

# Autosport

CPM

A Haymarket publication

March 21, 1985 80p

## Dumfries tests Ferrari



1 trials ■ Ferrari & Lotus

Silverstone F3000 on Sunday

Primoco grid ■ New Granada

Thruxton: back in the game

**FREE!**

**Autosport**  
GRAND PRIX GUIDE 85

FULL-COLOUR

**ALL THE  
F1 CARS  
& DRIVERS**

PART 1 INSIDE...

FRONT COVER

Johnny Dumfries is pictured on our front cover this week, seen testing for Ferrari at Fiorano. Full story: page 15. Photo: Stefanini Alessandro.

NEXT WEEK

All the action from Silverstone's International Trophy meeting: Formula 3000, Trimoco Group A and Marlboro Formula 3 racing — Full story from Imola F1 testing — Mazda in rallying — Plus full colour guide to Renault.\*

\*These items correct at time of going to press.

# Autosport

We are unable any longer to keep down the cover price of AUTOSPORT in the face of ever increasing production costs. However, we have been able to keep the increase to a minimum without jeopardising our present standards of coverage. From this week, the cover price of your motor sporting weekly is 80 pence, and we are confident that this still represents unparalleled value for money relative to other magazines specialising in the field of motor sport.

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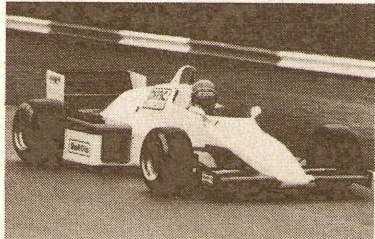
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# Autosport

## PIT & PADDOCK 4

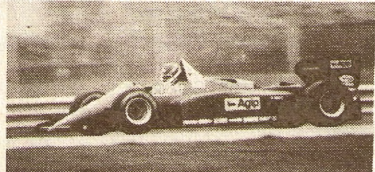


All the international motor racing news — Toleman pull out of F1 — Rome Grand Prix is off; extra date for Brands Hatch? — Dumfries at Onyx — F3000 tyre problems — Moreno joins Barron Tyrrell team — Group A regulations to change.

## COMMENT 12

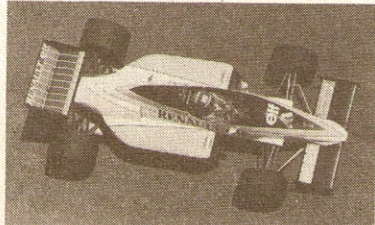
We take a look at the birth of a new series, Formula 3000, in *Comment* — Your views on the Toleman plus a variety of other subjects in *Correspondence* — A look back in time to motor sport 10 and 25 years ago with *Then as Now!* — Plus a chuckle or two from *Catchpole*.

## JOHNNY DUMFRIES 15



Johnny Dumfries tested a Ferrari 126 C4 at Fiorano last week. Quentin Spurring talks to him about it.

## RIO F1 TESTS 17



Jeff Hutchinson with a full report from Rio's Jacarepagua circuit where Ayrton Senna and the Lotus team proved quickest of all. However, there was also the new Brabham on show, as well the Arrows A8 to provide plenty of interest.

## BACKSTAGE 20

Harry Milne assesses Timo Salonen's changing personality, and matters arising from Portugal's World Rally Championship counter.

## SPECIAL STAGE 22

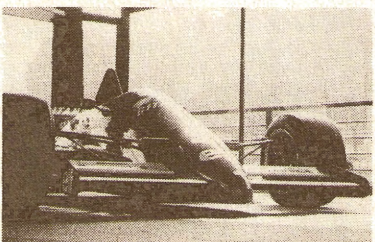
All the international and national rallying news — FISA proposes tighter controls on Group B development — Rohrl misses Safari — Problems for Ford's Group A plans? — Welsh finds a sponsor.

## ROAD CAR 25



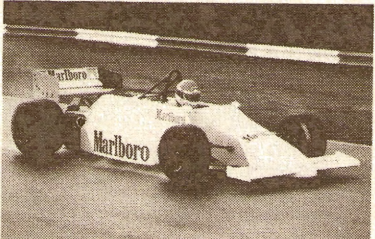
Ford introduces all-new Granada — Toyota's exciting new MR2 sports car design — The ultimate Porsche conversion kit — Plus all the latest industry news.

## NEW RACING CARS 29



The small French Gonfaron based AGS team launched its Formula 3000 challenger in Paris last week. Ian Phillips was on hand to see Henri Julien's latest design, designated the JH20.

## PREVIEW: F3000 30



Ian Phillips provides a comprehensive run down on who to watch and what to watch out for at Silverstone this weekend for the inaugural Euro F3000 meeting.

## PREVIEW: GROUP A 32



Have the politics of the last two years taken their toll on Britain's premier tin-top category? The entry is somewhat thin for the first round at Silverstone this weekend, but as Joe Saward reports, the regulars — and a few new faces — will be there in force on Sunday.

## RUSSELL SPENCE 36

Brash, Yorkshire playboy turned smooth, calm, potential Grand Prix star? Marcus Pye considers Russell Spence's transformation in conversation with the F3 front runner.

## TRACK TEST 40

The Ford Escort Turbo is still waiting to be officially homologated before it can race. But, in the meantime, Tiff Needell took radio and TV presenter Mike Smith's Ilford Production Saloon car around the vast expanses of the Silverstone GP circuit to assess its capabilities.

## KEN TYRRELL 42



The lawsuits are over and a turbo engine has been found. Joe Saward spoke to Ken Tyrrell about the turbulent last nine months, and his hopes and aspirations for the 1985 World Championship with Renault turbo engines.

## SPORTS EXTRA 45



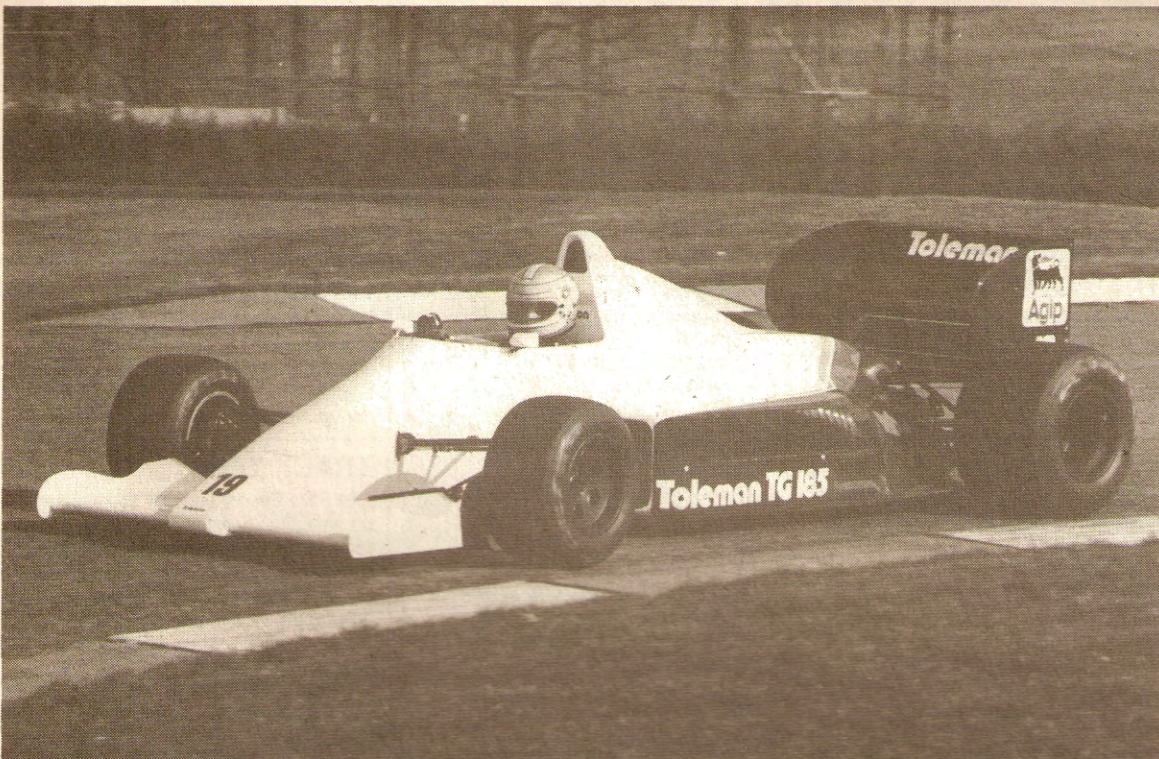
All the national racing news — Exciting RAC TT FF1600 opener — New Pilbeam at Harewood — Thundersaloons opener — Donnelly reverts to Van Diemen — Carcasci impressive.

## SPORTSCARD 48

Bill Elliott overcomes broken leg to score second NASCAR victory of 1985 — Robbie Francevic on top down under — Coyne victorious again in Racing Displays FF2000 Championship — Bancroft takes TT/RAC FF1600 honours — Supporting events from Brands Hatch and Silverstone — West Cork falls to Richie Heeley.

## AUTOSPORT GRAND PRIX TEAM GUIDE

Parts one and two of our full colour Grand Prix partwork deals with the two most successful teams of the 3-litre Formula 1 era: Ferrari and Lotus. Both are free in this issue.



John Watson has continued testing the TG185, but his F1 comeback looks further away than ever since Toleman's decision to quit.

# Toleman pull out of F1

**Johansson and Watson high and dry — Effort to keep TGM operation together**

Following months of negotiations — which have failed to secure a tyre contract and, consequently, commercial financial support for their Grand Prix team — the Toleman Group announced last week that they were to cease their Formula 1 operation.

The decision, described by Toleman Group Chairman Ted Toleman as "hard and soul destroying", is far from being a publicity hype.

Since Michelin's decision to withdraw from the sport, Toleman, like every other team in F1, has been involved in negotiations with the two alternative committed Grand Prix tyre suppliers, Goodyear and Pirelli, while also working diligently to introduce a new Japanese manufacturer to F1. The team's plight has been fully understood for some three months, even if the *real* reasons for non-cooperation from the tyre companies has not. Last week's announcement brought home the stark reality of a situation which nobody ever thought would arise.

The Toleman management say they cannot understand the reason for the attitude of the two tyre suppliers. Goodyear have stated all along that 16 cars is more than they would ideally like to support and that their reason (certain-

ly valid now if not three months ago), were purely those of limited budget and production capacity. Pirelli, who are contracted to supply 10 cars, also cite a production problem, although there is no doubt that Toleman's undiplomatic switch to Michelin in the middle of last season deeply offended the Pirelli management.

Since last October, the Toleman Group have had to fund the 63-man, Witney-based operation while being used as a political football as the tyre companies introduced brinkmanship into the equation. Not surprisingly, as the lack of tyres meant that no commercial sponsorship was forthcoming, the Toleman Group had to take a stand.

Since the announcement was made, the situation has not changed. The fact is that, without tyres, there will not be a Toleman team in Formula 1 this year.

However, far from accepting the situation, the team is still working, and planning to be in Rio. John Watson continued his rehabilitation at Donington with the new TG-185 on Monday, while Stefan Johansson was due out on Tuesday. For these testing purposes, the team continues to use Avon crossply tyres.

Naturally enough, the talented Toleman motor sport staff were besieged with offers once the announcement was made last week but, to a man, they were all keen to stay loyal to the team which is so obviously on the verge of real success. Team spokesman Chris Witty said on Monday, that, while they awaited a miracle to get the team to Rio, the fact that there might be no immediate F1 plans did not mean the end of Toleman Group Motorsport. The Group were reassessing the motor sport facility, and there was every chance that the jobs would be saved, at worst in a holding situation while a programme for 1986 was put together.

The person who perhaps stands to lose most from this terrible dilemma is Stefan Johansson, there being no apparent prospect of any similarly competitive drive in the offing. The Swede, who had fought long and hard for this golden opportunity, was still quite shocked by his unenviable position on Monday: "I really don't know what to say. I have spent all winter concentrating on getting my relationship with the team right, and developing the car, and now this. It's too much to handle right now — I guess it's the typical Johansson luck. I just hope it will get solved."



Dumfries — "a great experience".

## Dumfries's Fiorano test

Johnny Dumfries finally managed to get a good run in the Ferrari and Fiorano last Thursday even though he had to do his initial laps on a wet track.

In total, he managed 48 laps, half of them in the wet and the rest on a drying track in the afternoon.

"I think it went fairly well," reported Dumfries on Monday, "and they appeared to be impressed with my corner times especially in the wet. I wasn't running with any sort of boost so the lap times are not really representative."

"It was certainly a great experience and hopefully cannot do me any harm. There was never any talk about contracts but it goes without saying that I would be delighted to do some more!"

"They knew that my current priority was to conclude a deal with Onyx in F3000. I am very happy and grateful to Mike Earle to giving me the opportunity for the first two races and I am confident that we can sort out the rest of the year."

*Interview: page 15.*



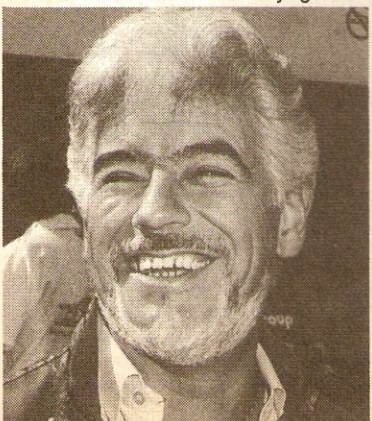
Johansson — "too much to handle".

Rothengatter — still looking for F1.

## Rothengatter still seeks F1 drive

Although not nominated on the FISA list of Grand Prix driver entries, Dutchman Huub Rothengatter is still hopeful of finding an F1 drive.

"I'm disappointed not to have got a drive," said Rothengatter, who drove for Spirit last season. "But I haven't given up and I will be in England for more discussions this week."



Toleman — "hard and soul destroying".



Hawkridge — still planning for Rio.



# Rome GP cancellation raises Brands GP hopes

The Rome Grand Prix is off. After several weeks of uncertainty, the Italian Automobile Club has announced that the event, scheduled for October 13, has been scrapped in the face of opposition from local politicians and environmentalists.

The move follows a bitter debate in the city council, as the event had won the support of the mayor, Ugo Vertere, but three separate parties called for its cancellation. A representative of the CSAI said: "Such an event, which was a tribute to Italian sport and the national automobile industry, cannot be subjected to the changing whims of politics."

The Grand Prix was to have been held in the city's southern suburb of Eposizione Universale Romana, but last week a local ecology group applied to a Rome magistrate to have the race banned on the grounds that it would cause pollution and endanger the health



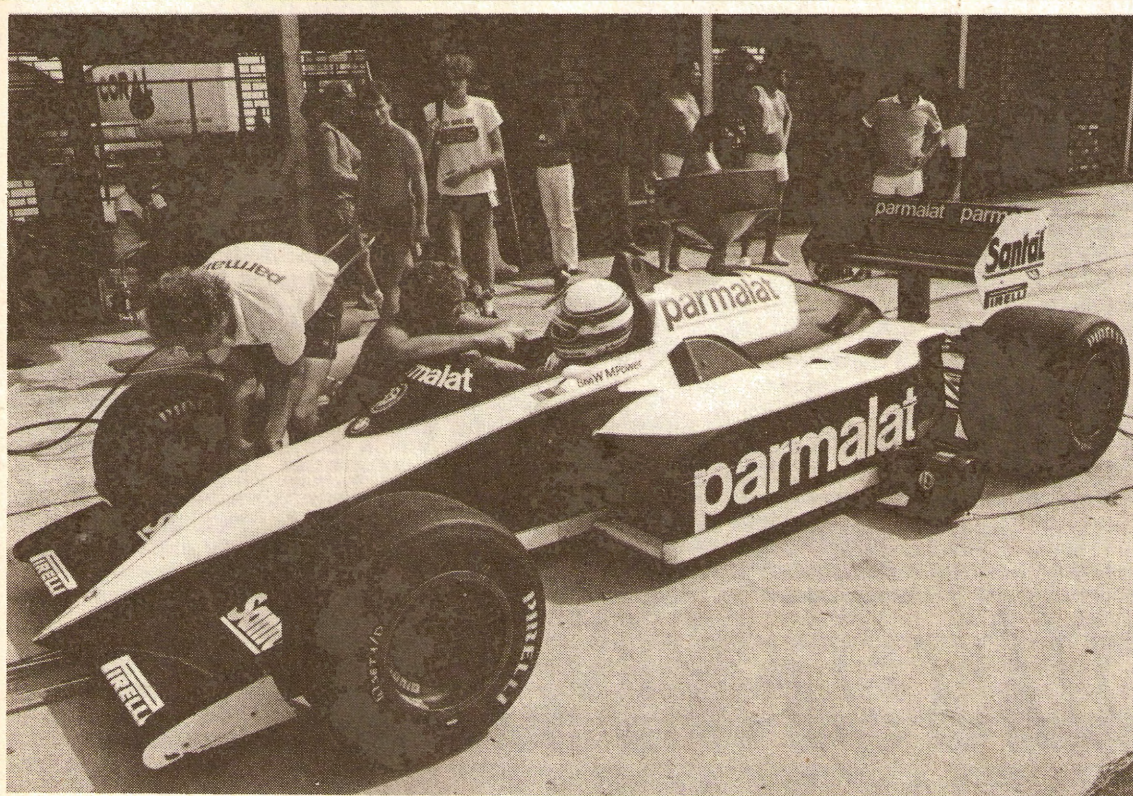
John Webb — ready for a GP in '85.

of the local inhabitants. The campaigners objected to the resurfacing of roads, the cutting down of 14 trees and the building of three grandstands.

The news comes as a boost to Brands Hatch executives who have hopes of holding a Grand Prix this year. When we spoke to John Webb on Tuesday, he indicated that the Kentish circuit was "set up and ready to go". Brands, however, will have to wait to see if any further of the scheduled races are forced to cancel.

"The situation is clear," said Webb. "We applied for the Grand Prix of Europe 18 months ago, and Rome won the day. At the moment there are 16 scheduled races in the series, and the maximum races in a year, laid down by FISA, is 16. It needs one more race to drop out."

September 22 remains open, and Webb is hopeful that he will be able to stage an event this year.



## Frankie goes to Jacarepagua . . .

François Hesnault had his first proper run in a Brabham during the second round of Rio testing last week. 'Frankie' completed 600 miles in the old BT53P before heading off to Imola for this week's tests. For full details on the testing eventualities, turn to page 17.

## Autosport GRAND PRIX TV GUIDE

Free with this issue, you will find inside your AUTOSPORT the first two sections of our major new partwork, the Autosport Grand Prix Guide 1985. The first full-colour pages bring you profiles of the Ferrari and Lotus Formula 1 teams, and in next week's issue the Team Guides will continue with Renault.

The Autosport Grand Prix Guide 1985 will build into a valuable record of the season's teams and drivers. Starting with our April 4 issue, the coverage will be augmented by the first of our popular TV Guides, previewing the Brazilian Grand Prix. In each issue preceding a World Championship event, we will again publish in full-colour our preview of the race, so that a total of 24 separate publications is planned to complete the full guide to the Formula 1 season.

As last year, we are offering a special binder so that you can collect these publications into the definitive Autosport Grand Prix Guide 1985—look out for our coupon in next week's issue.

## Goodyear cutback denial

Reports that Goodyear were planning to restrict their Grand Prix involvement to just three teams next season were strenuously denied this week.

Spokesman Dave Hederick said from the Akron headquarters that: "there is no basis for that. You can discount it strictly as a rumour."

The rumour suggested that the three lucky teams would be Ferrari, Beatrice and one other of their current top contracted teams, like McLaren, Williams, Renault and Lotus.

## New AGS quick in Ricard test

Although slightly worried that he had only managed a total of 65 testing laps of the new AGS F3000 car (see page 29) Philippe Streiff was very excited by the potential that it showed.

The team were at Paul Ricard on Saturday and Sunday but rain curbed their activity. Nevertheless, Streiff had recorded a 1m9.5s lap, a tenth quicker than Michel Ferté in the prototype March. "The balance was very good and I was surprised by the grip from the hard Avon race tyres. We need some more downforce and I hope that the extra bodywork will be ready for Silverstone."

## Ecclestone moves against F3000 tyre 'petition'

Bernie Ecclestone felt moved to defuse a particularly nasty situation which arose over the F3000 tyre dispute last week.

Lola works team manager Jean Mosnier was hyping a petition around Silverstone last Tuesday trying to attract signatures to force FISA into decreeing — 10 days before the first race — that it be a one tyre formula.

Mosnier claims "I was merely a messenger acting on behalf of teams that approached me — from now on I will stay out of politics and concentrate on AUTOSPORT, MARCH 21, 1985

running my team."

The petition, aimed at excluding Bridgestone, was very poorly received even by teams who perhaps stood to gain from it. Onyx's Mike Earle was the first to refuse to sign it: "Bridgestone have proved that they want to support the formula. They have had two rule changes thrown at them in two weeks and they have agreed to comply each time. No company deserves to be treated in this way; companies who want to support the sport should be encouraged, not

hounded."

When it became apparent that a number of names on the petition were being used without the owners consent, Ecclestone stepped in and teleaxed all the teams stating that under no circumstances were FISA about to change the rules and that as both Bridgestone and Avon had undertaken to compete under the final regulations, the matter was now firmly closed.

The disgracefully confused situation which existed for 24 hours may have

produced one casualty in the Silverstone entry. The Italian Minardi team, contracted to Bridgestone, had been misinformed about it and in disgust withdrew their entry. However, on Monday, when they learned the truth of the matter, they were desperately trying to compete.

Mike Earle summed up the general feeling on Monday saying, "This must be the end of the matter, no formula can afford to be involved in this sort of wrangling and particularly not a new formula like F3000."

# Beatrice in Ford F1 link?

Talk of a new deal to run Ford turbo engine in Haas project's US-entered GP car

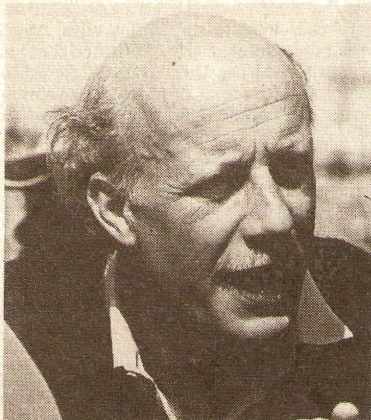
Rumours swept Britain and America on Monday that the Beatrice Formula 1 team had gazumped the established Grand Prix teams and landed the much sought after Ford Turbo engine for 1986!

We understand that the deal was done at the highest level between James L. Dutt of Beatrice and Donald E. Petersen, Chairman of the Board at Ford in Detroit.

At the announcement of the Beatrice team they announced that Brian Hart would supply their engines and on Monday Carl Haas re-affirmed the position: "We are with Brian Hart, and that is who our engine deal is with."

The US rumour even went so far as to link Niki Lauda with the team but Haas claimed that he did not know Lauda and had never spoken to him.

We understand that Ford's competition manager Mike Kranefuss visited Beatrice's racing headquarters in Woking last week while a source close to Cosworth, who are designing and building the turbo unit, admitted to an F1 team owner on Monday that the deal was



Kranefuss — visiting Beatrice base. already done.

Should this be the case, it would obviously be a bitter blow to Brian Hart when it appeared that he had finally secured the financial stability he required to continue the development of his



Haas — "We are with Brian Hart."

exciting engine. But likely to be more upset are the major teams, reportedly headed by Brabham, who in negotiation with Kranefuss had expected to benefit from Ford's renewed involvement in Grand Prix racing.

# Indycar date for Miami

Miami looks set to stage the final round of this year's CART PPG Indycar World Series event. The original date set for the race has been changed owing to a clash of interest for the television company NBC. The original date would have clashed with the baseball World Series.

Work has already begun on the 1.7 mile Tamiami Park circuit, formerly a military airfield 17 miles west of downtown Miami. Organiser Ralph Sanchez has confirmed that, contrary to recent rumours, he has no intention of trying to stage any F1 event at the Florida circuit. "From the business side Formula 1 does not make sense. You cannot survive and make money."

# CART opener cancelled

The scheduled opening CART race at Phoenix on March 31 has been cancelled. Despite the fact that all the major teams have been testing at the circuit for the past two months, the surface at the tricky turn 3 has been decreed as unsuitable for racing.

The circuit has often been criticised for its lack of public facilities and it has been given a period of grace to rectify this and resurface the entire track.

CART champion Mario Andretti reflected everyone's disappointment saying: "This is definitely an over-reaction. The track could have been fixed and really it is no worse than we have seen before. The problem is that they began discussing liability — if they are thinking of that all the time we might as well stop racing."

With the closing date for entries for the 69th Indy 500 still three weeks away, there are already 27 confirmed entries. A quarter of the entries expected. . .



Luyendyk — DeAtley March 85G.

# Luyendyk's IMSA drive

DeAtley Motorsport have entered Dutchman Arie Luyendyk to co-drive their March-Chevrolet 85G with Darin Brassfield in this weekend's Sebring 12 hours. Luyendyk, the reigning Robert Bosch Super Vee Champion, takes the place previously occupied by David Hobbs and is able to drive following the cancellation of the opening CAR1 Indycar event at Phoenix. The Dutchman, may also take in several more IMSA Camel GT events later in the season when his commitments to the Provimi Veal team's Indycar season allow.

# Argentiniains join F3000 series

Former European Formula 3 champion Oscar Larrauri is returning to single seaters in the second works Lola F3000 seat. The Argentinian has been forced into sports car and Renault 5 turbo racing

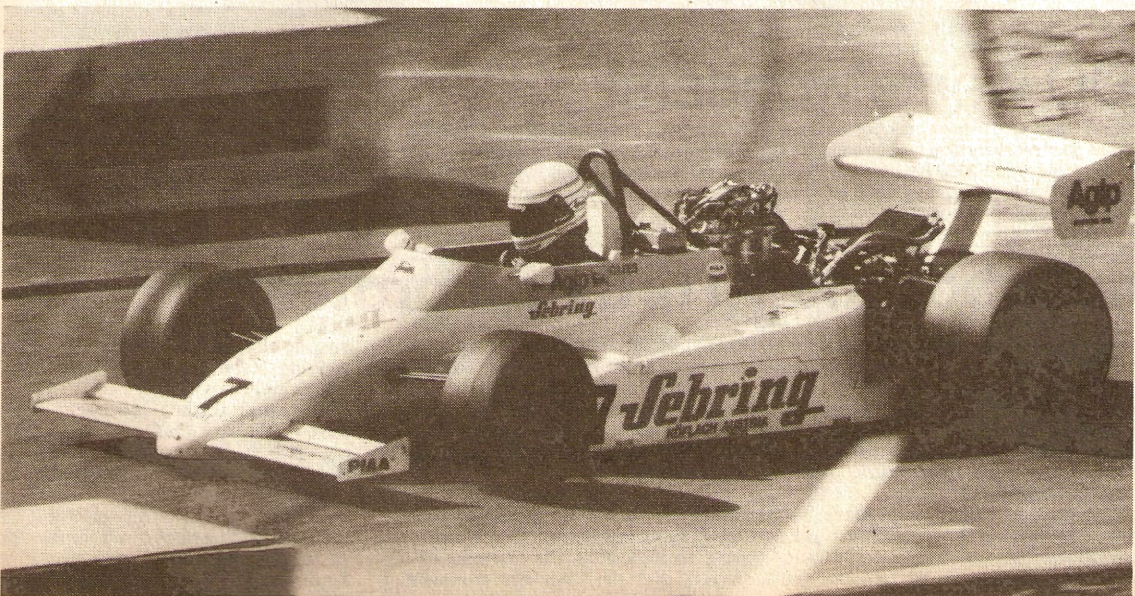
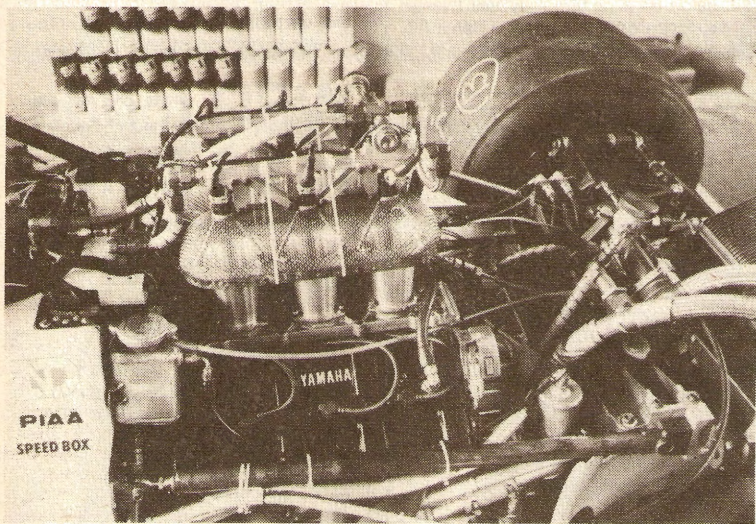
since his F2 budget with Minardi ran out early in 1983.

Juan Manuel Fangio Jr has joined Pierluigi Corbari's works supported Italian Lola F3000 team. Fangio made a

useful impression last season in European F3 and 2-litre CanAm. His position in the Bernie Ecclestone organised team is thought to be part of a plan to run two F3000 events in Argentina in October.

# Lees races new Yamaha F2 engine at Suzuka

Below: Geoff Lees finished a promising seventh at the recent opening round of the All-Japan Formula 2 championship at Suzuka. Lees debuted the new Yamaha F2 engine (left) in the back of his Dunlop-shod March 852.



# Dumfries joins Onyx

Onyx Race Engineering announced this week that Johnny Dumfries would join Emanuele Pirro in their works supported March Formula 3000 team.

Pirro's position was confirmed at a Marlboro press conference in Italy last week two days after he had set the quickest pre-season testing time on 1m17.3s at a crowded Silverstone.

Dumfries verbally agreed terms with Mike Earle last week and was expected to finalise the details on Tuesday. "At the moment we can only confirm Silverstone and Thruxton because we don't have any firm sponsorship for Johnny," said Earle. "We very much want him in the team with Emanuele and I am hopeful that we will be able to sort something out

to ensure he can do the full season with us."

After 4000 testing miles with Avon over the winter, Earle confirmed that his team would use their tyres while Alan Peck and Richard Longford, the two men who prepared the Tyrrell Cosworth engines, will exclusively prepare Onyx's seven ex-McLaren DFVs.



Leoni — closed deal with PMC.

## Lammers not at Silverstone

While Jan Lammers still figures in their plans for this season PMC Motorsport have entered Thierry Tassin and Lamberto Leoni for the opening F3000 race.

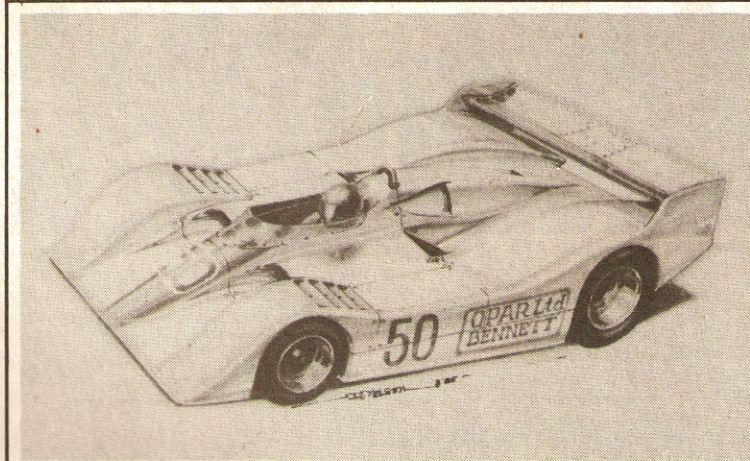
"Both drivers have signed for the whole season," said Peter Macintosh on Monday but we fully intend to run Jan between his other commitments. This weekend he will be racing at Sebring and so we closed the deals with Tassin and Leoni. Tassin's backing comes from Debic while Leoni's support comes from a consortium of three or four companies.

The PMC team ran their new Williams FW08Cs briefly last week to check the cooling with their regulation sidepods. Engines will be supplied by Alan Smith and the team will use Avon tyres.

## San Remo to March

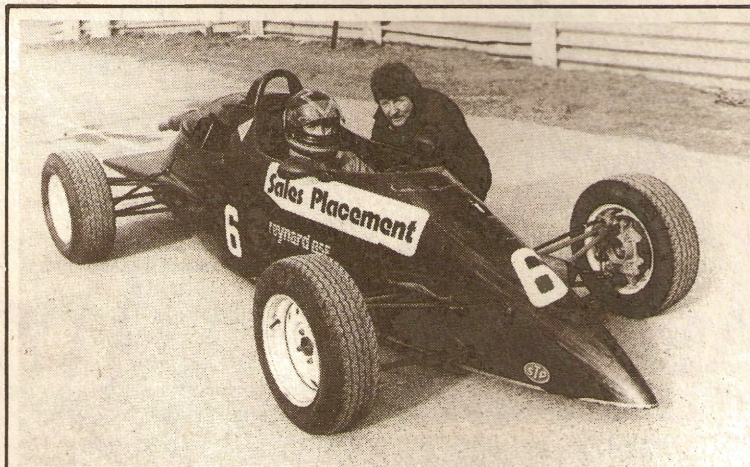
A very late decision has seen the Italian Sanremo Racing team switch from Lola to March chassis for the new F3000 series.

Team patron Alberto Colombo confirmed his order last Tuesday and his mechanics arrived last weekend to complete them in time for Silverstone where Gabriele Tarquini and Alessandro Santin will drive them. This order was placed by Cesare Gariboldi who has ordered a third 85B in time for Estoril where it will be driven by European F3 champion Ivan Capelli.



## Dolphin riding high

This is an artist's impression of the Opar-Bennett works Dolphin V6 for the revived CanAm series under the auspices of the Dallas Grand Prix Company. Meanwhile team manager Colin Bennett has confirmed one of the drivers, American John Richards. Richards, from Waco, Texas, began his professional racing career in 1983 before finishing 10th in an Opar-Bennett Ralt in last year's Super Vee series. Bennett still hopes to confirm Irishman Derek Daly as his number one driver, but Daly is still seeking an Indycar drive before committing himself to the Englishman's team.



## DD works wonders!

Derek Daly found himself back behind the wheel of a racing car last week as he continues to make good recovery after his horrendous Indycar accident last year. The car in question was brother Vivion's FF2000 Reynard 85FF (pictured with DD above), Derek circulating quickly round Mondello Park before flying back to the States to try and finalise his future in either Indycar or CanAm racing (see above).

## Moreno in Barron Tyrrell-DFV

Barron Racing threw a firecracker into the Silverstone F3000 entry on Monday when they confirmed that Roberto Moreno would drive their second Tyrrell 012.

The Brazilian, who turned down the opportunity of staying with the Ralt team in the hope of securing an F1 seat with Toleman, will be anxious to grasp the opportunity in the race where he finished second last season.

## Gp A rules to change

At a recent press conference in Munich, Jean-Marie Balestre announced that for 1987 there would be substantial changes made to the rules of Group A racing.

The changes will include a new turbocharger equivalency formula (1.7 as opposed to the present figure of 1.4), the use of intercoolers as fitted on the standard models, revised minimum weight limits, and narrow wheel widths.

It was felt by the FISA Technical Commission that turbocharging had become an easy way to boost power outputs without a sensible form of control and a change in the regulations would help tighten the control and avoid the sort of disputes that afflicted the Trimoco series at the end of last season.

## WSR mods to F3 Ralt

West Surrey Racing have been busy in the week since Thruxton's second round of the Marlboro British Formula 3 Championship. Several modifications were tried on Mauricio Gugelmin's Perdigo Ralt RT30 in testing last week, while, says Dick Bennetts: "We've got a list of eight new things to try at Silverstone tomorrow (Tuesday)."

A different exhaust system and various bodywork changes are under evaluation by the Ashford-based team, most of the modifications aimed at improving the new Ralt's straight-line speed. "We feel that we're not losing out much, if at all," continued Bennetts, "it's just a question of getting through the air a little quicker." Gugelmin, of course, has set fastest race lap in the two rounds held to date — and finished third each time — so the team are certainly not too worried by the fact that Reynards has won on each occasion. But Bennetts and his able crew are clearly enjoying the job of trying to develop the new car into a regular winner.

## New Reynard nosebox after Thruxton protests

There were, in fact, not one but two protests over the Reynard 853 nosebox at Thruxton a fortnight ago (*Pit & Paddock*, Mar 14), which resulted in conflicting outcomes, despite the basis of the arguments being exactly the same . . .

John Robinson of Magnum Racing Cars was the first to draw the Steward's attention to the structures which, he claimed, were not made of the same material as the monocoques. "I protested only the Scan + Sport cars as they were likely to be the least competitive

Reynards on the day, and my protest was upheld after a very quick hearing during the morning. "These cars raced only under appeal, but in the meantime Adrian Reynard had the opportunity to add pieces of composite material to the noseboxes of his other cars, which subsequently won the race.

"We have struggled to produce our cars to the letter of the regulations, and I felt that other manufacturers should have done likewise. In my opinion, the Reynard 853 did not conform, so I went

to the official channels to air my views."

Following the race, Murray Taylor put his money down, on behalf of Eddie Jordan's team and West Surrey Racing. Their protest was rejected after Reynard presented a clear technical case supporting his design.

"That's the first time I've ever protested anyone in F3," explained Taylor, "and I think it will probably be the last. I have to look after the interests of my drivers, as do the other team managers. I don't like petty arguments any more than

anyone else, but looking back, everyone running Ralts has had to alter minor things in the past."

To avoid further hassles, Reynard have made new noseboxes, incorporating carbon fibre panels, which will feature on all the 835s at Silverstone this weekend. "We want the car to be 100 per cent bullet-proof on this matter," said Rick Gorne this week, "not for the thing to become the centre of a protracted argument. We just want to play fair, and hope the others do too!"

# New Marlboro F3 faces

The Marlboro British Formula 3 Championship continues to attract new interest. No fewer than 39 drivers, at the last count, had entered for this weekend's third round at the Silverstone International Trophy meeting, the race due to be televised by the BBC.

All the front-runners from the two opening races will be back in action, attention centred upon Reynard's attempt to notch a hat-trick of wins and Ralt's desire to resume their position as number one Formula 3 manufacturer. There are also several new faces due to

join in the fun.

Perhaps of most significance will be the pair of Valour Racing Ralt RT3s — both fitted with Glenn Waters' flat-bottom update kit — to be driven by Paul Jackson and Kiwi Rob Wilson (see separate story). The cars will effectively be new, rebuilt completely over the winter by John Upton's team. Both cars will run VW engines.

Also running updated RT3 Ralts will be Frenchman Paul Belmonto, who joins fellow countryman Cathy Muller at Dave Price Racing, and Dutchman

Gerrit van Kouwen in a second Pegasus Motorsport entry.

Ian Flux is also due to debut the modified Roni T85 (née Cygnus), while promising young Swede Steven Andskar is entered in an as yet unnamed car, running under the Swedish Lions banner. New among the B Class runners should be Jeff Ward (Anson) and the Ralts of Godfrey Hall, Ronnie Grant, due to make his comeback after badly breaking a leg at the corresponding meeting last year, and American former Sports 2000 racer Ray Stover.

# Radisich comeback in MTR Ralt?

"Yes, we have been talking to him about the future," commented Marray Taylor when we spoke to him on Monday concerning a report that Paul Radisich was planning a Formula 3 comeback.

The young New Zealander did a few

races last year with the team and showed great promise, qualifying on pole first time out at Thruxton, but the money from Racing for New Zealand ran out and he had to abandon his campaign.

Rob Whitehouse, and Auckland busi-

ness man and motor racing enthusiast, is raising money to get Radisich back to F3, but it is unlikely that this will happen this season as Taylor has a contract limiting his team to just two cars — one for Gary Evans and the other for Joe Foster.

# German F3 at Zolder

The international German Formula 3 series gets underway at Zolder this weekend and, as usual, there will be a large and varied field all running on Michelin control tyres.

Leading challengers are expected to be Kris Nissen (Volkswagen Motorsport Ralt VW-RT30), Volker Weidler and Harald Brutschin (Kaufmann Martini-VW MK 45s) and Uwe Schäfer (Brian Murphy Ralt-VW RT3/85).

Eric Bacchelaert makes his debut for the Belgium VW Club team in a Ralt, while the latest Derichs design will be piloted by former Renault 5 Turbo drivers Bruno Stanjek and Manfred Zimmermann. Rudi Seher will run two Anson-VW SA4 modified cars for Karl-Josef Prangemeier and Dieter Heinzmann.

# Reynard for Schäfer

Leading young German driver Uwe Schäfer is to get one of the new Reynard 853 chassis for his national F3 championship. Schäfer rose to prominence in FF1600 and FF2000 last season and will be run by Brian Murphy from the former Maurer workshops in Germany. Murphy's Bayern Motorsport team don't expect to get their Reynard for a few weeks yet, but Murphy said on Monday that they would open their campaign with a converted flat-bottom Ralt RT3.

# Wilson in Valour Ralt

Kiwi Rob Wilson is to rejoin the Marlboro British F3 fray at Silverstone this weekend, as team-mate to Paul Jackson at Valour Racing. John Upton's equipe, which ran Ross Cheever and Jackson so capably last year, is also making its 1985 debut in the super-strong series.

Both drivers will be equipped with Ralt RT3/84 chassis, updated with Intersport 'flat bottom' kits to meet the new regulations. The cars themselves are new, to all intents and purposes, having been rebuilt from the damaged chassis brought back from Macau last November.



# Austria's favourite racer

Following straight on from his decision to retire from competitive downhill skiing, Franz Klammer has announced that he is to compete in the German Production car championship in a Helmut Marko entered Alfa Romeo GTV6, with backing from Commodore computers. Pictured with him is team mate Peter Oberdorfer.

# Test dramas for EJR team

Eddie Jordan Racing's F3 testing plans suffered a setback or two at Snetterton last Thursday. Harald Huysman badly damaging the monocoque of his Marlboro Ralt RT30 and Steve Harrington's Roadways car being halted by engine problems, both within the space of 20 minutes! The incidents left the EJR team with plenty of work to get the cars ready for yesterday's (Wednesday) test session on the GP circuit at Silverstone. Huysman's car needed a new tub, following his 'off' at the Esses (the underside and the front bulkhead of the old one were severely buckled after contact with a concrete 'cow pat') while the Tasmanian's machine only needed a simple engine change.

Harrington, in fact, managed to save his VW unit from serious internal mischief by switching off the moment he noticed the oil pressure drop. A valve guide was found to have come loose, and worked its way down to the sump (!), blocking the oil pump.

# Roe returns

Reigning CanAm champion Michael Roe arrived in England on Monday hopeful of resurrecting his promising European career in Formula 3000.

The 1978 Formula Ford Festival winner, and one of the brightest prospects in the 1979 F3 series, was forced to move to America to keep his career going. He will defend his CanAm title for Don Walker's team this year, but with only one race clashing with the F3000 series the talented Irishman is keen to secure a competitive drive.

"I am very excited by the prospect of racing in Europe again," said Roe, who has been in close touch with fellow countryman Eddie Jordan during the past few weeks. With the announcement that Roberto Moreno was to drive the second Barron Tyrrell, Jordan's stop gap plan to hire and run this car for the opening race took a set-back. However, in inimitable style, Jordan was working hard at an alternative solution.

# Clausthaler Corolla

Essex publican Tony Crudgington is to return to the Trimoco British Saloon Car Championship this weekend, thanks to support for his 1600cc Toyota Corolla from Clausthaler special low alcohol lager.

Crudgington, proprietor of The Swan at Siblethedingham, will campaign his new 16-valve Corolla in Class C, ranged against the similar car of Geoff Kimber-Smith and a quintet of Ford Escorts.

# Three — race Pacific Challenge sportscar series?

The Group C sportscar race to be held at the end of the season in Malaysia has lost its World Endurance Championship status for 1985. The event was granted provisional championship status in December, but this has now been withdrawn following objections from teams which had budgeted without this additional fixture.

It will, however, still take place. Last week's meeting of the FISA Endurance Racing Commission in Munich concluded that there was no reason for it not to be held as a non-championship race, and in addition an effort will now be

made to include it in the mooted Pacific Challenge. Formal FIA sanction is now sought for this mini-series, which would comprise the three 1000kms events at Mount Fuji in Japan, Sandown Park in Australia and Shah Alam, Malaysia.

The Malaysian promoters were in Britain recently and confirmed that their Shah Alam circuit near Kuala Lumpur is being entirely resurfaced in preparation for the race. The pits complex is being demolished and will be replaced by an ultra-modern facility.

The Malaysians are very keen to break into the International sportscar racing

scene and are apparently happy to fit in with FISA's need for flexibility as regards the date of their new race. This need stems from the rescheduling of the Australian Grand Prix in Adelaide to November 3, just one week before the agreed date for the Sandown 1000.

The Light Car Club of Australia, which organises and promotes the Sandown fixture, has already lost its television coverage of the sportscar race and is deeply concerned about its viability if the Grand Prix occupies all the attention of the Australian public only seven days before. The LCC is seeking to get its

Group C race moved to October 27 (one week before Adelaide) but FISA is opposed to the idea on the grounds that this would give the WEC teams only 17 days between the race at Fuji and practice at Sandown. The Sandown Park circuit is not available to the LCC on November 17 (there will be a horse race meeting there that weekend), and so November 24 seems to be the most likely date for the Australian fixture.

Fortunately, the Malaysians have agreed to stage the Shah Alam event one week after Sandown, whenever that might be . . .

# Soper in line for Metro

We heard on Monday evening that Steve Soper would probably compete in this weekend's opening Trimoco British Saloon Car Championship race at the wheel of one of Roger Dowson's rapid MG Metro Turbos.

There had been a possibility that Soper would handle Pete Hall's ICS Rover Vitesse in the televised event but with the chances of that drive receding Soper has been able to reach agreement with

Dowson. The car will not receive any assistance from the factory—Soper is, of course, a contracted Austin Rover Group driver—but he is still optimistic of upsetting the applearc.

"I've done a 1m 39s round there with one of the Metros before," said Soper, "and I'm sure it's capable, on paper at least, of being very competitive."

The exciting Metro Turbos have not, of

course, been seen in this country since ARG's withdrawal from the Trimoco series last season, although Armin Hahne did enjoy a couple of good showings in the German Group A series. The talented Soper could well get up among the big class cars and afford himself the opportunity of some race mileage prior to opening ETC event in Italy next weekend when he should be back at the wheel of a Rover.



## Belcher graduates to Gp A

Richard Belcher, the 1984 MG Metro Challenge Champion, is moving into the Trimoco series this year with the John Jeffrey prepared ex-Richard Longman Ford Escort RS 1600i. Belcher, pictured with sponsor John Longbottom and team mechanics, plans to take in the full 12 race series in the up to 1600cc class as well as the Silverstone TT, funds permitting.

## Strong GpA in Germany

There are 40 entries expected at the opening round of the German Touring Car championship at Zolder on Sunday. Team Schnitzer are expected to run two BMW 635CSis for Roberto Ravaglia and Gerhard Berger, while reigning champion Volker Strycek, as well as Kurt König, Fritz Muller and Dane Peder Elgaard are also expected in similar cars.

Opposition will come from the Rover Vitesse of Olaf Manthey, the Camaros of Peter John and Kurt Monnighöf and the Volvo turbos of Per Sturesen, Per Andersson and Heinz-Friedrich Peil. Ford-Ringhausen has prepared two Mustangs for Manfred Trint and Roland Asch, and a brand new Nissan Silvia Turbo is expected for Herman Behrens.

### BRIEFLY

Italian based Segafredo Zanetti, the country's second largest coffee roasting company, is to extend its support of McLaren drivers Alain Prost and Niki Lauda this year with increased personal identification.

The Hockenheim F3000 race has been cancelled, the event reverting to national status on a new date, April 21. A replacement F3000 date, probably in Italy, is expected shortly. The Nurburgring race is definitely on.

In announcing their four year sponsorship deal with Budweiser, Truesport CART team patron Jim Trueman announced a new team Truesport-March USA Ltd. With March's Robin Herd as a director the team, based in a new 15,000 sq ft factory, he aims "a joint effort to advance the technical development of the March Indycar."

Rain took two days out of last week's Indy testing and none of the three runners present matched Mario Andretti's opening day 209.9 mph lap. Andretti, Howdy Holmes and Al Unser Jr all ran lengthy and totally trouble free 204mp plus tests with their new Lolos which drew much favourable comment all round.

Sources in Italy suggest that the very rapid ETC Volvo 240 Turbos have run into serious homologation problems with their turbocharger units and water injection systems. Some kind of clarification is expected before the series opens at Monza in 10 days time.

The opening TransAm race, scheduled for Riverside has been cancelled, and the series will now get underway on April 21 at the Firebird International Raceway, Arizona.

The Ford Sierra RS Cosworth Turbo, unveiled recently at the Geneva Motor Show, might have a future in European Touring Car racing, if enough production models are completed in time for homologation in April 1986.

Persistent reports in the Australian motoring press indicate that Ron Dickson is coming to Europe this year to compete in four ETC events with a TWR car of some ilk. Tom Walkinshaw himself was sceptical when asked if this was indeed the case. "You shouldn't believe everything you read in the papers..."

Paul Belmondo will be taking in three WEC events this year with the Joest New Man team. Belmondo has a busy schedule with DPR in the Marlboro French F3 series, but should be able to fit in endurance runs at Le Mans, Silverstone and Fuji.

Bridgestone have recently had a major reshuffle among their top executives. Akira Yeiri takes over as President while Teiji Eguchi becomes Chairman. The changes are thought to reflect Bridgestone's wish to establish a new dynamic corporate identity...

The Forti Dallara team in Italy has announced that they will be fielding the experienced Franco Forini alongside up-and-coming Claudio Antonioli in this year's Marlboro Italian F3 series. The two will have the latest all-carbon fibre cars with Volkswagen engines and, if testing is anything to go by, should figure strongly.

The annual Lancia F3 engine rumour is doing the rounds again. Apparently, the Pedrazzani brothers are working on the project at their factory in Novara, and bench testing results are proving impressive.

In our recent feature on the Van Diemen CanAm project, we stated that the company's US importers (through whom replicas of the car will be available) were situated in Essex, Connecticut. Essex Racing, run by Briton Mike Gue, is now located at 3125 Gateway Drive, Suite B, Norcross, Georgia 30071, USA.

## WEEKEND SPORT

### INTERNATIONAL SPORT

Date	Venue	Event/Details
Mar 23	Sebring, USA	Camel IMSA GT Championship, round 3 <i>So far Porsche have won at both Daytona and Miami, but March and Jaguar will be fighting back to try to win the classic Floridian event.</i>
Mar 24	Silverstone, Northants.	FIA European Formula 3000 Championship, round 1; Marlboro British Formula 3 Championship, round 3 <i>See preview page 30.</i>
Mar 24	Zolder, Belgium	German Formula 3 Championship, round 1; German Touring Car Championship, round 1 <i>The new style international German series kick off in Belgium. Favorite in F3 must be Kris Nissen, while the BMWs will be out in force in the Touring Car race.</i>
Mar 31	Phoenix, USA	CART PPG Indycar World Series, round 1; SCCA Robert Bosch/VW Super Vee Championship, round 1
Mar 31	Monza, Italy	FIA European Touring Car Championship, round 1
Mar 31	Vallelunga, Italy	Marlboro Italian Formula 3 Championship, round 1
Mar 31	Bristol, USA	NASCAR Winston Cup Grand National Championship, round 5
Mar 31	Riverside, USA	SCCA Bendix TransAm Championship, round 1
Mar 31	Suzuka, Japan	All-Japan Formula 2 Championship, round 2

### OFF TRACK

Date	Venue	Event/Details
Mar 24	Lydden Hill, Canterbury, Kent	Lydden Winter Series, 6th and final round <i>All the usual contenders will be taking part with first and second places occupied by Dimi Mavropoulos and Mark Lloyd respectively, but with double points on this last round the positions could change. Practice at 12.30, racing from 1.15pm</i>
Mar 24	Edensfield, nr Dronsfeld,	Harrison Trial (Sheffield & HMC)
Mar 24	Brands Hatch, Fawkham, Kent	Spring Trial (750 MC) <i>All the top contenders will be taking part including Alan Wickham and Tony Bristow. From 10.30am</i>
Mar 24	Knutsford, Afonwen, Nr Debigh, Clwyd	Castrol Knutsford Production Car Trial (Knutsford & DMC) <i>Round 2 of the BTRDA and round 2 of the RAC Championships and the racing starts at 10.30am</i>

### NATIONAL SPORT

Date	Venue	Event/Details
Mar 23	Oulton Park, Cheshire	Formula E; BARC Clubmans Sports; Champion of Oulton FF1600; Special GTs; Karts <i>The first race for Formula E (FF1600s with outboard suspension) will be a feature of the programme at Oulton Park, as will the inclusion of 250 &amp; 125cc Karts.</i>
Mar 23/24	Silverstone, Northants.	FIA European Formula 3000 Championship, round 1; Marlboro British Formula 3; Trimoco RAC British Saloon cars; Esso FF1600; B&Q British Sports 2000 <i>Mike Thackwell goes for this third International Trophy win in the opening round of Euro F3000 Championship. Ralt, however, will be just as intent on stopping Reynard's dominance of F3 and Mauricio Gugelmin must be a candidate for victory. Barry Sheene in the Toyota Supra will be a feature of the Trimoco opener.</i>
Mar 24	Snetterton, Norfolk	Sabre Fabrications Pre '80 FF2000; BARC Junior FF1600; BARC 1974-78 FF1600; Monroe Production Saloons <i>The opening round of the Pre-'80 FF2000 championship will be supported ably by two FF1600 counters and Monroe Production Saloons in which Andy McLennan's Colt Starion has proved the pace-setter to date.</i>

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



# A miracle birth . . .

Formula 3000 is a reality. This Sunday's opening round of the new FIA European Formula 3000 Championship, at Silverstone, will not merely turn a new page in the story of the sport. The 37th BRDC International Trophy will also prove that miracles can happen — in a sphere of activity as energetic and resourceful as motor racing, anyway.

It is a miracle that Formula 3000 is all about to get this weekend, because the new category has been brought together in a remarkably short time. There were delays until August before FISA finally agreed that Formula 3000 was technically feasible, and the governing body was then woefully indecisive about finalising the regulations. The vehicle rules were not finalised until October, while the sporting regulations, not formally issued until three weeks before the opening race, are still apparently subject to change — an extraordinary state of affairs.

In these circumstances, the fact there are 25 entries for Silverstone (*Preview*: page 30) is an indication of the considerable potential of Formula 3000, based on little more than outline plans and a very substantial effort by constructors and teams to be in at the beginning to *make it happen*. Eight chassis constructors and six engine tuners have pulled out all the stops so as to produce an interesting and varied field for the first event, and they deserve a great deal of credit

for what they have achieved.

Adding to the existing problems in creating an immediately appealing package for the new class, FISA appears to be oblivious of the knock-on effect when it persistently bows to the demands of Formula 1. By extending the Grand Prix driver nomination deadline by a month, FISA effectively prevented many Formula 3000 teams from finalising their driver line-ups in good time. In round figures, there were 10 drivers chasing four vacant Formula 1 drives until the end of last month. None of those 10 was about to admit that he was not going to get (or was unworthy of) a Formula 1 drive and, while there was still hope, they all clung to their ambitions. Therefore, many of the top Formula 3000 drivers were left open awaiting the dawning of reality — and those drivers wishing just to race in the new class had to wait to see what opportunities remained.

This created an almost farcical situation. If FISA expects competitors to abide by its rules and decisions, then it must learn to set an example for them to follow.

In the three weeks between Grand Prix driver nominations and the first event of the new European series, then, there has been a scramble after the remaining drives. But the situation has resolved itself into a very promising one, with drivers of high quality due to present themselves

at Silverstone on Saturday for qualifying. As to the cars themselves: there will be several recently obsolete Formula 1 designs from Arrows, Tyrrell and Williams, but the recent spate of encouraging new car announcements from the likes of AGS, Lola, March and Ralt has dispelled any fear that the new series might be a kind of updated British Formula 1. No way: there is variety and technical development more than commensurate with the present international trend.

Arguably, the single most significant aspect of Formula 3000 is its recognition of the need for spectacle. With much more power than Formula 2, and radically less efficient chassis, the new class is designed to provide exciting action. If, like us, you have been critical about the lack of spectacle created in recent years by advancing tyre and aerodynamic technology, then you owe it to the people who have conceived this admirable rationale of Formula 3000 to support that concept, and to respond to it by coming along to Silverstone this Sunday in large numbers. In spite of the prevarication of FISA, the enthusiasm of the Formula 3000 teams has resulted in a full grid for the race: only public enthusiasm is needed to set the new class properly on its way towards what many insiders predict could be the basis of a new worldwide single-seater class.

## Redressing the balance

Having first won a place for the Rome GP on the 1985 Formula 1 calendar without establishing whether such an event was a realistic proposition, the Italian sporting authority, the CSAI, in the wake of the Rome cancellation, is now embarking on another mission aimed at keeping the European Grand Prix on Italian soil (see *Pit and Paddock*). The suggestion of the CSAI is that the race be run at Mugello but, as with the original move, it appears that the basic groundwork has not been completed.

As with the nomination of Rome, there are questions over the suitability of the venue. While Mugello is an excellent circuit, its spectator facilities are clearly unsuited to holding a Grand

Prix. This latest proposal from Italy therefore merely underlines the problems which FISA confronts every time a calendar is compiled, and which serves only to delay the definitive calendar and can damage the image of the sport.

The Rome cancellation has, in fact, brought the F1 calendar down to the 16-race limit which FISA originally set for the series, and only if another race (New York?), is eventually abandoned will there be a slot for another circuit. In that event, the correct and proper choice would be Brands Hatch, whose executives applied for the European GP some 18 months ago and were under consideration along with Rome. Brands Hatch should have the reserve status, not

Mugello.

When a similar situation arose two years ago Brands Hatch played host to a prestige event, held to the highest standards, and which deserved inclusion in the championship. A repeat in September would prove a popular, logical, move which would certainly be supported by the Formula 1 teams.

Here also, is an opportunity for FISA to reassess the relative needs and merits of the motor racing nations. In our opinion, it was absurd to allow Italy (which has four Formula 1 teams) to stage three Grands Prix while Britain (which fields nine teams) is scheduled to get only one.

## CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

### The Toleman tragedy

I was saddened to learn that Toleman have been forced to withdraw their entry for the 1985 Formula 1 season, due to a lack of tyres.

In Formula 3000, each tyre manufacturer must be able to supply 30% of the field. If such a rule was introduced in F1, I doubt that we would see the tyre manufacturers dropping out due to a lack of capacity!

OXTED, SURREY A.J. BISPING  
*This seems to be a popular misconception. The whole problem stems from the fact that Goodyear are already contracted to supply 53% of the field, and Pirelli 33%. Toleman, Zakspeed and Beatrice FORCE (the remaining 14%) currently have no tyre supplier. — Ed.*

How disappointing it is that apparently we are not now to see the Toleman Grand Prix team this year. The season looked set to be its best yet, with a car better than last year's, and two absolutely top-line drivers. Stefan Johansson was at last to drive a whole series in a front-running Formula 1 car and, as if that alone was not enough for the *aficionados* to look forward to, John

Watson (who, with respect, looked to have the edge over Niki Lauda while both were at McLaren) was returning to complete a line-up at least equal to that of any other team.

As to the reason for Toleman's withdrawal, I cannot see that anything but harm is done to the glossy image of Grand Prix racing when it transpires that tyre companies can decide who does and does not race. FISA, FOCA, teams and individuals seem to cross swords in public from time to time, but the image is almost always made good by compromise from both sides. The tyre situation is surely different.

Goodyear and Pirelli are, as we all know, the only tyre companies participating in F1 racing at the moment and do so, one assumes, for both their own publicity and research and development reasons. Naturally there may be limits to their participation, but what would happen if each only supplied, say, eight cars — their chosen few? A similar problem with engines would not be as acute, as there is a far greater range of possibilities.

In F3000, FISA have introduced some control over the situation, perhaps each tyre company wishing to take part in Grand Prix racing should, in addition to

supplying their chosen teams, be obliged to supply other teams who are unable to attract a supplier, doing this in proportion to their chosen level of supply.

EWELL, SURREY JEREMY MORTIMER

How sickened I am (and I am sure any number of British supporters must be) on hearing of the apparent demise of Toleman's Formula 1 operation. It has just gone further to convince me that within F1 there is really a comfortable gentleman's club with a very effective 'dirty tricks' department.

Consider the behind-the-scenes efforts to get Tyrrell back in the fold. What help has been given to Toleman? Consider the help that is often given to very small 'no-hope' teams, I would suggest, as a sop to any possible criticism. Consider the number of times that the establishment has helped each other out during various battles with the likes of FISA.

But what happens if one of the no-hopers demonstrates that it might present a threat to the establishment, as Toleman did last year? Lotus entice away their number one driver and all Bernie Ecclestone has to say about the tyre situation is, "It looks as though Toleman

have a problem." Well, that must go down as the understatement of the year.

I hope that Alex Hawkrige will not allow himself to be beaten, as he must be aware of the enormous support he has from the British enthusiasts.

LONDON CHRIS BUNCH

**Two remarkable figures**

The first months of 1985 have for me, been sadly marred by the deaths of two remarkable figures of British motoring.

Sir William Lyons cannot be regarded as anything but one of the great figures in the growth of Britain's luxury/sports car industry. His death last month was all the more untimely because he could neither witness the continued rejuvenation of his marque nor see a British-based Jaguar team competing once again in international endurance sports car racing.

Barney Manley, on the other hand, was not nearly as famous as Sir William Lyons yet he, for many years, fulfilled a very important role in the Irish motor sporting scene. He was, at different times, driver, marshal, organiser and spectator but, above all, Mr Manley was always a gentleman. A passionate devotee of motor sport, he was always on hand to give advice and encouragement at just about every motor racing event in Ireland. He had also been instrumental in bringing motor racing back to Dublin's Phoenix Park after World War II — however this was only one of many achievements on behalf of Irish motor sport.

The lives of both Barney Manley and Sir William Lyons revolved around four wheels. They devoted a great deal of their lives to assisting the development of motoring and motor sport. My only regret is that as a 17-year-old enthusiast, I did not have the chance to spend more time with either of these gentlemen.

BELFAST PATRICK YOUNG

**Wrong combination**

Perhaps, like myself, many readers are concerned about the difference in speeds between Group C and Group B cars during WEC events. I suggest that the Group B cars run in the proposed World Touring Car series, alongside regular Group A cars.

A good Group C car will lap Silverstone in under 1:15, while (on the track at the same time, remember) Group B cars are unable to break the 1:34 barrier. A leading Group A car (Jaguar or BMW) laps in 1:36. The slowest Group A car at the TT lapped in about 1:48, which bearing in mind the lower speeds in ETC, is a far safer speed differential than in the WEC.

I see no reason why Group B and Group A cars cannot be combined, on the basis that they are treated as two different classes.

The stupidity of the current situation is summed up in the first few lines of your report of the 1984 Silverstone 1000Kms (May 17).

It would be interesting to read other readers views on this situation.

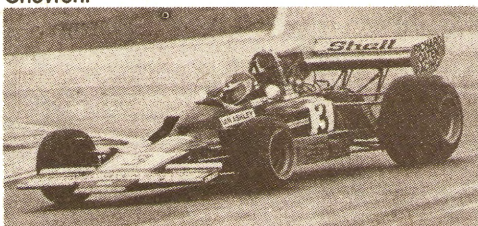
BARTON, STAFFS JAMES BAILEY



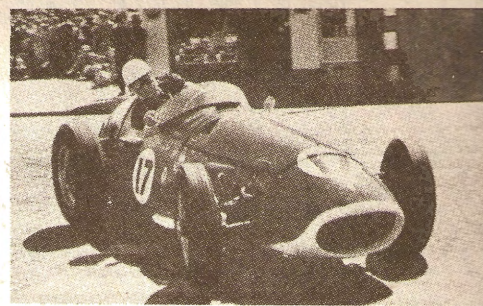
**10** The editorial leader 10 years ago this week (AUTOSPORT, March 20, 1975) expressed concern at the way in which the governing body was failing to produce stable International regulations for the intermediary categories from Formula 2 downwards. The constant and often late changes of regulations were troublesome, particularly in times of limited finances and had led to the emergence of more National championships. Thus, a great diversity of categories had arisen, all creaming off two or three top drivers and a few mediocre midfield runners. This, in turn, caused problems for promoters as well as up-and-coming young drivers, and a parallel can perhaps be drawn to the events of today, with F3000 replacing F2 and the demise of the European F3 Championship.

The late Tom Pryce's win in the Brands Hatch Race of Champions (above) dominated the racing news, with John Watson's second place making the event a British driver's bonanza. The race was led in the early stages by Jody Scheckter, fresh from his South African Grand Prix victory, but Pryce hounded him relentlessly and was looking for a way by when Scheckter's engine gave up the ghost. World Champion Emerson Fittipaldi qualified on the penultimate row of the grid and was a lapped fifth!

At Brands Hatch, Ian Ashley was a convincing winner in the opening round of the European F5000 series, putting in a smooth, confident display with his Lola T330 (below) to beat David Purley's Chevron B30. In the supporting Formula Atlantic counter, the late Tony Brise was equally dominant, taking the works Modus to a 35 sec win over Jim Crawford's Chevron.



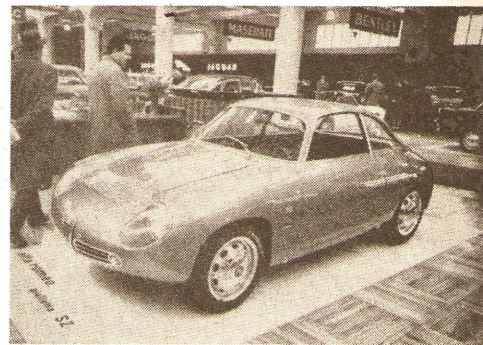
Stuart Graham's 6.7-litre Camero was a convincing winner of the Southern Organs Touring car event with Andy Rouse turning in a stunning drive in a Triumph Dolomite Sprint, lowering the class lap record by an amazing 3 secs.



**25** In direct contrast to the previous year, when the race was run in a torrential downpour, rendering the event a farce, the Waimate 50 that took place 25 years ago this week (AUTOSPORT, March 18, 1960) was spoiled by the race organisers — the South Canterbury CC. English competitors over in New Zealand for a handful of races, Ian Burgess — winner of the Teretonga Trophy — and David Piper, were refused permission to the start the race following supposed wrangling over start money. Consequently, Kiwi Johnnie Mansel (above) was free to win from Pat Hoare — Maserati beating Ferrari.

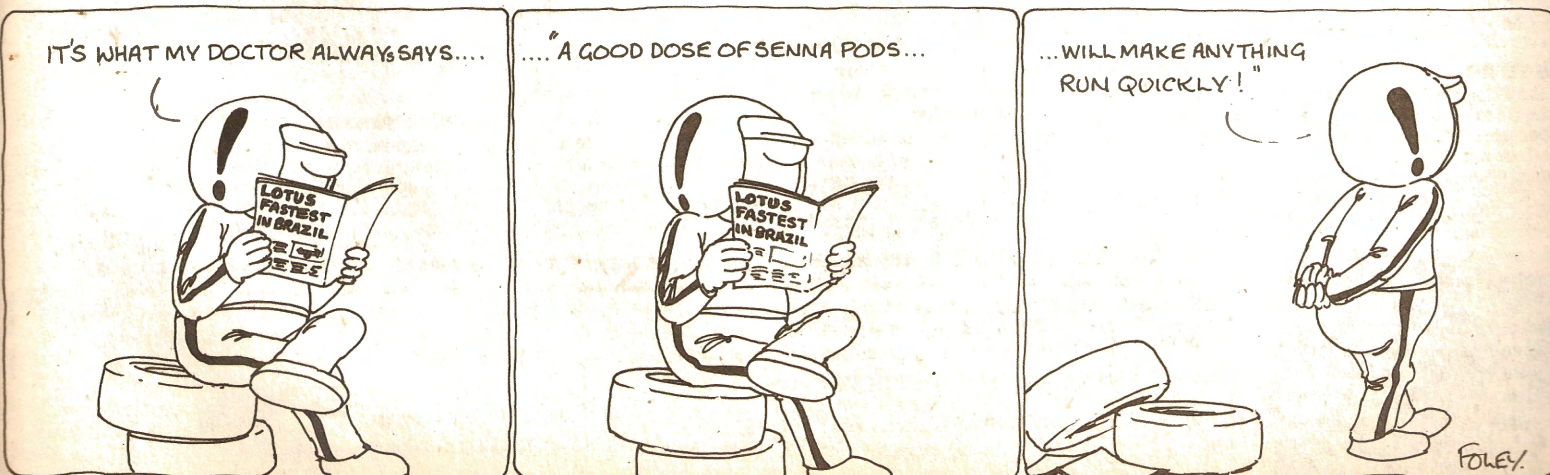
Then as now, the Geneva Motor Show was seen as an important show for the introduction of new cars and interesting projects from the coachbuilders. However, 1960 was relatively disappointing for new models, with the British introductions being limited to the Triumph Herald drophead and the Hillman Husky station wagon — none too exciting! Because of extortionately high insurance on motorcycles in Switzerland, there was a large number of small cars, such as Citroen's 2 CV and the NSU Prinz at the show, but the cars that truly caught John Bolster's eye were those that are classed as 'exotica', such as Zagato's superb Alfa Romeo SZ (below) and Maserati's delectable fuel injected 500GT.

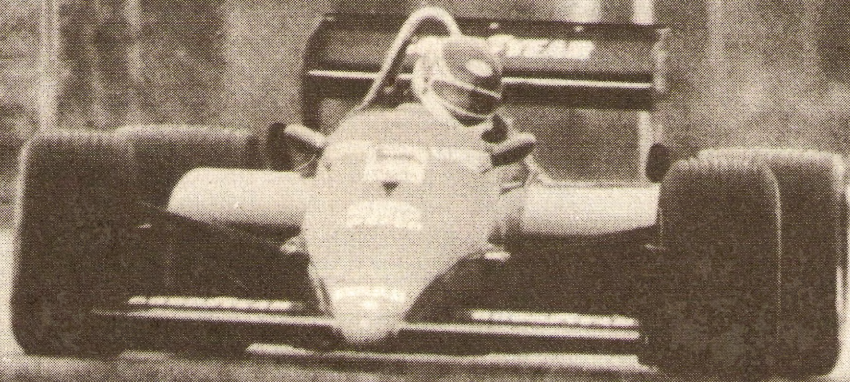
At home, John Bolster put some British-metal through its paces when he tried the Ruddspeed Austin Healey 3000 and found that the conversion, with all three stages costing, wait for it, £89, meant a 25mph increase in top speed — a bargain!



**CATCHPOLE**

BY BARRY FOLEY





Although conditions were wet during much of Dumfries's time in the Ferrari, last year's Marlboro F3 champion proved his salt, and his times came down progressively.

# Dumfries at Fiorano

QUENTIN SPURRING spoke to Johnny Dumfries on his return to England having tested the Ferrari 126 C4

**"It was a great experience, and it was exciting of course. It's not every day you get to drive a Ferrari . . . Having said that, I believe it is important to rationalise these things, and in my mind I try to place it alongside test-driving for the other teams who gave me a chance." This was the reasoned reaction of Johnny Dumfries after testing a Ferrari 126 C4 Formula 1 car at Fiorano last week.**

The Ferrari team is known to be seeking a third driver to sign a testing contract. The idea is apparently that a young *comingman* should carry out the bulk of the development mileage of projects like the new four-cylinder turbo engine, leaving Ferrari's Grand Prix stars, Michele Alboreto and René Arnoux, to use their Fiorano time in detail development of the recently announced 156/85 chassis. The possibility — no more than that — of a couple of races towards season's end is also offered to the number three Ferrari driver.

No commitment of this kind was made to Johnny Dumfries by the Italian team last week. In fact, the test opportunity was offered with no strings attached, and Dumfries himself views it purely as an exercise in which he and the team got to know each other. The chance resulted, of course, from his striking performance last year in Formula 3, in which he was very much the outstanding driver in 1984. At the wheel of Dave Price Racing's BP-sponsored Ralt-VW, Johnny scored nine wins in the Marlboro British series and four in the FIA European championship, romping to the title in the former and finishing runner-up to the controversial Ivan Capelli in the latter.

Capelli, who also won four Euro rounds last year with the Coloni team's Martini-Alfa Romeo MK42, has been approached by Ferrari, along with the Italian Formula 3 title winner, Ralt-Alfa Romeo driver Alessandro Santin. None of the trio was told that he

would be on trial for the proposed testing contract.

"The connection was made last December when I had a telephone call from Marco Piccinini," says Dumfries. "At the time I explained that I was waiting for a decision from Brabham, and that this had to be my priority. Piccinini understood my position and it was decided to do nothing that might jeopardise a chance of the Brabham drive. However, when François Hesnault got the seat with Brabham, he made contact again. Coincidentally I was going to be in Venice on the day Ferrari wanted to see me, so I said I'd hire a car and run down to Maranello."

Dumfries had a fitting in a car on Friday, March 8, and was to have driven at Fiorano on the following Monday. However, the Ferrari team postponed the test when it needed more manpower on the 156/85 build programme. Dumfries returned home to London, and flew back to Italy for a full day of testing last Thursday.

"Unfortunately it was wet during the morning, but it did dry out in the afternoon. In all I drove about 48 laps, half of them in the wet and the rest with the circuit drying. Antonio Tommaini was managing the test, and he also had to fit in Alboreto and Arnoux who were both running on the same day.

"Michele and René were both very helpful, and Michele started out in the morning by driving me round the circuit showing me the lines in a road car. I must say that I found Fiorano very impressive. "The circuit itself is the ideal test track, with a perfect combination of corners, all very different except for the two hairpins. The computerisation is really extensive and every section of the track is monitored, with instant automatic readout for the times on an electronic display in the pit. The display is visible to the drivers, so that I could see my lap times coming down progressively, which was interesting.

"In fact I wasn't there to impress Ferrari with speed. As soon as I arrived they give me a specific job to do which was part of the existing development programme, not contrived for me. I spent the day doing

telemetry tests of equipment fitted to one of last year's cars."

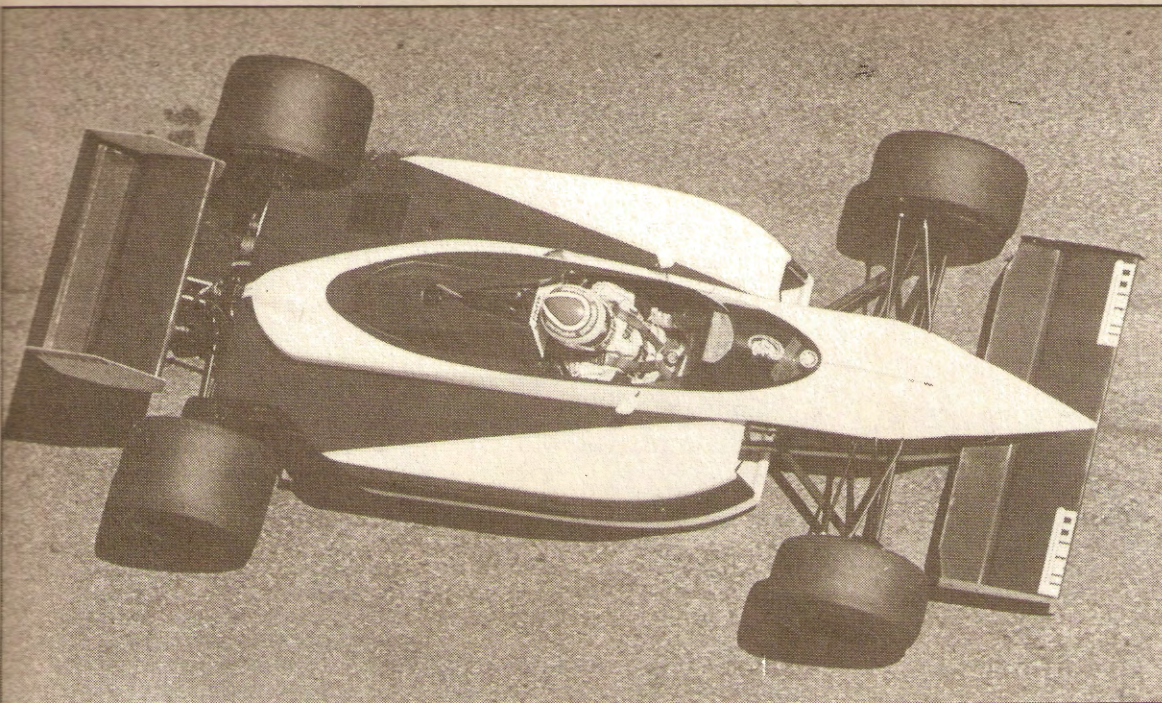
Dumfries had been asked to test again on Friday, but the session was washed out by rain. He had done enough driving the day before to be impressed by the Ferrari itself, particularly the V6 engine which he found to be very smooth relative to others he has tried in Formula 1 cars.

He is now, in fact, quite widely experienced with Grand Prix machinery for a driver with race experience no more demanding than Formula 3. He has test-driven a Tyrrell-Cosworth and now five turbocars — the Ferrari, a Lotus-Renault, a Brabham-BMW, a Williams-Honda and a McLaren-TAG, the last-named the 'prize-drive' for winning the Marlboro title.

Although he is understandably pleased to have been given the Ferrari test opportunity, and to have met such as Franco Gozzi, Piero Kardi, Harvey Postlethwaite and Antonio Tommaini at Maranello, Dumfries has his feet firmly on the ground. In truth, he is more satisfied by securing his Formula 3000 drive with Mike Earle's Onyx team. As he gets down to work with the March 85B at Silverstone this weekend, the Ferrari test is filed away in his mind, valuable experience and part of a studied learning process to broaden his professionalism.

For Ferrari, though, the test is believed to have been positive. The team keeps the best secrets in motor racing and is not about to discuss the matter, but we know from an inside source that the team was impressed with Dumfries and his mature attitude towards getting the job done. Thus far, no dates have apparently been set for the Capelli and Santin tests and, even though nothing official is being said on the subject, unofficially it is clear that Dumfries remains a possibility for the role of Ferrari test driver.

Johnny himself is not necessarily expecting the question to arise. If it does, we would think that he would judge it in typically clinical fashion in the light of his commitment to his Formula 3000 programme. ■



Gordon Murray's latest creation is striking in its simplicity, Piquet finding it much easier to drive than the BT53.

# Brazilian blend

Senna and Lotus dominated the headlines as **JEFF HUTCHINSON** reports

**Just three weeks after pacing the Rio pit lane complaining of engine problems which had prevented the new Lotus-Renault 97T from setting a fast time during February's Rio tyre testing programme, Peter Warr was all smiles. Ayrton Senna had shattered Michele Alboreto's previous best of 1m29.18s in the Ferrari and Lotus's own 1984 pole position of 1m28.39s set by Elio de Angelis, with a flying lap of 1m27.9s — a new outright lap record.**

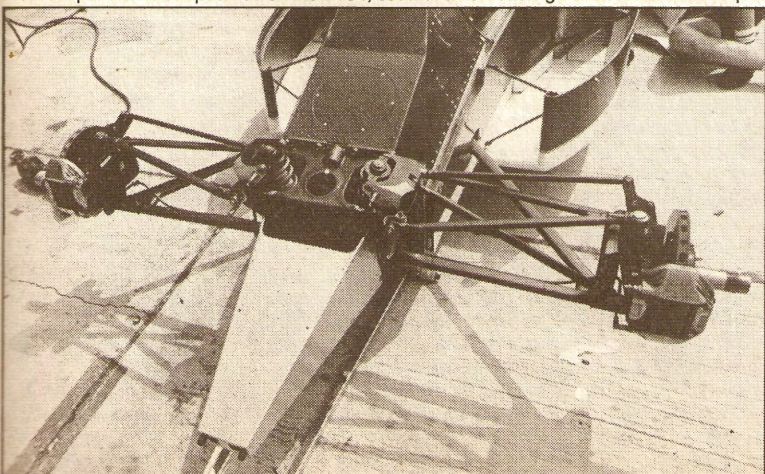
It was an exciting close to Saturday's testing as Senna made three runs on Goodyear's latest qualifying rubber, equalling Alboreto's best on his first run before returning to the pits. The Renault engineers blanked off the turbo wastegate for the 'big one', which saw his next run stop the watches at 1m27.9s. His third run looked as though it would be still quicker, as the speed trap at the end of the straight clocked 308 kph, but coming into the final corner before the pits Senna hooked a wrong gear, then blasted past the Lotus pit to record a 1m28.08s, despite his mistake. "It would have been a 1m27.5s for sure," said a frustrated Senna, but the Brazilian had already earned the spontaneous applause of his Brazilian fans in the pit lane for a job well done. "Pole position will be in the 26s for the race," predicted Warr.

The Lotus team's original engine problems in the first test had been traced

to a too small diameter exhaust system which was restricting the power output and pick-up of the engine. Another had been tested at Donington and found to be a big improvement, while a third design was rushed out just in time for the test and proved even better. Lotus brought two cars to the test, the original one having been modified with a revised rear suspension after both drivers had complained that the rear of the new 97T was too 'nervous'. "The new rear end is much better to drive," said Elio, even though he spent most of his time in the pits, before having to return to England on Friday night.

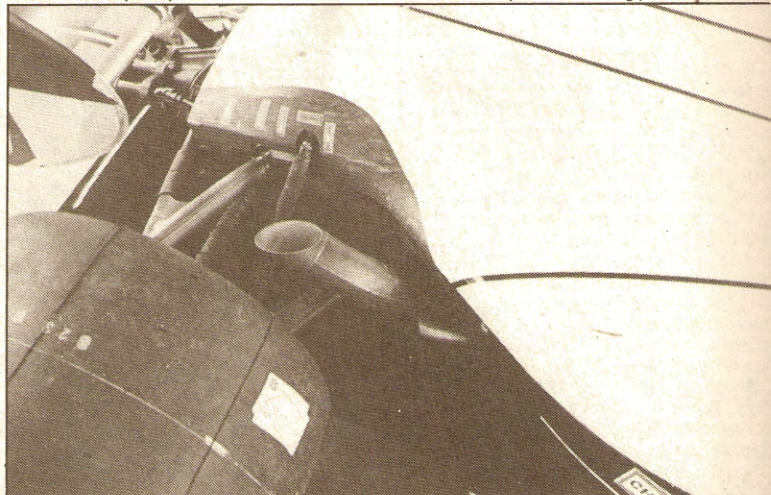
The revised rear end was fitted to the 'standard' chassis number two, but the misfire remained, as did Warr's frustration with Renault. Yet, the complaints suddenly stopped when the fault was traced to a wiring problem with the car's rear light!

Front suspension is still pushrod on the BT54, but with a new casting bolted to the monocoque.

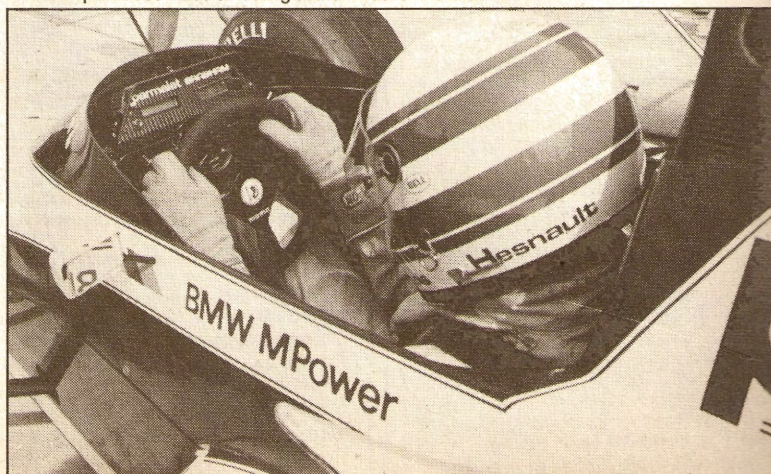


After clinching fastest time of the week on Saturday, Lotus wound up their testing on Sunday with race tyres and full tank testing — Senna running a series of 10-lap runs on A/B, B/B and B/C compounds around the 1m38.0s mark.

Renault tried upswept exhaust exits on the RE60 in a bid to improve rear wing performance.



Hesnault put in 600 miles of testing at the wheel of the Brabham.



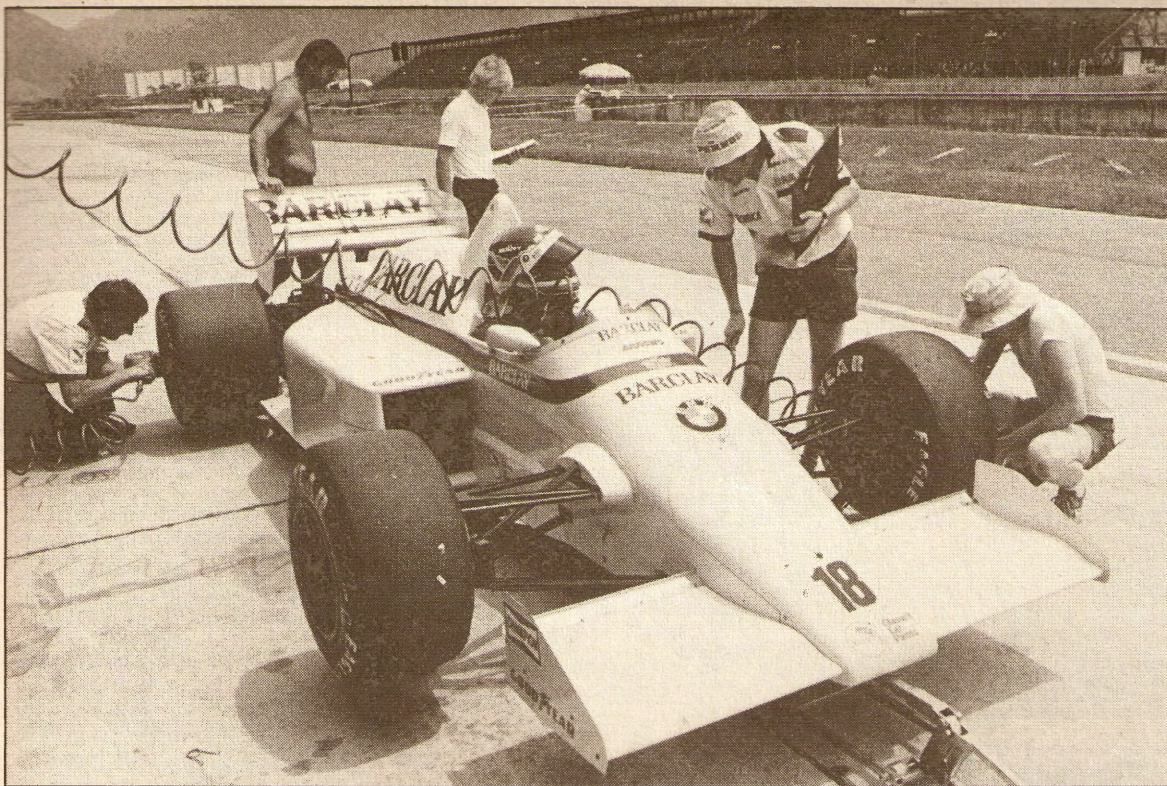
As in the previous test, the abrasive Rio track produced a wear rate that will almost certainly mean tyre stops for the Goodyear runners in the race.

## New Brabham impressive

Finished only a couple of days before the test, the Brabham-BMW team arrived in Rio with their sleek new 1985 BT54 chassis, born out of an extensive winter test programme with an interim BT53 development car — which the team had on hand for their latest recruit, 'Frankie' Hesnault.

Before the car had even turned a wheel, the new BT54 was the subject of admiring glances from the rest of the pit lane. Its simplicity — even compared to the BT53 — and its long smooth lines making it one of the best looking cars ever to come off Gordon Murray's drawing board. The most noticeable exterior difference is the car's long, smooth side pods which taper in at the front and stop just short of the car's front wheels. The air for the radiators is exhausted out the back of the pods producing a clean air flow along the entire length of the car, which is waisted in towards the rear wing. Murray has retained a similar pushrod suspension front and rear, but with a new front casting (carrying the front suspension) bolted to the front of the monocoque. While a long, fully enclosed, pointed 'crashbox' sits ahead of the suspension, the driver's feet are well behind the front axle line.

The monocoque is also similar to the old car, a carbon kevlar material with an aluminium wrap-around forming the sides and bottom of the tub. A 3ins longer spacer between the gearbox and engine gives the car a longer (118ins) wheelbase. And the car also features a revised six-speed gearbox that is much narrower than last year's version with



At last Arrows were able to put in some meaningful test mileage on the new chassis, Boutsen pronouncing himself delighted with the A8.

►► improved internal lubrication, following some problems last season.

Murray looked like an expectant mother as Piquet took the car down the pit lane for the first time: "Wind tunnel tests say it all *should* work, but you never know" said Murray. His worries were soon over, when Piquet returned to the pits with the temperatures where they ought to be and reported that the car was much easier to drive than the BT53. By the end of the day, and some 60 odd trouble-free laps, Piquet had already set a best lap of 1m34.2s on race tyres, around 1.5secs faster than he had managed with the prototype BT53 on the same rubber. "At least it's a change in the right direction," said a modest Murray. Piquet's first run on qualifiers, with race boost, stopped the watches at 1m31.3s.

After spending most of Sunday and Monday running long tests on race rubber and full tanks with consistent times in the mid-1m37.0s bracket, Piquet went for another qualifying lap with a big qualifying turbo and more boost, to record a best time of 1m29.6s — second best time of the week.

Brabham continued their testing on Tuesday, during which time Murray tried different wings and other aerodynamic changes. Just before the end of the test, however, Piquet's day was cut short by a blown engine, his first major engine problem of the week. It was a good test for Brabham, their race tyre performance showing that Pirelli have made big advances over the winter. Piquet looked very promising against the Goodyear opposition, although he is going to have to struggle to get on the front row of the grid this year. It should make for some interesting racing.

François Hesnault had a difficult week with the old car in which he ran some 600-odd miles, with a bruised back, blistered hands and blistered right foot to prove it. By the end of the test, he was beginning to feel at ease in the car having set a best of 1m38.5s on qualifying rubber — just under 2secs off Piquet's best in the same car under similar conditions.

"The car is very precise to drive after the Ligier," said Hesnault, who was finding it hard work following a four month lay-off. He had several spins throughout the test, losing most of Friday

and half of Saturday when he tried to drive the car out of the sand run-off area, overheating the turbo and setting the bodywork alight.

By the time the fire was put out, the engine cover was charred, the electrics burned and other minor damage necessitated an engine change. "The mechanics are fantastic. They were very good about it," said Hesnault, now nicknamed 'Frankie' by the team. "They were always encouraging me, telling me that the car was very difficult to drive and that even Nelson didn't like it." Hesnault was also trying Garrett turbochargers on his car, one of which broke, while an engine problem ended his testing early.

"If we have the reliability, we should

be looking quite good this year," said Murray, summing up his team's chances at the end of the test. "I am happy with the way the new car went. It was a good test. I only have a job list back at the factory of about 54 items. If it's a bad test it's often double!"

### Renault off the pace

The Renault team had a disappointing week with its two new Renault RE60s, plus an older RE50 as a back-up chassis for comparison tests.

Both Warwick and Tambay complained of a lack of grip from the new car, poor handling and lack of traction out of the corners. Added to that, a problem with the retaining clip on the front

wishbone ball joint meant that the team lost a day's testing while it was modified. Tambay's car was fitted with exhaust pipe extenders in a bid to improve the rear wing performance. This helped a little, so a further modification to exit the exhaust pipes under the rear body panel like McLaren, Ferrari and Lotus, was also tried. This improved downforce by around 10%. A properly designed underbody exhaust is being prepared for the cars' next test, but the team are going to be hard pressed to make-up the 3 secs or so lacking to their opposition in Rio. With the modified car and low fuel, Tambay's best was a 1m36.67s by the end of the test, while Warwick did not better 1m36.8s in his 'standard' RE60 on which he chose to run the RE50 nose section for most of the test. "Things *have* to get better," said Derek, who ran a few laps in the RE50 at one point in the test and immediately set what was to be his best time of the week: 1m36.0s.

On the bright side, the new EF15 in Warwick's car ran trouble-free throughout, giving better pick-up compared to the EF4B interim engine, while both drivers found the new gearbox on the RE60 a big improvement over last year's 'box.

### Arrows A8 goes great

The Arrows equipe were the fourth team at Rio, giving their new carbon fibre A8 its first real test session after damp sessions at both Paul Ricard and Donington. Still fitted with an old '84 spec engine at the start of the test, Boutsen was running considerably less race boost than the Brabham cars as he put much needed miles on the car, dialling out an understeer problem.

On Friday, BMW offered the Arrows team an '85 spec engine to test in order for them to get some comparison temperature figures with Brabham. Arrows were delighted and Boutsen's times improved accordingly. On Saturday he set a best of 1m30.9s with qualifying tyres and race boost, compared to a 1m33.4s the previous day before his old '84 engine suffered a cracked block when the boost was turned up to the equivalent of the '85 engine's race boost.

In fact, Boutsen reckoned he could have lapped under 1m30.0s without too much trouble, but his best run on qualifying tyres was spoiled. Boutsen never got the chance to prove his point on Sunday, the final day of the Arrows test, for after running some impressive times on race rubber not much slower than Senna's full tank and race rubber times, fourth gear stripped.

"The difference is night and day compared to last year's car," said a delighted Boutsen at the end of the test. "We still have an understeer problem, but I am sure we can fix that for the race with a bigger rear wing. All we have here is the biggest of the old Cosworth wings we had, which is not giving enough downforce, although we can match it with more downforce at the front end." Straightline speeds of the Arrows on race boost of 300kph underlined his point. He also ran SEP carbon fibre brakes for the first time and was equally impressed by their performance.

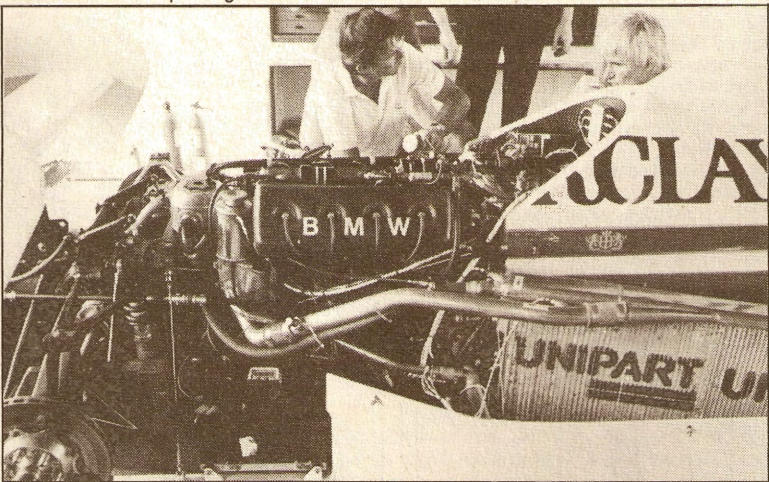
"I am feeling really confident about the coming season," said Thierry. The new car should be much more competitive. Every little adjustment makes a big difference. Last year every big adjustment to the chassis made little difference."

If the Arrows team can find a big enough budget for the season, they look to be in a strong enough position to justify it. ■

### FACING PAGE

Above: Derek Warwick tried both the old and the new Renault chassis in a comparison test. Below: Nelson Piquet impressed in the new BT54. Photos: IPA.

Arrows used an '84 spec engine until BMW lent them an '85 unit with which Boutsen set his time.



## RIO DE JANEIRO Mar 8-13 Overall testing times

1, Ayrton Senna .....	Lotus-Renault 97T .....	1m27.9s
2, Nelson Piquet .....	Brabham-BMW BT54 .....	1m29.6s
3, Thierry Boutsen .....	Arrows-BMW A8 .....	1m30.9s
4, Elio de Angelis .....	Lotus-Renault 97T .....	1m34.4s
5, Derek Warwick .....	Renault RE50 .....	1m36.0s
6, Patrick Tambay .....	Renault RE60 .....	1m36.7s
7, Derek Warwick .....	Renault RE60 .....	1m36.8s
8, François Hesnault .....	Brabham-BMW BT53P .....	1m38.5s





# BACKSTAGE



## Timo's change

Timo Salonen is now quite a different person. Long gone is the evasiveness and apologetic approach — now we can see a growing friendliness and self confidence. In three rallies the Peugeot 205 Turbo 16 has created in him a new happiness and told the world that he really is one of the best drivers around. The first time I met Timo was in some rather crowded coffee shop in a London hotel, waiting for the 1977 RAC Rally to start. Even at that time you suspected things about him, like the way he seemed to pretend he could not speak English. Everybody felt pretty sure it was all a game, a ploy to get the better of you. He had his friend Timo Makinen with him, and whether or not the 'original' Timo was privy to Salonen's games. He certainly did what he could to encourage Finland's latest find.

Speaking recently, Salonen admitted there was a hell of a scuffle between the two Timos when the new one entered the Fiat team during the seventies. It was like when another cat enters a long cherished home, but very soon they were real friends. And then came co-driver Seppo Harjanne who speaks English very passably, and he became Timo's mouthpiece for many years. Once I needed to interview Timo from England while he was practising for the Acropolis. Trying to make the Greek telephone system help you is only one step better than trying to make the Portuguese 'phones work. I got hold of Timo in his chalet alright, but he told me that Seppo would speak for him. Eventually I got hold of Seppo, and he referred back to Timo, and on we went. Only British Telecom got richer from that. One of the fun things about Timo was not knowing him and wondering how much of his life is a game, how much is real. Nowadays he speaks English without embarrassment but we still know little about him. If anything the only chance is that more people can now enjoy the 'getting to know Timo' game.

One of the most curious things about Timo is his visible unhealthiness. In the Nissan days there was humour in all this as the Nissan drivers prided themselves on the size of their bellies. Then for many years Timo would hastily put his cigarette out of sight when we approached with cameras, hoping to snap him with weed in his mouth. This deceit disappeared when

### FACING PAGE

Top: Timo Salonen and Seppo Harjanne have shot to prominence in World Championship circles since joining the PTS equipe, seen here en route to their first Peugeot win. Below left: Group A winner Jorge Ortigao in his Toyota Corolla winding through the crowds. Right: Audi's service areas were often hectic, and always attracted considerable attention from the enthusiastic spectators.

Photos: Colin Taylor Productions.

he got to Peugeot but his agonies in Portugal caught up with him. The efforts of driving the four-wheel-drive Peugeot 205 Turbo 16 came home to him after Vatanen retired and it was obvious that the French hopes were resting on him. Rallymen, however, are gradually becoming athletic. Walter Rohrl has long been an active skier, even before he took up rallying, and now he is a golfer as well. Ari Vatanen began his quest for vitality in the seventies, during his Ford days. It is a worrying trend. It will have to spread to journalists before long.

### Who knows the answer?

What makes a driver do well on the Portugal Rally? Walter Rohrl was the only man to drive in Portugal this year who had won before, and he admitted he did not know. Vatanen and Salonen had, between them, driven nine Portugal rallies and finished none; the most unlucky driver has been Jean-Luc Thierier who retired six years in succession, even if he had won once before. Markku Alen has entered eight times, finished on each occasion and won on four of them. "I just don't know what it is," admitted the German. "Think about Markku. He has always driven like hell on the rough roads just like everyone else, but he has never broken down." Walter must have forgotten the time the Finn had a monumental accident at Peninha and ended the stage on three wheels (a local restaurant still displays the errant wheel as its prize attraction). Perhaps a bit of luck helps, as that was one of the times Markku won!

What is the meaning of the 1985 World Championship at quarter-distance? Firstly it seems the manufacturers championship must be going the way of Peugeot. Never has the same team won the first three makes championship rallies in one season before. So what are the odds on the drivers series? This is Audi's great hope as nothing is better for the opposition than two top drivers in the top team, as they tend to fight each other. "I think Timo is going to be a problem for Ari," Rohrl continued. "He makes very few mistakes". And Ari makes plenty. Just before the Monte Carlo Rally, a Swedish journalist asked Stig Blomqvist whether it would be easy for the Swede to retain his world title. "No," he replied. "Walter will be my biggest threat. I think



Victory celebrations for Salonen; his first major success since 1981.

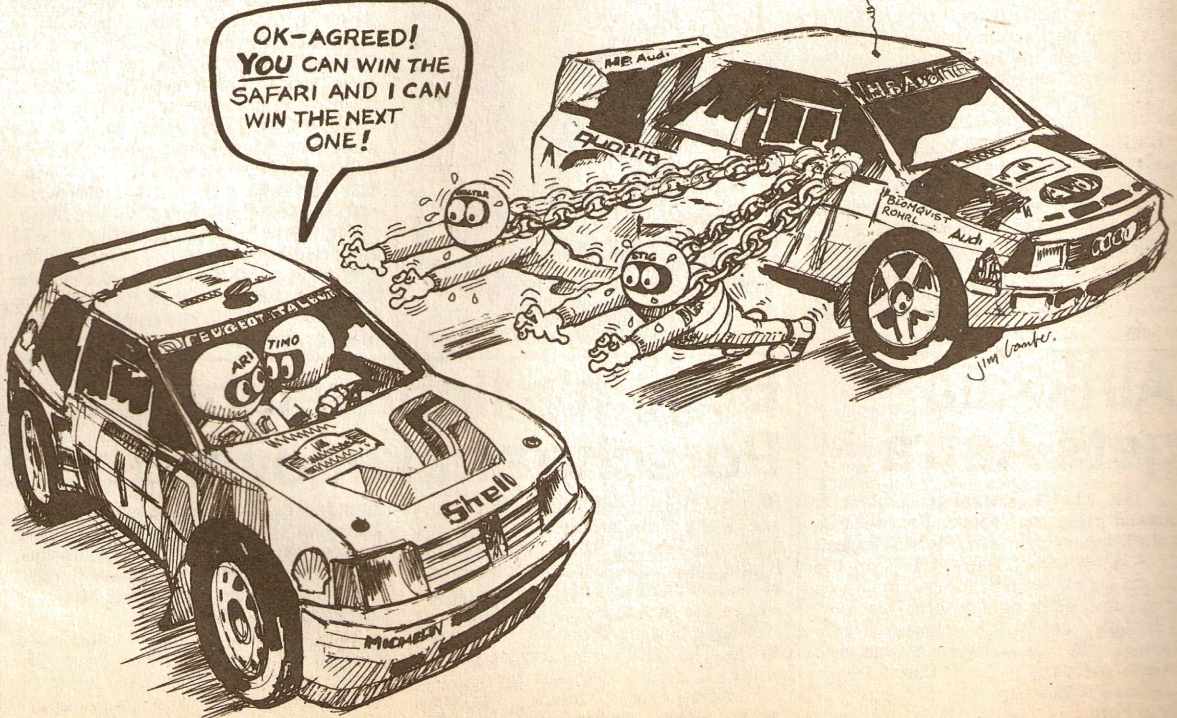
Ari makes too many mistakes to be champion again."

So with Audi's recently declared policy of entering reduced teams on future world rallies, what is going to happen to the two forgotten drivers: Hannu Mikkola and Michele Mouton? This will be a special difficulty for Audi's management who promised both of them five rallies this season. Hannu has started only one so far and Michele none. It is clear that both Blomqvist and Rohrl are in top form, and to dilute the effort for these two drivers will be to take away any chance of championship laurels for Audi this year. But will Peugeot's success continue? Is it possible for them ever to lose? They nearly did in Portugal, but was this Audi's superiority or Peugeot losing their grip? Strangely enough the rallies which Peugeot have won have all been European rounds, of comparable toughness. Their cars had never been

stressed over really rough roads like those in Portugal. Peugeot went to Portugal not knowing how their cars would stand up to the pounding.

All this makes the promise of the Safari Rally over Easter more intriguing. There are eight teams with 29 factory cars taking part. Of these teams only two run Group A cars and all the Group B cars stand a realistic chance of success. Only two of the eight (Nissan and Opel) run normally aspirated cars while three out of eight use four-wheel-drive traction. Four of these teams have actually won the event before with identical or similar models, Peugeot have won the event six times before with other models. The rallies in the next few months are going to test other aspects than just performance over high-speed gravel stages. If in four months' time Peugeot are still winning, then we will really know the French have got hold of something quite special! ■

Victories don't come easily, but as Jim Bamber's cartoon underlines, the French team is currently having it all its own way.





# FISA proposes clampdown to tighten Group B control

For a few moments last week, FISA President Jean Marie Balestre was making the headlines again, with a statement at the Munich press conference, which indicated Group B would in future cater for 400 vehicles, as opposed to the current production minimum of 200 units. As the fuss died down the findings of the Technical Commission became clearer, with some significant modifications to Appendix J scheduled for implementation in 1987. A new turbocharger equivalence formula; revised minimum weight limits, and narrower wheel widths are proposed, although it seems that some manufacturers are already voicing concern over the stability of the Technical regulations.

Most noteworthy is the Commission's proposal to change the equivalency factor for turbochargers from 1.4 to 1.7, thereby upgrading a number of current cars into the next capacity class. These classes form the basis for the (revised) minimum weights and for the rim widths. Of all the modifications this is the simplest, with an overall reduction of 1in in all capacities.

As an example of the effect of the suggestions, Peugeot's 205 Turbo would find itself in a higher category with an increased minimum weight. At 1775cc, the 205 Turbo (through application of the 1.4 factor), is rated at 2485cc, putting it into the 2.5 litre category, with a minimum weight of 890kg, and a maximum — overall — wheel/tyre width of 11ins. Under the — proposed — new regulations the car would be rated at 3017cc, shifting it into a (newly created), 3500cc class on 10ins rims, and with a minimum weight of 1045kg.

Not surprisingly, PTS boss Jean Todt was less than happy about the suggestions which could make his cars less competitive.

"Any change in the stability of the regulations is always bad," he explained on Monday. "There are so many manufacturers involved, and so many planning for the future, it is not right to make changes especially when the regulations look good. We have a rally car, which under the new rules would need additional weight to comply. We cannot make weight on a rally car.

"If everyone else is in favour than I have to comply, but personally I feel that we should be using stability within the sport to help new people understand rallying. Before such decisions are taken, manufacturers and all those who have a major involvement should be considered. This decision was taken at a big table and no-one there had a single idea about the investments required, or financial aspects of the motor industry."

Jean Todt also felt that perhaps too much emphasis was now placed on safety within the sport, underlining that the

problem had always existed, and no easy solution could be reached.

It was in an effort to restrict the performance of Group B cars that these proposals were presented, Neil Eason-Gibson suggesting that this was a sensible first step towards real control over the performance of modern rally cars. Under the stability regulations, Eason-Gibson underlined that the proposals would now require approval by the Executive committee in June, and would not then become effective until January 1, 1987 at the earliest. He continued to reinforce FISA's position, highlighting the inclusion in this year's Yellow Book, of the probable amendment to the equivalence factor for 1987.

Turbochargers, it had been felt at the meeting in Munich, had become an easy method of boosting power outputs, through the absence of any sensible controls. While restrictions on either valve lift, or turbocharger pressure would be impossible to control on a rally, the new equivalence formula — plus restrictions on intercoolers — would be a move towards tighter control.

"Further discussions on this subject must be expected," explained Eason-Gibson, "with further revisions for Appendix J, and the possibility of restricting cars to the turbochargers homologated with the original car."

"I actually suggested a 1.8 equivalence factor but after discussion, a 1.7 ratio was adopted and passed unanimously by the Commission after the meetings which lasted through Wednesday and Thursday. The BPICA do not like the proposals however, their representative abstained, and their request was for status quo."

The BPICA actually requested some time ago that stability — with specific regard to equivalence factors — be enforced, although there are no indications of exactly how the association will react following these latest proposals. Their position could be rather difficult, as while some members do not approve the proposals others are already known to be concerned by the current speeds, and will welcome these first moves towards increased control over the Group B machinery.

Todt — weight problems.



## The proposals

	Audi Sport Quattro	Peugeot 205 Turbo	Ford RS2000	Lancia Delta S4
Capacity	2142cc	1775cc	1803cc	1759cc
Current Rating (× 1.4)	2998cc	2485cc	2524cc	2462cc
Proposed Rating (× 1.7)	3641cc	3017cc	3065cc	2990cc
Current Minimum Weight	960kg	890kg	960kg	890kg
Proposed Minimum Weight	1100kg	1045kg	1045kg	980kg
Current max wheels	11ins	11ins	11ins	11ins
Proposed max wheels	10ins	10ins	10ins	10ins

## Rohrl to miss Safari Rally

Following their new policy of entering a reduced number of cars on major events, Audi Sport will run only Stig Blomqvist and Hannu Mikkola in a two car team for the Marlboro Safari Rally. At a meeting last Wednesday, Walter Rohrl — the team's original nominated runner for honours in the Drivers World series — was given permission to miss the rally, effectively ending any genuine German hopes for taking the title.

The emphasis at Ingolstadt continues to centre on future competition plans, with the token presence in this year's series likely to be maintained through a combination of Messrs Blomqvist, Rohrl and Mikkola. Most of the front runners how now started their recesses for the Safari, and it seems that it could be a very dry dusty affair. Although there was a few minutes rain on Sunday night, competitors are looking forward to a fast event.

Rohrl — chances slipping?



## Juniors opt out of Smeralda

Plans to send the British Junior Rally Team to the Costa Smeralda Rally in April have been scrapped by the RAC MSA as most of the drivers who would have been included have championship commitments elsewhere. With the Sonat Granite City Rally taking place at the same time, Mark Lovell, Stuart Nicholls and Simon Davison would all be unavailable. To send a depleted squad would rather defeat the object of the exercise.

Therefore it is possible that the 24 Heures d'Ypres could be added to the agenda at the end of June, although the team may not necessarily tackle the Belgian Euro round as an official RAC MSA contingent.

## Brits head for RACE

Jimmy McRae takes his AC Delco supported Opel Manta 400 to Spain this weekend for the RACE Rally, his opening foray into the European Rally Championship. At a lunch in London last week, the British Champion stated that he hoped to net good scores from four overseas Euro rounds and hopefully regain his A-seeding that he lost last season.

A good result in Spain this weekend, Ireland at Easter, the Costa Smeralda event in May and Scotland in June — plus two other foreign events yet to be decided — could put the Scot back among the top seeds again with relative ease.

Further British interest on this weekend's event is provided by the presence of Russell Gooding's Group A Rover Vitesse, the event counting as a round of the FISA Group A Championship. Gooding's first venture in the series was on the Hankiralli in February but an accident cost him a finish. Co-driver on this weekend's outing will be Austin Rover contractee, Rob Arthur, who knows his way around a Rover following his partnership with Tony Pond.

Gooding's car will have the correct axle fitted for the first time, the previous unit being more suited to circuit racing. In addition to Gooding's regular sponsors, ARG, TWR, Berger Paint, Lucas, Mintex and Revolution, extra support this weekend will come from Austin Rover Espana SA.

## Airikkala gets Astra

At last week's Rothmans Circuit of Ireland press conference, Pentti Airikkala announced that he would indeed drive a Group A Astra GT/E on the Easter event. Support for the car, which is currently being built at Safety Devices, will come from British Telecom Mobile Phones, the car carrying a blue and yellow colour scheme so that it is not confused with a similarly supported car from Ford . . .

## Beguin's lightweight Porsche shakedown

Bernard Beguin will contest the Garrigues Rally at the end of the month in a lightweight Porsche 911 SC RS from the Rothmans equipe. The car is actually one of the team's former practice cars, but it will be the first to weigh in at less than 1000Kgs, beating the limit by around 30Kgs. The event is a coefficient 3 round of the European Championship.

Meanwhile, a brand new car is being built at Silverstone for Billy Coleman in

time for the Circuit of Ireland at Easter. Last year's winner will be defending the success as one of the hot favourites, trying his hand in a Porsche for the first time as course car driver on last weekend's West Cork Rally.

Looking further ahead, the road version of the four-wheel-drive 959 model is expected to begin production in the autumn, with Group B homologation expected by April 1 next year.

# Ford race to meet GpA requirement by April 1

## Doubts grow that RS Turbo will get homologation in time for Circuit

Ford Motorsport began their return to rallying last weekend when Mark Lovell took the Telecom Radiopaging supported Escort RS Turbo to Ireland for the West Cork Rally. With the intention of getting some pre-Circuit of Ireland testing, the car (which is intended for Group A homologation on April 1) returned with useful mileage under its belt and fourth overall to its credit.

Run by Rally Engineering Development, the 200bhp front-wheel-drive car used several variations of suspension settings and other specification developments during the event, its progress varying as each item was tried. By the end of the day, the car had proved fastest on two stages and been beaten by only one car on three others.

Naturally, Ford were delighted although John Taylor commented on Monday, "Doubtless we shall be criticised in the press, yet again!" It seems that some people are never satisfied...

The new car (which first appeared on last year's Manx Stages in basic trim) staggered many more established competitors with its speed over the tarmac and will surely be a welcome addition to the Group A ranks.

When it actually appears in Group A trim seems to be the subject of widespread speculation, however. At the weekend, Ford insisted that the car would meet its April deadline but, while



Ford took a promising fourth place last weekend but can they get the Group A nod?

work at Boreham is clearly continuing at a frantic pace, the company stubbornly refused to comment on suggestions that the car might actually fail to get the required rubber stamp from FISA.

In Ireland the team did admit that the Group N car (which was due for homologation at the same time) would not get the nod on April 1, a situation which will clearly not please the former

Turbo Championship drivers who have committed themselves to running cars in the Shell Oils/AUTOSPORT National Rally Championship. Having been forced to miss the first two rounds as the cars were unable to get their Group N homologation by January 1, the third round—in Scotland—is now likely to be without their presence, leaving May's Manx Stages as the next available option.



## Tabaton's charger

Gianfranco Tabaton won last weekend's Ciocco Rally in Italy, a coefficient 1 round of the European Rally Championship, but the results were notable by the presence in second place of a Group A Fiat Abarth 130TC. Former Lancia pilot, Fabrizio Tabaton (above) brought the car home almost 6 mins behind the Rally 037 of Cunico, but still managed to beat off the Group B Porsche 911 of 'Lucky'.

### BRIEFLY

■ After a number of years support from Sanyo, the New Zealand round of the World Championship is this year supported by a rival company, Clarion. The new name is the Awa Clarion Rally of New Zealand, and it starts on June 27.

■ Rally teams needing a service manager should contact Rally Radio Link's Mike Summerfield. He has already supervised operations for Toyota and is keen to do more. Contact number is 0761 414519.

■ Stephen Baber returned to stage rallying recently, having formerly been quick in a Chevette HS. Now Manta 400 mounted, he netted a steady 10th overall on the Heritage Screenprint Rally at Pembrey and will continue to chase the Mincare Welsh Stage Championship title.

■ Malcolm Wilson, Russell Brookes and Terry Kaby combined to give the English team 33 points in the Triple Crown Championship after the National Breakdown Rally, the Irish netting nine points through Berrie Fisher. Neither the Welsh nor the Scottish managed to score but at least the Scots are getting used to such things...

### DIARY

**John Wilson's Bedroom Stages, March 31:** Entries are still available for the third round of the Esso Scottish Rally Championship. The event follows its traditional format with stages in the Trossachs and Carron Valley. Further details from Brian Miller, 5 Etrick Grove, Edinburgh. Tel: 031-229 6684.

**Mid-Essex Gravel Pits Stages, April 6:** A round of the Motormania AEMC Championship, Witham & DMC promise to avoid the gravel pits of their sponsors and provide 30 stage miles. Full details from Pat Lacy, 1 Fairfield Cottages, Fordham, Colchester, Essex. Tel: Colchester 240461.

**Daihatsu Tour of Hamsterley, April 13:** Now organised by Northallerton AC, this famous event 35 stage miles in the vast forest for a pegged entry fee of £79. The event also counts for the Lada Challenge and the Hytech ANECCC Championship. Details from Mike Chubb, 9 Gilsland Close, Acklam, Cleveland. Tel: 0642 824435.

**Dare Video Somerset Stages, April 14:** The Minehead and Brendon Hills area, along with the Porlock toll road, are on the menu for this ASWMC and Fiat Challenge round. Reverse seeding will be used for the first time so that the top crews can have longer in bed. Details from Mrs S House, 35 Bushy Combe Gardens, Glastonbury, Somerset. Tel: 0458 33348.

## SWAC find sponsor for Welsh International

It seems that South Wales AC have finally found a sponsor for their round of the Shell Oils RAC Open Rally Championship in May. While the announcement of the company's identity is expected next week, it seems that the deal is for one year only, although Ron Evans' team would clearly like an extended commitment.

While the search for an overall sponsor

continued, the club managed to attract two names to support specific stages. JB Car and Trucks Ltd, Cardiff's Audi dealer, have agreed to support the opening test in Bute Park, just yards from the Cardiff Castle startline. The Welsh motorsport centre at Pembrey is used near the end of the two day event and will be backed by Sinclair Garages of Swansea.

## Delays for new Golf

Hopes that the much publicised 16-valve Golf GTI would appear before the season's end have now apparently been abandoned. A spokesman for the VW Motorsport operation in Hanover explained that delays in production of the power source had meant that the car would not enter production until August of this year and that homologation would have to wait until early in 1986.

## Late rush for entries on York National Rally

Entries for the second round of the Shell Oils/AUTOSPORT RAC National Rally Championship, the York National Rally on March 30, are now arriving at an encouraging rate after a slow start. With the list topping 70 crews, the organisers are happier than they were a couple of weeks ago, but will still take entries up to this weekend.

Missing from the entry are many of the 'star' names from the Gwynedd as the rally clashes with the Circuit of Ireland recce period, but the National Championship contenders, currently led by Alec Cannon, will guarantee a close fought contest in the fast Yorkshire forests. A full preview appears in next week's issue.

## Open road to force route changes on Epynt

Events which use the Epynt military ranges, notably the Shell Oils/Rally Radio Link Mewla Stages and the Welsh International, will have to conduct some careful route planning over the ranges as from next month.

Following discussions between the army and local residents, the road which normally provides spectator access to Dixies Corner will be officially opened to the public at all

times, the rights of way extending right across the range to Tirabad and effectively ending the use of Dixies Corner as a competitive section.

With the range now split in two by the road, most events will have to rethink their usage of the ranges although with careful planning, the move may yet offer some sensible alternative and provide for a more compactly timed event in the future.



## Shell help for Mewla

Shell Oils have added their name to that of Rally Radio Link to boost the support for the Mewla Stages in August. The event, which uses the fast tarmac of the Epynt military ranges near Brecon, takes place over the August Bank Holiday weekend and last year had a pleasant holiday atmosphere surrounding the proceedings.

Once again, the event will be based at the Abernant Lake Hotel in Llanwrtyd Wales. Entry fees will be £75 for cars requiring advertising permits and £10 less for the rest. Regulations soon.



The new Granada's clean lines bear a similarity to its Sierra stablemate, but there the connection ends.



Flush-fitting glass means a Cd of 0.33.

# All new, but the name

The new Ford Granada can be summed up fairly succinctly: to paraphrase the famous TV slogan of some years ago, 'This is luxury you can afford from Henry Ford'. While prices aren't fixed at the time of writing, there is no doubt that they will be competitive, and for your money you'll get a vast list of items that were at one time regarded as luxuries. All versions, for example, will be fitted with anti-lock braking; central door locking; high-security door locks (which may destroy the old Granada's image as a good getaway car forever!); ventilated front discs; driver's seat height adjustment; a combined heated rear window and radio aerial; a rear wash-wipe interlinked with the front washers and reverse gear; and a steering wheel adjustable for rake and reach.

And on the top of the range model, the Scorpio, there'll be air conditioning, a courtesy lamp delay, electrically adjustable front seats, electrically adjustable rear seats, electric windows, front/rear footwell courtesy lamps and map reading lamps, a sunroof, headlamp washers, heated front seats, an electrically heated screen, adjustable pneumatic lumbar support, heated and electrically operated rear view mirrors, a radio/cassette with six speakers, rear compartment heating all standard. *Options* include an anti-theft alarm, rear compartment ICE (In Car Entertainment) controls with headphones, a limited-slip diff, and self-levelling suspension. Beat that, as they say. And Ford have, because later in



There are three models and four engines — ranging from a 1.8-litre block to a 2.8-litre V6.

the year a four-wheel-drive version will appear!

After that little lot, it seems almost boring to talk about the mechanical details of the car. Basically, there is one body shell (a five-door hatchback), three main series: GL, Ghia and Scorpio (in fact it will be called Scorpio everywhere else but in the UK); and four engines: a 1.8-litre four, a 2-litre carburetted version of the same, a fuel injection version, and a 2.8-litre V6.

Visually, the new Granada bears a very strong family resemblance to the Sierra, although no panels are common. From the front in particular it is very Sierra, but the tail is quite different, and in fact the most startling aspect of the car is the way the side window glazing appears to sweep right round from

windscreen pillar to windscreen pillar in one unbroken piece. Somehow it also manages to look taller and narrower than the old Granada, but in fact it is about 1/2in longer, some 8ins wider, and 1in lower. It is significantly more spacious inside, both subjectively and objectively. The clean lines and flush-fitting glass give it a Cd of about 0.33, good but not exceptional.

The three four-cylinder engines are all variations of the Pinto theme, which means cast-iron construction and a belt-driven single overhead camshaft. The 1.8-litre version gives 90bhp (DIN) at 5400rpm, the 2.0-litre carburetted version 105bhp (DIN) at 5200rpm, the 2.0-litre fuel-injected version 115bhp (DIN) at 5800rpm. The 2.8-litre V6 has been considerably revised with a duel

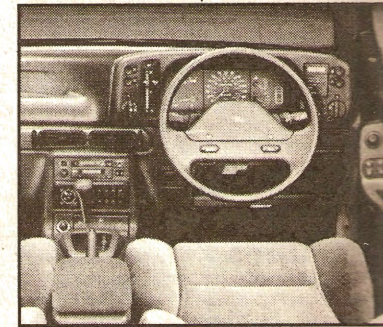
inlet manifold system, full electronic engine management (said to use the world's most powerful on-board computer) and revised camshaft timing to give 150bhp (DIN) at 5800rpm, the same as before, but with more torque over the 2600-3500rpm range, peaking at 3000rpm instead of 4000rpm.

Suspension is by MacPherson struts at the front, with an anti-roll bar behind the front axle centre line, and semi-trailing arms with coil springs at the rear. Steering is variable ratio, power assisted, and — as has been mentioned — there are discs at each corner, with anti-locking as standard. All manual versions have a five-speed gearbox as standard, the alternative being a four-speed, lock-up, overdrive automatic. The most startling option, though, is four-wheel-drive, using the system already seen on the Sierra XR4x4, which comes on-stream later in the year.

We will shortly be driving the new cars, and our impressions will follow in a week or two.

**MIKE MCCARTHY**

All mod cons for the top model.



## BRIEFLY

■ Bentley have uprated the suspension of their Mulsanne Turbo saloon and called it the Turbo R, in an attempt to increase its driver appeal. As well as changes to the suspension, the model adopts a front air dam and, for the first time, alloy wheels, plus wider tyres. Prices start from £68,420.



■ Lotus Cars Ltd are to run an open day in conjunction with the Watton, Wymondham and Attleborough Round Table at their factory at Hethel in Norfolk on June 16. Those interested should contact Richard Burnell on (0603) 667013.



Gemballa's delectable 'flatnose' cabriolet, yours for around £33,000!

## You pays your money . . .

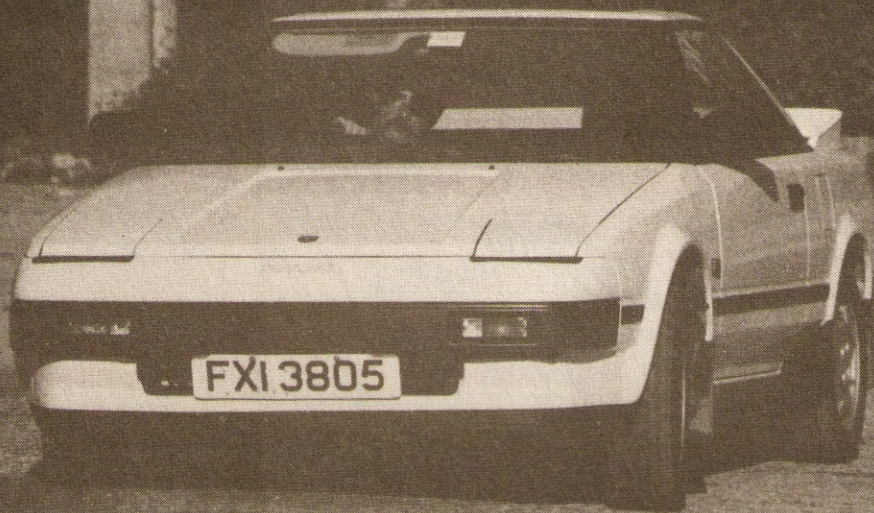
While conversions of contemporary models these days seem to be tending ever more to the tasteless and unnecessary, Gemballa, a West German styling 'house', has gone against the trend and produced a kit of the Porsche 911 that is a distinct improvement. Their 'flatnose' conversion is suitable for the coupe,

targa and cabriolet models and features flared rear wheel arches (known as 'turbo flares'), a front bumper spoiler and side sills, plus, of course, concealed headlights — a real head turner. The cost of the kit, however, is also spectacular — £14,490 to be precise, or £32,933 for the complete model!

## BRIEFLY

■ The Vanden Plas flagship of the Montego range, including the estate, has been given a boost with the introduction of a 115bhp fuel-injected 'O' series engine. The top speed is thus upped to 113mph, with 60mph being reached in 9.3secs, and the torque figure is now 134lb ft.

■ Mitsubishi's Colt Starion models have received a facelift for 1985, making the cars infinitely more desirable. Gone is the ugly air scoop on the bonnet, immediately cleaning up the front end. The front bumper now houses built-in halogen lights and there are now light alloy wheels. Under the skin, the Starion sports a limited-slip differential, anti-skid braking and ECI (Electronic Control Ignition), giving an increase in power to 177bhp at 6000rpm. Following the trend in Japan, the Starion receives cruise control, plus an uprated radio/cassette with four speakers. So, for £13,549, the much improved 143mph '85 Colt-Starion could be your's.



Above and below: The sporty lines of the MR2 suffer slightly from over-ornamentation, but are particularly pleasing to the eye.

## The sports car is back

To say that the sports car died in the seventies is perhaps putting it a little strongly, but it certainly went through a rough patch with the disappearance of all the trad Brit machines such as Austin Healey, Triumph, MG and the E-type Jaguar. The Italians soldiered on with the Alfa Spider and Fiat 124 Sport, and offered the only bright spot on the horizon with the introduction of the Fiat X1/9. In the last year, however, there has been a resurgence in the field.

The history of the Japanese sports car is not very comprehensive: there was the perky little Honda S800, the rare Toyota 2000GT, the Datsun 240Z, the Mazda RX-7 and, more recently, the Honda CRX. But make no mistake: the MR2 is an important car. It may not be too strong to say that it heralds the return of the affordable sports car in the Midget/Sprite mould.



### BRIEFLY

General Motors are to launch a completely new nameplate to their range alongside the Chevrolet, Pontiac, Oldsmobile, Buick and Cadillac marques — the Saturn. This will be the first nameplate addition since 1918 when the Chevrolet name was introduced. Two models, a 4-door sedan and a 2-door coupe are to be produced initially, and they will both be smaller and lighter than the current GM J-cars.



Escort XR3 performance from an Escort Diesel, it doesn't seem very likely, but Janspeed Engineering have recently produced a conversion kit that can do just that! By adding an American Roto Master turbo to the diesel unit (set at 9spi) Janspeed have provided the Escort with a 58 per cent improvement in torque at high revs.

Alongside this kit, Janspeed have one

that will transform one's Ford Escort 1.6 GL into the 'Eclipse', a car capable of equal performance to the new Escort RS1600i turbo. The 'Eclipse' is created by the addition of twin Solex carburetors, Janspeed inlet and exhaust manifolds, and an XR3 camshaft — producing a 43 per cent improvement in power output at 5000rpm, with the actual power peak coming 500rpm lower than on the standard set-up. The total cost of £1454 includes the fitting of a body kit plus setting the car up on a rolling road. For either conversion contact Jeremy Nicholson at Julian Berrisford Partnership, 128 Caversham Road, Reading, Berkshire.

The Rover 200 series has been uprated to include a 216 range of models following the introduction of a couple of 1600cc engines — the 85bhp 'S' series block and the 130bhp fuel injected version of the same. There are four new models, the 216S and 216SE using the former, and the 216 Vitesse and 216 Vanden Plas Efi using the latter. The Vitesse model tops the range with a top speed of 112mph and 0-60mph time of 9.2s, while the SE model manages an efficient 55.8mpg at 56mph. The prices range from £6,490 for the 216S £7,899 for the Vitesse version.

Like the X1/9, the MR2 is a two-seater with the engine mounted athwartships behind the cockpit.

The body shell is compact — the MR2 is only 12½ft long — and has good basic lines spoilt by over-embellishment. The drag factor is good, but not excellent, at 0.34.

Powering the MR2 is the excellent Toyota 4A-GE four-cylinder engine. This gutsy little (1587cc) unit features twin overhead camshafts, four valves per cylinder and electronic fuel injection and ignition. It pushes out 122bhp (DIN) at 6600rpm, and 105lb ft (DIN) torque at 5000rpm, driving through a five-speed gearbox to the rear wheels.

Toyota claim a maximum of 124mph, and a 0-60mph time of 8.1s, which makes the MR2 a quick machine for a 1600. The UK price is £9295.

### Driving impressions

I'm not sure what the Japanese for 'superb' is, but I am sure that it's been used many times in the Land of the Rising Sun about the MR2. It is the only word to describe it.

The cockpit is, on the whole, spacious, with plenty of head and shoulder room, but taller drivers may find legroom restricted. Although there is a glove compartment, there is nowhere to put a briefcase or other small item of luggage inside if the car is driven two up. The seats are excellent, giving plenty of support and the controls are well placed, the pedals coming in for particular praise.

Once on the move the MR2 comes into its own. The power plant is a little jewel. There's enough, but not an over-abundance of power and torque down the bottom end, but then it really starts to come into its own where others leave off, and sings around to the red line at 7200rpm. Complimenting the engine is an ultra-quick, slick gearchange and a delightful clutch.

Mid-engined cars are so designed to give outstanding roadholding and handling (although not all do) and in this Toyota have scored highly. The MR2 will scuttle around tight corners flat out, with barely any roll. Grip levels are high, and the suspension supple. The steering is very precise.

The MR2 is surprisingly refined for a sports car too. Only when revved hard does the engine become obtrusive (and we like the sounds it gives off anyway).

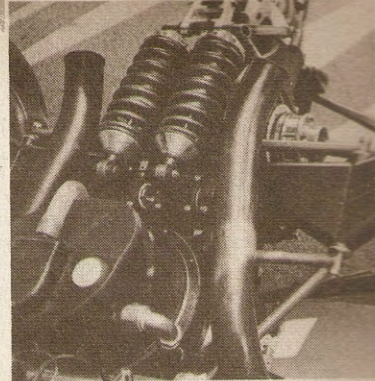
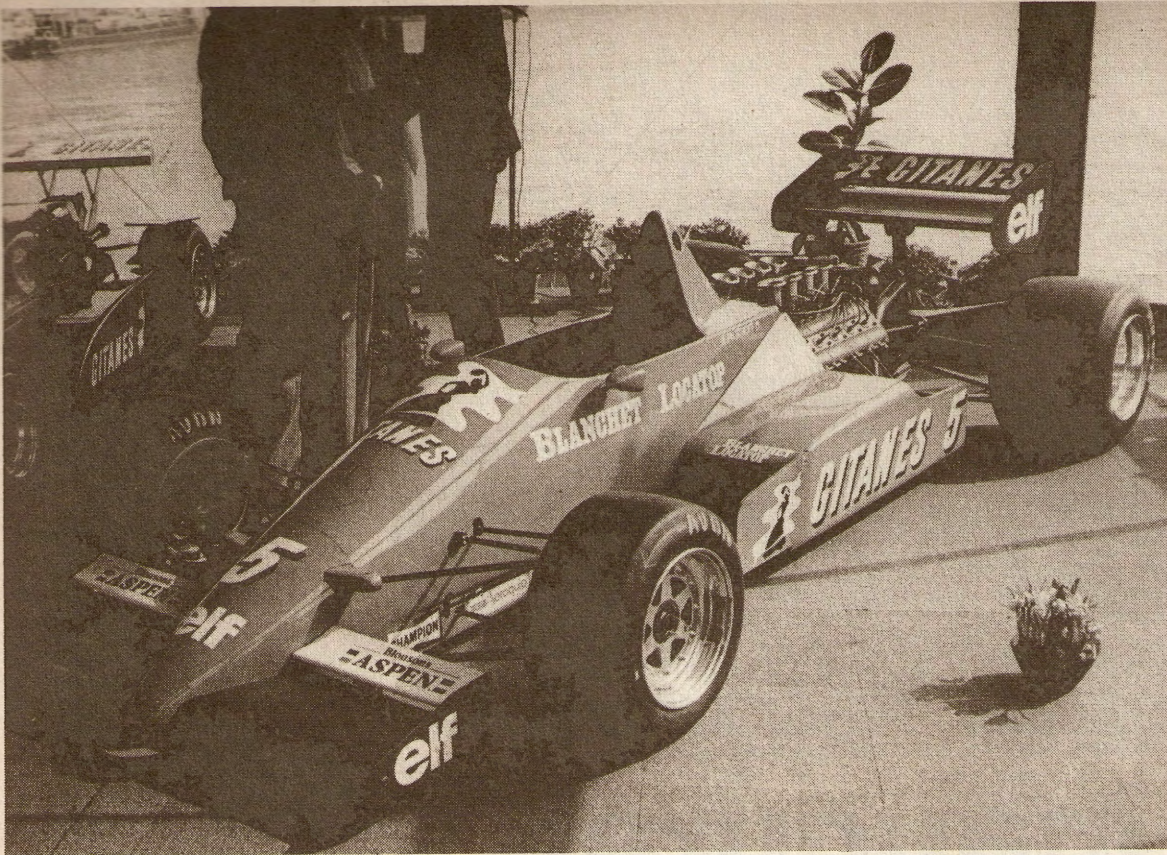
All in all, a most impressive and welcome addition to the sadly depleted ranks of the sports car.

MIKE MCCARTHY



## The sweetest cocktail

With spring just around the corner, open-topped motoring takes on a new appeal, and Dubonnet, the drinks people, have just the thing for natty, wind-in-the-hair perambulation. As part of a marketing drive for their Dubonnet Red range in the UK, the French liquor manufacturers commissioned Emilio Garcia of EG AutoKraft to convert the racy Peugeot 205 GTI into something still racier — which is to be offered as the main prize in a nationwide competition, the forms for which can be found on their bottles. So, to win the gorgeous silver and red cabriolet, worth £10,000, take a run down to your local off-licence...



Left: The JH20 — a step towards Grand Prix racing. Top: The neat rear suspension keeps the airflow clean. Above: The car with 'ears' — the pickup point for the top wishbone.

# AGS JH20

When Formula 3000 was first proposed last year, of all the Formula 2 entrants only Henri Julien of AGS went on record saying he would not be taking part in the new series. Yet last week, sailing down the River Seine in Paris, the man, aptly and evocatively described by Gitanes as having a "grand coeur et grand passion" for racing, was unveiling what is, arguably, the most technically advanced Formula 3000 chassis yet seen.

The AGS JH20 is the 29th chassis produced by Henri Julien's enthusiastic band from the little village of Gonfaron on the Côte d'Azur. There is no hiding the dream that JH21 will be a Grand Prix car and the decision to produce the JH20 for Formula 3000 is seen as very much a positive step in the realisation of the dream.

The basis of the new car is a brand new all carbon fibre monocoque. The chassis itself was built by the Duqueine brothers based near Lyon. Last year they built and ran their own VG4 design in the French Formula 3 Championship and AGS's engineer Christian Vanderpleyn used this as the basis of the Formula 3000 car. To accommodate the 6ft 4in frame of Philippe Streiff in the cockpit called for a fair degree of adaptation, but the end result is a small and extremely neat and tidy construction.

The initial impression of the car was very similar to that evoked by the debut of McLaren's first MP4 design—where is the rest of it? Like the MP4, the AGS JH20 is the result of a detailed packaging of components which makes you wonder if the car is actually completed. Looking inside the monocoque for the placement of the spring/damper units exaggerates the feeling and then they take the nosebox off and there are all the mechanicals of the suspension tightly packed together and easily accessible.

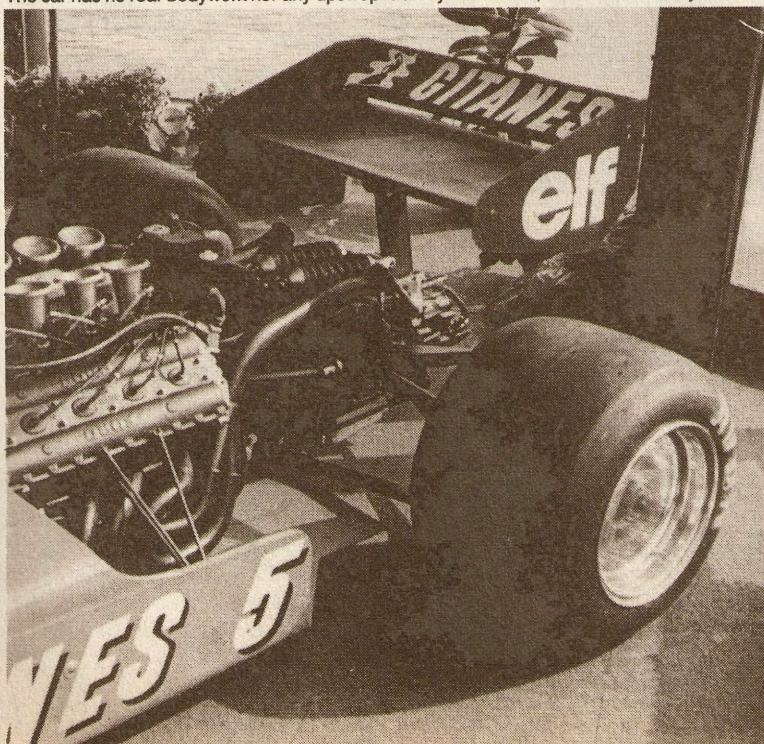
The only give-away to non-conformist design are the two prominent 'ears' protruding from the nosebox and forming the forward pick-up point for the top wishbone. The 'ears' are extensions of the magnesium casting which is bolted to the front of the monocoque to carry the dampers, anti-roll bar and master cylinders. Nicely fabricated wishbones are used while push rods replace the pull rod

system used on last year's F2 car.

The uprights are the only common feature from the F2, although the ones at the rear have been turned upside down. The rear suspension is a refinement of that used on the F2 car for the past two seasons with the spring/dampers mounted horizontally on the gearbox. Unlike the Ralt RT20, which has a similar positioning, the AGS works via a rocker rather than push rod system. The swept-back profile rocker is located via two triangulated tubular steel sections mounted on the bell-housing oil tank and gearbox. The overall result is that everything is tucked in closely to the gearbox giving a relatively clean airflow along the whole length of the car.

If there is anything missing from the

The car has no rear bodywork nor any upswept aerodynamic floor, but is neat and tidy.



car it is any form of rear bodywork. There is no engine cover and no swept-up extension to the flat bottom floor beyond the rear wheels. An engine cover, at a later date, is not discounted but the aerodynamics are a result of Mr Julien's practised eye rather than any wind tunnel investigation. The sidepods are very small and are only there to shroud the radiators and meet the lateral protection panel ruling, permitting a straight-through airflow, neither of the radiators filling the whole aperture.

With the roll-hoop an integral part of the composite chassis, the only bodywork is the sidepod top which flares to cover the DFV engine mounts. Carbon main plane wings are used with single aluminium flaps at both the front and rear. The traditional AGS nose lip is fitted.

A single caliper Tar-Ox brake system is used (the carbon fibre brakes of the F2 car are outlawed) while AGS use the Hewland DG400 rather than the more common FGB gearbox. There had not been time to weigh the car prior to the presentation in Paris, but there is no doubt that it will be safely within the 540 kgs minimum.

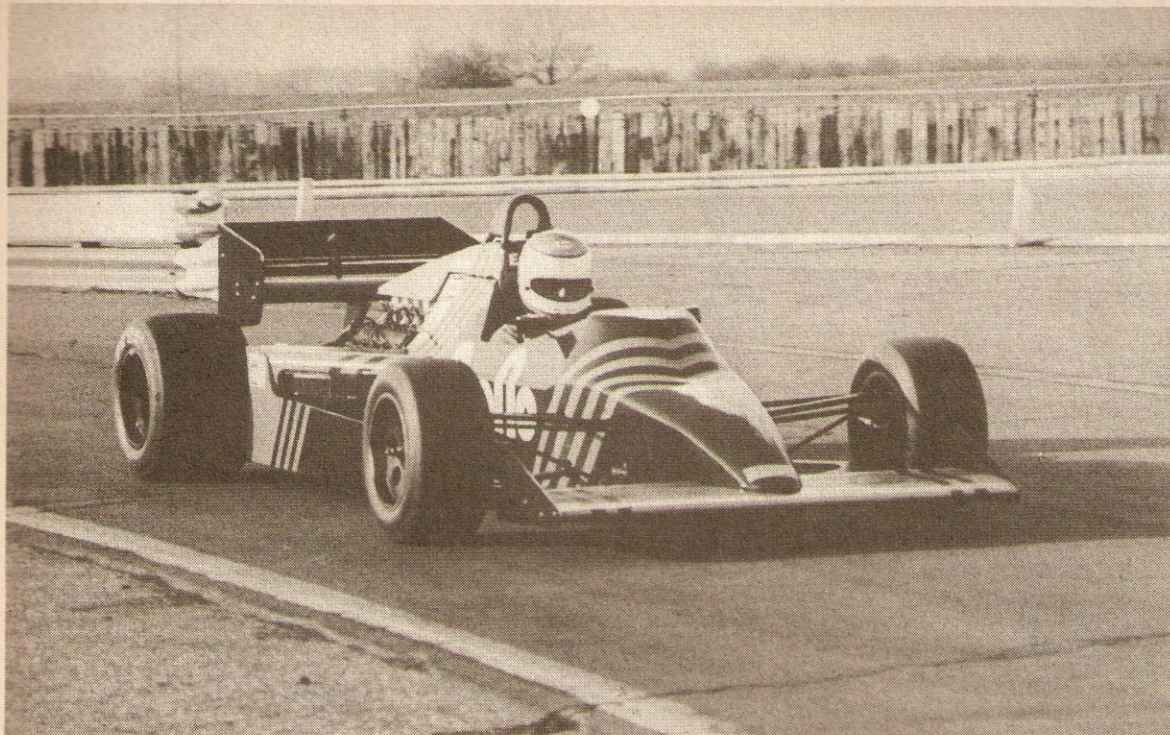
Philippe Streiff, who gave the company a piece of history with his emphatic win in the last ever F2 race at Brands Hatch last year, will be the team's sole driver. The 29-year-old from Grenoble is a redoubtable and highly respected competitor and with Renault Grand Prix drives in the offing he will be a fierce competitor.

Gitanes, Elf and the computer leasing company Blanchet Locator have remained as faithful sponsors of this powerful equipe, while Aspen, a jacket producer, is a welcome additional sponsor. AGS will use Heine Mader DFVs and Avon tyres and were due to put the superb new car through an exhaustive test session at Paul Ricard prior to its Silverstone debut this weekend.

IAN PHILLIPS

## Dimensions

Wheelbase.....	106ins
Front track.....	63ins
Rear track.....	71ins



Claudio Langes will be joined by Roberto Moreno in the Barron Tyrrell team. The two should prove a very competitive team.



Moreno — a strong challenge expected. be about *sport* and equal opportunity. Formula 3000 comes as near to being that as is possible within the international framework.

One area open to criticism is that there is to be a choice of tyres. A wide body of opinion believes that a one-make tyre formula would have been preferable, but the rules are most specific about how a tyre company can operate in the new formula and, providing these rules are adhered to, there should not be a problem.

The serious delay in producing the regulations has meant that the chassis designers have necessarily had to compromise, but the result provides an interesting mixture. AGS, Lola and March have all produced totally fresh designs; Minardi and Ralt have updated Formula 2 chassis; others have taken the basis of Arrows, Tyrrell and Williams Grand Prix cars, specifically built to use the DFV, and adapted them to the Formula 3000 rules. At this stage of the game, there is no indication of which is the wisest option.

To limit expense, the Formula 3000 engines are fitted with an electronic rev-limiter/cut-out device devised by Cosworth. The unit provides an instant penalty for anyone cheating, in that the engine will actually cut-out for a second should the 9000rpm limit be exceeded; to prevent these potentially dangerous situations, Cosworth recommend that the ignition box limiter should be set to chime in 20rpm before the cut-out device. When this first limiter is attacked, it produces a muted machine-gun noise without prejudicing the engine's actual activity. It could be that 9000rpm is just a little too low to make the cars very difficult to drive but, in terms of a season's financial outlay, it appears to have neatly done the trick. The Onyx team sent their first ex-McLaren DFV to Alan Peck after 2000 miles of testing, and not even the piston rings needed to be changed. That represents over four times the useful mileage of one of last year's F2 BMW units and, on its own, justifies the change.

The engine tuners represented on this inaugural grid include John Judd, Alan Peck/Richard Langford, Swindon, Grouillard — spectacular to watch.



# F3000 inaugural

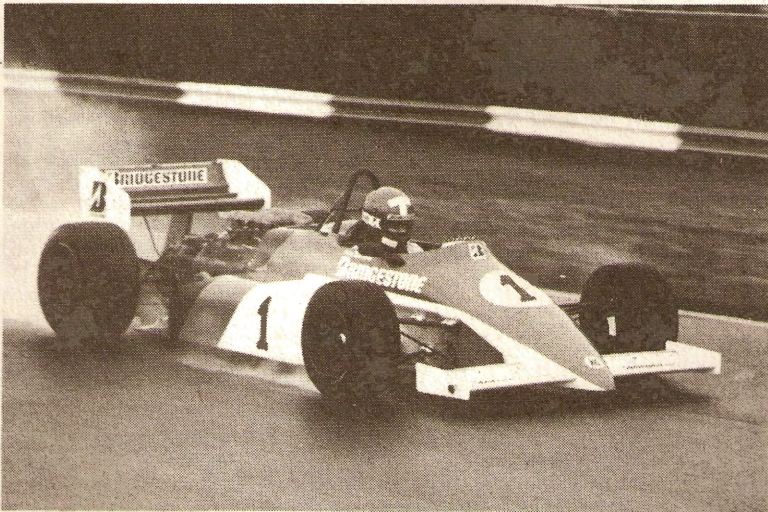
IAN PHILLIPS sets the scene for Sunday's BRDC Marlboro Daily Express International Trophy, the first race in the all-new European Formula 3000 Championship

Motor racing history will be made this weekend at Silverstone when the BRDC runs the first ever race to the new Formula 3000 single-seater rules. The FIA European Formula 3000 Championship, of which the Silverstone event will be the first of 14 projected rounds this year, carries the hopes of the majority of the teams competing last year in Formula 2, which the new class replaces. In spite of the teething problems inevitable whenever a new motor racing class is born (see *Comment*), a strong entry of 25 cars has been gathered together by the BRDC for the inaugural meeting, of which probably 22 are certain to compete. As testing has proved, the new-generation F3000 cars are fast, noisy and potentially very spectacular indeed.

Spectacle is the rationale of Formula 3000. The rules penalise downforce by limitations on wing sizes and ban ground-effect by means of chassis flat-bottom requirement, while grip is also restricted by the specification of relatively small, F2-size tyres. Thus the chassis themselves are less efficient than the cars' F2 predecessors — and there is much more power. The regulations specify 3-litre, normal induction engines with production or full-race blocks and, although there is a rev limit of 9000rpm, the best power units will be producing upwards of 450bhp, which is over 30% more than last year's F2 motors.

Effectively, the basis of F3000 is the fabulous Cosworth DFV engine, now nearly 20 years old and the veteran of 155 Grand Prix victories from some 250 events. While there are valid arguments that the availability of the DFV and its suitability for F3000 could take away manufacturer interest, this proven and effective power unit does, without doubt, provide all the teams with an economically viable and truly competitive option. With the dominant economic influence on European motor racing being exclusively Formula 1, the sport cannot afford technical exercises at any other level — the other formulae have to

Mike Thackwell and his new Ralt team mate John Nielsen are expected to be right on the pace.



MARLBORO DAILY EXPRESS INTERNATIONAL TROPHY RACE			
No.	Driver	Entrant	Car
1	Mike Thackwell	Ralt Bridgestone	Ralt RT20
2	John Nielsen	Ralt Bridgestone	Ralt RT20
3	Michel Ferté	Oreca	March 85B
4	Olivier Grouillard	Oreca	March 85B
5	Philippe Streiff	Gitanes AGS	AGS JH20
7	Tomas Kaiser	BS Automotive/Hello Sweden Sweden	March 85B
8	TBN	BS Automotive	March 85B
9	Emanuele Pirro	Onyx Race Engineering	March 85B
10	Johnny Dumfries	Onyx Race Engineering	March 85B
13	Gabriele Tarquini	Sanremo Racing	March 85B
14	Alessandro Santin	Sanremo Racing	March 85B
15	Alain Ferté	Lola Cars	Lola T950
16	Oscar Larrauri	Lola Cars	Lola T950
17	Thierry Tassin	PMC Motorsport	Williams FW08C
18	Lamberto Leoni	PMC Motorsport	Williams FW08C
19	Claudio Langes	Barron Racing	Tyrrell 012
20	Roberto Moreno	Barron Racing	Tyrrell 012
21	Juan Manuel Fangio Jr.	Italia 3000 International	Lola T950
22	Mario Hytten	Italia 3000 International	Lola T950
23	Eric Lang	Ekstrom Team Racing Development	Williams FW08C
24	Carlos Abella	Ekstrom Team Racing Development	Williams FW08C
26	Bob Evans	Ken Moore/Roger Cowman Racing	Arrows A6
27	Slim Borgudd	Amco	Arrows A6
28	Giampiero Consonni	Dywa Racing Cars	Dywa 0010

Heine Mader, Alan Smith and Euroracing. Any modifications to make the engines suitable for F3000 have been concerned with altering the shape of the power curve to give useful performance from 7500 to 9000rpm. Camshafts feature in this ploy, but most of the tuning is via inlet trumpet and exhaust pipe lengths, and there is bound to be a fair variation on the theme at Silverstone.

One of the few teams settled before Christmas was the one that heads the entry list. Ironically, in Mike Thackwell and John Nielsen we find the top F2 and F3 drivers from 1984 who, if there was any justice in this world, would be in Formula 1. Backed by Bridgestone, the Ralt team has a good test mileage under its belt with its RT20 which is built around last year's all-conquering F2 monocoque. Reigning F2 champion, Thackwell has set the testing pace almost everywhere and is bidding for his International Trophy hat-trick. The 23-year-old New Zealander showed, with some breathtaking laps in the wet at Silverstone on the preview day, that despite the disappointment of not making a positive step forward in his career, his appetite and confidence have not been dulled. He is predicting a tough and highly competitive contest, but few would bet against him taking the coveted trophy for the third time.

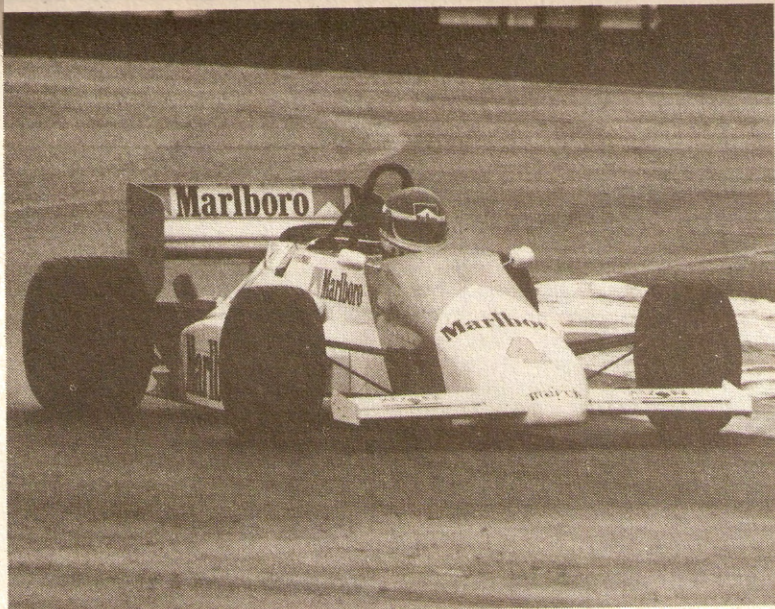
Dane John Nielsen has been a coming-man for the past six years in SuperVee and Formula 3, and will certainly not let this golden opportunity slip by. He comes to this race with the confidence of his Macau GP F3 win still fresh in the mind. Having recovered well from his Monaco accident, Nielsen came back to prove himself the class of Euro F3 last year, and he is one of the most respected professionals on the circuit.

Michel Ferté was 'Rookie of the Year' in F2 last season, finishing third in the championship behind the two Ralt-Hondas. This year the ORECA team have switched to March rather than Martini chassis. Ferté, a graduate of the Marlboro Challenge, has not driven his new car but managed some useful test miles in the March prototype at Paul Ricard and Nogaro. The younger of the two Ferté brothers, Michel's forte is forceful race driving, and he is a man to be watched. The second ORECA March will be handled by Olivier Grouillard, the reigning French F3 champion.

The new AGS car, the JH20, is a real gem and, with the aggressive Philippe Streiff at the wheel, will certainly be a strong contender. Streiff won the final F2 event at Brands last year in superb style and, with the knowledge that he will drive a couple of GPs for Renault this year, he will be anxious to stress his position. AGS boss Henri Julien thinks that his team cannot win Silverstone or Thruxton because it never tests there — he seems to have forgotten that Streiff chased the Ralts at Silverstone last year until the engine broke, and he actually led at Thruxton.

The final composition of the BS Automotive March team was not known last weekend as the team worked overtime to finish its cars. Swede Tomas Kaiser, who scored his first F2 points in the last-ever race with a tremendous fourth place, will certainly drive one of the cars, while either Christian Danner or Ross Cheever was expected in the other. Both would be serious candidates for victory.

Emanuele Pirro shattered the previous F3000 testing record at Silverstone last week. The previous best had been Thackwell's 1m 17.99s but, on the very first dry day out with the lovely little March 85G, Pirro scythed his way through the other 40 cars on the track to set a 1m 17.3s lap. The 23-year-old Italian, now living in London, has 3500 testing miles under his belt during the winter, and is brimming with confidence



Emanuele Pirro will be a championship contender in his Marlboro-sponsored Onyx March 85B.

of taking the chequered flag with the Marlboro sponsored, works Onyx entered car.

Making the Onyx line-up a very strong two-pronged attack is Johnny Dumfries. The runaway winner of last year's British F3 series, Dumfries has been on the verge of a Grand Prix drive all winter, but made a bee-line for the Onyx drive as soon as he knew he would be in F3000. He has not driven the March prior to the meeting, but did test the Lola at the circuit, so he knows what he is in for. It is going to be a critical year for Dumfries, but he is in the most sympathetic team to his cause, and he will be racing Pirro to the line.

There is some doubt about whether the Minardi will show for this first race. It only expects to have one of the F2-based cars ready in time, and this will be driven by either Alessandro Nannini or Stefano Livio. If it is Nannini, then we will have

another potential winner.

Formula 3000 marks the welcome return of the Lola name to European single-seater racing. Eric Broadley's firm is the oldest established name among racing car constructors and, fresh from the CART Indycar championship success, it sees the formula as a way back into the European scene. The works team is entrusted to Jean Mosnier, who has spent the past 15 years in the racing tyre business. After a couple of months involving himself in the politics of motor racing, Mosnier says he will be concentrating on running his team from now on.

The Lola T950 has a lot of test miles on it, and the new race cars are likely to feature some new ideas incorporated from the testing. The elder of the two French brothers, Alain Ferté, leads Mosnier's team. The only man to have won the Monaco F3 GP twice, Alain was

kicked out of the Maurer F2 team immediately after winning his first race at Pau in 1983 and, other than a one-off race as his brother's team mate at the same venue last year, has not raced since. He is a very talented individual, and nobody should underestimate his potential. The second Mosnier team driver will be 1982 Euro F3 Champion Oscar Larrauri.

Pierluigi Corbari, a former Autodelta engineer, will field a semi-works Lola team from Italy under the Formula 3000 International banner. Drivers are expected to be Juan Manuel Fangio Jr, who did some Euro F3 and CanAm last year, and the Swiss Mario Hytten, who was just one of three people to beat Dumfries in a British F3 round last year.

San Remo Racing was due to have Lolas but made a late switch last week to March chassis. Alberto Colombo has his best driver line-up since he himself quit racing. Gabriele Tarquini impressively graduated as World Kart champion into F3 at the end of last year, while Alessandro Santin is the current Italian F3 champion.

The Dutch Barron Racing team has been a strong national and Euro F3 force for some years, and looks like being a serious F3000 threat with its impressive Tyrrell cars. Claudio Langes will lead the team, the 23-year-old having scored his first major International success at Knutstorp last season. It was thought that Spaniard Adrian Campus would drive the second Barron car, but as we closed for press we learned that 1984 F2 runner-up Roberto Moreno would drive the car.

Also taking the Formula 1 car route is the PMC team, which has two brand new Williams FW08C chassis. Dutch sports car ace Jan Lammers was hoping to resurrect his single seater career, but as yet, does not have a sponsor and at Silverstone Lamberto Leoni will drive one of the cars, while Belgian Thierry Tassin, in the second car, really needs to make a breakthrough this year if his career is to progress.

A second pair of Williams chassis has been entered by the Swiss Cecilia Eckstroem. American Eric Lang will drive one of the cars, while the second will be handled by either Carlos Abella or Ross Cheever.

Completing the list are the two Arrows A6 entries from Roger Cowman Racing and Bob Howlings. The A6 was probably the most effective of the Arrows GP chassis but, coming late in the day for DFV designs, never really fulfilled its real potential. Both these cars have been well converted by these great British enthusiasts, who insist that they will be on the grid. Former BRM F1 driver and F5000 champion, Bob Evans, will probably drive the Cowman car, and Slim Borgudd, second in qualifying at the Macau GP last November the Howlings entry.

On the tyre front, Bridgestone have weathered what recently became an unsavoury campaign to oust them from the series, and will supply their radials to Ralt, San Remo, Minardi and Eddie Jordan. Although most engineers would say that a radial tyre has to be superior to a crossply, the Avon company are making a strong push in the formula, and all the remainder of the field will use the Avon crossplies.

The strength of the entry is nothing short of a miracle in the given timescale. There being nothing else between Grand Prix racing and National Formula 3, it is absolutely imperative that Formula 3000 succeeds. All the pre-race testing has suggested that the formula will bring back real spectacle to motor racing. No self-respecting racing enthusiast should miss this occasion to help launch this vital new era in motor sport off to a long and successful orbit.

**TIMETABLE**

**Saturday, March 23**

0900-0930 .....	Formula 3 practice
0945-1030 .....	Formula 3000 untimed practice
1045-1130 .....	Formula 3000 untimed practice
1145-1215 .....	Trimoco RAC saloon car practice
1230-1255 .....	Esso FF1600 practice
1345-1415 .....	Formula 3 practice
1430-1455 .....	B&Q Sports 2000 practice
1510-1540 .....	Formula 3000 practice
1555-1625 .....	Formula 3000 practice
1640-1710 .....	Trimoco RAC saloon car practice

**Sunday, March 24**

1000-1115 .....	Pit road walk-about
1145-1205 .....	Formula 3000 untimed warm-up
1230 .....	<b>MARLBORO BRITISH FORMULA 3 RACE, 20 laps (58.64 miles)</b>
1340 .....	<b>TRIMOCO RAC BRITISH SALOON CAR RACE, 20 laps (58.64 miles)</b>
1420 .....	Silverstone Racing School parade
1430 .....	Formula 3000 warm-up
1500 .....	<b>MARLBORO DAILY EXPRESS INTERNATIONAL TROPHY, 44 laps (129.14 miles)</b>
1630 .....	<b>ESSO FF1600 RACE, 10 laps (29.32 miles)</b>
1710 .....	<b>B&amp;Q SPORTS 2000 RACE, 10 laps (29.32 miles)</b>

Larrauri — back in single seaters with a Lola.



Borgudd — driving the Arrows A6.





Andy Rouse — reigning double Trimoco Champion with Alfa Romeo and Austin Rover. Can he do it again with Ford?

# Tin top time

JOE SAWARD previews the Trimoco RAC British Saloon Car Championship

Yes, it's time to switch on 'Trimoco', that well known motor racing series with all the ingredients of a good soap opera: speed, daredevils, money, competing corporations, intrigue, and villains you can't quite pin down. Sadly, like soap opera going into a third series, you need some pretty adept scriptwriters to make it believable *and* to make people take it seriously.

It would be nice to think that after two years of farce this season's championship will leave all that behind and that good government will ensure that the winners

are decided on the track and not in the courtrooms. But that may be too far fetched. We will have to wait and see.

Enough of politics, what about sport? And, in true soap opera style, the unanswered questions: will Andy Rouse master the Ford Sierra turbo and take a third consecutive title? Will Richard Longman's Escort Turbo sweep all before it in the middle class and take overall honours? Will all the new cars falter and leave the title to an established car? Stay tuned . . .

Saloon car racing, it should be remem-

bered, is a very serious business, with huge market rewards for a successful manufacturer. It is a very rapid form of showroom, and it needs to be taken seriously. This season we have Ford, BMW, Toyota, Alfa Romeo, Mitsubishi Colt, Nissan and Austin Rover machinery: not all are factory-supported efforts admittedly, but their progress is watched closely nonetheless.

In the cast list of drivers, we have some of the most experienced saloon car exponents in the world and a few interesting new names. Number one

billing must go to Andy Rouse. He, after all, has won the title for the last two years, first with Alfa Romeo and then with Austin Rover. This year he intends doing the same with Ford. He will drive the new Ford Sierra turbo as soon as it is homologated on April 1. Rouse is never to be underestimated. The car may be new, but with a wealth of experience, the Coventry preparation specialist must be in contention for overall honours. The car will be supported once more by Pete Hall's Industrial Control Services, while Hall himself will return from his Production Saloon Rover to race alongside Rouse in last year's championship winning Vitesse.

Towards the end of last season, the largest class developed into a battle between Rouse's Rover, Win Percy's Toyota Supra, and the Colt Starion turbo of Dave Brodie. The Colt won the final televised race last year, but was later thrown out for using an unhomologated intercooler. This year, the intercooler is legal from April 1, and Brodie will be looking to capitalise on that. For this weekend, however, he is running without the intercooler, relying on ceramic pistons, sodium filled valves and copious quantities of water to cool the beast. With the television cameras expected at Silverstone, Brodie does not want to end his race in a cloud of steam.

Reason for the increased media coverage is the man who has stepped into Win Percy's shoes at Toyota; Barry Sheene. It isn't everyday that a household name takes up saloon car racing *and* so seriously. Testing times would seem to underline that Mr Sheene (as the old saying goes) is sure to shine, so keep your eyes peeled for number 7.

Another dark horse for honours this year must be Neil McGrath in the Connells/Castrol Rover. McGrath made considerable progress with the car at the end of last season, and over the winter has updated it to the same spec as Rouse's winning car of last year, while sponsorship has been found from Castrol in addition to longtime backers Connells. This is undoubtedly a frontrunning combination.

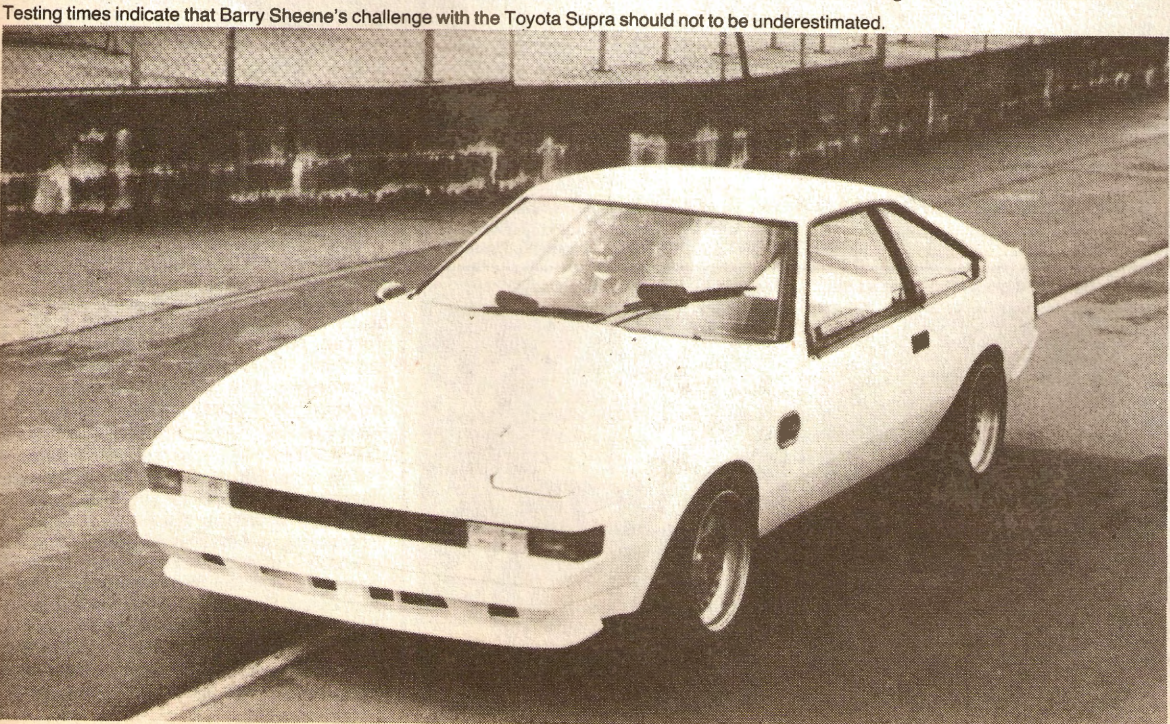
Of course, Frank Sytner will be battling on with a new BMW 635CSI. Now that the BMW (GB) team has called it a day we have lost the excitement of Sytner versus Woodman and Weaver, but Mike Newman has acquired a Bee Em and will be keen to get up nearer the front after struggling last season with an old Ford Capri. The BMW, however, is now an old car, and although it might struggle through to win on the longer ETC events, it is hard to believe that the venerable old warhorse can still really be competitive in the Trimoco 'sprints'.

Having said that Frank Sytner will be trying harder than ever to score outright wins, something which has eluded him to date. He had bought the car James Weaver used for much of last season, and a second 635CSI from the Eggenberger European Touring Car team, and it will be no great surprise to see Frank winning races this year, and not inconceivable that he might even sneak off with the title if some of the newer cars and drivers have problems . . .

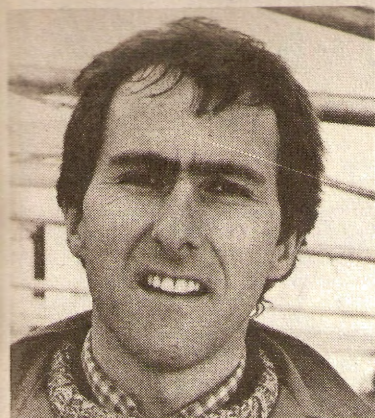
There remains only one other entry in

## TRIMOCO RAC BRITISH SALOON CAR CHAMPIONSHIP

Mar 24	..... Silverstone
Apr 05	..... Oulton Park
Apr 08	..... Thruxton
May 05	..... Donington Park
May 27	..... Thruxton
Jun 09	..... Silverstone
Jul 14	..... Donington Park
Jul 21	..... Silverstone
Aug 11	..... Snetterton
Aug 26	..... Brands Hatch
Sep 22	..... Brands Hatch
Oct 06	..... Silverstone







intercooler this season. There is plenty of work to be done on the chassis and Goode seems to think that although he will lose some power, he will still have the legs of the gaggle of the ever-present Alfa Romeo GTV6s. Jon Dooley picked up class honours last year, after Goode had been disqualified from the final event, and again this season he will be pedalling his Napolina car round at speed. His team mate in the Alfa Romeo Dealer Team will be Rob Kirby in the 'Salmon Can' car. Whether Salmon really can remains to be seen . . . Terry Drury Racing have two Alfas, one for team boss Drury and the other for Phil Dowsett.

In the baby class, the RS1600is finally have some opposition. Alan Curnow (Datapost Escort), Chris Hodgetts and John Morris (Brooklyn Motorsport Escorts), Richard Belcher and Jock Robertson should have a battle on their hands against the Toyota Corollas of private entrants Geoff Kimber-Smith and Tony Crudgington. The Toyota model won the smallest ETC class last year in the hands of Erik Hoyer, Jurgen Poulsen and John Nielsen (not F3000 John Nielsen), and always showed well. Toyota GB are not giving any official help to the two privateers, which is a shame because the car has potential.

So the serious business will be underway this Sunday, but let us hope it is not too serious. For latest news see *Pit & Paddock*.



Jon Dooley will be back leading the Alfa challengers in Class B.

Goode — no intercooler for the Nissan.  
the big class is a Ford Capri for Brian Chatfield and, as Mike Newman discovered last year, the Capri has long since had its day.

The largest class, however, rarely supplies the champion, and there is much speculation that this will be a Longman year. This season Richard Longman is moving up to Class B to race a Ford Escort turbo. His season will not begin until the car is homologated on April 1, but thereafter will be sure to give the Class B runners a fight. Last year Graham Goode was well clear of the rest in his Nissan Bluebird Turbo, but the whistling machine has been denied an

## Class B (1601-2500cc)

## Alfa Romeo

Car: 2.5 Alfa Romeo GTV6  
Entrants: Alfa Romeo Dealer Team (Jon Dooley, Rob Kirby); Terry Drury Racing (Phil Dowsett, Terry Drury)

## Nissan

Car: 1.8t Nissan Bluebird Turbo  
Entrant: Graham Goode

## Class C (Up to 1600cc)

## Ford

## Ford

## Class A (2501-3600cc)

## Ford

## Rover



**Rouse**  
Car: 2.8t Ford Sierra Turbo  
Entrant: ICS/Andy Rouse Engineering (Andy Rouse)  
Car: 3.0 Ford Capri  
Entrant: Brian Chatfield

**McGrath**  
Car: 3.5 Rover Vitesse  
Entrants: Castrol/Connells Estate Agents (Neil McGrath);  
ICS/Andy Rouse Engineering (Pete Hall)

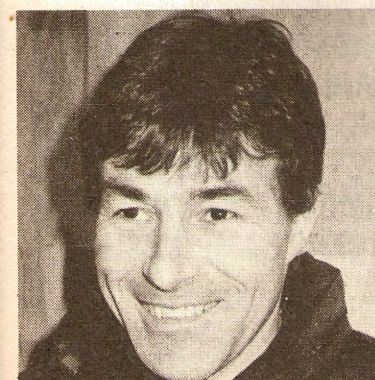
**Longman**  
Car: 1.6t Ford Escort Turbo  
Entrant: Royal Mail Datapost (Richard Longman)



## Colt

## Toyota

## BMW



**Brodie**  
Car: 2.0t Colt Starion Turbo  
Entrant: Mitsubishi Colt Cars (David Brodie)

**Sheene**  
Car: 2.8 Toyota Celica Supra  
Entrant: Toyota/Hughes of Beaconsfield (Barry Sheene)

**Sytner**  
Car: 3.5 BMW 635CSi  
Entrants: Sytner BMW (Frank Sytner); Burlington Wallcoverings (Mike Newman)

**Hodgetts**  
Car: 1.6 Ford Escort RS1600i  
Entrants: Royal Mail Datapost (Alan Curnow); Brooklyn Motorsport (Chris Hodgetts, John Morris); John Jefferies Racing (Richard Belcher); Jock Robertson

## Toyota

Car: 1.6 Toyota Corolla  
Entrants: Tony Crudgington, Geoff Kimber-Smith

# Russell's cooler style

MARCUS PYE talked to Russell Spence and found in the Yorkshireman a new resolve and a new approach.

Some still call him arrogant, others brash, but the Russell Spence of 1985 is a totally different character to the rather wild young Yorkshireman who lifted four Formula Ford 2000 titles within three years of setting out in motor sport.

Banished is the playboy image with which he rode into (not aspired to) the racing scene, and through this self-imposed reformation has emerged a competitor of genuine potential in F3—and beyond. The transformation has been remarkable. While Russell's raw courage and speed were never in doubt, he has bolstered his armoury with finesse, confidence and a more positive attitude to his driving this year.

Already the benefits of this discipline are manifold. Spence leads the prestigious Marlboro British F3 championship after two rounds—and knows he has the ability to win it!

It was at the end of 1980 that the Bradford builder's son burst into circuit racing, following some meteoric hillclimb exploits in a Ford BDA-powered Mini. With just five speed events as 'experience', Russell leaped into FF2000 with the ex-Martin Brundle Reynard 80SF. His bravado in what was a difficult car immediately put the combination on the map, and established interest among both the media and business-related sponsors. Inside nine months, Spence made his F3 debut . . .

**"I've grown up. I used to trade on the rough, tough playboy attitude. I used to enjoy the all-night parties, the drinking. The racing was almost incidental."**

The outing in the far from proven, not to mention underpowered, Magnum at the 1981 British Grand Prix meeting was, frankly, ill-advised, but went ahead due to pressure from backers and Russell's desire to scale the motor racing Everest before he had mastered fell-walking! Spence the showman was, in hindsight, a little too keen on furthering his own 'street credibility' as a local celebrity at that stage, and his one-off run in Dave Scott's Intersport-run Ralt at Thruxton the following year was still spoiled by 'greenness' in the cockpit.

By this time, though, the ebullient Spence had the Donington FF2000 championship under his belt, and his driving experience had broadened markedly, thanks to the tireless efforts of his father, Bob, who ensured that Russell's commercial sponsorship fund never quite ran dry. At the end of 1982 everyone knew that Russell's exuberance and lifestyle was masking his potential. Onlookers were also convinced that he had excellent car control—and needed it to curb excesses of flamboyance on the circuits.

"I tried to go too far, too quickly," recalls Spence, "but I was out of my depth initially, not having had the benefit of karting or FF1600 racing experience. There I was with a complex racing machine, and no real understanding of how it worked, or how to extract the maximum from it. I was always convinced that I could drive round the problems. That's the wrong way to go about things in F3, as I am learning all the while."

After a third season in FF2000, which brought him the EFDA Euroseries, Golden Lion and Donington crowns, Russell was given a prize drive at Croix-en-Ternois in one of Eddie Jordan's F3 Ralts. Despite being hobbled by a lack of competitive tyres, Spence gave of his all, as always, returning home determined to graduate to the formula full time in 1984. A lot of money was sought over the winter, but to little avail until local businessman Bill Blandford's interest was aroused.

Blandford, ever on the lookout for dynamic promotional opportunities for his Warmastyle radiator concern, instantly established a rapport with Spence and struck a deal which would see his company's eye-catching livery emblazoned on the Intersport-prepared Ralt RT3. The equipe finished third overall in the international series, Russell scoring three race

victories, at Donington, Zolder and Oulton Park.

"As soon as I met Bill, I knew that he would come in with us," says Spence. "Like most successful businessmen, he is an astute judge of character and makes quick decisions. So many 'potential sponsors' only talk about what they are going to do, but never quite get round to action. Blandford was prepared to put his money where his mouth was, on the proviso that I would have to work hard to justify his support."

"Our deal was on a race to race basis at first. If I came up with the goods, he would continue to sponsor me. If I failed, he would drop me like a hot brick. No nonsense—how we Yorkshiremen like to structure deals. Everyone knew where they stood from the start. Warmastyle used their involvement to good effect last year, and Bill was keen to capitalise in 1985 with an all-out assault on the championship."

The decision to run the then unseen carbonfibre Reynard 853 chassis was taken as long ago as last October, Russell returning to the *marque* which gave him his FF2000 successes in 1983. "If Adrian Reynard really applies himself to a project, I don't think that there is a finer chassis designer, particularly when it comes to aerodynamic development," says Spence. "Adrian had been working on the project for the best part of two years, so it had to be a thorough job. We also knew that the advanced composite chassis had to be very stiff."

The choice of chassis effectively influenced team selection, although Russell talked at length with Dick Bennetts (West Surrey), Dave Price, Eddie Jordan and Glenn Waters of Intersport before being introduced to, and cementing his future with, Peter Macintosh's PMC Motorsport *equipe*, contemplating F3 for the first time. Based at Silverstone, hence close to the Reynard factory, PMC won the wholehearted support of Bill Blandford, on first acquaintance. The combination has gelled superbly well.

Spence, and Warmastyle, clearly favoured the attentions of a one-car team, and the arrangement with Macintosh was tied up in a motorway cafe after Christmas. "Bill liked what he heard, turned to me bluntly and said did I want to run with PMC? I wasn't expecting to be put on the spot, but stammered in the affirmative and they shook on the spot . . ."

"I was fortunate also in that Nigel Walker of Volkswagen Motorsport had faith in me and was prepared to offer me the company's full assistance with engines—the deal which Johnny Dumfries had last year on his way to the British title. Nigel put himself out on a limb for us as his (John Judd-built) engines and, to a certain extent, my driving were the only known

Spence—change of attitude.



quantities in the 1985 equation. The Reynard had still not turned a wheel."

Indeed the Team Warmastyle/PMC Motorsport 853 did not run for the first time until Thursday, February 28, three days before the opening Marlboro round at Silverstone. "It was very disappointing not to get the car until so late, but it proved the strength and resourcefulness of the team in that it ran so well from the outset. Richard Divila (the former Fittipaldi F1 designer) is PMC's engineer and he built in about 20 detail changes to the Reynard as it took shape."

With little time for testing, raceday loomed large—and wet. Fifth in qualifying, Russell confidently scythed his way through to second place in the race. His campaign was off to a secure start. "I was not expecting those points," grinned Russell afterwards, "but it's good to know we're in the ballpark straight away. With some miles, and Richard's test and development programme behind us, we'll be in fantastic shape." A week later, fresh from setting the week's quickest times on both Silverstone circuits, Spence sat on the pole, and scooped top honours, at Thruxton. The championship lead was his.

**"Looking back I was totally blind to springs and anti-roll bars, but the more I learn, the quicker we will be."**

Watching Russell at work that day, it was obvious that his driving has matured immensely, even since last season. A smooth, efficient and consistent style has superseded the spectacular, if ragged, progress of his formative years in the sport. Russell came purposefully from behind, after a relaxed getaway, but picked off rivals Mauricio Gugelmin (Ralt RT30) and Tim Davies (Swallow Reynard) with calm precision to win in fine style. Perhaps more significantly, there is new consistency, and thought, in Spence's approach which will reap dividends.

"I sat down last winter, and realised that I must re-appraise my whole outlook on life, if I was to succeed at motor racing. And I do want to . . . I've grown up. I used to trade on the rough, tough, playboy attitude. I used to enjoy the all-night parties, the drinking, everything. The racing was almost incidental. Marrying Nicola (his delightful companion of the past few years) was the best thing I ever did. She has given me stability and with my personal life in order, I am able to put a lot more into my work too."

"I'm dedicated to racing now, not just for myself but also for my loyal sponsors, and am enjoying it more as a result. I've rounded some of the rough edges off my driving (with a lot of help from former F3 champion Ian Taylor) and can take real pride in what I'm doing."

"I am also part of a great team, which helps enormously. Both Bill and Peter are helping me with my approach, the discipline of training, mental preparation and professionalism, which Richard has already taught me such a lot about how and why the car responds to changes of setting. Looking back, I was totally blind to springs, shock absorbers and anti-roll bars, but the more I learn, the quicker we will be."

"I haven't been as relaxed in any team before, but everyone at PMC—from the engineer to the truck driver—is pulling in one direction, working for a common goal—to win. If they do their best for me, and *vice versa*, we stand an excellent chance. I would love to win the championship for everyone who has ever helped me. I want to go a long way in motor sport."

And few work harder than Spence out of the car. Back from his victory lap at Thruxton, Warmastyle's F3 star becomes PR Executive, easily and unobtrusively. A gentleman wants a photograph of the winner with his young son. Russell, delighted, crouches with the youngster on his knee, offers the lad his garland and trophy, makes sure that Warmastyle is visible on his overalls and smiles for the camera. Call that professionalism from the 25-year-old. The smile was genuine. He will make it, be sure . . .



Russell Spence scored three victories during his first full season of F3 last year, but this year has seen a more polished style from the Yorkshireman, who is proving to be the man to beat in the 1985 Marlboro championship. The PMC Motorsport Warmastyle Reynard-VW finished second at Silverstone before dominating the second round at Thruxton, with pole position (below) and a fine victory (above and left).

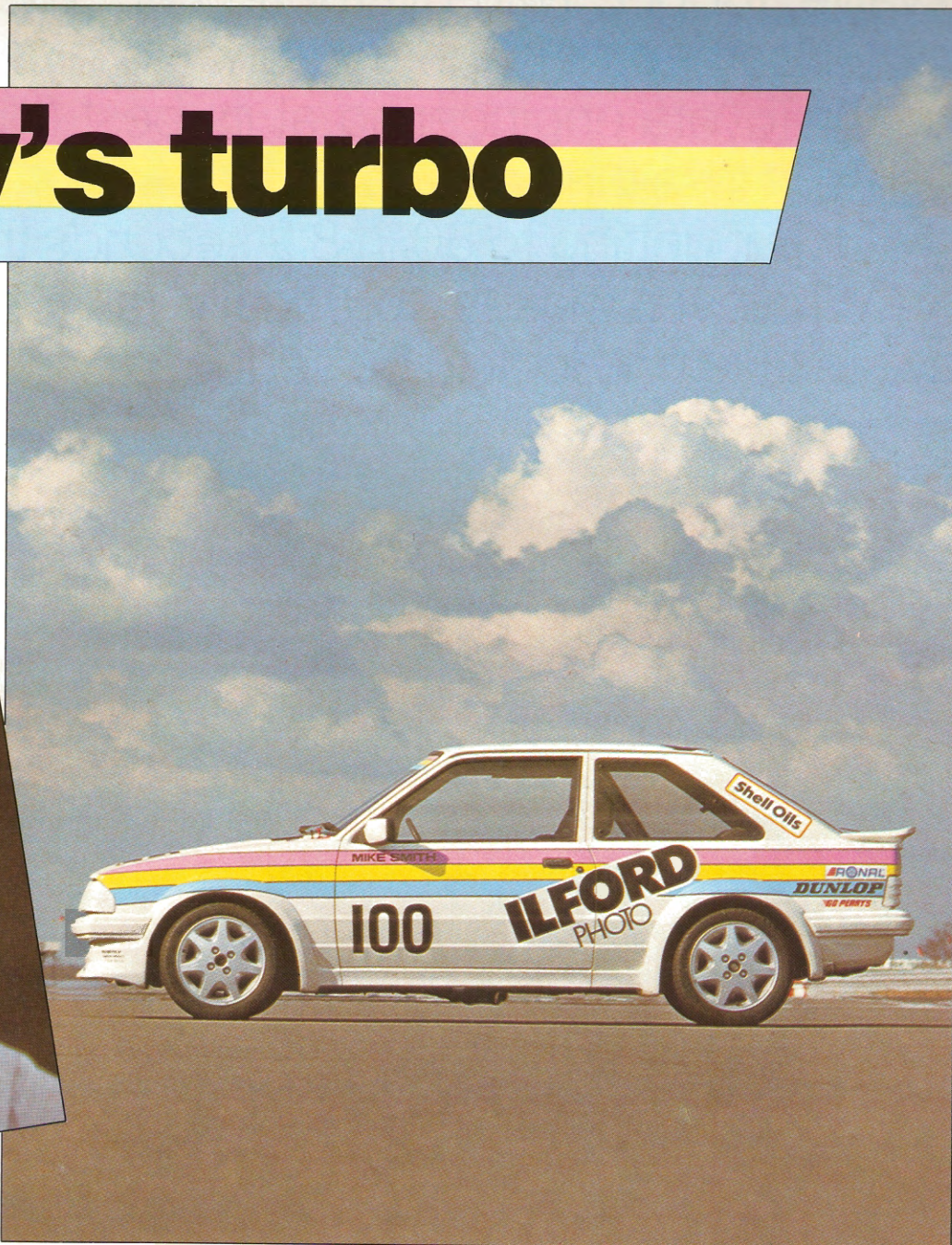


# Smitty's turbo

While it is awaiting a single official homologation stamp, Mike Smith's Ford Escort Turbo remains unraced. TIFF NEEDELL, however, gave it a spin at Silverstone



'All revved up with no place to go'... Both Mike Smith and the Ford Escort Turbo are waiting.



With another hectic year of motor sport now under way, one team still has to restrict its activities to testing only. The car is the new Ford Escort RS Turbo run by Stuart McCrudden for TV and radio star Mike Smith in its attractive Ilford Photo colours. The testing is not because the car is not ready to race but because the next FISA homologation meeting is not until April 1, and the Production Saloon Car opposition will not let them play until that official stamp has approved the manufacture of 5000 similar machines.

Mike Smith was actually a 'star' in motor racing long before his radio and TV success, when he drove a Ford Capri in the 1975 Production Saloon Car Championship sponsored—coincidentally—by BBC Radio 1. Before that he had driven in the fields of Essex at the age of 14 and moved into rallycross as soon as he was 17, doing the European events which in those early days almost paid the running costs. He moved to circuits in 1973, racing Mexicos, and in 1976 tried single-seaters with a Formula Ford 2000 Sark. Sadly, the single-seater career ended with two broken ankles at Oulton Park and, although he returned for another season of Capri racing in 1977 and dabbled in promotions at Brands Hatch, Mike began to concentrate on other ways of becoming famous!

Mike's enthusiasm for motor sport was encouraged

by his father, Reg Smith, who was a very popular character at the top of Ford's sales and marketing side in the early seventies. Reg was always getting the sport involved in the marketing side, and was responsible for not only helping Mike but gaining assistance for many other Ford 'wheelers' of that era.

Stuart McCrudden, of course, has an even longer track record, again closely allied to the Ford marque. He was the 1969 Redex Special Saloon Car champion in one of the very popular twin-cam Anglias, and has raced a multitude of Production machinery ever since. He worked for Fords at Boreham until the end of 1972, and now runs a successful advertising agency in Colchester, while retaining his interest in the sport through management and the occasional drive. He teamed up last year with Stuart Cole to take second place in the Fiesta 100 miler—behind Mike Smith and his partner Lionel Abbott!

The Smith-McCrudden-Ilford partnership gelled together last year, when Mike made his first serious return to motor racing driving in the Fiesta Challenge. In a very competitive field, Mike proved his worth by taking five wins on the trot during mid-season, but notching only fifth place in the championship due to a bout of late-season target practice—Mike being the target!

As with last year's Fiesta, the Escort RS Turbo has been prepared by Tracker Vehicles in Maldon who are

longtime Production Saloon preparation specialists. The Ilford racer was actually the first of the new models, which are all built in Germany, to reach Perry's, the Ford Main Dealer which gave assistance to the team. Delivered to Tracker as a pristine £9500 road car, it was given the customary strip and rebuild, removing all that carefully added underseal—to get the car down to the weight limit—and building the car back up from scratch, checking the chassis to be set at all the most advantageous tolerances and changing the few parts that can be changed. A choice of Bilstein or Girling bump-adjustable, gas-filled dampers are still undergoing back to back tests to decide the best choice, while the Ronal wheels have been covered with every make of tyre imaginable, but still no final choice has been made.

The standard suspension provides MacPherson strut spring and damper units front and rear, with the rear linked to a simple bottom wishbone with a forward trailing link. Anti-roll bars are located at both ends, and all that's really needed to go racing is to add Mintex racing brake pads, and pump the tyre pressures up about 7psi front and rear.

The other major rebuild department is, of course, in the engine bay with the blueprinting of the 1600cc CVH four-cylinder overhead cam unit entrusted to the Maldon premises of Terry Hoyle Ltd—famous for his Quattro and Porsche rally engines. With its Garrett T3 turbocharger and homologated intercooler, the stan-

ard Ford unit (complete with aluminium cylinder head and hydraulic cam followers) gives out some 132bhp at standard 0.55 bar boost. The racing unit, limited to that same boost, is upped to some 152bhp by the simple process of meticulous rebuilding. Drive to the front wheels is then through the Escort's viscous-drive, limited-slip differential.

My chance to sample the 'Il-Ford-Turbo' came at sunny Silverstone on the long Grand Prix circuit. As ever, I had to build up enthusiasm to lap a race track in a front-wheel-drive car, but I wasn't to be disappointed. There's no doubt you can have fun driving a frontender, but I still worry about the spectator enjoyment. The opening Silverstone Production Saloon race provided Woodcote spectators with the glorious sight of Colts, Capris and Opels balanced on opposite lock, with delicate throttle control holding the slides and maintaining the classic racing 'line'. By contrast the Stradas, Golfs and Astras provided a tremendous dice for Class C, as had the FWD Metros in an earlier race, and yet, as with the Metros, the sight of any one of these cars individually failed to generate any outward impression of excitement at all — the racing was good, but the drivers' undoubted skills were as inevitable as those of the ground-effect Grand Prix aces.

So it was when I came to drive 'Smitty's' machine. At first I treated the car badly, throwing it into the corner and accepting the inevitable plough understeer. But, after a couple of wrist-jarring impacts with the well-used Copse exit kerbing, with lock piled on and foot hard down, I soon determined that there must be a better way, simultaneously leading to a quicker way . . .

The wide open expanses of the Grand Prix circuit were an excellent arena for experimentation and, after a variety of lines, it was on the fastest of the corners that the Escort really came into its own. Turning-in early to Stowe or Club would instigate understeer that would simply worsen when I applied the power, and push the car wide of the apex and deep into trouble. At the slower Copse, this characteristic was even worse, and for the slowest corner, Becketts, it was impossible.

The trick, with the Escort set-up as it was, was to go very deep into the turns, braking later and later, and then flick the car into the corner. Now the back end would just hop out nicely and you could power through the corner in a nice neutral line with just a hint of the understeer returning. The danger of this tactic, as I was to discover, is that there's a fairly fine limit between the turn-in speed that's just right, and the one that's wrong!

It sounds lovely talking about the back end 'hopping' out, but turning into Stowe in fourth at about 105mph as opposed to the previous lap's 102mph turns the hop into a leap, and you're suddenly looking out of the

All the corners are taken in fourth, except Becketts, and the Escort Turbo went best when turned in very late . . .



Tiff points out the Escort's front-wheel-drive handling quirks to team boss Stuart McCrudden and Mike Smith.

passenger's window and piling on opposite lock! To the car's credit, I didn't spin, but the moment highlighted another problem, in as much as I scrubbed off so much speed and lost so much time with a 'small' indiscretion. The secrets to fast lapping are smoothness and keeping the momentum going: the understeer and the oversteer simply scrub off too much speed, and aggressive driving will simply make you slower. Precision and neatness is the order of the day and, however much skill that demands on the inside, it sadly looks a bit tame from the outside.

Although the understeer was driven round at Stowe and Club, and only slightly apparent at Copse, there was no relief at Becketts. I tried everything except left-foot braking, but the Escort simply would not turn-in to this slower, third gear corner, and it was this symptom that the McCrudden team was concentrating on, trying to cure it with different tyres, pressures, dampers and the minor suspension adjustments available. The viscous-drive diff worked very smoothly and seemed most effective, but could do little to stop

both front wheels spinning when given full power exiting Becketts.

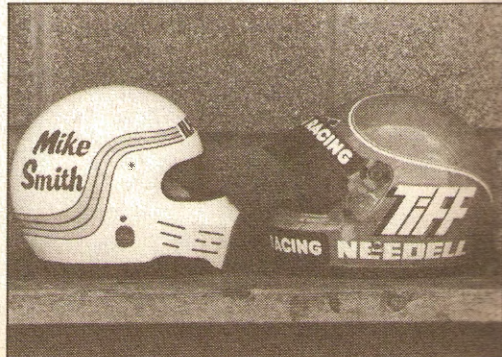
With a 6200rpm rev limit, the fifth gear is almost too tall for racing purposes, giving only 5500 approaching the Chicane. Taken in fourth, the turn-in for the Chicane is very early, the driver not really wanting the rear end to hop at this point because fourth is really too tall to pull the car out of a slide, and using third would demand a gearchange halfway out of the corner. In fourth, you feel certain to clobber the entry kerb good and hard as you aim the car straight at it (with plenty of lock applied) but, when you get it right, the car happily understeers past this first obstruction, and the excessive right-hand lock can then be taken off as the car feeds naturally into the left-right exit — any sliding, and speed simply scrubs itself off.

With all the corners, except Becketts taken in fourth, there was not much gearchanging to be done, but one lap time improvement was gained by changing up some 500 revs short of our safety limit. There's no doubt that turbos pull from lower down, and there's simply no point in religiously hanging on for your maximum-rev gearchange point. The brakes were very effective, but spongy and lacking feel in their standard, servo-assisted form.

On the day, our lap times were some 3secs off the pace of the Capris and the Opels which currently dominate the 3-litre (or turbo times 1.8) class that the Il-Ford is to join, but a lack of fuel pressure was later discovered.

With the backing of Ilford, Shell, Ronal, Perry's and Marley Foam, who have promised a year's supply of spoilers (!), and the promotional and driving talents of Mike Smith allied to the McCrudden management, we are going to hear a lot more about the Il-Ford Turbo. I doubt it will be an April Fool on its Easter Monday debut at Brands Hatch . . .

Mr Smiff meets Mr Tiff . . .



# A clean sheet of paper

Ken Tyrrell is back in business, his battles with FISA are over and he has concluded a deal to run Renault turbo engines. JOE SAWARD visited the Tyrrell factory in Surrey and discovered how it all came about.

Ken Tyrrell got a very big shock the other day. He was on his way to Paris at the time, with a few minor details to sort out in his highly secret engine deal with Renault. Slipping unobtrusively aboard a jet at Heathrow, he was greeted by the massed ranks of the British motor sport press en route to the launch of the Renault RE60. "What the hell are you doing here?" asked one. Ken's heart missed a beat. The hapless reporter continued: "Wouldn't it be funny if you were sneaking off to Paris to sign a contract to get Renault engines this season?" Ken laughed, "Come to think of it, it would be very funny, wouldn't it?" Tyrrell, the master of the art of keeping a secret, had done it again, by the skin of his teeth . . .

Much of the winter, however, had not been a laughing matter. In early December things were not looking good. FISA seemed to have an upper hand in the legal battle, and his points in last year's championship taken away, Ken would have to pay all his own travelling expenses this year. There was no turbo deal immediately available, and Stefan Bellof and Martin Brundle were clearly not keen on the prospect of another year with the venerable Ford Cosworth engine. "We had to make up our minds," remembers Tyrrell, "whether or not we



The nightmare winter is over, Ken Tyrrell has settled his differences with FISA and pulled off a coup getting Renault engines.

could stay in Formula 1, and hope that something was going to come along. At one stage we actually thought about going into F3000, but we decided that, if we did get out of Grand Prix racing, it might be quite difficult to get back in. So we decided to press on."

Three months later, Tyrrell is back in business and bubbling with enthusiasm. The legal battles have been settled, and he has Renault engines: "The legal thing is old hat, isn't it? I'd much rather talk about what we are going to do.

"The courts were going to take six months to one year and, with an appeal, that could be 18 months. In the end, it was far more important to us actually to go out and race. Of course, we are disappointed because we hoped that the courts would prove that we were innocent of the charges that were made against us. There was no appeal against the FIA, so the only way we could have done that was in the civil courts. But it had gone on long enough, so we decided to compromise. The object, after all, is to go motor racing."

Martin Brundle and Stefan Bellof will start the Grand Prix season with Cosworth DFYs, but the new Renault-engined cars should be ready to begin testing in early April.



Tyrrell has lost all his championship points from last year, but a settlement has been reached whereby the FOCA teams have agreed to help cover the huge transport costs.

"The Renault deal happened quite by chance," says Ken. "We had approached Gérard Larrousse in October last year about possibly running Renault engines. We had a very short, sharp reply. In January, I was over in Paris for one of the court cases and a friend of mine suggested that I approach Renault again. I talked to François Guiter of Elf and he said he thought it was a good time to approach them and talk to the new management. We approached Gérard Toth and, three weeks later, we signed the contract.

"The design of the new car was all ready, except the back end, and we couldn't do that because we didn't know which engine we were going to put in! That is now done, and the first monocoque is made up. We should be ready to test the new car in the middle of April, and my impression is that Renault will be ready just as soon as we are.

"Walking down the pit road, I felt like an interloper. I just didn't feel comfortable. In the end I went out on the circuit to watch there."

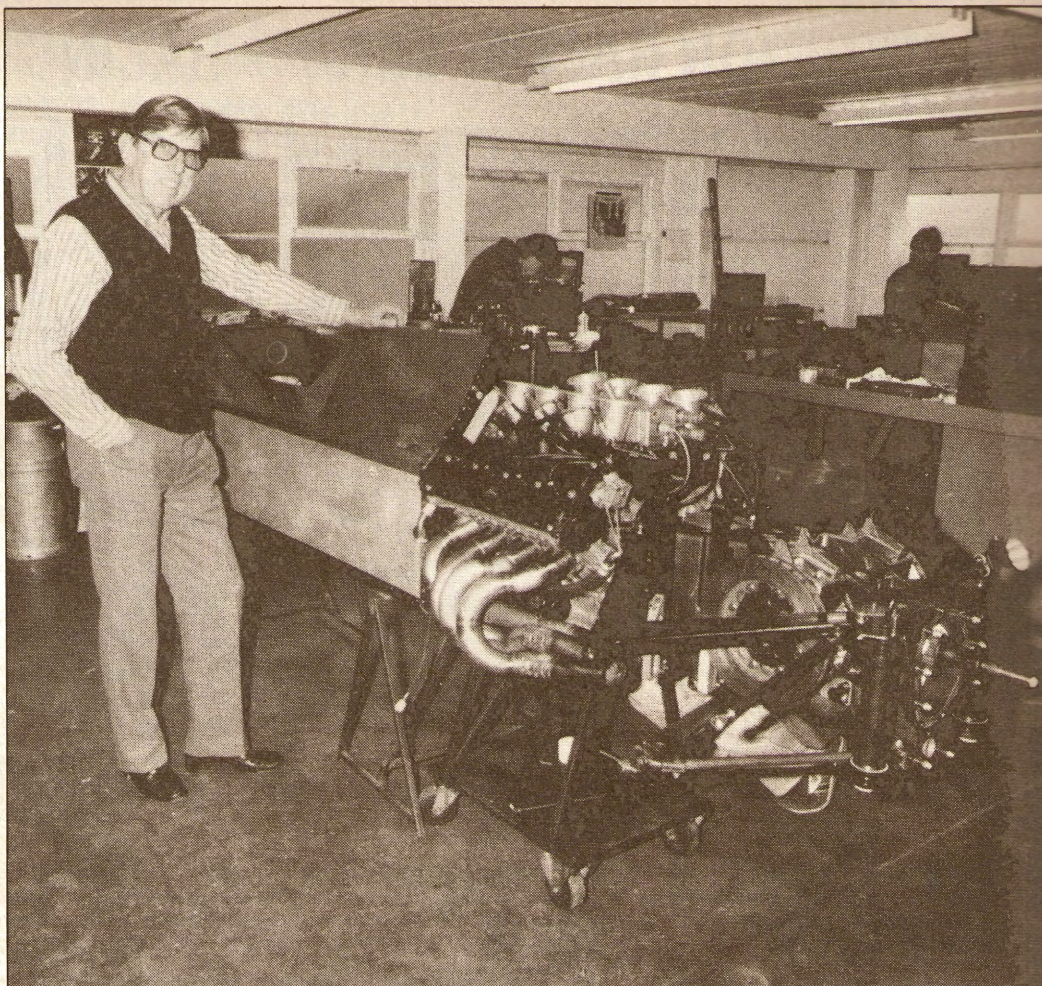
"The sponsorship situation is not settled. It wasn't possible for us to go to a major sponsor without an engine deal sorted out and there were the worries about the court cases too. It isn't easy to be confident about the money situation because it is a lot of money. We still have some trade sponsorship, and perhaps the most important of all is that we have a contract with Goodyear. Leo Mehl has been quite fantastic about it all. There were all the problems going on and the last thing they really wanted was to be involved with a team still racing with a normally aspirated engine. In actual fact, our previous contract had run out and he certainly had to withstand a lot of pressure put on him to switch from us to Toleman."

Tyrrell admits that the last couple of years have been fairly frustrating for a team used to being near the front. The last time the team qualified anywhere near the front was as long ago as Detroit 1983, where Michele Alboreto put his Tyrrell sixth on the grid and came through to win. The team have not won since, but despite the power disadvantage last year both drivers came close to winning. Tyrrell clearly believes that he has one of the most talented pairings in the business.

"The drivers are both very good. Stefan's drive in the wet at Monaco was quite brilliant. It is always the measure of a really good driver that he can drive in the wet. To come from the back of the grid as he did and pass everyone was incredible. He's a great race driver. At Zolder he was dicing with de Angelis, and he really shouldn't have been up there with the car he had. He doesn't qualify as well as you might think he would, but once the light goes green he's there and at them.

"Martin's drive at Detroit was absolutely superb. We will never know just how much Nelson Piquet let him close, but he was right there at the end."

Two more graduates from the Tyrrell Academy of up-and-coming Grand Prix stars? "No, not really. Every team manager is keeping his eyes open to see what talent is on offer. The situation we have arrived at dates back a few years. We haven't had a big budget to employ star names, so we went for up-and-coming drivers. Jean-Pierre Jarier, a few years ago, was an exception. At the time we needed an experienced driver and he did the job." It is a situation that often sees the team's drivers moving on. Patrick Depailler, Didier Pironi and Eddie Cheever all moved from Tyrrell to Ligier; Jody Scheckter moved to Wolf and, more recently, Michele Alboreto moved on to Ferrari. With Bellof and Brundle, Tyrrell knows he has a couple of hot properties. "I'm going to keep these two drivers," he insists, "I have contracts with them until the end of 1986 and it is not my wish to change that." As to the future, Ken is keeping his eyes open. "There's some talent about, isn't there? Dumfries is obviously going to be good. He's done quite enough to show that he is worthy of a Grand Prix drive. Then, there's Mike Thackwell, and someone else who looks very good for



The Cosworth-powered O12 has a few races to go yet, but the first new O14 monocoque has been completed.

the future is John Nielsen."

The thoughts of leaving F1 are clearly something of the past, and now, it is very much to the future that Ken is looking. "Last season, after the ban, I went to watch the European Grand Prix at the Nurburgring. Walking down the pit road, I felt like an interloper. I just didn't feel comfortable. In the end I went out on the circuit to watch there. Right now, it is good to be back again.

"We haven't had the experience that a lot of teams have been through with turbo engines. We think we have a very good car, but until we've put an extra 250

bhp through it, we don't really know how it's going to be. I think we've got the drivers, but there must be quite a lot for us to learn. Coming in at the tail-end as we are, we will reap the benefits of a lot of other people's labour. It is not going to be as difficult for us as it was for them, because so much more information is available to us now. I shall certainly be disappointed if we are not in the top two in the last few races of the year, very disappointed..."

And in 1986? "Ferrari, Renault, Brabham and Lotus had better look out..."

The Tyrrell Racing Organisation have not won a Grand Prix since Detroit in 1983 when Michele Alboreto took the flag.

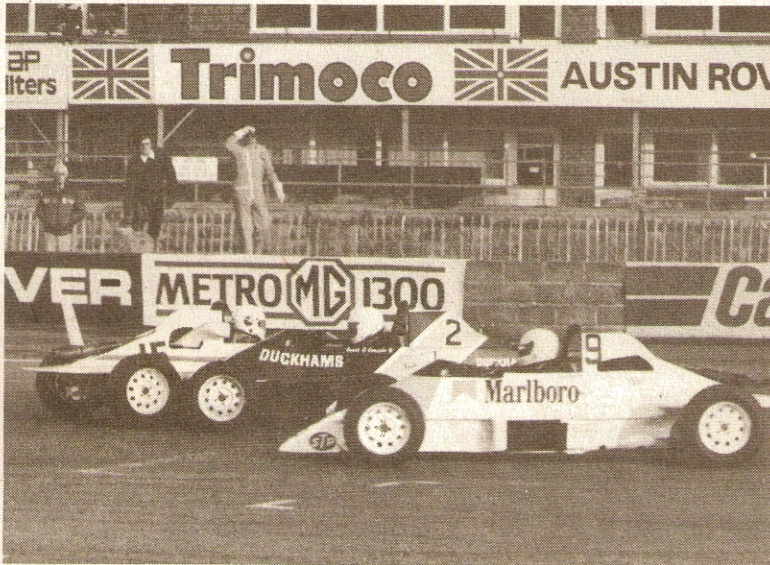


# Van Diemen to the fore in RAC/TT FF1600

The new Townsend Thoresen RAC British Formula Ford 1600 Championship is under way, the first round held at Silverstone last Sunday. The entry of 24 cars was a little disappointing — a further four fell by the wayside before official practice began — although the quality was certainly there in depth, as shown by the fact that the fastest 13 drivers in qualifying were covered by 1sec!

Dave Baldwin's latest Van Diemen RF85 was the most sought-after car, filling the top six grid positions after practice. These comprised the trio of works-entered cars for Mark Blundell, Paul Carcasci and Ruairi O'Coileain, plus the 'privately-run' entries for Jonathan Bancroft (Racefax), John 'Butcher' Booth (Quest Racing Services) and Bertrand Gachot (Pacific Racing). The latter car was finished only late last week, just in time for the talented Belgian to complete a few shakedown laps — in a snowstorm! — at Snetterton on Friday. He lost little time in attuning himself to the car and wound up a most creditable third in the race.

Young Johnny Herbert prevented a complete Van Diemen rout by qualifying his works Quest seventh quickest and then emerging from the hectic dicing to claim second place on the last corner, while Tim A Jones provided further



John 'Butcher' Booth spins in front of O'Coileain (2) and Gachot (9) during the hectic RAC/TT race.

variety in finishing sixth in the improving Reynard 85FF.

The RAC Championship represents an amalgamation of the MCD/BHRC, and RAC series run in recent seasons and certainly looks like providing some

scintillating action over the next few months as a most impressive crop of talented young drivers do battle over the major spoils.

The next round is at Oulton Park on Good Friday.



Bancroft — superb debut RAC/TT victory.

## Successful graduation for novices

One of the most significant aspects of Sunday's RAC Formula Ford opener was the performances of last season's top novice drivers. Jonathan Bancroft, winner of both the Dunlop-AUTOSPORT 'Star of Tomorrow' and BP 'Superfind' Junior titles, came through to a debut victory in his new Racefax Van Diemen, while rapid ex-kartist Johnny Herbert outbraked the Belgian Bertrand Gachot for second place at the final corner in true opportunist style. Also in the thick of things was top Grovewood Award winner Mark Blundell, who qualified his works Van Diemen on pole position and then claimed a new lap record on his way to third place after an eventful race.

## Rushen Green switch to Van Diemen

"We've decided to come down off the fence which we've been sitting on for three races," said Dennis Rushen on Monday afternoon, before explaining Rushen Green Racing's decision to switch its allegiance to Van Diemen cars for the remainder of the Racing Displays British and EFDA Euroseries FF2000 championships.

"We deliberately started out with last year's Reynards, as they were proven and fully sorted. With the late delivery of many of the 1985 chassis, prior to the season opener, we felt that we should have a distinct advantage for a while, but we knew we would have to update sooner or later. It was simply a case of waiting to see what beat us."

Martin Donnelly indeed won the first race in his RGR Reynard 84SF, but subsequent straight victories for Dave Coyne in the factory/Duckhams Van Diemen put the writing on the wall. The other marques have thus far shown inconsistency with their latest models.

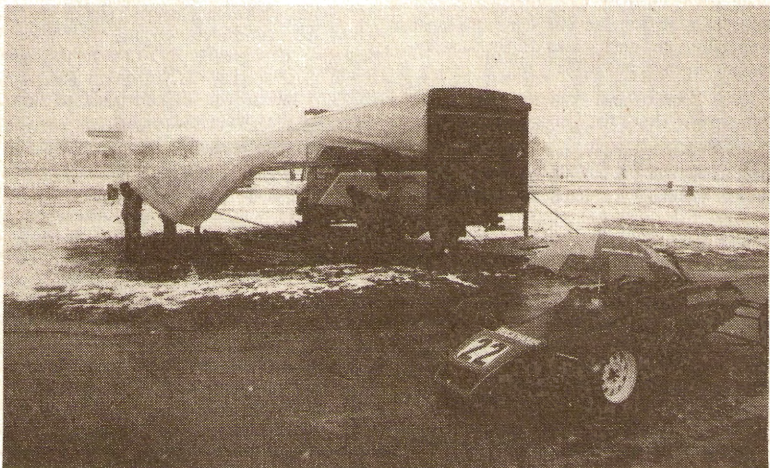
Donnelly's sponsor, Frank Nolan, ordered his RF85 at Silverstone, while another for Swiss Thomas Jans is now on Ralph Firman's books. Rushen also hopes to run a third car in the major championships, "if the right driver comes along". The Snetterton equipe, which first ran Van Diemens in 1978, has a long association with the local marque, of course, having masterminded the FF2000 championship winning programmes of Tommy Byrne and Ayrton Senna in 1981-2.

## Willmott's recovery

Adrian Willmott recorded an extraordinary Townsend Thoresen Junior FF1600 Championship race victory at Silverstone on Sunday, climbing up from dead last on the grid with one of Pine City Racing's Van Diemen RF85s.

Willmott's feat was brought about through the breakage of his Scholar engine's water pump drive belt as the Avon man waited to leave the collecting area prior to practice. Team proprietor Clive Wood quickly scouted round the paddock for a replacement — "that was one of the few spares that we didn't have with us" — enabling Willmott to complete a couple of laps right at the end of the session, on one of which he spun at Beckett's! Psyched up, Willmott charged rapidly up the order come the race to be 12th on the first lap and then up to second on lap 4 before taking over the lead on lap 6. Two wins in two races represents a most impressive start to his novice series campaign.

Willmott — last to first.



Prospective competitors for the opening Dunlop/AUTOSPORT counter were greeted by snow!

## Oulton opener abandoned

The BRSCC North Western Centre regretfully had to abandon hopes of running last Saturday's season-opener at Oulton Park, when the overnight snowfall failed to thaw by 10am. "The venue looked rather like the surface of Antarctica," when AUTOSPORT's reporter Paul Boothroyd arrived from Leeds to find the organisers' decision already made. "The racing line itself was clear," said Boothroyd, "but much of the track's surface was covered in slush, and the run-off areas were under 2-3ins of snow. Several competitors had apparently rung

the club to say they were having difficulty in reaching Oulton, and this no doubt influenced the BRSCC's decision."

The news of the meeting's cancellation came as a particularly cruel blow to competitors in the BRSCC's Dunlop-AUTOSPORT 'Star of Tomorrow' novice FF1600 championship, which was due to open at the Cheshire circuit. Many of the Southern-based contenders had stayed nearby (rather than head homewards) following mid-week testing. Their wait was in vain. The series will now start at Snetterton on April 5.

## Townsend to race Talon?

Advanced Racing Concepts's prototype Talon 85F FF1600 chassis should be tested for the first time within a month. The Lewes-based concern, headed by BRITS founders Richard Martin and Mick Penfold, is awaiting the upright castings and a set of finished body panels to complete the initial Talon kit from

which it will be assembled.

Reigning P&O Ferris FF1600 champion Peter Townsend has shown more than a passing interest in shaking down the car, using one of his quick Minister engines. Townsend, currently without a racing deal, may well decide to pilot the Talon following its evaluation.



## Ecosse MG Metro debut

David Leslie had his first drive in the Ecurie Ecosse/McLaren Property and Building MG Metro in the British Car Auctions counter at Brands Hatch last Sunday, bringing the patriotic blue car home in 15th spot. Leslie will contest the full British and European Metro Challenges.

In addition to their International involvement with the C2 Ecosse in the World Sports Car Championship, Ecurie Ecosse will field a Mondiale FF2000 car in the Bernard Hunter Scottish FF2000 Championship for former Scottish *Libre* champion David Duffield.

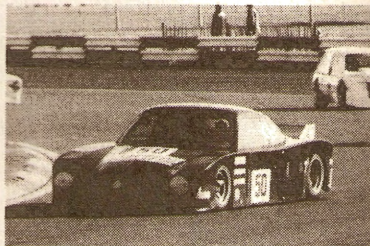
Three times British Rally champion, Jimmy McRae will also be seen in Ecurie Ecosse colours driving Hugh McCaig's Vauxhall Chevette HSR in Scottish Road Car events.

## Enderby's frustration

"For one lap it was fantastic," enthused David Enderby after practice for the Wendy Woolls Special Saloon Championship race at Silverstone last Sunday morning. The Blackheath doctor has fitted a 1300cc Ford BDA engine to his unique Tiga-based VW Karmann Ghia this year (in place of a 1-litre Imp unit) but his efforts have so far been sadly restricted due to an irritating misfire.

"We took the car on a rolling road last week and it ran perfectly," reported Enderby, "but after only one lap this morning there it was again." He therefore qualified only fourth fastest before spending a long lunch break trying to locate and cure the problem. He was partly successful. The engine ran beautifully for the first few laps of the race, Enderby revelling in the increased power, but then a more serious problem emerged and the engine died, leaving him on the sidelines once again. Obviously, once on full-song, Enderby will be a strong challenger.

Enderby — problems with new engine.

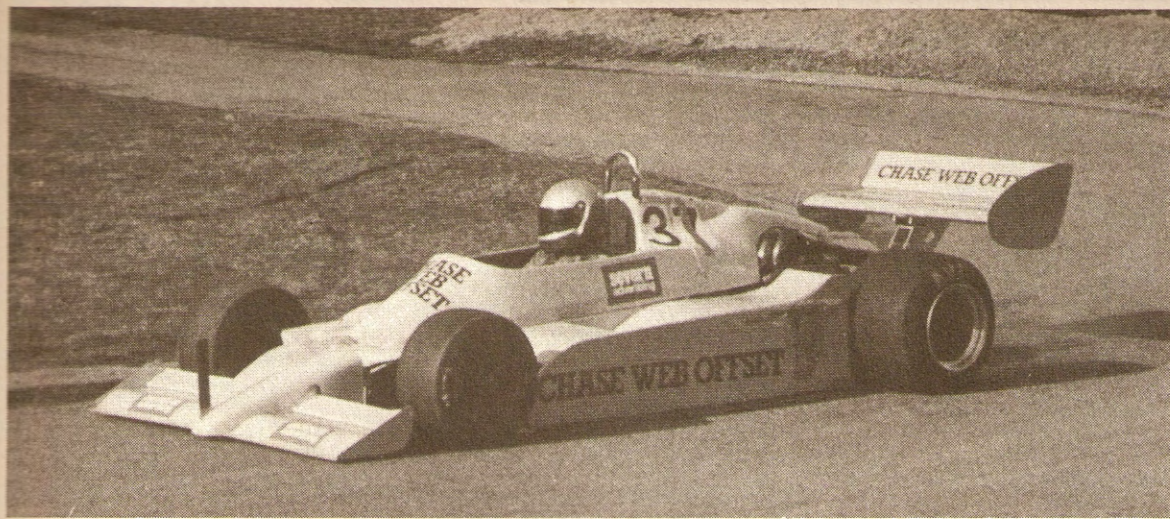


## Dutch agent for Mondiale

The Mondiale Car Company has appointed BS Racing, of Oudenbosch, Holland, as agents for its products in the Benelux countries. Ben van Bilderbeek, the concern's principal, and commercial director Pieter Slinger, will run a pair of Mondiale M85S chassis this year for promising youngsters Jaap Bokhoven and Gerald van Uiter.

Bokhoven (23) has support from Delmonte bananas and Hermes printers, while 19-year-old van Uiter is the Dutch Marlboro Challenge winner. Both will compete in a full programme of Dutch, Benelux and EFDA Euroseries events. BS Racing is also hoping to put another couple of M85S cars out, to the rapid Allard Kalf and Mliiko Tas, sponsorship permitting.

AUTOSPORT, MARCH 21, 1985



Martyn Griffiths shook down the new Pilbeam MP53/4 Hillclimb challenger at last Sunday's Harewood test day.

# New hybrid Pilbeam at Harewood test day

The Chase Web Offset hillclimb team debuted its new Pilbeam MP53/4 chassis at the BARC Yorkshire Centre's pre-season test day at Harewood on Sunday. Built around a brand new honeycomb monocoque by Mike Pilbeam's crew at Bourne, the 1985 challenger utilises the proven rocking lever-operated front suspension system of the MP53 model (two of which Max Harvey and Martyn Griffiths have run since 1983) and a revised version of the pull-rod rear geometry from the subsequent MP54, hence the 'hybrid' designation.

Griffiths and Harvey, third and

seventh respectively in last season's Pace RAC British Hillclimb championship, will campaign the Chase car with a methanol-fuelled 2.8-litre Hart engine, developed by John Dunn of Swindon Racing Engines.

An updated version of the unique Pilbeam MP54 is due to be completed this week at the factory. Like the new car, it features a stiffer tub for 1985, revised suspension geometry and different sidepod/underwing profiles.

John Hunt and Alister Douglas-Osborn will share the Glissade windows-

sponsored machine, a partnership which began last season. Their Hart 428 engine is expected to run on methanol in AD-O's quest to regain the British title.

Both Pilbeams will be run this year from the premises of Middleton Motor Services in Redditch. Proprietor Martin Middleton has a long record of success in hillclimb chassis preparation, and indeed fired Mike Pilbeam's interest in the sport when he commissioned the freelance designer to modify AD-O's Brabham BT38 in the mid-'70s. Pilbeam Racing Designs has never looked back in this increasingly specialised field!

## Mitchell to campaign S2000 Lola

Stephen Mitchell has purchased the ex-Allan Rollinson Lola T492 to contest the Pre-'81 class of the B&O Sports 2000 Championship. Backing will come from Europa Leasing of Maidenhead and Stephen's first outing will be on the Silverstone GP circuit next weekend (March 23/24).

Mitchell has regularly and competitively driven a Lotus 23 in Classic Sports Car events in recent years and, not surprisingly found the Sports 2000 car a completely different proposition during recent testing of the car at Silverstone. Not only was the car new, but Mitchell was having his first experience of slick tyres also, and reckoned there was a good deal more to come. Nevertheless Mitchell is hopeful of running competitively in the Pre-'81 class presently being dominated by Dud Moseley's Motus.

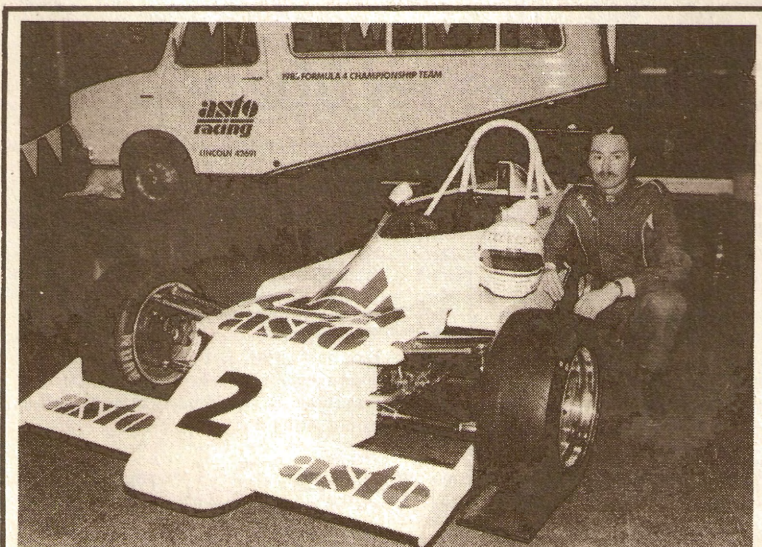
## Bottoms up front

Alec Bottom's Vixen Racing organisation had an encouraging day at Silverstone on Sunday, getting both its drivers in the top six in the BARC's TT Junior FF1600 round. Cousins Tony and Steve Bottoms finished third and sixth in their twin yellow Reynard-Gatmo 85FF chassis, former Marlboro Challenger Tony also setting fastest race lap.

## Brazilian blends in well

Paulo Carcasci, the latest in an increasingly long line of talented young Brazilians to contest the British Formula Ford Championships, made his debut at Silverstone on Sunday in a factory-run Van Diemen. For a while it looked as if the 21-year-old from Sao Paulo might actually win on his debut (a feat not even achieved by the likes of Ayrton Senna, Roberto Moreno or Chico Serra). Car-

casci moved to the head of a thrilling battle for the lead on lap 4 (actually by dint of some passing under waved yellow flags) and managed to stay there until making a mistake at Woodcote several laps later. His total lack of single-seater experience no doubt contributed to his slipping to an eventual fifth place but the five-times Brazilian Kart Champion is surely destined for better things . . .



## Liles's new F4 Van Diemen

Former Formula Vee champion and rapid pedaller of an MG Midget, Wally Liles, is to contest this season's Formula 4 Championship at the wheel of a Van Diemen RF82. Wally is supported by 'Asto', a Lincoln building company.

# Thundersaloons kick off

Just 15 cars start first round — many new cars to join shortly

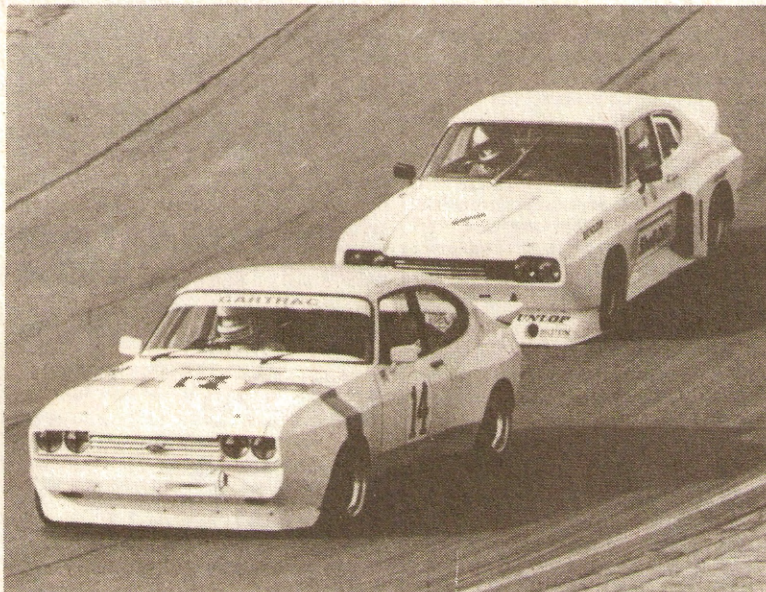
The first race in the BRSCC's new Shell Oils Thundersaloon series took place at Brands Hatch last Sunday, with 15 cars taking the start.

Unfortunately, Rod Birley's Ford Sierra XR4, complete with Alan Smith 3.4-litre engine, was not ready in time, the engine bay demanding careful modification to accommodate the vast power unit. Judging by the performance of a similar unit in the Holman Blackburn/Terry Nicholls Gartrac Capri, the combination will surely prove a potent force when it does appear, hopefully at the next race at Castle Combe on April 8.

Only one of three BLE Automotive XJS's currently being completed made the trip to the Brands opener, the 5.7-litre beast being pedalled by Iain Exeter and former Formula 2 driver, Roger Mac. Further sorting and an additional two cars should see the nicely presented cars not far from the ultimate pace.

The Vauxhall Firenza of Davies brothers John and Tony claimed the pole but the race was dominated by the Vince Woodman/Jonathan Buncombe Capri, which had a relatively untroubled run to the flag once the Gartrac Capri had gone off in the hands of endurance racer Holman Blackburn.

Other interesting entries included a couple of BMW 530s for Barry Barnes/Jonathan Cromwell and David Hunter/



Battle of the bangers — eventual winner, Woodman tails Nicholls: Cologne chases Gartrac.

Vince O'Mahony. The latter was an ex-Tom Walkinshaw car which Hunter drove spiritedly on what where reputed to be eight-year-old slicks!

The series represents a brave move by the BRSCC and should not be prejudged

on the limited number of entries for the opening race. Clearly, there is much interest with other cars being readied and closer, more competitive races will surely follow in very much the same way as the Thundersports series developed.

## Winfield to promote past pupils

The Winfield Racing Drivers School based in France at Magny-Cours and Paul Ricard are building on the success of their International Initiative courses and in addition to running two Formule Renault cars for each school's best pupil both schools have provided another car for former pupils considered to have exceptional talent.

Drivers will be 1984 Pilote Elf winner from Ricard, Eric Bernard, Texan Mike Martin, Eric Commas and Jean Luc Palis. Two separate teams have been formed to run the cars. One is under the control of Ricard Managing Director Simon de la Tour, who fields Bernard and Commas while the other is to be run from Magny-Cours by Serge Saulnier and Mike Knight for Mike Martin paired with Jean Luc Palis.

Renault and Elf are continuing their support of both schools with the scheme now in its 11th year and bookings from outside France for the International Initiative courses are most welcome.

### BRIEFLY

■ The BRSCC would like to point out a new stipulation in the Modified Saloon regulations that was omitted from the yearbook. From now on, cars must be equipped with plumbed-in fire extinguishers in both the cockpit and the engine compartment.

■ Auriga racing engines scored their first 1-2 success for some time in the opening round of the RAC/TT FF1600 Championship at Silverstone last Sunday. Jonathan Bancroft's Van Diemen RF85 was powered by a development 1985 engine which had undergone much work in the carburetion area, while Johnny Herbert was using a standard 1984 unit.

■ Sussex driver Kevin Gillen, who has competed spasmodically in FF1600 since 1977, has completed a deal to run a Van Diemen RF85 chassis with Eurostat Racing Services this year. Kevin's previous mount, an RF84, currently resides in Onyx Race Engineering's base in Littlehampton, incidentally.

■ Long time super saloon enthusiast Bernie Harris is running the ex-works March-BMW M1 Le Mans car in Thundersports events this year, powered by a Cosworth GA V6 engine. Valentino Musetti tested the car recently at Brands.

■ 'Hot Chocolate' are back on the FF1600 scene this season, with their driver Tony Chambers. The former British karate champion has signed with Milldent Motorsport to run a Van Diemen in the major championships.

■ Formula 'E' FF1600 gets under way at Oulton Park this Saturday, with Bob Berridge, Malcolm Barfoot, Alan Raine and Alister Lane among the likely pacesetters in this new initiative for outboard-suspended chassis.

■ Manchester's John Williams, twice winner of the S2000 Thundersports class last year with Frank Bradley, is looking to continue in the MCD Endurance series this season, but as yet has no car lined up. John, who has some funds available, can be contacted on 061-236 1558 during office hours.

■ Racing Display's own Van Diemen RF85 FF2000 was debuted at Silverstone last weekend by Frank Bradley, who continues to fly the flag of Uniroyal Tredaire carpet underlay through his exuberant competition exploits. Bradley, also the national championship sponsor, spun out of a tight battle at half-distance in the 20-lap event.

## Testing pays for Pratt

John Pratt has endured a miserable start to this year's Racing Displays British Ford 2000 Championship following two engine blow-ups and a similar number of accidents with Manadient's new Van Diemen RF85. Happily, John's future looked rather brighter after Sunday's third round at Silverstone, the red Racing for Britain car qualifying a fine third and then finishing fifth despite a badly shredded front left tyre.

"The car is much better now," reported John, who was able last week to conduct his first day's dry testing in the car. "I've been having some difficulty in adapting my style — I keep throwing the car into the corners in an effort to find the limit of adhesion — but now I think things are looking up. I'm getting much more used to it all."

## Bailey aids Madgwick

Madgwick Motorsport's Reynard 85SF Formula Ford 2000 car showed rather better during last Sunday's Racing Displays British Ford 2000 race, thanks to the experience of Julian Bailey.

"The car really hadn't been properly sorted before," said Bailey before qualifying fifth fastest on Sunday morning. "We went testing during the week and we've got the car handling well now; we'll just have to see whether it's fast, too!"

Far stiffer spring rates apparently brought about a drastic improvement, although Bailey was clearly a little way from the front-running pace as he netted sixth place in the race. Bailey's appearance was described as a one-off outing for Madgwick, although the Brackley-based team are hopeful of continuing their learning process with the Reynard through Julian's efforts.

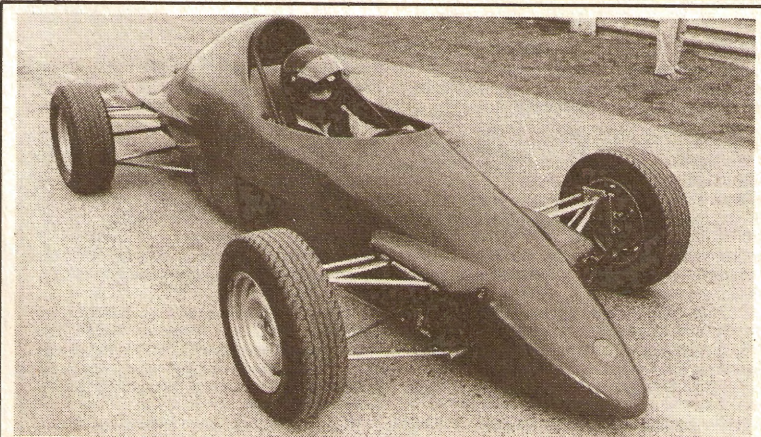
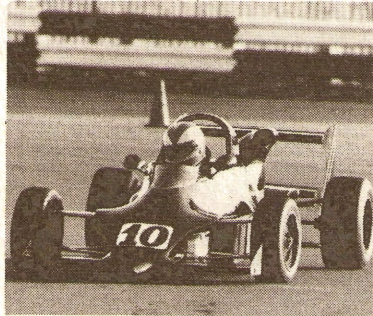
## Fabi goes one better in Racing Displays FF2000

French-Canadian FF2000 driver Bertrand Fabi backed up his workmanlike third at Thruxton a fortnight ago with an excellent second position in the most recent round of the Racing Displays British championship, at Silverstone on Sunday. Ray David's protégé, winner of the Canadian FF2000 'run-off' last season, shadowed Dave Coyne's works Van Diemen for much of the way last weekend, and crossed the line a scant 1.2secs behind the new series leader.

Fabi's sterling efforts in the Penistone Racing-run Reynard 84SF have been overseen of late by James Besmer, formerly head of the Jim Russell Racing Drivers School at St Jovite in Canada, where 'Bert' learned his craft. Besmer seems to have calmed the excitable Fabi

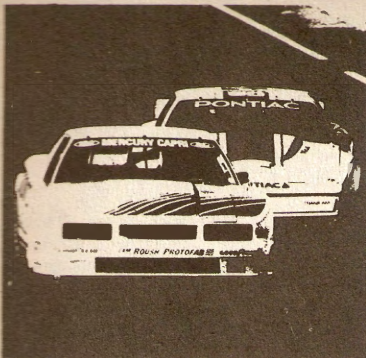
considerably since his arrival. It cannot be too long before he wins a round of the highly competitive British championship if he maintains this form.

Bertrand Fabi — 4, 3, 2, 1?



## New Crossle for Mondello

Up-and-coming Bernard Dolan took delivery of the first production Crossle 60F model last week and immediately went testing at Mondello Park, prior to the first Irish meeting of the year on Monday (March 18) where four 60Fs were scheduled to be in action — Anthony Murray, Alan Murray, Alan McGarrity and Dolan all pinning their hopes on the neat Irish design.



## INTERNATIONAL RACES

### SYMMONS PLAINS ATCC

## Viva Volvo

New Zealand driver Robbie Francevic took Mark Petch's Volvo 240 Turbo to a fine victory at Symmons Plains, Tasmania, outpacing the 5-litre Ford Mustang of former champion Dick Johnson to win by around 4secs. The Swedish turbo-car's victory means that three different marques have now won the three races to date.

Francevic was also fastest in practice with his Belgian-built Volvo, the same car with which he and Michel Delcourt won the first Nissan Sport 500 event in New Zealand a couple of months ago.

Another New Zealander, Neville Crichton, finished third in one of the works BMWs, while Peter Brock couldn't match his race-winning form at Sandown Park and wound up fourth. Jim Richards, in the second works BMW, was troubled by a broken gear lever during the closing stages, restricting him to fifth ahead of Jim Keogh's Holden and the best of the Alfa Romeo GTVs, that of Alan Jones. **BOB JENNINGS**

### SYMMONS PLAINS (AUS)

Mar 10

#### Australian Touring Car Championship, round 3

40 laps

- 1, Robbie Francevic (2.0 Volvo 240 Turbo), 42m15.49s;
- 2, Dick Johnson (5.0 Ford Mustang), 42m19.96s;
- 3, Neville Crichton (3.5 BMW 635CSi), 42m33.02s;
- 4, Peter Brock (5.0 Holden Commodore), 42m35.56s;
- 5, Jim Richards (3.5 BMW 635CSi), 43m00.48s;
- 6, Jim Keogh (5.0 Holden Commodore), 39 laps;

### MALLALA FF1600

## Tomas two

Czech-born Tomas Mezera picked up his second successive victory in the Australian Motorcraft Formula Ford 'Driver to Europe' contest by winning at the Mallala circuit near Adelaide. Mezera's Reynard led through from pole position, winning the 16-lap race by some 4secs from the Ewyn of Geoff Walters. These two easily outpaced the rest, led by Alan Bisset in a second Reynard, who fought clear of a tussle with Andrew Burden's Lola. **BOB JENNINGS**

### MALLALA (AUS)

Mar 17

#### Motorcraft 'Driver to Europe' FF1600 Championship,

- 1, Tomas Mezera (Reynard 84FF), 20m43.6s;
- 2, Geoff Walters (Elwyn 002), 20m47.8s;
- 3, Alan Bisset (Reynard 84FF), 21m01.3s;
- 4, Andrew Burden (Lola 642A), 21m04.2s;
- 5, Barry Ward (Galloway), 21m16.2s;
- 6, Roger Martin (PRS RH02), 21m17.6s.

### ATLANTA NASCAR

## Lucky break

Following his accident at Rockingham a fortnight ago, Bill Elliott returned home to Georgia and discovered he had broken his left leg. Undeterred, the recent Daytona 500 winner turned up for Sunday's Coca Cola 500 at Atlanta International Raceway and duly guided Harry Melling's Coors backed Ford Thunderbird to a fine victory! Given that Elliott hails from within easy reach of Atlanta, his was a most popular victory.

Neil Bonnett qualified one of Junior Johnson's Chevrolet on pole position for this fourth round in the NASCAR Grand National Championship, joined by the Old Milwaukee Pontiac of Tim Richmond on the front row, although it was the Fords of Elliott and Cale Yarborough that made most of the running.

A blown engine sidelined Yarborough's Hardee's T-Bird some 55 laps from the finish, but Elliott remained in control to head Geoff Bodine's All Star Chevrolet across the finishing line by around 2.5secs. Bodine now takes over the lead in the points standings. Bonnett followed in a further second adrift of Bodine, while Ricky Rudd guided Bud Moore's Ford into fourth place, one lap down.

The fast, high-banked track accounted for several of the usual front-runners, including erstwhile points leader Lake Speed, Harry Gant and Darrell Waltrip, whose engine blew while running in third place with only 12 laps to go.

### ATLANTA (USA) Mar 17

#### Coca Cola 500 NASCAR Winston Cup Grand National Championship, round 4

328 laps — 500 miles

- 1, Bill Elliott (Ford Thunderbird), 328 laps, 140.273mph;
  - 2, Geoff Bodine (Chevrolet Monte Carlo), 328 laps;
  - 3, Neil Bonnett (Chevrolet Monte Carlo), 328 laps;
  - 4, Ricky Rudd (Ford Thunderbird), 327 laps;
  - 5, Bobby Allison (Buick Regal), 327 laps;
  - 6, Terry Labonte (Chevrolet Monte Carlo), 327 laps;
  - 7, Ron Bouchard (Buick Regal), 327 laps;
  - 8, Benny Parsons (Chevrolet Monte Carlo), 327 laps;
  - 9, Dale Earnhardt (Chevrolet Monte Carlo), 326 laps;
  - 10, Greg Sachs (Chevrolet Monte Carlo), 326 laps.
- Championship positions:** 1, Bodine, 618pts; 2, Bonnett, 588; 3, Labonte, 573; 4, Darrell Waltrip, (Chevrolet Monet Carlo) 566; 5, Elliott, 543; 6, Earnhardt, 526.

Next round: Mar 31, Bristol.



## NATIONAL RACES

### SILVERSTONE

## Where there's a Willmott

Anyone arriving at Silverstone early last Sunday for the BARC's Championship Meeting must have wondered whether the meeting would even take place. Overnight snow had left a white blanket covering the circuit, conditions all too similar to those which forced cancellation of the previous day's affair at Oulton Park. Happily, though, the temperature soon crept high enough for the snow to melt, leaving a clear, crisp morning. Thrilling British FF2000 and FF1600

Grahame Davis's 3.5-litre MGB GT V8 was a clear winner of the MGOC event.



### SILVERSTONE (GB), Mar 17, BARC

**Townsend Thoresen Junior Formula Ford 1600 Championship race (10 laps):** 1, Adrian Willmott (Van Diemen-Scholar RF85), 10m41.4s, 90.25mph; 2, Phil Andrews (Van Diemen-Minister RF85), 10m41.9s; 3, Tony Bottoms (Reynard-Gatmo 85FF), 10m43.2s; 4, Gary Thomas (Van Diemen-Scholar RF85), 10m43.3s; 5, John Baynton-Glen (Van Diemen-Scholar RF84), 10m43.6s; 6, Steven Bottoms (Reynard-Gatmo 85FF), 10m47.0s **Fastest lap:** Tony Bottoms & Baynton-Glen, 1m02.3s, 92.91mph.

**Wendy Woollis Special Saloon Championship race (10 laps) — overall:** 1, Ginger Marshall (1.0 Reliant Kitten-Marshall & Fraser), 10m30.9s, 91.75mph; 2, Bill Richards (1.3 MG Metro-Ford/Cosworth), 10m39.6s; 3, John Pugsley (1.0 Sunbeam Stiletto/Carter), 10m52.0s; 4, Richard Le Marquand (1.0 Sunbeam Stiletto/Hartwell), 11m02.0s. **Over 1301cc:** no finishers. **Fastest lap:** Alan Humberstone (2.0 Skoda-Hart 130RS), 1m20.4s, 72.00mph. **1001-1300cc:** 1, Richards, 90.50mph; 2, Paul Soames (1.3 Maguire Mini), 9 laps; no other finishers. **Fastest lap:** David Enderby (1.3 VW Karmann Ghia-Ford/Jackson), 1m01.9s, 93.31mph. **Up to 1000cc:** 1, Marshall; 2, Pugsley; 3, Le Marquand. **Fastest lap:** Marshall, 1m01.8s, 93.66mph (record).

**BARC/MGOC Championship race (10 laps) — overall and modified cars:** 1, Grahame Davis (3.5 MGB GT V8), 11m45.3s, 82.07mph; 2, Richard Horn (1.9 MGB Roadster), 11m50.3s; 3, Robert Nettleton (1.3 MG Midget), 11m51.4s; 4, Jon Simpson (1.3 MG Midget), 12m14.1s. **Fastest lap:** Davis & John Hewitt (2.0 MGB Roadster), 1m09.4s, 83.41mph (record). **Standard Cars:** 1, Robb Gravett (1.3 MG Midget), 12m43.7s, 75.79mph; 2, Darryl Davis (1.8 MGB), 9 laps; 3, Phillip Conn (1.8 MGB Roadster), 9 laps. **Fastest lap:** Gravett, 1m14.9s, 77.28mph (record).

**750MC Formula 4 Championship race (10 laps):** 1, Mike Whatley (1.3 Delta-Ford/Whatley T81/4), 10m13.4s, 94.37mph; 2, Rob Moores (1.3 Chevron-Ford/Rolt B38), 10m35.9s; 3, Barrie Pusey (1.3 Chevron-Ford/Nelson B43), 10m57.4s; 4, Chris Kite (1.3 ERM Pilbeam-Ford/Holbay MP41), 11m00.1s; 5, Gary Storer (1.3 March-Ford/Whatley 773), 9 laps. **Fastest lap:** Whatley, 59.9s, 96.64mph.

**Northampton National Hot Rod race (10 laps):** 1, Mark Jones (1.7 Toyota Starlet), 11m00.4s, 87.65mph; 2, Leon Smith (1.7 Toyota Starlet), 11m00.6s; 3, Alan Tyler (1.7 Ford Escort), 11m01.2s; 4, Phil Wight (1.7 Mazda 323), 11m18.1s; 5, George Smith (1.7 Ford Escort Mk2), 11m21.1s; 6, John Clark (1.7 Ford Escort Mk2), 11m26.5s. **Fastest lap:** Richard Pannell (1.7 Toyota Starlet), 1m04.5s, 89.74mph (establishes record).

championship races topped the bill in a programme that began with a marvellous from-the-back-row victory for Adrian Willmott in the Junior FF1600 event.

Stuart Kestenbaum made light of the early wet practice conditions to qualify on pole for the Townsend Thoresen Junior FF1600 race, his Christal Racing Lola T644E duly taking off into the lead. The early laps provided some hectic dicing, as many as 10 cars comprising the lead group. Soon, however, the race was punctuated by a variety of incidents — most of them caused by straight-forward over-exuberance — that saw Kestenbaum, Jason Elliott (Van Diemen RF85), Richard Dean, Danny Wright (Reynard 85FFs) and Charles Hills (Lola T644E) all out of the running. Through it all came young Willmott, whose Pine City Racing Van Diemen RF85 had missed most of practice due to a broken water pump drive belt. Willmott, winner of the opening round two weeks ago, thus had to climb up from last position on the grid, a task he performed admirably to slip ahead of team-mate Gary Thomas and assume the lead of lap 6.

Phil Andrews (Fleetry Van Diemen) was among the leaders throughout and stayed glued to Willmott's tail for the remainder of a fine race, while Tony Bottoms (Reynard) just pipped Thomas on the final corner when the latter's engine missed a beat. A third Pine City entry, the older RF84 of John Baynton-Glen, also ran strongly to finish fifth, and take fastest lap, ahead of Tony Bottoms' cousin, Steven.

A Wendy Woollis Special Saloon race followed, sadly depleted by non-starters and early retirements. Stephen Minton's tidy Escort failed to make the start due to gearbox malady, while Alan Humberstone fared little better, his Skoda-Hart retiring after two laps with a misfire.

Grahame Davis's 3.5-litre MGB GT V8 was a clear winner of the MGOC event.



David Enderby cured a similar disorder that had blunted his qualifying effort, moving his now 1300cc VW Karmann Ghia into the lead, until it, too, suffered terminal engine trouble. Ginger Marshall's indomitable, pole-sitting Reliant Kitten thus inherited the lead, establishing a new class lap record *en route* to victory. Bill Richards' Ablitt MG Metro was troubled by the bodywork rubbing on a front tyre, but still finished a class-winning second ahead of former modsports champion John Pugsley, who is making a welcome return to racing (after a six year lay-off). Richard Le Marquand ran to a clear fourth place after Pat Mannion's similar Stiletto overheated, while Norman Lackford's Fiat just overcame the Stiletto of Douglas Manderson after a race-long scrap.

The strength of the BARC/MGOC Championship was again made apparent by a full-to-bursting grid. From the green light, Grahame Davis burst through from row two, his Moto-Build MGB GT V8 using all of its 3.5-litres to accelerate into a good lead by Copse. John Hewitt

(MGB) took up the chase, these two then indulging in a superb David-versus-Goliath battle. Time after time they changed places, their engines' varying performance capabilities tempered by the sensible ruling which demands the use of road-legal tyres. Richard Horn (Hartwell Motors/Oselli MGB) made it a three-way battle for the lead as they began lapping the slowest cars, although Hewitt then came into contact with one of these and sustained a puncture. Davis thus charged on to a well-deserved victory, chased by Horn, the modified class Midget of Jon Simpson and David McCune.

In the standard class, no-one came close to matching Robb Gravett's Midget, although a close battle behind was finally settled in the order Darryl



Hot rod Starlets — alias Smith and Jones.

Davis, Philip Conn, Jim Baynam (Midget), Francis Ridley (MGB) and Bill Hewitt (MG 1300 saloon).

Mike Whatley is very much the King of

Formula 4 these days. Champion for the past two seasons, the enthusiastic racer from Holmfirth took his trusty Delta T81/4 to another clear victory, crossing the line more than 22secs ahead of the tidily-driven Chevron B38 of Rob Moores. Wally Liles, returning to single-seaters some eight years after winning the Formula Vee championship, ran third in his smart Asto Builders Van Diemen RF83 until slowed by a misfire, whereupon Paul Tickner's much-modified March 713 took up the position before being sidelined. Even Chris Kite's Pilbeam didn't escape the dramas, a broken plug lead slowing the former F1300 champion over the closing laps and allowing Barrie Pusey (Chevron B43) to pip him on the final tour.

The full and varied programme was

brought to a close by the first ever Hot Rod race to be seen at Silverstone, featuring regulars of the Northampton track. A total of 15 cars lined up in the traditional reverse seeding order. However, this didn't stop Leon Smith and Mark Jones, both in Sonny Howard-built Toyota Starlets, quickly moving up into challenging positions, while Alan Tyler (Ford Escort) and Howard Pannell (Starlet) comprised an absorbing scrap for the lead. Mechanical maladies caused Pannell to drop out near the end, but the other three carried on unabated, the race finally settled when Jones lunged up the inside of Smith ("I didn't realise it was the last lap") under braking for Woodcote to secure a well-deserved victory.

JEREMY SHAW

SILVERSTONE: TT RAC BRITISH FF1600

# Jonathan's no novice

The new Townsend Thoresen RAC British FF1600 Championship got off to a flying start at Silverstone. A typically fraught slip-streaming affair served to warm the hardy spectators as six young drivers fought for supremacy. In the end it was last year's double novice champion, Jonathan Bancroft, who came through to a well judged victory in his new Racefax Van Diemen.

An entry of 24 cars was perhaps a little disappointing for the opening round of this prestigious new series, but at least the quality was high. Indeed after practice, the top 14 drivers were separated by just over 1sec, Tim A Jones perhaps summing up the situation best by commenting: "I thought I was going really well, the car felt great. I did a 61.5s, but still I'm only on the fourth row!"

Impressively, last year's two top novice contenders Mark Blundell (works Van Diemen) and Bancroft shared the front row with John 'Butcher' Booth's similar Crompton Lighting RF85, while yet another rapid Brazilian, Paulo Carcasci, looked most impressive in setting fourth best time ahead of Bertrand Gachot. The young Belgian's Pacific Racing RF85 was finished only a matter of days before the race, but the Marlboro man quickly got to grips with the car. Irishman Ruairi O'Coileain continued the Van Diemen supremacy with his works Duckhams RF85, followed by the very smart Quest FF85 of Johnny Herbert.

A super start took Bancroft into an immediate lead, but the swarming pack made a fantastic sight as they swept down to Woodcote and the completion of lap 1. Seemingly, from nowhere, Blundell's Abbey

Life RF85 scythed through on the inside, tyres locked up, only to slide straight on. In a flash, Mark was back to seventh place!

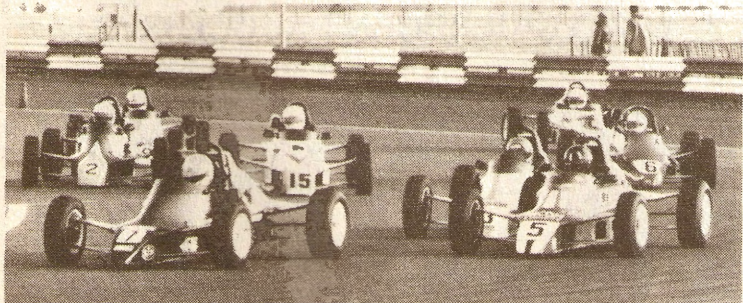
The only major incident came on lap 3 when Booth and O'Coileain collided at Woodcote. Their interlocked cars remained just off the racing line, forcing the adoption of waved yellow flags next time around, not that the drivers seemed to notice. Carcasci blatantly ignored the marshals' instructions on lap 4, diving up the inside to assume a lead he held until making a mess of the same corner on lap 8.

Bravely, the marshals dragged the offending wreckage to one side, enabling this classic race to continue unaffected by no-passing flags. The drivers took full advantage. Damon Hill moved his Richo Van Diemen up the order, only to spin at Beckett's on the last lap, while Blundell also made up ground before making a mess of Woodcote again on lap 10.

Through it all, Bancroft remained as the only driver always among the top three and duly held on to score a most accomplished victory, his first at senior level. Gachot belied his lack of Silverstone experience by reaching as high as second place — on the all-important final lap — but young Johnny Herbert timed his run to perfection and brilliantly outraked the Belgian into Woodcote for the final time.

The recovered Blundell, who gained consolation in a new lap record, followed up fourth, ahead of Carcasci, and Tim Jones's and Mike Parkes-run Reynard. A classic!

JEREMY SHAW



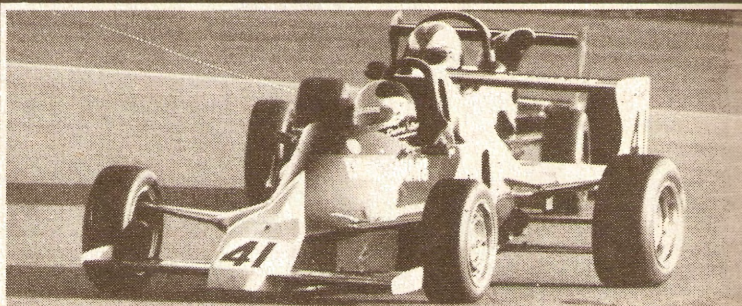
Jonathan Bancroft (7) won a tremendous opening round of the RAC/TT FF1600 series.

SILVERSTONE (GB), Mar 17; 12 laps — 19.30 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Jonathan Bancroft	Van Diemen-Auriga RF85	12m27.9	1:00.8	1:01.0
2	Johnny Herbert	Quest-Auriga FF85	12m28.6	1:00.8	1:01.3
3	Bertrand Gachot	Van Diemen-Gätmo RF85	12m28.8	1:01.0	1:01.3
4	Mark Blundell	Van Diemen-Minister RF85	12m30.1	1:00.7	1:01.0
5	Paulo Carcasci	Van Diemen-Minister RF85	12m30.4	1:01.4	1:01.2
6	Tim A Jones	Reynard-Minister 85FF	12m31.1	1:01.4	1:01.5
7	Damon Hill	Van Diemen-Minister RF85	12m35.1	1:00.9	1:01.7
8	Don Hardman	Reynard-Nelson 85FF	12m40.7	1:01.9	1:02.2
9	Rick Shortle	Reynard-Minister 85FF	12m41.5	1:02.0	1:02.0
10	James Taylor	Reynard-Scholar 85FF	12m42.1	1:02.5	1:03.4
11	Peter Sneller	Zeus-Auriga ZR163	12m45.5	1:02.4	1:02.9
12	Andy Sim	Reynard-Irwin 82FF	12m50.3	1:03.0	1:04.0
13	Alexander Arbis	Van Diemen-Minister RF85	12m54.2	1:02.2	1:03.6
14	Andy Mathew	Van Diemen-Auriga RF84	13m11.8	1:03.5	1:03.6

no other finishers; 20 starters.  
**Winner's average speed:** 92.88mph. **Fastest race lap:** Blundell, 1m00.7s, 95.36mph. (record); **Next round:** Apr 05, Oulton Park.

SILVERSTONE: RACING DISPLAYS FF2000



Dave Coyne scored his second dominant FF2000 win in as many outings.

# Double-sided Coyne

Hot on the heels of a seemingly effortless victory at Thruxton on March 10, Dave Coyne repeated the performance at Silverstone on Sunday, leading this 20-lap third round of the Racing Displays British Ford 2000 Championship virtually from pole position to chequered flag. Into an equally impressive second place, however, came young Bertrand Fabi, who equalled Julian Bailey's 2-litre lap record during a determined chase of the new series leader.

The half-hour qualifying session began on a damp track, and it was the in-form Coyne who immediately set the pace, his Duckhams Van Diemen RF85 looking the most stable car on the circuit as he claimed his first pole position of the year.

Canadian, Fabi, performed admirably on his first outing at Silverstone in one of Penistone Racing's year-old Reynards, just 0.1sec adrift of Coyne, with John Pratt (Manadient/Racing for Britain Van Diemen RF85) and Martin Donnelly (Frank Nolan/Rushen Green Reynard 84SF) similar increments behind. Pratt was particularly pleased with his efforts after two disappointing outings, the former FF1600 front-runner finding his car much better balanced after some mid-week testing, while Donnelly admitted to being: "a bit too cute in practice. I stayed in the pits too long, trying to save my tyres, and then didn't really get totally wound up." The Irishman was also troubled by excessive oversteer at Woodcote and Copse.

Julian Bailey used his experience to set fifth best time in Madgwick's new Reynard

85SF, his time equalled by the Eurostat Van Diemen of Alvaro Buzaid, the Brazilian still not happy with his mount. A little further back, Mark Newby stepped into the second Penistone Reynard 84SF at short notice, while Peter Hardman's similar Richard Dutton Reynard suffered a broken front suspension pick-up point.

Coyne made a somewhat less than inspired start, allowing Fabi to make the early running, but slipped neatly ahead under braking for Woodcote at the end of lap 1. Fabi was never much more than 1sec in arrears, with Coyne slowed slightly in the closing stages by fading brakes.

The crowd's attention was fixed on a titanic battle for third between Buzaid, Pratt and Donnelly. Both the Englishman and the Irishman managed to find a way round the gritty Brazilian briefly, but each time the reigning Esso FF1600 Champion was able to redress the balance and cling onto his hard-earned placing. "My car was much, much better at Copse," related Buzaid, "but terrible at Beckett's. It was very difficult." Pratt, meanwhile, was troubled when long strips of rubber detached themselves from his front left Yokohama, thus allowing Donnelly up to fourth.

Peter Hardman drove a good race to displace Julian Bailey for sixth place on lap 10, these two clear of Newby, while Ross Hockenhuil fought clear of a battle with John Robinson, who was then passed on the last lap by a recovering early spinner, Tomas Jans.

JEREMY SHAW

SILVERSTONE (GB), Mar 17; 20 laps — 32.16 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying Pos
1	Dave Coyne	Van Diemen-Nelson RF85	18m59.3	56.5	57.7
2	Bertrand Fabi	Reynard-Neil Brown 84SF	19m00.5	56.4	56.8
3	Alvaro Buzaid	Van Diemen-Nelson RF85	19m11.0	56.9	57.3
4	Martin Donnelly	Reynard-Nelson 84SF	19m11.1	56.7	57.0
5	John Pratt	Van Diemen-Neil Brown RF85	19m13.1	56.6	56.9
6	Peter Hardman	Reynard-Neil Brown 84SF	19m15.5	56.8	57.6
7	Julian Bailey	Reynard-Neil Brown 85SF	19m16.8	56.8	57.3
8	Mark Newby	Reynard-Neil Brown 84SF	19m27.3	57.5	57.6
9	Ross Hockenhuil	Reynard-Neil Brown 84SF	19m31.0	57.3	57.5
10	Tomas Jans	Reynard-Nelson 84SF	19m37.1	57.4	57.4
11	John Robinson	Tiga-Richardson SF85	19m37.6	58.0	58.4
12	Steve Pettitt	Van Diemen-BSR RF85	19m41.2	57.9	57.9
13	Bobby Carville	Argo-Neil Brown JM17	19m45.6	58.3	58.9
14	Gary Dunn	Reynard-Swindon 84SF	19m48.2	58.2	57.8
15	Tomi Luhtanen	Reynard-Nelson 85SF	19m48.6	58.2	59.7

etc. 22 starters.  
**Winner's average speed:** 101.62mph; **Fastest race lap:** Fabi, 56.4s, 102.63mph. (equals record); **Next round:** Mar 31, Brands Hatch GP.

## BRANDS HATCH

## Brands bonanza

A BRSCC Alfa Romeo championship race opened a bonanza 11-race programme at Brands Hatch's two-day Saloon Car Festival. Pole man David North led away with Willie Dick's Alfasud Ti in close attendance. The race developed into a straight fight between the two with Dick coming past the line first on lap 5. He was, however, adjudged to have overtaken under the yellow flag and was subsequently disqualified, victory going to North's similar Sud Ti.

Next on the agenda was the opening round of the Ford Credit Fiesta championship, featuring new shape Fiesta XR2s using CVH engines. Reigning Fiesta champion Ian Briggs was a convincing winner, leading from the outset to finish 5secs ahead of Stuart Cole. Barry 'Whizzo' Williams was a close third having been second until lap 6 while Anthony Pownell was fourth.

Bill Griffin's BMW 323i wound up a dominant winner of the Metro Breakers Modified Saloon race. Beaten in practice only by Rod Birley's Escort Pinto, Griffin made a beautiful start and was thereafter race leader, taking the chequered flag 5secs clear of Barry Robinson's Rover SD1. Brian Chatfield's Capri was an early second and enjoyed a good dice with Robinson and Birley, finally finishing a couple of seconds shy of the West Kingsdown man's Escort.

A plethora of entries for the popular Duckhams Road Saloon series necessitated the running of the event over two races. The first race catered for cars of fewer than 1800cc with John Watson (Fiesta XR2) taking pole position. However, his luck was similar to the current fortunes of his namesake GP racer, John winding up a non-starter. Taking full advantage of the hole in the front row, therefore, Steve Pattinson (VW Scirocco) made a stupendous start from the middle of the third row to head the field across the line on the opening lap. Kevin Eaton's Fiesta was a close second from its front row start position, with another Fiesta, that of Graham Ferror, staving off John Chambers' VW Golf GTI until the third lap. Slowly, Eaton closed in on the leading Scirocco, neatly annexing the lead on the eighth tour, and holding on to win by 1sec.

The over 1800cc Duckhams category continued the hectic programme with the pole position man once more a non-starter, Edwards's Capri the victim of a practice incident. Thus Derek Wileman's Capri led into Paddock on the opening lap, closely followed by David Shead's similar car, with yet another Capri, that of David Cox, third. Shead quickly came to terms with Wileman, outmanoeuvring him on the second lap with Cox following him through. Suddenly, Shead's engine did not appear to be enjoying the best of health, finally expiring in a cloud of smoke on lap 5. Cox was thus left with a healthy 5sec lead over Wileman, which he maintained to the flag with Trevor Griffiths's distinctive Firenza Droopsnoot a close third from a start position of 19th.

Tony Lanfranchi made amends for non-starting in last week's Monroe Prodsaloon counter by claiming pole position for the opening round of the Uniroyal series. He was joined by rapid journalist Mark Hales in a similar Opel Monza with Colin Blower's Colt Starion completing the front row. As a late entry to an over-subscribed grid, Andy McLennan's Colt Starion was obliged to start from the pit road when everyone else had gone. Blower made the best



Alfa Romeo race winner David North leads a gaggle of Suds through Paddock bend.

start, squeezing out Hales and Graham Scarborough's Letchworth Roofing Capri 2.8i and quickly asserted himself at the head of the field. 'Skid' Scarbofough made a move to pass Hales into Paddock on lap 3, completing the manoeuvre on the inside up the hill towards Druids, with a brace of Opel Monzas (John Cleland and Lanfranchi) following, with Andy McLennan in the midst of a demon charge through the field which netted him sixth overall by the flag, and fastest lap into the bargain. Cleland was warned for running onto the old circuit on the exit of Paddock in his attempts to catch and pass Hales for third. This he eventually accomplished on lap 7, leading positions remaining unchanged to the end with Karl Jones giving the *Autocar* Fiat Strada Abarth its third Production saloon class win in as many outings.

The day's feature event was the first of eight races in the new Shell Oils Thundersaloon series, which is designed to attract powerful, heavily modified, front-engined cars, but prohibits purpose-built spaceframe specials, or single seater based replicas. The concept is similar to that of Thundersports, with long distance races (between 50 and 75 miles), a lucrative prize fund, compulsory pit stops and driver changes, but no refuelling.

The Ford Capris of Vince Woodman/Jonathan Buncombe and Terry Nicholls/Holman Blackburn set an electrifying early pace, while the Vauxhall Firenza of John and Tony Davies remained third throughout the event, excluding pit stops, after passing the Rover SD1 of Mark Hales/Barry Robinson. Robinson did the opening stint and was never far ahead of local man Rod Birley with his Escort Pinto. Next up was Brian Chatfield's BMW 320, ahead of the intriguing Mid-Kent Racing Nissan 240 RS of John Bell/Barrie Williams. Unfortunately, Bell went missing on the 14th tour, the pace car coming out while the Nissan was removed from the tyre barrier at Druids.

By the 20 lap mark, David Hunter's ex-Tom Walkinshaw BMW 530i had established itself in a solid sixth place during an impressive opening stint from the Maidenhead driver.

Driver changes completed, the race looked to be a straight fight between the Buncombe Capri and the Gartrac version of Blackburn, until the latter crashed at Graham Hill Bend. Interest then centred on an attempt by John Brindley (having taken over from Rod Birley) to force his way past the Robinson/Hales Rover SD1. At the time, however, the protagonists thought they were battling for second place, crossing the line almost together with Hales's engine on its last legs emitting clouds of expensive-looking smoke. Later, however, lap charts revealed the Rover to be a lap in arrears.

The second round of the JPS 'Champion of Brands' FF1600 series saw John Oxborrow claim pole position with the neat OX-1, and taking full advantage of it, he led the opening lap from first round victor Bob Hawkins, with Miki Dee's Van Diemen RF82 third. Ted Whitbourn's Ray forced its way past Miki on

the second lap and the following time through Paddock, it was Hawkins's Ray that emerged in front. Rob Murphy had assumed the mantle of Getem challenger from Rick Shortle and was running a strong fifth before spinning into the Clearways tyres in a vain attempt to snatch fourth from Dee.

Going into Paddock for the fifth time, Hawkins lost it and collected the luckless Oxborrow, the new car sadly backing into the tyres with some force, suffering fairly heavy damage to the rear end. Whitbourn was delayed in the mêlée, but soon recovered to retake the lead from Dee with Colin Stancombe's Lola also getting past in the closing stages.

The British Car Auctions MG Metro Challenge counter was the next single marque series to entertain the healthy crowd, the race being stopped and

restarted after James Shead had a hefty shunt at Paddock. Paul Taft made the best start to lead into Paddock but was passed by Roger Jones's OBM backed car on the second tour. *Daily Express* scholarship winner Robin Parsons was an early third but slipped steadily down to sixth suffering from a down-on-power engine. Vic Covey had established himself in a secure third ahead of Dave Loudoun and Peter Baldwin but the race at the front really hotted up when Taft repassed Jones at Paddock on the last lap. Since times would be on aggregate from the two starts, Taft had to pull out more than a half second's advantage.

Mark Fish led the Charles Ivey Challenge Renault 5 event from lights to flag, but could not relax for a moment with Steve Poulter finishing a slim 0.2secs adrift having established a new lap record in the process. The pair were well clear of the rest after early second-place man John Richardson spun out at Paddock.

Pole position man Ian Johnson led away the day's final race for class A Alfa Romeos, his Sud Ti soon under heavy pressure from Robert Dyball's Alfetta. The two men entered the Paddock side-by-side on the ninth lap, Dyball had the inside line for Druids and emerged in front, but roles were reversed on the final lap with the Alfetta spinning at the hairpin and taking with him third-place Keith Graham. Both resumed, but not before Peter Hilliard's Alfa 33 had snatched second.

TONY DODGINS

## BRANDS HATCH, Mar 17, BRSCC

**BRSCC Alfa Romeo Challenge race for Class B, C & D cars (10 laps)** — overall: 1, David North (1.5 Alfasud Ti), 9m53.4s, 73.01mph; 2, Andrew Thorpe (1.6 Alfasud Ti), 10m27.1s; 3, Pietro Caccaviello (2.0 GTV), 10m29.6s; 4, Alan Marshall (1.5 Alfasud Ti), 10m33.5s. **Class B — over 1600cc:** 1, Richard D'Cruze (2.5 GTV6), 10m40.4s, 67.66mph; 2, Peter Varyard (2.0 Alfetta GTV), 9 laps; 3, Micky Bolton (2.0 GTV), 9 laps; 4, Paul O'Hanlon (2.0 GTV), 9 laps. **Fastest lap:** D'Cruze, 1m02.2s, 69.66mph. **Class C — up to 1600cc modified:** 1, North; 2, Thorpe; 3, Marshall; 4, Vic Woods (1.5 Alfasud), 9 laps. **Fastest lap:** North 57.3s, 75.61mph. **Class D — over 1600cc modified:** 1, Caccaviello; 2, Tim Stewart (2.5 GTV6), 10m33.5s; 3, Ralph Ledamun (2.0 GTV), 9 laps; 4, Pierluigi Leonconi (2.0 GTV), 9 laps. **Fastest lap:** Stewart, 59.9s, 72.33mph.

**Ford Credit Fiesta Challenge race (10 laps):** 1, Ian Briggs, 9m52.0s, 73.19mph; 2, Stuart Cole, 9m57.6s; 3, Barrie Williams, 9m58.7s; 4, Anthony Pownell, 10m05.6s; Brian Farmer, 10m06.2s; 6, Graham Hathaway, 10m06.4s. **Fastest lap:** Briggs, 58.2s, 74.44mph.

**Metro Breakers Modsaloos Championship race (10 laps)** — overall: 1, Bill Griffin (2.3 BMW 323i), 9m10.0s, 78.78mph; 2, Barry Robinson (3.5 Rover SD1), 9m15.0s; 3, Rod Birley (2.0 Ford Escort), 9m15.4s; 4, Brian Chaffield (3.0 Ford Capri), 9m17.8s. **Class A — 2001-4000cc:** 1, Griffin; 2, Robinson; 3, Chaffield; 4, Milton Bishop (3.0 Ford Capri), 9m46.8s. **Fastest lap:** Griffin, 53.2s, 81.44mph. **Class B — 1501-2000cc:** 1, Birley, 78.01mph; 2, Dave Brunsdon (2.0 BMW 2002), 9 laps; 3, Chris Hood (2.0 Ford Escort RS), 9 laps; no other finishers. **Fastest lap:** Birley, 53.4s, 81.14mph. **Class C — 1001-1300cc:** 1, Peter Wright (1.3 MG Metro), 9m50.0s, 73.44mph; 2, Kevin Lang (1.3 MG Metro), 9 laps; 3, Ron Lowles (1.3 Ford Fiesta), 9 laps; 4, Chris Welfare (1.3 BL Mini), 9 laps. **Fastest lap:** Wright, 57.2s, 75.75mph. **Class D — up to 1000cc:** 1, Peter Stride (1.0 Hartwell Imp), 10m03.7s, 71.77mph; no other starters. **Fastest lap:** Stride, 58.1s, 74.57mph.

**Duckhams Road Saloons race one (10 laps)** — up to 1800cc: 1, Kevin Eaton (1.6 Ford Fiesta), 10m25.3s, 69.29mph; 2, Steve Pattinson (1.8 VW Scirocco), 10m26.3s; 3, John Chambers (1.8 VW Golf GTI), 10m30.5s; 4, Graham Ferror (1.6 Ford Fiesta XR2), 10m31.7s; 5, Tim Dodwell (1.6 VW Scirocco), 10m37.9s; 6, John Newbold (1.8 Lotus Cortina MkII), 10m39.0s. **Fastest lap:** Eaton, 1m00.9s, 71.14mph.

**Duckhams Road Saloons race two (10 laps)** — over 1300cc: 1, David Cox (3.0 Ford Capri), 10m07.0s, 71.38mph; 2, Derek Wileman (3.0 Ford Capri), 10m12.0s; 3, Trevor Griffiths (2.3 Vauxhall Droopsnoot), 10m14.0s; 4, Richard D'Cruze (2.5 Alfa Romeo GTV6), 10m19.3s; 5, Richard Waller (2.8 Opel Commodore), 10m24.0s; 6, Andrew McKenzie (3.5 Rover), 10m25.0s. **Fastest lap:** Cox, 59.3s, 73.06mph.

**Uniroyal Prodsaloon Championship race (10 laps)** — overall: 1, Colin Blower (2.0 Colt Starion Turbo), 9m43.1s, 74.30mph; 2, Graham Scarborough (2.8 Ford Capri), 9m45.4s; 3, John Cleland (3.0 Opel Monza), 9m50.9s; 4, Mark Hales (3.0 Opel Monza), 9m52.5s. **Class A — over 3000cc:** 1, Blower; 2, Andy McLennan (2.0 Colt Starion Turbo), 10m00.0s; 3, RA Irving (3.5 Rover Vitesse), 10m12.0s. **Fastest lap:** McLennan, 56.8s, 76.28mph. **Class B — 2001-3000cc:** 1, Scarborough, 74.01mph; 2, Cleland; 3, Hales; 4, Tony Lanfranchi (3.0 Opel Monza), 9m53.4s. **Fastest lap:** Scarborough, 57.3s, 75.61mph. **Class C — 1301-2000cc:** 1, Franklyn de Karl Jones (2.0 Fiat Strada Abarth), 10m07.9s, 71.27mph; 2, John Llewellyn (1.8 Vauxhall Astra GTE), 10m08.8s; 3, Jesse Crosse (2.0 Fiat Strada Abarth), 10m09.7s; 4, Sean Brown (1.6 Toyota Corolla GT), 10m09.9s. **Fastest lap:** Brown, 58.7s, 73.81mph. **Class D — up to 1300cc:** 1, James Kaye (1.3 Vauxhall Nova Sport), 10m22.1s, 69.65mph; 2, Andrew Jeffrey (1.3 Vauxhall Nova SR), 10m24.4s. **Fastest lap:** Kaye, 1m00.3s, 71.85mph.

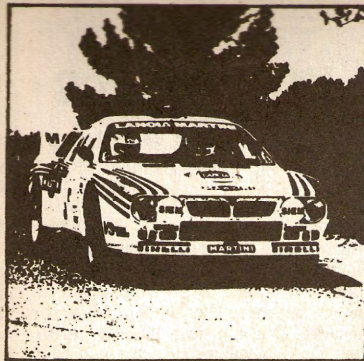
**Shell Oils Thundersaloon race (50 laps)** — overall: 1, Vince Woodman/Jonathan Buncombe (3.0 Ford Capri), 46m16.5s, 78.02mph; 2, Rod Birley/John Brindley (2.0 Ford Escort), 46m29.5s; 3, Tony & John Davies (2.3 Vauxhall Firenza), 46m57.4s; 4, Mark Hales/Barry Robinson (3.5 Rover SD1), 49 laps. **Class A — over 2500cc:** 1, Woodman/Buncombe; 2, Hales/Robinson; 3, Vince O'Mahoney/David Hunter (3.0 BMW 530i), 49 laps; 4, Barry Barnes/Jonathan Cromwell (3.0 BMW 530i), 48 laps. **Fastest lap:** Terry Nicholls/Holman Blackburn (3.4 Ford Gartrac Capri), 50.0s, 86.85mph. **Class B — up to 2500cc:** 1, Birley/Brindley, 77.66mph; 2, Davies/Davies; 3, Brian Chaffield/Bill Griffin (2.0 BMW 320), 49 laps; 4, Jon Poulton/Janet Jones (2.3 Vauxhall Chevette), 46 laps. **Fastest lap:** Davies/Davies, 51.1s, 84.79mph.

**JPS Champion of Brands FF1600 series race (10 laps):** 1, Ted Whitbourn (Ray-Minster 847F), 8m43.1s, 82.83mph; 2, Colin Stancombe (Lola-Stancombe T640/4E), 8m43.9s; 3, Miki Dee (Van Diemen-Minister RF82), 8m44.3s; 4, Martin McGill (Reynard-Neil Brown 84FF), 8m44.7s; 5, Derek Pring (Ray-Nolan 83F), 8m46.8s; 6, Ian Tychowski (Lola-Minister T642E), 9m02.5s. **Fastest lap:** Bob Hawkins (Ray-Nolan 83F), 50.8s, 85.29mph.

**British Car Auctions MG Metro Challenge race (10 laps):** 1, Roger Jones, 9m27.5s, 76.35mph; 2, Paul Taft, 9m27.8s; 3, Vic Covey, 9m30.7s; 4, Dave Loudoun, 9m34.5s; 5, Peter Baldwin, 9m36.0s; 6, Robin Parson, 9m36.2s. **Fastest lap:** Loudoun & Taft, 54.9s, 78.92mph.

**Charles Ivey Challenge race for Renault 5Ts cars (10 laps):** 1, Mark Fish, 10m30.9s, 68.67mph; 2, Steve Poulter, 10m31.1s; 3, EJ Tuijil, 10m58.1s; 4, Steve Jones, 10m59.4s; 5, Richard Palmer, 11m00.0s; 6, Andre Marot, 11m03.1s. **Fastest lap:** Poulter, 1m01.0s, 71.03mph (record).

**BRSCC Alfa Romeo Challenge race for up to 1600cc production cars (10 laps):** 1, Ian Johnson (1.5 Alfasud Ti), 10m50.3s, 66.63mph; 2, Peter Hilliard (1.5 33), 10m55.5s; 3, Robert Dyball (1.6 Alfetta), 10m57.4s; 4, Keith Graham (1.5 Alfasud Ti), 10m58.5s; 5, Brian Mackerell (1.5 Alfasud Sport), 11m05.9s; 6, Tony O'Connell (1.5 Alfasud Ti), 11m13.2s. **Fastest lap:** Dyball, 1m03.1s, 68.66mph.



## INTERNATIONAL RALLIES

### JYVASKYLA WINTER RALLY

## No stopping Laine

After the fourth round of the Finnish Championship, Antero Laine remains unbeaten in a straight fight, but in the eventful Jyväskylä Winter Rally he didn't have things quite his own way, for a change. Mika Arpiainen returned to the fray with his Group A Audi Quattro to put on another dashing display and even managed to threaten Laine's overall supremacy.

Arpiainen will not be able to properly defend his Group A title this year, as business commitments keep him away from several qualifying rounds, so he permits himself to chase overall placings with increased gusto. In Jyväskylä, he managed to hold on to a narrow lead until losing a lot of time in controversial circumstances, apparently damaging his rear suspension against a rock despite strictly sticking to the tracks ploughed by earlier cars. This left Laine well alone at the head of the field to survive mysterious engine maladies and collect the spoils once more.

Second place eventually went to the promising Sebastian Lindholm, showing ever more consistency, while a popular third was Erkki Pitkänen, his result with the Nissan 240RS coming against long odds in conditions where grip, ie four-wheel-drive, was thought to be the key.

Kyösti Hämäläinen returned for another sedate run to Group 2 honours and fourth overall, also managing to humiliate some 4WD-opposition in the process. An interesting addition to the field was Juha Kankkunen in a borrowed Opel Ascona 400, but his rally ended prematurely with a blown head-gasket.

ESA ILLOINEN

### JYVASKYLA WINTER RALLY Mar 9 Finnish Rally Championship, round 4

1, Antero Laine/Pekka Huolman (Audi Quattro) 1h03m05s; 2, Sebastian Lindholm/Anton Tallberg (Audi 80 Quattro) 1h03m59s; 3, Erkki Pitkänen/Rolf Mesterton (Nissan 240RS) 1h04m46s; 4, Kyösti Hämäläinen/Heikki Ahola (Ford Escort RS) 1h04m52s; 5, Timo Heinonen/Hannu Rinne (Audi 80 Quattro) 1h04m57s; 6, Mikael Sundström/Voitto Silander (Fiat Ritmo 130 TC) 1h05m03s.

O'Mahoney — well beaten in Cork.



## NATIONAL RALLIES

### WEST CORK RALLY

## Richie pickings

The St Patrick's weekend Zanussi West Cork Rally was won by Malahide's Richie Heeley, co-driven by Vincent Meade, their Group B Escort leading from the first stage.

The event was a two day thrash over 200 miles of asphalt stages, all daylight allowing plenty of time for socialising in and around the Clonakilty base. As usual the rally attracted a large and interesting entry, with 157 starters, including Mark Lovell in the new Escort RS Turbo.

Billy Coleman also used the event as a shake-down exercise, his first real thrash in the Rothmans Porsche, complete with on-board camera. There were dramas during the rally, and after it. Bob Fowden finished third, after breaking a half-shaft on the last stage, and so slipping from second. However the Welsh driver, content in the knowledge that he had extended his lead in the *Motoring News/Janspeed* Championship, had his elation dashed when he was excluded from the results. According to Clerk of the Course, Bones O'Connor, this was for "Breach of regulation 14B concerning pace notes." Fowden's co-driver Hywel Thomas denied the charge, maintaining that the alterations to his road book were corrections and no more. However it looks as if the exclusion will stand, at least for the time being, as the results were finalised before the Welsh crew found out.

Behind Heeley, the story of the rally was of a constant shuffle up and down the leaderboard, and of retirements. Mike Pattison held second place for a day and a half, until his G3 Escort stopped with a fuel problem. And AJ Keating held third on the Saturday morning, pushing hard for second, before his G3 Escort slipped back, and then retired with a blown motor. The event also lost fancied runner James Doherty when his Chevette HSR lost a brake caliper. And Ian Donaldson retired from fifth place when he crashed his Lotus Sunbeam.

During Saturday afternoon's showery conditions, Fowden powered his Rover up to third, with Lovell, ex-Tarmac champion John Coyne in a Nissan 240 RS, Frank O'Mahoney in his Chevette HSR and young Frank Meagher in an elderly Group 4 Escort competing to be in the top half dozen. After a long tough battle, O'Mahoney came into second after recovering from a gearbox problem. Lovell had a full complement of RED mechanics on hand, trying various bits and pieces to the new car, but also frustrating Mark's chances. The new Group A machine, not the actual Circuit of Ireland car, but close to it, showed without doubt that Ford are on to a winner as Mark clinched fourth place.

Coyne made a real charge at the end, but went off the road while avoiding a spectator on the last stage, to end up third. The very talented Meagher battled against useless suspension to finish fifth — another good result for the Tipperary 22-year-old. Theo Bengry finished sixth, to take the lead in the *Motoring News/Janspeed* series, while Joe McHale's seventh place extended his lead in the Shellsport National Championship. And George Leech moved ahead in the Dealer Opel Cup series — worth £5,000 to Irish Kadett drivers.

BRIAN PATTERSON

### WEST CORK RALLY (IRL)

Mar 16/17

#### Janspeed Motoring News Tarmac Championship

- 1, Richie Heeley/Vincent Meade (2.0 Ford Escort), 2h50m32s;
- 2, Frank O'Mahoney/Bryan Curtin (2.6 Vauxhall Chevette), 2h52m25s;
- 3, John Coyne/Robert Philpott (2.4 Nissan 240RS), 2h52m53s;
- 4, Mark Lovell/Peter Davis (1.6 Ford Escort RS Turbo), 2h53m33s;
- 5, Frank Meagher/John Crowe (2.0 Ford Escort), 2h55m11s;
- 6, Theo Bengry/Paul Watkins (2.4 Opel Ascona 400), 2h56m10s;
- 7, Joe McHale/Vincent Coughlan (2.6 Vauxhall Chevette HSR), 2h57m07s; 8, Sam Hawkins/Sean Hanley (2.6 Vauxhall Chevette), 2h58m07s; 9, Martin Freestone/John Gittins (2.4 Nissan 240RS), 2h58m14s; 10, Richard Atkinson/Peter Aston (1.6 Davrian) 2h58m15s.

### LAKELAND STAGES

## Change of fortune

Winter returned to the Lake District last weekend, turning the Colway Tyres Lakeland Stages into a challenging snow and ice test for the 87 starters. Qualifying for both the Hytech/ANECCC and Ferguson/Roadsport North Championships, the Lakeland was the focus of attention for Yorkshire TV's continued filming of *Winning Streak*.

Having changed his entry from Astra to RS1800, Tony Stephenson found himself seeded at 30 which turned out to be a bonus in the snowy conditions. Despite this, Bill Dobie's Manta 400 led for the first two stages but, once the Whinlatter Pass tests of Hobcarton and Comb were reached, Stephenson powered ahead and retained his advantage to the finish. Dobie held on to second over the 40 forests stage miles, but was himself being pushed hard by the RS1800 of David Robinson, the gap between these two being just 16secs at the end.

Dougie Watson-Clark brought the prototype Country Garage BDG home to fourth place, despite ripping out part of the car's floorpan on bridge parapet in Comb. Kieron Hill (who recently had some forest driving tuition from Malcolm Wilson) was a strong fifth in his Chevette, with 1984 winners, Willie and Dion Richardson settling for sixth.

Richie Heeley/Vincent Meade led the West Cork Rally from stage 1.



### LAKELAND STAGES

Mar 16

1, Tony Stephenson/Peter Jackson (Ford Escort RS), 48m 20s; 2, Bill Dobie/Andy Barnard (Opel Manta 400), 48m 36s; 3, David Robinson/John Little (Ford Escort RS), 48m 42s; 4, Dougie Watson-Clark/Ian Connelly (Ford Sierra BDG), 49m 20s; 5, Kieron Hill/Graeme Hill (Vauxhall Chevette HSR), 50m 04s; 6, Willie Richardson/Dion Richardson (Ford Escort RS), 50m 28s.

### HACKLE RALLY

## Snow show

Once again, snow and ice played a deciding role in the outcome of round two of the Esso Scottish Rally Championship. One of the nine special stages on Saturday's Hackle Rally had to be cancelled due to drifting snow, while half of the remaining eight were ice-covered.

As the top 10 seeds struck trouble, George Marshall found that running at number 13 was a distinct advantage in the day's conditions and did not put a wheel wrong with the SMT Chevette all day. Until the penultimate test, however, it had been Alistair Brearley in the Pringle/Weldex Chevette who had been leading, but a too cautious run over the snow-covered Fonab test gave Marshall all the chance he needed to score a close victory over his fellow borderer. It was therefore Marshall's turn this month to take the GM Dealersport £1,000 bonus.

Once again, the midfield runners had the best of conditions with John Baird taking an excellent third overall in the McLaren Builders Sunbeam Lotus and John Allen fourth in his Escort. Doug Riach salvaged fifth overall while others around him struck trouble and John Shirley skated into sixth place.

There were six Esso Challengers in the top 20 at the finish, with the number 75 seed, Jimmy Girvan, in the Weldex Escort an incredible eighth overall and Gary Wilson in the John Hall TV Rental 1600cc Escort in 11th and winning his class. Stewart Robertson took the 1300cc class in his Samba with 15th overall and David Gillanders won the Group A points with the big Volvo in 13th place.

Among the non finishers were Ken Wood in the Golden Wonder Rover, victim of yet another broken half shaft, Tom Muir stranded with a broken axle, Ivor Clark, stuck in fifth gear and Murray Greason rolled out of the rally at Airikkala's bend in the Ladywell stage.

JOHN FIFE

### HACKLE RALLY

Mar 16

#### Esso Scottish Rally Championship, round 2

- 1, George Marshall/George Blackie (Vauxhall Chevette HSR), 60m 52s;
- 2, Alistair Brearley/Bob Wilson (Vauxhall Chevette HSR), 60m 59s;
- 3, John Baird/David Maddock (Talbot Sunbeam Lotus), 62m 26s;
- 4, John Allen/Neil McKinnon (Ford Escort RS), 62m 30s;
- 5, Doug Riach/Campbell Roy (Talbot Sunbeam Lotus), 63m 13s;
- 6, John Shirley/Steve Sladdon (Ford Escort), 63m 38s;



## OFF-TRACK SPORT

### CROFT RALLYCROSS

## Croft craft

Porsche driver Des Winks made it two wins in a row at Croft when he won the latest round of the Shell Oils Croft challenge series, the BTRDA Clubmans championship and the BTRDA series, taking the lead in all three in the process. It was a great day for Winks, at the expense of his biggest rivals Tony Proctor and Dennis Atkinson. Neither made it through the proceedings — Proctor breaking one drive shaft and badly twisting the other during practice and Atkinson retiring his Porsche during practice with clutch failure.

With the retirements of Atkinson and Proctor, Winks's main opponent became Pete Robertson, who had brought his MGB GT V8 out following a year's absence. During that time, the engine had been completely rebuilt, twice. On Sunday it all looked good for the out-of-the-ordinary rallycross MG, though the day was not without its problems. Robertson was more concerned with making the car last the meeting than chase Winks in some vain hope of beating the very much on-form Scarborough man. Winks had also rebuilt his engine after the Porsche had proven to be down on power at Brands.

This first meeting of the new season at Croft, organised as ever by the Darlington & District MC, saw the re-appearance of Brian Betteridge's Lotus Esprit. Now with revised suspension and powered by a BDG engine, the Esprit looked a winner from the word go. Betteridge though was adamant that he was really there to get to know the car and find out any problems in readiness for the forthcoming Autocross season, for which he primarily intends to use the Lotus, while a highly secret project is completed for rallycross. The Esprit proved very rapid, the only problem being flat batteries in the second runs, although a spin at the start of the A final cost Betteridge a possible place in the Superfinal.

Top driver in the under 1600cc class, now covered by Formulae C, D & E, was Tony Bardy who won all three of his qualifying heats to take pole position for his A final. Also in there with him was Colin Rowley, using his Taybrite Fiesta



Ian Cameron was a clear class winner — at record-breaking pace.

for the first time since it caught fire at the Rallycross Grand Prix at Brands. Rowley was joined in battle by Steve Caines (the fastest in his class) and Alan Eckersley, as they ousted the normally rapid Brian Thornton and Peacock. Peacock's problems proved terminal, while Thornton wasn't all that happy, his Metro currently suffering from a bout of steering arm failure. Dave Phillips had an oil pipe burst on his Metro during the first heats but he managed to switch off before the engine suffered any damage. Eamon Quigley and Don Waller both had problems with their Escorts but while Quigley made it through the day, Waller's rear-wheel-drive Mk 3 expired on its last run, denying Don a place in the finals.

Visibility seemed to be the major problem, Malcolm Forsyth being very lucky to get away with a couple of real fliers over the Croft curbs in the Simica Travel Mini. Geg Harris too confided that lack of vision was the reason for his eventual lowly placing in the finals.

A full grid for the first A final (Formulae A and B) saw Winks take an immediate lead from Robertson and the ever improving John Woodman (Mazda). Next came newcomer John McCullagh, but a moment on lap 2 put the rally driver down to last place as Rob Fletcher took over in fourth spot from Mick Hart and the fast recovering Betteridge.

The A final for the small cars was a Tony Bardy benefit as the Rowley, Caines, Eckersley battle raged behind the leading Mini. Local hero Mark Rennison joined in as well, these five and Thornton all making it to the Superfinal. The B race was led for much of the way by Terry Wright until a do-or-die effort by Phillips at Spa on lap 4 saw the Metro T-bone the leading Mini, Wright managing to get away first, only to spin mere yards later and hand the lead to Mark Clayton. Phillips recovered for second place and Hall was third.

As Winks swept to victory in the Superfinal, Rennison put in a mighty effort to end up with second spot and the under 1600cc Man of the Meeting award after displacing Bardy on the last lap. The over 1600cc award went to Robertson.

In the Autograss class, Derek Poole continued to dominate with his Fiat X19.

**BILL MANTOVANI**

### CROFT Mar 17

**Superfinal:** 1, Des Winks (3.0 Porsche 911), 5m 21.0s; Mark Rennison (1.6 Ford Escort), 5m 25.2s; 3, Tony Bardy (1.5 BL Mini tc), 5m 26.8s; 4, Steve Caines (1.6 Ford Fiesta), 5m 31.5s; 5, Alan Eckersley (1.6 Ford Fiesta), 5m 32.7s; 6, Brian Thornton (1.3 BL Metro), 5m 41.4s.

**Formulae A & B 'A' final:** 1, Des Winks, 4m 29.9s; 2, Pete Robertson, 4m 39.5s; 3, John Woodman (2.0 Mazda), 4m 41.5s; 4, Rob Fletcher (1.7 Ford Escort), 4m 43.5s; 5, Mick Hart (2.0 Ford Escort), 4m 51.6s; 6, Brian Betteridge (2.2 Lotus Esprit), 4m 52.3s.

**Formulae C, D & B 'A' final:** 1, Tony Bardy, 4m 31.0s; 2, Colin Rowley, 4m 34.0s; 3, Steve Caines, 4m 35.2s; 4, Alan Eckersley, 4m 35.6s; 5, Mark Rennison, 4m 36.9s; 6, Brian Thornton, 4m 39.5s.

**Formulae C, D & E 'B' final:** 1, Mark Clayton (1.3 BL Mini), 5m 01.1s; 2, Dave Phillips (1.5 BL Metro), 5m 03.9s; 3, Nigel Hall (1.3 BL Mini), 5m 06.8s; 4, Trevor Lawson (1.0 BL Mini), 5m 10.0s; 5, Terry Wright (1.3 BL Mini), 5m 13.2s; 6, Keith Ryland (1.6 Ford Escort), 5m 17.8s.

**Autograss final:** 1, Derek Poole (1.3 Fiat X19), 4m 58.6s; 2, Barry Staite (1.4 BL Mini), 5m 02.0s; 3, Colin Root (1.0 Hillman Imp), 5m 10.7s; 4, John Greenbank (2.0 Hillman Imp), retired lap 4; 5, Steven Wardle (2.1 Ford Escort), retired lap 1.

### GOODWOOD SPRINT

## Sweeping clean

A cold and windy day greeted the Sutton & Cheam MC at Goodwood on Sunday with Tony Broom taking the BTD on his first outing in the Beagle Clubmans car in which its builder, Jim Yardley, won the Clubmans title in 1980. Tony promises well, as the tyres and gearing were far from ideal on Sunday.

Among the class winners, Alan Smith was delighted with the time he set in the ex-Trevor Gibbs Imp, while Terry Kyte sprang a surprise by turning up with a Peugeot GTI which he found to be rather different from his previous Lotus Esprit.

**DUD CANDLER**

### GOODWOOD SPRINT

**Mar 17**

**BTD:** Tony Broom (1.6 Beagle-Ford Mk4C), 90.34s.

**Class winners:** Mick Edwards (1.3 Vauxhall Nova), 123.48s; Brian Hazell (1.6 Peugeot 205 GTI), 112.01s; Mike Reed (1.8 Vauxhall Astra GT/E), 117.33s; Bert Shirley (6.6 Pontiac Trans-Am), 107.79s; Andrew Russell (1.1 Ginetta G15), 106.06s; John Cunningham (1.6 Ford Escort), 112.02s; Andrew Britnell (2.0 Ford Escort RS2000), 110.44s; Shaun Baker (3.5 Triumph TR7 V8), 103.93s; Alan Smith (1.0 Sunbeam Imp), 99.42s; Chris Johnson (2.3 Vauxhall Chevette HS), 97.00s; John Day (2.0 Lancia Beta), 109.00s. **Ladies award:** Pat Hasker (1.0 Ginetta G15), 122.72s. **Sutton & Cheam members award:** Alan Woodhams (2.0 Ford Escort RS2000), 114.86s.

### 4/44 TRIAL

## Tom's 4/44

Tom Stevenson scored his first win of 1985 at the Yorkshire SCC's 4/44 Trial, with a consistent drive following brake malades.

Post Hill at Pudsey was the venue of the 32 hills for the 35 starters and Stevenson led at lunch from John Sheldrick, Simon Durling and David Morris who was on good form. At the end of the day, Stevenson held on, ahead of Morris, while Sheldrick had to settle for third from Alan Rawson, Durling and the improving Ken Harrison. The top 10 was completed by Geoff Rawson, Graham Hoyle, Mike Smallwood and Keith Butterfield.

**DON WILLIAMSON**

### 4/44 TRIAL

**Mar 17**

1, Tom & Elizabeth Stevenson (Kincraft), 60pts; 2, David Morris/Julie Bawes (SRB), 73; 3, John Sheldrick/Stan Dyer (Facksimile), 74; 4, Alan Rawson/Gary Pogson (Facksimile), 78; 5, Simon Durling/Margaret Stapleton (SRB), 81; 6, Ken Harrison/Neil Skidmore (Ibex), 82.

### ODDICOMBE

## Payne-less

Although overnight snow left a light covering on Oddicombe hill, the Torbay MC staged their traditional opening round of the Shell Oils ASWMC Hill-climb Championship on the tight and bumpy half mile course near Torquay.

Two records tumbled despite the conditions, the large special saloon car mark falling to Paul Brend while former ASWMC champion Ian Cameron impressed when he produced his Lotus 7 in the modified sports car class for the first time and took the current record to pieces. But for BTD there was only one man to watch: Kevitt Payne.

The first class for road and rally saloon and sports cars up to 1300cc only contained three cars. Following practice the battle for the honours seemed likely to be fought out between the immaculate Mini Clubman of Andy Matthews and the Clan Crusader of Roy Sims. The expected struggle failed to materialise as the Clubman driver, after a magnificent start, coasted to a halt on the first run. The slightly slippery conditions suited the Porsche Carrera of John Turpin who blasted his way to the head of a large class for over 1300cc road going saloon and sports cars.

There was no disputing the winner of the small special saloon car class, John White (Maguire Traveller) trouncing the opposition. A close battle raged for second, however, the place finally falling to the Stiletto of Rob Lane just getting the better of Marcus Avery's Mini. Ray Lye led the 1300cc special saloon car class after practice but blotted his copybook by putting his Mini on its side at the exit of the second hairpin, leaving the Chevette of Roger Coles to take the class. Despite the far from ideal conditions, the large special saloon car record took a hammering, the Talbot Sunbeam Lotus of Hugh Trotman and the rapid Mini of Paul Brend both under the old mark. Brend put the result beyond doubt with a beautifully controlled last climb. The 1983 ASWMC champion, Ian Cameron made his first appearance in the mod-sports car class with his now highly modified Lotus 7, and quickly showed that he will be a strong contender for the title this year, carving well over a second off the old class record.

With the TR7 of hillclimb debutant Terry Toy and the Mallock U2 of Kevin Lovell the only runners in the next class the result was a foregone conclusion, Lovell as expected well clear of the Triumph. While in the 1100cc single-seater class the Terrapin of Les Connert ran alone as the beautifully presented Clarity Copiers Royale of class favourite Brian Rogers non-started. Kevitt Payne seems to have frightened off the opposition in the 1600cc class, the Ensign running alone, to take another BTD.

A fine turn out by the TR Register produced a splendid couple of ascents from the TR4A of Martin Lovell which took the division by 1.5secs from the TR4 of Lorna Rice.

**ROBIN BOUCHER**

### ODDICOMBE

**Mar 17**

**BTD:** Kevitt Payne (1.6 Ensign- Holbay LNF3), 38.21s.

**Class Winners:** Roy Sims (1.0 Clan Crusader) 45.53s; John Turpin (3.0 Porsche Carrera), 43.79s; John White (1.0 Maguire Traveller), 40.46s; Roger Coles (1.3 Vauxhall Chevette), 49.86s; Paul Brend (1.4 Mini Cooper S), 40.05s (record); Ian Cameron (1.6 Lotus 7), 40.25s (record); Kevin Lovell (1.6 Mallock-Ford U2 Mk8/20), 42.89s; Les Connert (1.1 Terrapin-BMC Mk21), 47.95s; Payne, 38.21s; Martin Lovell (2.1 Triumph TR4A), 48.56s; Martin Bullen (1.6 Morgan 4/4), 48.07s.

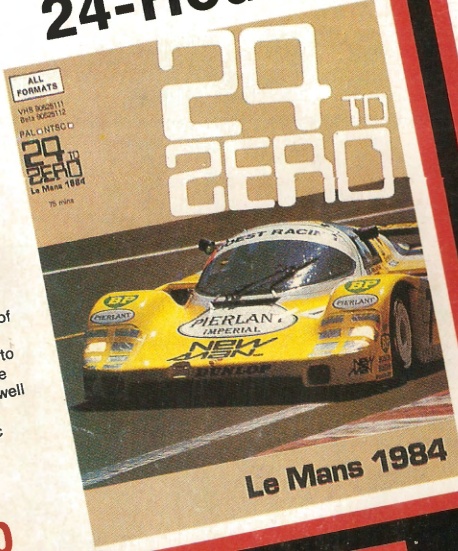
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