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MANSELL CLOSES ON McLARENS

BRITISH GP: NIGEL STARS – PROST TAKES THE POINTS

JAGUAR XJR11 FOR BRANDS ◆ ECCLESTONE INTERVIEW

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FERRARI FEVER GRIPS BRITISH GP

Nigel Mansell delighted the home fans as he hounded Alain Prost through Sunday's British Grand Prix. At the flag, though, it was the Frenchman's race with Mansell second – and taking the fastest lap. The promise of greater things to come. **26**

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Hectic World Championship rallying in New Zealand has provided a boost for Mazda. Jimmy McRae crashed, Malcolm Wilson finished third. **72**

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Responsible for revolutionising Grand Prix racing, Bernie Ecclestone is eager to see yet more progress in the future. **47**

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Mansell at Silverstone, photo: Michael C Brown; **High-flying Patrese**, photo Mary Harvey; **Prost at the flag**, photo Jeff Bloxham, report p26.

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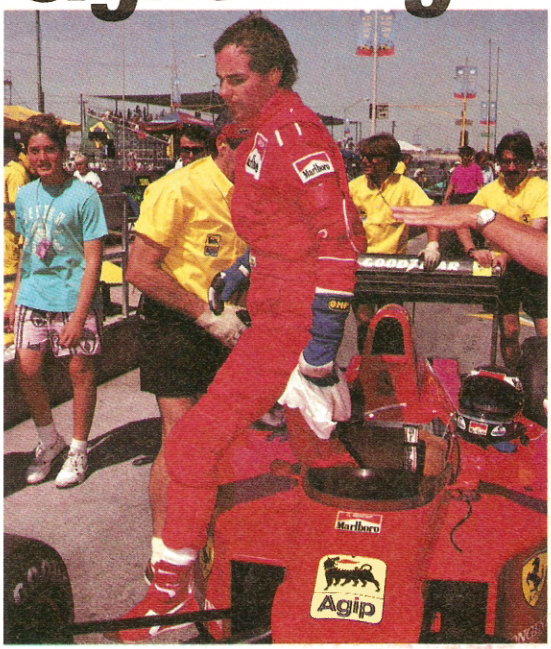
McLaren signs Berger



Gerhard: walking away from the Scuderia.

Ferrari star Gerhard Berger is to join McLaren next season, replacing Alain Prost as team mate to Ayrton Senna.

The move, which had been expected since Prost revealed in Paul Ricard that he would be leaving the team, was announced on the Thursday before the British Grand Prix, a day after Ferrari issued a terse statement saying that Berger would be leaving the team.

"We are obviously delighted that Gerhard will be joining our team in 1990," said Ron Dennis. "His presence will reflect our strategy of having two drivers capable of World Championship success."

Berger joined Ferrari for the 1987 season, and has won three Grands Prix for the team. "I am sad to be leaving," he said at Silvertone, "but McLaren is still the top team, a team everyone wants to drive for."

Neither Berger nor McLaren have given any indication as to how long his McLaren contract will last, although the Austrian has admitted that it is for "more than one year."

Berger recently revealed that he intends to continue racing for only another three seasons.

Hopeful Italians eye Ferrari seat

Cesare Fiorio has shortlisted three drivers to replace Gerhard Berger at Ferrari next season.

Although the Ferrari chiefs will not give any indication as to who might be on this list, considerable speculation surrounds Nicola Larini, who had lengthy talks with Fiorio at Silverstone on Sunday.

Larini is understood to have three options open to him at present, two of these with "big teams".

"When I was a boy it was my dream to drive for Ferrari, like it is for every young Italian," said Nicola. "There are a lot of very young and very good drivers who want the chance now. I have talked to Ferrari, but I am not under contract for next year and I am free to do as I please. I have tested the Ferrari – before the Mexican GP when Gerhard was injured – and I like the car very much. It would be a good move for me to go Ferrari next year – if it happens."

Other Italians are believed to be under consideration, foremost among them Alex Caffi, Riccardo Patrese, Ivan Capelli and Stefano Modena.

The latter two are already under contract to March and Brabham respectively, although it is conceivable that either contract could be annulled at the right price.

Patrese is happy in his role at Williams-Renault and has no intention of looking elsewhere unless his position in the Didcot team changes.

Roberto Moreno, who was the Ferrari team's test driver last season, seems to be part of the old regime, and with a new management now in control, would appear to be on the market to other teams.

Ferrari may, of course, decide to chase Alain Prost, although it seems more likely that Fiorio will bring in a young driver alongside Nigel Mansell.

Joachim – replaced by Dalmas.

Winkelhock ousted

Joachim Winkelhock's Formula 1 aspirations nosedived at Silverstone last weekend when his place on the AGS team was taken over by Yannick Dalmas for the rest of the season.

Winkelhock, the reigning German Formula 3 Champion, failed to prequalify in all seven of the races he attended this season, while Tarquini ran strongly in the team's other car.

Dalmas was recently fired by the Larrousse team, having failed to qualify for all but one of the six races he entered.

Dalmas tested on the Tuesday after the French GP at the Le Luc circuit, but was unable to pre-qualify the old AGS JH23 at Silverstone. The car was clearly not suited to the fast sweeps of the Northamptonshire circuit.

Both Dalmas and Tarquini will have to pre-qualify for the remaining races of the year, but Yannick hopes to put the disasters at Larrousse behind him and re-establish his flagging reputation.

Eleventh hour Martini pushes out Onyx

The Minardi team pulled off a last ditch escape from pre-qualifying at Silverstone last weekend. Pierluigi Martini and Luis Sala bringing the cars home fifth and sixth in the British Grand Prix.

This was the team's best ever F1 result after four and a half seasons in GP racing.

Minardi's gain was Onyx's loss. The the Moneytron-sponsored team, which had scored two points thanks to Stefan Johansson's fifth place at the French GP, will now have to continue pre-qualifying for the remainder of the year.

Silverstone marked the pre-qualifying changeover point in the season, with the points gained in the second eight races of 1988 and the first eight of 1989 added together to establish the top 13 teams. These gain automatic entry to the official qualifying sessions.

While Minardi maintains its automatic places, the Larrousse team (Philippe Alliot and Eric Bernard) drops into pre-qualifying, as do Roberto Moreno's Coloni and Gabriele Tarquini's AGS.

The four relegated cars join the regular pre-qualifiers: Onyx (Stefan Johansson and Bertrand Gachot), Osella (Nicola Larini and Piercarlo Ghinzani), Zakspeed (Bernd Schneider and Aguri Suzuki), Euro-Brun (Gregor Foitek), the Coloni of Pierre-Henri Raphanel and the second AGS, now driven by Yannick Dalmas (see separate story).

A picture tells a thousand words. Martini escapes pre-qualifying, Gachot doesn't.

Moving up to become automatic qualifiers are the two Brabhams (Martin Brundle and Stefano Modena), Alex Caffi's Dallara and Volker Weidler's Rial. The full list of points for each team is as follows:

PRE-QUALIFYING

Team	1988	1989	Total
Honda Marlboro McLaren	97	74	171
Ferrari SpA	31	21	52
Canon Williams	13	35	48
Benetton Formula	18	17	35
Leyton House March	15	4	19
USF&G Arrows	10	8	18
Camel Team Lotus	5	6	11
Tyrrell Racing Organisation	0	10	10
Scuderia Italia SpA	0	8	8
Motor Racing Develpments	0	5	5
Minardi Team	0	3	3
Ligier	0	3	3
Rial Racing	0	3	3
Moneytron Onyx	0	2	2
AGS	0	1	1
Team Larrousse	0	0	0
EuroBrun Racing	0	0	0
Coloni SpA	0	0	0
West Zakspeed	0	0	0
Fondmetal Osella	0	0	0

Rosberg returns to racing

Keke Rosberg returns to racing at this weekend's Spa 24 Hours. The Finn will be at the wheel of a Moneytron-sponsored Ferrari Mondial.

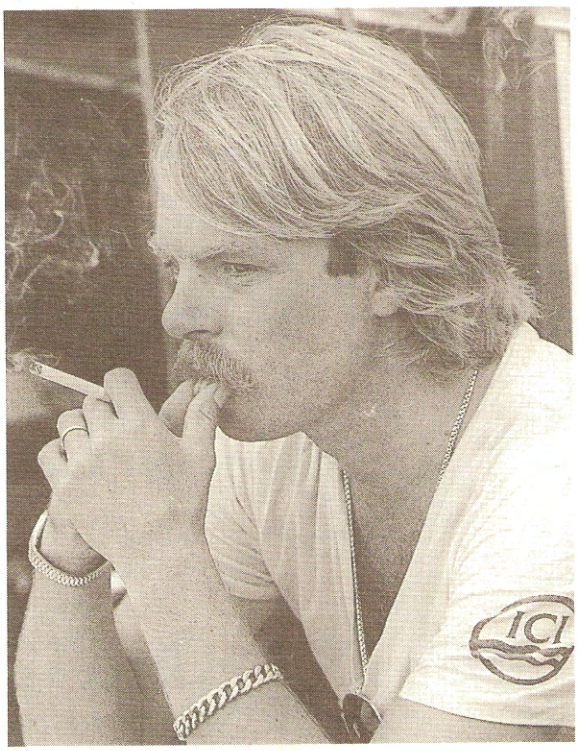
The 1982 World Champion will partner Moneytron Onyx Grand Prix driver Bertrand Gachot and Harald Huysman in the Group N machine.

Rosberg, now 41 years old, retired at the end of the 1986 season, his last appearance being the Australian Grand Prix of that year.

In recent months Keke's name has been mentioned on several occasions in connection with a comeback. This became most pronounced a fortnight ago when he was in contact with the Benetton team about possibly replacing Johnny Herbert.

"I always said that if the right deal came along, I'd be interested," explained Keke. "It's the first time in my life I will have raced a Ferrari. I know it's a car which isn't going to win outright, but the important thing to me is that I know I will find someone to race with – even if it is a girl in an Autobianchi! Actually, I'm excited like a schoolboy. I'm going to take it very seriously – otherwise there would be no point in doing it."

The Moneytron Ferrari team at Spa has entered a second Mondial for Mauro Bianchi, Philippe Martin and Pascal Witmeur.



Keke is restricting himself to Group N at present, but doing it in style with a Ferrari Mondial.

Piquet hits back at critics

Nelson Piquet has dismissed recent media criticism, in particular the controversial opinions expressed by James Hunt in last week's AUTOSPORT, which accused him of being immature and disinterested.

"I don't give a damn what he said," explained Nelson. "What comes out of his mouth is rubbish. He just wants to get in the papers.

"He's not involved in racing. He should look at the problems and see what's going on before criticising.

"Every year James picks on some people. It makes him feel better."

Piquet is keen to continue in Formula 1 next year. He has dismissed suggestions of losing interest in racing.

"I still love to race," said the triple World Champion at Silverstone, where he answered his critics with a fighting drive into fourth place. "The day I give up (trying), I stop racing."

Piquet, however, has doubts about his future with Camel Team Lotus and admits he has spoken with other teams. "I think if Lotus doesn't get a better engine, it will have no future and I might leave.

"Where I'll go, I don't know. I've talked to a lot of people and I have some place to go, but I haven't decided anything so far."

Capelli to stay

Ivan Capelli will be re-signed by Leyton House Racing for next year confirmed team manager Ian Phillips at Silverstone.

Phillips brought forward contract renewal discussions with Capelli after it became known that the talented Italian is on Ferrari's 'shopping list' to replace Gerhard Berger next year.

"We have an option on Ivan for next year, and we'll be exercising that option," he said.

On being asked when, Phillips replied: "Probably tomorrow..."

Hondas for March

The Leyton House March F1 team is to enjoy the use of Honda's V10 next year, according to sources in America.

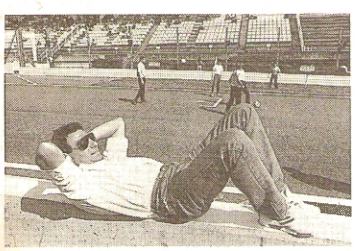
"We're committed to Judd," said Ian Phillips at the weekend, "unless something better comes along.

"We are flexible if there is a good alternative. We're looking all the time."

Previously, when a Honda link was rumoured, Phillips was rather more definite about staying with the exclusive-to-Leyton House Judd EV V8.

The American rumours suggest that McLaren will upgrade to Honda's developing V12 engine and that a second team (in addition to March) will have the use of a V10.

Brabham is expected to make a major announcement on Thursday (today) and with Joachim Luhti having recently been to Japan to discuss engine supply, the Chessington team seems the most likely to use Honda power.



Alboreto – nothing to do.

No Michele

Michele Alboreto will not be driving for the Tyrrell team again this season.

"For sure it is finished," said Michele at Silverstone. "We had a bit of a problem with the interpretation of our agreement."

Initially the team announced that the split was over the clashing cigarette company commitments of Alboreto (a longtime Marlboro driver) and the team, which recently landed renewed backing from Camel. This now seems false, although no one is keen to reveal the real reasons behind the dispute.

Alboreto now hopes to find another F1 drive, but he is unwilling to take just any available seat.

"It's not easy," he explained. "I want to be competitive and try to win races. I may have to wait until next season."

Alesi awaits decision

Jean Alesi is still waiting to hear whether he will stay with the Tyrrell team for the remainder of the season.

The young Frenchman has been impressive in both of his Grand Prix outings to date, and with Michele Alboreto leaving the team (see separate story), Tyrrell is now looking for a permanent replacement.

We understand that Tyrrell has offered the Avignon driver a three year contract, but it seems that Jean and his advisors are unwilling to be tied to such a long-term deal.

At present, therefore, Alesi remains a reserve driver rather than a replacement. According to FISA regulations a nominated reserve can stand in for the nominated driver (or his replacement). There is no written rule in the FIA Yearbook to indicate how many races a reserve driver may compete in before becoming a replacement.

If Jean is held to his Formula 3000 contract with Eddie Jordan Racing, he will encounter F1/F3000 clashes on August 27 (Belgian GP/Birmingham), September 24 (Portuguese GP/Le Mans) and October 22 (Japanese GP/Dijon).

The President's escape

FISA President Jean-Marie Balestre was almost run over as he crossed the track during last weekend's British Grand Prix.

Nicola Larini's Osella avoided hitting Balestre and another official, Roland Bruynseraede, by a matter of feet as they walked across the track after the start. Larini had started from the pitlane and was a long way behind the rest of the field when he came through Woodcote Corner to find the couple in his path.

Bruynseraede, somewhat ironically performing the role of British Grand Prix safety inspector, was also the starter and race director. He was returning from the outside of the circuit which afforded him a view of the back of the grid.

Quite why Balestre was accompanying him remains unexplained. Article 60 of the FISA F1 Sporting Code states that "no one is allowed on the track except the marshals in the execution of their duty."

Transgressions of the Sporting Code – however minor – normally attract substantial fines...

Blundell – Rial test.

Rethink at Rial

Rial Racing will test new drivers this week to establish whether the ARC02 or the drivers are to blame for the team's lack of pace this year.

The positions of Rial drivers Christian Danner and Volker Weidler in the team could be placed under threat as the new drivers evaluate the car at the Hockenheim Formula 1 test.

Thomas Danielsson recently tested for the team at Hockenheim and the Swede will return for a second run. He will be joined by Ferrari test driver JJ Lehto, Mark Blundell, EuroBrun's Gregor Foitek and, it seems, either Martin Brundle or Stefano Modena from the Brabham team.

Martin Donnelly has also been approached to drive, but may be called upon by Lotus to help with the development of the 101.

Weidler has failed to pre-qualify for all the Grands Prix this year and is the most vulnerable should the team decide to switch drivers, although Danner could also be under threat, despite the three points he scored in Phoenix.

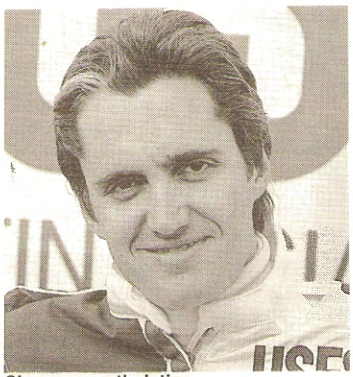
No change is expected before next week's German GP.

Arrows courts Ford works deal

Ford's new V8 engine may be made available to other teams in 1990. The unit's strong performances at Paul Ricard and Silverstone have led to a rush of interest from the current Cosworth DFR users.

Michael Kranefuss, Ford's international motor sport boss, is investigating ways to extend availability of the Cosworth-designed powerplant. "We want to do it," he said. "It's a question of whether we can do it next year." His main concern is servicing and maintaining 'customer' versions of the engine.

Kranefuss, however, is confident that the partnership with Benetton will continue next season.



Cheever – optimistic.

"Both sides have a strong desire to continue, and I personally believe we will," he said.

Ford will review its exclusive tie-up with Benetton after Hockenheim, with an announcement before the Hungarian GP next month. If a deal is concluded, Benetton will retain its role as Ford's 'works' F1 team, and be responsible for development.

On the customer front, Arrows is believed to be a leading contender to receive the engine next year.

"I think we have a very good possibility to have a works engine next year," said Eddie Cheever.

Tyrrell has also been linked to a possible Ford deal.

Ferrari revisions

Ferrari plans to field an updated version of the 640 in the early stages of next year's World Championship.

"It will be a development of this car for the beginning, for sure, then we see," said team manager Cesare Fiorio.

John Barnard, who favours 'long-life' basic designs, is due to begin work on the new car soon.

The main change will be the relocation of the fuel cells, in line with FISA's intention to legislate safer tank positioning.

Barnard is also mindful of Gerhard Berger's Imola accident, in which a ruptured side cell caused the ensuing fireball.

Fiorio also confirmed Ferrari's commitment to the Barnard-designed semi-automatic transmission... along with parallel development of a conventional gearbox.

"I think we have invested a lot of interest in this project, which has cost us a few events," he said.

"Now, after all this work, it would be a shame to lose it. But we will have an alternative situation."

Barnard and Prost talk

John Barnard has admitted discussing joint projects with both Alain Prost and Gerhard Berger.

Barnard said at Silverstone that he proposed setting up a GTO-type technical facility in England, in partnership with Berger.

"I like Gerhard and I like working with him. We talked about setting up a technical centre in which he'd be a partner and help with the funding."

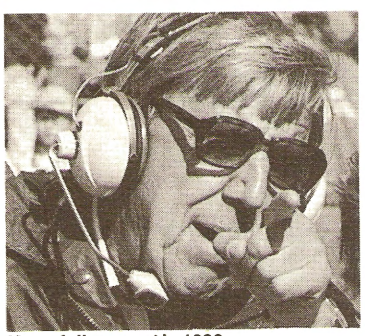
As far as his discussion with Prost was concerned, Barnard declined to be specific on the subject. "We're both still fluid," he said. "His plans are open and so are mine. He's got the World Championship on his mind at the moment, but we keep in touch."

Barnard also revealed that, at one stage, he had talked to Ferrari about turning GTO into a Fiat Group motor sport technical centre. He suggested scaling down his role in the F1 team to assist Alfa Romeo's Indycar and Group C programmes, but the proposal was rejected.

Barnard confirmed that he wants to stay in Britain – a stumbling block with both Ferrari and his French suitors.

"I'll look at other things, but I want to stay in F1 if I can. I'm not finding it overwhelming, I'm not running out of ideas, so I think I should stay at the top."

Barnard's talks with Berger came to nought but he remains in contact with 'the Prof'.



Ken – full support in 1990.

Camel plans

Camel is in the process of deciding its sponsorship plans for the 1990 season.

"What we are looking for is a team that can either win races or consistently challenge for victory," explained W Duncan Lee of R J Reynolds International, Camel's parent company.

Continuing with Lotus is still one of the options open to the company, although the possible choices of team for the future are limited as most outits have sponsorship obligations which mean that they cannot offer Camel the entire car.

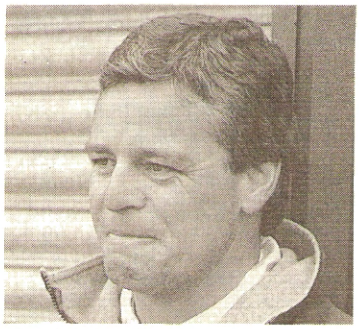
A decision from Camel is expected within a month, with Tyrrell seemingly the team most likely to land the deal.

Ferté in turbo Jaguar

Tom Walkinshaw confirmed this week that the Jaguar XJR11 Group C car will make its debut at the Brands Hatch Trophy World Sports-Prototype Championship race this weekend.

One of the very promising new turbo cars will be handled by Alain Ferte and Davy Jones, and will be run by IMSA team manager Tony Dowe. This is a third entry, additional to the regular pair of WS-PC contenders, and both the Jan Lammers/Patrick Tambay and Andy Wallace/John Nielsen crews will have familiar V12-powered XJR9s. However, a second XJR11 will be run as a T-car, and if the team chooses it will be able to substitute it for one of the V12 machines on race day.

The debut of the 3.5-litre V6 turbo car comes as a major bonus to the Brands Hatch organisers, who have a superb entry for the 300-mile race (see preview, p55).



Warwick – battling on.

Derek is back

Derek Warwick was back in action at Silverstone, a fortnight after injuring his back in a karting accident in Jersey.

Derek missed the French Grand Prix while undergoing intensive treatment for his back injuries and, although a little stiff, was able to drive in the British GP without too many problems.

"Physically, there's no problem at all in the car," said Derek, "although I am a little tight in my movements out of it."

The Arrows proved difficult to balance and Derek qualified 19th, but he made it through the race to finish ninth.

Penske holds the key

Penske Racing's future plans are currently the hottest news of the CART silly season.

Danny Sullivan is still in negotiation with Roger Penske over a contract for next year, while Rick Mears is certain to continue for a 13th year with the team, sponsored again by Pennzoil.

Penske's second car, and possibly a third, will be sponsored by Marlboro, but whether Emerson Fittipaldi will move across from Patrick Racing remains undecided. Rumours that Fittipaldi has already signed a contract with Penske have been denied.

A similar reaction resulted from the suggestion that a pair of March-Porsche 90Ps will be backed by Federal Express and Miller Light. Porsche boss Derrick Walker and other team officials have rebuffed this and the idea that the team has entered into a firm agreement with a second driver.

Rick Galles, meanwhile, is waiting to hear whether current Kraco crew chief Barry Green will take over the Galles/Kraco team's management duties at the end of the season. Green has received a handful of serious offers for next year, including a deal to run Teo Fabi in a Leyton House-sponsored car. "I've talked to those people about that idea," commented Green, "but I have no idea what's happening with it."

Pukekohe's grand plan

The Pukekohe circuit, to the south of Auckland in New Zealand, is to be substantially redeveloped in the coming months.

The track will be resurfaced and widened to 13m, while an extra spur will extend its layout to 2.6 miles. Large amounts of barrier will be erected and a new pit complex is being built.

The organisers at the track hope that the changes will attract both international sportscar racing and Formula 3000.

Plans have recently been discussed for F3000 to be run at both Pukekohe and the Wellington street circuit. This will probably not happen until at least 1990 at the earliest but it is hoped that once established, the races will provide F3000 competitors from both Europe and Japan an opportunity to compete in the same way that the F3 men do at Macau.

No Zolder F3000

The FIA International Formula 3000 calendar has been reduced to single figures with the cancellation of the Zolder event scheduled for October 8.

The series has already lost a round scheduled to be run at Nürburgring on August 6 and came very close to forfeiting its second round at Vallelunga.

Championship co-ordinator John Macdonald was out of the country on Monday, but it seems that there are no plans to replace the Zolder race. That being the case, this year's champion will take his title on the basis of just nine events.

Saturday TV scotched

Industrial action by BBC technicians blacked out coverage of Saturday's Grand Prix qualifying period, due to be screened on *Grandstand* and supplied to a number of foreign stations.

The threat of a strike on Sunday came to nought. Viewers around the world enjoyed some of the best coverage produced this year.

The action was part of the summer-long dispute which has hit BBC programmes, and it meant that certain parties spent Saturday evening considering contingency plans.

Silverstone's five StarVision screens, imported for the weekend, were guaranteed pictures following the recent establishment of a television system at the circuit. These cameras were used to cover support races during the weekend, the StarVision screens then switching to the BBC pictures for the major events.

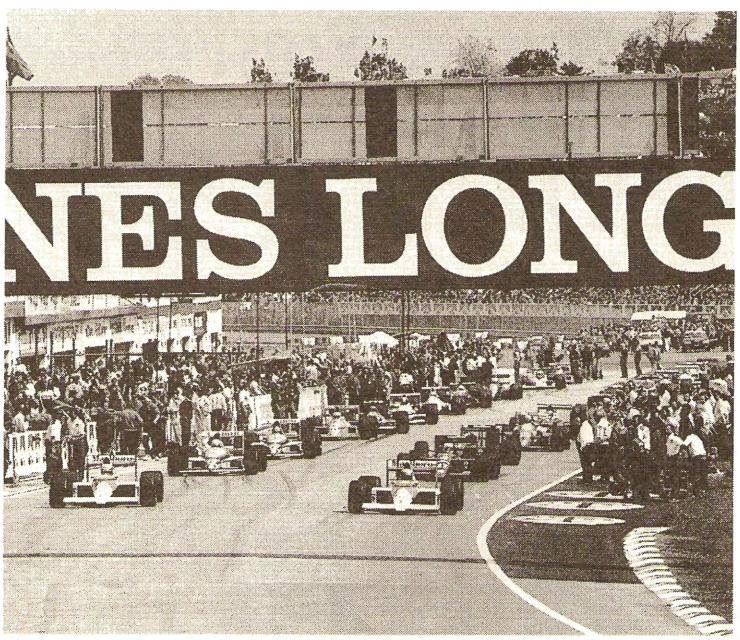
John – Granatelli ride.

Andretti in for Sneva

Tom Sneva will be replaced by John Andretti in Vince Granatelli's Indycar team for most of the remaining CART races.

Sneva will continue to drive when Andretti has clashing IMSA commitments.

Granatelli said that he needs more input from his driver for the team's still-struggling Buick V6 engine development programme, while Sneva joked that Andretti's salary demands were more in keeping with Granatelli's ideas on the subject.



A year of domination

Silverstone marked the 16th consecutive Grand Prix at which a McLaren-Honda has taken pole position. It is an entire year – last year's British Grand Prix – since a different car took pole. On that occasion, it was Gerhard Berger's Ferrari that started from the premier slot.

BRIEFLY

■ Nicola Larini is understood to have received an offer to drive for Scuderia Italia next season should he not get a drive with Ferrari.

■ If Jean Alesi is unable to reach an agreement to continue with Tyrrell for the rest of the season, we understand that Marco Apicella could be under consideration.

PETER HINGERTON

The sudden death of Peter Hingerton has robbed the racing world of one of its truly outstanding craftsmen. He was in his early 50s.

Apprenticed at Handley-Page and Aston Martin, Peter joined Roger Nathan Racing in 1966, building car bodies and doing specialist prototype fabrication at Lynton Garage, East Finchley. This became the base for a number of racers, including David Piper and the late Paul Hawkins. It generated sufficient work for Hingerton (and his brother Robert) to set up Grand Prix Metalcraft, which over 20 years earned a tremendous reputation for its handiwork.

AUTOSPORT offers its condolences to Peter's wife, family, colleagues at Thane Villas, and many friends.

Confusion angers Trakstar

Confusion reigned in the Esso British Touring Car Championship at Silverstone last weekend. This centred on air filters and intake systems, and whether competing cars could or could not run with modifications.

Malcolm Swetnam of Trakstar is angry with the behaviour of the RAC MSA, which he says sent out a statement on July 6 pointing out that the pipe in front of the filter could no longer be modified.

With Kiwi engine specialist Neal Lowe over in Britain for the Grand Prix meeting, the team spent two days with one of its engines on a dynomometer followed by a day of circuit testing, developing a standard system. Then, on arrival at Silverstone, Swetnam was alerted to the fact that this ruling was no longer valid.

What angered Swetnam was that there was no official notification of this about-turn until a bulletin was issued by Tony Parsfield of the RAC MSA Technical Commission at 11.25am on Sunday, less than five hours before the race. "We threw the most important race of the year," Swetnam related, "whereas people like Andy Rouse Engineering interpreted the matter in a different way and benefited from this. All credit to Rouse, but the issuing of this statement cost Trakstar a great deal of time and money."

The RAC MSA bulletin stated that the changes are not necessary until 1990. This will give motor sport a more environmentally sound image.

Niedzwiedz – sponsorship clash.

Klaus to miss Spa

Klaus Niedzwiedz will miss this weekend's Spa 24hr touring car race. Cigarette advertising is the root of the problem.

Niedzwiedz was due to drive the lead Eggenberger Ford Sierra RS500 – one of the pre-race favourites – but the car is sponsored by the Belgian Bastos cigarette company, and Klaus is co-ordinator of Camel sponsorship in Germany. No solution has been effected.

Williams' new centre

Williams Grand Prix Engineering unveiled its Conference Centre and Grand Prix Collection at the team's Didcot base last week.

The 10,000sq ft facility will house 17 Williams Formula 1 cars which will only be available for viewing by companies hiring the conference centre.

The two-storey centre features a pair of conference rooms fitted with state-of-the-art presentation systems. One is called the Alan Jones Room, the second the Piers Courage Suite in tribute to Frank's driver and close friend who was killed while driving an F1 de Tomaso at Zandvoort in 1970.

Stringfellow tries ARS

Scott Stringfellow is going Stateside in 1990. The Formula 3 driver is planning to compete in ARS, racing for Dave Wolcatiuk.

Running in the Lucas British F3 series with increasing dissatisfaction, Scott has elected to make the move across the Atlantic for his racing. A major influence on this decision is the fact that his nightclub owning father, Peter, is expanding his business interests over there in the wake of selling the Hippodrome club in London.

It is likely that Scott will make his American debut before the year is out, when Wolcatiuk wants to run him in a West Coast Formula Atlantic race or two to help him find his feet.

Revisions for Wellington

The Wellington street circuit in New Zealand is to be substantially modified in time for this year's touring car race on December 2/3.

This year the track will turn right after the chicane as it heads back towards the pitlane and will run along the waterfront, before twisting back through a left and a right onto the bridge.

Further layout changes can be expected in the years ahead.

Opel runs

The new Opel Formula 3 engine ran for the first time this week at Hockenheim in the back of a Schubel Reynard 893.

Heinz-Harald Frentzen lapped the car close to the short circuit record despite the engine still being rather heavy, which made the car tail-happy.

Opel management, present for the test, is convinced that the unit has considerable development potential.

Hansen to Italy

Danish Formula 3 driver Svend Hansen is to contest the next round of the Italian Championship.

Currently lying second equal in the Swedish series, the former EFDA Euro FF1600 champion is travelling to Italy, to gain knowledge of the Misano circuit, which is to host the FIA F3 Nation's Cup in September.

As well as this, Hansen is stepping down to FF1600 for the one event Scandinavian title, held at Jyllandsring in August.

New Arrows facility

Arrows Grand Prix International opened its new headquarters last week on the eve of the British Grand Prix meeting. The new 38,000sq ft facility, made possible by the financial support of the team sponsor USF&G Asset Management, will be fully operational next season and will house design, construction, research, preparation and office facilities. The team's older factory, across the road, will remain in use, housing a new 0.4-scale wind tunnel. The team used the oppportunity to show its entire range of chassis, dating back to the A1 of 1978.

BRIEFLY

■ Volker Weidler was excluded from the British Grand Prix meeting following his failure to stop for a weight check during the pre-qualifying session on Friday morning. It mattered little as Weidler failed to pre-qualify.

■ The F1 teams will be heading for Hockenheim this week, where there will be a major FOCA test on Thursday and Friday of this week.

■ One of the last faces from the old Ferrari regime, team secretary Pier-Paolo Gardella, has left the team.

■ The official attendance figure for the three days at Silverstone last weekend was 183,600.

■ Mario Ilien is hard at work completing drawings of Ilmor Engineering's 3.5-litre normally-aspirated engine. The engine is destined for Group C and, ultimately, F1. Rumour has it that if the engine doesn't carry the Chevrolet nameplate it will be called a Toyota.

■ Among the circuits which could be visited by the WS-PC in the future is the Osterreichring, formerly the home of the Austrian Grand Prix.

■ New South Wales' Minister for Sport, Recreation and Racing is due at Brands Hatch this week, to discuss the possibility of a WS-PC race at Bathurst in the near future.

■ A mini Camel Trophy event was hosted at the Green Man in Syresham last Thursday. Several Camel-sponsored drivers in Land Rovers competed on a course of obstacles laid out in a meadow. The event was won by Frenchman Jean Alesi.

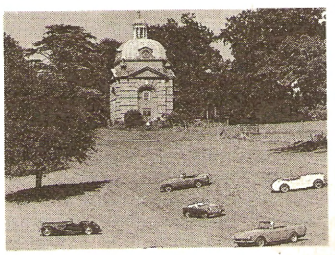
■ Vancouver looks set to join CART's calendar in 1990, but Denver may have to wait until '91. The mooted race at Surfer's Paradise in Australia also looks unlikely until 1991 at the earliest.

■ Tomorrow's (Friday) 'Meet the Drivers' Sportscar Forum at Brands Hatch will now be held in the Kentagon. Money raised will go to the dependents of the TWR Jaguar engineer Steve Harding.

■ Racetech is likely to register Cor Euser as its driver in the Brands Hatch round of the FIA F3000 International Championship on August 20.

■ Cecil Mitchell will no longer continue as an FIA F3000 International Technical Scrutineer.

Our sister publication, *Classic & Sportscar*, is hosting the International Sportscar Weekend, this Saturday/Sunday. The event is a stone's throw from Silverstone, at Stowe school. Hundreds of superb classic sports machines will be on view and there will be two full days of varied motoring and non motoring events. Gates open at 10.30am on both days.



PREVIEW: SPA 24 HOURS

Who can beat Schnitzer at Spa?

The Spa 24 Hours takes place this weekend, with the top touring car teams in Europe meeting on the sweeps of the Francorchamps circuit.

In touring car circles, this is the big event of the year, with victory meaning considerably more than any number of wins in the national championships.

This year, Spa has changed its rules: Group A and Group N have been mixed to fall into line with the regulations of the recent Nurburgring 24 Hours.

Heading the Spa entry list is the Schnitzer team – winners at the Nurburgring – which will have one BMW M3 for Roberto Ravaglia, Fabien Giroix and Altfrid Heger. Schnitzer has won at Spa more often than not in recent years and it remains the team to beat.

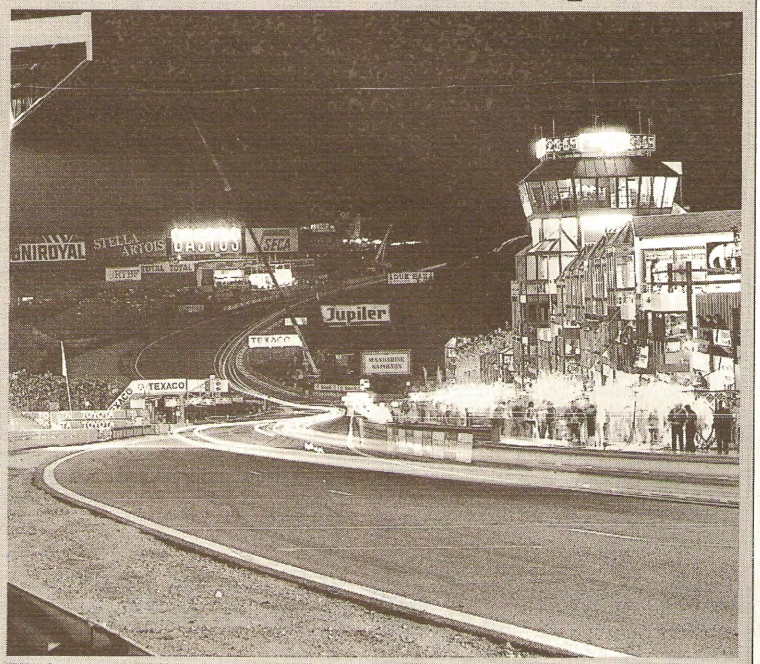
Bigazzi has an all-star cast in its two M3s, with Jacques Laffite, Olivier Grouillard and Jean-Michel Martin (a three-time Spa winner) lining up in the first car and Gabriele Tarquini, Bernard Beguin and Dieter Quester (another three-time winner) in the second.

Prodrive will have a pair of BMWs as well, with Marc Duez, Didier Theys and Steve Soper in the lead car, backed up by rally river Gregoire de Mevius, Patrick de Radigues and Britain's Jeff Allam.

Ford will be strongly represented with the Eggenberger team leading the way as usual. The team carries Bastos sponsorship, which rules out the involvement of team leader Klaus Niedzwiedz (see separate story), so the Swiss team will be relying on Win Percy, Gianfranco Brancatelli and Bernd Schneider in the lead car and Eddy Joosen, Frank Biela and Thomas Lindstrom in the second.

Mercedes has a pair of AMG-entered Mercedes 500s with the lead car crewed by the talented trio of Klaus Ludwig, Kurt Thiim and Alain Cudini, with Hans Heyer (yet another three-time Spa winner) partnered by Walter Mertes and Heinrich Weiss.

TOM'S Toyota will have two Supras with Didier Artzet, Phil Dowsett and Eric Bachelart among the driving strength.



The Spa 24 Hours has an atmosphere all its own.

The biggest surprise is a pair of Moneytron-sponsored Ferrari Mondials for Keke Rosberg, Bertrand Gachot and Harald Huysman in company with Pascal Witmeur, Mauro Bianchi and Philippe Martin.

In addition there will be a full supporting cast, with 76 entries in total, including Porsche 911s and other wonderful touring car machinery. Qualifying begins today (Thursday) with the final session on Friday morning. The race starts at 5pm local time. It is well worth a visit...

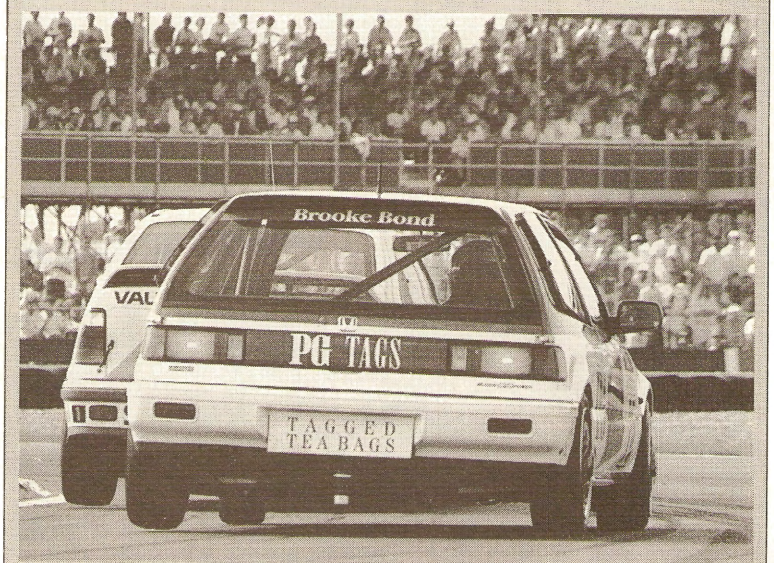
SPA 24 HOURS WINNERS

1979	Jean-Michel Martin (B) Philippe Martin (B)	Ford Capri
1980	Jean-Michel Martin (B) Philippe Martin (B)	Ford Capri
1981	Tom Walkinshaw (GB) Pierre Dieudonne (B)	Mazda RX7
1982	Hans Heyer (D) Armin Hahne (D) Eddy Joosen (B)	BMW 528i
1983	Hans Heyer (D) Armin Hahne(D) Thierry Tassin (B)	BMW 635CSi
1984	Hans Heyer (D) Tom Walkinshaw (GB) Win Percy (GB)	Jaguar XJS
1985	Roberto Ravaglia (I) Gerhard Berger (A) Marc Surer (CH)	BMW 635CSi
1986	Dieter Quester (A) Altfrid Heger (D) Thierry Tassin (B)	BMW 635CSi
1987	Jean-Michel Martin (B) Eric van de Poele (B) Didier Theys (B)	BMW M3
1988	Roberto Ravaglia (I) Dieter Quester (A) Altfrid Heger (D)	BMW M3

Congratulations to Mrs Butler from Toynton-all-Saints in Lincolnshire. Of all the people who entered our Moet et Chandon competiton and guessed correctly that Alain Prost would round up yet another victory, she was closest to the McLaren driver's winning average of 143.694mph.

Now, turn your minds to the German GP at Hockenheim. This was won by Ayrton Senna last season when he overpowered team mate Prost. His average speed was 119.945mph, but conditions were wet. So, to give you a chance, Piquet's average in 1987's dry encounter was 136.946mph.

So, if you want to win a magnum of Moet et Chandon, send in your estimation on a postcard to Moet et Chandon Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Answers must be with us by Friday July 28.



Armes legs it...

The debut of Ray Armes and his Honda Civic Si was one of the talking points of the Grand Prix meeting. Held up thus far by homologation delays, the Civic hit the front on its first outing in the Esso British Touring Car Championship, winning Class D. If it continues to win the class, overcoming current points leader Phil Dowsett, then it will play a major role in the outcome of the overall title race between James Weaver and John Cleland. This initial success for the smart PG Tags Civic is reported to have made Honda UK rather more interested than it was pre-weekend.

BRIEFLY

■ Dundalk, scene of the recent street races, will get its own permanent motor racing track if proposals by Phil Monahan reach fruition. The millionaire Chairman of Monarch Properties plans to build an £11 million sporting complex on the present horse racing track.

■ A new type of television camera was used in the Esso BTCC race at Silverstone last weekend. Fitted to Jerry Mahony's Arquati Sierra, the keyhole camera – with a lens of less than 1cm in width – protruded through the front spoiler, capturing an unusual angle. His exciting dice with Karl Jones and then Mike Smith should be televised this Saturday.

■ Uniden has been joined as sponsor of the Benetton Formula Driver Scholarship by Stomet Industries. The Banbury-based company designs and instals mezzanine floors and suspended ceilings, indeed holding an order for some work at Benetton's Witney base.

Simoes – media man.

■ Antonio Simoes had two roles at Silverstone last weekend. As well as competing in the Formula 3 race, he doubled up as a commentator for Portuguese radio, a job he has performed for two seasons, helping to keep his name in the lights.

■ Jan Nilsson has been reinstated as the winner of the third round of the Swedish Formula 3 Championship, held on June 11. He registered an appeal after his victory on the road at Anderstorp was annulled after he was docked 1 minute for allegedly jumping the start.

■ The bankruptcy of a sponsor has forced Peter Albertsson, joint leader of the Swedish Formula 3 Championship, to quit his programme. Albertsson had been competing for Richard Dutton Racing, which is now being courted by Kenny Brack who is looking for a team to run him in both the Swedish and British series.

■ Scott Stringfellow's Jim Lee Racing Formula 3 Reynard turned out at Silverstone with a new sponsor. The Hippodrome nightclub colours have been replaced by those of Stringfellows, the three nightclubs in London, New York and Miami his father owns.

■ Charles Rickett encountered problems over the Grand Prix weekend. He had a torrid time in the Formula 3 race and then had his road car written off on the way to Silverstone on Sunday morning.

■ Plans are being laid for a new Pacific Basin Touring Car Championship with the intention being to unite the Australasian and Asiatic Group A men in a four race series. The quartet of races are expected to take place at Macau, Fuji (Japan), Pattaya (Thailand) and Wellington (New Zealand).

McNish/Brabham excluded

The disqualification of Allan McNish and David Brabham from last Saturday's Formula 3 event threatens to throw the category into turmoil.

McNish and Brabham finished the race in first and second places but then fell victim to engine eligibility protests initiated by their respective teams.

Bowman Racing objected to the installation of the starter motor on McNish's Mugen Honda engine, while West Surrey Racing lodged a counter protest against sleeves added to the cylinder head of the Spiess Volkswagen unit in the Brabham car.

Appendix J of the International Technical Regulations for F3 cars (Article 5) precludes the addition of material to the engine block and cylinder head. The rulebook does, however, allow the sleeving of a block, although it makes no reference to the head.

On the Mugen engines, the block is cut to allow starter motor gear access to the flywheel, and it is this assembly which Bowman boss Steve Hollman construes to be addition of material. "In fact," said Hollman, "It's not for me to say. What I want is a ruling, and a protest is my only means of getting one. The system does not give a direct performance advantage, but what it does do is allow the engine to be run lower in the chassis which translates into a performance advantage by the reduction of drag."

The Spiess Volkswagen engines use a performance camshaft with bigger cam followers. When the head is drilled to permit this, it often proves necessary to sleeve the oil galleries. This has been interpreted by the technical commissioners as illegal addition of material.

The very same engine that McNish used last Saturday was sealed after his Thruxton victory on May 29. It was stripped down in the presence of an RAC MSA official at engine tuner Neil Brown's premises and passed by him as being legal.

Allan and David appreciated each other's efforts, but the technical men didn't.

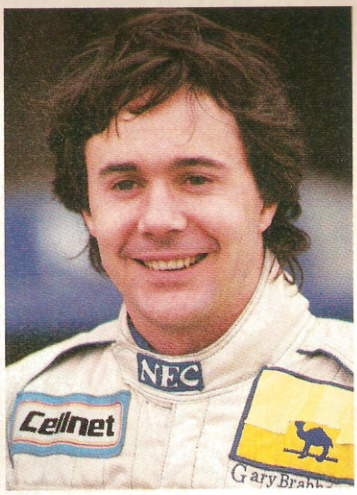
"On that occasion we made a specific point of drawing attention to the starter motor," commented West Surrey Racing boss Dick Bennetts. "We add a cylindrical tube, and in my dictionary that's a sleeve and therefore legal." Bennetts has served notice of his intenetion to appeal.

Hollman, meanwhile has not objected to the commissioners' findings on the grounds that it would be fatuous to contest the same principle on which he protested the Mugen.

The sleeving of Volkswagen heads is nothing new and is not exclusive to Spiess. John Judd used such a production technique when he first started working with the engine. Johnny Dumfries won the British F3 title in '84 with such a unit, as did Mauricio Gugelmin and Andy Wallace in succeeding years. Johnny Herbert's Spiess-tuned engine used in '87 had a similarly-sleeved head.

The McNish/Brabham protests handed Silverstone victory to McNish's West Surrey team mate Derek Higgins. Derek was using an identical engine but was not subjected to protest. Likewise, new second place man Alain Menu had one of the offending Spiess units but keeps his place for the same reason. Six of the new top 10 classification are theoretically open to the same objection at future races, without considering any possible infringements that may be present in the Alfa or Toyota engines.

"Right now, it's just what the formula doesn't need," quoth an F3 insider. "Protests and appeals are going to send it into disarray and that's not going to be very attractive to TV, which has done so much for the formula. We need this resolving."



Brabham – driving if commitments allow.

F3 Mazda imminent

The Mazda Formula 3 engine is set to make its racing debut at Snetterton on August 6. Gary Brabham is the likely driver.

Developed by Jack Brabham Racing, the engine has completed a strenuous testing programme, Tomas Mezera putting in most of the mileage. The Mazda is "ready to surprise many people" according to Mezera, its power output said to be superior to several rival engines.

Providing he is not otherwise engaged that weekend, Brabham will compete in the Norfolk round of the Lucas British F3 series, but Mezera will take over the seat from last year's series runner-up thereafter, at least for the following four races. Mezera, of course, is able to concentrate on Mazda's F3 initiative now that he has stood down from Trident Motorsport's touring car programme.

PREVIEW: ENNA F3000

Alesi to keep lead?

The Formula 3000 championship trail heads to the heat of Sicily this weekend for round 5 of the series around the 3-mile Enna circuit.

Amazingly, championship leader Jean Alesi has only 14 points, a win at Pau and a fine drive after an early incident at Jerez being his best drives to date. The Frenchman has since had two very impressive Grand Prix showings with the Tyrrell team and should be on a high.

Eddie Jordan Racing team mate Martin Donnelly has also made his Grand Prix debut since Jerez and it is a travesty that the Ulsterman has still to open his F3000 account this season, his Vallelunga 'victory' notwithstanding.

Thomas Danielsson is just a single point adrift of Alesi but needs to re-establish his challenge after failing to score in Spain. A quick testing time at Monza recently bodes well.

Eric Bernard is yet another to join the F1 fraternity since Jerez. He was a crushing victor at the previous round but there can be no denying that the DAMS Lolas were the quickest cars in the field. Since then, Adrian Reynard and his men have featured strongly during testing and you can be sure that the 89Ds will hit back.

New Grand Prix men Alesi and Donnelly will prove hard to beat in Sicily.

Marco Apicella and Fabrizio Giovanardi, two of the First Racing trio, figure in the championship top six. Apicella in particular is sure to pose a threat at Enna and will be keen to make amends for last year when he was black-flagged for failing to maintain station on the warm-up lap. Lamberto Leoni's team won the race last year with Pierluigi Martini.

Another pair of Reynard men due a result are Mark Blundell and JJ Lehto. Mark crashed his Middlebridge car in the warm-up at Jerez and had to sit out the race, while JJ was overshadowed by Pacific team mate Eddie Irvine who ran second before encountering mechanical trouble. Keith Wiggins's team made solid progess at the Monza tests and is confident that it will be right in the ball park.

Andrea Chiesa gave considerable cause for Roni/Q8 Team Ford optimism when he pummelled the Monza lap record. Not the most consistent of drivers, can he and team mate Emanuele Naspetti translate the promise into points?

Mike Collier's quartet should also challenge, with Belgian Eric van de Poele emerging as a quick and consistent pilot. Stephane Proulx and Philippe Favre have also shown turns of speed.

Damon Hill makes his debut with Footwork Formula, the MC041 rather embarrassed for pace at Jerez. And Michel Ferté fills in for brother Alain (away on TWR duty at Brands Hatch) at Cobra Motorsport. With the AUTOSPORT race winner predictions running at a 50% success rate so far, we'll look to Martin Donnelly to make it 60%.

PREVIOUS WINNERS

1985 Mike Thackwell (NZ)	Ralt-Judd RT20	119.09mph
1986 Luis Sala (E)	Ralt-Judd RT20	119.62mph
1987 Roberto Moreno (BR)	Ralt-Honda RT21	119.78mph
1988 Pierluigi Martini (I)	March-Judd 88B	121.19mph

FIA F3000 INTERNATIONAL CHAMPIONSHIP

After 4 of 9 rounds

1 Jean Alesi	14
2 Thomas Danielsson	13
3 Erik Comas	11
4 Marco Apicella	10
5 Eric Bernard	9
Fabrizio Giovanardi	9
7 Eric van de Poele	8
8 Philippe Favre	6
Andrea Chiesa	6
10 Mark Blundell	5
11 JJ Lehto	4
12 Alain Ferté	3
13 Emanuele Naspetti	2

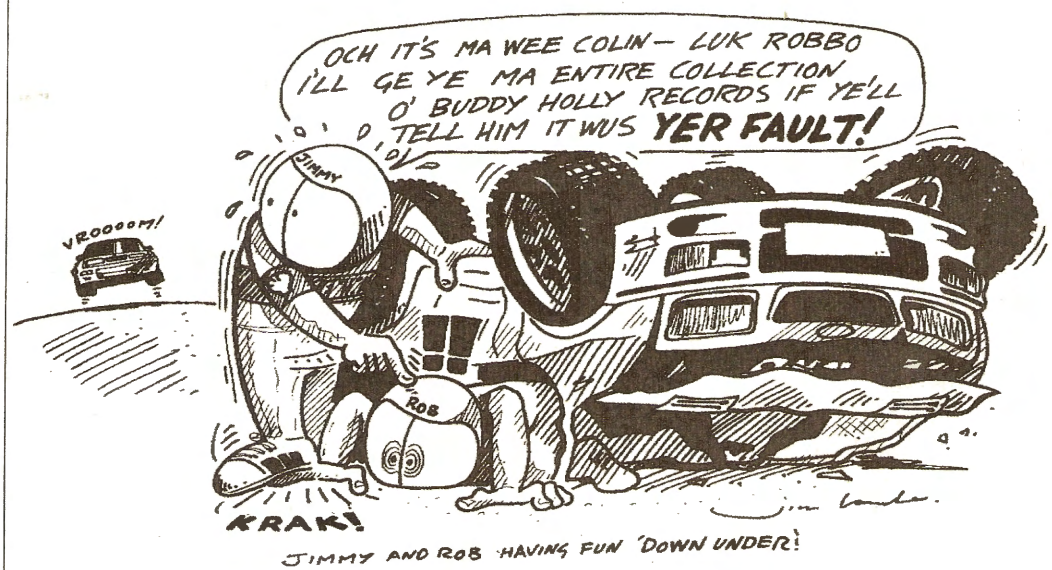
Malcolm Wilson drove a superb rally to finish third and claim a FISA A-seeding, Britain's lone driver at that level.

Wilson storms to A-seeding

Malcolm Wilson's storming drive to third in New Zealand has brought a coveted A-priority seeding. The last British driver to finish in the top three of a World Championship Rally – thereby instantly qualifying – was Jimmy McRae on the 1987 Lombard RAC Rally. However, McRae has now slipped to the second priority list and Wilson becomes our only top grade driver.

In fact, Wilson has confounded the system because he started the year without any seeding at all. With nominated seedings abandoned for 1989, the Cumbrian had not qualified by any other method until a special dispensation was granted. FISA accepted Wilson's past record as it agreed that the Vauxhall Astra would not normally be competitive enough to allow him to qualify by the accepted procedure...

It was a brave effort by both Wilson and co-driver, Ian Grindrod, as the crew was struck by a virus before the rally start. Despite his ill health, the Lancashire lad performed admirably to keep his driver on course for the top spot. Sadly, Britain was denied the chance of a second A-seed with the accident that put Jimmy McRae out of the running when in the top three, although son Colin drove magnificently to finish fifth on his first major World Championship outing.



JIMMY AND ROB HAVING FUN 'DOWN UNDER'

Suzuki: Two car Oz bid

Suzuki is to send a two car factory team to the Commonwealth Bank Rally Australia. The Swifts will be in the hands of Nobuhiro Tajima (who drove Pikes Peak for the team this year) and Ichiro Tsuru.

Tsuru will be partnered by Japanese film star, Jun Fujimaki as he was when they finished 35th on the 1986 Monte Carlo Rally.

Thanks to its inclusion in the Asia Pacific Championship, the rally will feature many names chasing honours. Ross Dunkerton and Kenjiro Shinozuka will be out in Mitsubishis (as will Toshiaki Endo and Kiyoshi Inoue in Group N cars) while Possum Bourne has his Subaru and Rod Millen a Mazda 323.

Gaban out of luck

For the second year running, Pascal Gaban has been robbed of a chance to compete in New Zealand. Last year, his team manager failed to get the entry in on time but this year things were even worse!

Gaban had travelled from Belgium and carried out his practice before he learnt that the promised delivery of his Lancia would not take place after all. He went home in disgust.

Fellow Belgian, Gregoire de Mevius, also failed to start the event although his excuse was more understandable. Despite appeals to Japan for financial assistance, the Mazda driver could not raise the necessary finance and was forced to withdraw.

Can Haider stay ahead?

Home run

German Championship leader, Sepp Haider, will be in action again this weekend. The Rallye Deutschland is Germany's only coefficient 20 event in the European series and will therefore attract more opposition to the Opel driver than usual.

Ronald Holzer's Lancia is Haider's biggest rival in the German series but the front runners should be Robert Droogmans and Yves Loubet, locked in combat for the premier title. Droogmans' Fina Cosworth should again have the advantage on the all-tarmac event, Loubet recently struggling to stay in touch with his Lancia.

The rally runs in three legs, based around St Wendel. The first action takes place on Thursday evening, with the second and third legs occupying most of Friday and Saturday.

Lancia rejects UK team plan

Hopes that there might be an official, British-run Lancia Delta Integrale on next year's British Championship have been dashed. Fiat Auto UK, the controlling company, has decided not to embark on such a costly venture and will use the budget in other ways.

Having dominated World Championship rallying for three seasons, Lancia would be expected to clean up the British series if it entered a factory car. Therefore, the company appears unwilling to take the risk of failing to uphold the Turin team's reputation.

"We feel that the budget required to run the car to the level we would like, could be better spent in other areas," explained a spokesman. Currently, Lancia runs a bonus scheme for its privateers and confirmation of its continuation is likely.

Pentti Airikkala drove a Lancia UK supported car on last year's RAC Rally. There will not be a fully supported car in Britain next season.

Llewellin tests new Celica GT-four

David Llewellin has been testing his new Celica GT-Four in readiness for its Ulster debut. The Welshman has put the latest car through its paces and the team will return to Pembrey this week for further shakedown work.

The future of the old car remains uncertain, however. A spokeslady for Toyota GB explained that many of the mechanical components have been slotted into the new car. When Toyota's Cologne operation has increased its flow of spare parts, the car will be rebuilt and possibly sold.

Toyota GB insists that there are no plans for a second car to be run in Britain this season although this does not preclude such a move for 1990. David Llewellin's contract for this season includes options for further years but, at present, the British Championship favourite has yet to confirm his plans.

David Llewellin's old car will now be sold off to make way for the latest version.

GpN Astra for Ramon

Ramon Ferreyros is bidding to contest next season's British Rally Championship. The Peruvian driver abandoned his Sierra Cosworth and, in a limited programme for 1989, drove a Mazda to fifth in Spa and a Lancia to third in Group N at Ypres.

However, Ferreyros is hoping to acquire funds to run a Group N Astra GT/E on next season's championship, once he has completed this weekend's Spa 24hr race in a similar car.

Offers in Indonesia

The Rally of Indonesia is pushing to attract overseas visitors. Running in August, the northern Sumatra based event will feature 1200kms divided into three legs and 36 stages. The roads are all gravel, run through the oil palm, tea and rubber plantations.

Special deals are available for visiting crews, details from Tony Mason Motorsport, Great Central Way, Woodford Halse, Daventry, Northants NN11 6PZ.

Stubbings perseveres

A faulty fuel pump cost Simon Stubbings an awful lot of time in New Zealand but the British driver persevered to finish 24th, missing out on any Group N points. Bob Locke, on the other hand, was doing a little better until he crashed the GBM Audi during the final leg.

Meekings – one for the sponsor.

Numbers game

New Zealand's acceptance of 'personalised' number plates continued to provide extra sponsorship opportunities earlier this week. Ray Wilson drove a Mazda-registered DUNLOP while Ross Meekings and Paddy Davidson both had their main sponsors (HILLS and LINEAR) acknowledged in this manner.

Last year, Sepp Haider drove OPEL 1 to victory but, when marketing demands required the car to be called a Vauxhall this caused some embarassment. Therefore, the GM Euro Sport team reverted to standard English plates this time.

Watching brief...

Trevor Smith made a welcome appearance at a rally on Sunday, but only as a spectator. Still recovering from injuries received in a road accident, Smith turned up at Colerne airfield to watch Ian Plummer give the Hendy Ford Sierra an airing.

"The recovery is taking some time," he admitted, "but I should be OK for the Cumbria. I am having regular massage to help get my shoulder and arm back to normal, but the damage to my leg was extensive and there are pins holding it all together."

BRIEFLY

■ One of the Daihatsu Charades entered in New Zealand was withdrawn due to the termination of a sponsorship agreement. Having agreed to back an all-girl team, the sponsor withdrew when two men turned up with the car...

■ Paddy Davison lost his New Zealand class lead with the Group N Nissan March Super Turbo when he rolled and was stuck for 15 minutes.

■ A spokesman for GM Euro Sport insisted that the mysterious virus that had struck down the Vauxhall team was *not* caused by the traditional Maori greeting of nose rubbing...

■ Brian Stokes has a remarkable record on the New Zealand Rally. He has now retired on the third day on each of the last three years!

■ The New Zealand Rally had no superspecial but managed to reschedule the event to allow live television coverage of the start.

■ Simo Lampinen's presence as FISA observer in New Zealand came as some relief to the organisers. Lampinen has been a fan of the event since he contested the 1977 rally (the longest ever World Championship event) for Fiat.

Stewart: Pembrey plan?

Rumours suggesting that Jackie Stewart is in negotiation to buy the Pembrey racing circuit complex were categorically denied last week. Sources within motor sport insist, however, that such a deal could establish Wales firmly on the international motorsport map.

Ron Cant, who manages the recently-licenced facility for landowners Llanelli Borough Council, has confirmed, though, that a number of tentative approaches – including more than one from Formula 1 teams – had been made over the past year.

A decision as to the direction the Welsh Motorsports Centre's development will take in the immediate future will be taken at the end of August. Three alternatives are believed to have been submitted.

Favourite among these is undoubtedly a proposal for the BARC, which holds the RAC MSA licence to promote racing on the 1.5-mile club circuit, to enter into a long-term (perhaps 20 years) leasing agreement for this purpose. The 1990 programme is currently well advanced.

A management arrangement, and a very serious offer (thought to be from an F1 organisation) is also understood to be on the table. Should Jackie Stewart be gearing son Paul's racing team up for F1 (*Pit & Paddock*, last week), this might be a viable option on the one square mile site.

Existing teams would surely demand total use of the facility, to the exclusion of race meetings. This would go against the interests and rationale of the local authority which, having created the venue for the recreation of its ratepayers, and the Welsh people, is not about to surrender a key attraction in the locale of its popular Pembrey Country Park.

Llanelli Borough Council has expressed a long-term aim of extending the track to 2.8 or 3.2 miles, on which major international meetings could be hosted. The creation of a Jackie Stewart Motorsport Centre (perhaps with heavy Ford backing, justified by its nearby factories) would bring World wide interest and acclaim though.

Could such a major team, international and national/club motorsport co-exist at such a venue?

Sugden – shattered Cadwell record.

Quicksilver!

An American-built Quicksilver engine, the 'secret' weapon in Tim Sugden's works Swift FF1600 car since May, was stripped for the second time last week, and declared legal once again.

The unit was sealed and checked after Sugden's tremendous charge through the field at Donington on May 21, and was subject to the same stringent scrutiny last week, in the wake of his record-shattering run at Cadwell Park on July 9. RAC MSA Technical Commissioner Peter Riches officiated on both occasions.

The recent speed of the works Swift FB89s, in the hands of Dave Coyne and Sugden, is put down to intensive work by team manager Richard Morgan with the team's chassis dynamics computer – an analytical 'in car' telemetry system. Swift Europe is also capitalising on its 'in house' CAD/CAM design facility.

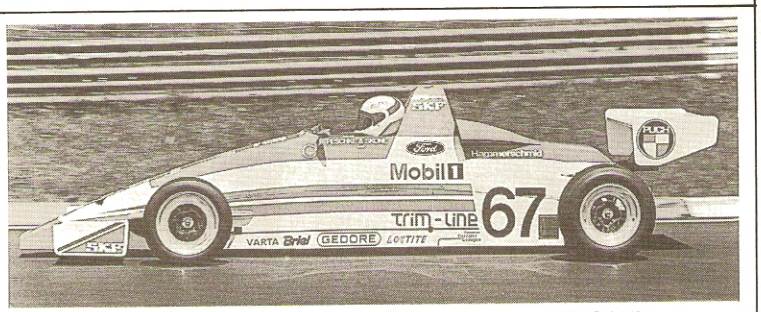
Shap opener pulls stars

Speed hillclimbing in the north west should receive a welcome fillip this weekend, with Longton & DMC's promotion of the first event at the new, and eagerly awaited, Shap Wells venue.

But for the annual Guyson RAC British championship climb on the splendid Barbon hill, the area boasts little in the way of speed event action.

Poorly publicised meetings at Baitings Dam and Scammonden are likely to be put further in the shade by 'Shap', between Kendal and Penrith, which is hosting two events this year.

Scottish Hillclimb Champion Kenny Allen, Warecrete British Sprint Champion Paul Edwards and top-flight all-rounder Dave Harris are in the running for the first FTD on the Shap Wells Hotel drive.



Motorsport Project Graz's racing research centre – Wieser in the MPG 01/2.

Austrians raise MPG

More than a decade after the last Kaimann Formula Vee chassis rolled out of Kurt Bergmann's Vienna workshop, three students from Graz have produced a new Austrian FF2000 car.

The Motorsports Project Graz (MPG) chassis first appeared last season, and an improved version is now being campaigned by Peter Wieser at home and in the Euroseries.

Conceived by Johannes Gruber as a test-bed for his telemetry system, the car was constructed by Frank Drexler, around a honeycomb clad spaceframe designed by Wolfgang Vlasaty.

Support for the project has been forthcoming from Mobil Oil, Ford, Varta and SKF in Austria, although the young engineers committed over £40,000 of their own to the project.

B cars stay

The future of GpB cars in rallycross has been safeguarded, at least until the end of 1992. The World Motorsports Council extended the machines' homologation at its meeting last month, and the situation will be reviewed at the end of next season.

This initiative, popular with competitors, prolongs the life of the spectacular cars which are helping the sport to sustain its growth.

GJR's test exclusive

Leading FF1600 teams took advantage of a new exclusive testing arrangement at Brands Hatch last Tuesday. Negotiated by Gavin Jackson Racing, the deal saw the Fordsters have sole use of the Indy circuit. Without the crowding often experienced on general practice days, many drivers were able to work through intensive development programmes.

"The warm, dry, conditions allowed some of the best Formula Ford testing at Brands for three or four years," enthused Graham Fuller. His Minister Van Diemen drivers Jordi Gene and Alvaro de Arenzana pounded round in the company of Dunlop/AUTOSPORT 'Star of Tomorrow' championship leader David Coulthard, among other satisfied clients.

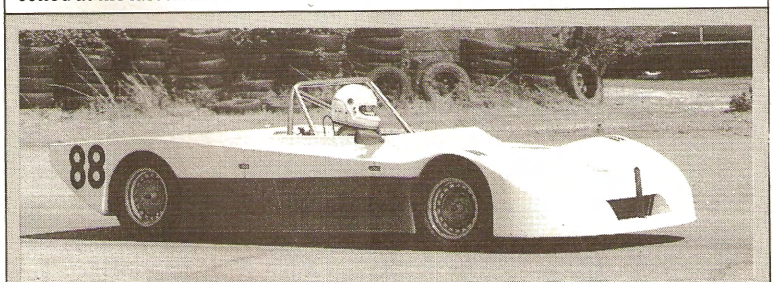
Almost all of the participants booked future days with GJR's manager Graham Leaver, who has duly taken up his options on remaining free days prior to the Formula Ford Festival.

Leaver intends to offer similar facilities – inclusive of marshalling cover and ambulance – to drivers in other formulae, and can be contacted on (0753) 24724.

Eagles Rock in jeopardy

The future of the Eagles Rock hillclimb in County Londonderry, arguably the best venue in Northern Ireland, is sadly in doubt. Following an apparent lack of interest by the organising club, Coleraine and District MC, the RAC Steward ordered last Thursday's championship round to be cancelled at the last minute.

Competitors arriving at the demanding mile-long climb were faced with a severe shortage of fire extinguishers, scrutineers and marshals. While a paddock 'whip round' produced fire fighting gear, an off-duty scrute and sufficient volunteers to man posts, the lack of a doctor sealed the event's fate.



Hooker Marches to FTD

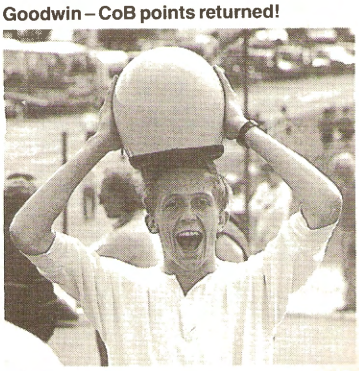
Southend tuning expert Robin Hooker claimed FTD at Goodwood's Southsea Sprint on Saturday, on the debut of his March 84S. Acquired from Mithril Racing's corporate entertainment fleet, the ex-works development Sports 2000 chassis has succeeded Hooker's superb 400bhp Ford Escort Turbo, which was severely damaged in a recent sprint at the venue. A suspected holed piston prevented Robin from showing the March's full potential.

Back to front

Chris Goodwin and Chris Hall have been reinstated, following an RAC Tribunal, in the results of the P&O Champion of Brands round on May 14. The pair, and third-placed Victor O'Farrill (who did not appeal) were excluded on the day for throttle pedal regulation infringements.

The successful appeals, of Olympic Motorsport and Jamun Racing respectively, have thus gained the title protagonists. Len Bull, Andy Gregory, Andy Charsley and George Cubitt complete the top six now that definitive results have been declared by the BHRC.

Goodwin – CoB points returned!



RAC backs kart charity

Playscape Racing's annual charity karting event will this year run under the guise of the RAC Indoor Pro-Kart Challenge at the spectacular London Arena. The organisers, and as many as 30 teams, are determined to raise a record sum for Barnardo's vital 'Families Together' scheme. The local Tower Hamlets project deals with respite care for families with a handicapped child.

Team registration, which demands a minimum donation of £500 to the charity, is filling up fast, but a call to Playscape on 01-986 7116 will get you an entry form. Over 20 equipes, including many from the motorsport world, have already paid deposits for guaranteed starting places.

Former World Sportscar Champion Derek Bell's JATF Racing outfit has named American Robbie Buhl, John Finch and ex-FSV man Mark Litchfield alongside Justin Bell, while Team Labatt's looks strong with Tim Harvey, Laurence Bristow, Tiff Needell and David Sears signed up.

Dunlop/AUTOSPORT 'Star of Tomorrow' FF1600 champion Kurt Luby, Richard Dean and Scott Stringfellow are among the young chargers. Heather Baillie, Lucy Rogers, Amanda Runnacles and Fiona Webb have launched their 'Formula Female' challenge, while AUTOSPORT will also be on the grid on November 26.

Watch for team line-ups and spectator booking details in the weeks to come.

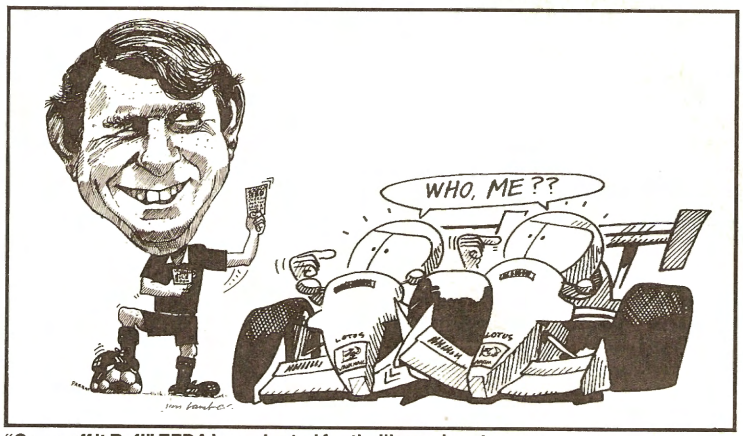
PES: faulty manifold

The ineligibility of the PES FF1600 engine, excluded from Mallory Park's results on June 25 (*Sports Extra*, last week), is confined to a minor reworking of the inlet manifold's inside face.

Peter Riches, the RAC MSA scrutineer who stripped the unit, found it to be neither oversize nor polished, but not "as cast", as per the regulations. Despite Riches' opinion that this would not enhance performance, PES driver Steve Deeks will lose his Champion of Mallory win. His bold Dunlop/AUTOSPORT 'Star of Tomorrow' bid ended in a minor tangle with David Coulthard.

Last week, PES team manager Neil Dunphy reportedly took delivery of a brand new manifold from local Ford main dealer RT Rates. Worryingly, it displays similar "illegal" markings.

Both Deeks and team-mate Mark Cole refute Jonathan Lewis' allegations over their straight-line-speeds, questioning the accuracy of his hand held speed gun in relation to their lap times. The pair will continue to race with PES, which has apologised to Deeks.



"Come off it Ref!" EFDA has adopted football's card system...

EFDA's discipline drive

The European Formula Drivers Association has introduced a novel card warning system to protect driving standards in the GM Lotus Euroseries.

The initiative, instigated by EFDA president Dan Partel, came about after a couple of worrying incidents in the early races, which he did not want to escalate over the year. Now, if a driver is found guilty of on-track misconduct, he will be issued a yellow card, which is effectively a warning. If, however, he should appear before the organisers subsequently, he will be handed a red card, and EFDA will then consider his entry in later events.

Two yellow cards have already been issued, one in fact to series leader Henrik Larsen.

EFDA hopes that the cards will be a big enough deterrent to prevent the scenes which have blighted FF1600.

MAN TO WATCH: OWEN HAYES

First timer

A rich new vein of motor racing talent is currently emerging from Ireland's traditionally fertile training grounds, with such drivers as Tommy Burke, Morgan Dempsey Jr, Owen Hayes and Robert Hughes commanding particular attention as the 'coming men' of the moment.

Hayes (21), won his first FF1600 race in tremendous style on the streets of Dundalk a fortnight ago, and will surely build a solid career upon this foundation, provided that the 'breaks' are engineered to come his way.

Like so many of today's promising gang, Hayes is a 'second generation' driver – "an apprentice wrinkly." Son of Dun Laoghaire Peugeot dealer and saloon racing veteran John Hayes, who currently competes in an immaculate 405 Mi-16, young Owen's achievements to date are remarkable in that he started racing only this season. With no relevant experience behind the wheel!

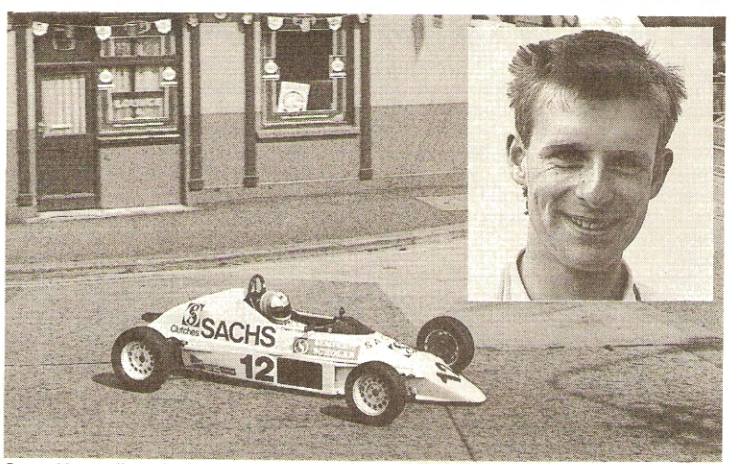
"I did play around briefly with a Fiat 128 3P rallycross car," concedes Hayes, "but I'd not sat in a racing car until Mondiale invited me to a test session at Kirkistown at the start of this year. We then bought the ex-Jonathan McGall Mondiale M87S, and a Scholar engine for a learning year."

Having spent two years working on Eddie Jordan's Formula 3 team (latterly as a mechanic on Paul Warwick's Reynard), Owen was able to rebuild the Mondiale himself, and is currently lying third in the FF1600 'B' (Star of Tomorrow) series. Each of his six races thus far has ended in a top five finish, reflecting both fine preparation and controlled aggression in the cockpit.

Hayes, a protege of FF1600 ace Mick Merrigan (whose knowledge and advice has played a major part in his success so far), is assisted at the circuits by younger brother Marcus. Personal backing from former competitor Robin Rennicks and support from Sachs (the clutch and suspension people) are also acknowledged as essential.

"My ambition right now is to race FF1600 in England," say the promotable fellow from Blackrock, "but, of course, that requires big money. Realistically, I reckon that another year in Ireland will do me good anyway. When I can win consistently, I will be able to look further afield with confidence..."

MAWP



Owen Hayes (inset) scored a cracking maiden win in his Mondiale at Dundalk.

BRIEFLY

■ Following the demise of its Glenariff Glen hillclimb, due to road closure problems, Mid Antrim MC has discovered a new venue at Garron Tower, off the county's scenic coast road. At 0.8 mile, the course is quite twisty by Northern Ireland standards. It will be debuted in a non-championship event on September 2.

■ Edenbridge Honda's CRX duo Paul Taft and Andy Ackerley have picked up support for this weekend's TVS-televised round from Wiseoak Homes and Triple 'S' Micros.

■ Longtime Formula E FF1600 supporter Ian Slater has reluctantly offered his faithful PRS 81F for sale, after seven seasons of fun with it. Slater has been posted to Hong Kong by the RAF for a three-year stint, but rivals eagerly await his return in 1992!

■ Formula C rallycross graduate Guy Williams plans to take his newly-acquired MG Metro 6R4 on the European Championship trail next season.

■ Porsche 'Start Up' Series competitor Dave Gilbert travelled 200 miles to Pembrey last Saturday, only to roll his 911 heavily after but two laps of practice. He emerged unhurt, as his car was fitted with a roll cage – not a mandatory requirement in the new PCGB championship.

Forth – going Metric?

■ Leading Skoda special saloon sprinter Bob Forth was watching the Metro race closely at Silverstone on Saturday, as he is considering a switch next year. Bob was with Alastair Fenwick, who himself exchanged disciplines last season.

■ Chris Greenen and Chris Haywood escaped unhurt from rolls during the Southsea MC sprint at Goodwood on Saturday. Isle of Wight ace Greenen's Mini flipped at St Mary's and is apparently written-off, while Haywood's Triumph TR6 left in a sorry state.

■ The ex-Hill/Lloyd/Abbott Mallock U2 is alive and well (contrary to *Briefly*, last week), and made a successful debut at Goodwood on Saturday, in the hands of Ford employees Peter Read and Roger Allen, who pipped Phil Price to the post in buying it. The car Phil crashed at Valence had an ex-Creighton Brown circuit history.

■ A verdict of accidental death has been recorded for the Hon Sarah Hamilton-Russell (29), who died earlier this year when her machine overturned during a Playscape Pro-Kart session at Buckmore Park, Kent. The inquest cleared the company, and slammed national papers for their inaccurate reporting of the tragic accident which claimed the life of Viscount Boyne's daughter.

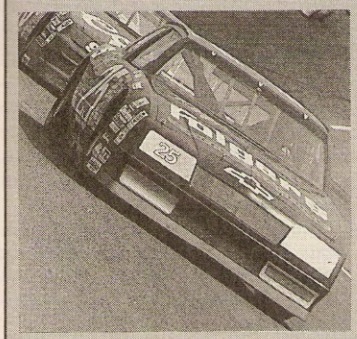
INTERNATIONAL RACING

JUL 23, BRANDS HATCH (GB)
FIA Sports Prototype World Championship.
For full preview see page 55.

JUL 23, TORONTO (CDN)
CART/PPG Indycar World Series; HFC American Racing Series.
Bobby Rahal took a surprise win at a wet Meadowlands, breaking Emerson Fittipaldi's run of victories.

JUL 23, ENNA-PERGUSA (I)
FIAD International F3000 Championship.
Jean Alesi leads the championship and has shone in F1 since the last round. Meanwhile Thomas Danielsson is only 1pt behind.

JUL 23, POCONO (USA)
NASCAR Winston Cup Series.
The good ol' boys thunder on but championship leader Dale Earnhardt has had two disappointing races on the trot, finishing a lowly 17th in both.



JUL 23, FUJI (J)
All-Japan Sports-Prototype Championship.
The new Lola-built Nissan will be racing for the first time, can it beat the dominant Porsches?

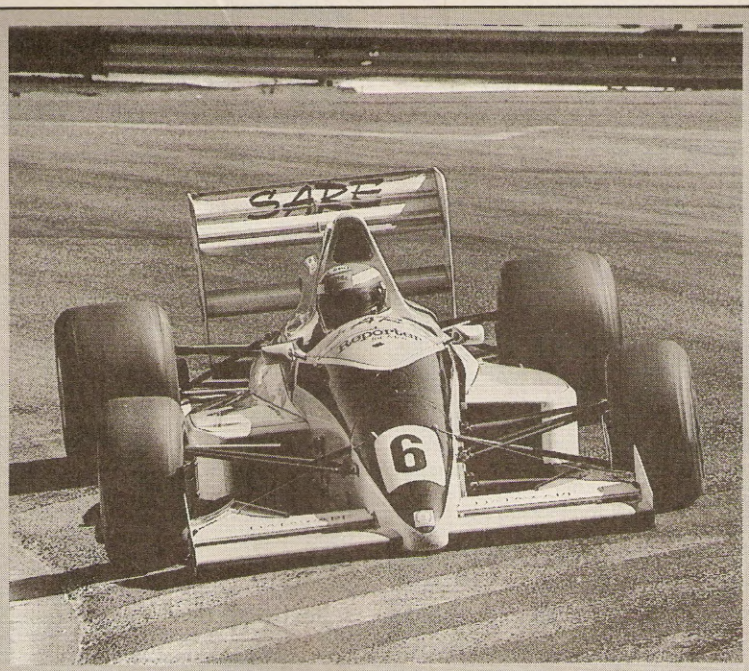
JUL 22/23, SPA (B)
Spa 24 Hrs for Touring Cars; German Formula Opel Lotus/Benelux Formula Opel Lotus Championship.
Touring Cars the world over head to Spa for the classic 24hr race. The Schnitzer BMW team has an enviable reputation in the event so expect the winner to be at the wheel of an M3.

JUL 23, MISANO (I)
Italian Touring Car Championship.
Expect a much depleted field with many drivers nipping off to Spa.

JUL 23, CROIX-EN-TERNOIS (F)
French Supertourisme Championship.
Jean Ragnotti, equally at home in rally or race car, is once again the man to beat in his Renault 21 Turbo.

NATIONAL RACING

JUL 22/23, PEMBREY (nr Llanelli, Wales)
Sat: XJ Challenge; TRs; Morgans; HSCC Classics; Anglo German Saloons; Modified Saloons/Sports.
Sun: Pre-'68 Jaguars; Historic Replicars; HSCC Improved Roadsports; *Top Gear* Heritage Team Challenge; HSCC Standard Roadsports; JX Challenge; Cheshire Cat Trophy Race.
Practice: 0900; Racing: 1145 (both days).
Admission: £4.00; Children, free (both days).
A packed two-day meeting at the popular new Welsh venue featuring Jaguars and classics aplenty. Highlights include a round of the Top Gear *Heritage Team Challenge.*



JUL 22/23, BRANDS HATCH (nr Fawkham, Kent)
Sat: Uniroyal Production Saloons; Honda CRXs.
Sun: Thundersports; Esso British Touring Cars; Uniroyal Production Saloons; FIA Sports-Prototypes.
Practice: 0900 (Sat).
Racing: 1615 (Sat); 1115 (Sun).
Admission: £5.00 (Sat); £12.00 (Sun); Children, free.
Brands Hatch offers a good week-end's racing at a reasonable cost. Heading the support line-up are the Touring Cars, Andy Rouse starting to dominate.

JUL 22, OULTON PARK (nr Tarporley, Cheshire)
Monoposto Kents; Regional Formula Firsts; Mini Sevens/Miglias; LUK RAC FF1600s; Formula Forwards; St Helens XR2/3s; P&O Champion of Oulton Park FF1600s; Monopostos.
Practice: 0830; Racing: 1330.
Admission: £5.00; Children, free.
RAC FF1600s feature at Oulton with Bernard Dolan, Dave Coyne and Gil de Ferran heading the championship. Interestingly none of these three are Van Diemen equipped. Are Reynard heading for their first RAC title?

JUL 23, INGLISTON (nr Edinburgh, Scotland)
Ford Credit Fiestas; FF1600s; FF2000s; Modified Road Cars; Road Sports
Practice: 0900; Racing: 1400
Admission: £4.50; Children, free.
The leading Fiesta runners, including James Kaye and Brian Farminer, cross the border for the first time in two seasons. The combination of fierce Fiestas and the tight Ingliston circuit should be an interesting one. Also making an appearance will be FF1600 hotshot David Coulthard.

JUL 23, DONINGTON (nr Castle Donington, Leics)
Formula Renault; BARC FF2000s; BARC 74-79 FF1600s; Vauxhall Clubmans; Sprite 2000s; Modified Prodsaloons; MGs; TRs.
Practice: 0900; Racing: 1400.
Admission: £6.00; Children, free.
José Cordova is unbeatable in FF2000 while Neil Riddiford is doing the same in Formula Renault, a category that is showing potential but urgently needs more runners.

JUL 23, CADWELL PARK (nr Louth, Lincs)
Mita Renault 5s; MGs; Pre-'85 FF1600s; Mini Sevens/Miglias; Cellnet Formula Firsts; BMWs; P&O Champion of Cadwell FF1600.
Practrice: 0830; Racing: 1330.
Admission: £5.00; Children, free.
Formula Firsts at Cadwell are always an exciting proposition, while Colin Verity and Bob Bailey are the Champion of Cadwell FF1600 front-runners. Rob Murrells and Tony Garside set the Pre-'85 pace.

OFF TRACK SPORT

JUL 20, BOULEY BAY (Jersey, CI)
Guyson Beadblast RAC British Hillclimb Championship, round 10
Practice: 1030; Timed runs: 1330.
Admission: Adults, £2.00; Children, free.
Five wins and four seconds to date make Ray Rowan the clear favourite today (Thursday), but Tim Thomson now has the Pilbeam Turbo with which Max Harvey blasted to victory here last year.

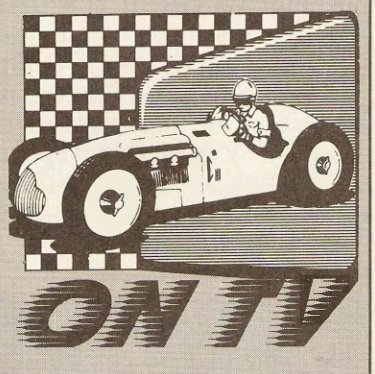
JUL 22/23, SHAP WELLS (nr Penrith, Cumbria)
Longton & DMC Shap Wells Hillclimb.
Practice: Saturday, 1000; Timed runs: Sunday, 1000.
Admission: Sat, £1.00; Children, 50p.
Sun: £2.00; Children £1.00.
A capacity entry of 140 cars should make the inaugural event on the spectacular hotel drive a memorable one. Paul Edwards/Dave Harris and Deryk Young head the throng in their Pilbeams. *(See p19.)*

JUL 22, LE VAL DES TERRES (Guernsey, CI)
Guyson Beadblast RAC British Hillclimb Championship, round 11
Practice: 0930; Timed runs: 1200
Admission: Free
Can Tim Thomson complete his car's hat-trick of wins in St Peter Port? Martyn Griffiths, victor in '87-8, Roy Lane and Ray Rowan will be out to stop him on Saturday, after the inter-island hop.

JUL 23, GURSTON DOWN (nr Salisbury, Wilts)
Hendy Ford Motorsport BARC SW/Shell Oils ASWMC Hillclimb Championships.
Practice: 0930; Timed runs: 1400.
Admission: Adults, £4.00; Children, free.
Points leader Barry Groombridge is in the Channel Isles, so it's time for Andy Pegg, Richard Brown and the McBeath brothers to make hay – hopefully while the sun shines!

INTERNATIONAL RALLYING

JUL 20/23, RALLY DEUTSCHLAND (D)
European Championship, coefficient 20.
German Championship, round 6.
Sepp Haider leads the German series despite pressure from Ronald Holzer. But, this time, the winner is likely to be European series leader, Robert Droogmans as he fends off the Lancia of Yves Loubet.



SCREENSPORT
Wednesday, Jul 19: 2300, Powersports International.
Thursday, Jul 20: 0700, Powersports International.
Saturday, Jul 22: 1800, Powersports International.
Monday, Jul 24: 1400, Powersports International.
Tuesday, Jul 25: 1200, Powersports International.

EUROSPORT
Wednesday, Jul 19: 1430, British GP Highlights.
Thursday, Jul 20: 1800, Mobil Motor Sport News.
Friday, Jul 21: 1030, Mobil Motor Sport News.
Monday, Jul 24: 1700, International Motor Sport.

Secretaries of Meetings are requested to forward full details of spectator events (including entry lists, starting times and admission prices) to Steve Bennett, AUTOSPORT, Haymarket Magazines Ltd, 38-42 Hampton Road, Teddington, Middx, TW11 OJE. Previews must reach the Editorial Office by the Thursday prior to publication date.

Forging ahead

Silverstone's commitment to Formula 1 was very much in evidence during the Shell British Grand Prix. And the circuit's development is continuing apace. Work demanded by FISA has now largely been met, also the first major improvements for spectators have been completed – and appear to have found favour.

Over the three day period, the crowd figure of 183,600 was up by 8% compared with 1988, yet more terracing and improved access roads coupled with a more efficient traffic system, eased the pressures. Perhaps predictably, more enthusiasts attended the qualifying days than previously; some no doubt were reluctant (or perhaps unable) to part with the increased entrance fee on race day. But still they benefited from wholesale improvements, including the string of StarVision screens strategically placed round the track.

Using all of the European-based giant screens allowed large sections of the audience to follow the entire race, keeping them abreast of incidents otherwise out of view.

Tom Walkinshaw, Chairman of Silverstone Circuits, confirmed at the weekend that he is now determined to forge ahead with the next phase of the redevelopment. More terracing will be constructed, and more internal roads.

The area that needs the most urgent attention is that of spectator information. While several leader boards were installed, they were too few and too brief. For 1990, it's essential that more leader boards are installed around the circuit and that these are comprehensive enough to inform the public of the position of each of the 26 cars in the Grand Prix, like at Indianapolis.

He is convinced that the plans for the future will take the circuit through the nineties on a firm footing, and is equally concerned that spectators should be given value for money. Last weekend underlined, for all to see, that he is moving in the right direction. A proud day indeed for British motorsport.

NEXT WEEK

World Championshiop Sportscars from Brands Hatch – **Touring Cars – Enna F3000 – Toronto Indycars – Hillclimbing** from Jersey and Guernsey – Plus all the latest news from the **Spa 24 Hour** race and all our regular features.*

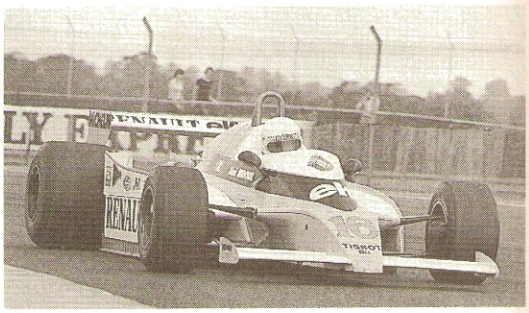
* Contents correct at time of going to press.

10

Ten years ago this week (AUTOSPORT, July 19, 1979), a dream came true for Frank Williams, whose Formula 1 team utterly dominated the British GP at Silverstone. Alan Jones bettered his testing form, scorching his Saudia Williams FW07 round at an average of 146.84mph for pole position, and the Australian led the race comfortably until his Cosworth engine failed. For over 20 laps though, team mate Gianclaudio Regazzoni had held station behind Jones, and good old Clay stormed on to record the team's maiden victory. Only Rene Arnoux's Renault (pictured) was on the same lap at the flag!

Niki Lauda and Nelson Piquet were unmatchable in the spectacular BMW M1 Procar sideshow, while Mike Thackwell scored a fine F3 win. Roberto Guerrero's fourth-placed Argo JM3 was the only non-March in the top six. Gerry Marshall's serious shunt marred the Gp1 Saloon race, won by Gordon Spice's Ford Capri.

At Zandvoort, Eddie Cheever stole the European F3 Championship lead with a win in the works Osella-BMW. And at home 'Doc' Willoughby won his second successive Valence Hillclimb.



20

Twenty years ago this week (AUTOSPORT, July 18, 1969), we looked forward to the weekend's British Grand Prix at Silverstone, for which Jackie Stewart was a firm favourite with Ken Tyrrell's Matra International team. Winner of four of the season's previous five Grand Epreuves, the combo could expect stern opposition from Jochen Rindt's works Lotus 49B, and the Rob Walker-entered version of Jo Siffert, winner at Brands Hatch in '68.

A bumper issue for Sportscar fans saw Hans Hermann turn the tables on Porsche by winning Hockenheim's Solituderennen in David Piper's Lola T70, Porsche 908s score a 1-2-3 at Watkins Glen, and Bruce McLaren, Denny Hulme and Chris Amon make it an all Kiwi podium after the CanAm supporting event.

The F5000 circus travelled to Mondello Park in Ireland, where David Hobbs won the Leinster MC's Dublin GP in the Team Surtees TS5, before a capacity crowd.

On the club scene, there were wins for Hannu Mikkola (pictured) and John Jordan at Snetterton, and Harry Dickinson's Baconslicer took the Players Autocross round in Swanley!

30

Thirty years ago this week (AUTOSPORT, July 17, 1959), we focused on Aintree, where the world's finest drivers were gathering for the 14th British Grand Prix. Championship leader Jack Brabham would take a lot of beating in his Cooper, but Stirling Moss (BRM P25) was expected to challenge in the absence of Ferrari – sidelined by a metal workers' strike in Italy.

Moss was in typically great form, fresh from victory in both the Formula 2 and Sportscar races at Rouen-les-Essarts, in Cooper-Borgward and 'spider's web' Maserati respectively. Innes Ireland had a miraculous escape when his F2 Lotus overturned.

The British team had a disastrous day at Zandvoort, where the first round of AUTOSPORT's 'World Cup' competition took place within an International GT event (pictured). Our Dutch hosts had a happier time, only Pat Fergusson (Elva) preventing a clean sweep of the top six places.

An all-action 13-race BRSCC club meeting at Brands Hatch resulted in wins for such notables as Fred Marriott, Brian Hart, Mike Anthony, Jack Sears, Les Leston and Ian Raby.

Running the gauntlet

Was it my imagination getting the better of me? Or did I see Jean-Marie Balestre and a chum make a run across the track at Woodcote just after the start of last Sunday's British Grand Prix?

If the sun hadn't affected me, and this *was* the case, surely the motor sport's leader should be due to issue himself a hefty fine. I can't imagine he would have let any other official or a driver away with such behaviour. After all, a good leader is always one who leads by example.

ROGER POOLE
HINCKLEY, LEICS

Jealous James?

Are we to conclude from the latest outburst from former *one time* World Champion, James Hunt, that: 1) He only enjoyed Formula 1 if he was winning and for its financial rewards, and 2) He is no longer able to control his jealousy of *three times* World Champion (and still competing) Nelson Piquet?

A BARBER
SIDCUP, KENT

Andrea's OK

I was intrigued to read in your British Grand Prix preview that Alex Caffi's performances this year have put team mate Andrea de Cesaris "firmly in the shade."

In the six Grands Prix that de Cesaris has contested this year he has set one of the top seven fastest race laps on four occasions and been quicker than Caffi in all but one race. On that occasion (Mexico) Andrea suffered early fuel pump trouble. It is true that Alex has outqualified Andrea in five out of six races but the difference between them has always been extremely small equating to an average of 0.28 seconds. At Monaco it was a mere 0.034 seconds. This hardly amounts, I would have thought, to putting Andrea "firmly in the shade".

On the subject of Andrea's 'wildness' your own reports will verify that a count of 'spins' and 'kerbs' this year puts Caffi and de Cesaris on equal terms.

As for James Hunt's remarks in the same issue, about de Cesaris being "an embarrassment to the sport", I treat this with the contempt I feel it deserves.

H J SARGENT
CRAWLEY, W SUSSEX

Thanks Derek

I would like to thank Derek Warwick for his autograph signing session during the pits walkabout at Silverstone. It was my 11-year-old's first visit to a Grand Prix and, in spite of the number of people waiting for an autograph, Derek still found time to pose for a photograph.

Such consideration by one of the sport's gentlemen will certainly encourage further support and set a lead for others to follow. My best wishes to Derek for the future.

TONY HOLMES
SPALDING, LINCS

Take over, FOCA

How many letters complaining about the TV production of Formula 1 will it take before Bernie Ecclestone realises that poor production is as much (or more to) blame as uncompetitive racing for declining TV audiences?

I have just been treated to the French GP, thrilling to the sight of Alain Prost circulating unopposed for lap after lap, whereas Mansell's attack from the back was disregarded until he was in third place. This is disgraceful coverage of what is undoubtedly the outstanding individual drive of the season to date.

I urge people who share my opinion to communicate their feelings to Bernie c/o FOCA, Roebuck House, Cox Lane, Chessington, Surrey KT9 1DG and exhort him to set up a specialist FOCA crew in charge of TV production for all F1 races.

RICHARD HARDING
CONNECTICUT, USA

More on TV

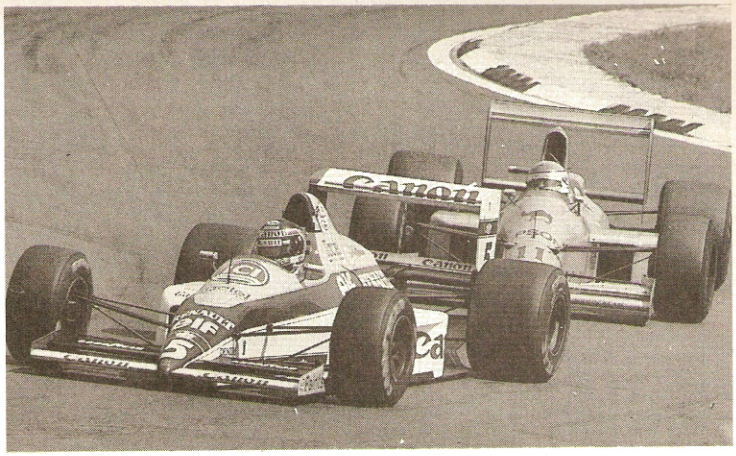
R A Hume's letter (July 13) concerning TV coverage of Grand Prix contained many good suggestions but did he send copies to the main motor sport magazines in all GP-holding countries? Each race is covered by the local TV stations, so presentation (camera angles etc) has nothing to do with the BBC, they have all the pictures provided and simply add the commentary.

With all the concern about losing TV audiences, it would be an improvement to have more atmosphere conveyed on this medium. It is not surprising that people switch off when all they see is Senna motoring round and round on his own, despite the major battles going on behind. Maybe Mr Ecclestone should concentrate his efforts in this area rather than hypothesising about handicaps and the like. There is so much more to a race than who wins it and usually a heck of a lot more action going on in the middle of the field than at the front.

At least the BBC does show the crowd, *a la* Wimbledon – funny hats, flags and so forth, but the only time I've heard the crowd was in 1987 when Mansell overtook Piquet and the roar was quite audible.

It seems to me that FISA and FOCA and the rest could do so much more to make TV coverage better but they seem too wrapped up in 'on track' solutions. I know that certain countries have restrictions on time because of the cigarette advertising but there are ways round most things and Formula 1 has such vast resources at its disposal. Surely they can improve matters.

SHELAGH M SCOTT
ST HELENS, LANCS



Piquet chasing Boutsen. Has he made Hunt jealous?

I'm innocent!

In reference to the report of the Alfa Romeo Championship race (class F) at Lydden Hill reported in the July 6 issue of AUTOSPORT, I would like to make the following comments:

1. I did not "Physically push the tail of Fish's car," as stated.

2. The race commentator, and other drivers noticed "Fish wagging the back end, trying to force Edwards, on to the grass."

3. The incident was not a 'retaliation' for earlier contact as implied by the report.

Any further debate on any of the incident(s) can be resolved by studying the in-car video tape, which I am more than willing to show to any interested parties!

PAUL EDWARDS
FLEET, HAMPSHIRE

Round the bend

While Sean Hannam's letter (*Correspondence*, July 6) brings up an interesting comparison between the performance of Formula 1 and Indycars, I don't feel he has been very fair in his analysis.

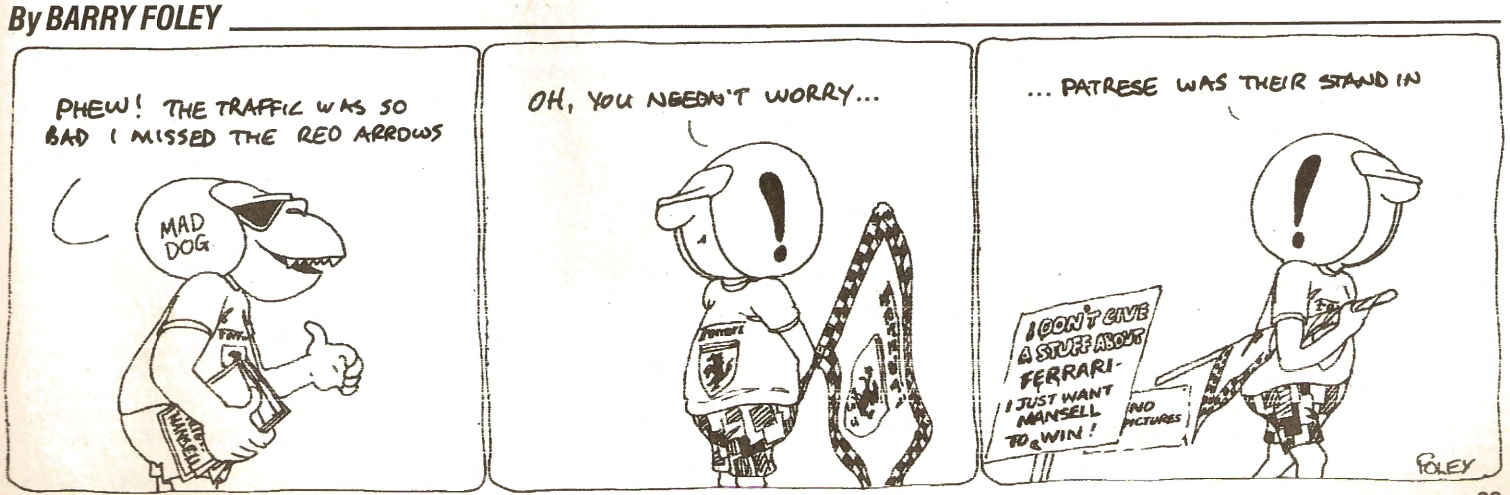
What he fails to point out is the fact that there were several yellow flag periods in the CART race, obviously dropping the average speed. So, let's be fair Sean, and compare like with like.

Furthermore, Michael Andretti's pole time was set on a circuit that was not using a chicane that was there when the F1 boys visited town.

DARRELL WALKER
TUCSON, ARIZONA

CATCHPOLE

By BARRY FOLEY



5TH COLUMN

The night before...

Senna paid the penalty for trying too hard with a gearbox problem.

"The past," said Ayrton Senna, "is just data, information to consider, nothing more. I only see the future."

He was replying to a question about his three consecutive point-less races in Phoenix, Montreal and Le Castellet, and probably nothing he has ever said more absolutely sums up his attitude to motor racing.

He wasn't feeling great, the World Champion, during the three days at Silverstone. Combination of allergy, cold and sore throat, he croaked, but it didn't keep him from his 35th pole position.

"Silverstone," Ayrton went on, "is not physically hard on a driver, because of the long straights. It's tough on the engine, but we have a good engine. Not hard on brakes. Tyres? Mmm, maybe at the beginning of the race you have to be a bit careful – especially if it's warm. Cooling isn't a problem here. What I need to do is improve the balance of the car for the race, because I haven't done very much running here..."

Indeed, by his standards, he had not. One hesitates ever to describe McLaren as being in 'some disarray', but certainly it was some distance from its metronomic norm. Senna may have come out of the qualifying days with the pole, and Prost may have completed the traditional red-and-white front row, but the team looked more vulnerable than for a very long time.

Following Prost's successful test at Silverstone a couple of weeks earlier, all three MP4/5s were equipped with the transverse gearbox. Compared with the normal three-shaft longitudinal 'box, it allows a shorter car, a more aerodynamically efficient car. Prost expressed some dissatisfaction with the change itself – sometimes too stiff, others too loose – but stressed its reliability, felt the benefits outweighed the debits.

He might well have been entertaining second thoughts about that on Friday, for the change was so stiff as to make second to third cleanly an impossibility. Every time he needed to move the lever, he said, he lost time, because by the time the thing had gone in the revs had gone away. And going into corners with real attack was psychologically difficult: you never knew, as you changed down, if you'd get the gear or not. The spare car was Senna's for the weekend, so he had to stick with what he had. And on Friday afternoon he was only fifth. To his own and McLaren's terms, it was a *débacle*.

In fact, by lunchtime that day the T-car had been converted back to 'longitudinal gearbox' trim, and this had nothing to do with gear selection problems on Ayrton's own car. No, this was potentially a major problem spawned by the transverse 'box.

"In transverse configuration," Ron Dennis said, "the engine oil tank sits on top of the gearbox, but is actually an integral part of it." All or nothing, in other words, and for reasons initially baffling to the team, pressure was building up in this new tank, blowing the oil out. Both drivers experienced this on Friday morning, and to Senna it happened again on Saturday.

Dennis admitted that the problem had not been satisfactorily licked. "But if we have to," he said, "we can run a development configuration for the race."

"I had no problems with the oil system today," Prost said after the final session. Which system had he used? He shrugged, then laughed: "Don't ask me, because I don't know. All I can tell you is that it was OK. Today, anyway..."

So there wasn't, at Silverstone, that absolute confidence in the machinery which has become the hallmark of the McLaren-Honda driver. And that gave others cautious reason to hope.

Nigel Mansell previewed his race with, let's say, a reserved optimism. His innocent involvement in the Gugelmin accident at Ricard still rankled, for there he genuinely thought he had a shot at frightening the McLaren-Hondas. The race car, he said, was ideally set up, as shown in the warm-up, when he had split Prost and Senna. There he was, minding his own business, turning into the first corner – and something comes at him from the sky. In the circumstances, second place, starting from the pit lane in Berger's original car, had been satisfying, but...

On the opening day at Silverstone he was beaten only by Senna – and only by three-tenths. "It's encouraging," he said, "because at the start of the season we were a good second and a half a lap away."

Horsepower remains the Ferrari problem. The V12 is running with admirable reliability these days, but a Honda it is not. Down Paul Ricard's Mistral Straight, Mansell and Berger were losing four-tenths a lap to Prost and Senna, and the same was true down the Hangar Straight at Silverstone.

"On Saturday morning I was actually quickest down to Stowe," Nigel said. "A hundred and ninety-one point something, but we did that only by taking all the wing off. I thought, given a clear run, that might be the best solution for a *banzai* qualifying lap, but it wasn't. I tried it in the afternoon, and the car felt lethal. So back went the wing – and down went the straight-line speed..."

MANSELL: "You don't brake at Stowe, just flick the lever down to sixth"

Still, the Ferrari 640 looked as it has for a while now; the most effective chassis in Formula 1. And Mansell and Berger capitalised on it.

"On my last quick lap," Nigel said, "I got held up by one of the Lolas – Alliot, was it? – at Becketts. That meant going off line, and changing down to fourth..."

Hang on there, I said. You had to change down to fourth? Becketts is quite some corner. What d'you normally take it in, then?

"Fifth," Mansell said, firmly. "On a *banzai* lap it's flat in fifth. Mind you, keep in mind we have a seven-speed gearbox." I had, I said. Even so, it impressed me. What about Stowe?

"You don't brake," he answered. "You flick the lever down to sixth, and you floor it. If you've done it well, you come out with 13,200 revs on in sixth, then flick to seventh."

Club, I said; what happens there? "Again you don't brake. Down to sixth, flat, and up to seventh at the exit, pulling thirteen-three. I don't know what speed it is," he added. "I know it's quick." I could imagine that, I said, but I don't know why I said it.

Mansell assuredly felt good about his British Grand Prix: "I still think McLaren has half a second in its pocket, but at least there's a hint of vulnerability about the team here.

"I'm quite happy with the work we've done here," he said. "I'm three-tenths off pole position – with my Friday time – and I think, without that bloody Lola cruising around on the racing line, I'd have improved today. There's another four-tenths behind me, to Gerhard.

"On full tanks, though, I reckon from what I've seen that the McLarens are half a second quicker. If they *were* running with full tanks.

"Then you think to yourself, 'OK, for how many laps are they going to be able to run those times?' We feel we're reasonably consistent, with a good balance on the car... but we won't know anything until tomorrow. What I don't have an answer for is this section here." And he pointed to the exit of the chicane, the burst of acceleration along the pit straight to Copse.

"That's second gear out of there," he concluded, "and by the start/finish line the Hondas are 10kph quicker than we are. I pedal as quick as I can, but I can't make up for that..."

On Saturday afternoon Mansell certainly appeared more upbeat about his chances than did the front row men. Prost was in fine humour, giving multilingual interviews by the job lot, signing programmes and backs and hands and anything else put before him, but he knew there was a question mark over the race durability of his car.

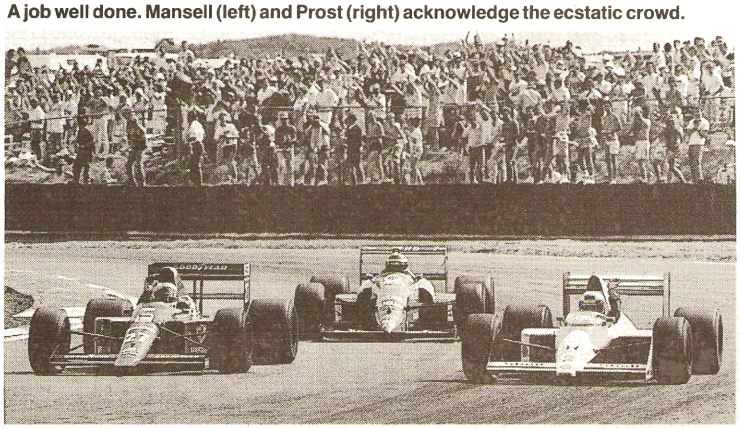
"It's been a good day for me, really," he said. "No oil tank problems, and I took a second off my Friday time – on what, I'm sure, was generally a slower day. And I'm sure we have a good race set-up. Only thing wrong, that baulky gear change..." But he was smiling, his mood light.

Not so Ayrton, although with Ayrton you rarely know. After a Grand Prix win, often he looks like the man who got 24 points on his pools, then found the coupon in his pocket. Hadn't had enough running here, he kept repeating. Need some more time to work on the set-up. Perhaps now he was regretting that last trip home to Sao Paulo, when Prost did McLaren's spadework over three days at the Silverstone test.

That was how it looked between the three front runners on Saturday night, the eve of the British Grand Prix. Wonder how it all turned out? Maybe Ayrton knew. As he said, he only sees the future...

NIGEL ROEBUCK

A job well done. Mansell (left) and Prost (right) acknowledge the ecstatic crowd.

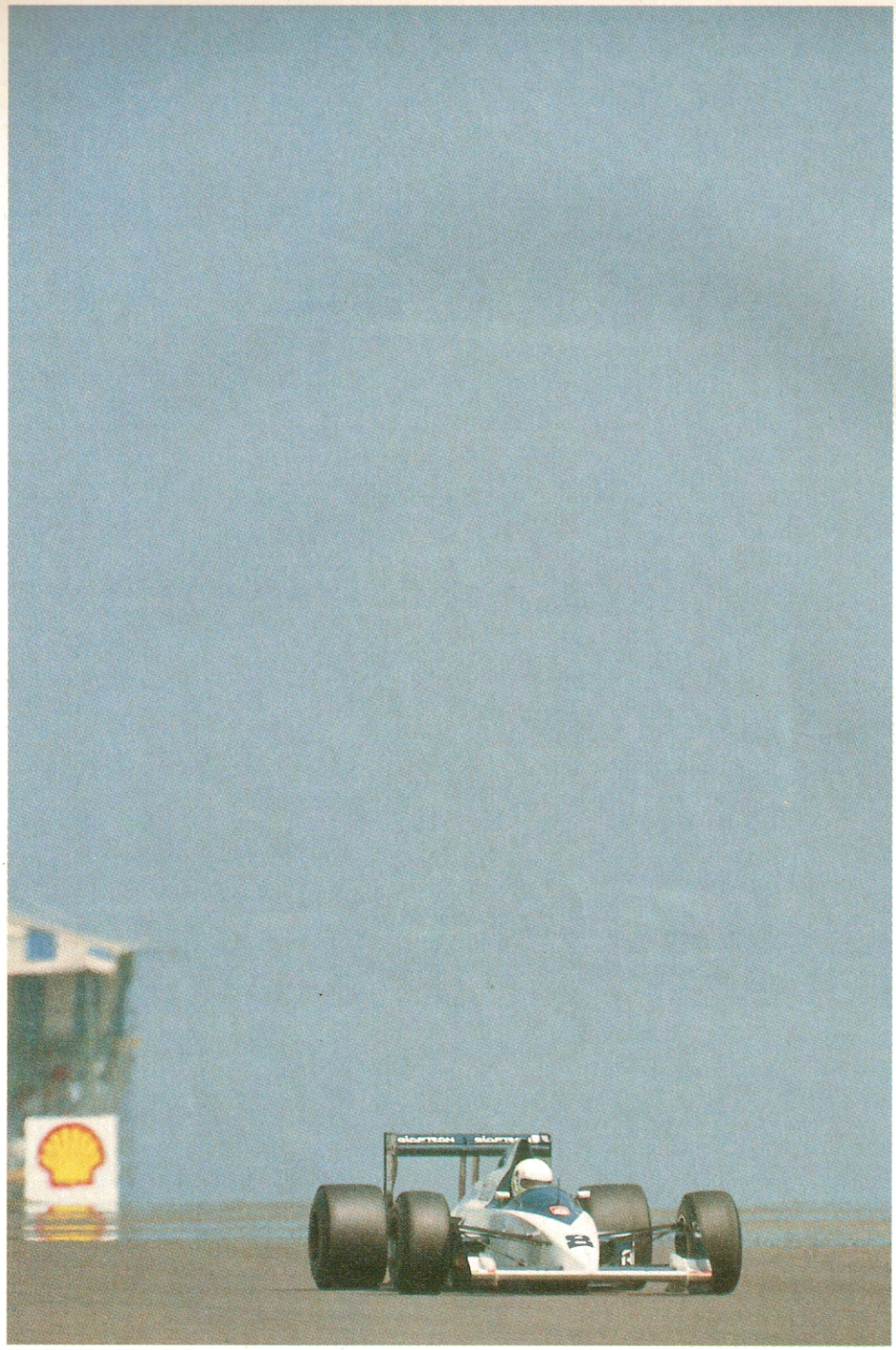


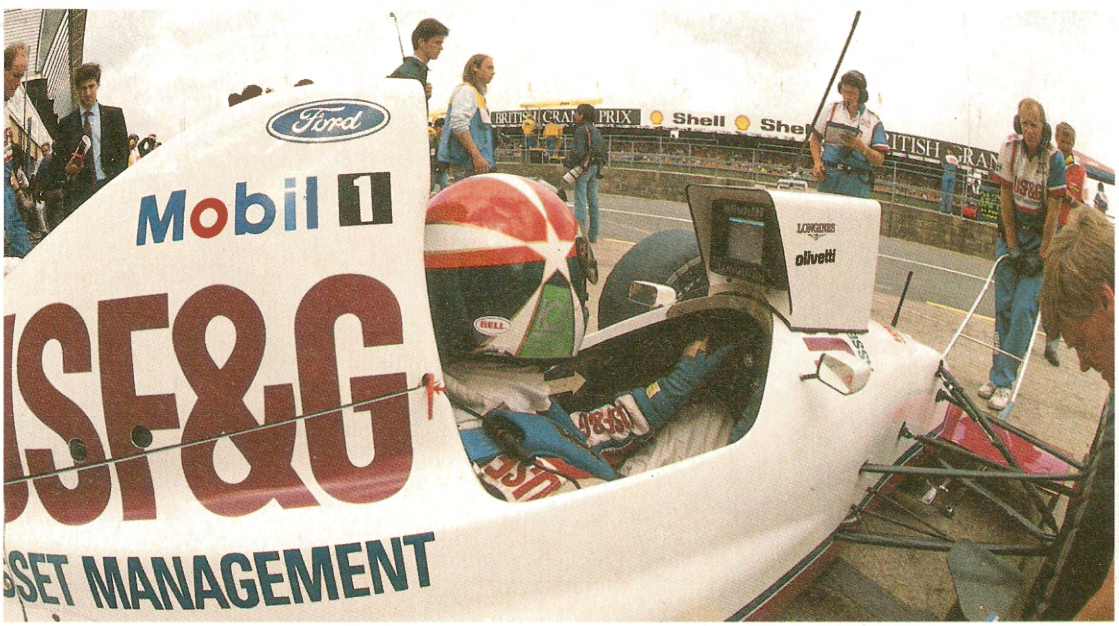
REPORT: NIGEL ROEBUCK; QUALIFYING: JOE SAWARD – PHOTOGRAPHY: JEFF BLOXHAM & MICHAEL C BROWN

Advantage Prost

For a few laps, in the middle of the race, there were puffs of smoke from the back of Prost's car as he accelerated out of Copse. The dread oil system problem, which assailed both McLaren-Hondas in practice, looked to be back. Senna, long ago, was off the road at Becketts, out. McLaren vulnerability began to look like reality. And right there, at the leash, was Mansell's Ferrari. The spectators began to get very animated. Many of them stayed that way, too, even when Prost's smoke disappeared, when Mansell was obviously slowing up. If Nigel had most of their adoration, what remained was clearly for Alain. Most people went home satisfied.

Right: The start of the 42nd British Grand Prix saw Senna squeeze an advantage over Prost. Mansell and Berger give chase in front of the large race-day crowd. Below: Prost and Mansell acknowledge their fans after claiming first and second places. Photos: Zooom.





Left: Stefano Modena completed his eighth successive pre-qualification happy in the knowledge that he will no longer have to take part. Photo: Gary Hawkins. Below: Eddie Cheever suffered all manner of problems, and failed to qualify for the first time in five years.

QUALIFYING

SENNA: "I was not pushing to the maximum because the car wasn't right"

Silverstone press room, Saturday night: "Three, two and one..." rattled the frazzled radio reporter, counting into his report on qualifying.

"Is the McLaren bubble about to burst?" he chattered, "Well, after winning 20 of the last 23 F1 races, chinks are beginning to appear in the McLaren armour..."

Outside, in the late-evening summer sunshine, hundreds of fans sat in the pitlane rubber-necking the pit garages.

This was a much more relaxed meeting than the pot-boiler in France the weekend before. The mid-summer paranoia had passed, but Silverstone was humming with activity on Saturday night.

In the McLaren-Honda pit, they were revving engines into infinity. There had been problems – and the team wanted them fixed.

The drivers didn't seem too perturbed. Ayrton Senna – the poleman – was in the paddock, sitting astride a motor cycle, talking to his 1990 McLaren team mate Gerhard Berger.

Alain Prost was playing *belote* (a card game) in the paddock, enjoying the sunshine with his French buddies.

The old bomber airstrip – the fastest track in Formula 1 racing – hidden away in the sticks of Northamptonshire – improves with each visit. A little manicuring here and there has made a big difference. There is still plenty to be done, but Silverstone is working hard on improving its act.

And so too are the McLaren chasers. Yet, in the end, it had been the same old story – a McLaren 1-2.

It is now 12 calendar months, 16 straight races, since a McLaren was not on pole position for a Grand Prix. This had been closer than any. McLaren had been in trouble, yet had still emerged with flying colours.

The Ferraris had done well – and Nigel drives a Ferrari.

Nigel? At Silverstone last weekend there was only one Nigel.

Lord Mansell of Silverstone (man of the people) spent half an hour of his Saturday evening out among his adoring fans, (the *rosbif tifosi*) signing autographs. Finally he had to run away from the crush.

All in all, it had been a curious two days of qualifying.

McLaren arrived with three cars fitted with its transverse gearbox. But something had not been right and the cars had been pumping out oil from the very start. By the afternoon session, one car had gone back to the old longitudinal 'box.

Ayrton was also not well, recovering from a cold and still troubled by a sore throat. On Friday afternoon he took the quickest time and on Saturday shaved a fraction from that.

"There was room to go faster," said the Brazilian, "but it was good enough. I was not pushing to the maximum because the car was not right to do so."

Saturday was definitely a slower day, but, highlighting the problems, both McLarens improved their times.

Prost had had a miserable Friday, with gearbox trouble, resulting in only fifth on the grid. But on Saturday he jumped up to second.

Third, to the delight of the fans, was Mansell. He had been held up on both his qualifying runs on Saturday, but

was only 0.2 second away from Prost.

"I'm happy," he said. "There were no real problems. There's a good balance. I think the race will be very close – and very fast."

Gerhard Berger would line up alongside the local hero on the second row.

"We're getting closer," he explained diplomatically (in the light of his new job), "but it is still not enough. McLaren is still the top team and we are not able to compete with them."

The Williams-Renaults were right up there too. Riccardo Patrese (using a Renault development engine) emerged fifth fastest and was happy with the situation.

Thierry Boutsen was having less fun. Seventh on Friday and unhappy with the handling, he improved the car for Saturday – only to come across Rene Arnoux. Now Thierry is a calm sort of guy, not your average histrionic prima donna, but he was beside himself. A week ago he suggested that Rene should retire to the beach and seven days later Rene got his own back. "It is an embarrassment to Grand Prix racing to have a guy like that on the circuit," said the Belgian. He stayed seventh.

Sandwiching Boutsen were the two Marches; Mauricio Gugelmin outdoing Ivan Capelli on this occasion. Both cars suffered engine trouble on Saturday morning, and Friday's time had to suffice as the team saved engines.

Sandro Nannini was ninth in the new Benetton, despite an imbalance in qualifying trim.

"The car feels good in its race setup," said Nannini on Saturday. "I feel we will be competitive tomorrow."

Team mate Emanuele Pirro had life less easy. Still using the old B188s. The car was one of the slowest through the speed traps, but Emanuele was disappointed with himself.

"I was on my fast lap. It was a good one and I went sideways at the last corner. In the process I downshifted too soon and over-revved the engine. After that it lost power."

Pirro lined up 26th on the grid and was relieved to make the cut. He looks forward to getting his hands on a new car in Hockenheim.

Tenth on the grid went to Nelson Piquet. This was his best showing for many a race. Camel Team Lotus has had to live through a multitude of problems in recent weeks and, on Friday, a plague of flies descended on the team, attracted by the yellow clothing. It all seemed a bit much, but Nelson and Satoru Nakajima did a good job.

Having spent Friday working with the Tickford-Judd, Nelson went to standard spec for Saturday and things went well.

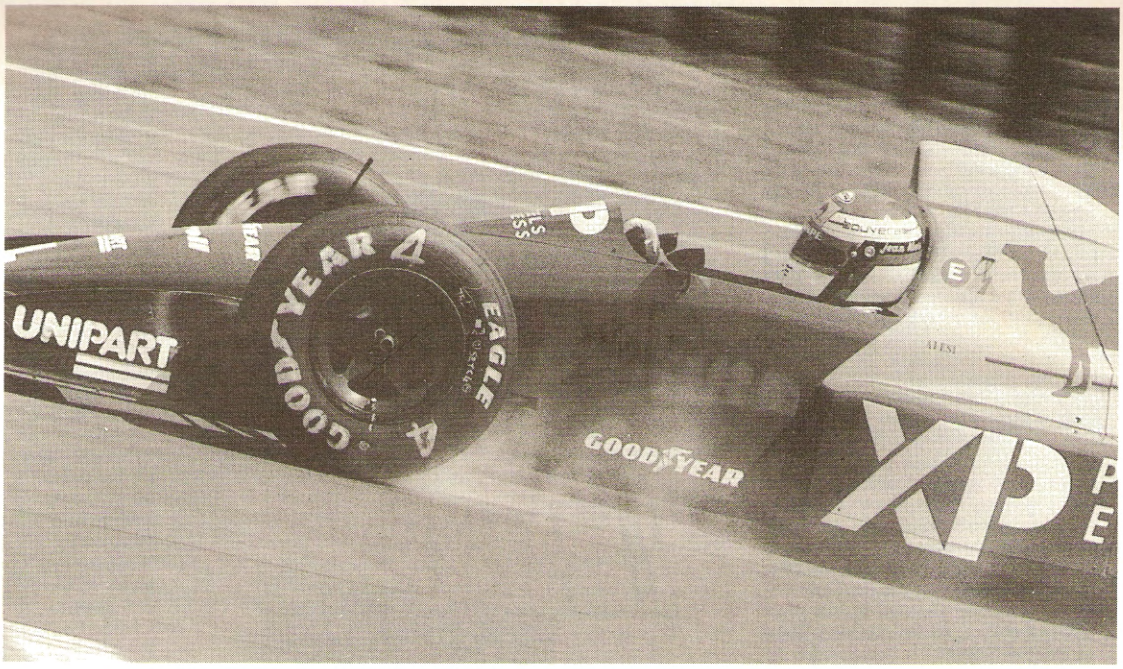
Nakajima also improved on Saturday to take 16th on the grid.

Minardi, improved dramatically. Pierluigi Martini and Luis Sala gave everyone a shock on Saturday morning with seventh and eighth quickest times. Ultimately they would line up 11th and 15th on the grid, so all was well. This was an important event for the team, failure to score at least two points would mean the remainder of the season spent in pre-qualifying.

The same was true with Larrousse – and after a strong showing in France, the Lola team was flying again with Philippe Alliot 12th and an impressive Eric Bernard right behind him.

"I need to have more experience," said Eric, "you must have confidence to get the most from the car. I do not yet have the experience."

If and when he does, Alliot may have to stop looking over his shoulder – because Bernard will be ahead.



Stefano Modena made it to 14th, the highest-placed of the men who had had to pre-qualify.

As in France, the early morning Friday session saw Bertrand Gachot emerge fastest in his Onyx.

It was a fraught affair as normal with Gachot, Nicola Larini and Modena (the only pre-qualifier to have made it through on each occasion this year) split at the front by just 0.3 second.

Martin Brundle took the last slot by just 0.2 second, edging out Stefan Johansson and Alex Caffi. The rest

BERGER: "We're getting closer but it's still not enough"

were way off the pace although Gregor Foitek did a good job in the old EuroBrun before spinning wildly off as he set off on a qualifying run.

Also missing out was Yannick Dalmas, newly installed in the AGS team, who was replacing Joachim Winkelhock (see *Pit & Paddock*).

After the disasters of Paul Ricard the Pirelli tyres were working a lot better at Silverstone.

Brundle, for his part, was disappointed to be only 20th on the grid, expecting to be in – or close to – the top 10. At a circuit where good power is essential, Martin felt the Judd was lacking the necessary grunt.

Another Pirelli pre-qualifier who showed remarkably well was Nicola Larini in the Osella, who was as high as ninth on Friday morning. Saturday saw Nicola mystified at the behaviour of his car, which had been fitted with a new engine overnight, but he was happy with 14th on the grid. This would also be Osella's last chance to escape the evils of pre-qualifying...

The Tyrrell team did not look nearly as competitive as it had in Paul Ricard. The car was extremely nervous and although this gradually improved, Jonathan Palmer failed to set a better time on Saturday.

"I would have gone a lot quicker," he explained, "but turning into Club on my second set of qualifiers, a large insect hit my visor – it was rather disquieting."

Jean Alesi had more difficult problems with a broken gearbox on Saturday morning, disrupting the young Frenchman's progress. He would end up 22nd.

Arrows was also in bad trouble. Derek Warwick, back in action after missing the French GP, didn't seem to be too troubled with his injured back, but the car refused to be balanced. "The rear end has absolutely no clue what the front end is doing," said Derek.

While the Englishman lined up 19th, Eddie Cheever failed to make the cut, his first non-qualification for five years. Endless problems with his own car saw him switch to the spare in the desperate last minutes of the second session.

"I went quicker in four laps in the spare than I had all weekend," explained a disappointed Eddie, "but it wasn't enough."

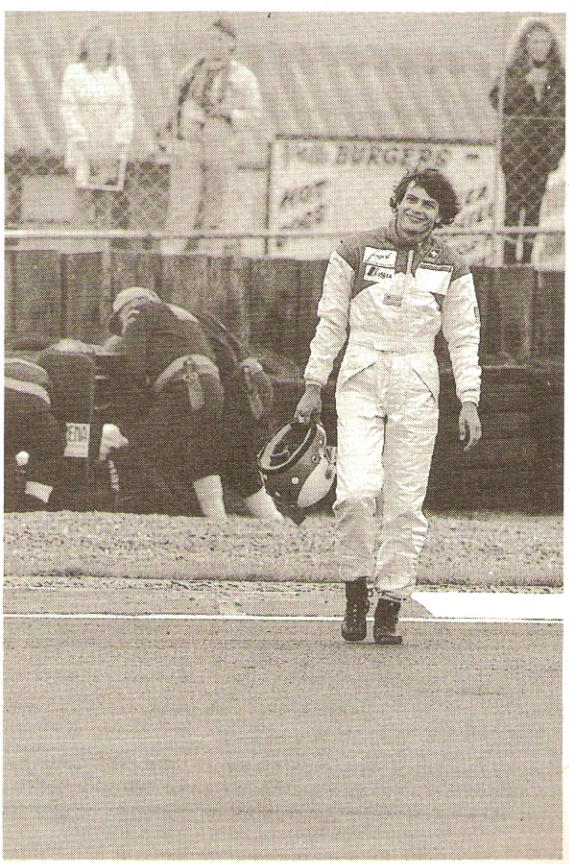
Bert Gachot made the grid in 21st without undue drama, although he was never happy with the balance of his Onyx in qualifying trim.

One of the more impresive performances came from Roberto Moreno in the Coloni. With Pierre-Henri Raphanel failing to pre-qualify, the team threw all its effort behind Roberto.

"We are halfway to knowing how the car works," said Roberto modestly, "but we need to do more testing. At least we are going in the right direction."

As with the other teams at the back, Coloni had to score at least two points to escape pre-qualifying. Moreno was delighted with the reliability of his car, but scoring points, that would be a very tall order.

Ligier was in trouble, lacking grip. Olivier Grouillard and Rene Arnoux worked on the problem. Olivier seemed to have sorted it all out on Saturday morning with 10th quickest, but in the afternoon, despite an improve- ▶



Above: Jean Alesi was circumspect in practice, but come the race, the Frenchman again drove well moving up 12 places in the first 12 laps. Right: Gregor Foitek was high up the pre-qualifying order when he spun off at Copse. He should have the new EuroBrun at Hockenheim next week.

1 Senna
McLaren-Honda

Ran only a few laps on Friday morning with new transverse gearbox and revised rear suspension. Only 13th in the session. Took provisional pole in the afternoon with transverse car. Car stopped early in Saturday morning session with engine failure after oil tank problems. Switched to spare. Not happy with handling but still improved to take his 35th pole. Led from the start, but suffered a problem down-changing. Spun off at Becketts on lap 12 and retired.

2 Prost
McLaren-Honda

Major problems with engine oil system meant Alain was only seventh quickest on Friday morning. Suffered stiff gearbox in the afternoon so only fifth overnight. Fastest in Saturday morning session, but held up with clutch and gear selection problems in the afternoon. Despite these improved to second. Used transverse gearbox in the race, taking the lead when Senna spun on lap 12. Suffered extremely slow pit stop but retained the lead to win his 38th GP victory.

3 Palmer
Tyrrell-DFR

Unhappy with the set-up of his car throughout Friday (resulting in a spin at Becketts). Changed engine and settings overnight. Settings changed back after Saturday morning and happier. Fast lap in the afternoon spoiled when an insect hit Jonathan's helmet at Club and he had to lift off. Only 18th on the grid, but ninth in the warm-up. Car handled badly from the start and engine temperatures too high. Spun out at exit of Stowe on lap 31.

4 Alesi
Tyrrell-DFR

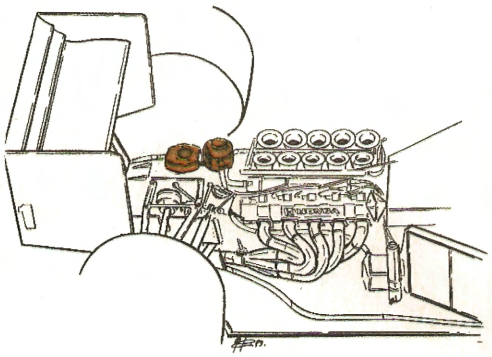
Searching for balance on Friday and suffered electrical problem in the morning. Lost time and so only 24th overnight. Made radical changes on set-up for Saturday morning, but gearbox broke at the end of the session. Late out for qualifying and still unhappy with the car, Improved to 22nd, but disappointed. Made rapid progress in the race, moving into the top 10 on lap 12. Briefly sixth but spun out on lap 29 and retired.

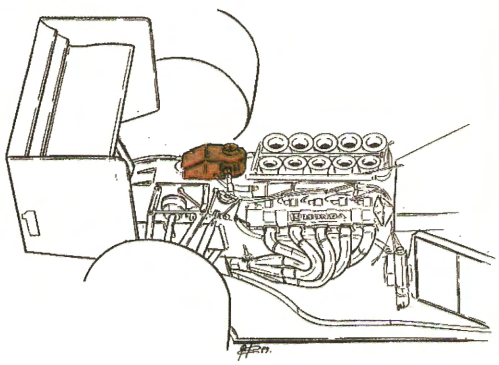
5 Boutsen
Williams-Renault

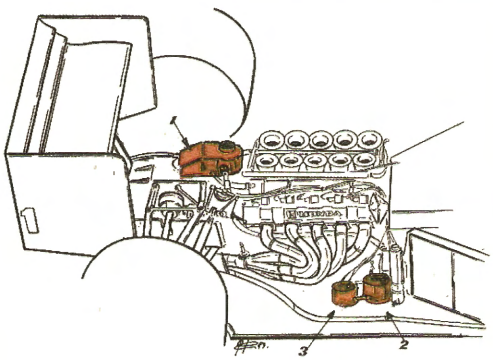
Using a standard Renault engine on Friday morning and not happy with his car on Friday, complaining of poor handling. Major changes for the afternoon saw a big improvement to take seventh overnight. Had evolution engine for Saturday and much happier with the car. Furious at being held up on his fast lap by Rene Arnoux. Seventh on the grid. Ran fifth but lost the clutch after just a few laps and dropped back. Had difficulty restarting after pit stop, but struggled on to finish 10th.

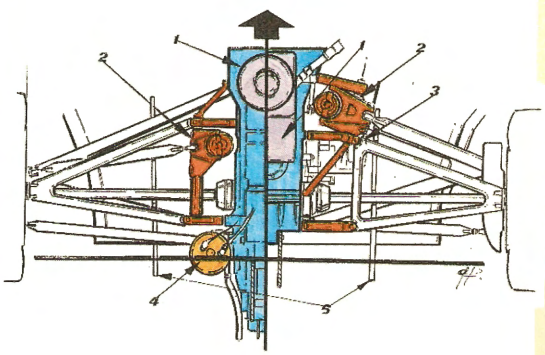
6 Patrese
Williams-Renault

Fastest on Friday morning and happy with progress throughout the day. Fourth overnight. Third in both Saturday sessions, but dropped to fifth on the grid as others improved. Moved to third by lap 16, but crashed heavily at Club four laps later when a large stone punctured the radiator, and he spun on the fluid.









Top: Ayrton Senna's oil tank configuration on Friday and (middle) the system used on the same day by Alain Prost. Neither worked effectively, so, for the race on Sunday, McLaren engineers came up with another system featuring an oil tank (1) on top of the gearbox, with a secondary tank (2) and a catch tank (3). This system was fitted with a pump to improve re-circulation. Compared to the old system, the new transverse gearbox is much shorter as can be seen from this plan view. The blue area on the right is the new 'box, while on the left this shows the longitudinal unit. The oil tanks (1) – highlighted in purple – are considerably different (although as can be seen from above these were changed several times on the new gearbox). The entire rear suspension (2) – highlighted in red – has been redesigned and there is a new gear selector mechanism (3). The yellow tank (4) on the old 'box was an extra fuel tank introduced for the French GP, while the bodywork (5) was always designed for the new 'box, so it appeared over-wide for the old system.

7 Brundle
Brabham-Judd

Exhaust shroud problem burned hole in undertray in pre-qualifying, but just made the cut. Felt engines were lacking grunt in the morning and 21st overnight. Decided to change settings (removing downforce overnight). Ninth in Saturday morning session using spare car and much happier. Improved to 20th on the grid. Engine caused problems in the race. Pitted on lap 12 and ran at the back of the field until retiring with engine failure on lap 50. Very disappointed.

8 Modena
Brabham-Judd

No problems in pre-qualifying (the only pre-qualifier to have been successful in all eight attempts this year), but made precautionary engine change and missed the entire Friday morning session. Set 17th best time in the afternoon. Searching for a better set-up. An impressive sixth on Saturday morning and 14th on the grid, after improvement in the afternoon. Moved up to seventh in the course of the race before retiring on lap 32 with engine failure.

9 Warwick
Arrows-DFR

Back in action after his kart accident. The car, however, was unbalanced. Only 18th overnight. Set 12th best time on Saturday morning and happier, but improved his time only slightly in the afternoon, and dropped to 19th. Mechanical problems blighted both cars in the warm-up and lacked grip in the race. Ninth.

10 Cheever
Arrows-DFR

Using an old chassis after his newer one was damaged over a kerb at Paul Ricard. Suffering from poor handling throughout the qualifying days. The victim of a fuel pump failure while on qualifiers on Friday afternoon and baulked on his second set, so 29th overnight. Persevered through Saturday with same set-up, but switched to new solution in final minutes of official session. Failed to qualify.

11 Piquet
Lotus-Judd

Ran Tickford Judd on Friday and once the car was set up he set 12th fastest time in the afternoon. Switched to standard Judd engine for Saturday and improved to take 10th on the grid. Used standard Judd in the race. Warning light came on early, so Nelson charged, expecting the engine to blow. Third by lap 24. Overtaken by Nannini on lap 55, finished fourth.

12 Nakajima
Lotus-Judd

Used standard Judd engine throughout. Searching for a setting on Friday and 19th overnight. Changed engines overnight and ran more strongly on Saturday, taking 16th on the grid. Engine temperatures rose quickly in the race, so backed off to nurse the car home. Duly finished eighth.

15 Gugelmin
March-Judd

Third fastest on Friday morning but afternoon qualifying was spoiled when he came across Luis Sala's Minardi. Lost clutch late in the session. Engine troubles on Saturday morning and further traffic in the afternoon. Slipped down to sixth on the grid. Electrical problems in the warm-up. Car pushed from grid with a water leak, switching to spare. Charged impressively through the field to take fifth place on lap 28. Gearbox broke on lap 56.

16 Capelli
March-Judd

Fourth quickest on Friday morning, but only eighth in the afternoon, suffering from slight lack of grip. Engine failure on Saturday morning and team careful in the afternoon, so no improvement, but maintained grid position. Running seventh until lap 16 when transmission failed.

17 Larini
Osella-DFR

Breezed through pre-qualifying and ninth fastest in Friday morning session. Only 14th in the afternoon, complaining of lack of power. Switched to spare but had bad understeer. Went the wrong way on settings on Saturday morning and failed to improve so dropped to 17th in the afternoon. Car proved difficult in the warm-up, and he pitted after a mirror fell off. Handling was dreadful so made several stops before giving up the struggle.

18 Ghinzani Osella-DFR

Failed to pre-qualify for the eighth consecutive race.

19 Nannini Benetton-Ford V8

No grip in qualifying trim, but happy with car on full tanks. Ninth overnight. Improved qualifying set-up on Saturday and improved time (if not position) in the afternoon. Confident for the race. Troubled by understeer in the early laps, which destroyed front tyres and led to a pit stop on lap 22. Charged back, taking third from Piquet on lap 56 despite a broken exhaust.

20 Pirro Benetton-DFR

Using old B188s once again. Fairly happy with balance, but felt engine was down on power. Suffered understeer on qualifying tyres. Only 25th overnight. Happier on Saturday, but almost lost it at Woodcote chicane, buzzing engine. Tried again but engine down on power so 26th on the grid. Handling was bad from the start of the race (leading to a pit stop on lap 27). Battled to the finish in 11th place.

21 Caffi BMS Dallara-DFR

Had not tested at Silverstone and suffered fuel pump problem which caused car to cut out in fast corners. Failed to pre-qualify.

22 De Cesaris BMS Dallara-DFR

Struggled with wrong set-up on Friday, resulting in 27th place overnight. Handling improved, but it was still not good. Broke an engine early in Saturday afternoon session. Switched to T-car and qualified in the final minutes using 'shaved' qualifiers.

23 Martini Minardi-DFR

New radiator layout proved good and happy with handling of the car on Friday. Eighth in the morning, but spun in the afternoon, so only 10th overnight. Ran full tanks on Saturday morning and very happy. In the afternoon ran two sets of qualifiers, but failed to improve and dropped to 11th. Sixth in the warm-up. Moved quickly to eighth place, but pitted to remove paper from radiator (it had gone before he arrived in the pits!) Rejoined and charged back in fine style taking fifth at the flag – saving the team from pre-qualifying.

24 Sala Minardi-DFR

Delayed on Friday morning with jammed gearbox, but set 15th best time in closing minutes of the session. Worked on improving balance in the afternoon and 13th overnight. Eighth on Saturday morning trying a variety of qualifiers, and improved slightly in the afternoon, although he dropped to 15th on the grid. Suffered oil pump failure in the warm-up. Drove steadily in the race, enjoying a long battle with Grouillard's Ligier. Held on to sixth at the line.

25 Arnoux Ligier-DFR

Lacking grip throughout qualifying and bumped from the field in the last minutes of Saturday afternoon. Failed to qualify.

26 Grouillard Ligier-DFR

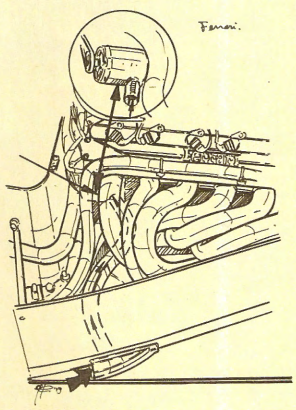
Worked hard to find suitable grip. Found a good set-up on Saturday morning and 10th quickest in the session. Improved his time in the afternoon, but slipped to 24th on the grid. Happy with race set-up. Moved through the field in the race to run eighth. Battled with Sala for sixth after Gugelmin's retirement promoted him further. Crossed the line just behind the Spaniard.

27 Mansell Ferrari

Happy with progress being made at Ferrari and pleased with the balance of his car. Second quickest in both Friday sessions, but bumped to third by Prost on Saturday afternoon when he was blocked on both qualifying runs. Fastest in the warm-up and chased the McLarens in the early laps. Gradually dropped away from Prost and forced to pit with a slow puncture on lap 43, but maintained his second place to the finish.

28 Berger Ferrari

Happy with balance of his car throughout Friday and third in the afternoon session. Dropped to fourth on Saturday, having lost time in the morning with a gearbox failure and not done the best lap possible on his qualifiers. Ran fourth until lap 4 when he pitted with a metering unit problem. Rejoined and charged hard, but retired on lap 50 with gearbox failure.



Ferrari has a new cooling duct feeding cool air from a scoop in the left sidepod to the alternator which is situated under the exhausts and has caused untold trouble for the team thus far this year.

29 Bernard LC Lola-Lamborghini

Found car unbalanced on Friday morning (resulting in two spins and 26th best time). Improved set-up, but lacking experience and confidence on qualifiers. Despite this 16th overnight. Improved to 13th on Saturday afternoon. Made a poor start, but moved through to 11th before pitting on lap 15 with gearbox trouble. Struggled on but retired with engine failure on lap 46.

30 Alliot LC Lola-Lamborghini

Had not tested at Silverstone, but found a good setting on Friday, setting 11th best overnight. Suffered a spin on Saturday morning and did not try to improve in afternoon – feeling the track was slower – so slipped to 12th on the grid. Ninth by lap 5, moving up to fifth on lap 22 but engine began to lose power and Philippe stopped on lap 39, rather than blow the engine.

31 Moreno Coloni-DFR

Took a guess at settings on Friday morning and happy with balance, although the car was very pitch-sensitive. Suffered fuel pump problem so used Raphanel's car in the afternoon. Went the wrong way on settings on Saturday morning, but had a good set-up for the afternoon. Qualified 23rd. Retired with gearbox failure on lap 3.

32 Raphanel Coloni-DFR

Suffered a misfire in early minutes of pre-qualifying session. Once this was fixed, the new Coloni proved very twitchy and Pierre-Henri could did not pre-qualify. Team needing testing.

33 Foitek EuroBrun-Judd

Old EuroBrun engineered by Steve Ridgers this weekend. Showed well, but running too much downforce. Took off wing and then spun off dramatically at Copse. Failed to pre-qualify.

34 Schneider Zakspeed-Yamaha

Engine failure meant a switch to the Zakspeed team's spare car. Failed to pre-qualify.

35 Suzuki Zakspeed-Yamaha

Suffered a spin trying to pre-qualify, but lack of power meant another failure to make the cut.

36 Johansson Onyx-DFR

Unhappy with the balance of his car and failed to pre-qualify by just 0.2 second when his car suffered engine trouble.

37 Gachot Onyx-DFR

Fastest in pre-qualifying, but disappointed with performance for the remainder of the day. Only 20th overnight. Made some improvements on Saturday morning. In the afternoon slipped to 21st. Destroyed his car in the warm-up and struggled in the race, finishing 12th.

38 Danner Rial-DFR

Never looked like qualifying, the Rial being down-on-power and lacking grip. A disastrous weekend.

39 Weidler Rial-DFR

Suffered gearbox failure on his own car, but happier with Danner's car, although Volker again failed to pre-qualify.

40 Tarquini AGS-DFR

Struggled throughout qualifying, never looking likely to make it.

41 Dalmas AGS-DFR

Replacing Winklehock. Tested the AGS for 30 laps at Le Luc on the Tuesday before the race. Used JH23 in pre-qualifying, but car stopped out on the track. Failed to make the cut.

JOE SAWARD

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ment in times, he could do no better than 24th on the grid.

Rene Arnoux missed the cut in the dying seconds of the last session when Andrea de Cesaris braved it in the biggest possible way to jump into 25th place.

The Dallara never looked well-balanced, but improvements were made.

"This is all down to Andrea," said team manager Patrizio Cantu. "We had to shave the qualifying tyres three times and he did it in the last moments. We cut it fine!"

Failing to make the cut, in addition to Cheever and Arnoux, were the AGS of Gabriele Tarquini and Christian Danner's Rial. Both cars lacked straightline speed and grip in the corners. They never really looked like making it

At twilight, the *rosbif tifosi* were still waiting outside the Ferrari pit in the vain hope that Nigel would return.

Out across the airfield, Silverstone prepared for Sunday's invasion. No fewer than 25 helicopter pads were ready and waiting to take the corporate airborne infantry. The campsites were full and you couldn't book a table at any restaurant within 50 miles.

"If we go out backwards," said a fellow journalist as we left the track, "and stop when we hit the traffic jam, we'll be on pole for tomorrow morning's traffic jam."

Either motor racing is getting very popular or Nigel Mansell has more fans than he ever imagined.

RACE

That vulnerable air was there – the thought that McLaren could lose today

After qualifying on Saturday, McLaren went to work. It had committed itself to using the new transverse gearbox, to the aerodynamic benefits it allowed, so that meant also solving the problem of the engine oil tank, an integral part of the new 'box. Where lay the problem? Why had the oil been pressuring in the tank and blowing out?

"We've discovered a manufacutring flaw inside the tank," said Ron Dennis on Sunday morning. "At a weld. Last night we cut two tanks open to try to identify the problem, and we think we've corrected the fault." Statement ends.

McLaren being McLaren, you took this at its word. Nevertheless, that vulnerable air was there – the thought that McLaren could lose today.

Mansell added to this revolutionary thought by setting best time in the warm-up, almost four-tenths faster than Prost and Senna, with Berger next up, then, significantly, Nannini, Martini and Piquet. These times would come to mean something through the afternoon.

Less encouraging was the showing of the Williams; both Boutsen and Patrese (eighth and 10th) reported a sudden deterioration in the balance of their cars. But Bertrand Gachot had a far worse time of it, consigning himself to the spare Onyx for the race after removing the left-hand wheels of his race car against a barrier.

These are safe and sanitary times. When the Red Arrows did their formation run over Silverstone, we pre-

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pared ourselves for the acrobatics – we who didn't know better, that is. The fly past was it. We never saw them again. Homogenised? Yes. Thrilling? Hardly.

Still, there was the race, the prospect of a particularly resolute Mansell, almost certainly with the close attendance of Berger, taking on a slightly apprehensive pair of McLaren drivers.

Senna made a good start from the pole, but it wasn't as good as Prost's. On the run down to Copse the No 2 McLaren was in front, but No 1 slashed inside it, into first place.

That could have set the tone for the

On the run to Copse the No 2 McLaren was in front

day. Following recent events, Prost and Senna no longer put on even a sliver of mock camaraderie. "It was very close, that's all I'll say," Alain muttered afterwards. "Another 10cms maybe, and we'd have crashed together. Ask Nigel – he was behind, and he can tell you..." I did, and he did.

At his post-qualifying press conference, Ayrton had been asked about next year, about the prospects of Berger as a team mate. "I hope it's a happier team," he said, unsmiling. (A team insider said he'd give the partnership three races, but that's another story.)

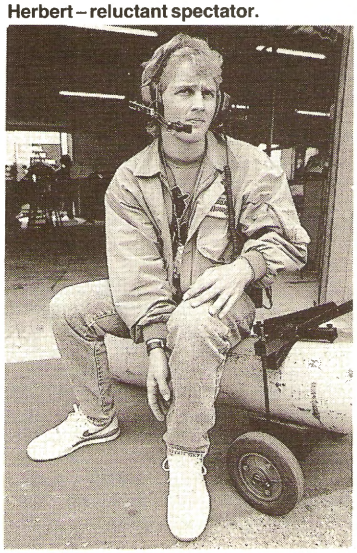
However, for now it was Senna out front, Prost second, and Ayrton put in one of his traditionally awesome opening laps, stretching his lead all the way. On lap 2, though, Prost cut it back, and the Ferraris of Mansell and Berger were not too far adrift of him.

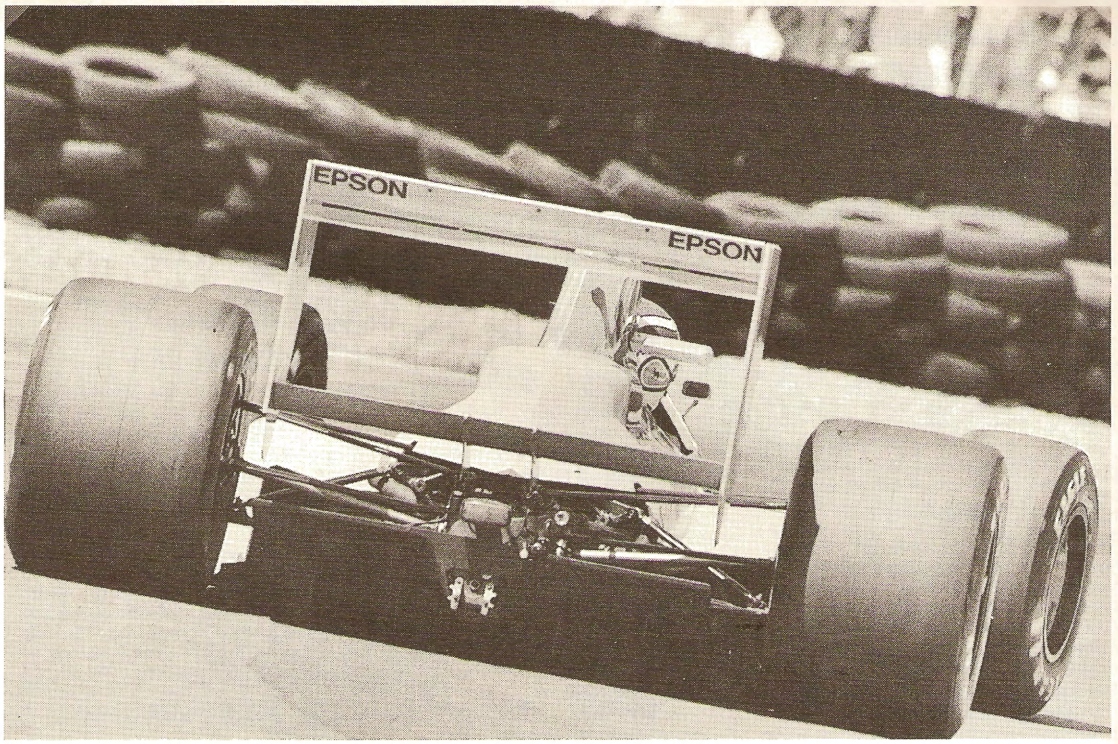
Two cars started from pit lane this time around. The unfortunate Gugelmin had to forego his third row grid position when a water leak was discovered on the March shortly before the start. That meant taking the T-car. And Larini dashed in at the end of the final parade lap, for attention to – of all things – a drooping mirror! Only when it had been secured did the Italian join in, quite a while after the rest had left.

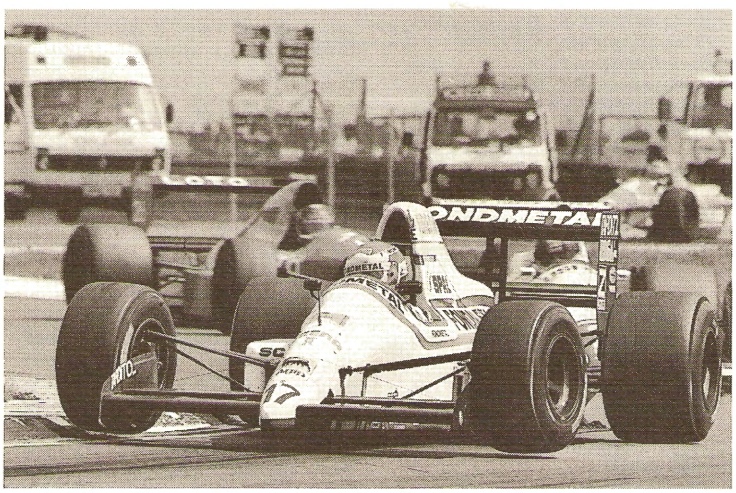
The Osella was therefore running alone, a long way back of the pack. And at the end of the first lap it very nearly collected a couple of people crossing the track at the exit of Woodcote, one of whom, unbelievably, was FISA President Jean-Marie Balestre.

It is, we are constantly – and advisedly – told, one of the cardinal sins of motor racing. An incident such as this cost Tom Pryce his life at Kyalami in 1977, and if such as a mere photographer or journalist had been seen crossing the track, his credential would almost certainly have been rescinded – on the orders of Balestre. Monsieur Le President, heal thyself. Or, at the least, fine thyself.

Herbert – reluctant spectator.







Top: Nelson Piquet put in his most spirited performance of the year last weekend, only losing third place in the closing stages. Above: Nicola Larini started from the pitlane and, just missed Jean-Marie Balestre.

Gerhard Berger would probably like to do more than that to the folks – Magneti Marelli – who take care of electrics for Ferrari. At the end of the fourth lap he misfired into the pits, there losing 5 minutes while the 'black box' was changed. Thereafter the Ferrari ran until lap 49 when it pulled off at Becketts. Gearbox yet again.

Gearbox problems, too, for A Senna. "Two or three times," Prost said later, "he nearly spun. He was pushing hard." And no doubt in the Frenchman's mind was his own experience with the transverse 'box on the first day of qualifying: "You can't really attack into the corners," he'd said, "because you never know if the gear's going in or not. You have to leave some margin."

Senna quite clearly didn't. He was in the lead, and intent on staying there, baulky shift or not. And into Becketts, on lap 12, he sought third without success. "You can't get round that corner in neutral," Ayrton summed it up afterwards. The McLaren waltzed off the road, and into the gravel trap, from which there is no escape. Briefly the back wheels spun, but then Ayrton cut the engine, climbed out.

There was no emotion on his face, not even when the crowd, perhaps mindful of recent happenings at McLaren, displayed a noisy lack of sympathy for him. All round the track they cheered loudly when Prost came by in the lead, and still more lustily at Mansell's elevation to second place.

How did Alain feel, someone later asked, when he saw Ayrton spinning? "Appy!", was the reply, "you know me, I always tell the truth..." "I could swear I saw him grinning!" added Nigel.

In distant third and fourth places were the Williams-Renaults of Boutsen and Patrese, Riccardo showing signs of wishing to reverse the order. Thierry, who had lost his clutch in the warm-up, was now without it again.

Then there was a busy trio, made up of Nannini, Piquet and Capelli. The two Italians we might reasonably expect to find up there at any Grand Prix these days, but the presence of Nelson was a surprise, qualifying and warm-up times notwithstanding. The Lotus was working well, no doubt about it, but that wasn't all of it: at Silverstone there was a drive about Piquet, some signs of a feisty Brazilian Brabham driver we once knew.

After the race he said his temperatures had been high from the start, and then the red warning light came on, which made him doubt the engine would go the distance: "Because of that, I pushed hard earlier than I'd planned, but then the light went out again, and the engine was perfect. Balance, too, and brakes."

In the early laps Martini's Minardi, highly effective at this quick track, had been running in this bunch, but a quick stop (on lap 5) to investigate overheating, had dropped him right down to 23rd. Now he was into probably the best drive of his career. Long before half-distance he was up to 10th, by lap 39 into the points. And an eventual fifth place was just reward.

March's disappointing 1989 record was maintained at Silverstone. As in France Capelli figured strongly so long as his car allowed. But on lap 17 Ivan parked at the exit of Club, transmission broken.

Gugelmin is in his element at this circuit, and, despite starting the T-car from pit lane, was in the top six by lap 24! His gearbox broke, however, but eight laps from the flag when he was a solid fifth.

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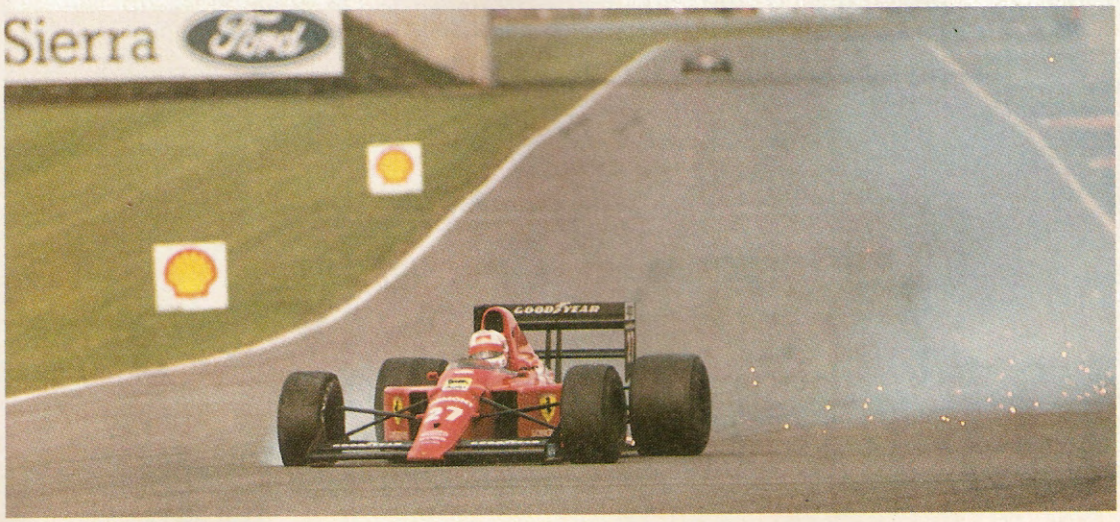
Silverstone's flies plagued all.



Above: Senna's retirement was greeted in a not entirely sporting fashion from the Silverstone crowd... Photo: Yvonne Boothroyd. Left: Patrese wriggles free from the wreckage of his Williams. Photo: Mary Harvey. Below: Mansell's attack was ended by a mid-race puncture.

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Far and away the most spectacular exit from the British Grand Prix, however, was that of Patrese, on lap 20. He had overtaken team mate Boutsen a while earlier, and was pulling clear. But into Club the Williams snapped out of control.

This is a quick corner – in qualifying, flat for the confident and brave. In

MANSELL: "It suddenly deflated on Hangar Straight"

a whirl of tyre smoke Patrese's car spun across the road and became lightly airborne just enough so, in fact, to clear completely the gravel trap which would have slowed it. At some considerable velocity it clouted the tyre barriers, tearing off the right front corner, and a good deal more besides. There was great relief when Riccardo raised his arms from the cockpit, then climbed out without assistance.

At this point in the race Prost had the hammer down a little. For some time his lead over Mansell had hovered at around a second and a half, but now it grew to nearly 3, then over 4. A new fastest lap by Nigel trimmed it back a little, but the Ferrari's poise and balance through the turns was no antidote to Honda horsepower.

Maybe tyre stops would affect the picture, though. Nannini had been in for a new set as early as lap 21, and Boutsen stopped disastrously – six laps later, left rear punctured.

It was disastrous because, as mentioned before, the Williams was devoid of a clutch. When Thierry stop-

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ped, the engine stalled, and that required a push start. He was fifth when he went into the pits, 16th when he left.

Not a good day, either, for Tyrrell. Alesi, after seeming curiously hesitant through qualifying, looked, as at Ricard, like a real racer on Sunday. In the course of the opening laps he went by six cars, and got as high as sixth before inexperience – and Alliot's unwilling-

PROST: "I've had no engine problems since Mexico, which is nice"

ness to be passed – caught him out.

"My fault," he said, "I was getting held up, and trying left, right, left, to get by. I was right behind him at Club, in the turbulence..." The car spun harmlessly, but the engine was dead, and Jean couldn't revive it.

Five minutes later Palmer spun, too, but not so harmlessly. His Tyrrell, overheating and handling poorly, spun at the exit of Stowe, thumping into the tyre wall.

They were disappearing at a fair rate now. Both Brabhams retired with engine failures: the Lola-Lamborghinis, too. And you wondered also about Nannini. On lap 40 the new Ford V8 sounded suddenly rough. Seven cylinders? We'd know soon enough. But clearly it wasn't that, merely a cracked exhaust, because Sandro continued to take chunks out of the gap between himself and Piquet.

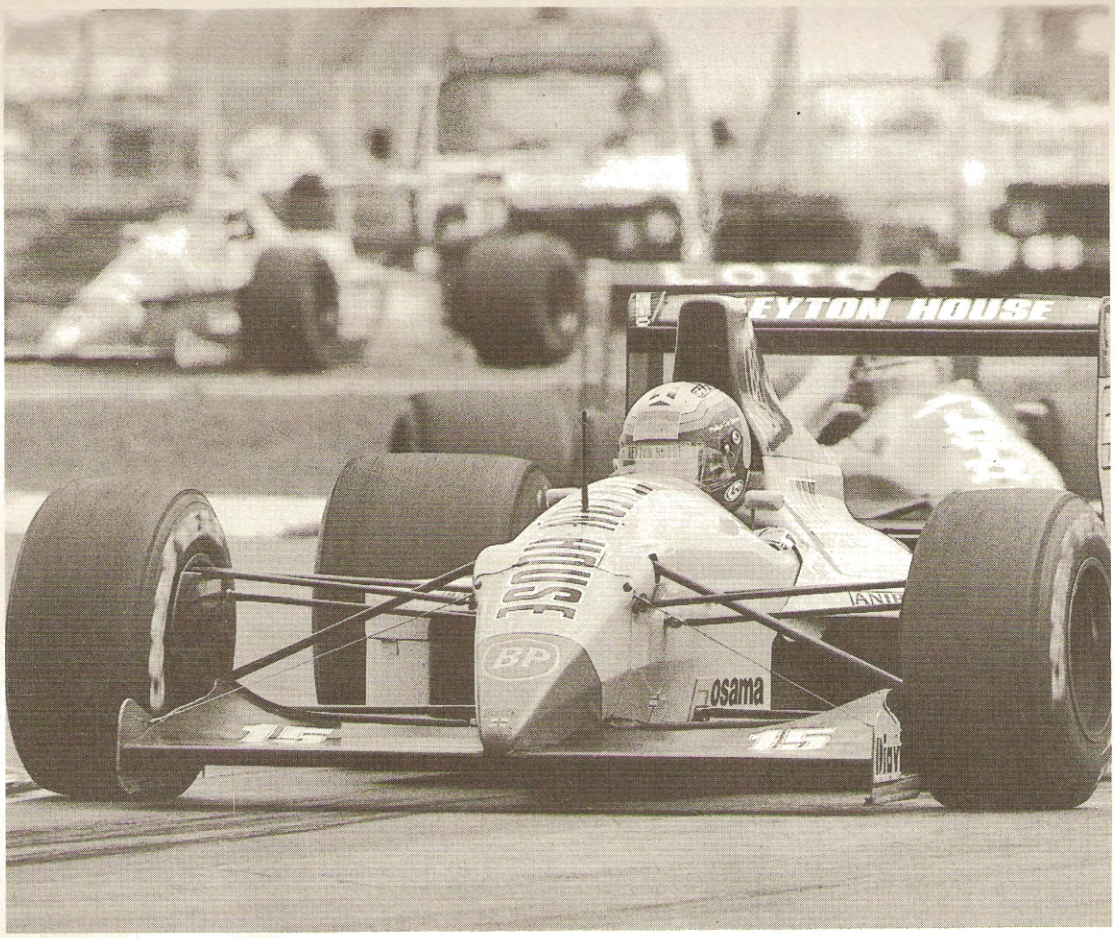
Loud groans from the stands on lap 43 had to mean that something bad had happened to Mansell. It had.

"I picked up a slow puncture," he said, "in the right front. And it suddenly deflated on the Hanger Straight. I lost a lot of time getting back to the pits like that."

Indeed. Ten seconds behind Prost before the mishap, he was now close to a minute down, albeit still second.

Alain got the news over the radio, and decided he could thus afford a tyre stop. "It's always risky, of course, to come in, and I didn't absolutely have to. But I wanted to, because I was getting some vibration through the steering, thought maybe it was a blister." He stopped, amid frantic speculation from the commentators, at the end of lap 47.

And it was as well for him that Nigel had lost so much time. The McLaren



Above: Gugelmin started from the pits, and stormed up to fifth before frustratingly retiring. Below left: Bernard was on the limit in practice. Right: Palmer's forlorn Tyrrell is dragged to safety. Photo: Andrew Shaw.

mechanics changed three of the wheels with their customary zeal, but the fourth – the right rear – proved baulky. Prost stayed calm, kept the revs methodically blipping, but his car had been stationary for 25 seconds when finally he got the signal to go. And now Mansell, with 17 laps left, was only 12 seconds behind.

It was never really on. Prost had no problems worth the name, and stuck in a couple of new fastest laps to make his point. Most would have been demoralised by that, but not Mansell – and most certainly not Mansell at Silverstone. On lap 57 the Ferrari recorded the best lap of the race. It was a gallant parting shot.

For Prost and Mansell the British Grand Prix was all over in less than an hour and 20 minutes. Nannini duly picked off Piquet in the closing laps,

ALESI: "My fault. I was right behind him at Club in the turbulence..."

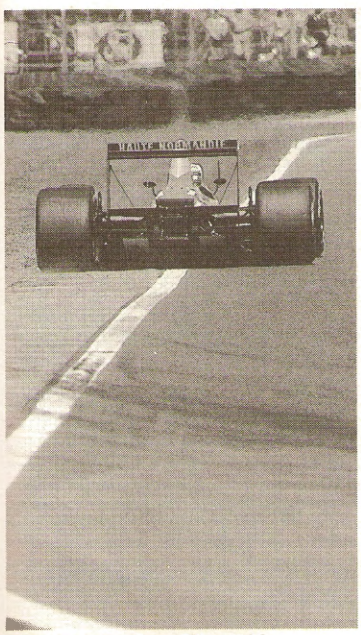
and everyone was slightly incredulous to see both Minardis in the top six, Sala just holding off Grouillard's well-driven Ligier for the final point.

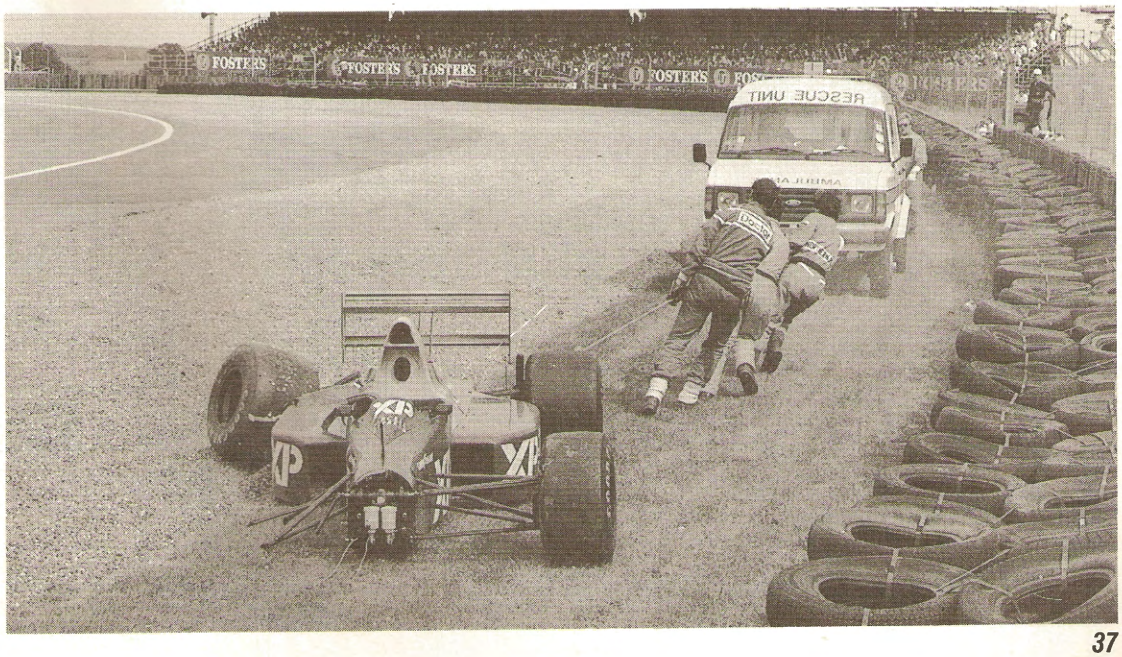
This is the halfway stage of the World Championship, and Prost is 20 points clear of Senna, a bigger lead, as he mentioned, than at any time in his Formula 1 career.

"I don't want to start talking about the championship, getting into all that," he said, "but I'm much happier now, yes. Motivated again. I've had no engine problems since Mexico, which is nice, and also I'm pleased to see Ferrari getting more competitive: both Nigel and Gerhard can win races and that can only help me."

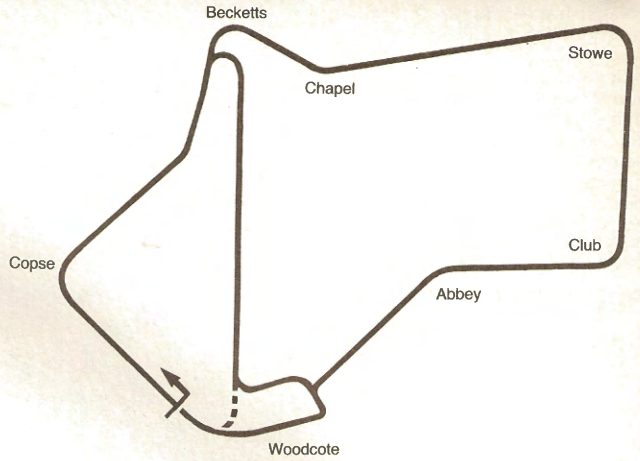
Inevitably, there were questions about his plans for 1990. "Maybe I go to Ferrari," he murmured, grinning at Mansell.

"No problem!" Nigel responded. "I'd love you to come to Ferrari – you can be my No 2! Actually," he said, after the laughter died away, "I'll say this, in all seriousness. I reckon there's only one person I feel I can learn from in the pit lane. And that person is Alain Prost..." ■





July 16, 1989
FIA Formula 1 World Championship
Round 8
Shell British Grand Prix
Circuit: Silverstone



Race data:	64 laps of a 2.969 mile circuit	
Weather:	Warm, sunny	
Distance:	190.016 miles	
Winner:	Prost, McLaren MP4/5	143.694mph
Previous result:	Senna, McLaren MP4/4,	124.142mph
Fastest lap:	Mansell, Ferrari 640	1:12.017, 148.465mph
Existing record:	Mansell, Williams FW11	1:09.832, 153.059mph

ENTRIES

No	Driver (Nat)	Car/Chassis (Spare)	Engine
1	Ayrton Senna (BR)	McLaren MP4/5/6*	Honda V10
2	Alain Prost (F)	McLaren MP4/5/5 (T:MP4/5/3)	Honda V10
3	Jonathan Palmer (GB)	Tyrrell 018/1	Ford DFR V8
4	Jean Alesi (F)	Tyrrell 018/2	Ford DFR V8
5	Thierry Boutsen (B)	Williams FW12C/9	Renault V10
6	Riccardo Patrese (I)	Williams FW12C/7 (T:FW12C/10)	Renault V10
7	Martin Brundle (GB)	Brabham BT58/02	Judd V8
8	Stefano Modena (I)	Brabham BT58/04 (T:BT58/01)	Judd V8
9	Derek Warwick (GB)	Arrows A11/2	Ford DFR V8
10	Eddie Cheever (USA)	Arrows A11/1 (T:A11/3)	Ford DFR V8
11	Nelson Piquet (BR)	Lotus 101/4	Judd V8
12	Satoru Nakajima (J)	Lotus 101/2 (T:101/3)	Judd V8
15	Mauricio Gugelmin (BR)	March CG891/03	Judd V8
16	Ivan Capelli (I)	March CG891/04 (T:CG891/01)	Judd V8
17	Nicola Larini (I)	Osella FA1M/6	Ford DFR V8
18	Piercarlo Ghinzani (I)	Osella FA1M/4 (T: FA1M/5)	Ford DFR V8
19	Alessandro Nannini (I)	BenettonB189/2 (T:B189/1)	Ford V8
20	Emanuele Pirro (I)	Benetton B188/9 (T:B188/8)	Ford DFR V8
21	Alex Caffi (I)	BMS Dallara BMS189/8* (T:BMS189/4)	Ford DFR V8
22	Andrea de Cesaris (I)	BMS Dallara BMS189/7	Ford DFR V8
23	Pierluigi Martini (I)	Minardi M189/3	Ford DFR V8
24	Luis Sala (E)	Minardi M189/2 (T:M188B/1)	Ford DFR V8
25	Rene Arnoux (F)	Ligier JS33/4	Ford DFR V8
26	Olivier Grouillard (F)	Ligier JS33/2 (T:JS33/3)	Ford DFR V8
27	Nigel Mansell (GB)	Ferrari 640/109	Ferrari V12
28	Gerhard Berger (A)	Ferrari 640/110(T:640/111)	Ferrari V12
29	Eric Bernard (F)	Lola LC89/03	Lamborghini V12
30	Philippe Alliot (F)	Lola LC89/02 (LC89/04)	Lamborghini V12
31	Roberto Moreno (BR)	Coloni FC189/02	Ford DFR V8
32	Pierre-Henri Raphanel (F)	Coloni FC189/01	Ford DFR V8
33	Gregor Foitek (CH)	EuroBrun ER188B/04	Judd V8
34	Bernd Schneider (D)	Zakspeed 891/03	Yamaha V8
35	Aguri Suzuki (J)	Zakspeed 891/02 (T:891/01)	Yamaha V8
36	Stefan Johansson (S)	Onyx ORE 1/3	Ford DFR V8
37	Bertrand Gachot (B)	Onyx ORE 1/4 (T:ORE 1/2)	Ford DFR V8
38	Christian Danner (D)	Rial ARC2/2	Ford DFR V8
39	Volker Weidler (D)	Rial ARC2/3 (T:ARC2/1)	Ford DFR V8
40	Gabriele Tarquini (I)	AGS JH23/36(T: AGS JH24/37)	Ford DFR V8
41	Yannick Dalmas (F)	AGS JH23/34	Ford DFR V8

* New car

TECHNICAL DATA

Entrant	Tyres	Fuel/Oil	Plugs	Clutch	Brakes	Dampers
Marlboro McLaren Honda	Goodyear	Shell	NGK	AP	Brembo/SEP	Showa
Tyrrell Racing Organisation	Goodyear	–	Unipart	AP	AP/AP	Koni
Canon Williams Renault	Goodyear	Elf	Champion	AP	AP/SEP	Williams/Penske
Brabham	Pirelli	BP	Champion	AP	AP/SEP	Koni/Penske
USF&G Arrows	Goodyear	Mobil	Champion	AP	AP/SEP	Arrows
Camel Team Lotus	Goodyear	Elf	NGK	AP	Brembo/SEP	Bilstein
Leyton House March Racing	Goodyear	BP	Champion	AP	AP/SEP	Koni
Osella Squadra Corse	Pirelli	Agip	Champion	AP	Brembo/SEP	Koni
Benetton Formula	Goodyear	Mobil	Champion	AP	AP/SEP	Koni
Scuderia Italia	Pirelli	Agip	Champion	AP	Brembo/SEP	Koni
Minardi SpA	Pirelli	Agip	Champion	AP	Brembo/SEP	Koni
Ligier Loto	Goodyear	Elf	Champion	AP	Brembo/SEP	Koni
Ferrari	Goodyear	Agip	Champion	AP	Brembo/SEP	Koni
Larrousse Lola	Goodyear	BP	Champion	AP	Brembo/SEP	Koni
Coloni SpA	Pirelli	–	Champion	AP	Brembo/SEP	Koni
EuroBrun Racing	Pirelli	–	Champion	AP	Brembo/SEP	Bilstein
West Zakspeed	Pirelli	–	NGK	AP	Brembo/SEP	Koni
Moneytron Onyx	Goodyear	–	Champion	AP	AP/SEP	Onyx
Rial	Goodyear	–	Champion	AP	Brembo/SEP	Koni
AGS	Goodyear	–	Champion	AP	Brembo/SEP	Koni

GRID ORDER		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47
SENNA	1	1	1	1	1	1	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	(2)
PROST	2	2	2	2	2	2	2	2	2	2	2	2	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	(27)	27	27	27	27	27	27	27	27	27	27
MANSELL	27	27	27	27	27	27	27	27	27	27	27	27	5	5	5	5	6	6	6	6	5	5	5	5	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
BERGER	28	28	28	28	5	5	5	5	5	5	5	5	6	6	6	6	6	5	5	5	5	19	11	11	11	5	5	5	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19
PATRESE	6	5	5	5	6	6	6	6	6	6	6	6	19	19	19	19	19	19	19	19	11	(19)	30	30	19	19	19	(5)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
GUGELMIN ●	15	6	6	6	19	19	19	19	19	19	19	19	11	11	11	11	11	11	11	11	30	30	4	19	15	15	15	15	30	30	30	30	30	30	30	30	30	30	30	23	23	23	23	23	23	23	23	23
BOUTSEN	5	19	19	19	11	11	11	11	11	11	11	11	16	16	16	16	30	30	30	30	4	4	19	15	30	30	30	30	4	8	8	8	12	12	12	12	12	12	23	24	24	24	24	29	29	29	29	24
CAPELLI	16	7	23	23	23	16	16	16	16	16	16	16	30	30	30	30	4	4	4	4	15	15	15	4	4	4	4	4	8	12	12	12	24	24	24	24	24	24	12	12	12	26	26	26	26	26	26	26
NANNINI	19	23	11	11	16	30	30	30	30	30	30	30	8	8	8	8	8	8	8	15	8	8	8	8	8	8	8	8	12	24	24	24	23	23	23	23	23	23	24	26	26	12	12	12	12	12	12	12
PIQUET	11	11	16	16	30	8	8	8	8	8	8	8	4	4	4	4	15	15	15	8	12	12	12	12	12	12	12	12	24	23	23	23	26	26	26	26	26	26	9	9	9	9	9	9	9	9	9	9
MARTINI	23	16	30	30	8	29	29	29	4	4	4	4	29	29	12	12	12	12	12	12	24	24	24	24	24	24	24	24	23	26	26	26	9	9	9	9	9	9	9	37	37	37	37	5	5	5	5	5
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BERNARD	29	8	29	29	4	24	24	24	24	24	24	24	12	24	24	24	9	9	9	9	26	26	26	23	23	23	23	23	9	3	3	3	37	5	5	5	5	5	5	5	20	20	20	37	37	37	37	37
MODENA	8	29	24	4	24	7	7	7	7	7	7	12	15	15	29	9	26	26	26	26	23	23	25	26	26	26	26	26	3	37	37	37	5	20	20	20	20	20	20	7	7	7	7	7	7	7	7	7
SALA	24	24	4	24	7	12	12	12	12	12	12	7	9	9	9	26	20	20	20	23	20	20	20	20	20	20	3	3	37	5	5	5	20	7	7	7	7	7	7	29	29	29	29	29	29	29	29	28
NAKAJIMA	12	4	7	7	12	9	9	9	9	9	9	9	26	26	26	20	3	3	23	20	3	3	3	3	3	3	20	37	5	20	20	20	7	29	29	29	29	29	29	29	29	28	28	28	28	28	28	28
LARINI ●	17	12	12	12	9	3	3	3	26	26	15	15	3	3	3	3	23	23	3	3	37	37	37	37	37	37	37	20	20	29	29	29	(29)	28	28	28	28	28	28	28								
PALMER	3	9	9	9	3	26	26	26	15	15	26	26	20	20	20	23	37	37	37	37	29	29	29	29	29	29	29	29	7	7	7	28																	
WARWICK	9	3	3	3	26	20	15	15	3	3	3	3	(7)	23	23	(29)	29	29	29	29	7	7	7	7	7	7	7	7	28	28	28																		
BRUNDLE	7	26	26	26	20	15	20	20	20	20	20	20	23	37	37	37	7	7	7	7	17	17	17	17	28	28	28	28	28																			
GACHOT	37	20	20	20	15	22	22	37	37	37	23	23	37	22	17	17	17	17	17	17	28	28	28	28																									
ALESI	4	37	22	22	22	37	37	22	23	23	37	37	22	17	7	7	28	28	28	28																													
MORENO	31	22	37	15	37	(23)	23	23	22	22	22	22	17	7	22	28																																	
GROUILLARD	26	31	15	37	(28)	17	17	17	17	17	17	17	28	28	28																																		
De CESARIS	22	15	31	17	17	28	28	28	28	28	28	28	28																																		
PIRRO	20	17	17			MINUS ONE LAP																																										

● STARTED FROM PIT LANE

○ INDICATES PIT STOP FROM WHICH CAR RETURNED TO RACE

LAP TIMES

	PRE-QUALIFYING Cloudy, cool		FRIDAY Warm, cloudy		SATURDAY Warm, sunny		WARM-UP Cool, cloudy		RACE Warm, sunny	
1	Gachot	1:11.506	Senna	1:09.124	Senna	1:09.099	Mansell	1:12.130	Mansell	1:12.017
2	Larini	1:11.766	Mansell	1:09.488	Prost	1:09.266	Prost	1:12.515	Prost	1:12.193
3	Modena	1:11.809	Berger	1:09.855	Patrese	1:09.963	Senna	1:12.530	Nannini	1:12.397
4	Brundle	1:12.021	Patrese	1:09.865	Berger	1:10.130	Berger	1:12.687	Berger	1:13.477
5	Johansson	1:12.248	Prost	1:10.156	Mansell	1:10.279	Nannini	1:13.371	Piquet	1:13.565
6	Caffi	1:12.501	Gugelmin	1:10.336	Boutsen	1:10.771	Martini	1:13.796	Gugelmin	1:13.735
7	Foitek	1:13.128	Boutsen	1:10.376	Nannini	1:10.798	Piquet	1:13.876	Senna	1:13.737
8	Ghinzani	1:13.429	Capelli	1:10.650	Piquet	1:10.925	Boutsen	1:14.074	Capelli	1:14.224
9	Dalmas	1:13.720	Nannini	1:11.034	Capelli	1:11.544	Palmer	1:14.221	Boutsen	1:14.248
10	Schneider	1:14.124	Martini	1:11.368	Martini	1:11.582	Patrese	1:14.225	Martini	1:14.388
11	Raphanel	1:14.206	Alliot	1:11.541	Bernard	1:11.687	Capelli	1:14.252	Grouillard	1:14.446
12	Suzuki	1:14.266	Piquet	1:11.589	Modena	1:11.755	Nakajima	1:14.424	Gachot	1:14.484
13	Weidler	1:15.096	Sala	1:11.955	Sala	1:11.826	Alesi	1:14.768	Sala	1:14.492
14			Larini	1:12.061	Nakajima	1:11.960	Larini	1:14.792	Patrese	1:14.586
15			Palmer	1:12.070	Palmer	1:12.157	Pirro	1:14.868	Nakajima	1:14.720
16			Bernard	1:12.193	Warwick	1:12.208	Bernard	1:14.916	Pirro	1:15.293
17			Modena	1:12.262	Brundle	1:12.327	Alliot	1:15.018	Brundle	1:15.363
18			Warwick	1:12.295	Alesi	1:12.341	Grouillard	1:15.020	Alliot	1:15.405
19			Nakajima	1:12.326	Larini	1:12.395	Modena	1:15.340	Warwick	1:15.443
20			Gachot	1:12.329	Alliot	1:12.408	Gugelmin	1:15.489	Modena	1:15.489
21			Brundle	1:12.616	Moreno	1:12.412	Moreno	1:15.774	Alesi	1:15.519
22			Moreno	1:12.680	Grouillard	1:12.605	De Cesaris	1:15.898	Palmer	1:15.931
23			Grouillard	1:12.853	Gugelmin	1:12.665	Brundle	1:15.974	Bernard	1:16.264
24			Alesi	1:12.994	De Cesaris	1:12.904	Warwick	1:16.476	Larini	1:16.901
25			Pirro	1:13.233	Gachot	1:12.928	Gachot	1:16.851	De Cesaris	1:18.076
26			Arnoux	1:13.240	Pirro	1:13.148	Sala	1:21.185	Moreno	1:20.498
27			De Cesaris	1:13.335	Cheever	1:13.386				
28			Tarquini	1:13.496	Arnoux	1:13.550				
29			Danner	1:13.655	Tarquini	1:13.997				
30			Cheever	1:15.387	Danner	1:15.394				

STARTING GRID

No	Driver	Time
1	Senna	1:09.099
2	Prost	1:09.266
27	Mansell	1:09.488
28	Berger	1:09.855
6	Patrese	1:09.865
15	Gugelmin	1:10.336
5	Boutsen	1:10.376
16	Capelli	1:10.650
19	Nannini	1:10.798
11	Piquet	1:10.925
23	Martini	1:11.368
30	Alliot	1:11.541
29	Bernard	1:11.687
8	Modena	1:11.755
24	Sala	1:11.826
12	Nakajima	1:11.960
17	Larini	1:12.061
3	Palmer	1:12.070
9	Warwick	1:12.208
7	Brundle	1:12.327
37	Gachot	1:12.329
4	Alesi	1:12.341
31	Moreno	1:12.412
26	Grouillard	1:12.605
22	De Cesaris	1:12.904
20	Pirro	1:13.148
NQ 25	Arnoux	1:13.240
NQ 10	Cheever	1:13.386
NQ 40	Tarquini	1:13.496
NQ 38	Danner	1:15.387

RESULTS – 64 LAPS

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	McLaren-Honda	64	1h19m22.131s
2	27	Mansell	Ferrari	64	1h19m41.500s
3	19	Nannini	Benetton-Ford	64	1h20m10.150s
4	11	Piquet	Lotus-Judd	64	1h20m28.866s
5	23	Martini	Minardi-DFR	63	
6	24	Sala	Minardi-DFR	63	
7	26	Grouillard	Ligier-DFR	63	
8	12	Nakajima	Lotus-Judd	63	
9	9	Warwick	Arrows-DFR	62	
10	5	Boutsen	Williams-Renault	62	
11	20	Pirro	Benetton-Ford	62	
12	37	Gachot	Onyx-DFR	61	
R	15	Gugelmin	March-Judd	54	gearbox
R	7	Brundle	Brabham-Judd	49	engine
R	28	Berger	Ferrari	49	gearbox
R	29	Bernard	Lola-Lamborghini	46	engine
R	30	Alliot	Lola-Lamborghini	39	engine
R	3	Palmer	Tyrrell-DFR	32	Accident
R	8	Modena	Brabham-Judd	67	engine
R	4	Alesi	Tyrrell-DFR	28	Accident
R	17	Larini	Osella-DFR	23	handling
R	6	Patrese	Williams-Renault	19	Accident
R	16	Capelli	March-Judd	15	transmission
R	22	De Cesaris	Dallara-DFR	14	engine
R	1	Senna	McLaren-Honda	11	Accident
R	31	Moreno	Coloni-DFR	2	gearbox

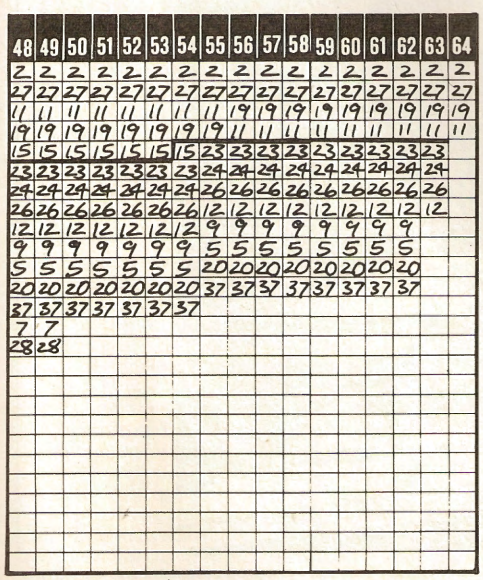
CHAMPIONSHIP POSITIONS

DRIVERS

1	Prost 47		Caffi 4
2	Senna 27		Warwick 4
3	Patrese 22	16	Danner 3
4	Mansell 21		Alesi 3
5	Boutsen 13	18	Johansson 2
6	Nannini 12		Arnoux 2
7	Alboreto 6		Martini 2
	Piquet 6	21	Tarquini 1
9	Herbert 5		Grouillard 1
10	De Cesaris 4		Sala 1
	Gugelmin 4		Brundle 1
	Cheever 4		Palmer 1
	Modena 4		

CONSTRUCTORS

1	McLaren-Honda	74
2	Williams-Renault	35
3	Ferrari	21
4	Benetton-Ford	17
5	Tyrrell-DFR	10
6	Dallara-DFR	8
	Arrows-DFR	8
8	Lotus-Judd	6
9	Brabham-Judd	5
10	March-Judd	4
11	Rial-DFR	3
	Ligier-DFR	3
	Minardi-DFR	3
14	Onyx-DFR	2
15	AGS-DFR	1



REPORT: GORDON KIRBY – PHOTOGRAPHY: GARY GOLD

Bobby Rahal scored his first win for the Kraco team in the changeable conditions at Meadowlands.

A great turnaround

This was a fiercely competitive race in the most difficult of circumstances. Steady rain at The Meadowlands' narrow, wall-lined, drainage-resistant parking lot track produced a wild race and a great turnaround winner in Bobby Rahal, who held-off the on-form Emerson Fittipaldi to score a fine underdog's victory both for himself and Cosworth.

Until the waterlogged race was red-flagged five laps short of full distance, the small gathering of fans at the Meadowlands saw an excitingly changeable race. Michael Andretti dominated the first half of the race only to crash, as did his father who seemed to have everyone else handled until he was caught-out when Pancho Carter spun in front of the field.

In the end Fittipaldi was right there in second place and continues comfortably atop the PPG Cup standings, but Rahal had shown that the great Brazilian can be beaten, while the Andrettis and many more of their Indycar confreres carved out some awfully fiery memories from what was otherwise a miserably grey day.

The weather on Saturday had been delightful – crystal clear, with barely a trace of humidity and Manhattan's skyline damn near sparkling on the eastern horizon. Forecasts for a similar day on Sunday proved optimistic however as the morning weathermen greeted us with new predictions of rain for most of the afternoon. A quick peek through the curtains at the thickening, low clouds confirmed the worst.

It began to rain very lightly, very slowly, about an hour before the start. Nor was there much more to the incoming storm by the time the cars were rolled out onto the line. But the sky was a wall of dark grey, and it was obvious the place would soon be awash. CART declared a wet start so that everyone set off on rain tyres.

ANDRETTI: "It was my fault. I locked the brakes and went straight in"

The track was already very slippery and most drivers had a tough time putting the power down on the exit from the chicane and the run down to the start/finish line. As a result, the field was in very ragged order when it finally took the green flag on the second attempt.

Poleman Fittipaldi took the lead from the Andrettis, with Michael almost immediately out-muscling his father for second. Right away Michael was all over Emerson and on lap 5 he charged into the lead with his father following his move by outbraking Fittipaldi into the chicane. Slithering wide in the middle of the narrow slot of a corner, Mario almost clipped the wall, but he was able to keep it together and emerge with second place.

Meanwhile Michael was already beginning to run away on his own. As he did so he started lapping the tail-enders and as he aggressively worked his way around them Michael steadily pulled away from his father and the rest of the field. So it went with rain continuing to fall lightly. Not enough to make puddles but enough to keep the track treacherously slippery.

As Michael established control of the race, a great four-way battle for second developed with the senior Andretti holding-off Fittipaldi, Al Unser Jr and Rahal. For a little while Rick Mears hung onto Unser and Rahal but he was soon busy with an attack from behind, defending his position from an impressive Fabrizio Barbazza and Teo Fabi. In the fourth race of his reunion with Frank Arciero, Barbazza made seven places on the opening lap and chased and passed Mears before being stopped by a broken gear linkage.

Meanwhile Mario Andretti was edging clear of Fittipaldi who was struggling under increasing pressure from Unser Jr and Rahal. Emerson had set the pace through most of practice and qualifying and was on the pole by 0.2 second, a substantial margin when you consider that second to sixth in qualifying were less than 0.1 second apart! In the slippery half-wet conditions of the opening laps however, his car wasn't as effective as he would have liked.

"My car wasn't very good at the beginning of the race," commented Emerson. "I was driving too hard to stay ahead of Al Jr and Bobby and I had to back-off rather than hitting the wall."

Unser finally outbraked Fittipaldi at the chicane on lap 25. Emerson made every effort to squeeze out Al Jr so that he ran wide on the exit from the chicane. As the Brazilian struggled to put the power to the ground, Rahal also passed him. From third to fifth in a matter of yards!

Lap 35 – about halfway to the first round of fuel stops – and a full-course yellow was declared in order to inspect and clean the track of debris after a couple of lesser incidents. Everyone took the opportunity to stop at the pits with most drivers taking on slick tyres. Of the frontrunners all but Fittipaldi made the change to slicks.

Away from the restart, Michael Andretti again took command. As Michael ran away, Mario and the rest of the leaders once again did battle. Al Jr got ahead of Mario during the pitstops but only three laps after the restart he brushed the wall exiting the chicane and spun. With the field streaming by inches from his tail Unser had to sit unmoved, losing a full lap before rejoining. When he got back to speed he was in exactly the position he

▶

▶▶

had been before his spin with Andretti Sr, Rahal and Fittipaldi hard on his tail.

In fact, Fittipaldi could not stay the pace and began to fade. Lap 53 and he was lapped by Michael on the furiously short little track. Two more laps and there was another yellow after Randy Lewis spun and blocked the track. Fittipaldi was one of very few cars to duck into the pits during this yellow, deciding to take on slicks like everyone else.

From the restart Michael Andretti continued to control the race, pulling clear of his father and the rest. Mario continued to be embroiled in a battle

UNSER: "There was smoke, and cars everywhere. Mario hit me in the back"

with Al Jr and Rahal but 15 laps after the restart, disaster lurked for Andretti Sr. Pancho Carter spun while exiting the tight turn at the end of the back straight directly in front of the lapped Unser Jr, Andretti Sr, Rahal and a recovering Fittipaldi. In the confusion Mario clipped Al Jr's tail and was himself clouted from behind. The impact broke Andretti's left rear suspension and he drove to the pits and retirement with the wheel cocked at a drunken angle.

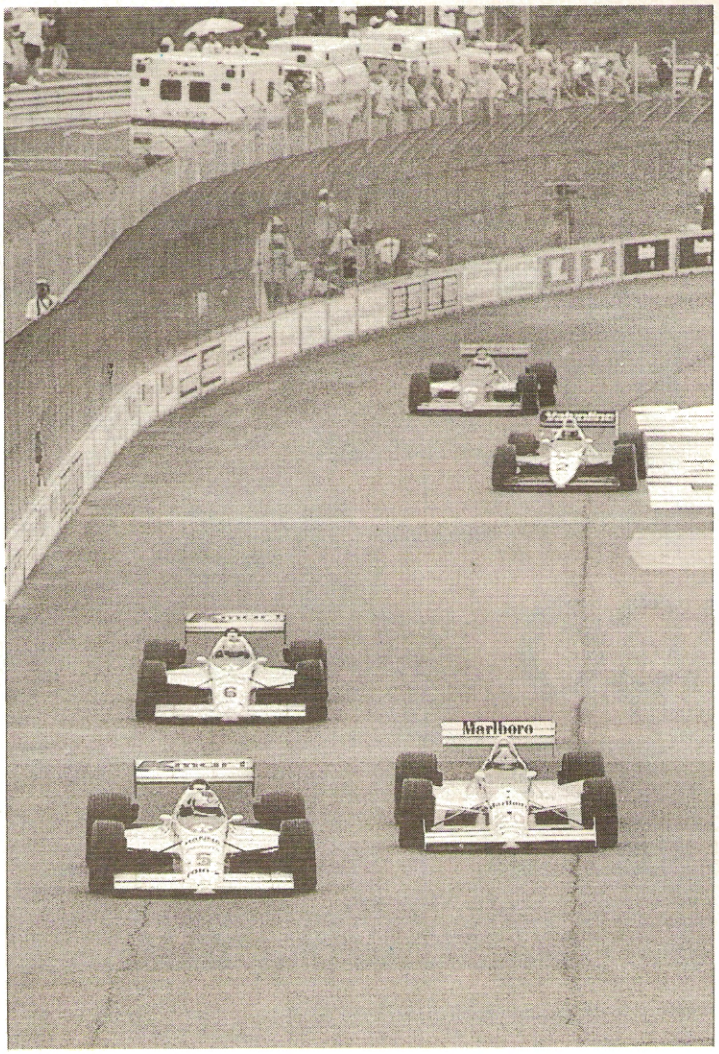
"There was smoke, and cars everywhere," commented Unser after the race. "Mario hit me in the back end and I guess somebody else hit him." Said Andretti: "Somebody clipped me – I don't even know who it was. And we broke an upright. I can't say it was anybody's fault. It just happened."

With Carter stalled in the middle of the road, the pace car came out again. As that happened it began to rain again, more seriously now and with every indication that it would soon rain heavily. Both Michael Andretti and Rahal pitted just before the restart, each hoping to run the distance without stopping again for fuel. Only six laps after the restart however, Michael tried too hard at the chicane, locking his brakes and sliding nose-first into the wall in the middle of the right-left flick. He too limped to the pits to retire, left front suspension destroyed.

"It was my fault," reported Michael. "I locked the brakes and went straight in. I'm sorry for the guys because they did a great job on the pit stops. I was hoping this morning it would rain because I thought it would be to our advantage. It was, for a while at least."

With the Andrettis out of it and rain falling with more severity, Rahal took over the lead, pursued by Fittipaldi. Unser Jr was in transmission trouble and was stuck in third gear for the second half of the race. On one occasion he lost more time by having to take to the escape road at the chicane. As the rain increased then, and the race's final 50 laps came up, an exciting duel developed between Rahal and Fittipaldi. Everyone else was left a lap and more behind.

Time and again Fittipaldi inched up onto Rahal's tail, only to lose time while lapping slower cars and have to do the job all over again. As the laps clicked by it began to look as if Rahal was going to pull it off. "Sometimes, when you have the right rhythm and breaks going for you," commented Rahal, "You can hit the traffic in just the right way and get through the slower cars without many problems. You are able to break trail through



Fittipaldi makes a move on Andretti Sr, while Andretti Jr, Unser Jr and Rahal look on in the drying conditions.

them and the guy chasing you doesn't get the same breaks. It's one of those things but today the momentum that way seemed to be on my side."

Said Fittipaldi: "My car was much better in the second part of the race. When the track was at its wettest my car was really good. I could drive it very hard, no problem. But Bobby was driving very well and was getting through traffic in just the right way. I could catch him but passing him was another thing."

On one occasion Fittipaldi made a move to slip inside Rahal going into the first turn but Bobby closed the door on Emerson. The two cars touched and Fittipaldi slid across into the wall. He brushed the wall, recovered and carried on, but Rahal had made the point that he was ready to resist any attack from Fittipaldi.

As the race wound down conditions worsened with deep puddles forming along the pit straight and elsewhere. With so little drainage built into the frantic little track, the place turned into nothing less than a skating rink and with 15 laps to go Kevin Cogan's ill-handling car suddenly aquaplaned into the guardrail just beyond the pits. Out came the yellows and the pace car and into the pits ducked Fittipaldi for a last-minute top-up of fuel. Rahal stayed out at the front of the field with Fittipaldi quickly getting back into line so that only two other cars separated the two leaders.

As the Meadowlands' 38,863 soaked, umbrella-toting customers waited for a final sprint to the finish most drivers were talking on their radios about the impossible conditions. Five laps short of the finish with the race still under yellow, CART's chief steward Wally Dallenbach decided to red flag the race. An anticlimatic finish perhaps, but the correct thing to do in the circumstances.

"I don't have any doubts that CART did the right thing," commented winner Rahal. "Not only were there deep puddles everywhere but you literally couldn't see anything. If we had a restart with everybody running close together, it would have been a recipe for disaster. There would have been a big accident for sure. No doubt about it."

So it was that Rahal scored his first win for the Kraco team and the first win of the year for Cosworth. Ironically, the team was hoping for a dry race on the theory that the thirstier Chevrolets would have to run less than full power if they were to make it through the race without running out of fuel. In fact, the Cosworth's comparative fuel efficieny helped the team gamble on not making a last-minute stop for fuel as Fittipaldi had done during the final yellow. Kraco engineer Steve Newey and engine man Graham Western said that had the race run the full distance, they reckoned Rahal would have finished with about one-quarter of a gallon in the car.

Two laps behind Rahal and Fittipaldi in third and fourth places were Scott Pruett and Rick Mears. Pruett looked good all weekend, driving hard and showing some real tigering ability in the slightly underpowered True-Sports Lola-Judd. Mears did a clean job in taking fourth place, keeping the pressure on Fittipaldi in the PPG Cup standings. Unser Jr also added to his points tally with a persistent, jammed-in-third-gear run to fifth place. A tough ninth behind Raul Boesel and Arie Luyendyk was Danny Sullivan, back in the saddle after missing two races because of his broken arm. ■

MEADOWLANDS (USA)

July 16, CART/PPG Indycar World Series, round 8, 145 laps – 174.0 miles

Pos	Drivers (Nat)	Team/Sponsor	Chassis-engine	Result	Qual	Pos
1	Bobby Rahal (USA)	Kraco Stereos	Lola-Cosworth T89/00	2-09:20.210	38.270	6
2	Emerson Fittipaldi (BR)	Patrick/Marlboro	Penske-Chevrolet PC18	2-09:16.390	37.219	1
3	Scott Pruett (USA)	Truesports/Budweiser	Lola-Judd T89/00	143 laps	38.320	7
4	Rick Mears (USA)	Penske/Pennzoil	Penske-Chevrolet PC18	143 laps	38.257	5
5	Al Unser Jr (USA)	Galles/Valvoline + Stroh's	Lola-Chevrolet T89/00	142 laps	38.209	3
6	Raul Boesel (BR)	Shierson/Domino's Pizza	Lola-Judd T89/00	141 laps	39.454	16
7	Arie Luyendyk (NL)	Simon/Provimi	Lola-Cosworth T89/00	140 laps	38.979	11
8	Danny Sullivan (USA)	Penske/Miller	Penske-Chevrolet PC18	140 laps	38.707	9
9	Teo Fabi (I)	Porsche/Quaker State	March-Porsche 89P	140 laps	38.479	8
10	Scott Brayton (USA)	Simon/Amway	Lola-Cosworth T89/00	136 laps	39.430	15
11	John Jones (CDN)	Protofab/Labatts	Lola-Cosworth T89/00	135 laps	39.617	19
R	Kevin Cogan (USA)	Machinists/Schaefer-*Playboy*	March-Cosworth 88C	131 laps – accident	39.370	14
13	Pancho Carter (USA)	Leader Card/Hardee's	Lola-Cosworth T89/00	129 laps	39.616	18
14	Scott Atchison (USA)	Euromotorsport	Lola-Cosworth T88/00	127 laps	39.975	21
R	Jeff Wood (USA)	Spirit of Wichita	Lola-Cosworth T89/00	125 laps – accident	40.445	26
16	Randy Lewis (USA)	Teamkar/Toshiba	Lola-Cosworth T89/00	113 laps	39.597	17
R	Dominic Dobson (USA)	Bayside/Havoline	Lola-Cosworth T88/00	102 laps – spun off	39.780	20
R	Michael Andretti (USA)	Newman-Haas/Kmart	Lola-Chevrolet T89/00	89 laps – suspension	38.231	4
R	Bernard Jourdain (MEX)	Andale/Corona	Lola-Cosworth T89/00	84 laps – electrical	39.997	22
R	Mario Andretti (USA)	Newman-Haas/Kmart	Lola-Chevrolet T89/00	75 laps – suspension	38.192	2
R	John Paul (USA)	Dyson/Kendall	Lola-Cosworth T87/00	70 laps – accident	40.082	24
R	Roberto Guerrero (COL)	March/Alfa Romeo	March-Alfa Romeo 89C	70 laps – suspension	40.972	27
R	AJ Foyt (USA)	Gilmore-Foyt/Copenhagen	Lola-Cosworth T89/00	56 laps – clutch	40.253	25
R	Derek Daly (IRL)	Raynor Garage Doors	Lola-Judd T89/00	37 laps – electrical	38.796	10
R	Fabrizio Barbazza (I)	Arciero-Macpherson	Penske-Cosworth PC17	39 laps – gearshift	39.305	12
R	Didier Theys (B)	Arciero-Macpherson	Lola-Judd T88/00	18 laps – fuel inject	39.362	13
R	Tom Sneva (USA)	Granatelli/STP	Lola-Buick T88/00	16 laps – turbo	40.007	23

Winner's average speed: 81.160mph. **Lap leaders:** Mario Andretti, 1; Fittipaldi, 2-4; Michael Andretti, 5-76; Rahal, 77-81; Michael Andretti, 82-89; Rahal, 83-145. **Championship positions:** 1, Fittipaldi, 124pts; 2, Mears, 92; 3, Unser Jr, 78; 4, Pruett & Fabi, 63; 6, Rahal, 62; etc. **Next round:** Toronto, July 23.

By ALAN HENRY

The F1 ringmaster

Not much happens within international motor racing – and certainly not in F1 – that doesn't have Bernie Ecclestone's personal seal. It's been like that for over a decade. Variously described as shrewd, autocratic, impatient, unpredictable and perfectionist, he is in fact all of these things rolled into a dynamic, irascible ball of energy.

After almost two deacdes as the most influential force in Formula 1, you might have been forgiven for expecting Bernie Ecclestone's workaholic involvement in Grand Prix racing to have faded somewhat. After all, dammit, I mean, the man must be approaching 60 if he's a day. Some say – not too loudly mind you – that he's probably a bit older than that. Either way, he doesn't look it. In fact, he looks no older than he did in 1972 when he bought the Brabham Grand Prix team from Jack Brabham's old partner Ron Tauranac and half the Grand Prix paddock shrugged 'OK, so who's Bernie Ecclestone?'

As President of the F1 Constructors' Association and Vice President of FIA

"I have a few ideas for changes to make racing closer"

Public Affairs, some light-hearted cynics have suggested that he now fills a role of poacher-turned-gamekeeper.

Time spent in his company can be a lively hotchpotch of debate, but you're never quite allowed to forget that he is fundamentally an icily serious individual. Informality only extends so far. Behind that easy-going facade is an incisive brain churning away on several problems simultaneously.

In an interview snatched in the Paul Ricard paddock recently, he blended wry humour with just enough provocation to leave me wondering whether he can really mean everything he's saying, or lacing the conversation with strategically placed wind-ups. What is always clear is his stern belief that GP racing represents the pinnacle of international motor racing – and that is the

Bernie Ecclestone (above) retains total control of the F1 circus. Left: Silverstone last weekend. Ecclestone is enthusiastic about the changes at the circuit. The £4.2 million, he argues, has been well invested and proves that Silverstone is committed to F1.

way in which he intends things to stay.

Having said all that, he acknowledges that, in an effort to inject some more interest into the racing, he may have made some untimely suggestions. At this year's Mexican GP several F1 constructors were dancing on eggs when rumours were that Bernie was trying to push through a requirement for compulsory pit stops – whether engineered on a handicap or fuel limitation basis – in an effort to liven up the McLaren team's apparent domination of the business.

When I asked him about his ideas for 'artificially jazzing up' Formula 1, he winced. The tone of his reply was admonishing. "We're not in the business of jazzing up things," he said sternly. "We are a top level international sport which has been going for many years – and contrary to what some people believe this is a sport – probably the purest of all areas of motorsport. There is nothing artificial about it. OK, I have a few ideas for changes to make the racing closer, but maybe it's not the right way to go after all.

"Perhaps it should be left to sort itself out. There's nothing wrong with the McLarens winning – it's just a case of the other people not doing a good enough job. But Ford and Renault are getting their act together and I hope things will get closer over the next few months."

That optimism will almost certainly be reflected by those many thousands of fans who queued for miles last Sunday morning along country lanes surrounding a former Second World War RAF base to pay £35 per head for the privilege of watching this year's British Grand Prix. This contrasts with the £6 cost of a walkabout ticket for a day at Wimbledon and cynics might conclude that the only similarity between these two great sporting occasions is that you will have to be up before dawn to get in at either of them.

"What has happened at Silverstone is what I intended"

But Ecclestone points to the improvements which have been initiated at Silverstone over the past few years, investments which have been worthwhile simply through the security of a long-term contract to stage a World Championship GP.

"What has happened at Silverstone is exactly what I intended," says Ecclestone briskly. "It proves that where a circuit is committed to F1 for a long period, it will spend the necessary money on improving facilities for the teams and public." Last weekend Silverstone held its third British GP of a five year programme to stage the race. During that period it has spent a massive £4.2 million on new internal roads and bridges for improved access, more spectator terracing and garages, not to mention circuit safety improvements, a pit complex and media centre.

Bernie also scotched the currently fashionable rumour doing the F1 rounds that Donington Park might well host the British GP, perhaps as early as next year. Is there any possibility of that? "No," he counters firmly, "we have a contract with Silverstone through to 1991. They have an option after that, but I don't know what they're going to do about it."

Ecclestone's business career would have been right up Margaret Thatcher's street, had she been leader of the Tory party in the early fifties. A grass track racer in the days before Brands Hatch had a tarmac surface, Bernie initially trained as a chemist before deciding that the entrepreneurial life was for him.

He sold motorcycle spares out of his mother's kitchen before establishing his first business and went on to make several fortunes from motorcycle, car and property dealings. He raced actively, with moderate success in the highly competitive 500cc Formula 3 in the early fifties, before an unsuccessful initial dalliance in F1 saw him fail to qualify a Connaught for the 1958 Monaco GP.

However, while his driving skills may not have been quite up to scratch, his skills as a tycoon certainly were. He revitalised the Brabham team into a winning force and marshalled the Formula Constructors into the most powerful single lobby within GP motor racing. He remains restless to expand the calendar beyond its current agreed maximum of 16 races, although insiders know he will face serious opposition from leading team principals if he attempts to force through such a proposal.

"As things stand at present, we have serious applications for 23 races," he explains. Although he will not be pressed to identify them all. Argentina and Singapore are known to be keen,

"I don't think CART could ever meet head on with F1"

while the Mayor of Leningrad was present at the French GP to talk about the much-rumoured possibility of taking F1 into Russia's heartland.

Some team chiefs insist that 16 races is enough. Ecclestone is contemptuous of that stance, pointing out that far too much time is spent testing GP cars rather than racing them. "Perhaps the answer is to have 20 races so that there won't be any more time left for so much testing," he concludes.

Four years ago when I spoke to Bernie, he talked in tantalising terms about the possibility of F1 versus Indycar challenge races. Nothing ever came of this and, of course, since then CART has regularly received slaps on the knuckles from FISA for daring to have aspirations beyond its 'US domestic' status. Talk about CART to

"I don't believe the top guy at Indy could even qualify for F1"

Bernie nowadays and you receive the sort of condescending reaction calculated to send Indycar fans reaching for their pens – not to mention the tranquillisers.

First shot. "We left Detroit, for example, because it was really a downmarket, miserable looking place and transferred at Phoenix which looks more suitable for an upmarket act like F1..." Is he concerned about the lack of purpose-built tracks in North America for F1 and other international events? "Yes they need more purpose-built tracks, full stop."

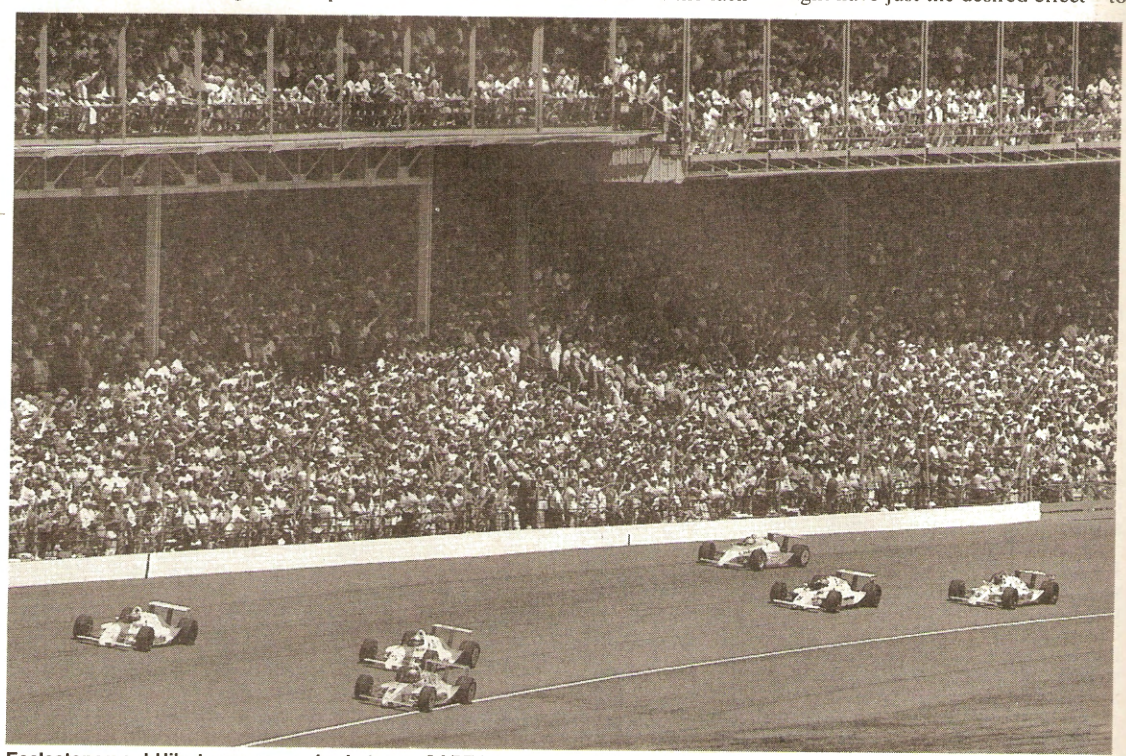
Will that ever come about? Second shot. "Yes, I hope so, because CART is becoming stronger, which is good, because hopefully they will soon realise that the standards need to be lifted for them and we'll get more circuits built."

So would he like to see more cross-fertilisation between FISA and CART? "Yes, I would hope so," he said, warming to the subject. "I hope that CART come into the FIA and, eventually down the line, we will develop the same sort of rules so that we can have some head-to-head races..."

So far so good. Bernie agrees that challenge races "would be super." Then comes the wind-up – isn't it? – as the tone of his voice takes on a slightly mischievous ring. "I mean, look at Emerson Fittipaldi. He's changed his whole attitude about safety – you know he was always on about safety in F1 – and he's driving on circuits which are inferior. I suppose it's alright, because he's making money.

"On reflection, the main problem with CART is that I don't think they could ever meet head on with us, with F1. They'd have to get their act together. I mean, see how much slower their cars were in Detroit, even without the chicane. It would be nice to see Emerson come over here and prequalify, for example. I would be prepared to offer an enormous wager – also he can pick the car – that he wouldn't pre-qualify. We have six or seven guys here knocked out before each race and I don't believe the top guy at Indy could even qualify. That shows the level of F1..."

Methinks Bernie is something of a wag. Surely these words can't be from the Brabham team owner who tested Rick Mears with a view to offering him a drive in 1981? To my certain knowledge his reservations about certain top Indycar drivers – notably Al Unser Jr and Michael Andretti – are not shared by certain other F1 team principals. But therein lies the subject of Bernie's approach. Goading the Indy car fraternity by accusing its participants of being a bunch of second-raters might have just the desired effect – to bring a handful of the unquestionably talented youngsters storming across the Atlantic to prove Bernie wrong.



Ecclestone would like to see an overlap between CART (above) and FISA in the future, but only to FISA rules.

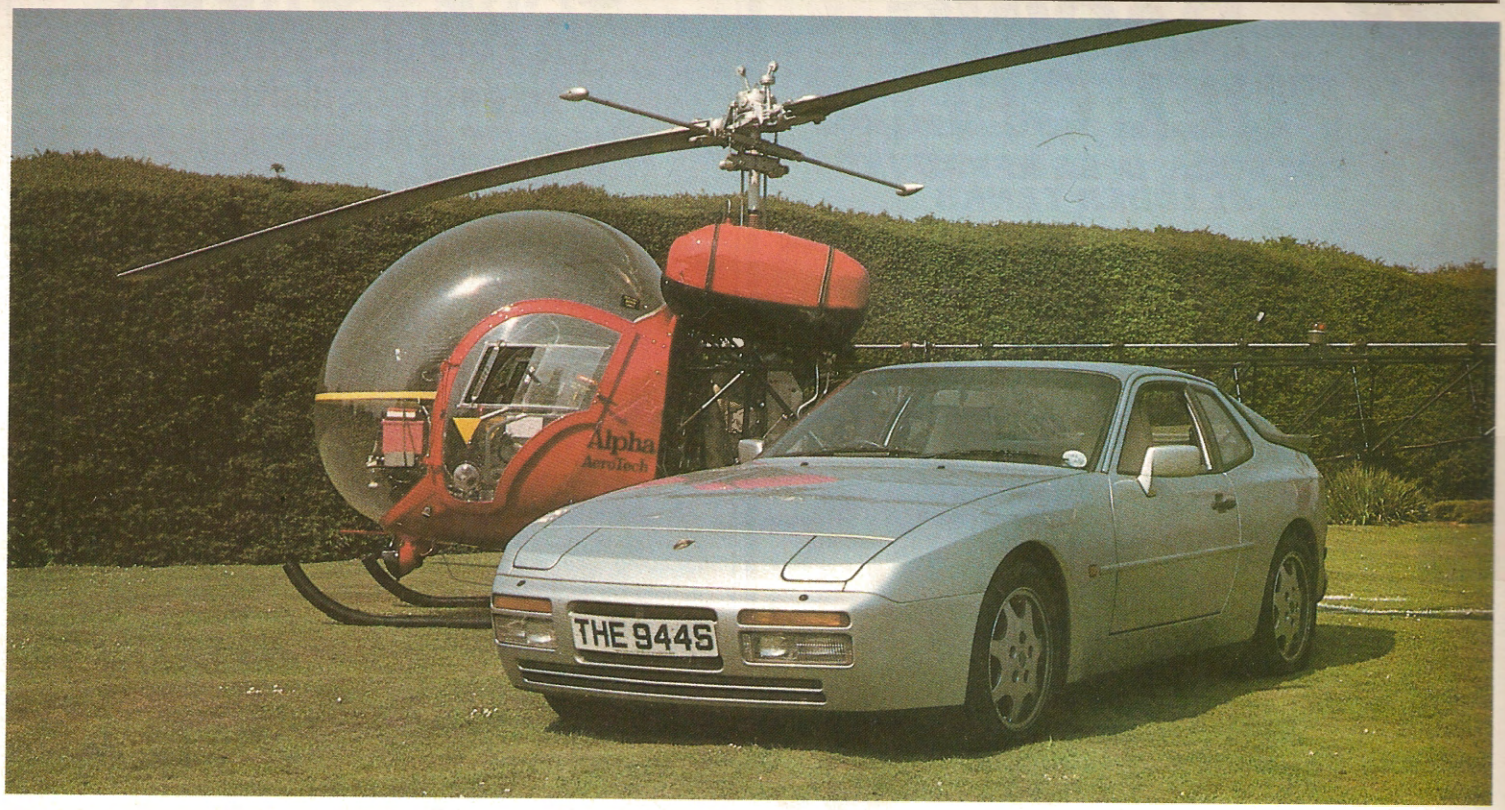
Closer to home, Ecclestone feels adamant that the silhouette formula – now simmering away on the back burner – was precisely what the major motor manufacturers needed. "In the future I see them spending more money in Group C racing for less recognition. It's a little bit stupid, really," he says crisply, adding that he would like to hope the formula could be resuscitated at some time in the future.

Overall, though, Bernie remains typically optimistic about international motor racing's future as we go into the 1990s. "There will be an enormous increase in leisure activities over the next decade," he says firmly, "and I want motor racing to have its fair share of benefit from that in terms of television coverage and overall interest."

Who knows. We might even have the Indycar fraternity back on this side of the Atlantic, as we did right back in 1978.

If they ever stop seething... ■

By MARCUS PYE



Stretching boundaries

In stretching the power plant to a full three litres' capacity, not only has Porsche endowed its latest 944 with the World's largest 4-cylinder production car engine, but the S2 also gains 211bhp of urgency and massively increased torque. Matched with the Turbo's aerodynamics and drivetrain, it's an irresistible package.

Porsche Cars Great Britain was on to a winner from the day it introduced the 944, seven years ago this summer. Discounting even the price tag – surely a gift at £12,999 – the sleek and shapely machine fitted smartly into the middle of its front-engined range. More importantly, it brought 'real' Porsche ownership within reach of many previously unconvinced by the 924.

Initially, the 944 sported a 2.5-litre 'four' beneath its snout (the same engine on which the Turbos are based), although current models are powered by 2.7-litre units, utilising a later cylinder block design. Greater performance was achieved by mating a 16-valve head from the mighty 928 S4's V8 to the original engine, thereby creating the 944S. It was thus a logical step to carry out a similar transplant on the latest version, but the engineers' brief – typically – did not stop there...

A quarter of Porsche AG's 8000-strong workforce toils away in the company's ultra high-tech Research and Development facility at Weissach. The marque's phenomenal racing record has its roots here, and this pedigree is bred into the road cars – the very rationale for competing! Such technology does not come easily or cheaply, but full value is derived from it.

The new 944S, as a carefully integrated product, is yet another example of Porsche's evolutionary skills. A classic amalgam of uprated engine and running gear, guaranteed to push out the thresholds of performance and sustain the aspirations of the existing customer. Once converted to Ferry Porsche's doctrine, it's a rare person who doesn't look to trade up!

Under the bonnet, the engine has been stroked out by 309cc, the longer throw crankshaft pumping in standard 2.7-litre bores. The twin-cam head boasts modified inlet manifold, while a unique plastic sump houses the oil. Bosch's Motronic engine management wizardry (for so long a key to Porsche's Le Mans 24 Hour race successes) has been customised to optimise fuel delivery.

From first acquaintance, it is not the extra power (up from 190bhp), but the additional torque which endears the S2 to its driver. Boosted by a walloping 22 per cent, from 170lb/ft to 207lb/ft at 4000rpm, it it omni-present at regulation road speeds. Totally usable, its flat curve makes for stunning mid-range acceleration and enhanced safety margins.

The engine picks up eagerly from under 2000rpm, and its heady induction note mellows into a turbine-like hum once peak torque has been passed. Like a barometer, this hot summer, the tacho needle is always striving to soar upward. Never straining, merely anxious to display its master's potential against the 6400rpm red line. Exciting, breathtaking even, and a worthy successor to the 'old' wildcat 220bhp 944 Turbo, from which its chassis dynamics are derived. And the latest turbocar, incidentally, has another 30bhp on tap...

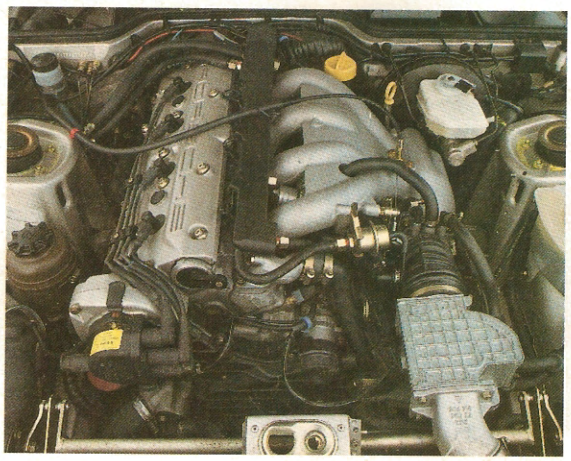
> *"It's heady induction note mellows into a turbine-like hum"*

Now a full Turbo clone, from its bluff dammed and ducted nose moulding, down the length of its flattened floor to its subtle sub-bumper tail spoiler, the S2's squats, lean and aggressive, on unusual seven-slotted wheels. Low-profile Dunlop D40 tyres are standard equipment.

On the road, the engine's outstanding flexibility is the car's greatest asset, and its progressive handling allows this to be enjoyed fully. Body roll is more pronounced than one might expect, and the ride might also benefit from a stiffening. Adoption of the Turbo's big ventilated discs (12in and 11.8in diameter), with ABS actuating on four-pot calipers promote tremendous stopping power, wet or dry.

You wear a 944, rather than drive it, and the excellent seating, pleasantly weighted power steering, slick (if long-ish) transaxle gearchange and perfectly placed pedals inspire the type of open road motoring for which it was designed. Nevertheless, it's as docile and practical a sportscar as you'll find for everyday runs, and drinks unleaded fuel at a frugal rate too!

The ony real problem facing the prospective 944 S2 owner is which one to choose? The traditional coupé has been joined by a very svelte Cabriolet in which fresh air fiends will revel. Mechanically identical, it costs £36,713. ■



Top: The perfect pair for personal transport? Porsche 944S and Alpha Aerotech's Bell 47 helicopter. Right: The 944's engine bay now houses the World's largest production 4-cylinder – a jewel!

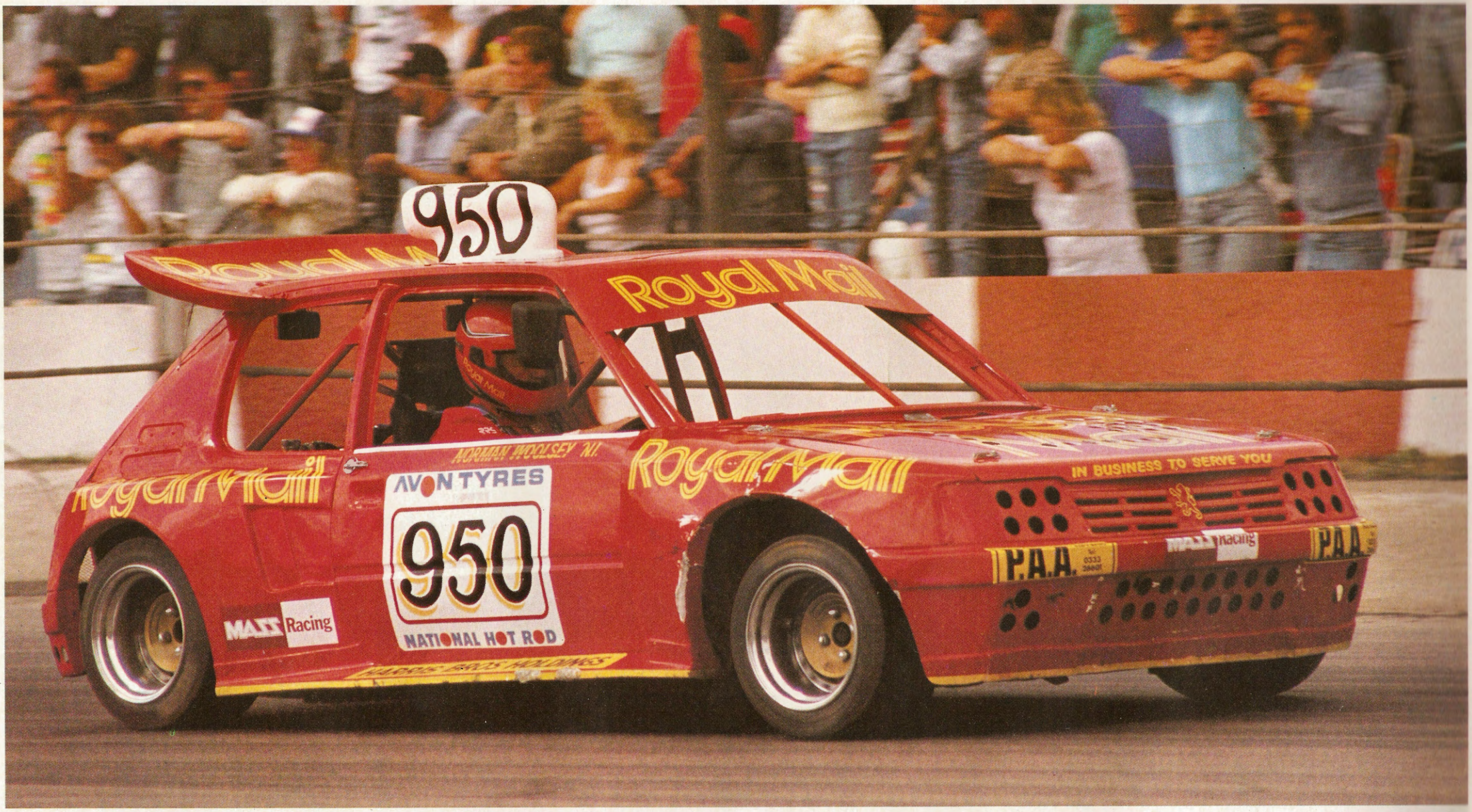
PORSCHE 944 S2

£31,304

Cylinders/capacity	4 in line, 2990cc
Bore/stroke	104mm/88mm
Valve gear	Double ohc
Fuel system	Bosch L-Jetronic injection
Power/rpm	211bhp/5800rpm
Torque/rpm	207lb/ft/4000rpm
Maximum speed	147mph*
0-60mph	6.0s*

*Autocar figures

NORMAN WOOLSEY NATIONAL HOT ROD CHAMPION OF THE WORLD 1989



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MERCEDES BENZ AND YOKOHAMA WISH TO CONGRATULATE THE AUTODEX TEAM FOR THEIR MAGNIFICENT ACHIEVEMENT IN THE 1989 WILLHIRE 25 HOUR RACE, AND WE LOOK FORWARD TO FUTURE SUCCESS THIS SEASON.

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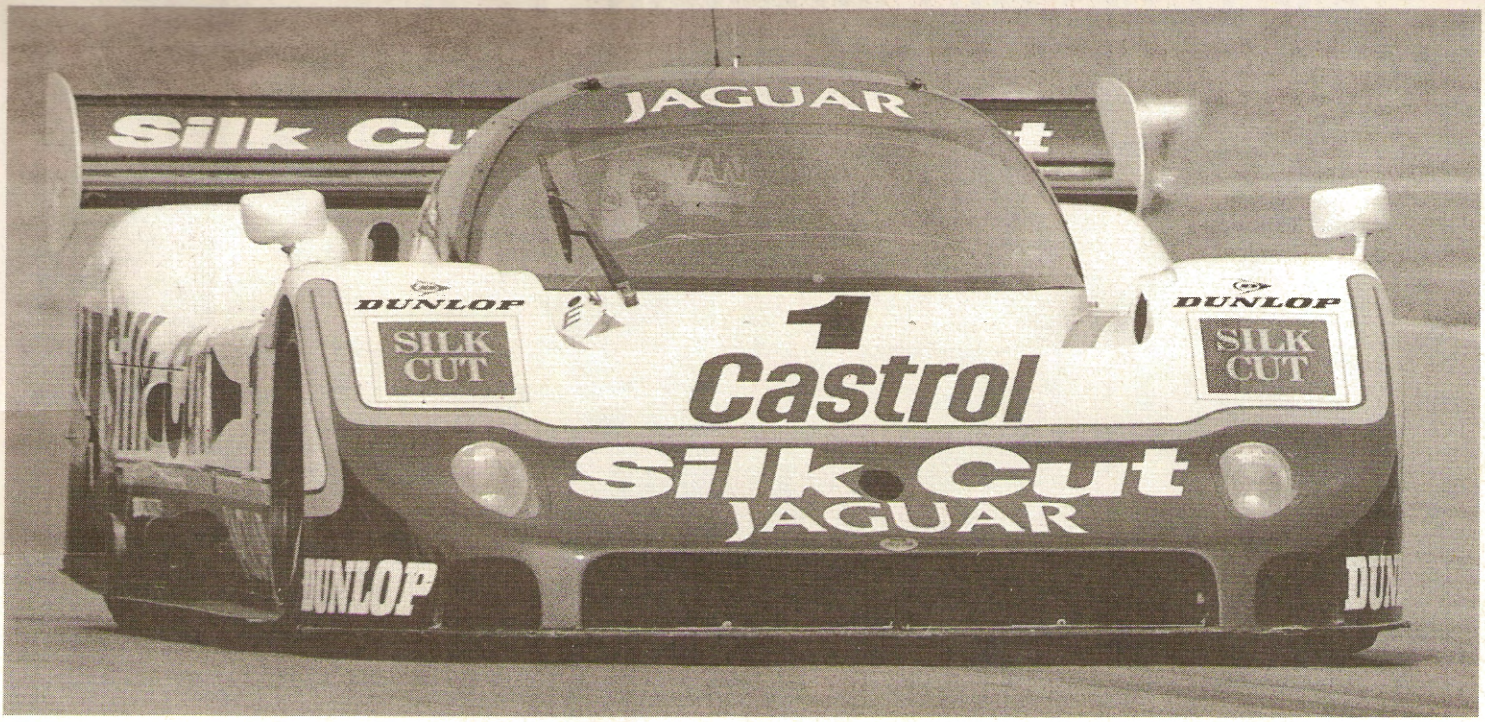
LEADING CLASS B IN THE UNIROYAL PRODUCTION SALOON CAR CHAMPIONSHIP

By ADAM COOPER



Turbo or not turbo?

The Brands Hatch Trophy, the first British round of the 1989 World Sports-Prototype Championship, promises to be a classic, featuring the debut of the Jaguar XJR11. Not since the the early 1970s have we had such a strong entry for a sportscar race in this country. And don't forget, this year it's going to be a spectacular 300 mile sprint...

This weekend's race will be the first opportunity for British enthusiasts to see how good the WS-PC is going to be, now that it has the full backing of FISA. The many fans who went to Le Mans in June traditionally expect to see a large C1 entry, but never have we seen such a excellent field in this country, with works entries from six teams.

This is the result of FISA's support of the series, and in particular its clampdown on participation. Teams can miss just one event, or face a $250,000 fine; fortunately, most of those who are likely to skip a race chose to miss Jarama last month, and the only registered team absent from this race is Kremer Porsche. That leaves an excellent entry of 24 C1 cars, bolstered by the single IMSA GTP Mazda and a 13-car C2 field. A far cry from 1987, when just seven C1 cars started.

The other major change that Brands racegoers will recognise is the length of the race. Apart from the non-championship Le Mans, all WS-PC races are of 300-mile duration this year. So if the prospect of a six hour, 1000km grind has put you off attending previous Brands races, think again; weather permitting, the race will last around 2 hours 30 minutes. And it should be action all the way...

Heading the entry is of course the trio of Silk Cut Jaguars. The team has won the race for the past two years with its V12-engined XJR9, but so far this season has been a struggle for TWR. That is due to several factors; a combination of the V12 reaching the end of its development, and the fact that so much effort has gone into the IMSA and Group C programmes with the new turbo cars. Tom Walkinshaw confirmed this week that the WS-PC version, the XJR11, will be making its debut at Brands, in the hands of Davy Jones and Alain Ferté. The car went very well in testing there recently, but it might be too much to expect it to be fully competitive over a race distance just yet. Tyres are the major influence on the performance of both cars, for Dunlop's new 18ins radials have been late in appearing.

The drivers can be expected to give their best. John Nielsen is searching for a third straight win at Brands, while Le Mans stars Ferté and Jones will be worth watching in the turbo car.

Whichever cars Jaguar chooses to run, it faces a very tough job in beating the Sauber-Mercedes team. In its new silver colours, Sauber has been the class of the field everywhere, and only at Dijon – where the team was let down by Michelin – has it really struggled. Even then, the cars finished second and third. And don't forget, the C9-88s went very quickly at Brands last year, but lost out in the Clearways shunt and Schlesser's subsequent spin when trying to make up ground. Don't bet against a Merc being on pole...

The only car to beat Sauber this year has been Joest Racing's special-bodied sprint Porsche 962. It won the Silverstone Supercup race in May, and a week later Bob Wollek and Frank Jelinski scored an excellent win at Dijon. The car should be suited to the twists and turns of Brands, and if Goodyear retains its early season form, Joest should be a major contender. Four time Le Mans winner Henri Pescarolo shares the other Joest car with Jean-Louis Ricci.

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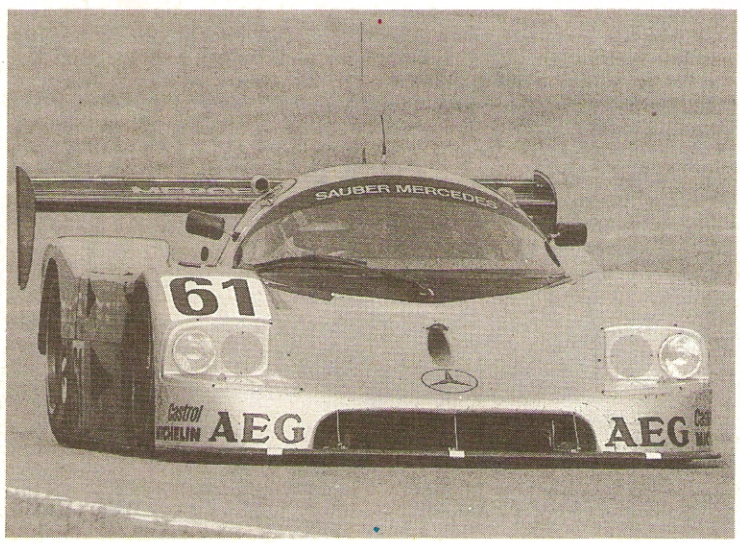


Top: The crowds will come to see the debuting Jaguar XJR11, although Mercedes (above) will prove a tough nut to crack.

BRANDS HATCH TROPHY TIMETABLE

Friday, July 21

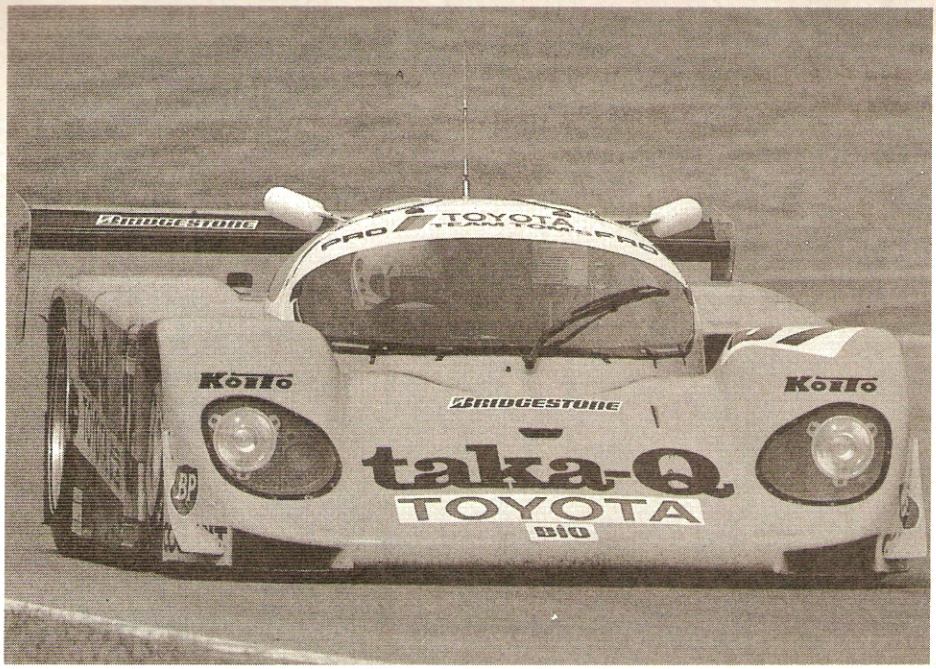
1400-1600	WS-PC Untimed Practice
1630-1700	Esso BTCC Qualifying
1715-1740	Honda CRX Qualifying

Saturday, July 22

0900-0930	WS-PC Qualifying (Group C2 only)
0930-1030	WS-PC Qualifying (Groups C1 + C2)
1030-1100	WS-PC Qualifying (Group C1 only)
1120-1145	Uniroyal Production Saloons Qualifying (Classes C + D)
1155-1220	Thundersports Invitation Qualifying
1230-1255	Uniroyal Production Saloon Qualifying (Classes A + B)
1400-1500	WS-PC Qualifying (Groups C1 + C2)
1520-1550	Esso BTCC Qualifying
1615	**Uniroyal Production Saloons Race Classes C + D (15 laps)**
1700	**Honda CRX Challenge Race (15 laps)**

Sunday, July 23

0800-0930	Pits Walkabout
1000-1030	WS-PC Warm-up
1115	**Thundersports Invitation Race (15 laps)**
1200	**Esso British Touring Car Championship Race (20 laps)**
1240-1330	Lunch break
1400	**BRANDS HATCH TROPHY WS-PC (115 laps)**
1715	**Uniroyal Production Saloon Race Classes A + B (15 laps)**



The British-based Toyota team (left) will be racing on home ground for the first time and Dumfries and Watson should not be underestimated. Right: Schlesser will be looking to boost his points tally.

►►

The other very competitive Porsche will be the RLR version, to be handled by Derek Bell and Tiff Needell. The 962GTI has been a bit awkward this year, but the team won at Brands in 1984 and '86, and the recent test provided a lot of useful information. James Weaver handles the second car.

The Porsche ranks are bolstered by three cars from the Brun team (whose competitiveness is dependant upon their Yokohama rubber), and single 962s from Jochen Dauer (sharing with Will Hoy), Antoine Salamin, Primagaz/Obermaier, the Almeras brothers and Tim Lee-Davey. The last named will debuting his Vern Schuppan-built composite chassis, and will have the latest MP1.7 Motronics engine for the first time. Brands favourite Desire Wilson will co-drive.

Both Nissan and Toyota will be racing their British-based Group C cars in this country for the first time. Julian Bailey and Andrew Gilbert-Scott, both former Formula Ford Festival winners, will drive the Lola-built Nissan, which has been steadily improving under Keith Greene's watchful eye. KG masterminded the wins for Fitzpatrick ('83) and Lloyd ('84-86), at Brands, so he knows a thing or two about the place... New carbon brakes should certainly help the R89V.

The hugely powerful Toyota is to be handled by Johnny Dumfries and John Watson, the latter standing in for Geoff Lees, busy with commitments in Japan. Johnny will certainly be going for a quick time in practice, but the team should not be underestimated in race trim either, if the engine doesn't prove to be too thirsty.

The Japanese challenge is completed by the IMSA Mazda, which will be having its first race at Brands. Handling is one of the car's strengths, so it can be expected to be well up among the C1 field.

The other very nimble cars in the field are the 3.5-litre Spice-Cosworths. The two works cars ran very impressively at Jarama, with Thyrring and Taylor taking fourth place, and Brands should suit them well. However, it is more of a horsepower circuit than Jarama, and the Spices are likely to be right on the limit while trying to keep up with the turbos. The two works entries are backed up by the France Prototeam version, to be driven by Claude Ballot-Lena and Costas Los.

A car with a rather larger V8 is the works Aston Martin, making its first British appearance. In fact, this will be the first race for a works Aston since 1963! The car has not been as fleet as hoped for, but at Le Mans it scored a morale-boosting finish. That's what the team will be hoping for at Brands, where the AMR1 will be driven by David Leslie and Brian Redman. The latter hasn't raced at Brands since 1974, when he finished third in the 1000Kms with Peter Gethin...

Added variety in C1 is provided by the Cougar-Porsche, which has run very well so far this year, and the Mussato Lancia, which will be shared by Bruno Giacomelli and Massimo Monti. This car has had a disastrous season, non- starting at Suzuka and Le Mans and lasting just a few laps at Dijon, and the team will be hoping for something better.

The C2 field is up to maximum strength after a poor turnout at Jarama. The Chamberlain Spice of Nick Adams and Fermin Velez must start favourite, having won all three WS-PC races to date. However, the Spice opposition is also strong, with the cars of PC Automotive, Team Mako, Roy Baker Racing and Pierre-Alain Lombardi in with a shout, along with the second Hart-powered Chamberlain car. The Tigas have also shown very well this year, and the works version has a very strong crew in refugees from F3000, Mario Hytten and Jari Nurminen.

A great race is in prospect then, and the superb supporting programme, including a round of the BTCC, will add to your enjoyment. And the entry cost of £12 is a snip. How much did you pay for your Grand Prix ticket last weekend? ■

CHAMPIONSHIP POSITIONS

Overall Drivers

1	Jean-Louis Schlesser	55
2	Mauro Baldi	40
3	Jochen Mass	35
	Kenny Acheson	35
5	Bob Wollek	32
	Frank Jelinski	32
7	Patrick Tambay	15
	Jan Lammers	15
	Oscar Larrauri	15
10	Andy Wallace	14
	John Nielsen	14

Overall Teams

1	Team Sauber Mercedes	55
2	Joest Racing	32
3	Silk Cut Jaguar	23
4	Repsol Brun Motorsport	17
	Toyota Team TOM'S	17
6	Nissan Motorsport	13
7	Spice Engineering	10
8	Richard Lloyd Racing	8
	Courage Competition	8
10	Porsche Kremer	6

Group C2 Drivers

1	Fermin Velez	60
	Nick Adams	60
3	Bernard Thuner	30
4	Richard Piper	24
	Olindi Iacobelli	24
6	Jari Nurminen	18

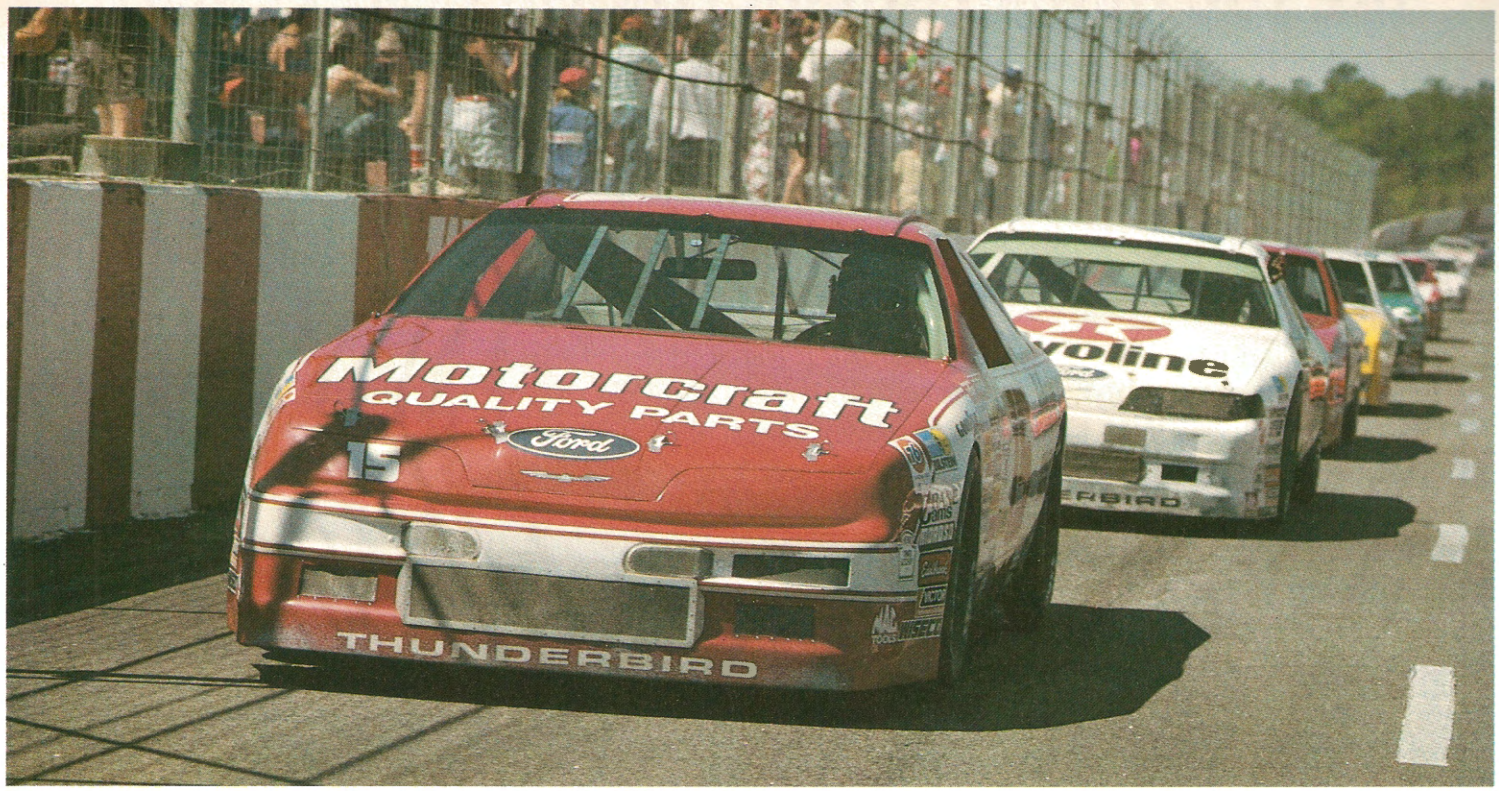
Group C2 Teams

1	Chamberlain Engineering	60
2	France Prototeam.	30
3	PC Automotive	24
4	Team Mako	10
	Tiga Race Team	10
6	Porto Kaleo	8

BRANDS HATCH TROPHY WS-PC ENTRY LIST

No	Drivers (Nat)	Team	Chassis-Engine
GROUP C1			
1	Jan Lammers (NL) Patrick Tambay (F)	Silk Cut Jaguar	7.0 Jaguar XJR9
2	Andy Wallace (GB) John Nielsen (DK)	Silk Cut Jaguar	7.0 Jaguar XJR9
3	Davy Jones (USA) Alain Ferté (F)	Silk Cut Jaguar	3.5 t Jaguar XJR11
5	Harald Huysman (N) Stanley Dickens (S)	Repsol Brun Motorsport	3.0t Porsche 962
6	Walter Brun (CH) Jesus Pareja (E)	Repsol Brun Motorsport	3.0t Porsche 962
7	Bob Wollek (F) Frank Jelinski (D)	Joest Racing	3.0t Porsche 962
8	Henri Pescarolo (F) Jean-Louis Ricci (F)	Joest Racing	3.0t Porsche 962
13	Pascal Fabre (F) Jean-Louis Bousquet (F)	Courage Competition	3.0t Cougar-Porsche C22S
14	Derek Bell (GB) Tiff Needell (GB)	Richard Lloyd Racing	3.0t Porsche 962GTI
15	James Weaver (GB) TBN	Richard Lloyd Racing	3.0t Porsche 962GTI
16	Sarel van der Merwe (ZA) Uwe Schaefer (D)	Brun Motorsport	3.0t Porsche 962
17	Jochen Dauer (D) Will Hoy (GB)	Dauer Racing	3.0t Porsche 962
18	David Leslie (GB) Brian Redman (GB)	Aston Martin	6.0 Aston Martin AMR1
20	Tim Lee-Davey (GB) Desire Wilson (ZA)	Team Davey	3.0t Porsche 962
21	Ray Bellm (GB) Eliseo Salazar (RCH)	Spice Engineering	3.5 Spice-Cosworth SE89C
22	Wayne Taylor (GB) Thorkild Thyrring (DK)	Spice Engineering	3.5 Spice-Cosworth SE89C
23	Julian Bailey (GB) Andrew Gilbert-Scott (GB)	Nissan Motorsports	3.5t Nissan R89C
26	Costas Los (GR) Claude Ballot-Lena (F)	France Prototeam	3.5 Spice-Cosworth SE88C
29	Bruno Giacomelli (I) Massimo Monti (I)	Mussato Action Car	3.0t Lancia-Ferrari LC2
34	Jean-Marie Almeras (F) Jacques Almeras (F)	Porsche Almeras Montpellier	3.0t Porsche 962
37	Johnny Dumfries (GB) John Watson (GB)	Toyota Team TOM'S	3.2t Toyota 89CV
40	Antoine Salamin (CH) Giovanni Lavaggi (I)	Swiss Team Salamin	3.0t Porsche 962
61	Mauro Baldi (I) Kenny Acheson (GB)	Team Sauber Mercedes	5.0t Sauber-Mercedes C9-88
62	Jean-Louis Schlesser (F) Jochen Mass (D)	Team Sauber Mercedes	5.0t Sauber-Mercedes C9-88
72	Jurgen Laessig (D) Pierre Yver (F)	Obermaier Primagaz	3.0t Porsche 962
GROUP C2			
101	Nick Adams (GB) Fermin Velez (E)	Chamberlain Engineering	3.3 Spice-Cosworth SE89C
102	Gigi Taverna (I) John Williams (GB)	Chamberlain Engineering	1.8t Spice-Hart SE86C
103	Almo Coppelli (I) Bernard Thuner (CH)	France Prototeam	3.3 Spice-Cosworth SE88C
105	Maurizio Gellini (I) 'Stingbrace' (I)	Porto Kaleo Team	3.3 Tiga-Cosworth GC288/9
106	Pasquale Barberio (I) Ranieri Randaccio (I)	Porto Kaleo Team	3.3 Tiga-Cosworth GC288/9
107	Jari Nurminen (SF) Mario Hytten (CH)	Tiga Race Team	3.3 Tiga-Cosworth GC289
108	Dudley Wood (GB) Philippe de Henning (F)	Roy Baker Racing	3.3 Spice-Cosworth SE87C
111	Richard Piper (GB) Olindo Iacobelli (USA)	PC Automotive	3.3 Spice-Cosworth SE88C
151	Pierre-Alain Lombardi (CH) Bruno Sotty (F)	Pierre-Alain Lombardi	3.3 Spice-Cosworth SE86C
171	Don Shead (GB) Robbie Stirling (GB)	Team Mako	3.3 Spice-Cosworth SE88C
177	Louis Descartes (F) Alain Serpaggi (F)	Louis Descartes	3.3 ALD-Cosworth C289
178	Gerard Tremblay (F) Jean-Claude Justice (F)	Didier Bonnet	3.5 ALD-BMW 05
IMSA GTP			
201	David Kennedy (GB) Pierre Dieudonne (B)	Mazdaspeed	1.3r Mazda 767B

By GORDON KIRBY



Stock taking

There is nothing 'stock' about NASCAR's Winston Cup stock cars. Clad in sheet metal skins, the purpose-built, tubeframe racing cars are capable of more than 200mph. The cars put on magnificent races and in today's television-dominated world NASCAR's major series is threatening to chase Formula 1 and Indycars off the air.

In America at least, the noise, performance and competitiveness of a typical 40-car Winston Cup field makes the series a runaway winner for both track-side and TV audiences. NASCAR's second-generation president Bill France Jr says his organisation has no plans to expand beyond the borders of the USA but there is no doubt that, as the series is exported more and more via TV to Europe and the rest of the world, NASCAR's worldwide popularity will continue to grow.

One of the reasons for NASCAR's success is the basic nature of its rulebook. Rather than trying, like the FISA and RAC MSA to make racing cars out of production sedans, NASCAR casts an illusion with look-alike, production bodywork clothing strictly-controlled tubeframe racing machines. It makes racing cars look like production cars. This approach makes not only for a much simpler rulebook but also produces powerfully noisy cars and spectacular races.

Which brings us back to the point about 'stock'. In generic American terms, 'stock car' means a stout, front-engined, tubeframe-with-rollcage 3,500lb car, powered by a carburetted 5 to 6.0-litre production-based, single-camshaft Chevrolet or Ford V8.

In the past quarter-century this type of machine has established itself as the indigenous American racing car and can be seen in action in various local guises at hundreds of quarter and third-mile short tracks across the US every Friday and Saturday night.

Each car is reputed to cost between $50-100,000

Meanwhile NASCAR (National Association for Stock Car Automobile Racing), founded 40 years ago by Bill France Sr, has developed this theme into the most recognised and popular form of motor racing in the USA. Until three years ago NASCAR's top league was known as the Grand National Championship but commercial considerations changed the name to Winston Cup, in deference to the cigarette brand which has sponsored the series since 1972. Some people didn't like the new name, but NASCAR skilfully shifted the hallowed name Grand National to their secondary series.

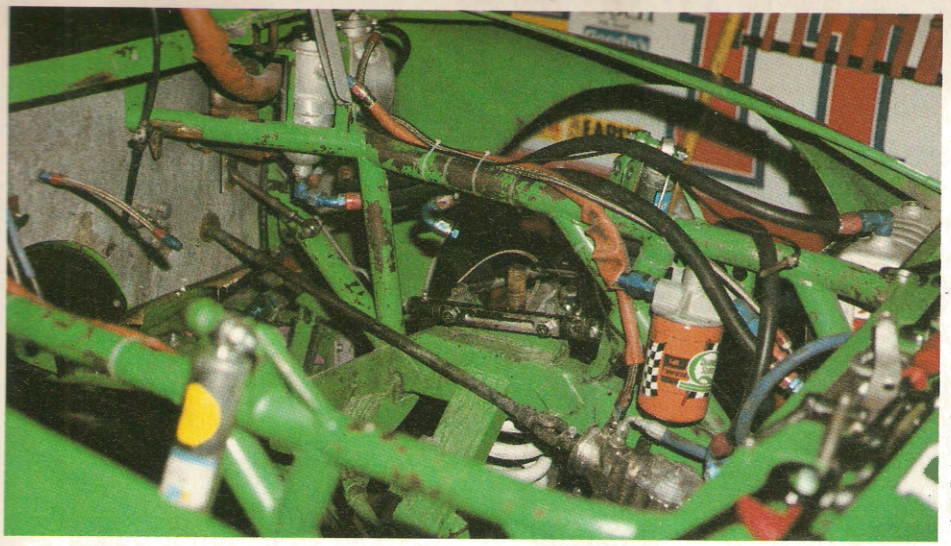
Formerly known as Late Model Sportsman, NASCAR's Formula 3000 is as healthy as the major category and because some Grand National races are run on Saturday afternoons at many Winston Cup races, everyone is forced to make the Winston Cup-Grand National distinction. Typically clever.

Like every other form of racing, NASCAR has been struggling over the past 20 years to find ways of slowing-down the cars. Engine restrictions were imposed. First of all 'big-block', 7.0-litre V8s were discouraged and then banned altogether. The move to 5.8-litre 'small block' V8s was encouraged by a steady stream of carburetter restrictions. By specifying the type of carburettor and the size of the chokes, NASCAR has been able to control and reduce horsepower.

This year, laps speeds at the fastest superspeedways have been cut to round 200mph by a severe, nine-tenths of an inch limit on carburetter choke size. Power outputs have been cut from as much as 700bhp two years ago to as little as 450bhp from the same 5.8 Chevy or Ford V8s.

Drivers, engine builders and fans grumble about the lack of horsepower and spectacle but NASCAR holds the line. Bill France stresses that it makes

NASCAR Winston Cup action is always fast, close and furious. Top: Brett Bodine's Ford Thunderbird heads Morgan Shepherd's Pontiac. Left: Lake Speed's Oldsmobile hits trouble.



Left: Above all, Winston Cup cars are solid, made to withstand the bumping and boring. And the walls. Below: Now down to 5.8-litres, power outputs have been cut from 700 to 450bhp.

for safer and more competitive racing: "Did you ever see so many cars run so close for so long as they did at Talladega in May?"

The drivers complain that the lack of horsepower makes it all the more dangerous, running in traffic and struggling with little response on restarts. They wonder why NASCAR can use safety as the rationale for cutting horsepower when the organisation did nothing to control the tyre war between Goodyear and Hoosier which raged for almost two years until Hoosier voluntarily withdrew in May.

There were numerous accidents during that period caused by failed tyres as each company pushed the limit. And there was the cost of teams equipping themselves with both Goodyears and Hoosiers in order to be competitive. Some smaller teams that were used to running the following race on tyres discarded by the bigger teams were priced out of business.

Nevertheless, NASCAR keeps rolling along, healthier by the year. There are more good cars and teams and more sponsors than ever. In recent years NASCAR has attracted so many sponsors that they have been able to dole-out sponsorships to long-standing independent drivers like Dave Marcis and Jimmy Means. Backfielders or not, these men have national sponsors for the first time in their long careers. I doubt that we will ever see such largesse from the likes of Bernie Ecclestone or John Frasco.

The NASCAR approach produces powerfully noisy cars and spectacular races

Another reason for NASCAR's success is the stability of the schedule as a whole and specific race dates in particular. Most of the 29 Winston Cup races have been run on the same date at the same venue for 20 or more years. This is something that no other form of racing can boast about or benefit from.

Sixteen tracks stage Winston Cup races, 13 of them running two races each year. Ten tracks are south of the Mason-Dixon line in what is commonly referred to as The South. All 10 of these tracks are within 500 miles drive and usually much less, from NASCAR's geographical and spiritual centre in Charlotte, North Carolina.

In the last three years, three new tracks have been added to the schedule: Watkins Glen in upstate New York, Phoenix International Raceway in Arizona and Sears Point in northern California. In each case new attendance records have immediately been established. The Glen and Sears Point are the only road races on the Winston Cup schedule, the California track replacing defunct Riverside.

Because there are so many races and such a wide variety of tracks, any team worth its salt must have a minimum of three or four cars. Most good, single-car teams have a rolling stock of seven or eight chassis and some of the bigger teams have as many as 15 or 20 cars!

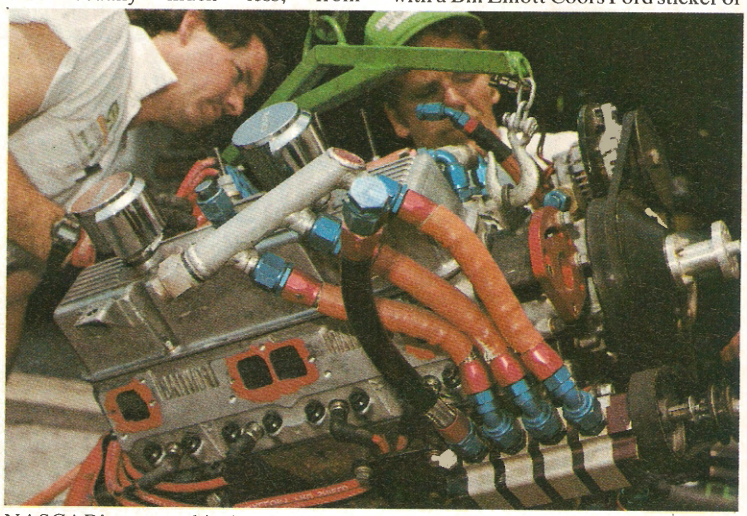
Each car is reputed to cost between US$50-100,000 and with luck a chassis can be used for three or four years. A car built for superspeedways like Daytona and Talladega will obviously have much more attention paid to its aerodynamic integrity than a car destined for use on short tracks like Bristol or Martinsville. In fact, the teams are now permitted to entirely enclose rightside windows and add fixed side skirts on the leftside of the car to improve high-speed stability at superspeedway races. Weight distribution is another important, variable factor from track to track. Steel rods in the door sill provide one ballast method.

Most Winston Cup chassis are built by three, primary suppliers. Former driver. Banjo Matthews is based in Arden, North Carolina an hour's drive north of Charlotte, where Banjo's Performance Center turns out the majority of chassis raced in NASCAR. Matthews also builds NASCAR's carburettor plates and is frequently used by NASCAR as a sounding board for new rules. The other top chassis builders are Hutcherson-Pagan in Charlotte (run by former driver Dick Hutcherson) and Mike Laughlin in Simpsonville, South Carolina.

In today's world aerodynamics have become as important in NASCAR as in any form of motor racing. In the winter months you can stumble across transporter after transporter parked outside Ford or General Motors's wind tunnels in suburban Detroit. The manufacturers spend a lot of time designing cars that will be more effective on the racetrack and hopefully more appealing to the man in the street. Witness Ford's latest "teardrop" Thunderbird, introduced six years ago, and Chevrolet's brand new Lumina which debuted at Talladega.

And that brings us to perhaps the most important point of all. No matter where you go in the USA these days, you can pull into a backwoods bar or diner and see a pick-up truck or two with a Bill Elliott Coors Ford sticker or a Dale Earnhardt Goodwrench Chevrolet decal on the bumper. If you're man enough to step inside for some beer and conversation you can very quickly be drawn into heated debate about Ford versus Chevrolet; Elliott versus Earnhardt; Waltrip versus Wallace. If you don't have an opinion, you better form one real fast. And if you feel the need to move conversation to Formula 1 or Indy cars, you'd better not bother because the locals will have absolutely no interest in what you're talking about.

Ayrton Senna? Alain Prost? Nelson Piquet? Never heard of them. Mario Andretti? Drives them cars that race at the Indy 500, don't he? Don't bother us talking about those guys, they'll tell you. What d'you think about Rusty? Is he getting too ambitious, too aggressive? Maybe Ironhead and the Dreaded Darrell ain't so bad after all. What about The King? You think he should retire? What do *you* think? ■



THE STARS

Top dogs

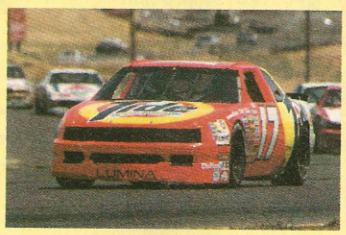
A changing of the guard has been all but completed in NASCAR in recent years. Veteran superstars like David Pearson, Cale Yarborough, Benny Parsons and Buddy Baker have retired. Bobby Allison has been badly injured and looks unlikely at 52 years of age, to ever return to the cockpit of a Winston Cup car. Hanging-on relentlessly is seven-time champion Richard Petty, The King, also 52 years old, who hasn't won a race in five years. He is the only one of NASCAR's celebrated old-timers who continues to race against the younger generation although he has suffered the ignomy failing to qualify for three races this year.

The three leading contenders to win this year's Winston Cup title and the million-dollar bonus the championship brings are Dale Earnhardt, Darrell Waltrip and Rusty Wallace. Defending champion Bill Elliott lost his chance of scoring successive championships for Ford when he broke his right wrist in a tyre-deflating accident. While Elliott has struggled to come back, finally winning his first race of the year at Michigan two weeks ago, the Chevrolet-mounted pair of Earnhardt and Waltrip have staked claims as the men most likely to win this year's title.

Earnhardt is the 1980, '86 and '87 Winston Cup Champion. He is 37 years old and has been a regular starter in NASCAR's top league since 1979. Born and bred in North Carolina, his late father Ralph was a driver/team owner who inculcated young Dale with an all-consuming desire to race stock cars. One of the most aggressive drivers in the business, Earnhardt has driven for Richard Childress's Chevrolet-equipped team since 1984. He leads the championship with one win and four other top three finishes.

Darrell Waltrip is the 1981, '82 and '85 NASCAR champion who left Junior Johnson's highly successful team at the end of 1986 to join Rick Hendrick's burgeoning operation. In this his third year with Hendrick's three-car Chevrolet team, Waltrip finally scored his first Daytona 500 victory and has since won two more races. At 42 he is chasing his first title in four years in the vivid colours of Tide Detergent.

Rusty Wallace was a charging runner-up to Bill Elliott in last year's championship and more often than not has been the man to beat this year. Wallace drives Pontiacs for drag racer Raymond Beadle's Blue Max team. At 32 years of age, he's been with Beadle for four years and is strongly rumoured to be forming his own team for 1990 in partnership with Roger Penske! Wallace has lost some fans this year for being aggressive on the track as he fights to win his first title.



Darrell Waltrip – longtime hero.

A driver with an outside chance of stealing this year's championship is Mark Martin. Like Wallace he made his name in the midwestern stock car ranks and tried unsuccessfully five years ago to break into NASCAR. Last year Martin joined Jack Roush's fledgling Ford team and this year the combination is ready to win their first race. Roush has been very successful in TransAm and IMSA GTO racing.

By KEITH OSWIN

The last Tour of Britain took place in 1976 – high costs cited as the reason for its demise.

Full of confidence

"We already have the makings of a quality entry," insists the BRSCC's John Nicol, Clerk of the Course for September's Autoglass Tour. "What we need now is quantity." Nicol was reacting to recent speculation from some quarters that the event would be cancelled before it had even begun. Not so, apparently...

A couple of weeks ago (*Special Stage*, July 6) we revealed that entries were slow to materialise for the week-long event. Some people, it seems, interpreted our remarks as saying the event was about to be cancelled while we were accused of being negative. So just what is the situation?

"There is no question of the event not happening, it is definitely going ahead," says Nicol from behind his cluttered desk in the BRSCC offices at Brands Hatch. "Entries are still coming in and more people are notifying us of their intention to enter. Sponsorship deals are being struck and there should be some new names on the cars.

"The route is sorted out, the promotion wheels are turning and it is looking good. There has been confusion where we know people are entering – take Chris Lord and David Gillanders for example – but we have yet to actually receive the entry. We expect a few announcements during the Grand Prix weekend while Nick Adams and another top Sportscar driver have both said they are coming."

Although many manufacturers are shunning the event, Honda is sending a factory team of Civics for Patrick Watts and Trevor Elliott, plus a four-wheel steer Prelude for a third driver. Skoda has also declared its intention to be there.

There has been a 13-year gap since the last Tour of Britain. Four events took place from 1973 to 1976 and then it faded from the scene. Many felt that it would never return, rising costs cited as the main reason. But it *has* returned, bigger than ever before.

"Some have criticised it as being just a bit of fun," admits Nicol. "But it is a very serious test of car and driver. What is important, however, is that we have the flexibility to do more or less what we want without the restrictions imposed by FISA on its major championships. We have also been able to take the event to a wider audience than any other event, that's as much what Autoglass wanted as ourselves. But we are not trying to set ourselves against the Lombard RAC Rally. The Autoglass Tour is quite different."

The event is a major undertaking for everyone concerned. Unlike a rally, the route never returns to a base, instead it presses on round the country. Is it too ambitious? Some manufacturers think so.

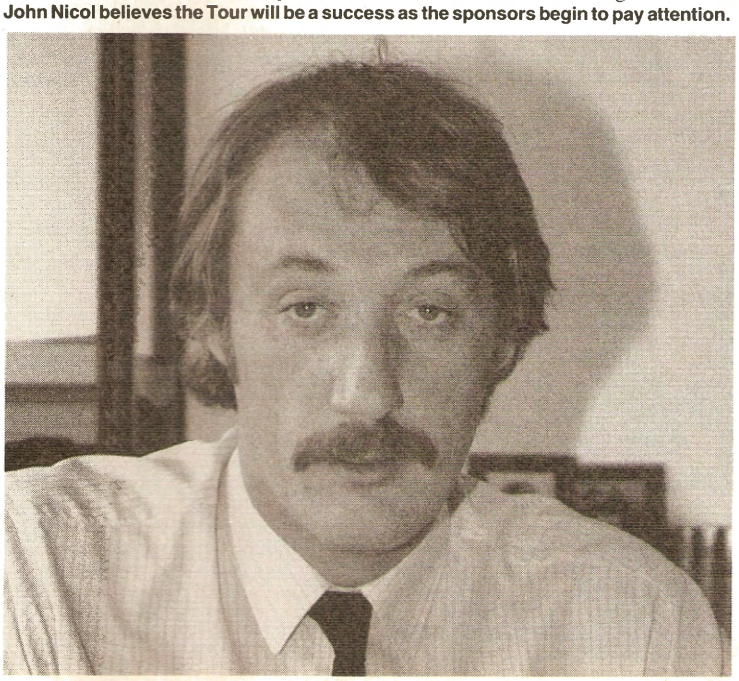
"We have planned the event in such a way that a service van and, possibly, a chase car is all you need for back up. And yet we hear some horrendous costings being quoted for doing the event. It is, of course, all dependent on how you intend to do it, but we reckon that £15,000 is a fair figure if you have a medium capacity car."

"You are getting around 575 competive miles in a 2100 mile route in seven days – that's more than some get in a season – for around £1 per mile entry fee. That's bloody good value!"

Some drivers are put off by the mix 'n match style of the event, notably the racers who have no gravel rally experience. "There is no argument against that," admits Nicol, "but we have engineered the event to include double the race test mileage than the rally test mileage. A rally driver will be better able to drive on tarmac than a racer on gravel. The first day will be a relatively easy run to Cardiff with a few tarmac tests and a short gravel test near Chepstow. We don't want to see any retirements on the first day but when we get into the tougher forest tests in Wales, we can whittle them down. I expect a racer to lead on day one, then the balance should shift on the second."

Nicol does not feel that the event has been too ambitious in its comeback year. Some organisers might have resisted the temptation to take their first attempt across the water to Ireland, but sponsors' requests must be met. Carglass is the Eire-based version of Autoglass and both parties were keen to see the event enter this lucrative market place. And of course, the ability to close roads to provide spectacular tests could not be ignored.

John Nicol believes the Tour will be a success as the sponsors begin to pay attention.



"I am aware that the Irish leg adds expense," admits Nicol, "but it provides a type of test that could not be included anywhere else. And don't forget ferry tickets are to some extent subsidised to help reduce that cost."

The regulations have introduced swinging penalties for excessive use of tyres, plus time penalties for every new turbo and every new gearbox fitted during the event. This has prompted critics to opine that the BRSCC is out to stop a Sierra Cosworth winning. "We can adopt our own regulations because of our non-championship status. Of course there are rules that bring about exclusions, but there are also rules that allow crews to stay in the event merely by turning up at the start and finish of each day on time, if they have a problem.

"People say that it will be a Cosworth benefit but we have not engineered the regulations with any manufacturer or type of car in mind. We have tried to make sure that, class by class, there are equal chances. We believe that we have done it the fairest way for all. Certain tests are very tight and will not favour the Cosworths.

"Some people have said that they would not dream of running a turbo car on this event. Great! That gets rid of some of the Cosworths." The organisers obviously do not mind them, but they don't want hordes of Sierras turning up. But are these regulations fair? Are they too tight? "We don't want people overboosting their turbos. They must now decide strategy, balancing boost against reliability. I accept that it is hard on someone who gets a bad batch of turbos, but Jim Porter and I thought about this and decided that the line had to be drawn somewhere.

> ***"There is no question of the event not happening"***

"We will know afterwards what things we should change for 1990. Don't forget that the sport has changed an awful lot in the 13 years since the last Tour. Effectively, we started with a clean sheet and we know that there will be things to change. But, so far, we have had very few enquiries about the regulations and their meaning."

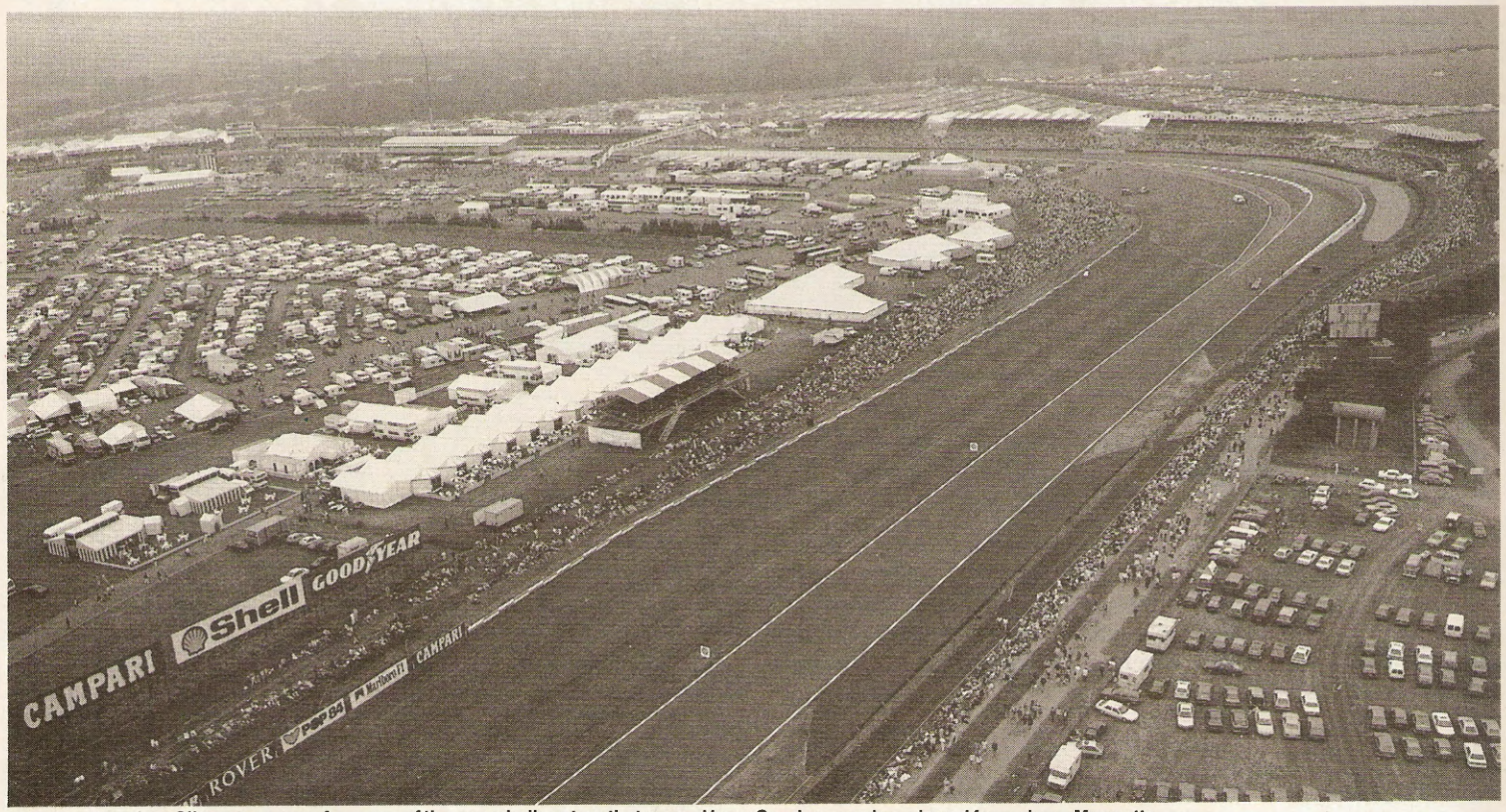
Competitors will run on unleaded fuel throughout the event and this has sparked mutterings in bars and clubs across the land. Why change an engine to run unleaded fuel just for this one event? "Sooner or later, every event will have to use unleaded fuel. We discussed the matter with Shell and they are providing fuel at much reduced cost, crews only paying the excise duty. The finish of the event coincides with the day when all manufacturers must have the capability of turning their models to unleaded fuel."

The Autoglass Tour *should* be a cracking event. Like the old Tour of Britain, it is a unique concept with its race/rally mix. The organisers are already talking about next year, such is their confidence that the entries *will* arrive. However, as the intervening years have frequently heard cries of, "Wouldn't it be nice if the Tour could be resurrected?" it is strange that there was no flurry to secure a slot for September.

For the good of the sport, the Autoglass Tour must succeed and establish an annual outing on which race and rally drivers can compete together. ■

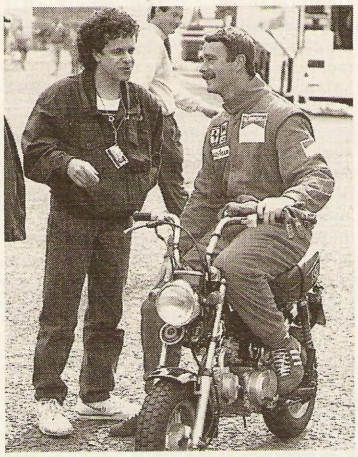
PHOTOGRAPHY: JEFF BLOXHAM & MICHAEL C BROWN

Diverse interests



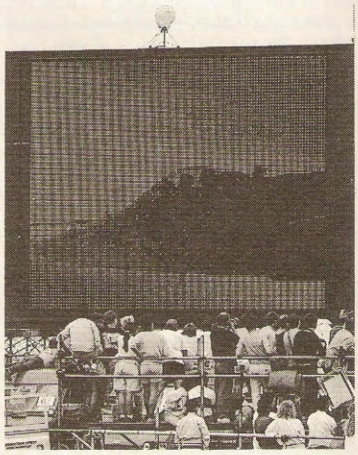
Vroom with a view. Silverstone seen from one of the many helicopters that poured in on Sunday morning, viewed from above Maggotts.

Great Britain versus Brazil.

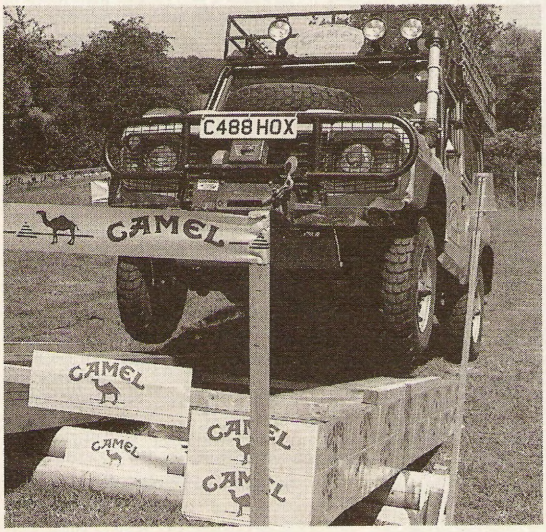


Pit lane regulars, Sayer and Mansell.

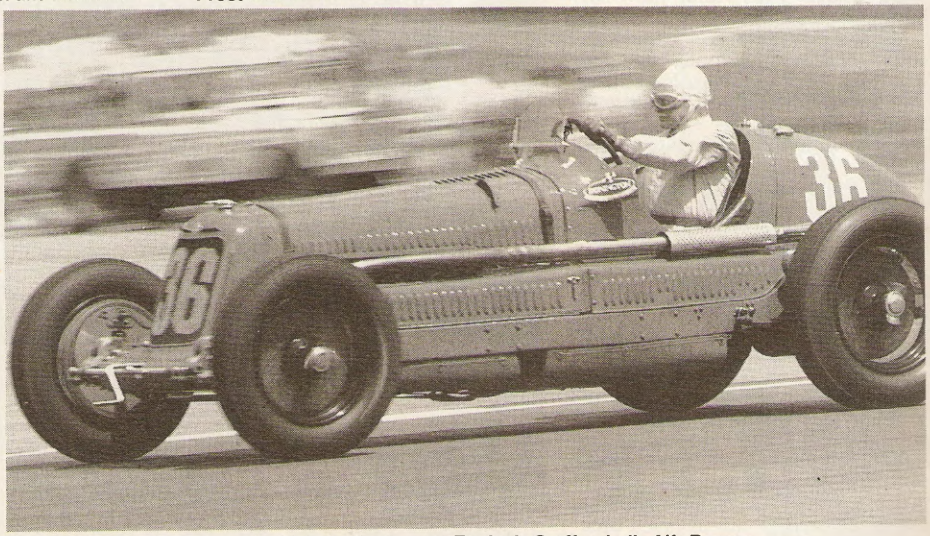
Prost and Stewart.



It was war at Silverstone.



Camel Trophy – Syresham style.



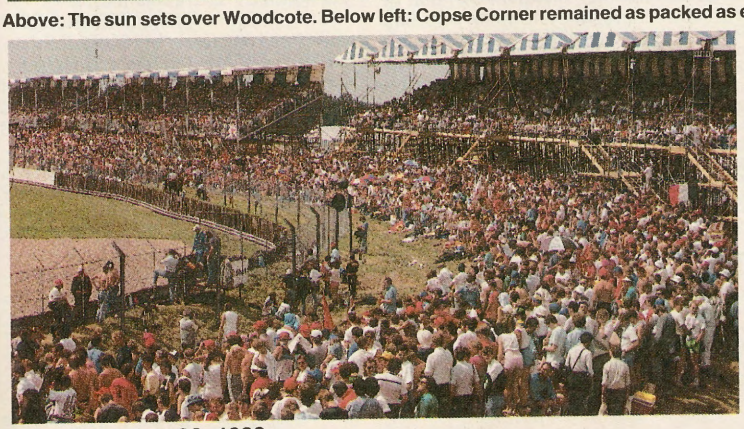
The oldest car in the impressive historic display was Toulo de Graffenried's Alfa Romeo.

Senna starts the lonely walk home after spinning out of the lead.

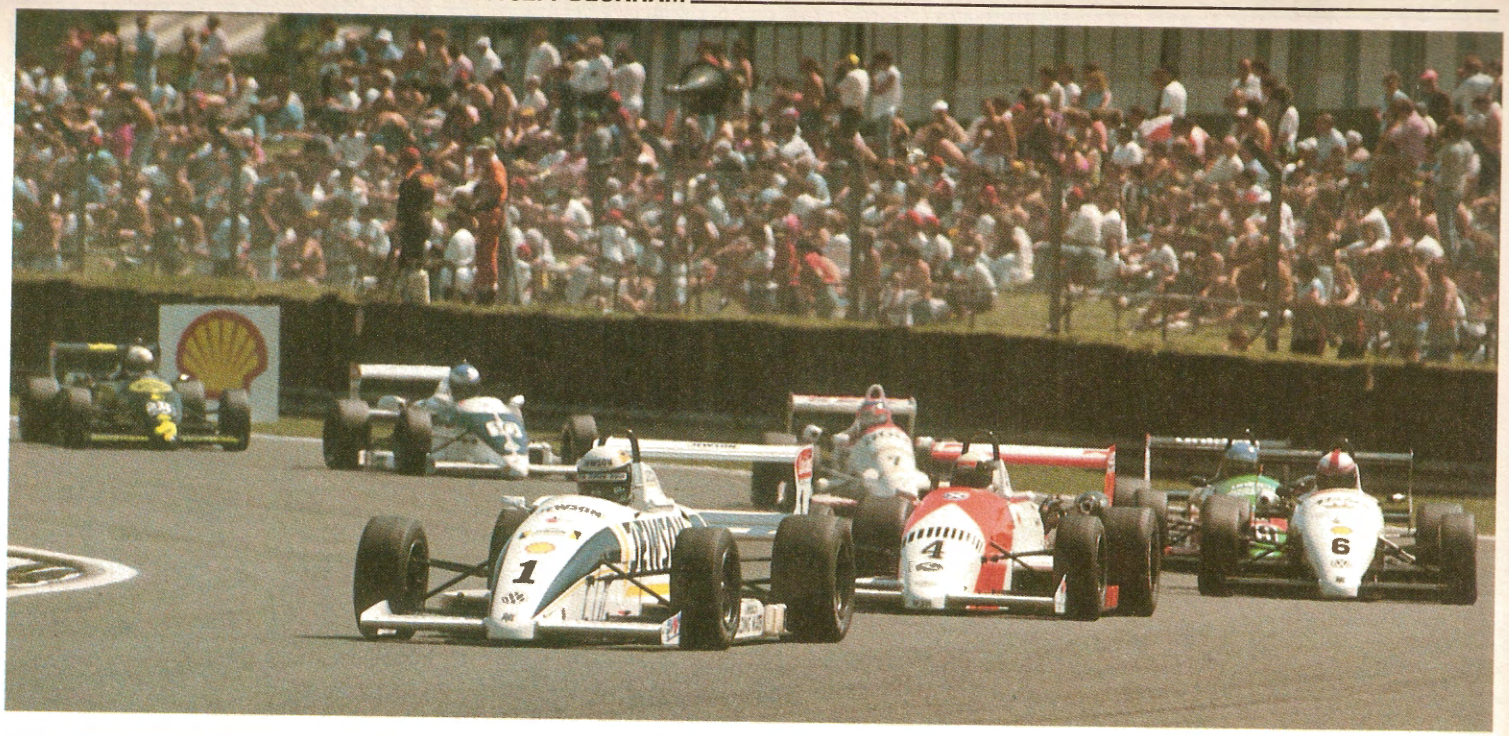
Arriving by air was the best way. Ask the Red Arrows.

These blasts from the past were a welcome sight.

Above: The sun sets over Woodcote. Below left: Copse Corner remained as packed as ever. Below right: Ferrari, Williams, BRM and Lotus, all in the old style.



REPORT: TONY DODGINS – PHOTOGRAPHY: JEFF BLOXHAM



An eye for an eye

The British Grand Prix support race is the one they all want to win. This one marked the halfway point in the F3 title chase and saw Allan McNish accepting the spoils from Jackie Stewart. Fittingly it was 25 years since JYS himself tasted F3 victory at the same venue. And then it all went wrong. Sadly, team mate Derek Higgins took a hollow victory after a dual protest (see *Pit & Paddock*).

QUALIFYING

Two men came to Silverstone with three wins apiece: championship leader David Brabham and Allan McNish.

The opening half hour's practice threw up one or two challengers to the title aspirants, however. Midway through, Rydell and Simoes were fastest before Gary Ward turned in a quick one. Then it was Gary Ayles at the top of the pile. But when it mattered, McNish delivered. As the session drew to a close, Allan came in for new rubber and then set a 1m31.28s, a half second better than his own team mate Derek Higgins. Could Brabham answer?

He almost managed it with a last minute flyer that was three tenths slower than his rival but good enough for second spot. Much to David's chagrin, however, the time was annulled when the Bowman car was adjudged to have passed Paul Stewart under a yellow flag. "Yes, I did it," said Brabham, "but it was a case of drive into him or around him so I chose the latter. I'll just have to do the time again in the second session."

Not only as good as his word, David was better, nicking the pole with a 1m30.75s in the closing moments of the later session. The Australian had a Bowman tweak in the form of a small speed wing.

McNish was a couple of tenths adrift but had clearly given it his best shot, destroying a mineral water to the accompaniment of a mild ribbing from team mate Derek Higgins who was knocking back a Castlemaine XXXX. "I'm still allowed a beer but he's strictly the professional after talking to Frank Williams about testing.

Derek actually needed something a little stronger as he'd had a few frighteners thanks to a power understeer problem. This wasn't just a designer whinge. The left front Avon had grained up badly as evidence, the fact reflected in the temperature reading.

Splitting the West Surrey Racing pair was another Bowman car, that of Steve Robertson. The man who had pushed McNish so hard at Donington was at it again, leaping up from outside the top 10 in the opening session into third starting slot.

Last year, Philippe Favre took pole and was running away with the race before a mechanical failure halted him. He was driving an Alan Docking Reynard-Alfa, the combination now enjoyed by Mika Salo. The Finn was another to shoot up the list; his 19th quickly became a fifth, the best Reynard representation.

Alain Menu and Philippe Adams were next with their Spiess Volkswagen-powered Ralts, heading Gary Ward and Antonio Simoes, in Alfa motivated Reynard and Ralt.

Recording the same time as Simoes and filling out the top 10 in the process was Paul Stewart. Paul suffered a quick spin at Woodcote but ended up a couple of hundredths quicker than Rensing's similar Camel Reynard-Mugen.

Above: McNish leads Brabham and Higgins *en route* to the rostrum (below). Right: Mika Hakkinen turned in a tremendous drive.

BRABHAM: "It was a case of drive into him or around him"

There was trouble and strife for a couple of the fancied Reynard men. In claiming the season opener at Thruxton, Rickard Rydell is the only man to have won a Formula 3 race in England for the Bicester manufacturer this year. A second helping did not seem likely here, however: the EJR/Talkland car became stranded down in 14th spot after breaking a gear.

Even so, that was one place better than Mika Hakkinen, the talented Finn who was a mid-fielder again.

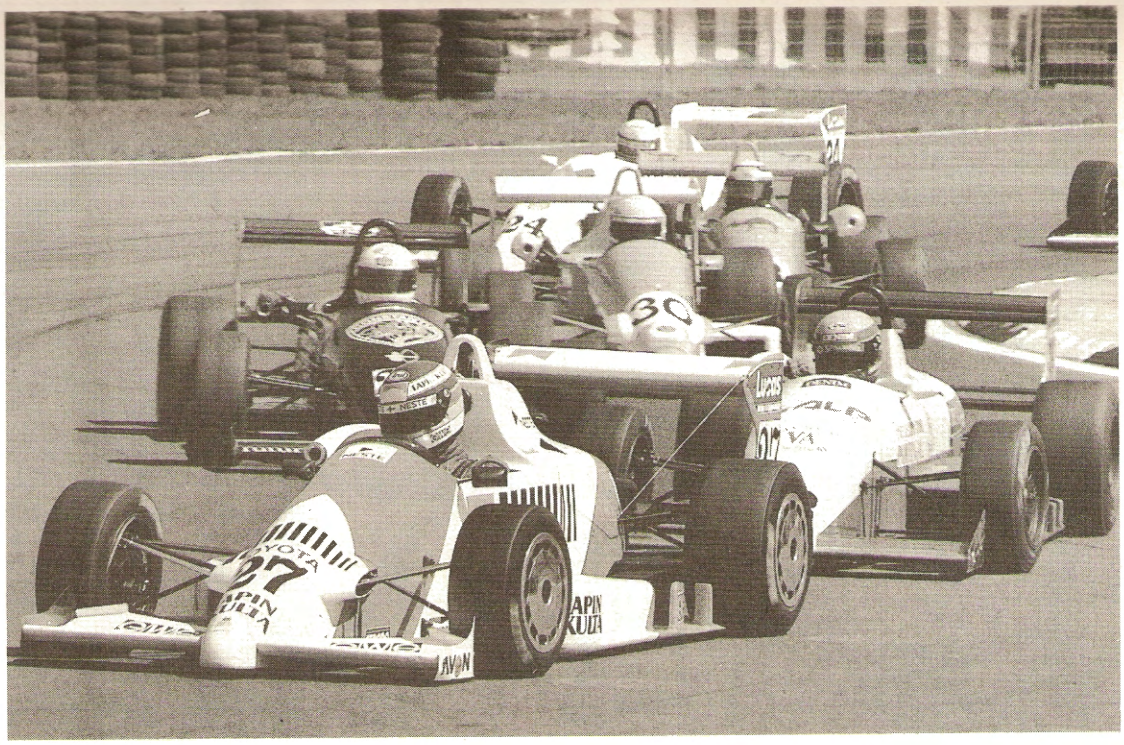
Still under suspension for alleged hooliganism, John Alcorn had been among the quickest in testing at Donington recently although he was not allowed to race. Here, he was back, and could only manage a lowly 20th. He was at a loss to explain why.

Still, the atmosphere in the Becsport camp was positively bubbling compared to the ambience *chez* Intersport. Paul Warwick was 22nd and talking of retirement, while Jason Elliott was slower than the leading Class B car and talking of suicide.

It is hard to believe that this is the team that won the race last year with Damon Hill. Some sensible drivers have driven the Cellnet cars this year and nobody has produced the goods. If you attempted to point the finger at the TOM'S Toyota you had to reconcile Hakkinen's Dragon car. Admittedly, 15th is not the name of the game, but Mika was almost 1.2 seconds quicker than Elliott. Rock bottom summed up morale.

RACE

McNISH: "He did me like a carrot. I was well impressed"



There's plenty of space at Silverstone, but in a current F3 car it's difficult to pass. With so many quick corners, the following car loses downforce and finds it hard to stay close enough through Stowe and Club to tow up and make a bid under braking for the Woodcote complex. Both set-up and start are crucial.

David Brabham could be seen flying through Stowe on the warm-up lap. What was it all about? "I went as hard as I could because I knew there was no way we could run our qualifying trim without killing the tyres. I needed to check out the wing angle we'd opted for and I discovered understeer." Thus a grid change was made.

Everyone got away without drama, even Steve Robertson, a stranded pole sitter here earlier in the year. But McNish made it obvious he was taking no prisoners and carved across Brabham's bows to claim the inside line for Copse. Totally unperturbed, Brabham simply drove around the outside, earning recognition from his rival. "He did me like a carrot, I was well impressed by that," granted McNish.

Brabham drove a storming first lap and was flat through Club. Second time around, however, he got it wrong and clipped the kerb. McNish took full advantage and flashed by under the bridge into Woodcote.

Derek Higgins headed the pursuers, with Robertson leading Salo, Menu, Adams, Ward, Simoes and Hakkinen. An eminently forgettable weekend for Rydell had been completed without a green light being seen; the EJR car suffered a layshaft bearing problem and pulled off on the warm-up lap.

Higgins could not stay with the lead pair. "I had the same understeer problem at Copse and Becketts" explained Derek, "I decided that consolidation and third place was better than a trip into the wall."

Any threat of a challenge from Robertson evaporated rapidly too, the Midas Ralt taking to the grass at Copse on lap 2, losing out to Menu and Salo. Steve then ran sixth until the last lap when he fell away and pitted.

The man to watch was Mika Hakkinen. He had done well to arrive at Woodcote ninth at the conclusion of two circuits, but next time round he was seventh. He got his head down and within another five laps he was giving Robertson a hard time, flicking decisively past at the exit of the Woodcote complex.

That put the Dragon car into the points but Mika was not satisfied and immediately began to carve chunks out of Salo's advantage. With four to go he blew past into Stowe and had his own theory about the source of the speed which saw only the lead pair turn quicker race laps: "It was very hot and lots of people made the mistake of trying too hard early on and damaging the tyres. I took it easy." I'd like to see this guy's idea of pressing on...

If Higgins thought he'd had a dull race, it was a sentiment shared by Menu. The Swiss had a gripe about his engine: "It's a Spiess but it's not what it was. I came here earlier in the year and broke the lap record."

There was some keen in-fighting just adrift of the points positions with Gary Ayles doing the charging. A fast starting Adams was in trouble with oversteer and succumbed to Simoes, with Rensing and Ward also moving up to challenge.

Otto was destined to lose out here. Challenging Simoes along the Hangar Straight he became pincered meat in the sandwich as Ayles dived inside both. "I backed off and lost another couple of places on the way out." Rensing then found himself chopped at Woodcote and trickled into the pits with a deranged nose. Ayles continued impressively on his way, meanwhile, finishing just outside the points having displaced Estupinan, Rensing, Ward, Adams and Simoes. Paul Stewart found grip a problem but ousted Estupinan and was closing on the top 10 bunch, finishing just adrift of Adams.

And how were the glums getting along? Well, Alcorn had called it a day after five laps: "We made some changes and I decided to go out and see if it was any good. It wasn't."

Elliott, meanwhile, was saved from further embarrassment when he had a bump with Tanaka at Becketts and filled the pod with grass. The TOM'S began to overheat and chuck water over the rear tyres at which point Jason decided it was time to return home to Chesterfield. Team mate Warwick likely felt like joining him, Paul destined to struggle home 16th.

At the front McNish and Brabham were both starting to get ever so slightly out of shape as the race entered its final laps. The gap was barely more than a second and when David reduced it to less than that, it seemed we might be in for some excitement. McNish had him covered, though, and managed to put a back marker between them. For 24 hours McNish savoured his triumph until he and Brabham were deemed to have illegal engines (see *Pit & Paddock*). That meant that it was team mate Higgins (unprotested) who inherited West Surrey's fourth consecutive win (a feat achieved for the team by Palmer in '81 and Senna – who took nine straight wins in '83). The law is an ass. ■

CLASS B

Plata strata

The Class B battle served only to underline further the prowess of Fernando Plata. Pole position fell to the Mexican by little less than half a second and in the event proper he drove serenely away at almost a second per lap for the first 10 tours after seeing off an early challenge from Warwick Rooklyn.

Scott Stringfellow's bid was thwarted early on in no uncertain fashion, the Jim Lee Reynard coming into smart contact with the chicane tyre wall.

Craig Simmiss then established himself in runner-up spot and spent the entire race striving to keep a determined Rooklyn at bay. His problem was solved on the penultimate tour when Warwick spun it all away into the Woodcote Complex. He made a hash of getting it all together again but just managed to get to the line ahead of Eddie Kimbell. Eddie had battled past Paul Smith in the early stages, the pair then running in tandem for the duration. Brazilian Lindoro da Silva claimed the final point.

SILVERSTONE (GB)

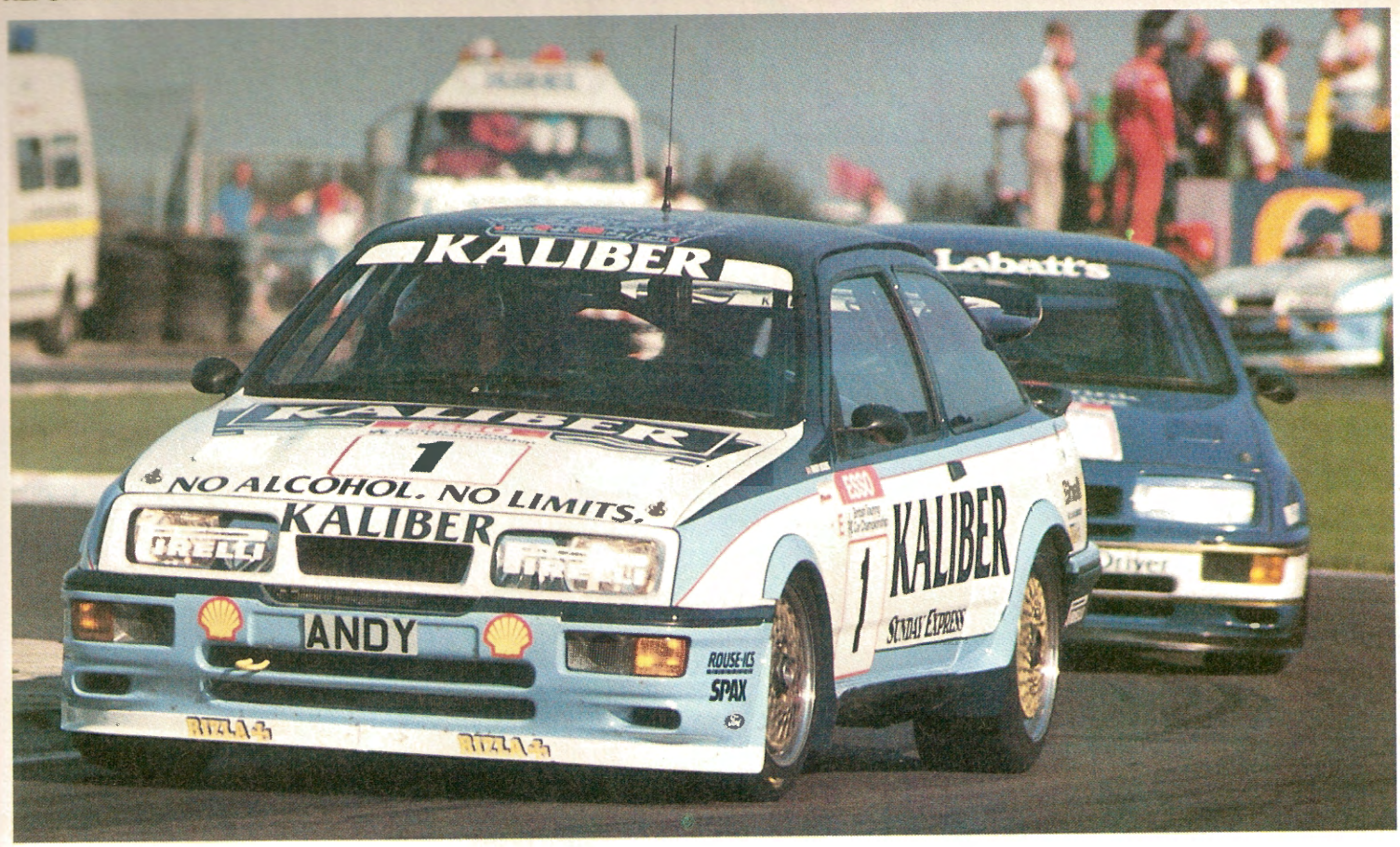
July 15, Lucas British Formula 3 Championship, round 9

15 laps – 44.63 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Best lap	Qual	Pos
DQ	Allan McNish (GB)	West Surrey/Marlboro	Ralt-Mugen Honda RT33	23:12.29	1:31.73	1:30.93	2
DQ	David Brabham (AUS)	Bowman/Jewson	Ralt-Spiess VW RT33	23:13.48	1:32.02	1:30.75	1
1	Derek Higgins (GB)	West Surrey/Uniden	Ralt-Mugen Honda RT33	23:27.09	1:32.77	1:31.60	4
2	Alain Menu (CH)	Racefax	Ralt-Spiess VW RT33	23:50.57	1:33.13	1:31.72	6
3	Mika Hakkinen (SF)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	23:32.58	1:32.72	1:32.18	15
4	Mika Salo (SF)	Alan Docking/Colt	Reynard-Alfa Romeo 893	23:35.22	1:33.40	1:31.71	5
5	Gary Ayles (GB)	Jack Brabham/Rouse + ICS	Ralt-Spiess VW RT33	23:37.43	1:32.79	1:31.87	12
6	Gary Ward (GB)	RGS Racing/TL Clowes	Reynard-Alfa Romeo 893	23:39.38	1:33.12	1:31.76	8
7	Antonio Simoes (P)	DAD/Galp + Ariston	Ralt-Alfa Romeo RT33	23:40.08	1:33.28	1:31.81	9
8	Philippe Adams (B)	Bowman/Constantia	Ralt-Spiess VW RT33	23:41.24	1:33.26	1:31.75	7
9	Paul Stewart (GB)	Paul Stewart/Camel	Reynard-Mugen Honda 893	23:42.56	1:33.27	1:31.81	10
10	John Estupinan (COL)	Bowman/Cafe de Columbia	Ralt-Spiess VW RT33	23:45.28	1:33.66	1:31.90	13
11	Richard Dean (GB)	Jim Lee/Panasonic Batteries	Reynard-Spiess VW 893	23:46.37	1:33.65	1:32.50	21
12	Minoru Tanaka (J)	TOM'S GB/Leyton House	Ralt-TOM'S Toyota RT33	23:48.41	1:33.55	1:32.40	18
13	Julian Westwood (GB)	Racefax/Datamatic	Ralt-Spiess VW RT33	23:48.89	1:33.57	1:32.25	16
19 (B1)	Fernando Plata (MEX)	Bowman/Armados de Acera	Ralt-Swindon VW RT32	24:01.65	1:34.41	1:33.10	23
20 (B2)	Craig Simmiss (NZ)	CS Engineering/Autotag	Reynard-Swindon VW 873	24:10.33	1:35.25	1:33.86	26
21 (B3)	Warwick Rooklyn (AUS)	Bowman/Driza-Bone	Ralt-Swindon VW RT32	24:31.51	1:35.44	1:33.57	25
22 (B4)	Eddie Kimbell (GB)	Peter Lea/The Penman Group	Reynard-VW 873	24:32.40	1:36.56	1:36.11	33
23 (B5)	Paul Smith (GB)	Techspeed	Reynard-VW 883	24:33.42	1:36.56	1:35.74	31
24 (B6)	Lindoro da Silva (BR)	Start Racing	Reynard-VW 883	24:41.74	1:37.13	1:35.74	30
R	Otto Rensing (D)	Paul Stewart/Camel	Reynard-Mugen Honda 893	12 laps – accident damage	1:32.93	1:31.83	11
R	Jason Elliott (GB)	Intersport/Cellnet	Reynard-TOM'S Toyota 893	6 laps – overheating	1:35.40	1:33.33	24
R	John Alcorn (GB)	Becsport/Brownings	Reynard-Alfa Romeo 893	5 laps – handling	1:34.52	1:32.45	20
R	Scott Stringfellow (GB)	Jim Lee/Stringfellows	Reynard-Spiess VW 883	1 lap – accident	1:48.43	1:34.75	28

Winner's average speed: 114.17mph. **Class B:** Plata, 111.43mph. **Fastest lap:** Hakkinen, 1m32.72s, 115.50mph. **Class B:** Plata, 1m34.41s, 113.44mph. **Championship positions:** 1, Brabham, 39pts; 2, McNish, 35; 3, Higgins, 31; 4, Rydell, 22; 5, Menu, 19; 6, Hakkinen, 16; 7, Adams, 13; 8, Schonstrom, & Salo, 9; 10, Robertson & Ayles, 8; etc. **Class B:** 1, Plata, 69; 2, Stringfellow, 32; 3, Simmiss, 27; 4, Rooklyn, 25; 5, Bowes, 24; 6, Kimbell, 21, etc. **Next round:** Snetterton, August 6.

REPORT: BRUCE JONES – PHOTOGRAPHY: MICHAEL C BROWN



Status quo regained

The real significance of the touring car race at the Grand Prix meeting may have escaped many. Even those who were there. Sure, Andy Rouse returned to a level of dominance he had seemed to be losing, but it was the driver who came home 25th who is more likely to effect the outcome of the series. That driver was Ray Armes in a Honda Civic Si.

QUALIFYING

With Ayrton Senna on pole for the Grand Prix, it came as little surprise that his touring car equivalent, Andy Rouse, did the same for the Esso BTCC race. Like Senna, Rouse views qualifying in a different light to many other drivers. To him, it is almost a race in itself, something of utmost importance. Andy's pole made it five from seven.

In the opening session, Rouse contented himself with shattering the lap record (reducing it from 1m38.97s to 1m37.76s), running on the knife-edge of balance on race rubber, using D5 Pirellis. The others were aghast.

Previous testing had seen several of them near his time, but the track's surface was definitely slow on Grand Prix weekend, most drivers a couple of seconds down on their testing best. What time he could have recorded on qualifying rubber on a clean track, the others could only guess at.

After the opening one hour session, Laurence Bristow lined up second quickest, his lap of 1m38.56s in his Andy Rouse Engineering Labatt's Ford Sierra RS500 0.8 second down on Rouse's Kaliber version.

Many drivers would have been content to seek a race set-up in the second session, but not Rouse. Keeping his choice of tyre close to his chest, the many time BTCC Champion whittled his time down to 1m37.72s, this in a session that was patently slower than the first...Rouse looked mighty and he meant business.

Bristow's team mate Tim Harvey decided that the best way to improve on his fourth place time was to "take down all the team's tyres for the second session". This obviously worked, for, though the surface was slower even than for the Friday session, he pared his time down to 1m38.53s, good for the outside of the front row.

Very few other drivers improved their times in this second session. Robb Gravett, running the fleetest of the non-Andy Rouse Engineering Sierras, interrupted an ARE domination of the front of the grid by overcoming turbo boost problems to qualify fourth in his Trakstar Sierra, Rouse's team mate Guy Edwards having to settle for fifth in the second Kaliber RS500.

The pair of black Listerine RS500s were to start sixth and seventh, both team owner Graham Goode and Mike Newman a fraction up on Chris Hodgetts. Their team mate Sean Walker would have been higher had he not lost most of the quicker session when a cambelt snapped, which stranded him out on the circuit.

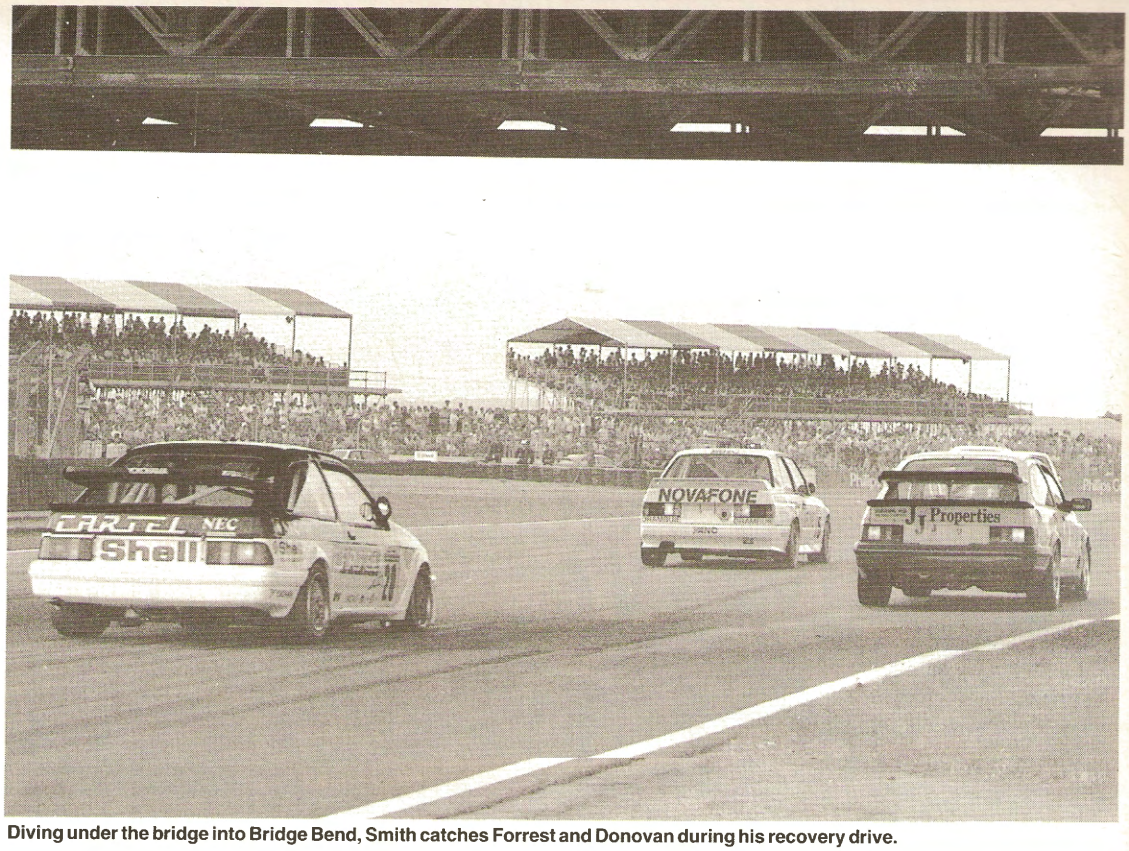
In the classes, James Weaver – the ▶

Above: Andy Rouse dominated Class A in a manner he has not enjoyed thus far this season. Left: Ray Armes – impressive newcomer. Below: John Morris's sorry VW Golf steams to an early departure.

overall Esso BTCC leader – held the upper hand throughout practice, ending up with a best over 1 second inside the lap record in the lead Prodrive BMW M3. Frank Sytner was 0.58 second down, with the rest of Class B, headed by Godfrey Hall, a further 1.8 seconds behind.

Class C, as expected, was dominated by John Cleland and his Vauxhall Dealer Sport Astra, the works entry being backed up by Jeremy Rossiter and Louise Aitken-Walker from the same stable. The VW Golfs and lone Peugeot 309 were nowhere near, Alan Minshaw's Golf not helped when its engine blew early in the first session.

Phil Dowsett has long ruled the roost in Class D, his front-wheel drive Corolla untroubled by the rear-drive derivatives. The long awaited arrival of Ray Armes and his PG Tags Honda Civic Si (see *Pit & Paddock*) gave him a scare, causing Phil to bolt on a set of qualifiers for the first time this year in order to bag class pole.



Diving under the bridge into Bridge Bend, Smith catches Forrest and Donovan during his recovery drive.

RACE

Rouse used all of his car's seemingly superior power to haul clear

With Senna having failed in his quest to convert pole position into race victory in the Grand Prix, Rouse could have feared that he would suffer the same fate. But this few can't have lasted long. He made a clean getaway, running alongside Harvey as the field streamed into Copse for the first time. It was doorhandle to doorhandle stuff, but Andy's silver and blue car nosed ahead of Tim's all-blue one. And that was that, as they say.

While those behind jockeyed for position, Rouse used all of his car's seemingly superior power output to haul himself clear. After four laps, he was almost 5 seconds to the good.

The opening lap had been dramatic for some, though, with Mike Smith seeking to entertain the fans who had just sat through the Grand Prix, by rotating on the inside at Copse. His fightback had started early.

Further around that tour, John Clark spun his BMW M3 at Becketts and was hit by John Morris's VW Golf GTI. And hit very hard, Clark was out on the spot, while Morris limped to the pits to retire his rooted Listers Golf.

Harvey led the chase of Rouse, but was demoted at the Bridge Bend chicane, Gravett's red and white Trakstar Sierra snatching the inside line. And Bristow was demoted, too, overtaken by both Edwards and Goode before the bridge. Newman lost time by running wide at Bridge, over the kerbs and far away. He was to park his Sierra soon afterwards, its engine not playing the game.

Behind the Sierras, Weaver led Class B, as expected, with Sytner back in third in class after a *banzai* early charge from 'Whizzo' Williams in the Demon Tweeks BMW. Hall, was unable to join in the fun, his M3 having failed on the grid.

Cleland led Class C, again as expected, but there was a surprise when Armes came through next, not only fastest in Class D, but quicker than all but Cleland in Class C. This was one hell of a debut...

As Rouse motored on his merry way, Gravett learned to settle for second place, his car handling beautifully, but lacking the legs of Rouse's. Meanwhile, Harvey discovered the error of his choice of tyres (DJS on the front and D93 at the rear). Edwards pushed him down to fourth on lap 2 and there was nothing he could do about it as his car started to handle more and more extravagantly.

Lapping started on lap 7, but this did little to alter the race order, and Rouse wound up winner by almost a dozen seconds, Gravett just resisting a challenge from Edwards, Harvey a similar fraction clear of Bristow, with Goode claiming sixth also a fraction ahead of another Sierra, the smoothly driven Fina Unleaded version of Dutchman Gerrit van Kouwen.

While Chris Hodgetts and Sean Walker had lonely runs to eighth and ninth places, Smith completed the top 10 after performing more overtaking manoeuvres than the rest of the field put together, almost... In fact, his fiercest time was in the closing two laps, as he split the duelling Jerry Mahony and Karl Jones, and then set about passing Mahony. This was not to prove easy and produced much tyre smoke at Bridge Bend. On the last lap, Mahony pulled back ahead at Stowe, then Smith resumed at Club before Mahony went for a mighty piece of outbraking into Bridge. It didn't work, quite...

Mahony went for a mighty piece of outbraking into Bridge. It didn't work, quite...

Weaver strengthened his claim on the title by winning Class B again for BMW, although he was given a scare when his engine cut out on lap 5 with a temporary fuel pump malady, with Sytner cruising to a Prodrive 1-2 once Williams rotated due to picking up a puncture by running over glass. "He was looking wild," Frank reported afterwards. "I kept back slightly so I wouldn't get involved in the accident." Williams dropped back thereafter hampered by a further spin, all the time believing it wasn't a puncture, but that the brake balance had reverted to full rear bias again.

Cleland bagged Class C without any bother, keeping the pressure on Weaver for overall honours, while Armes diced with both of the other GMDS Astras before dropping back to win Class D in 25th place overall. Dowsett, troubled by a rough sounding engine, was left to hold off the advances of class mate Les Liddeard, not an occupation to which he is accustomed. Geoff Kimber-Smith and Tony Crudgington amused those who had stayed to watch with a catalogue of bumping, boring and spinning.

All in all, it was *not* a great race. Rouse can be pleased with his performance on the day, but most pleased must be Weaver and Cleland, relieved that their nearest rival, Dowsett, is no longer assured of maximum points at each outing. ■

SILVERSTONE (GB)

July 16, Esso British Touring Car Championship, round 7, 15 laps – 44.63miles

Pos	Driver	Entrant-Sponsor	Chassis	Result	Fastest lap	Qual	Pos
1	Andy Rouse	Rouse/Kaliber	2.0t Ford Sierra RS500	24:55.19	1:38.82	1:37.72	1
2	Robb Gravett	Trakstar/NEC + Cartel	2.0t Ford Sierra RS500	25:07.15	1:39.38	1:38.70	4
3	Guy Edwards	Rouse/Kaliber	2.0t Ford Sierra RS500	25:07.75	1:39.41	1:39.10	5
4	Tim Harvey	Rouse/Labatt's	2.0t Ford Sierra RS500	25:13.24	1:39.91	1:38.53	2
5	Laurence Bristow	Rouse/Labatt's	2.0t Ford Sierra RS500	25:14.16	1:39.95	1:38.56	3
6	Graham Goode	Goode/Listerine	2.0t Ford Sierra RS500	25:20.71	1:40.15	1:39.36	6
7	Gerrit van Kouwen	JQF/Fina Unleaded	2.0t Ford Sierra RS500	25:21.04	1:39.90	1:40.76	13
8	Chris Hodgetts	Brooklyn Motorsport	2.0t Ford Sierra RS500	25:25.70	1:40.69	1:39.41	8
9	Sean Walker	Goode/FAI + Moss	2.0t Ford Sierra RS500	25:31.48	1:41.27	1:40.37	10
10	Mike Smith	Trakstar/NEC + Cartel	2.0t Ford Sierra RS500	25:45.99	1:41.20	1:39.69	9
11	Jerry Mahony	Evans Halshaw/Arquati	2.0t Ford Sierra RS500	25:47.17	1:41.31	1:40.54	11
12	Karl Jones	Asquith/Duckhams	2.0t Ford Sierra RS500	25:52.04	1:41.93	1:40.66	12
13	James Weaver	Prodrive/BMW Finance	2.3 BMW M3	26:22.33	1:44.05	1:42.91	14
14	Mike O'Brien	TDR/Swan National	2.0t Ford Sierra RS500	26:35.07	1:44.38	1:43.56	17
15	Frank Sytner	Prodrive/BMW Finance	2.3 BMW M3	26:37.23	1:44.52	1:43.49	16
21	John Cleland	Vauxhall Dealer Sport	2.0 Vauxhall Astra GTE-16	14 laps	1:49.58	1:48.30	25
25	Ray Armes	PG Tags Racing	1.6 Honda Civic Si	13 laps	1:52.81	1:51.50	30
R	Mike Newman	Goode/Listerine	2.0t Ford Sierra RS500	5 laps – engine	1:40.36	1:39.40	7
NS	Godfrey Hall	Driver	2.3 BMW M3	0 laps – transmission	–	1:45.29	18

Winner's average speed – A: 107.49mph. **B:** 101.52mph. **C:** 95.91mph. **D:** 93.78mph. **Fastest laps – A:** Rouse, 1m38.82s, 108.37mph (**record**). **B:** Weaver, 1m44.05s, 102.93mph. **C:** Cleland, 1m49.58s, 97.73mph. **D:** Armes, 1m52.81s, 94.93mph. **Championship positions – overall:** 1, Weaver, 58pts; 2, Cleland, 56; 3, Dowsett, 46; 4, Gravett, 43; 5, Aitken-Walker, 42; 6, Sytner, 35. **Class A:** 1, Gravett, 43; 2, Harvey, 34; 3, Rouse, 33; 4, Bristow, 16. **Class B:** 1, Weaver, 58; 2, Sytner, 35; 3, Hall, 23; 4, Llewellyn, 22. **Class C:** 1, Cleland, 56; 2, Aitken-Walker, 42; 3, Jordan, Minshaw & Morris, 16. **Class D:** 1, Dowse, 46; 2, Crudington, 28; 3, Dolley & Goddard, 15. **Manufacturers:** 1, Ford, 140; 2, BMW, 93; 3, Vauxhall, 84; 4, Toyota, 70. **Next round:** Brands Hatch, July 23.

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REPORTS: ANDY HALLBERY, ADAM COOPER & MICHAEL O'HARE – PHOTOGRAPHY: JEFF BLOXHAM & MICHAEL C BROWN

Reid immediately forges an advantage on the run to Copse from Neto, O'Brien, Noda and Dunn. A slow starting Larsen is swamped.

The Celtic fringe

Anthony Reid chose perhaps the biggest race of the GM Euroseries year to score his first victory in the formula, and a fairly convincing win it was. The Scot might have been barely troubled throughout the 16 laps, but behind him there was plenty to keep the crowd amused.

For the British Formula Vauxhall Lotus Championship runners, Silverstone really was the big one, a chance to show their mettle in front of not only the Formula 1 people, but the regular Euroseries contenders as well.

QUALIFYING

By the end of the first qualifying session, it was one of the British competitors on pole position, Anthony Reid winding up the PTM car to record a 1m35.98s. His session was not all sweetness and light however, for near the end a throttle spring broke, jamming it open. Reid managed to bring the car to a halt without further damage, but rooted the tyres which he was scrubbing in for the race. Things got worse in the second session for as he started the engine in the pit lane, the car was engulfed in sparks and smoke, a major electrical short circuit forcing him to miss the entire period. Fortunately for him, the track was slower and none of his rivals could improve.

Second on the grid was Eduar Merhy Neto, having set an identical time to Reid with his team Draco car. Neto has already raced at Silverstone this year, in the opening two rounds of the British series, and the Brazilian was happy on the front row again.

Euroseries points leader Henrik Larsen was another happy with his performance, so much so that just five laps into Saturday's session, the Dane brought his car into the pits and climbed out, sure that no one would be able to improve.

Eugene O'Brien was the second of the British runners, following up victory in the previous British round at Thruxton with fourth on the grid at Silverstone. Gary Dunn lined up fifth, the British championship leader not having his car set up to his liking in the all-important Friday session.

Sixth quickest was Hideki Noda, who along with the Christal team, was riding on a high after their second place at Paul Ricard last week.

Peter Kox was suffering a little from not testing at Silverstone, and wasted the first session setting up the car. The Dutchman however, knows the circuit well from his Formula 3 days ("I almost forgot the chicane was back on my first lap..."), and was content to be eighth, not so far away from Euroseries rival Larsen.

As has been the norm in the FVL series, there was precious little time separating the field; less than 2 seconds covered the first 28 after qualifying. Competitive is the word.

RACE

With three laps to go, things began to get really exciting

For Anthony Reid's team, sleep had been in short supply, for the PTM crew completely re-wired the pole position car on Saturday night, before embarking on an engine change for Reid's team mate, Charlie Burt.

The sun broke through the early morning cloud as the 39 cars formed up on the grid. At the green light, there was still nothing to choose between Reid and Neto. Reid used his pole position advantage to seize the lead at Copse, from Neto, O'Brien, Noda, and Dunn. Larsen was down in seventh, having released the clutch on the grid, only to find it momentarily stuck on the floor.

The field remained orderly for most of the first lap, but by Woodcote things became fraught, and suddenly Edward Jovy Marcelo was lauched skywards, flipping over and crunching down on Marcello Petriccione. The car came to rest inverted, and the marshals carefully released the Filipino, who walked away to a rousing reception from the large crowd.

Reid and Neto began to pull clear at the front, the Brazilian showing no signs of challenging for the lead.

"I started the race on brand new tyres," he reported, "and as soon as they were up to full working temperature, then I would worry about Reid." Sadly he never got the chance, for the left rear rocker broke as he came out of the Woodcote chicane on lap 4, and that was that.

So Reid now had a 6 seconds lead – having set a new lap record on lap 4 – and looked totally in control. Behind, O'Brien held a small gap over Noda, Dunn, Larsen, Carcasci, Edwards, Kox, Aslund and Luby. Larsen moved by Dunn on lap 7, and immediately pulled away, while Edwards made minor contact with Kox, damaging his front wing, and Ben spun frustratingly down to last place.

The race settled into a procession, no one making any moves, seemingly saving everything for the closing stages.

With three laps to go, things began to get really exciting. O'Brien, in second place, had had problems selecting gears, and suddenly Noda was right there. The Japanese driver felt that second place was within his grasp, and as they approached Bridge corner, moved right, around Eugene who was protecting his line. It was a quite incredible move, which nearly came off, but Noda – having gone right round the outside – failed to leave O'Brien sufficient room to negotiate the corner, and suddenly found his rival's car up on his side pod as they spun out.

SILVERSTONE (GB)

GM Lotus Euroseries, round 4 & Formula Vauxhall Lotus Championship, round 9

16 laps – 47.60 miles

Pos	Driver (Nat)	Team	Result	Best lap	Qual	Pos
1	Anthony Reid (GB)	PTM Motorsport	25:52.89	1:35.83	1:35.98	1
2	Gary Dunn (GB)	Swindon Motorsport	26:00.59	1:36.23	1:36.30	5
3	Paulo Carcasci (BR)	Concept 3	26:01.12	1:36.27	1:36.55	9
4	Peter Kox (NL)	Opel Dealer Team Holland	26:01.32	1:36.48	1:36.53	8
5	Henrik Larsen (DK)	Derek Bell Racing	26:01.88	1:36.21	1:36.12	3
6	Peter Aslund (S)	Picko Troberg Racig	26:01.98	1:36.63	1:36.49	7
7	Kurt Luby (GB)	AMCO Motorsport	26:02.32	1:36.52	1:36.77	11
8	Diogo Castro Santos (P)	Derek Bell Racing	26:08.76	1:36.80	1:36.95	12
9	Magnus Wallinder (S)	Janco Motorsport	26:09.53	1:36.88	1:37.63	20
10	Juha Rajamaki (SF)	Janco Motorsport	26:16.77	1:37.32	1:37.48	18
11	Matt Johnson (GB)	Johnson Motorsport	26:20.99	1:37.13	1:37.81	25
13	Cesar Jimenez (MEX)	Concept3	26:24.39	1:37.16	1:37.66	22
15	Doug Spencer (GB)	Dragon Motorsport	26:28.65	1:37.72	1:37.28	16
R	Hideki Noda (J)	Christal Racing	12 laps	1:36.24	1:36.31	6
R	Eduar Merhy Neto (BR)	Team Draco	5 laps	1:36.48	1:35.98	2

Winner's average speed: 110.34mph. **Fastest lap:** Reid, 1:35.83, 111.76mph **(record). Championship positions – Euroseries:** 1, Larsen, 54pts, 2, Kox, 49; 3, Aslund, 41; 4, Carcasci, 34; 5, Neto, 29; 6, Wallinder & Reid, 21; 8, Noda & Dunn, 15; 10, Koscielniak, 8; etc. **Next round:** Hockenheim, July 30. **Vauxhall Lotus:** 1, Dunn, 130pts; 2, Eugene O'Brien, 100; 3, Luby, 80; 4, Reid, 68; 5, Peter Hardman, 54; 6, Justin Bell & Affonso Giaffone, 53; 8, Noda & Johnson, 23; 10, Piers Hunnisett & Castro Santos, 21; etc. **Next round:** Donington, September 3.

ESSO MG METRO TURBO CHALLENGE

Ducking and diving

The Grand Prix Metro race has traditionally been a highlight at Silverstone, and this year's entry promised to provide one of the best events to date, with an excellent 34-car field.

To no one's great surprise, reigning champion and crowd favourite Martin Perrett took pole, the West Countryman hustling his Enterprise/Neiman car round in 1m56.14s. A less familiar face was alongside him however, with Rick Cutting putting in a very good performance to earn second spot, and bump series leader Peter Baldwin from the front row. The underfinanced Mike Bulmer turned in an excellent performance to secure fourth spot, just ousting the celebrity car, driven once again by longtime Metro hero Tony Pond. The third row was completed by Perrett's team mate, the ever-improving Stuart Senior.

Baldwin immediately made sure that this was going to be a repeat of recent Silverstone encounters by ousting Cutting for second on the run to Copse, and tucking in behind Perrett. At the end of the lap Baldwin nipped through at Bridge to secure the lead. Perrett followed him through, with the fast-starting Stuart Senior, Cutting and Pond next up.

Cutting wasn't going to let his good grid position go to waste however, and on the second lap he managed to get by both Senior and Perrett, only to pull off and retire. Perrett soon began to ease back towards Baldwin, and on the fourth lap they were nose-to-tail.

At the end of lap 5, however, Pond was in trouble at Bridge Bend. As he turned in fuel spilled out of the filler cap, straight onto the right rear tyre. The celebrity car immediately went into a long, lazy spin. And before it had even hit the gravel it burst into flames, to the horror of everyone watching. Thankfully, the rallyman clambered out and jogged away unharmed.

Pond's spin at Bridge Bend soon turned into a conflagration as fire caught hold.

The marshals acted quickly, extinguishing the flames and allowing the race to proceed but not before Malcolm Bell left the road to avoid the incident.

The Baldwin and Perrett battle continued at unabated pace, right up until the last lap. A close finish seemed likely...

That's what we got. The pair was inseparable round the fast bits, and indeed, at Club, Perrett was alongside. They ran this way all the way to the Complex. On the outside line, Perrett turned in just behind Baldwin, floored it, and somehow created a gap on the inside of the second right hand part. The cars sideswiped each other, Baldwin skipped wide, and Perrett edged ahead making it to the line just in front, paying Baldwin back for earlier confrontations at the same location. The crowd loved it, it could have been Mansell winning the Grand Prix.

The rest had all but been forgotten in the excitement, but a good drive from Senior had made it an Enterprise 1-3, and indeed the lead battle antics saw him close right up at the end. Poor Bulmer dropped back from fourth place and stopped on the last lap, leaving Martin Short to take fourth in Baldwin's sister car well clear of battling Frenchmen Carlos Gomes and Claude Boissy who had traded places several times, once under yellow for the Pond incident. Richard Hann had been ahead of this pair but a touch with Boissy saw him slow to a stop on the last lap.

SILVERSTONE (GB)

Esso MG Metro Turbo Challenge, round 10

10 laps – 29.75 miles

1, Martin Perrett, 19m47.41s, 90.19mph; 2, Peter Baldwin, 19m47.74s; 3, Stuart Senior, 19m49.45s; 4, Martin Short, 20m00.90s; 5, Carlos Gomes, 20m05.71s; 6, Claude Boissy, 20m07.18s; 7, Nigel Edwards, 20m08.54s; 8, James Kendall, 20m10.52s; 9, Chris Gould, 20m14.59s; 10, Michael Green, 20m21.24s. **Fastest lap:** Perrett, 1m57.25s, 91.34mph.

Next round: Silverstone, Aug 13.

And the action wasn't over yet. Larsen had gratefully accepted second place, but starting the last lap, he not only had Dunn, Carcasci and Kox right on his tail, but also a slow puncture. As they headed down to Stowe, Dunn sold the Dane a beautiful dummy, and dived inside. Larsen was having none of it, and took his normal line. But still Gary kept coming, now with more than half his car on the grass! Carcasci, never one to miss an opportunity, followed Dunn onto the green stuff, and as they headed towards Club even entertained the idea of passing Dunn!

Larsen meanwhile had to adjust his line, and Kox demoted him to fifth going into Club.

Peter Aslund and Kurt Luby were next up, having scrapped all race, and both took advantage of the goings on in front to close right up on Larsen. Aslund, indeed, very nearly passed the Dane, as the second to seventh placed cars crossed the line covered by just 1½ seconds...

Almost unnoticed among the excitement, Reid scored his, and PTM's first Formula Vauxhall Lotus victory, beating the European all-comers to boot, and he seemed almost embarrased by the ease of it afterwards. "After the problems we had in qualifying, it's good to have a trouble-free run."

One look at Gary Dunn told you that Reid's rivals had been too busy fighting among themselves. "That's one of the best races I've been in," beamed Dunn, who extends his lead over the non-scoring O'Brien, as the series takes a seven week break. ■

COUPE DE FRANCE PEUGEOT 309

Couped up

It came as a surprise to many that the Coupe de France single-make series was included on the British Grand Prix programme. It was no surprise, however, to find car No 1 driven by championship leader Andre Bourdon on pole position. Andre has proved himself a consummate handler of Peugeot's 309 Turbo GTi and his time of 1m49.63s set the standard on Friday that nobody was to match.

Jean Lallier, suffering as many did with a slippery track in the Saturday session, also failed to improve his mark but lined up next to Bourdon, the two separated by 0.01 second on the track and by two points in the series.

British interest was held by the inclusion of former British GP winner, John Watson, and *Fast Lane* scribe, Mark Hales, the latter suffering a major off in the second session. "A steering arm broke as I entered Copse and the car took a trip into the tyres," said Mark. The driver was unhurt but the car was not to start.

Wattie wound up 10th, his gritty performance in the first session, negated by the adverse track conditions in the second." Saturday was basically a slower day all round," felt John. "The ambient temperature was higher and coupled with being thrown in with the regulars, I suffered."

The 17-lap race itself had its highs and lows, apparently dependent on the fluctuating fortunes of the control Michelins.

Jean-Claude Lompech starred, but he spun out of third place at Woodcote.

Nonetheless in the early stages we were treated to a fine battle.

Bourdon gently eased ahead on the run to Copse followed by Lallier and, up well from row 3, Luc Rozentvaig.

The decisive moment, however, came on lap 6, when Lallier, after having a look on the previous tour, drew alongside the leader on the approach to Bridge. Jean took the inside line and, as far as the lead was concerned, that was that.

The battle for second was a more fraught affair. Both Jean-Claude Lompech and Patrick Trucco grasped the advantage from Bourdon on lap 7. However, after briefly losing second to Trucco on lap 9, Lompech lost the car itself at Woodcote, rejoining well down.

Bourdon who, during the lap 9 dramas had regained second finally succumbed on lap 13 when Trucco took second up the inside at Club and the 1-2-3 was resolved, handing the championship advantage to Lallier. "The car's electrics were playing up," bemoaned Andre, "I had to settle for a finish."

That was more than could be said for the British interest which ceased on lap 6, John Watson colliding with fellow ex-GP driver Francois Migault at Becketts.

SILVERSTONE (GB)

Coupe de France Peugeot 309

17 laps – 50.58 miles

1, Jean Lallier, 31m22.92s, 96.69mph; 2, Patrick Trucco, 31m25.91s; 3, Andre Bourdon, 31m30.70s; 4, Patrick Bourdais, 31m36.98s; 5, Luc Rozentvaig, 31m38.89s; 6, Jacques Bazille, 31m43.19s. **Fastest lap:** Lallier, 1m49.19s, 98.08mph (**establishes record**).

Next round: Croix en Ternois (F), July 23.

REPORT & PHOTOGRAPHY – MARTIN HOLMES

Maori Mazdas

Ingvar Carlsson took his second rally victory of the season in New Zealand, the Swede capitalising on the less competitive 'drivers only' round of the World Championship. And while Mazda duly celebrated a rare success, Britain's Malcolm Wilson was able to enjoy a coveted A-priority, gained with a fabulous third place in his Astra GT/E.

The rally of New Zealand was spread over four days. It was based in Auckland but two nights were spent further south at Rotorua. Without the top teams Lancia and Toyota, the event promised to be far more open than usual.

Only five of the 42 stages were on asphalt, and only two of these on genuine country roads. The majority of the others were gravel surface country roads. Some forest roads were also used.

For the first time, Ford Sierra Cosworths braved the event. Jimmy McRae, five-times British Open Champion, took part for the second time, behind the wheel of one of these high-powered cars. His son Colin drove the other Group A Sierra. Despite the almost all-gravel nature of the route, the cars stood a good chance, although Jimmy McRae said: "One particular stage has an uphill stretch – and I reckon a two-wheel drive car will have difficulty climbing it during the event if it is wet."

GM had entered two cars similar to the 1988-winning Kadett GSi. "What we have discovered to our cost," explained GME's team engineer David Whitehead, "is just how much power is sapped away in the deep shingle and mud you get on the stages. The rally is ideal for powerful cars." While Josef Haider stayed in Europe defending GM's honours in the German Championship, Malcolm Wilson and Mats Jonsson were present.

For the Mazda factory New Zealand is not European territory and its Californian-based New Zealander Rod Millen was chosen to represent the factory officially. Ingvar Carlsson, therefore, had been entered privately although he drives an MRTE works car. New Zealand is Mazda country: the well-balanced 323 4WD cars are ideally suited to the roads which twist not only side-to-side but in the third, vertical dimension as well. Power helps, but good handling is just as important.

Everybody was eager to see how Mitsubishi would fare after its promising performances in Europe. Ralliart Australia entered two cars for Ross Dunkerton and Kenjiro Shinozuka, but both were to be run completely independently, and were much less powerful than the cars used in Europe.

AL HAJRI: "It's been five years since I have used the windscreen wipers on a rally"

Four-wheel drive Mazdas started the rally determined to take a good lead, but found the front-drive GM cars a surprising challenge in the predominantly wet conditions. Ingvar Carlsson took the lead on the second stage, the first gravel section, and gradually pulled away from the rest of the field. After making fastest time on all the six gravel stages he finished the day over 1 minute ahead of Millen and Ray Wilson.

Jonsson's day's run was rewarded with third best time on the stages, but he dropped down to fifth with road penalties. An electrical failure at the end of Stage 4, forced Possum Bourne to push his Subaru past the finish line. He was subsequently excluded, but later appealed. The three Ford Sierra Cosworths were having a tough time in the wet conditions as they were unable to use their power to full effect. Jimmy McRae lost 15 seconds because of turbo troubles on Stage 4, and by evening was in fourth place. His son Colin was fifth, Mats Jonsson's team mate Malcolm Wilson was suffering from a virus, but drove bravely to finish the day sixth.

The powerful Cosworths should have been able to prove themselves on the hard based stages, but instead, they snaked from side to side on the shingle that sat on top, unable to find the necessary grip. Saeed Al Hajri was particularly unhappy: "After driving so many years in the desert, these were unusual conditions for me. It's been five years since I have had to turn on the windscreen wipers in a rally!" The speed of Carlsson was a surprise even to the following Ray Wilson. "I don't think he was taking any risks, but for sure he was using every inch of the road," Wilson said. Wilson had a near-standard engine, and also a new type of Dunlop tyre: "The first time I drove with these tyres was the test day two days beforehand. They are new development tyres, and for sure in these wet conditions they are getting a lot closer to the Michelins." Michelin tyres were fitted on the two rival Mazdas in front of him.

Mark Jennings was leading Group N on Stage 4 despite an obscure ignition fault. Dave Strong's Daihatsu was sixth in group despite suffering engine management trouble on Stage 2.

The Group A Mitsubishis were going steadily. Kenjiro Shinozuka had no trouble although Ross Dunkerton broke a strut. There were remarkably few retirements. Of the 71 cars which started only six failed to arrive back in Auckland at the end of the leg.

For the second Etape, the sun had dried the tracks. Once again, the two-wheel drive cars failed to seize the advantage of the hard ground and Carlsson's Mazda was quickest. Millen, who was having trouble with his choice of tyres, applauded Carlsson's fine driving: "I was always just too cautious in choosing the tyres, I kept on choosing narrower tyres when in fact wider tyres would have been better. I cannot keep up with Carlsson on the faster stages. He is doing a good job."

Jimmy McRae eventually overhauled Millen after the third stage of the day, but then fell back on Stage 3 which was more slippery.

Overnight, Malcolm Wilson was 4 seconds ahead of Jonsson; the two GM drivers continued their battle. By Sunday evening, Wilson was 7 seconds ahead of his challenger.

The rivalry in the Mitsubishi camp was marked by the gradual recovery of Dunkerton. He began 79 seconds behind Shinozuka, but after seven stages he was out in front of him. But after a brave attempt, Dunkerton encountered nothing but trouble. Another strut top broke, a caliper came off on stage 18 followed by clutch seizure. By the time he reached Rotorua, he was down to 27th place.

Ray Wilson was slipping back. He

The Carlssons – Ingvar and Per – meet New Zealand premier, David Lange. Above: Jimmy McRae outruns the helicopter pilot but crashed out of the event before the mid-point. Opposite page: Carlsson, uncatchable in New Zealand, took his second victory of the season.

NOTES ON THE CARS

General Motors

Two new cars were entered, built by GM Euro Sport in England for Malcolm Wilson (a Vauxhall Astra GTE 16v) and for Mats Johnsson (an identical Opel Kadett GSi 16v), RAC specification engines were fitted with more bottom end torque and less top range power. Maximum power 215bhp. For the first time they used magnesium-cased gearboxes. These save about 8-10kg which means the total weight is now 920kg. The rear axle was the normal beam-axle rather than the independent rear type. The suspension was some 50mm lower than normal European specification and stiffened. 15ins M-type Michelin tyres (types 3, 4 or 5) were used but without ATS inserts.

Mitsubishi

Ralliart Australia entered two new Galant VR-4s run independently for Pacific-Asian Champion Kenjiro Shinozuka and Australian driver Ross Dunkerton. Both featured five-speed gearboxes, Shinozuka's had straight cut gears and 16-inch wheels. Dunkerton's had synchromesh and 15ins wheels. Dunkerton used a steel roll cage and Bilstein shock absorbers while Shinozuka had an aluminium bolt-in cage and KYB shock absorbers. The Australian had 3.54 rear axle and Shinozuka 3.9. The former's engine was tuned to give about 300bhp at maximum boost (much less than the European cars); Shinozuka said his car developed about 275bhp. Both used Yokohama tyres.

Mazda

Many 323 4WD cars in various degrees of preparation were entered, headed by Ingvar Carlsson's MRTE car which was privately entered. This was the only car with a six-speed gearbox. It was painted in usual MRTE colours but with Promosport and Russels as sponsors. Like Rod Millen's car, which was Mazda's official representative on this event, it was fitted with Michelin tyres and had a Japanese-prepared engine. Neil Allport's Michelin car had an Enem engine and Ray Wilson's Mobil-sponsored car used Dunlops.

Ford

Jimmy and Colin McRae were entered by Gary Smith Motorsport Management in blue and white Group A Sierra RS Cosworths. Jimmy had his own ex-R-E-D car, while Colin's was a heavyweight car borrowed from Boreham. Pirelli 620mm 16ins tyres were used throughout; always SG90 of 215 section at the rear and either SG90 or MS of 185 at the front. Single plate clutches were used, and 4×4 rear axles with differential oil coolers.

Saeed Al Hajri drove a Sierra RS Cosworth entered by Rothmans, rebuilt from an ex-Vatanen works car. A 4.7 axle ratio, twin plate clutch, and kevlar sumpguard were used. Brian Stokes' XR 4×4 car is the same one he has used for the past three years sponsored by Ford NZ and Motorcraft, with an ex-Blomqvist engine.

Subaru

'Possum' Bourne had a new RX Turbo and a new sponsor CRC. The car had bigger brakes all round than before but still had 14in wheels with Michelin tyres. A 3.0 axle ratio was fitted. The engine was developed in New Zealand and expected to deliver 200bhp.

Audi

Malcolm Stewart's Coupe Quattro was the same car (owned by Australian Geoff Keys) as he used last year. Bob Locke's 90 Quatro was that used on the Manx National and the Scottish.

had gone well on familiar territory the day before when his Dunlop tyres were working well. On Sunday, however, he fell from third to sixth after six stages. Then on the final stage of the evening, he overturned; despite losing 2 minutes, he held onto his position.

The last three stages of the day were held in darkness, the first two on forestry ground near Tokoroa, the last an asphalt stage close to Rotorua itself. On Stage 18, McRae went off the road, hit a tree and retired from third place. Allport lost 2 minutes with a throttle stuck and XR4×4 driver Brian Stokes had a puncture which he had to stop and change.

MILLEN: "I was always too cautious with tyres.

The battle in Group N was hotting up. Fredrik Skoghag increased his pace and moved up to 14 seconds behind group leader Mark Jennings's Toyota Celica GT-Four. Kiyoshi Inoue retired after overturning his Galant VR-4, doubtless to the relief of the non-starting series leader Gregoire de Mevius. Wayne Pittams, like Skoghag in an Integrale, was third in the Group. Bourne was missing from the day's activities, as his exclusion had been confirmed that morning. Bourne accepted the decision, but many thought the ruling was harsh, as Bourne had had no end of problems with the car.

The third day on the roads to the south was expected to be a greater test of handling and driving skills. On the third Etape, the local enthusiasts suffered a disappointment. Millen gave up the fight against his fellow Mazda driver Carlsson. "I'm only really here to gain points for the Pacific-Asia Championship," he said without conviction.

While Carlsson continued to drive with precision, using every inch of the roads, easing off only when the roads got too rough for comfort, Millen drove in the centre of the roads as though he was on another American Championship rather than a World Championship event. During the day, he dropped another 40 seconds, even though Carlsson slowed down twice. Towards the end of the day, Millen nearly lost second place by easing off too much. On the final stage of the day Malcolm Wilson made remarkably fast times and came up to 7 seconds behind Millen.

Apart from the damp and foggy stages in the evening, the third day had been dry and sunny. This was the day for heading eastwards past Whakatane and up the tortuous Motu Road mountain pass. Millen's hopes that he could pull back Carlsson's advantage were dashed. The Swede was 7 seconds faster on the short opening stage, easing off on the rough second stage, then pulling back 23 seconds on the third.

The final day saw a fine battle between the Group N challengers. On Stage 22 Fredrik Skoghag's Lancia drew level with Jennings's GT-Four, and on Stage 23 the Delta was off the road and nose-down in a stream. Dunkerton started the day in 27th position and continued his charge back up the field. But he was slowed down when the fourth Bilstein shock absorber failed and then, once again, a brake caliper broke. The only thing going Millen's way was a broken front wheel bearing – on a long road section. "We just stayed there waiting for our service car to arrive."

Colin McRae had a lonely day in ▶

Shinozuka was the highest placed Mitsubishi driver, finishing sixth.

ROTHMANS RALLY OF NEW ZEALAND (NZ)

July 15–18, World Rally Championship for Drivers, round 7

Pos	Driver/Co-driver	Car	Result
1	Ingvar Carlsson/Per Carlsson	Mazda 323 4WD	6h59m55s
2	Rod Millen/Tony Sircombe	Mazda 323 4WD	7h02m37s
3	Malcolm Wilson/Ian Grindrod	Vauxhall Astra GT/E 16v	7h03m24s
4	Mats Jonsson/Lars Backman	Opel Kadett GSi 16v	7h04m06s
5	Colin McRae/Derek Ringer	Ford Sierra RS Cosworth	7h11m35s
6	Kenjiro Shinozuka/Fred Gocentas	Mitsubishi Galant VR-4	7h22m16s
7	Ray Wilson/Stuart Lewis	Mazda 323 4WD	7h23m13s
8	Saeed Al Hajri/Steve Bond	Ford Sierra RS Cosworth	7h28m09s
9	Ross Dunkerton/Steve McKimmie	Mitsubishi Galant VR-4	7h30m08s
10	Ken Adamson/Greg Adamson	Mazda 323 4WD (N)	7h33m03s
R	Jimmy McRae/Rob Arthur	Ford Sierra RS Cosworth	accident, SS17
R	Kiyoshi Inoue/Masami Kokubo	Mitsubishi Galant VR-4	accident, SS11
R	'Possum' Bourne/Rodger Freeth	Subaru RX turbo	excluded, SS3

Group A and over 1600cc: as overall; **1300–1600cc:** Meekings/March (Toyota Corolla); **1150–1300cc:** Dodunski/Curd (Toyota Starlet); **Up to 1150cc:** no starters.

Group N and over 1600cc: Adamson/Adamson; **1300–1600cc:** McAndrew/Wilkin (Toyota Corolla); **1150–1300cc and up to 1150cc:** no starters.

Rally leaders: SS1, J McRae & Shinozuka; SS2–SS42, Carlsson.

Starters/finishers: 71/54.

Winner's average speed: 85.19kph.

World Championship for Drivers, after 7 rounds: 1, Biasion, 80; 2, Auriol, 50; 3, Carlsson, 40; 4, Fiorio, 25; 5, Blomqvist and Kankkunen, 20; 7, Duez, 17; 8, Eklund, 16; 9, Alen, Kirkland, Chatriot and Millen, 15; etc.

Stage analysis	1st	2nd	3rd	4th	5th	6th
Carlsson	28	3	6	2	1	3
Millen	7	11	8	3	4	4
Jonsson	5	8	8	10	4	1
M Wilson	4	4	11	7	5	2
J McRae	2	4	3	–	2	1
Shinozuka	2	–	–	2	4	4
C McRae	1	3	1	6	11	8
Dunkerton	–	4	4	4	5	11
R Wilson	–	2	2	2	–	5

Rally timetable – leg 1: Start at Queen Street, Auckland on Saturday at 1205, arriving back in Auckland at Airport Travelodge at 1914 after a regroup at Wenderholm Regional Park and eight special stages (77.70km). **Restart leg 2:** Leave Auckland Airport on Sunday at 0940 with regroup at Hamilton Lake and Tokoroa before arriving at Rotorua at 2158 after 11 special stages (116.31km). **Restart leg 3:** Leave Rotorua on Monday at 0800 with regroup at Opotiki arriving back in Rotorua at 2028 after 11 special stages (207.17km). **Restart leg 4:** Leave Rotorua on Tuesday at 0700 for regroup at Waitomo before finishing at Auckland Airport Travelodge at 1929 after 12 special stages (194.12km). **Total distance:** 1967.67km with 42 special stages (595.30km).

Next round: Argentina, August 1–5.

►►

fifth place. Twice he had a puncture and both times he drove out on a flat (the second time some 20km). On the last stage, Neil Allport had a throttle break. His co-driver had to sit in the

HALDANE: "Neil couldn't see and it was too noisy for me to shout"

engine compartment for 13km in the wet and dark. "Neil couldn't see where he was going, and it was too noisy for me to shout and tell him when he was going off the road," said co-driver Bob Haldane. They lost about 12 minutes and dropped from seventh to 17th.

The battle between the two Opels was close. Malcolm Wilson went off the road on stage 26 and lost 20 seconds or so. By the end of the day, however, he had his revenge and was 8 seconds ahead of Jonsson again. Would GM manager Melvyn Hodgson order an end to the fight? "No, not yet. I am still reviewing the situation." Team orders at GM? Hasn't happened yet on a world rally. The two Group N Diahatsus were in trouble. Strong went on his roof and lost over 20 minutes while his team mate helped right the car. Roestenberg was still suffering from his 8 minute penalty for a disputed early arrival on the second day in addition to losing nearly 5 minutes road penalty after his clutch trouble.

The final leg looped around Auckland and proved little in terms of the overall results. Carlsson was able to cruise as he pleased to his second win of the season – his first coming on home soil in Sweden – while Millen hung on to second place and valuable Asia-Pacific series points.

Any thoughts that Malcolm Wilson had of overhauling the Kiwi were quickly dispelled as Millen realised that he had slowed too much and duly quickened his pace to finish almost a minute clear of the Vauxhall. But team orders decreed third place was enough to bring him an A-seeding for the first time, a great boost for Britain. Indeed, as Mats Jonsson followed Wilson across the finish line to delight the GMES camp, Britain was also celebrating a fine fifth place for Colin McRae, the youngster driving a mature event on his first major World Championship outing abroad.

Group N also fell to Mazda when Mark Jennings' turbo failed allowing Adamson through to the Group win.

The World Championship is in a lull at present, even Argentina is not expected to see frantic action. But the resting drivers will soon be back in full blooded competition as the Finnish round is looming and it will be 'grand attack' time again! ■

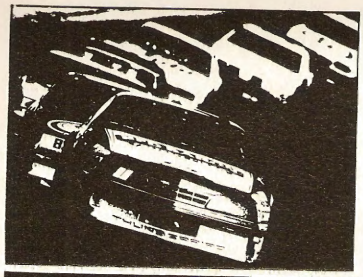
STAGE TIMES & NAMES

		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Carlsson	Mazda 323 Turbo	1.46	**7.56**	**7.35**	**5.36**	**4.35**	**11.59**	**8.14**	1.21	**2.01**	2.37	**7.35**	**7.17**	**9.53**	**4.47**	**5.46**	**7.23**	**10.30**	**12.13**	**5.54**	**4.17**	17.33
R Wilson	Mazda 323 Turbo	1.55	8.11	7.45	5.43	4.42	12.11	8.23	1.25	2.09	2.47	7.44	7.28	10.08	5.11	6.16	7.36	11.05	12.38	8.16	4.32	18.08
Stewart	Audi Coupé Quattro	1.53	8.45	8.17	6.05	4.57	12.48	9.08	1.31	2.12	2.50	8.22	7.49	10.24	5.41	6.19	7.52	12.05	14.04	6.53	4.45	18.31
J McRae	Ford RS Cosworth	1.45	8.11	7.50	5.55	4.42	12.19	8.19	1.20	2.07	**2.32**	7.38	7.21	10.08	5.05	5.56	7.35	10.39	–	–	–	–
Millen	Mazda 323 Turbo	1.47	8.10	7.56	5.51	4.38	12.05	8.23	1.23	2.01	2.40	7.41	7.27	10.00	4.51	5.56	7.31	10.56	12.37	6.16	4.24	17.16
M Wilson	Vauxhall Astra GT/E	1.50	8.21	7.47	5.49	4.45	12.14	8.25	1.22	2.08	2.36	7.47	7.25	10.07	5.08	5.59	7.36	10.38	12.32	6.00	4.25	**17.06**
Shinozuka	Mitsubishi Galant VR-4	**1.45**	8.21	8.01	5.57	4.44	12.34	8.49	**1.19**	2.06	2.38	8.13	7.37	10.08	5.04	6.02	8.40	11.23	13.10	6.30	4.43	18.12
Bourne	Subaru RX Turbo	1.51	8.20	7.57	6.34	4.42	12.16	8.28	1.27	–	–	–	–	–	–	–	–	–	–	–	–	–
Meekings	Toyota Corolla	1.59	8.38	8.05	5.56	4.52	12.34	8.47	1.27	2.10	2.50	8.20	7.44	10.22	5.16	6.12	7.49	11.24	13.33	6.18	4.47	19.26
Inoue	Mitsubishi Galant VR-4 (N)	1.55	8.47	8.10	8.47	4.55	12.46	8.55	1.26	2.14	2.46	8.11	–	–	–	–	–	–	–	–	–	–
Strong	Diahatsu Charade GTti (N)	1.51	10.14	8.15	6.06	4.59	12.54	9.02	1.26	2.15	2.47	8.19	7.58	12.25	5.40	6.14	7.59	11.47	13.42	6.52	4.55	18.56
Roestenburg	Diahatsu Charade GTti (N)	1.55	9.08	8.38	6.15	5.04	13.12	9.41	1.32	2.19	2.55	9.26	8.10	10.42	5.44	6.22	8.11	12.06	13.53	6.32	4.52	19.15
Al Hajri	Ford RS Cosworth	1.51	8.48	8.10	6.07	4.58	13.04	9.08	1.23	2.13	2.46	8.03	7.46	10.32	5.23	6.07	8.01	11.04	13.01	6.34	4.34	17.51
Allport	Mazda 323 Turbo	1.56	8.21	7.54	5.53	4.48	12.21	8.36	1.26	2.05	2.42	7.49	7.29	10.05	4.58	5.55	7.33	11.09	14.56	6.32	4.35	18.37
Jonsson	Opel Kadett GSi	1.47	8.12	7.46	5.46	4.43	12.09	8.21	1.23	2.08	2.38	7.45	7.21	10.07	5.07	5.58	7.29	10.47	12.30	6.09	4.23	16.55
C McRae	Ford RS Cosworth	1.48	8.30	8.03	5.52	4.43	12.20	8.27	1.22	2.10	2.40	7.42	7.26	10.05	5.04	6.05	7.32	10.59	12.34	5.56	4.21	17.56

		22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
Carlsson	Mazda 323 Turbo	**18.22**	**16.56**	**26.17**	**4.31**	**11.14**	15.06	10.51	10.21	17.39	**1.37**	**6.36**	13.00	**6.48**	**6.54**	**24.39**	14.58	**11.32**	20.26	9.14	7.33	17.55
R Wilson	Mazda 323 Turbo	19.37	17.43	28.48	4.39	11.43	16.01	11.15	11.36	18.40	1.49	7.26	13.27	7.13	7.25	25.59	16.05	12.17	21.11	9.41	7.35	18.50
Stewart	Audi Coupé Quattro	19.55	18.09	28.49	4.55	11.57	17.19	11.54	12.06	19.36	1.46	7.21	13.40	7.26	7.39	26.54	16.07	12.30	21.50	9.52	7.44	19.23
J McRae	Ford RS Cosworth	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Millen	Mazda 323 Turbo	18.45	17.06	26.34	4.43	11.24	**15.00**	10.29	10.32	17.34	1.39	6.42	**12.38**	6.51	6.59	24.41	**14.48**	11.41	**20.22**	**9.13**	**7.19**	17.48
M Wilson	Vauxhall Astra GT/E	18.51	17.11	26.52	4.38	11.35	15.18	10.31	**10.19**	**16.48**	**1.37**	6.40	12.45	6.55	6.57	24.56	15.05	11.50	20.29	9.21	7.20	**17.26**
Shinozuka	Mitsubishi Galant VR-4	19.16	17.47	27.37	4.39	11.53	16.21	11.24	11.32	19.11	1.38	7.09	13.13	7.05	7.20	25.47	15.26	11.56	20.43	9.26	7.40	19.17
Bourne	Subaru RX Turbo	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Meekings	Toyota Corolla	19.51	18.11	27.56	4.51	11.54	17.06	11.44	11.35	18.43	1.44	7.08	13.14	7.18	7.19	26.11	15.66	14.02	30.03	10.11	7.47	19.22
Inoue	Mitsubishi Galant VR-4 (N)	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
Strong	Diahatsu Charade GTti (N)	20.37	18.13	29.28	4.58	12.02	17.47	12.17	38.20	19.51	1.55	7.35	14.26	7.41	8.10	28.40	17.16	13.25	23.15	10.35	8.50	21.42
Roestenburg	Diahatsu Charade GTti (N)	20.34	18.30	29.49	5.02	12.51	20.01	12.51	14.45	19.29	1.59	7.13	14.09	7.34	8.34	28.01	18.24	13.09	22.42	10.42	8.19	20.26
Al Hajri	Ford RS Cosworth	20.10	17.46	28.49	4.44	12.02	16.41	10.56	10.59	17.46	1.44	6.54	13.40	7.17	7.31	26.49	16.16	12.21	21.50	9.56	7.53	18.41
Allport	Mazda 323 Turbo	19.18	17.38	28.12	4.50	11.36	16.28	11.18	11.18	30.55	1.43	6.41	13.05	7.09	7.21	25.53	15.45	12.11	21.15	9.48	7.51	18.43
Jonsson	Opel Kadett GSi	18.57	17.12	26.56	4.35	11.19	15.19	**10.18**	10.38	17.03	**1.37**	6.37	12.40	7.00	6.57	25.01	14.57	11.46	**20.22**	9.22	**7.19**	18.17
C McRae	Ford RS Cosworth	18.58	17.20	27.17	4.36	11.34	15.18	10.22	10.33	19.45	1.39	**6.36**	12.49	7.01	7.06	25.29	15.26	12.01	20.53	9.29	7.28	18.20

SS1, Auckland Domain, 2.38km; SS2, Riverhead Forest 1, 14.32km; SS3, Kanohi Road, 12.71km; SS4, Upper Waiwera Road, 8.92km; SS5, Ahuroa-Puhoi Road, 6.69km; SS6, Kaipara Hills Road, 16.34km; SS7, Riverhead Forest 2, 14.32km; SS8, Mangere Street, 2.02km; SS9, Manukau City, 2.20km; SS10, Twilight Road, 4.46km; SS11, Maramarua 1, 13.16km; SS12, Maramarua 2, 11.93km; SS13, Old Hill Road, 13.08km; SS14, Mystery Creek, 5.52km; SS15, Maungakawa Road, 8.51km; SS16, Pjakonui Road, 9.96km; SS17, Tokoroa 1, 16.76km; SS18, Tokoroa 2, 19.53km; SS19, Paradise Valley, 11.20km; SS20, Rotoehu Road, 8.06km; SS21, Rotoehu Forest, 25.72km; SS22, Manawahe Road, 24.41km; SS23, Motu Road 1, 22.89km; SS24, Motu Road 2, 27.14km; SS25, Old Creamery Road, 6.99km; SS26, Stanley Road, 14.70km; SS27, Kawerau Forest, 20.52km; SS28, Kaingaroa Forest, 15.20km; SS29, Rerewhakaaitu Forest, 15.34km; SS30, Waiotapu Forest, 26.20km; SS31, Rotorua City, 2.32km; SS32, Bryce Road, 11.30km; SS33, Taupaki Road, 17.44km; SS34, Hoddle Road, 10.29km; SS35, Boddies Road, 9.76km; SS36, Mahoe Road, 32.31km; SS37, Hauturu Road North, 17.76km; SS38, Pekanui Road, 16.92km; SS39, Kawhia Kauroa Road, 25.77km; SS40, Te Mata Road, 12.11km; SS41, Old Mountain Road, 9.90km; SS42, Maramarua Forest, 27.94km.

Above: Rod Millen took valuable Asia-Pacific Championship points with second place, but the Kiwi was nowhere near fast enough to offer serious challenge to Ingvar Carlsson (right). The Swede notched up his second World Championship victory of the season with a works-supported Mazda 323. Below: Colin McRae drove a mature rally to take fifth overall and uphold family honour after a rare mistake by his dad...



INTERNATIONAL RACES

Robbie Buhl leads the Saab series.

A load of Buhl

ELKHART LAKE, Jul 16: Robbie Buhl took the lead of the Barber Saab Pro Series from Justin Bell with a flag-to-flag victory at Elkhart Lake.

Buhl took pole and soon opened up a lead over Rob Wilson, who ousted Bell at the start. A pace car period bunched the field up, but Buhl kept his lead once again when the green flew, although Wilson was able to stay on terms. Bell was a close third, ahead of Jim Pace and Ian Ashley, the latter rising from a poor grid position due to practice electrical problems.

ELKHART LAKE (USA)

Barber Saab Pro Series, round 7

15 laps – 60.0 miles

1, Robbie Buhl, 40m09.960s, 89.628mph; 2, Rob Wilson, 40m10.104s; 3, Justin Bell, 15 laps; 4, Jim Pace, 15; 5, Ian Ashley, 15; 6, John Tanner, 15; 7, Bob Dotson, 15; 8, Nick Kunewalder, 15; 9, Stephen Hynes, 15; 10, Chris Schultz, 15. **Fastest lap:** Buhl, 2m19.964s, 102.883mph.

Next round: Portland, Jul 30.

Slick work

FALKENBERG, Jul 9: Experienced and smooth driving Dane Svend Hansen dominated both practice and race at Falkenberg, in the absence of championship leader Peter Albertsson, who is without a car now his sponsor has gone bankrupt.

Jan Nilsson shared the front row ahead of Håkan Olausson, Robert Amrén and new star Fredrik Ekblom. A rain shower before the race made nearly everyone put on wet tyres. But the rain stopped, and after five laps the track began to dry. After 15 laps the line was all but dry, giving those few who started on slicks a great advantage.

Hansen led from the start but would have lost to fast climbing Norwegian Sigurd Krane (who could not afford rain tyres!) if the race had lasted another three laps. Krane won Class B for his efforts.

Olausson gambled on slicks and would certainly have won if he had not tangled with Thomas Johansson, putting both men out. Low budget man Sonny Johansson on slicks also shone, finishing sixth.

The rain tyres were completely finished after 25 laps, causing more problems for hard chargers like Jan Nilsson or inexperienced newcomers like Ekblom than for experienced Hansen and Amrén.

TEGE TORNVALL

FALKENBERG (S)

Swedish Formula 3 Championship, round 4

25 laps – 30.25 miles

1, Svend Hansen (Reynard-VW 883), 19m26.9s, 93.1mph; 2, Robert Amrén (Reynard-VW 883), 19m28.7s; 3, Sigurd Krane (Reynard-VW 873), 19m32.3s; 4, Niclas Jönsson (Reynard-TOM'S 883); 19m33.4s; 5, Nicke Blom (Reynard-VW 883), 19m38.0s; 6, Sonny Johansson (Ralt-VW RT30), 19m41.2s; 7, Jan Nilsson (Reynard-VW 883), 19m48.0s; 8, Fredrik Ekblom (Reynard-VW 883), 19m48.9s; 9, Micke Gustavsson (Reynard-TOM'S 883), 20m00.8s; 10, Peter Rydell (Reynard-VW 873), 20m03.6s. **Fastest lap:** Krane, 42.66s, 104.8mph.

Championship positions: 1, Peter Albertsson & Amrén, 45pts; 3, Hansen, 42; 4, Nilsson, 34; 5, Ekblom, 29; 6, Hakan Olausson, 26.

Next round: Kinnekulle, Jul 30.

CAMEL IMSA GTP: ELKHART LAKE

A close one

Road America is long, fast and smooth – one of the USA's true world class courses. So it was impressive when Davy Jones scooped the pole in his normally-aspirated Castrol Jaguar XJR9 and broke the oldest IMSA qualifying record by over 2secs. TWR swept the front row, Jones just edging Jan Lammers' XJR10 turbo.

Qualifying showed that TWR has hardly given up on its V12 car, nor has it wrung the most from its new V6 turbo. The near-equal performance by both cars in the half-hour session showed Dunlop's qualifying tyres were definitely an advantage for two laps. Due to a crowded schedule IMSA elected to use a qualifying session and not police the use of qualifying tyres, one of the purposes of normal single car qualifying.

Electramotive again qualified one Nissan GTP apiece for Chip Robinson and Geoff Brabham, who occupied third and fourth on the grid. The team used Goodyear's softest available compound in the final 10 minutes of the session to set the quick times.

Juan Fangio was next with the Toyota 88C, while Jim Busby's Miller High Life Porsches had only race rubber from BF Goodrich. In the hands of John Andretti the 962 was a little over 5secs behind the pole. Twice Andretti and Costas Los' Spice Firebird came together while disputing corners; each went off course once, although the Spice suffered more damage. Willy T Ribbs took seventh in the Toyota Eagle, while Los ended up eighth, followed by the Jim Miller Spice, the Momo 962 and the second Busby Porsche of Derek Bell and Steve Bren.

On leaving the front row, the Jaguar XJR9 of Jones and the XJR10 of Lammers ran side-by-side to the first corner and, by the end of the first lap, it was Lammers, Brabham in the Nissan and Jones, setting up a race-long duel. The Toyota of Drake Olson pulled past John Andretti in the Busby 962 to make a four-car train.

Traffic was a major problem; when Olson tried to follow the leaders past a GTO car on lap 5, he was run off the track. Later the car had to make a stop to change noses.

Up front, Brabham attempted to pull alongside Lammers, but could not pass on the narrow track. Traffic determined the margin among the leaders. The XJR10 betrayed a possible economy weakness when Lammers pitted on lap 24 for fuel, tyres and Price Cobb. At one third distance, Jones pitted for John Nielsen. When Chip Robinson succeeded Brabham, Nielsen beat him to the first corner.

It might have been three cars again, but a yellow flag flew and Cobb pitted for brake pads, rejoining at the rear. On the restart, Cobb began a march to the front. Also moving up from midfield was Bob Wollek, who relieved Andretti on the first stop, after inheriting a 60secs deficit.

Nielsen took over where Lammers had left off, keeping the Nissan at bay.

Nielsen then lost pressure in his left rear tyre, which he discovered in the fastest corner. He nursed the car back to the pits, falling nearly 60secs behind. Wollek and Cobb, meanwhile, used the duel at the front to gradually pull up on the leader, moving within sight of the Nissan before the final stops.

Cobb pitted first, for Lammers. The leading Nissan and the Busby Porsche pitted simultaneously on the same lap. Brabham replaced Robinson, then left within 30secs. The Busby team decided to leave Wollek in; but IMSA insisted the team fix its brake lights. The crew struggled while an official held the car in the pits. Having pulled to within 2.5secs of the lead from 21secs behind, an infuriated Wollek climbed out! By the time Andretti left, the stop had cost 85secs.

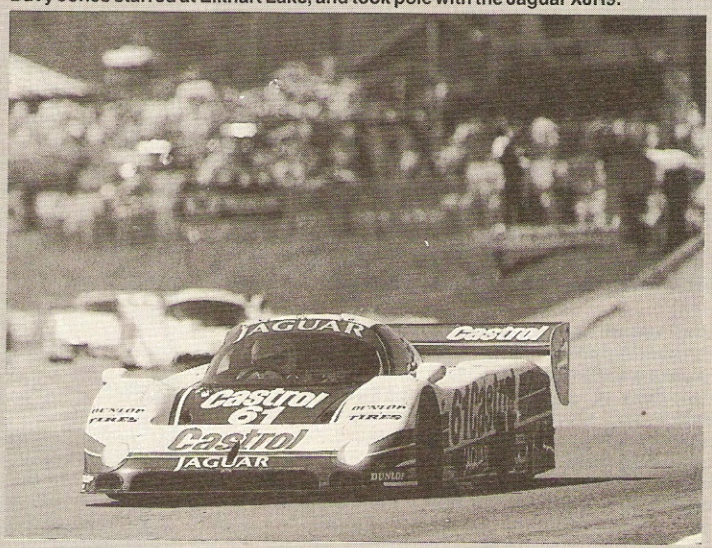
Brabham used the Nissan's superior edge in cornering and traffic to shake Lammers from his tail, and he eventually pulled to a margin of 9secs over the final 20 laps.

The Toyota of Olson and Fangio ran times consistent with the leaders once its bodywork was repaired, finishing fifth behind Wollek/Andretti. Costas Los turned in an excellent iron man stint to finish sixth in the works Spice, driving solo. The Porsche of Derek Bell and Steve Bren had one unscheduled stop and was otherwise hampered by a damaged nose.

In Camel Lights, Scott Schubot led for all but a brief period after his first stop to win his fourth race of the year in the Spice-Buick. The Essex Spice of Charles Morgan and Tom Hessert pressed the leader at the finish, but fell a lap short.

JONATHAN INGRAM

Davy Jones starred at Elkhart Lake, and took pole with the Jaguar XJR9.



ELKHART LAKE (USA)

Camel IMSA GTP Championship, round 9

78 laps – 312.00 miles

Pos	Drivers	Car-Engine	Result	Qual	Pos
1	Geoff Brabham/Chip Robinson	3.0t Nissan GTP-ZX	2-45:36.988	1:56.287	4
2	Jan Lammers/Davy Jones	3.0t Jaguar XJR10	2-45:45.984	1:55.970	4
3	Davy Jones/John Nielsen	6.0 Jaguar XJR9	78 laps	1:55.819	3
4	Bob Wollek/John Andretti	3.0t Porsche 962	77 laps	2:01.370	6
5	Drake Olson/Juan Fangio	2.1t Toyota 88C	77 laps	1:58.759	5
6	Costas Los	5.0 Spice-Pontiac SE89P	76 laps	2:02.989	8
7	Gianpiero Moretti/Jean-Louis Ricci	3.0t Porsche 962	74 laps	2:04.467	10
8	Jim Adams/John Hotchkis Sr	3.0t Porsche 962	74 laps	No time	11
9	Derek Bell/Steve Bren	3.0t Porsche 962	73 laps	2:04.842	9
10	Bob Earl/Jim Miller	6.0 Spice-Chevy SE89P	73 laps	2:03.599	–
R	Willy T Ribbs/Rocky Moran	2.1t Eagle-Toyota HR89	15 laps	2:02.478	7

Winner's average speed: 113.032mph. **Fastest lap:** Brabham, 1m58.379s, 121.643mph. **Next round:** Portland, Jul 30.

Good Groff!

MEADOWLANDS, Jul 16: Mike Groff extended his lead in the HFC American Racing Series by scoring his third win of the year at the Meadowlands.

Mike Groff won again at Meadowlands.

The impressive Groff dominated the ARS race, leading all the way from pole position and beating Tommy Byrne by 8secs.

Byrne is currently second in the points and was followed home in New Jersey by Gary Rubio, now third in the HFC point standings.

MEADOWLANDS (USA)

HFC American Racing Series, round 6

63 laps – 100.0 miles

1, Mike Groff, 46m04.67s, 99.84 mph; 2, Tommy Byrne, 63 laps; 3, Gary Rubio, 63; 4, Paul Tracy, 63; 5, Steve Shelton, 63; 6, Johnny O'Connell, 63; 7, Ted Prappas, 62; 8, Hunter Jones, 62; 9, PJ Jones, 62; 10, Roberto Quintanilla, 61. **Fastest lap:** Not given.

Next round: Toronto, Jul 23.

Colin at home

MID-OHIO, Jul 16: At his 'home' circuit of Mid-Ohio, Colin Trueman took his TrueSports/Budweiser-liveried Swift DB4 to his first Atlantic victory of the season, stopping points leader Jocko Cunningham's winning streak. Starting from the second row of the grid at a track that has brought the 22-year-old nothing but bad luck in the past, Colin moved into second place at the starting lights and dogged pole qualifier Cunningham for more than two thirds of the 40-lap race.

Finally, passing the leader on the lap 29, Trueman then ran virtually uncontested, eventually pulling out a 9secs margin over the fading Cunningham who held on for second place.

Jeff Andretti posted the best qualifying performance for the Reynard 89H to date, starting on the outside of the front row. But the younger son of Mario had gearbox problems from the start, and dropped back to eighth. With Andretti's difficulties and the engine-related retirements of Robert Kaneda, Freddy Rhemrev and EJ Lenzi, rookie Mark Singer claimed third.

DAN LAYTON

MID-OHIO (USA)

Toyota Atlantic Championship, (Atlantic Division), round 7

40 laps – 96.0 miles

1, Colin Trueman (Swift-Cosworth DB4), 1h02m59.991s, 91.428mph; 2, Jocko Cunningham (Swift-Cosworth DB4), 1h03m09.410s; 3, Mark Singer (Swift-Cosworth DB4), 40 laps; 4, Terry Marshall (Swift-Cosworth DB4), 40; 5, Peter Faucetta (Swift-Toyota DB4), 39; 6, Stan Wattles (Swift-Cosworth DB4), 39; 7, Carl Liebich (Ralt-Cosworth RT4), 39; 8, Jeff Andretti (Reynard-Toyota 89H), 39; 9, Dennis Ferrara (Ralt-Toyota RT4), 37; 10, Robert Kaneda (Swift-Cosworth DB4), 33. etc. **Fastest lap:** Kaneda, 1m24.633s, 102.13mph.

Championship positions: 1, Cunningham, 119pts; 2, Trueman, 107; 3, Kaneda, 76; 4, Andretti, 63; 5, Marshall, 49; 6, Wattles, 46; etc.

Next round: Topeka, Aug 12.

Mann at work

KYALAMI, Jul 8: Basil Mann, driving a borrowed car, made it a flag-to-flag victory in the eighth round of the Formula GTI series.

Mann, whose car has not been rebuilt since his big accident at Zwartkops, took over Grant Wentzel's Matt-a-DAW for the 10-lapper which formed part of Kyalami's first birthday celebrations. From the start Mann went into the lead with 17-year-old Vivian Benson tucked in behind. Benson trailed Mann for the entire race, the leading pair pulling away from the rest of the field led by Graham Vos.

Vos had a relatively easy run for third place after a mid-race challenge by Mike Roussouw faded when his tyres went off.

COLIN WINDELL

KYALAMI (ZA)

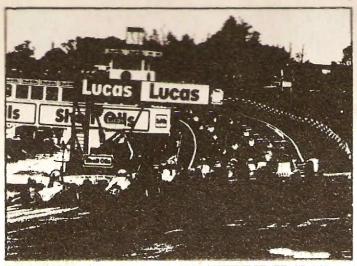
GUD Formula GTI Championship, round 8

10 laps – 24.0 miles

1, Basil Mann (Matt-a-DAW), 15m34.5s, 93.4mph; 2, Vivian Benson (Matt-a-DAW), 15m34.98s; 3, Graham Vos (Matt-a-DAW), 15m39.9s; 4, Mike Roussouw (Matt-a-DAW), 15m40.68s; 5, Brett Hudson (Matt-a-DAW), 15m43.38s; 6, Andy Payne (John-a-DAW), 15m44.4s; 7, Louis van der Merwe (Matt-a-DAW), 16m01.86s; 8, Peter Morrison (Matt-a-DAW), 16m09.6s; 9, Bruce Robertson (Matt-a-DAW), 16m13.98s; 10, Gavin Orbell (Matt-a-DAW), 16m34.68s; etc. **Fastest lap:** Mann, 1m31.38s, 93.4mph.

Championship positions: 1, Mann, 96pts; 2, Clark Durao, 47; 3, Benson & Hudson, 35; 5, Roussouw, 34; 6, Justin Renton, 26; etc.

Next round: Goldfields, Aug 12.



NATIONAL RACING

Pembrey alternative

PEMBREY, Jul 15: As an alternative to Formula 1 qualifying at Silverstone, the Jaguar Car Club ran a relaxed and pleasant meeting at the Welsh Motor Sports Centre. The PCGB 'start up' race provided the most entertainment from a 'clubbie' orientated programme.

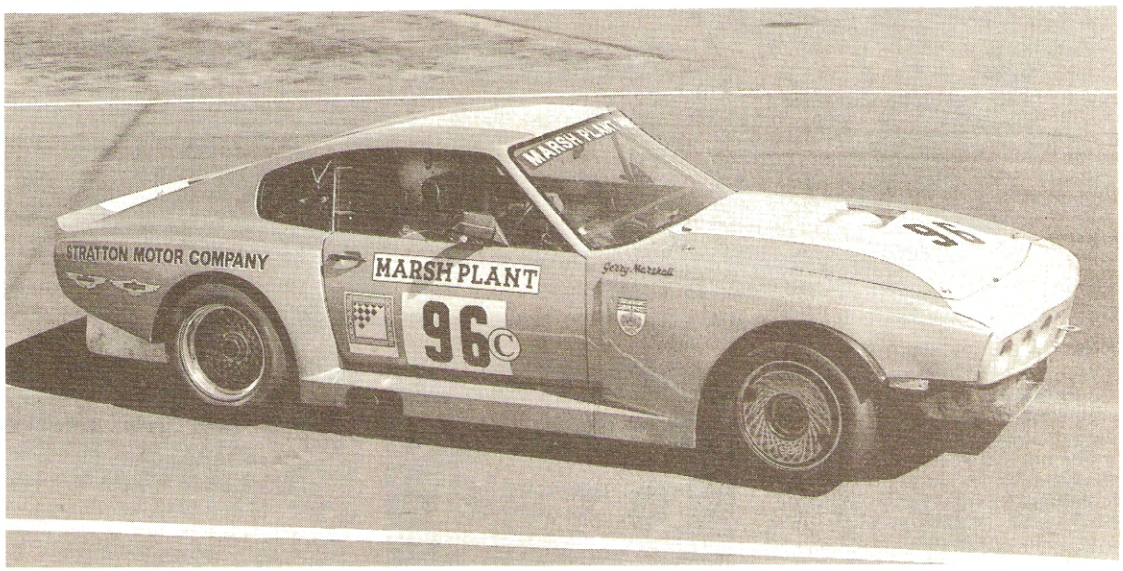
At the flag David Warnock got the drop on poleman Colin Williams to lead the Porsches into Hatchetts, Williams dropping to third as Hugh Price slipped by on the Speedway straight. For the first three laps the first three, all in 911s, were nose to tail, with the 944 Turbo of Tom Sergrue a few lengths back in fourth. On lap 4, however, Williams dropped back and lost third to Sergrue only to regain the position a lap later, outbraking the 944 at Hatchets, then quickly rejoining the lead dice on lap 6, just in time to witness a huge moment as Warnock got his 911 crossed at the exit of Brooklands, the car fishtailing wildly for some time. Warnock finally regained control only to spin at Hatchets on the following lap.

Meanwhile, the Brooklands incident had split the lead dice, with Price benefiting. The remaining six laps saw Williams slowly close the gap, until on the final lap they were nose to tail again, Price holding on to win after getting his 911 very sideways on the last corner in his efforts to keep Williams at bay. Sergrue came home third despite a big grassy moment at Paddock on the last lap.

Opening the day's racing was a poorly supported Pre-'74 saloon race. Jonathan Hooker's BMW CSL 'Batmobile' lead in the initial stages, opening up a small lead from Les Nash in his Lotus Cortina. On the fifth lap, however, Hooker spun at Brooklands, dropping to third. By lap 7 Hooker was back in second, diving past the Lotus Cortina of David Missions at Woodlands to set off after the leader, finishing just 0.5sec shy of Nash at the flag.

After a practice off at Brooklands, it looked likely that Gerry Marshall would not claim his pole position for the Inter-marque race. However his mechanics worked wonders in repairing the raunchy Aston Martin V8 and Marshall rewarded them with a dominant victory, flinging the huge car around in the process. Marshall's only serious challenger, Mike Holland, spun early in the race at Paddock in spectacular style, recovering to take second at the flag.

After the Porsche 'start up' race an Aston Martin v Jaguar bash was reduced to farce status when the only Jaguar entered retired after one lap, leaving four Aston Martins to circulate well spread out for the rest of the 15 laps. Gerry Marshall once again won as he pleased in the mighty V8, entertaining the crowd in the process with some stunning car control. ►



Gerry Marshall entertained the Pembrey crowd with another flamboyant display at the wheel of the mighty Aston V8.

PEMBREY — JCC

CSCC Pre-'74 Saloons (12 laps) – overall: 1, Les Nash (1.5 Lotus Cortina), 14m54.0s, 70.35mph; 2, Jonathan Hooker (3.2 BMW CSL), 14m54.5s; 3, David Missions (1.6 Lotus Cortina), 15m24.5s; 4, Tony Bailey (3.7 Jaguar Mk2), 11 laps. **Class B:** 1, Hooker, 70.31mph; 2, Bailey; 3, Reg Palmer (3.7 Jaguar 240), 11 laps. **Fastest lap:** Hooker 1m11.4s, 73.41mph. **Class C:** 1, Nash; 2, Missions; 3, Tony Lake (2.4 Jaguar), 11 laps. **Fastest lap:** Nash 1m13.2s, 71.50mph. **Class D:** 1, Steve Goldsmith (1.5 Hillman Avenger), 11 laps, 59.90mph; no other finishers. **Fastest lap:** Goldsmith, 1m22.3s, 63.68mph.

Gordon Russell Inter-marque (15 laps) – overall: 1, Gerry Marshall (5.3 Aston Martin V8), 16m31.9s, 79.26mph; 2, Mike Holland (3.5 Porsche RSR), 16m58.8s; 3, Roger Wilkinson (5.3 Jaguar XJS), 17m20.9s; 4, Ronnie Farmer (3.9 Aston Martin DB5), 17m22.9s. **Class C:** 1, Marshall; 2, Holland; 3, Wilkinson. **Fastest lap:** Marshall, 1m04.8s, 80.88mph. **Class B:** 1, Farmer, 75.38mph; 2, Chris Shipton (4.2 Jaguar E-type), 17m27.2s; 3, Aiden Mills-Thomas (5.0 AC Cobra), 17m36.3s. **Fastest lap:** Mills-Thomas 1m07.5s, 77.65mph. **Class A:** 1, Bill Shepherd (4.7 AC Cobra), 17m38.7s, 74.26mph; 2, Roy Dudley (3.6 Aston Martin DB4) 13 laps; 3, Andrew Berman (2.9 Ferrari 308 GTB), 13. **Fastest lap:** Shepherd 1m09.2s, 75.74mph.

PCGB 'Start up' (12 laps) – overall: 1, Hugh Price (3.0 911 SC) 14m51.6s, 70.54mph; 2, Colin Williams (2.6 911S), 14m52.1s; 3, Tom Sergrue (2.5 944 Turbo), 15m08.5s; 4, David Warnock (3.0 911 SC), 15m20.4s. **Class A:** 1, Williams, 70.50mph; 2, Sergrue; 2, Ashley Medicks (3.2 Carrera Targa), 15m24.3s. **Fastest lap:** Williams, 1m11.1s, 73.72mph. **Class B:** 1, Price; 2, Warnock; 3, Nick Prowse (2.5 944 Turbo), 15m36.2s. **Fastest lap:** Price, 1m12.8s, 72mph. **Class C:** 1, Chris Heeley (3.0 911 SC Targa), 15m26.5s, 67.88mph; 2, David Frost (3.0 911 SC Targa), 15m59.9s; 3, John Clonis (2.4 911E), 11 laps. **Fastest lap:** Heeley, 1m16s, 68.96mph. **Class D:** 1, Ray Hollyman (2.0 924), 10 laps; no other starters. **Fastest lap:** Hollyman 1m27.8s.

Aston Martin v Jaguar (15 laps) – overall: 1, Gerry Marshall (5.3 Aston Martin V8), 16m22.1s, 80.05mph; 2, Ronnie Farmer (3.9 Aston Martin DB5), 17m31.9s; 3, Roy Dudley (3.6 Aston Martin DB4), 17m11.6s; 4, John Goldsmith (4.2 Aston Martin DB5), 17m19.1s. **Class A:** 1, Marshall; no other starters. **Fastest lap:** 1m04.6s, 81.13mph. **Class C:** 1, Farmer, 74.74mph; 2, Goldsmith; no other finishers. **Fastest lap:** Farmer, 1m08.9s, 76.07mph. **Class D:** 1, Dudley, 66.05mph; no other starters. **Fastest lap:** Dudley, 1m17.5s, 67.63mph.

Austin Healey Challenge (12 laps) – overall and Class E: 1, John Curtis (1.3 Sprite), 14m22s, 72.96mph; 2, Martin Pick (1.2 Sprite) 14m53s; 3, Ian Kerswell (1.3 Sprite), 15m16.4s; 4, Colin Underdown (1.4 Sprite), 15m19.1s. **Fastest lap:** Curtis, 1m09.5s, 74.41mph. **Class A:** no finishers. **Fastest lap:** George Holt (3.0 Austin Healey), 1m24.8, 61.81mph. **Class B:** 1, Dave Hardy (2.6 Healey 100M), 15m34s, 67.34mph; no other starters. **Fastest lap:** Hardy, 1m16s, 68.96mph. **Class C:** 1, Charlie Dean (3.0 Healey), 11 laps, 64.07mph; no other starters. **Fastest lap:** Dean, 1m18.9s, 66.43mph. **Class D:** 1, Stuart Green (1.2 Sprite) 11 laps, 66.7mph; 2, Chris Heginbotham (1.3 Sprite), 11; 3, Ian Permain (1.3 Sprite), 11. **Fastest lap:** Green 1m16.9s, 68.16mph. **Class F:** 1, Allan Cameron (1.0 Sprite) 11 laps, 65.27mph; 2, Roger Chamberlain (1.0 Sprite) 10; 3, Jim Andrews, (1.0 Sprite), 9. **Fastest lap:** Cameron, 1m18s, 67.2mph.

Standard Jaguars (12 laps) –-overall: 1, Duncan Styles (5.3 XJS), 14m18.2s, 67.18mph; 2, Laurence Bailey (3.7 Mk 2), 14m34.2s; 3, Peter Cooper (4.2 420), 14m37.4s; 4, Reg Palmer (3.7, 240), 14m48.7s. **Class D:** 1, Styles; 2, Cooper; no other starters. **Fastest lap:** Styles, 1m15.4s, 69.51mph. **Class A:** 1, Bailey, 65.95mph; 2, Palmer; no other starters. **Fastest lap:** 1m17.7s.

Modified Jaguars (12 laps) – overall: 1, Roger Wilkinson, (5.3 XJS), 14m05.9s, 74.35mph; 2, Mark Pearman (5.3 XJS) 15m02s; 3, Weston Moore (3.7 E-type) 10 laps; no other finishers. **Class H:** 1, Wilkinson; 2, Moore; no other starters. **Fastest lap:** Wilkinson, 1m08.4s, 76.63mph. **Class D:** 1, Pearman; no other finishers. **Fastest lap:** Pearman, 1m12.3s, 72.49mph.

Lenham Storage Formula Junior (15 laps) – overall: 1, Mike Littlewood (1.1 Brabham BT6), 16m05.5s, 77.8mph; 2, Roy Drew (1.1 Lotus 22), 17m16.4s; 3, Michael Murphy (1.1 Lotus 20/22) 18m01.5s; 4. Martin Bunn, 14 laps. **Class A:** 1, Littlewood; 2, Drew; 3, Murphy. **Fastest lap:** Littlewood, 1m05.5s, 80.02mph. **Class B:** 1, Tony Steele (1.1 Lola), 14 laps, 70.56mph; 2, Peter Clanford (Kieft F3), 13; 3, John Turner (0.5 Cooper) 13. **Fastest lap:** Steele, 1m12.6, 72.19mph. **Class C:** 1, Bunn, 70.86mph; 2, Richard Brown (1.0 Emeryson FJ) 12 laps; no other starters. **Fastest lap:** Bunn, 1m12.7s, 72.09mph.

Allcomers scratch race (12 laps) – overall: 1, David Beckett (2.0 Nerus Silhouette), 13m11.8s, 79.43mph; 2, Roger Wilkinson (5.3 Jaguar XJS), 13m45.3s; 3, Simon Wheeler (2.8 Porsche RSR) 13m50.2s; 4, Aiden Mills-Thomas (5.0 AC Cobra), 13m57.2s. **Class A:** 1, Wilkinson, 76.21mph; 2, Colin Williams (2.6 Porsche 911S), 11 laps; 3, Martin Pick (1.3 Austin Healey Sprite), 11. **Fastest lap:** Wilkinson, 1m07.1s, 78.1mph. **Class B:** no finishers. **Fastest lap:** Paul Murray (3.7 Jaguar Mk 2), 1m19s 66.34mph. **Class C:** 1, Beckett; 2, Wheeler; no other starters. **Fastest lap:** Beckett, 1m04.9s, 80.76mph. **Class D:** 1, Mills-Thomas, 75.13mph; 2, Duncan Styles, (5.3 Jaguar XJS), 11 laps; 3, Ian Kerswell (1.3 Austin Healey Sprite), 11. **Fastest lap:** Mills-Thomas, 1m07.8s, 77.30mph.

Pre-'74 saloon winner, Les Nash, leads David Missions before the pair were split by Jonathan Hooker's BMW.

►►

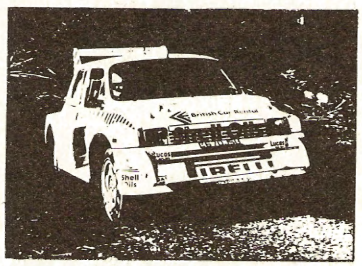
On a day notable for small fields, the Austin Healey race boasted a bumper grid. John Curtis's Sprite, decimated the opposition to win by 30secs, the major interest in the race being the second place scrap in the closing stages involving Martin Pick and Colin Underdown, which was spoilt when Pick spun off at Brooklands on the ninth lap.

The Standard and Modified Jaguar races were run concurrently, with the modifieds starting 30secs after the standards. Within two laps Roger Wilkinson had negated the deficit in his modified XJS to lead both fields while Duncan Styles led the standard Jaguars home, also in an XJS.

Mike Littlewood, Brabham BT6, won the Formula Junior race as he pleased, with the Lotus' of Roy Drew and Michael Murphy in a lonely second and third.

An equally processional allcomers scratch race rounded off the days activities. David Beckett in his interesting and extremely quick Nerus Silhouette finishing 30secs ahead of Roger Wilkinson and Simon Wheeler.

MIKE BRESLIN



NATIONAL RALLIES

Memorial walkover

JIM CLARK MEMORIAL RALLY, Jul 15: Steve Bannister and Dave Oldfield dominated last weekend's Croall Bryson-sponsored Jim Clark Memorial Rally which used eight stages in and around Kielder. Despite the glorious weather the huge forest complex lived up to its 'Killer' Kielder reputation. Of the 106 cars which left the Kelso town centre start, only 59 returned to tell the story.

Bannister's Auto Sport Escort was fastest on seven out of the eight stages with only Bill Lymburn getting in on the act with fastest over Ogre Hill West. Although nine crews 'cleaned' the Ogre Hill East test, it had little effect on the final outcome. With the Metros handicapped at 2secs per stage mile it came as no real surprise to see the 'Yorkshire bullet' heading the times, but Walter Henderson gave game chase until the fourth stage when his Escort slid off and broke first gear, losing well over a minute.

Stewart Robertson was next to give up the challenge when he got two punctures in the Metro and couldn't reach service to get spares. It was then Ian Beveridge's turn to claim the runner-up position but he had to hold off the closing Lymburn and Ian Baumgart. Bill Barton's hopes of finishing top Metro took a dive on the final stage when his car broke an upright and he lost 2mins.

Murray Grierson persevered with a slipping clutch all day in his ICI Films Opel Kadett to take fifth place just ahead of the Group A winning Vauxhall Astra GTE of Andrew Wood.

For the third event in a row Jimmy Girvan struck trouble sliding off in Kershope and losing 8mins. This has now promoted Grierson into the lead of the Esso Scottish Rally Championship after six rounds with Wilson Girvan second. Fred Bell was top Esso Challenger in 15th place but George McWilliam still leads the newcomers overall. Barton has still retained his healthy lead in the Metro Challenge but the day belonged to Bannister. Even a bent axle, courtesy of a Kershope yump failed to slow him down.

JIM CLARK MEMORIAL RALLY

Esso Scottish Rally Championship, round 6

1, Steve Bannister/Dave Oldfield (Ford Escort RS), 53m48s; 2, Ian Beveridge/Pat Beveridge (MG Metro 6R4), 54m59s; 3, Bill Lymburn/Allan Hutchinson (Ford Escort RS), 55m10s; 4, Ian Baumgart/Ian Maxwell (Ford Escort RS), 55m18s; 5, Murray Grierson/Roger Anderson (Opel Kadett 400), 55m50s; 6, Andrew Wood/Douglas Paterson (Vauxhall Astra GTE), 56m10s; 7, Colin Valentine/Neil Ewing (Mazda 323), 56m17s; 8, Phil Walker/Dave Wilford (Ford Escort RS), 56m31s; 9, Chris Blake/Alan Hill (Lancia Delta 4×4), 56m36s; 10, Ewan Brewis/Douglas Redpath (Mazda 323), 56m47s.

Watkins at last

Jul 16: Alan Watkins climaxed six years of effort by claiming his first clubmans rally victory when he took the W'ton & South Staffs CC event at Ditton Priors, near Bridgnorth.

He and Tim Bloxham went 28secs clear of the field after six of the 12 stages but it was a different matter in the second half as Nigel Webber and Phil James clawed their way back into contention and at the finish the margin was down to 7secs.

MOTIVATION DITTON PRIORS STAGES

1, Alan Watkins/Tim Bloxham (2.1 Ford Escort), 40m52s; 2, Nigel Webber/Phil James (2.1 Talbot Sunbeam), 40m59s; 3, Ron Aiken/Alan Snell (2.2 Ford Escort), 41m55s; 4, Steve Raines/Clive Townsend (2.3 Vauxhall Chevette), 41m58s; 5, Will Onions/Keith Griffiths (Opel Manta), 42m13s; 6, Shane Gamble/Robert Finnegan (2.1 Ford Escort), 42m36s.

Steve Bannister won the Jim Clark Memorial Rally in convincing style, taking seven of the eight special stages.

By Gummer

Jul 15: Stuart Gummer completed 13 stages totalling around 60 miles just over 1min quicker than the rest of a 47-strong entry on the Cheltenham MC's multi venue rally. With the event counting for a couple of regional championships there was plenty of variety, but the top three were well strung out at the finish and only 26 crews survived the rigours of a hard day.

CHELTENHAM SUMMER STAGES

1, Stuart Gummer/Bill Pewsey (2.0 Ford Escort), 59m43s; 2, Steve Snook/Alison Ramsay (2.0 Ford Escort), 60m50s; 3, James and Jo Pearce (1.7 Ford Escort), 61m48s; 4, Derek Tyndall/Dave Motterham (MG Metro 8R4), 62m39s; 5, Peter Ridler/Rick Lees (2.0 Ford Escort), 62m53s; 6, Kevin Bennett/Andy Wilson (1.6 Ford Escort), 63m03s.

Bryan and Brian

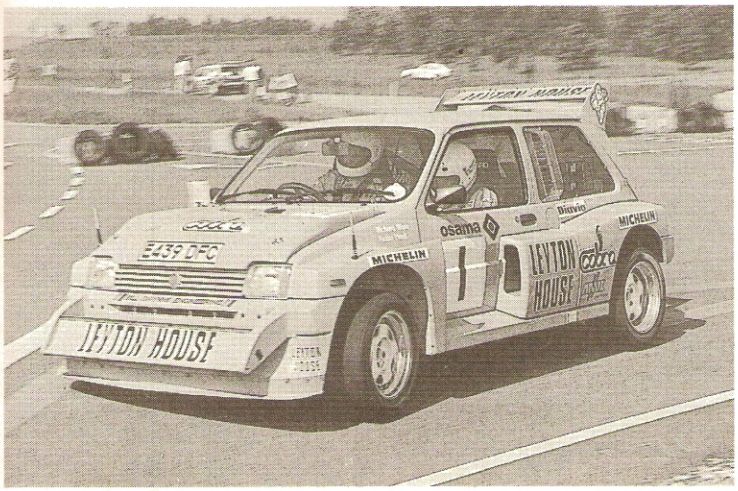
Jul 15/16: Mid Derbyshire MC's road rally, round a 125-mile route using many country lanes in the county, produced a 3min win for a crew from

the RAF Motor Sport Association, Bryan Henderson and Brian Otridge. Their task was made easier when Ian Ainsworth missed a control in the first half when expected to challenge strongly.

DRYSTONE RALLY

1, Bryan Henderson/Brian Otridge (Ford Escort 2.0), 1m; 2, Dave Quinney/Rob Grant (2.0 Ford Escort), 4m; 3, Jim Perkins/Malcolm Barber (VW Golf), 6m; 4, Graeme Stone/Charlie Wheeldon (Ford Escort), 8m; 5, Paul Wright/David Howe (Ford Escort), 9m; 6, Bernie Arnold/Dave Palmer (Vauxhall Astra), 20m.

INTERNATIONAL RALLIES



Robin Herd flew the flag for Leyton House, not at the GP but the Azimghur Stages.

Clearly Herd

Jul 16: The March Formula 1 drivers had a difficult afternoon on Sunday but Robin Herd's Leyton House Metro was the class of the field for Bath MC's Azimghur Stages at Colerne. The pace was as hot as the temperature as Herd stormed clear on stage 1 and hung on to the finish, but it took Clive Faine until three stages from home to overcome Geoff Kitney for second place.

AZIMGHUR STAGES

1, Robin Herd/Alberto de Agazio (MG Metro 6R4), 46m22s; 2, Clive Faine/Steve Bates (MG Metro 6R4), 47m27s; 3, Geoff Kitney/Alan McCann (Darrian T9), 47m37s; 4, John Price/Gill Oates (Renault 5 Maxi), 47m51s; 5, Peter Lloyd/Rhian James (MG Metro 6R4), 48m15s; 6, Derek Tyndall/David Motterham (MG Metro 8R4i), 48m22s.

Schwarz shines

HUNSRUCK RALLY, Jul 7/8: Armin Schwarz totally dominated last weekend's Hunsruck Rally in his Audi 200 Quattro after the early demise of the Lancia Delta Integrale of Ronald Holzer with differential problems. In fact, the event proved very bad for Lancia as only one car finished from 16 starters.

Apart from Holzer other important retirements included Schmidtke and Verrydt (Toyota Celica GT-4s), Kleint and Vossen (Lancia Delta Integrales), and Beck (VW Golf GTI), but the main interest was the fight for second place between Sepp Haider, Kalle Grundel, John Bosch and Erwin Doctor. Of the four only Grundel suffered no problems, while both Doctor and Bosch had punctures, the latter dropping to 13th place before climbing back to fourth place.

KEVIN GORMLEY

HUNSRUCK RALLY (D)

European Championship, coefficient 10

1, Armin Schwarz/Klaus Wicha (Audi 200 Quattro), 4h31m05s; 2, Sepp Haider/Ferdi Hinterleitner (Opel Kadett GSI 16v), 4h38m04s; 3, Kalle Grundel/Klaus Hopfe (Peugeot 309 GTI), 4h38m52s; 4, John Bosch/Kevin Gormley (BMW M3), 4h39m07s; 5, Erwin Doctor/Theo Badenburg (Ford Sierra RS Cosworth), 4h39m19s; 6, Joergen Nielsen/Per Johansen (Opel Kadett GSI 16v), 4h42m01s.

Tough at the top

ALIWAL NORTH, Jul 15: The Toyota Dealer Team's Serge Damseaux and Vito Bonafede scored the narrowest victory ever on Saturday in the Stannic Mountain Trial Rally, held through the Free State and Northern Cape.

Driving their Class A Toyota Conquest Twin Cam, Damseaux and Bonafede clinched the overall and Class win by a mere 8secs from Sarel van der Merwe and Franz Boshoff, in their factory-entered Volkswagen Golf GTI 16V Syncro.

The victory was the fourth this year for the Damseaux/Bonafede/Toyota combination, and it makes them the firm favourites to become the overall 1989 South African Rally Champions.

Third, after a consistent performance, were Eric Sanders and Thilo von Westernhagen also in a Class A Conquest Twin Cam.

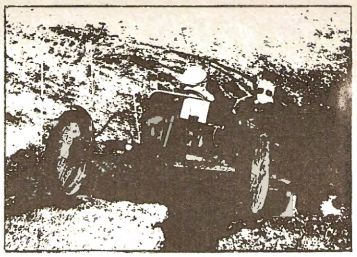
COLIN WINDELL

STANNIC MOUNTAIN TRIAL (ZA)

South African National Rally Championship, round 5

1, Serge Damseaux/Vito Bonafede (2.0 Toyota Conquest), 2m02.46s; 2, Sarel van der Merwe/Franz Boshoff (VW Golf GTI 16V), 2m02.54s; 3, Eric Sanders/Thild von Westerhaben (2.0 Toyota Conquest), 2m04.48s; 4, Vic de Waal/Guy Hodgson (Toyota Conquest RSi), 2m08.06s; 5, Slynn Hall/Martin Botha (VW Golf GTI 16V), 2m09.56s; 6, Elisio Wiranda/Ivor Peltz (VW Golf GTI), 2m10.38s.

John Bosch had mixed fortunes on the Hunsrück rally, dropping to thirteenth at one point before climbing back to fourth.



OFF TRACK SPORT

Haigh on a high

Jul 2: David Haigh reaffirmed his domination of the RAC Autotest Championship with an emphatic win at Chester MC's Autotest. Of the fleet of pursuers, Kevin Savage came through to second ahead of Mike Sones, both having trouble-free runs.

The hot weather and a clean surface in the Castle Square at Chester meant that rear-wheel drive combinations did well. Paul Fobister corrected a mistake on one test, and, even with two penalties, still finished just ahead of Stuart Perren's Dutton which was sporting a single carb in an effort to improve driveability.

In the classes, Steve Johnson finally triumphed over Andrew Childs' Mini 1071S after a season of trying in the small saloon class. Mike Sones took Class B, well ahead of Duncan Wild's tyre-consuming Mini while Simon Bradley trounced Dave Cook. With sports cars doing well overall, Malcolm Clark struggled round with a less than slippy diff for fourth in class in his Midget, with Graham Oldfield a disappointed fifth.

JOHN PICK

464 TAXIS AUTOTEST

FTD: David Haigh (Haigh Special), 695.42.

Class winners: Steve Johnson (Mini Clubman), 868.50; Mike Sones (Mini Cooper S), 790.51; Simon Bradley (MG Metro), 842.53; Kevin Savage (Dutton Phaeton), 761.98; John Stallard (Mini Special), 815.12.

Canny Kenny

WICK AIRPORT, Jul 2: Kenny Allen took a bite out of the Wick Airport course record to win round 5 of the Guyson Scottish Sprint Championship. Martin Pieraccini, whose Ralt Allen was sharing, finished second after finally managing to get in a decent run.

As far as the awarding of points was concerned, the man to watch was Harry Simpson, who brought the Shell Oils Skoda home fourth. Pat Donnelly, who would be closest to Simpson in the Top-10 Championship if he had registered his Reynard a little sooner, came home fifth, and Willie Paterson took his Davrian to a fine sixth.

DAVID FINLAY

WICK

Scottish Sprint Championship, round 5

FTD: Kenny Allen (1.6 Ralt RT30), 44.35s.

Class winners: Maurice Cruickshank (1.0 Hillman Imp), 60.69s; George Smith (1.3 Mini), 54.99s; George McDonald (1.6 Ford Fiesta), 54.62s; Allan Mackay (2.0 Ford Escort RS2000), 53.91s; Roddie Paterson (1.5 Fiat Z179), 55.60s; Ian Bruce (2.0 Darrian T9), 51.44s; Rod MacLeod (1.0 Stiletto), 51.12s; Harry Simpson (2.0 Skoda), 46.19s; Willie Paterson (1.0 Davrian Mk8), 49.47s; David Robertson (1.6 Van Diemen), 50.37s; Martin Pieraccini (1.6 Ralt RT30), 44.93s; John Gray (2.5 Pilbeam MP22), 46.17s; Willie Bremner (2.1 Ford Escort), 51.09s; Kate Adamson (1.6 Morgan), 55.27s; Bill Brown (2.5 Triumph Special), 53.49s.

Doctor's orders

VALENCE, Jul 8: Ably organised by the Sevenoaks DMC, the annual Valence hillclimb returned after a year's gap, but suffered at the hands of torrential rain which brought proceedings to a premature halt. Event sponsor John Hart was present to see his outright hill record stand for another year, though his mark was eclipsed in practice by Dr Richard Thompson who went on to take FTD.

In the saloon classes Brian Kippax dominated the smallest class, while the 1300 section saw the top seven blanketed by just 1sec, victory falling to Chris Greenan. The 1800 section saw the potent eight port Mini of David Drury getting home with just 0.02sec to spare over Simon Balderson's Ford Anglia. Rallycross man Bob Smith was quickest in the unlimited class and took the organising club's award, class victory falling to Neil Baker's well conducted but slightly older Escort.

Like the saloons, the Modsports/GT classes boasted capacity entries and Andrew Russell took the expected victory in the 1300 section. Martin Rainsley and his Elan took the next class while Clive Richards was as brave as ever in his HWM to take the unlimited class.

The Sports Racer section was taken by Ross McCartney who salvaged something for Connaught Engines on a black day for the firm. The over 1600 class saw Thompson take FTD and shave the minimum amount off the class record. Class victory fell to Mick Brabrook-Norman after likely rival Phil Price crashed heavily, the Connaught boss lucky to escape with bruising. In the first of the racing car classes Robin Hunt and his heavily bewinged Vixen saw off the opposition while Dick Miller took the 1600 Class at the expense of Reg Broome's lovely old Cooper T65. In the unlimited class it was former hill record holder, Peter Voigt in his potent Techcraft who came out best taking the invited club's member trophy and leaving class spoils to a remarkably subdued Les Edmunds.

DUD CANDLER

VALENCE HILLCLIMB

FTD: Richard Thompson (1.7 Mallock-Beattie Mk 21/24), 28.24s (**class record**).

Class winners: Brian Kippax (1.0 Mini), 32.19s; Chris Greenan (1.3 BL Mini), 32.40s; David Drury (1.4 Arden Mini), 31.25s; Neil Baker (2.1 Ford Escort RS), 30.93s; Andrew Russell (1.1 Ginetta G15), 30.56s; Martin Rainsley (1.6 Lotus Elan), 31.04s; Clive Richards (3.8 HWM-Jaguar), 31.14s; Ross McCartney (1.6 Mallock-Connaught Mk 18/21), 31.36s; Mick Brabrook-Norman (1.7 Mallock-Ford Mk 20), 28.83s; Robin Hunt (1.0 Vixen-Imp VB4), 30.82s; Dick Miller (1.6 Ray-Connaught 84F), 31.64s; Les Edmunds (2.1 March-Cosworth 782), 33.07s.

Hooked

GOODWOOD, Jul 15: Efficient organisation by the Southsea MC ensured a capacity entry and completed timed runs well within the circuit's curfew hour. Debuting his recently acquired March 84P, Robin Hooker snatched FTD away from Peter Read by a mere 0.07sec!

Being a BARC championship round, the event attracted all the serious contenders with Bob Knight taking a ridiculously easy victory in Class 1. The other production classes saw clear-cut winners, among them reigning champion John Blennerhassett. In the Roadgoing Class, Chris Greenen suffered a reverse form of luck, last week's Valence winner inverting his Mini over at St Marys. The car was a write-off, though Greenen fortunately was unhurt, leaving Neil Baxter an unexpected victory.

Two well controlled runs netted Frank Mason Class 6 honours, while Rupert Knight gave his usual flamboyant display *en route* to victory in the next class. David Fuller took the anticipated win in the largest Roadgoing Class.

Practice form suggested David Ellis would take the smallest Modified Class, but a heavily smoking engine gave up on his first run. Things couldn't have been much tighter with 0.47s covering Dennis Jellett, Steve Luscombe, Malcolm Smith and Peter Burnham. In the 1600 Class, Eddie Bauckham totalled his previously unbeaten Westfield 7 in practice, the Essex man earning an overnight detention in hospital with broken ribs. Ian Reynolds, who wrote off his Mini here recently, came back with an ex-Dave Pritchard rallycross Metro and savoured victory. Colin North and John Churchley completed the winners in the category.

In the Sports Racing Class, John Bailey was a solitary runner in class 14, having fitted mudguards to his F3 Mallock after his other car had blown its engine. In the final class, Roger Allen and Peter Read very nearly made it a dream debut, but a misfire hobbled any chances of improvement later on, the ex-Hill/Lloyd/Abbott Mallock in Read's hands settling for the class victory. As related earlier, Hooker took the premier award, but at a cost, his engine devouring a piston on its later run.

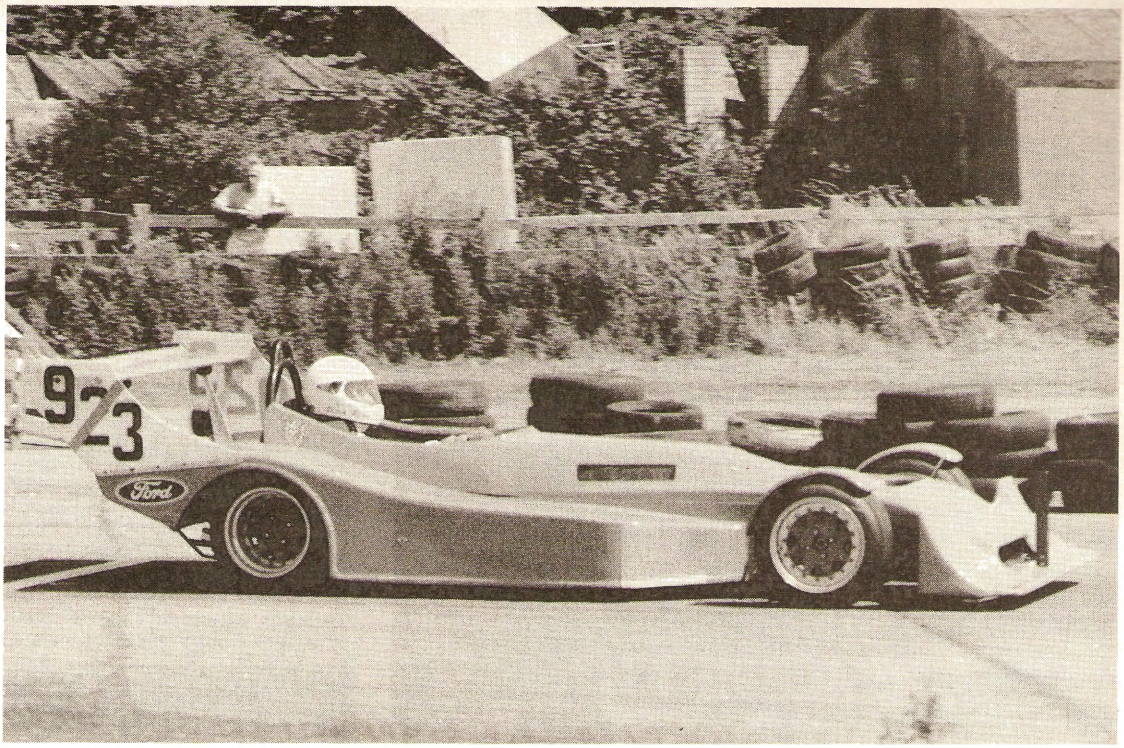
DUD CANDLER

GOODWOOD

BARC Sprint Championship, round 5

FTD: Robin Hooker (2.0 March-Ford Pinto 84P), 89.24s.

Class winners: Bob Knight (1.3 Suzuki Swift GTi), 111.14s; John Blennerhassett (1.6 Toyota Corolla GT), 106.74s; Andrew Tidy (1.7 Caterham 7), 111.09s; Tim Bird (3.2 Porsche Carrera), 103.89s; Neil Baxter (1.3 Mini Cooper), 113.57s; Frank Mason (1.6 Ford Fiesta), 105.36s; Rupert Knight (2.0 Ford Escort RS2000), 107.63s; David Fuller (3.0 Ford Capri), 100.19s; Dennis Jellett (1.3 BL Mini), 104.34s; Ian Reynolds (1.4 BL Metro), 106.67s; Colin North (2.0 Ford Escort RS2000), 105.67s; John Churchley (5.7 Ford Escort-Chevvy), 95.64s; John Bailey (1.6 Mallock-QED Lotus Mk II), 95.42s; Peter Read (1.7 Mallock-Connaught Mk 23/24B), 89.31s.



Peter Read had to settle for a class win at Goodwood after missing FTD by just 0.07sec.

Les Edmunds took his March-Cosworth to a class win at Valence.

Away win

VALKENSWAARD, Jul 16: The British team recaptured the Sealink Challenge trophy after losing it to the Belgians last year, securing their third win in four years.

Britain led the event going into the last round, victory from each of the first two events giving them a strong position over the Dutch and Belgian teams.

Having won at Lydden just seven days earlier, John Cross once again proved to be the king-pin in the British team, chasing Jos Sterkens' Sierra all the way in the Final to capture a strong second place finish, the winning Belgian and his compatriots doing enough to secure the highest points score of the day for their country, but poor showings in the first two rounds had cost them their Championship hopes.

Cross' second was just enough, with the points collected by fellow team racers, Paul Jackson and Ivan Moakes to secure the title for the British side. Jackson and Moakes gave a few scares in the last few minutes of the final though, the latter going off and the former just managing to coax his car home with a gearbox that was 'about to explode'

Jo ven de Ven was the top runner for the home side, the Renault Alpine driver completing an excellent day and helping his country to second place in the challenge.

TIM WHITTINGTON

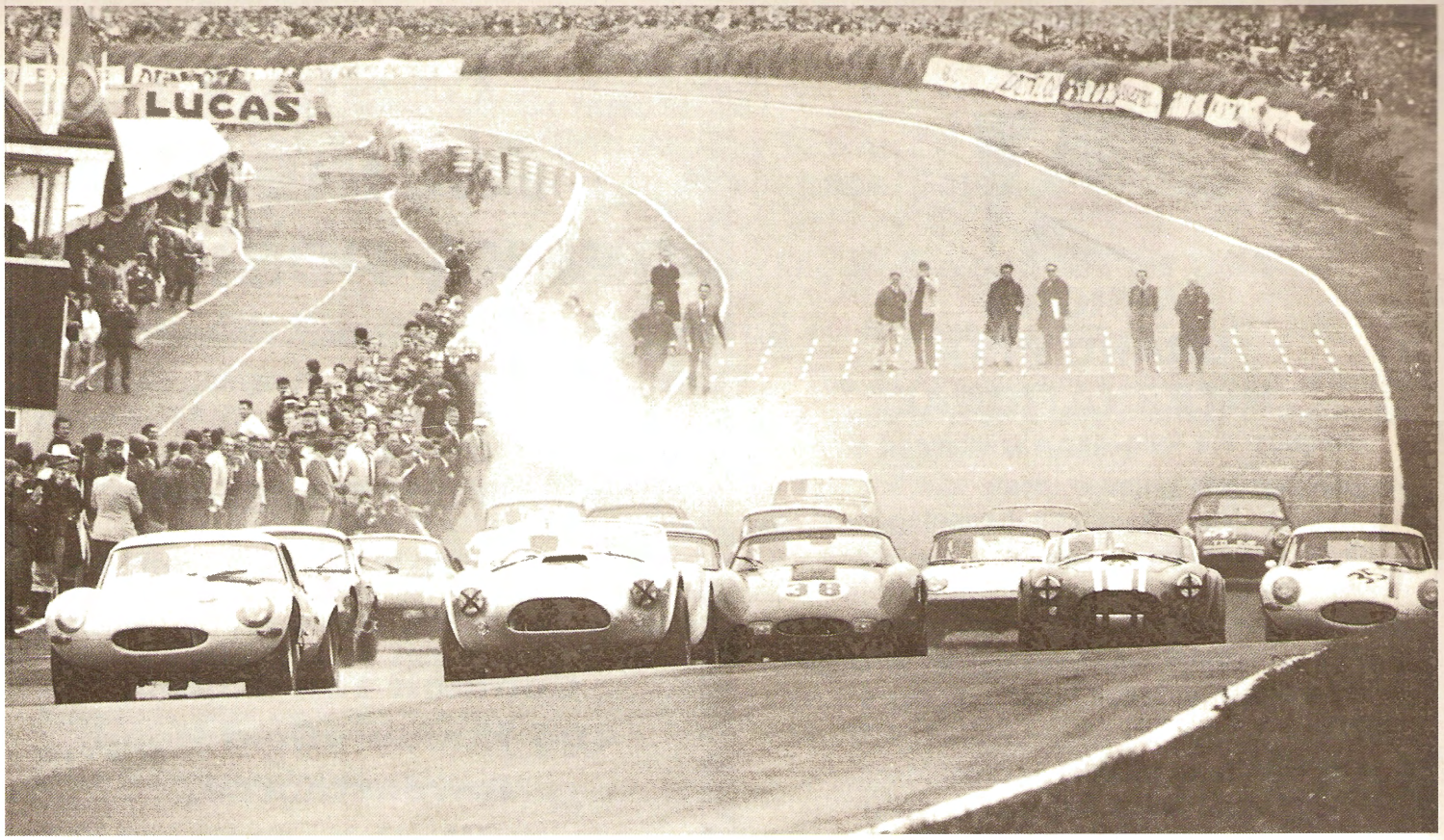
VALKENSWAARD (NL)

Sealink Rallycross Challenge, round 3

Division One 'A' Final (6 laps): 1, Roger Sandberg (2.0t Ford Sierra Cosworth RS500); 2, Jos Sterkens (2.0t Ford Sierra XR4Ti); 3, Jacques Franssen (2.8 Toyota Celica Supra); 4, Joop Baltussen (Fiat Strada Abarth 130 TC); 5, Prosper van den Beckhaut (1.8 VW Golf GTI 16v); 6, Peter Kramer (2.0t Ford Sierra Cosworth RS500).

Division Two 'A' Final (6 laps): 1, Jo van de Ven (1.6 Renault Alpine A310); 2, Ad Boogaart (1.5 Fiat X19); 3, Paul Jackson (1.0 Ford Escort rwd); 4, Jozef de Craen (1.6 Ford Escort Mk2); 5, Isabelle Meylink (1.5 Renault R5); 6, Maro Thelen (1.6 Toyota Corolla).

Sealink Challenge Final positions: 1, Great Britain 65 pts; 2, Netherlands 53; 3, Belgium 48.



JACK SEARS

Ilford Films Trophy Race
RAC European Grand Prix
Brands Hatch
July 11th, 1964
AC Cobra

It has to be my 'black flag' race, doesn't it?

It was one of the support races for the European GP that year. I was in one of the Willment Cobras, 39PH. Practice hadn't gone too well for me; the car wasn't handling as well as it had in previous races. I think they'd changed the shock absorbers or something, and the car was more nervous – I couldn't get to grips with it or relax, and I was off the pace, fourth fastest.

My team mate Bob Olthoff in another Cobra had put himself on pole, but then crashed, too severely for his car to be repaired, so he didn't make the race. Jackie Stewart in the lightweight E-type was second fastest, Roy Salvadori in another Cobra third. That officially put me on the inside of the second row.

During the warming-up lap I thought 'This is a bit of luck – Olthoff won't be starting so pole will be vacant and I can take a flyer into his slot and try and slide up inside Stewart'. In fact, when we got to the line, pole was occupied by Stewart who'd moved over!

Salvadori was in the middle slot. I paused momentarily on the second row then thought 'There's a blank space on the front row, they've moved over, that must be the form, closing up ranks,' so I drove onto the outside place on the front grid.

About a minute before flag fall, however, a marshal rushed up and said "You're in the wrong row, you've got to go back." I said "I can't! There's less than a minute to go, all the engines have been started, it's too late!". He ran off the grid...

I didn't make a particularly good start – I think I was about third or fourth into Paddock. And then, at the end of the first lap, the black flag went out with my number on it! I thought 'Hell, why are they black-flagging me? Maybe there's something wrong with the car I can't see." But it felt alright.

At the end of the second lap I came into the pits, to be admonished by an irate official who said, "You've been brought into the pits because you've started on the wrong row of the grid. This is your penalty. You may now go."

I was absolutely white with anger and belted up the pit road effing and blinding, shaking my fists at everyone, and rejoined in eighth or ninth position, something like that.

All the problems with the car were forgotten; there was just this white heat. I began lapping 2 seconds quicker than in practice, and then nearly lost it at Paddock on the first lap after the stop! I suddenly thought '50,000 people are waiting to see you go off, so don't be stupid – settle down and drive the bloody motor car."

I kept gaining places, gaining places, gaining places, the pit signals showing my minus position on Stewart – 10 seconds, 8 seconds, 5 seconds, 1 second. And then on the 16th lap I came up behind Jackie, so I was up to second. I thought 'How the hell am I going to get past?', and from memory I took him on Hawthorn Straight. Jackie admitted then, and in fact still admits today, that he could do nothing about it.

I went on to win by 4 seconds. It was a magical moment, everyone in the pit lane shouting and cheering. And then team manager Jeff Uren came up and said, "You don't know the dramas that have been going on off-track."

Apparently my team owner John Willment was so incensed about what had happened that he'd gone up to Basil Tye of the RAC to protest, and some say punched, others say pushed, Basil who fell over into a flower bed.

Basil was *not* amused. The matter was regarded with such seriousness that Basil insisted that it come before a tribunal which after some time it did, so John's team, JWA, nearly lost its entrant's licence.

They later raced as RaceProved (JWA's slogan) instead of JWA, however. With the same cars, the same drivers and the same mechanics. John and Basil eventually became friends again...

Jack Sears was talking to Mike McCarthy

"I was absolutely white with anger, and belted up the pit road effing and blinding, shaking my fists at everyone"

Jack Sears (59) – or 'Gentleman Jack' as he was called in his racing days – started with an MG TC in 1950. In 1955 he joined the BMC works team as a rally/race driver, and in 1958 won the first British Saloon Car Championship in an Austin Westminster. When Tommy Sopwith formed Ecurie Endeavour in 1960 Jack joined the team for three seasons, racing Jaguar Mk 2s, one of the earliest E-types, and an Aston DB4GT. He also had one race in a Ferrari 250GTO. When Sopwith closed his team Jack was called by Jeff Uren of John Willment Automobiles, asking him to drive for JWA. Initially driving a Cortina GT, the team converted to the massive Ford Galaxies and, in 1964, the Cobras. For 1965 he was invited to be No 2 to Jimmy Clark in the Lotus Cortina team and to drive the Shelby Daytona Cobras, which won the World Manufacturer's GT Championship. He retired at the end of the season to concentrate on farming, and is now also a director of Silverstone Circuits and the RAC MSA. His son David is a successful driver in his own right. Our picture shows (L-R): Jackie Stewart (34), Roy Salvadori (31), David Piper (38) and Sears (32).

NEXT WEEK
HARRY KALLSTROM

COMPETITION SEATS

Sparco	Pro 'Rio' Kevlar/Carbon	£360.00
	America	£180.00
	Pro 'Mo'	£233.95
Recaro	Full competition Kevlar 2.5 Kilos	£1400.00
	Full competition G.R.P. 7.5 Kilos	£395.00
Corbeau	GTi Hi-back	£91.85
	Monza sprint Kevlar	£142.75

Fittings — Sparco subframe £20.80, Corbeau £16.95, Extra back supports £7.50, Leg support £14.50.

HELMETS

Bell	Mag 4RS (Open face)	£140.00
	XFM1 (Full face)	£270.00
	FR2 (Full face)	£170.00
	Race Star (Full face)	£130.00
Simpson	Bandit 2	£180.00
	Bandit 3	£220.00
	SX 111 (Nomex lined)	£300.00
Top Tek	Spectra (Open face)	£54.00*
	Panther (Full face)	£74.95*
	Nimrod (Full face)	£54.00*
Everoak	RSK Kevlar (Full face)	£104.95*

* = VAT zero rated.

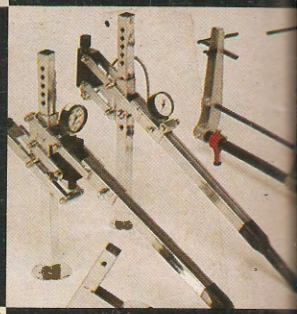
HELMET ACCESSORIES

XFM1 Visor (Clear or Tint)	£22
XFM Rip-offs	£6
Spectra Visor	£6
Spectra Peak	£3
Panther/Nimrod Visors	£6
Everoak RSK Visor (Clear or Tint)	£11
G.P.A. Visor	£22
Stud kits for visors XFM1, M2, RS	£6
Rainex 100 (ml)	£4
Bilsom ear defenders (per pair)	£3.95 to £76

RACE OR RALLY- WE DELIVER TO YOU.

RACE SUITS

Sparco & R.R.S. single layer Nomex £59.95, £105.00, £115.00
Sparco & R.R.S. double layer £99.50
Sparco Pinstripe double layer (F.I.A.) £199.95
Sparco box quilts double layer (F.I.A.) £259.00
R.R.S. box quilts double layer (F.I.A.) £235.00
Sparco triple layer Nomex (F.I.A.) £360.00
Sparco Kart suits (non fireproof)
Club suit £65.00 Pro-suit £125.00
Delivery £2.50



TYRES

We stock the full range of Pirelli, B.F. Goodrich, Bridgestone, Yokohama, Colway and offer a tyre buffing service for racing.
Full stocks of RE71, A008, A001, V161, P600, P700, Pzero, Comp. T/A's VR., Euro T/A. All terrain. 48 hour service available. Carriage £5.50 per two tyres.

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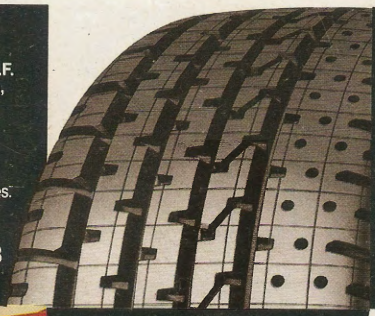


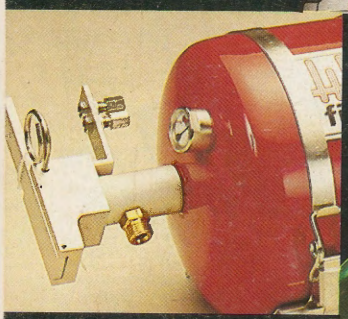
COMPETITION SEAT HARNESS

3 Point Basic		4 Point Basic	
Willans	£36.00	Willans	£39.00
Luke	£37.50	Luke	£39.00
Sabelt	£24.00	Sabelt	£26.50
Britax	£29.95	Britax	£36.95
Full Competition Turn Screw		**Single Seater Turn Screw**	
4 Point Saloon		6 Point	
Willans	£70.35	Willans	£76.50
Luke	£70.00	Luke	£74.50
Sabelt	£79.50	Sabelt	£88.00

Delivery £2.50

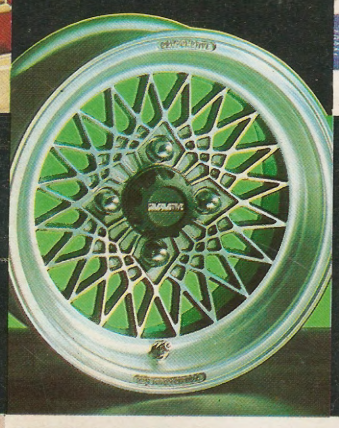
SETTING UP EQUIPMENT

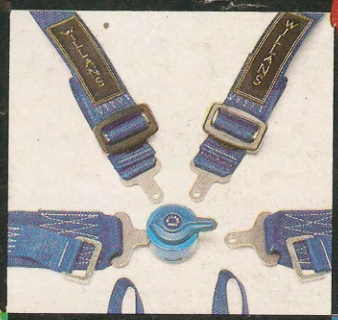
Dunlop optical alignment gauge £285
Corner weight gauges Saloon/S/Seater £147.00 to £175.00
Ada Camber gauge £39.5
Dunlop Castor/Camber gauge £195.0
Dunlop Camber gauge £66.0
Quick-lift S/Seater F/Ford £49.5
Chassis stands (per pair) £42.5
Axle stands (per pair) from £21.0
Lock wire pliers £36.0
Lock wire 250 grams £4.5
Dunlop foot pumps £19.50 & £49.5
Tank tape 50mm×50m colours £4.2
In chrome £5.5



WHEELS

Compomotive, Revolution, B.B.S., Weller.
Huge range of wheels stocked, together with the largest stock of wheel nuts available, plus spacers (all sizes) and lock nuts.





GLOVES

Nomex fire resistant
Sparco Nomex small/medium/large
short white £19.95
short Profi blue or red £31.00
short Top blue or red £23.50
Gauntlet Indy red only £35.10
Work Gloves one size in cotton £2.50
Mechanics' Gloves heat resistant £5.00
Hot turbo handling gloves one size £30.00
Postage £2.50

EXTINGUISHERS

2.5 KG hand held £24.95
2.5 KG hand held C/W gauge £34.95
2.5 KG mechanical kit, saloon £121.85
2.5 KG mechanical kit, formula £128.40
Electric £175.30
5 KG mechanical kit, saloon £154.95
5 KG mechanical kit, formula £161.55
7½ KG Electrical (2×bottle) sal £369.00

REFILLS

2½ KG Electric Exchange £45.95
New Bottle £109.55
2½ KG Mechanical, Exchange £22.95
New Bottle £77.50
Delivery £5.50

RACE BOOTS

Sparco Top Driver blue, red or grey £66.80
Sparco Classic black leather £50.50
Available in sizes 6-11
Puma (illustrated) suede leather high cut red, blue or white (sizes 6-12) £85.00
Rubber overshoes small/medium/large £12.00
Nomex Socks Short £7.50 Long £9.00
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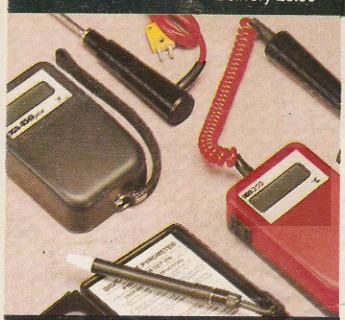
Rose jointed adjustable spring pan units each £39.45 to £57.3
Suspension kits, 4 shocks, 4 springs.
Examples: Koni—Golf GTiMk.II £390.0
Ford XR3i £481.3
Sierra £393.0



PYROMETERS AND GAUGES

Tyre/brake thermometer KM 450 £99.00
Tyre probe for KM 450 £27.60
Brake probe for KM 450 £35.70
Check-it pyrometer inc. probe £110.00
Clubmans' pyrometer inc. probe £75.00
Stack Tachometers £189.00, £335.00, £485.00 and £559.00
0-160 Oil pressure/30-120 dc water temperature gauge £38.76
High pressure oil switch 25 p.s.i. £4.45
Fuel tank gauge £16.00
Smith/Lucas electric rev. counter 0-10,000 rpm £38.89
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Casio Chronotec 10 hr. c/w split and memory £34.95
Heuer Chrono printer/timer start/stop/reset £187.00
Heuer 7031-50 (illustrated) Time board. All you require £156.50
Digital pit signal board (sold in layers) per layer £19.95
Luke pit signal board lightweight frame c/w numbers £85.90
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