth, just a couple of seconds down. Behind the leading quartet brothers Roger and Peter Eccleston fought a mighty race for fifth/sixth; Peter having the upper hand until the final three laps when Roger slipped past. Behind the battling brothers another scrap was going on as Paul Spooner (Lola T644E) and Nick Hammerton (Van Diemen RF84) were virtually inseparable — the Lola just getting to the flag first.

Race 8 was a round of the MGCC Roadgoing Midget Championship. Peter Hiley led for the first three tours until Lawrence Croydon-Fowler went ahead, keeping the lead to the finish. Peter Felix ran third all race, having a lonely 10 laps as fourth placed Clive Cherry was some 6secs back at the flag. Simon Croydon-Fowler was fifth, under a second adrift.

Ian Slater took pole for the last race of the day, a round of the increasing popular Formula E FF1600 Series. Wally Warwick headed the pack on the opening lap from Slater, David Mellor, Malcolm Barfoot, Bryan Mullarkey and Charles Fogg. Slater took over the lead on lap 2, harrassed all the time by Warwick as Mullarkey held off Barfoot, Mellor and Fogg — the rest of the field being led by Mike Newton's Hawke DL11.

Warwick then slotted back to the front, but his sojourn was brief as his PRS oversteered into a giant spin at Gerrards at the start of the next lap. Warwick kept the engine going and slipped into first gear, setting off in sixth spot as Slater used this opportunity to extend his lead, taking a fine win. ***PAUL BOOTHROYD***



Vernon Davies' Mallock comes to grief on the way up to the Hairpin on lap 9.

Boutwood misses out

SNETTERTON, Oct 20: The grid had formed for the first of the afternoon's scheduled eight races and there was less than a minute to the off when a 'delayed start' board was displayed. It was to be an hour and fifty minutes before the racing began . . . Sadly, a marshal had suffered a heart attack and when the circuit doctors were able to move him, it was vital that they accompanied their patient on the 20 mile journey to Norwich. It was almost 4 o'clock before the medical staff were restored to their required complement. Thus disrupted the BARC's meeting became a compromise.

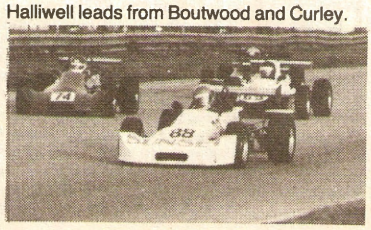
A driver's first race is always a nerve wracking experience and for the crop of Jim Russell Racing Drivers School pupils who constituted the first race it was particularly difficult. Initially it was old boys Chris Bakewell and Simon Phillips who disputed the lead. An enthusiastic dice, indeed. Too enthusiastic, for pop drummer Phillips (soon to tour with Pete Townsend) inverted his car against the bank at — yes you've guessed — Russell bend, and Bakewell, who duly took the chequered flag, was penalised 70secs for over revving, a handicap that dropped him way down the order. The winner was finally declared as young Kelvin Burt.

The small fields for the final rounds of the two National Mini Challenges were run together. In the Miglia contest, confirmed champion Mike Fry retired from the lead on lap 4 with a broken rocker arm and the honours went to Gerald Dale who had shadowed him closely until then. For the Mini 7 champion elect, it was a happier story. Russell Grady easily outpaced the scrapping Peter Kavanagh, Chris Tyrrell and Michael Jackson.

The second Formula Russell race had much the same outcome as the first. Runaway winner on the road Miles Berkeley received 20 secs for exceeding the rev limit and as second man home Alastair France was also penalised it was won by Israeli Nir Peretz.

The anticipated highlight of the afternoon was the culmination of the Sabre pre '80 2000 championship for which Tony Halliwell and Peter Boutwood have been vying all year. We were not to be disappointed. Simply put, Boutwood needed to win, and set the fastest lap, with Halliwell third or lower, if he was to snatch the title. In practice they shared the fastest time. At the green light, Halliwell was away well but the effervescent Boutwood was for once caught napping and was swamped by the second row. Quickly, however, the two Lolas were nose to tail with Peter looking for a way past his rival. This he duly found at the entrance to the complex on lap 3 and although he recorded the fastest lap the pair of them were way out of reach of their pursuers. Thus Tony secured the series with a comfortable second place.

Halliwell leads from Boutwood and Curley.

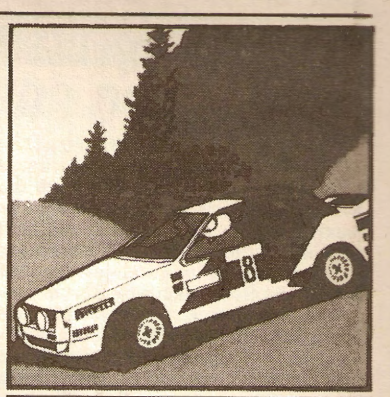


A non-championship Road Saloon race proved an ideal opportunity for the recently confirmed Duckhams champion Trevor Griffiths — from nearby Old Buckenham — to complete his Snetterton hat trick this season. 'Griff', despite a leisurely start, was leading at Riches on lap 2 and was never challenged again.

The Champion of Snetterton and 1974-78 FF1600 fields were assembled for the final race on the condensed programme. It was to be an event of considerable incident, although the first corner mêlée when the hungry front runners from the 74-78 grid — which started 10 sec later than the Champion of Snetterton cars — were confronted by waved yellows and numerous recovering C of S aspirants was not the disaster it momentarily appeared to be.

Andy Mathew was the leader of the C of S race from start to finish with an accomplished performance. Behind Andy, Snetterton's Atlantic commuter Jack Dickinson emerged with fastest lap and an intact car from a three-way battle which left Steve Watt with a damaged Quest after it was assaulted by Ted Hawkins' Van Diemen at the Esses last time around.

The 1974-78 category lacked champion Jeff Greswell, but Wil Arif and Rod Townsend's hopes of victory were thwarted by Doug Lague. ***ANDY LEEDER***



INTERNATIONAL RALLIES

Top German

Oct 18/20: New German Champion, Kalle Grundel, celebrated his title with a convincing lap of honour by dominating the 3 Stadte Rally, based on Starubing in Bavaria. The Peugeot Deutschland 205 Turbo 16 was fastest on each of the 23 stages to head Manfred Hero home by a massive 14m38s margin.

But the story of the rally also centred on the appearance of Walter Rohrl, not in his usual Quattro S1, but in a standard Audi 90 Quattro in an attempt to appease the German environmentalists. It was not a great success, the local superstar finishing 13th. Mikael Eriksson's similar car also failed to impress, retiring on stage 4 with a blown head gasket. VW's hopes of success rested with Lars-Eric Torph in the VAG Sweden Golf GTI but an errant wheel put an end to that attempt, but Kenneth Eriksson brought his car home in third to keep them happy.

ROLF NIEBORG

3 STADT RALLYE (D)

German Championship

1, Grundel/Diekmann (Peugeot 205 Turbo 16), 2h18m55s; 2, Hero/Mueller (Opel Manta 400), 2h33m33s; 3, Eriksson/Stock (VW Golf GTI), 2h36m28s; 4, Petersen/Bockelmann (Opel Manta 400), 2h36m39s; 5, Moosleitner/Stadler (Opel Ascona 400), 2h37m25s; 6, Haugland/Eckhardt (Skoda 130LR), 2h38m26s.

OULTON PARK

The MGCC ran a seven-race programme at Cheshire last Saturday, with victories going to: Terry Smith (B/C/V8s); Ron Gammons (T Series Midgets); Mark Ashworth (Cockshoot Trophy); Richard Hutton (MGAs); Peter Hiley (Sprite/Midgets); Roger Eccleston (FF1600); and Merv Sherlock (Allcomers scratch). Full report next week.

SNETTERTON — BARC

Jim Russell Racing Drivers School race (6 laps): 1, Kelvin Burt, 9m13.1s, 74.86mph. 2, Kozo Orita, 9m21.0s, 3, Roy McLean, 9m35.8s. 4, Charles Rubens, 9m47.4s. 5, Curtis Burell, 9m49.8s. 6, Sebastian Anduze, 9m59.0s. **Fastest lap:** Chris Bakewell, 1m25.6s, 80.62mph.

National Mini Miglia race (8 laps): 1, Gerald Dale, 11m06.7s, 82.81mph. 2, Bev Comber, 11m17.2s. 3, Graham Chivers, 11m 17.6s. 4, Mark Jones, 11m18.1s. 5, Peter Calver, 11m38.2s. 6, Dave Brookes, 11m58.4s. **Fastest lap:** Dale, 1m21.1s, 85.09mph.

National Mini Seven Challenge race (8 laps): 1, Russell Grady, 11m51.2s, 77.62mph. 2, Peter Kavanagh, 11m56.2s. 3, Chris Tyrrell, 11m56.6s. 4, Michael Jackson, 11m59.6s. 5, David Goodridge, 12m16.5s. 6, Danny Boulton, 12m16.6s. **Fastest lap:** Grady, 1m26.5s, 79.78mph **(record).**

Jim Russell Racing Drivers School race (6 laps): 1, Nir Peretz, 9m11.9s, 75.06mph. 2, Miles Berkeley, 9m16.9s. 3, Alastair France, 9m19.2s. 4, Clifford Lawrence, 9m19.7s. 5, Jack Kallorgis, 9m46.4s. 6, Hector Cortes, 9m47.2s. **Fastest lap:** Berkeley, 1m26.0s, 80.24mph.

Sabre Fabrications Pre '80 FF2000 race (8 laps): 1, Peter Boutwood, (Lola-Nelson T580) 9m16.1s, 99.27mph. 2, Tony Halliwell, (Lola-Neil Brown T580) 9m17.9s. 3, Mark Curley, (Royale-BSR RP25) 9m31.2s.4, Robert Mears, (Reynard-Ford SF79) 9m41.0s. 5, John Davis, (Sparton-Swiftfree SF79) 9m49.8s. 6, Richard Douglas, (Reynard-Minster SF79) 10m26.6s. **Fastest lap:** Boutwood, 1m08.1s, 101.33mph.

Non Championship Road Saloon race (8 laps): 1, Trevor Griffiths, (Vauxhall Droopsnoot), 11m27.9s, 80.25mph. 2, John Chambers (VW Golf GTI), 11m44.3s. 3, Alex Elliott (BMW CSi), 11m44.5s. 4, Mark Williams (Ford Capri), 11m55.0s. 5, Jim Edwards (Ford Fiesta XR2), 12m14.7s. 6, John Chilton (BMW Si), 12m17.2s. **Fastest lap:** Griffiths, 1m23.4s, 82.75mph.

Champion of Snetterton FF1600 race, (8 laps): 1, Andy Mathew, 9m59.0s, 92.16mph. 2, Jack Dickinson, 10m06.4s. 3, Mike McKay, 10m26.0s. 4, Ken Deurloo, 10m39.0s. 5, John Bearman, 10m42.9s. 6, Mark Grant, 10m44.8s. **Fastest lap:** Dickinson, 1m12.8s, 94.79mph.

BARC 1974-78 FF1600 race (8 laps): 1, Douglas Lague (Hawke DL19), 10m21.0s, 88.90mph. 2, Wil Arif (Crossle-Howe 25F), 10m22.2s. 3, Rod Townsend (Van Diemen-Thorpe RF78), 10m22.4s. 4, Chris Whibley (Royale-Rowland RF21), 10m30.5s. 5, Andrew Woods (Sparton FF78), 10m33.0s. 6, John Galpin (Crossle-Scholar 32F), 10m35.4s. **Fastest lap:** Lague, 1m14.8s, 92.26mph.

Beating the curse

PHARAOH'S RALLY, Oct 6/20: "At last I have beaten the curse of the Pharaohs," remarked Saeed al Hajri as he eased his Rothmans Porsche 959 onto the victory ramp of the 4th Rothmans Pharaohs Rally. After 10 days and 4000kms of rallying in Egypt's deserts and mountains, Al Hajri from Qatar, became the first Arab driver to win a major international event, outside the Middle East. In past years, the reigning Middle East Champion has retired from the Pharaohs after winning the first special stage, but this year it was the turn of Belgium's Jacky Ickx to go no further when his Porsche 959 destroyed itself in a fire.

An important feature of this year's tough marathon across the scorching seas of sand was the Rothmans Mitsubishi Challenge — won by the third placed Pajero of Japan's Masouka, but for much of the event he had to eat the dust of Kuwait's Ahmed al Helal until front transmission failure cost the Arab dearly, dropping him from third to seventh. Dubai's Abdulah Omar was the only team member not to finish from the six strong band of Pajeros, his luckless run eventually ending with electronic ignition failure on the 2.6-litre turbocharged machine. The leading Gulf driver, Al Helal, went on to put in a stirring drive into sixth place.

That competition had been led by one-time second placed, Bruno De Montaibut, but the Frenchman's Mercedes prototype retired on the fourth day with a broken timing chain in the engine. His place was taken by Italy's Luciano Andreetto driving a Mitsubishi and he held his position until the loss of an hour with a broken distributor on Thursday's Red Sea section dropped him to fourth, ahead of Gerard Planson. But Frenchman Planson increased his pace in the Mercedes to eventually overhaul Andreetto on the final 230km Sphinx section on Saturday.

But what is a tricky task for cars is unthinkably difficult for the brave solo motorbike riders who charge headlong into the desert wastes with barely a compass for guidance. Gaston Rahier — the plucky little Belgian dwarfed by the size of his BMW Enduro machine — put his stamp of authority on the event, taking over the lead on the third day from Rothmans Honda rider, Cyril Neveu. The Frenchman suffered a broken chain on his Honda during the tough rocky section out towards the frontier with Libya and he was never to recover for, as the cars are separated by hours and minutes, the bikers fight for bare seconds. His team-mate, Gilles Lalay, challenged well but retired.

Soleman al Kharusi powers his Pajero past a well known backdrop.



PHARAOHS RALLY (ET)

1, Al Hajri (Porsche 959), 3h39m57s; 2, Kusmaul (Mercedes V8), 7h02m26s; 3, Masouka (Mitsubishi Pajero), 7h42m41s; 4, Planson (Mercedes 280GE), 8h20m05s; 5, Andreetto (Mitsubishi Pajero), 8h22m07s; 6, Al Helal (Mitsubishi Pajero), 8h59m13s.
Motorbikes: 1, Rahier (BMW Enduro), 24h47m58s.

Guy is the guy

Oct 17/20: Although Andrea Zanussi won the Rothmans Antibes Rally at the weekend, second place was enough to clinch the French Championship for Guy Frequelin, his Opel Manta 400 finishing just 6secs adrift of the West Lancia. The Renault 5 Maxi Turbos of Francois Chatriot and Didier Auriol both led the rally at one stage, but Chatriot stopped with a blown engine and transmission troubles brought Auriol's event to a halt, handing Zanussi the lead.

HUGH BISHOP

ANTIBES RALLY (F)

European Championship, coefficient 2

1, Zanussi/Cresto (Lancia Rally 037), 5h26m40s; 2, Frequelin/Tilber (Opel Manta 400), 5h26m46s; 3, De Mayer/Pancini (Renault 5 Turbo), 5h47m57s; 4, Pregliasco/Cianci (Lancia Rally 037), 5h49m13s; 5, Loubet/Vieux (Alfa GTV6 — A), 5h51m31s.
European Rally Championship: 1, Cerrato, 409pts; 2, Biasion, 245; 3, Servia, 231; 4, Demuth, 221; 5, Pregliasco, 202; 6, Zanussi, 190; 7, Brookes, 186; 8, Kaby & Tabaton, 184; 10, Beguin, 183.

Sainz fails

Oct 12/13: By winning the San Froilan Rally, Salvador Servia clinched the Spanish title with his Lancia Rally 037. His only rival, Carlos Sainz, needed to win the last three events in the series and he tried hard enough. The Renault 5 Maxi Turbo led after the first stage, chased by Beny Fernandez in the Opel Manta 400, but Servia quickly redressed the balance, assisted by the latest Pirelli D8 tarmac rubber, to lead into Lugo at the end of the first leg.

Sainz began the second section by taking fastest on the first three stages to move into a 2 secs lead, but it all went wrong on the next when he planted the Renault into a wall, his retirement handing the title to Servia.

ESTEBAN DELGADO

SAN FROILAN RALLY (E)

Spanish Rally Championship, round 10

1, Servia/Sabatier (Lancia Rally 037), 2h15m50s; 2, Fernandez/Orozco (Opel Manta 400), 2h17m28s; 3, Ortiz/Minguez (Renault 5 Turbo), 2h19m46s; 4, Martorelli/Bou (Talbot Samba Rally), 2h31m37s; 5, Mora/Moya (Renault Gordini Turbo), 2h34m12s; 6, Barrio/Garcia (Porsche 911SC RS), 2h35m01s.
Spanish Championship: 1, Servia, 1581 pts; 2, Sainz, 1419; 3, Fernandez, 1004; 4, Arque, 839; Munz/Basses, 723.



NATIONAL RALLIES

Premier day

Oct 20: Nottingham crew Pete Doughty/Ray Tomlinson took their Opel Manta to victory over David Bell/Steve Bidwell on the Premier Stages Rally run by Dukeries MC for 82 crews. The 1984 winners were always struggling in their RS1800 and dropped back steadily but veteran Graham Lepley had a fine third.

PREMIER STAGES

1, Pete Doughty/Ray Tomlinson (Opel Manta), 46m51s; 2, David Bell/Steve Bidwell (Ford Escort RS1800), 47m34s; 3, Graham Lepley/Mike Owens (Ford Escort RS1800), 49m27s; 4, Martin Stockdale/Hugh Peat (Talbot Sunbeam 1600) 50m11s; 5, Steve Johnson/John Vincent (Opel Manta), 50m20s; 6, Michael Shirtcliffe/Keith Edward (Ford Escort 1600), 51m02s.

Baulked . . .

Oct 19/20: Ken Skidmore and Charlie Woodward won the South Valley Trophy Rally for the second year in succession when 84 crews turned up for the Pendle DMC organised 155 mile route in parts of north Lancashire and Yorkshire.

Early leaders John Schuffe/Shaun Argent lost nearly 4mins when baulked by a non-competing car in the second half and saw a 47sec lead disappear very quickly.

SOUTH VALLEY TROPHY

1, Ken Skidmore/Charlie Woodward (Ford Escort), 20m50s; 2, Neville Crossley/Joe Riding (Ford Escort), 23m32s; 3, Julian Cope/J McNichol (Ford Escort), 25m26s; 4, Tony Shields/Jim Kitson (Vauxhall Nova), 25m58s; 5, John Schuffe/Shaun Argent (Talbot Sunbeam 1700), 27m32s; 6, Graham Howard/Kevin Savage (Ford Escort), 27m40s.

By George!

Oct 20: Camel Vale MC used seven forestry and four claypit stages for this Autotrader sponsored event which had three dozen crews, and after setting three quickest times and equal on three others Geoff George/Ian Rawle won by 16secs. By taking fourth place Ed and Brian Hardy have moved into the lead in the ASWMC's Forest Stages series.

CAMEL STAGES RALLY

1, Geoff George/Ian Rawle (Ford Escort 1600), 2459s; 2, Andy Orchard/Paul Hughes (Ford Escort 2.2), 2475s; 3, Mike Tregoning/Nick Powell (Ford Escort 2.2), 2509s; 4, Ed & Brian Hardy (Ford Escort 2 litre), 2537s; 5, Jonathan Slee/Paul Hannan (Ford Escort 1600), 2569s; 6, Rob & Kay Stoneman (Ford Escort 1600 turbo), 2602s.

Costly for Corbett

Oct 19: Steve Baber took his Opel Manta to an easy win at Pembrey on the Gwendraeth MC's event which had 40 crews tackling six stages on the former airfield in south Wales. Corbett Williams had a useful lead when his head gasket went on the penultimate stage.

GWENDRAETH STAGES

1, Steve Baber/Tony Thomas (Opel Manta), 49m40s; 2, Winston Davies/Rob Holloway (Talbot Sunbeam Lotus), 51m37s; 3, Steve Bennett/Mike Leather (Ford Escort 2 litre), 51m52s; 4, Richard Hill/Ron Morgan (Ford Escort 1600), 52m02s; 5, Phil Rees/Clive Forward (Talbot Sunbeam), 52m03s; 6, Nigel James/Henry Jones (Ford Escort 2 litre), 52m27s.

No Runaway

Oct 20: Knockhill race circuit plus parts of the rallycross course were used by Dunfermline CC or their stage event which had 55 crews tackling 10 stages.

Throughout the day it was a tense struggle between Klaas Swart and Craig Conway and they were never more than 3secs apart once John Shirley had retired his Escort with a broken rotor arm when in the midst of the battle.

RUNAWAY STAGES

1, Klaas Swart/Alan Hosie (Ford Escort G3), 21m00s; 2, Craig Conway/Tony Morton (Ford Escort RS), 21m03s; 3, Jim Fleming/Adam Duff (Opel Manta), 21m39s; 4, Andy Burnett/Ian Woodyer (Vauxhall Chevette HSR), 21m49s; 5, John Brodie/Alasdair Henderson (Talbot Sunbeam 2 litre), 22m21s; 6, Doug Dawson/Jim Taylor (MG Metro), 22m21s.

Harvest home

Oct 19: Pat Kirk, in the SC Engines Nissan 240RS won last Saturday's Donegal MC Harvest Rally. Kirk trailed the Talbot Sunbeam Lotus of local man, Pat Dunnion, for most of the 85 mile tarmac rally, until the latter retired.

One of the stars on the day was Sammy Fisher in his Mini, fourth place from the 102 starters was just reward for his efforts.

BRIAN PATTERSON

HARVEST STAGES

1, Pat Kirk/Godfrey Crawford (Nissan 240RS), 55m42s; 2, Joe McHugh/Danny McHugh (Ford Escort RS), 55m56s; 3, Jackie Harris/Paul Harris (Talbot Sunbeam), 56m15s; 4, Sammy Fisher/Kevin Kiely (Mini), 56m33s; 5, Gerry McVeigh/Eamonn Canly (Talbot Sunbeam), 57m05s; 6, Stephen Emerson/David Bole (Talbot Sunbeam), 57m05s.

In the dark

Oct 20: Seventy eight crews were allowed to pace note parts of Salisbury Plain prior to the midnight start of the Mobile Windscreen supported 56 mile of stages used by Devizes MC. James Kingswell/Wreford Piper charged from the start and ended up by winning by 18secs from Steve Jackson/Neil Richardson.

DEVILS TOUR

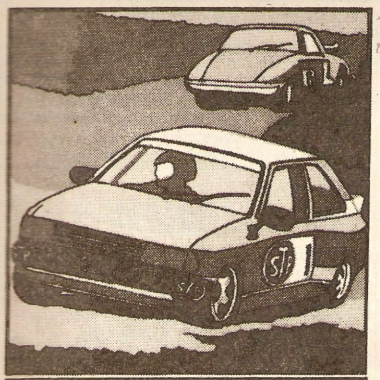
1, James Kingswell/Wreford Piper (Ford Escort RS), 2644s; 2, Steve Jackson/Neil Richardson (Vauxhall Chevette), 2662s; 3, Peter King/Worth Birkill (Talbot Sunbeam Lotus), 2701s; 4, Mike Piranty/Andy Sutton (Ford Escort RS), 2823s; 5, Malcolm Crocker/Geoff Sellman (Vauxhall Chevette), 2825s; 6, Mick Steptoe/Ann Hoffmann (Ford Escort), 2831s.

Favourites take bronze

Oct 19/20: Northallerton crew Duncan Wallace/John Richardson had a 28sec winning margin on the Butterwick Trophy Rally to which Whitby DMC attracted 46 crews for a 150 mile route over two loops in parts of the north Yorkshire moors. John Mennell/Chris Jarvis, pre-event pace setters only managed third after losing time in the first half.

BUTTERWICK TROPHY RALLY

1, Duncan Wallace/John Richardson (Vauxhall Chevette 2.3), 2232s; 2, Pete Billam/Lloyd Walker (Ford Escort 2 litre), 2260s; 3, John Mennell/Chris Jarvis (Talbot Sunbeam 1600), 2423s; 4, Ewan & Donald McPherson (Ford Escort 2 litre), 2479s; 5, John Strickland/Richard Burdon (Talbot Avenger 1300), 2632s; 6, John Jackson/Anita Gibson (Ford Escort 1600), 2727s.



OFF TRACK SPORT

Top Finn

VALKENSWARD, Oct 13: Thousands of spectators gathered at the Eurocircuit to witness the first series victory in the European Rallycross Championship by a Finnish driver. That man was Porsche ace Matti Alamaki.

Reigning champion Martin Schanche arrived finally leading the series after the almost impossible had happened just seven days earlier when his rivals Alamaki and Olle Arnesson had broken down right at the start of the German event and failed to score. That had come as an unexpected bonus to 'Mr Rallycross', his car now straight again after his attempts to celebrate that win had resulted in an up-ended car and a very sheepish driver! To rub salt into the wound, a set of small wheels had been stuck on the roof — just in case.

Proceedings got underway after Piet Dam had succeeded in clinching the local Dutch crown for the third consecutive time. Unfortuately, sole British driver taking part in this series, Graham Strugnell, was to have a poor day with the Sealink backed Mini due to clutch failure.

John Welch took the opportunity in practice to do some tyre testing and also run-in his freshly rebuilt engine following its Lydden Hill tribulations, while Trevor Reeves was trying out one or two mods on behalf of Ford on his Escort RS Turbo, some of which were proving more hinderance than help.

Come race-day and Reeves' engine developed a misfire. Despite this, and poor gearchange, especially down into second, Reeves still managed sixth fastest in Division 1. This improved to fourth fastest after the second runs and third fastest last time out, so his place in the Div 1 A final was assured. Anders Norstedt had already secured the Division 1 crown and at the start of the final it was Swedish team-mate Lars Nystrom who managed to put his Volvo into the lead to hold Norstedt at bay until the chequered flag. Meanwhile, a right battle developed between Bjorn Skogstad, Reeves and Roger Sandberg as the British driver found himself sandwiched between the Norwegian Opel Asconas. Skogstad succeeding in holding everyone off for third.

In Division 2 there were immediate problems for Strugnell when his dice with Johan van de Wetering ended in the latter hitting one of the concrete posts very hard indeed and rolling. The race was stopped. The Mini driver managed to come home second in the re-run, but a broken steering ended Strugnell's day on the third runs. The excitement grew as the championship leaders came out for their first runs, Arnesson doing well to win his heat from Welch and Sunbeam driver Arild Martinsen to set the then second fastest time, Piet Dam being quickest. Now it was Alamaki's turn, though, and surely Dam would be demoted. Sure enough, the Porsche driver charged off the line, leaving Rolf Nilsson, Kjetil Bolneset and the rest of the field miles behind. But the slightest of errors at the chicane at the start of lap 2 saw the Finn ploughing into the sand and out of the race. No such problems for Schanche though, and despite looking remarkably smooth promptly knocked no less than 3 secs off Dam's best!



Matti Alamaki made sure of the Euro rallycross crown by taking victory in the Division 2 A final.

Fortunes change quickly though and in the second runs the tables were immediately reversed. Alamaki made no mistakes and reduced the fastest time a shade further, but it was a disastrous run for Schanche, who dropped a right clanger coming into the chicane and left a gap wide enough for Arnesson to drive a bus through. The Swede dived for the lead, Schanche tried to block, the two clashed. Olle raced clear and the Norwegian was left to limp back to the paddock with damaged steering. In the third runs Schanche made sure that there would be no mistakes this time as he took a good second off Alamaki's earlier best. Welch hit trouble at this point when the gearbox started playing up and he was forced to complete both his last run and the final in fourth gear, while hopes of a local victory were dashed when Dam retired with engine problems.

Bolneset managed a very narrow victory over Martinsen in the C final, but in the B race the Quattro driver was left standing as Seppo Niittymaki, took victory to go into the last race of the day.

VALKENSWARD (NL)

European Rallycross Championship, final round

Division 2 A final: Matti Alamaki (Porsche 930 twin-turbo); 2, Olle Arnesson (Audi Quattro); 3, Rolf Nilsson (Porsche 930 turbo); 4, John Welch (Ford Escort turbo); 5, Seppo Niittymaki (Porsche 911 twin-turbo); 6, Martin Schanche (Ford Escort turbo).

Division 1 A final: 1, Lars Nystrom (Volvo 242 turbo); 2, Anders Norstedt (Saab 900 turbo); 3, Bjorn Skogstad (Opel Ascona 2000i); 4, Trevor Reeves (Ford Escort RS Turbo); 5, Roger Sandberg (Opel Ascona 2000i); 6, Hakan Ivarsson (Volvo 242 turbo).

Division 2 B final: 1, Niittymaki; 2, Kjetil Bolneset (Audi Quattro); 3, Francois Monten (Audi Quattro); 4, Timo Virtanen (Audi Quattro); 5, Michael Nordstrom (VW 1303 turbo); 6, Piet Dam (BMW 320i turbo).

Division 1 B final: 1, Ivarsson; 2, Knut Boberg (VW Golf GTi); 3, Trond Engelretsen (Opel Ascona); 4, Kamiel Vereeken (VW Golf GTi); 5, Jouko Kallio (Fiat Ritmo 130 TC); Wolfgang Schmidt (VW Golf GTi).

Division 2 C final: 1, Bolneset; 2, Arild Martinsen (Talbot Lotus turbo); 3, Geir Asbjornsen (Porsche 911); 4, Mauno Jokinen (Porsche 911); 5, Wim van Herck (Volvo 343); 6, Jos Fassbender (Renault Alpine A310).

Division 1 C final: 1, Kallio; 2, Arnold Vereeken (VW Golf GTi); 3, Oliver Sasse (VW Golf GTi); 4, Cees Verkooyen (Nissan Pulsar); 5, Jo van den Ven (VW Polo); 6, Arild Lovli (VW Golf GTi).

European Rallycross Championship final places: Division 2: 1, Alamaki; 2, Schanche; 3, Arnesson; 4, Niittymaki; 5, Nordstrom; 6, Nilsson. **Division 1:** 1, Norstedt; 2, Nystrom; 3, Skogstad; 4, Ivarsson; 5, Boberg; 6, Roger Sandberg.

As the lights flashed green at the start of the A final, a roar from the crowd indicated that Schanche had grabbed the advantage as the pack stormed off the line, but it was a very short-lived one. Alamaki was right on his tail and as they went round the Daytona bend the Porsche driver sntached the lead. Schanche fought back, but to no avail, as everything went wrong at once: the oil pressure dropped as the drive pulley on the pump broke and the retiring champion had to concede defeat. Alamaki proceeded to take his fourth victory in the series and with it the European title overall. Arnesson crossed the line second ahead of Nilsson. Welch and Niittymaki, but it was not enough to place him ahead of Schanache overall.

BILL MANTOVANI

Cobra strikes

WISCOMBE PARK, Oct 20: For their first venture onto the hills the HSCC proceeded to Wiscombe Park with a small, but interesting entry for their Piccolino Models supported event. The meeting saw many of the regular circuit racing exponents attempting the somewhat different sport of hillclimbing for the first time and judging by the response at the prizegiving it was an exercise that will be repeated in 1986.

Following two practice runs the organisers, aided to the full by members of the enthusiastic Woolbridge MC, ensured that no less than four competition runs were completed by 4.00pm, too. The opening class of the day for the pre-1960 road cars was dominated by the Lotus 7 of Tony Thompson (making his first visit to a hill) and David Chaney. Thompson finally emerged ahead of his co-driver, but only after a fight, winning by 0.75 sec. A fine effort from local driver Michael Axe saw his beautiful Jaguar XK140 taking third place, just pipping to the post the equally well driven Frazer Nash Le Mans of Bill Roberts. The pre-1960 sports racing car class produced one of the drives of the day, from John Gray, who improved by some 4secs to break the 49s barrier, taking the class by a goodly margin from Tim Walton and Bill Roberts with their Frazer Nash Le Mans.

With Tony Dron a non-starter in the Steyr-Allard, the pre-1960 single seater class contained just the interesting CFS of Stephen Curtis who overcame various problems to produce a creditable couple of climbs. The next class for 1961-1965 road cars contained Wiscombe exponent Paul Channon who certainly fought his Cobra every inch of the way, using armfuls of opposite lock at Wis Corner. The technique worked, however, for his best climb of the day produced the only sub 45s ascent of the Devonshire hill. A fighting effort from Roger Connel ensured that the TVR Griffith driver easily clinched the class with Channon's elevation to BTD, being only a couple of seconds down on the Cobra.

With the only runners in the next class, Philip and Richard Kyle sidelined after their Marcos had fallen foul of Wiscombe's rather solid scenery, the 1966-'70 road cars were next, producing the best battle of the afternoon. Throughout the competition the lead changed hands between Paul Weldon and Gordon Bruce, the TVR Tuscan pilots obviously thoroughly enjoying their scrap. Both clipped the 46s barrier on their best run to easily fend off the Lotus Europa of Simon Ford with the honours finally falling to Bruce. With several non-starters in the sports racing division, including the Chevron B19 of former Wiscombe pacemakers Richard Fry and Ted Williams which suffered a drive-shaft failure in practice, it was left to Colin Pool to run alone with his beautiful Chevron B16. The last class of the day featured 'other' cars and produced another win for Ray Bellm, the V8 powered Marcos Mantula doing extremely well to clip the 50s barrier en route to a 2sec victory over Gordon Bruce, who this time was Peugeot 205GTi mounted. Messrs Williams and Fry enjoyed themselves with a Rover SD1 and an Astra GTE, producing tyre protestations a-plenty, although they were unable to challenge the third placed Tony Bellm. More next year please.

ROBIN BOUCHER

WISCOMBE PARK

BTD: Paul Channon (4.7 AC Cobra), 44.65s.

Class winners: Tony Thompson (1.5 Lotus-Ford 7), 46.55s, John Gray (1.2 Lotus-Climax XI), 48.64s, Stephen Curtis (1.1 CFS F2/3), 54.04s, Roger Connel (4.7 TVR Griffith), 46.94s, Gordon Bruce (4.7 TVR Tuscan), 45.59s, Colin Pool (1.8 Chevron B16), 46.03s, Ray Bellm (3.5 Marcos Mantula), 49.24s.

Almost there

KIRKISTOWN, Oct 12: Robert 'Turbo Sam' McGimpsey vitually clinched his second Northern Ireland Sprint title with a win in the penultimate round of the series.

The Crossle Turbo was never challenged, even in practice, and when series rival Ronnie Maybin retired the family Delta T80 with transmission maladies, 'Turbo' had an untroubled day. Closest of the pursuing hordes was circuit racer Joey Greenan, who fairly hurled his Van Diemen round the 3 mile (two lap) course to get within 4 secs of the Turbo BDA powered machine, winning his class in the process. Richard Young took third spot in his ageing FF2000 Crossle ahead of Alan Maybin in the Delta, Brian McGinley's off-song Toleman and the Mallock of Alex Furphy.

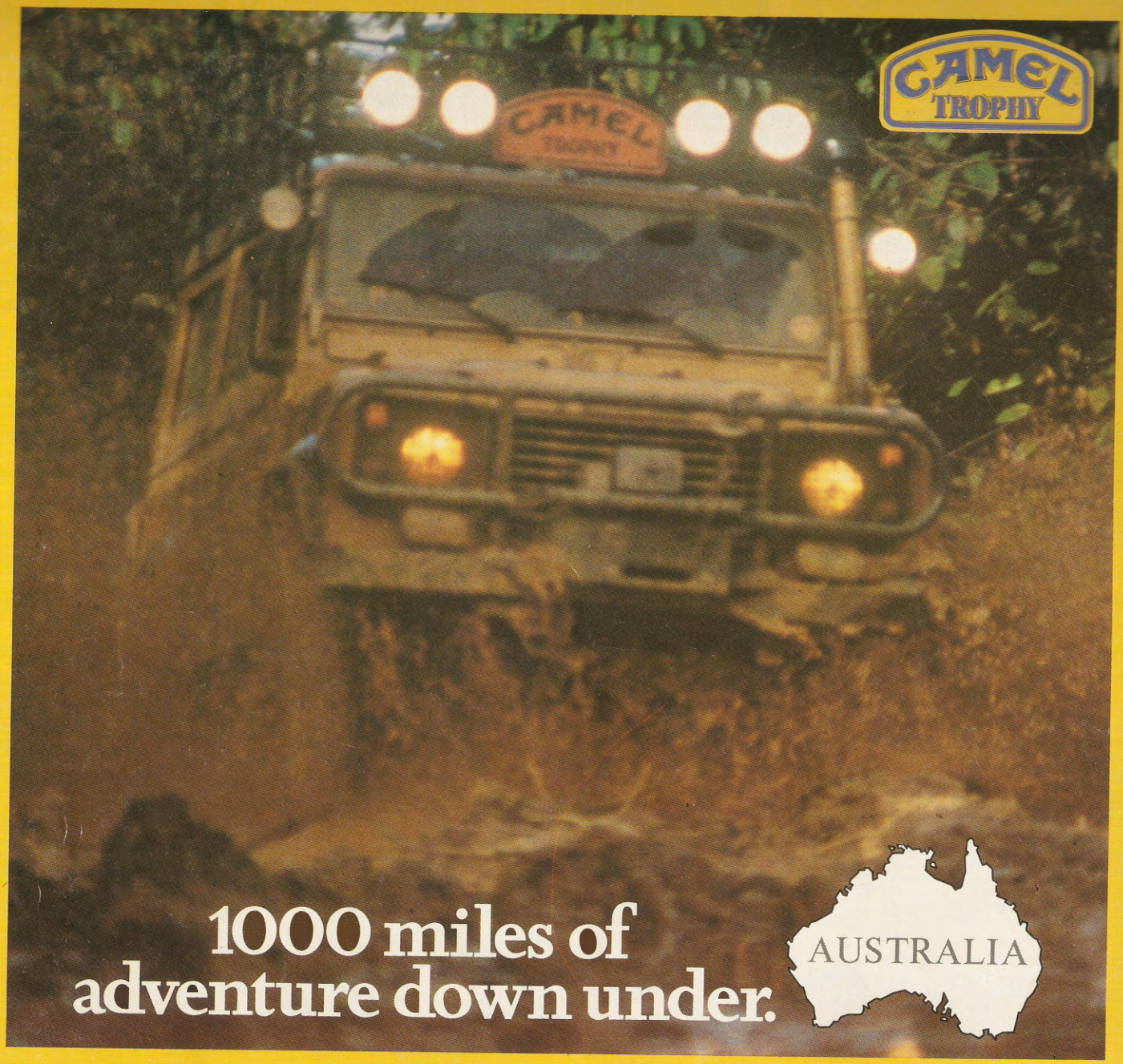
Among the saloon brigade, Fred Crawford debuted his rallycross Escort effectively to beat Bertie Law's Chevette in a continuation of the battle they have had all year.

RICHARD YOUNG

KIRKISTOWN SPRINT

Top Six: 1, Robert McGimpsey (1.6 Crossle BDA-26F t/c), 2m16.9s; 2, Joe Greenan (2.0 Van Diemen RF82), 2m20.7s; 3, Richard Young (Crossle 33F), 2m27.2s; 4, Alan Maybin (2.0 Delta T80/81), 2m28.1s; 5, Brian McGinley (2.2 Toleman-Hart TG280), 2m30.0s; 6, Alex Furphy (1.7 Mallock Mk 24), 2m30.1s.

Class winners: Robert Morrison (1.0 Clan), 2m41.9s; Roy Hylands (1.3 Mini), 2m39.7s; Adrian Kirkland (1.6 Ford Escort-BDA), 2m35.1s; Fred Crawford (2.2 Ford Escort-BDA) 2m33.5s; Ken Brownlees (1.6 Talbot Sunbeam Ti) 2m52.4s; Fred Patterson (3.3 Porsche 911) 2m42.1s; Richard Linden (1.6 Crossle 327), 2m33.6s; Arthur Ovens (1.3 MG Midget), 2m58.8s; Greenan and McGimpsey. **Ladies Award:** Jenny Kennedy (2.0 Reynard 81SF).



1000 miles of adventure down under.

You could be one of the team chosen to represent the United Kingdom in the Camel Trophy '86, driving a specially prepared Land Rover 1000 miles through the tortuous tropical rainforest and bush of Northern Queensland, Australia.

For the 14 international teams, the work will be hard and exhausting, but this off-road adventure will be one you will never forget. It is not a race or a rally, and is something for the true adventurer.

Do you want to be in the UK team? If so complete the application form below for the brochure of the event and entry form. Selection will be by written application followed by interviews and initiative tests. The finalists will be subjected to exhaustive training and selection tests early in 1986.

CAMEL TROPHY

I am interested in the Camel Trophy '86 and would like further information and entry form:

Name_____

Address_____

_____ Postcode_____

Tel No. (Home)_____

I will be over 21 years of age on 1st January 1986.

Please return to: Geoffrey Frankcom (UK) Limited, 185 Piccadilly, London W1V 9DA.

DANGER: Government Health WARNING:
CIGARETTES CAN SERIOUSLY DAMAGE YOUR HEALTH