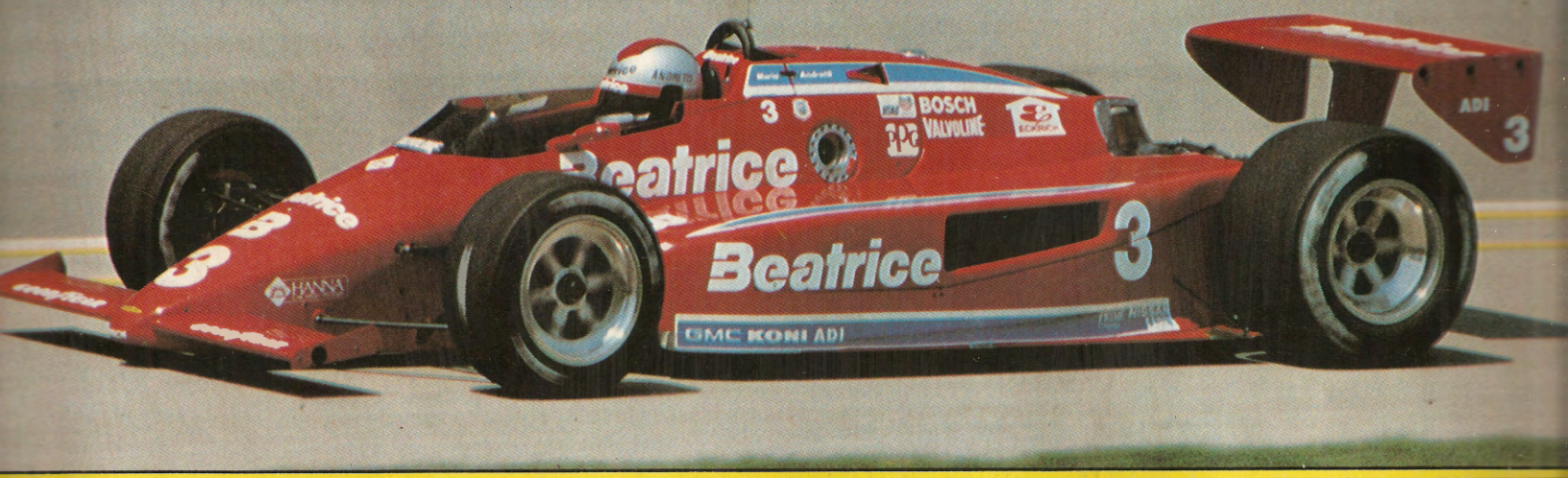
Autosport

PLUS! TV GUIDE BELGIAN GP

Haymarket publication

May 30, 1985 80p

Indianapolis 500 action



Peugeot versus Audi on Acropolis Rally

Pau F3000 ■ Motor 100 ■ Thundersports

F3 showdown at Thruxton ■ Bank Holiday sport



May 30, 1985
Vol 99 No 9

Autosport

FRONT COVER

Mario Andretti was quickest around the Brickyard on Carburation Day, topping 210mph in the Newman/Haas Lola T900 but on the day Danny Sullivan beat Andretti to the chequer. For a full report of the 500, turn to page 22. Photograph: Paul Webb. Below: Mike Wilds powers the Otford Group's Lola-DFV T280 out of the Thruxton chicane. Thundersports was the major attraction at Brands Hatch this Bank Holiday Monday. Report: page 36. Photograph: Jeff Bloxham.

NEXT WEEK

The Formula 1 teams return to Spa next weekend: a full report from the Ardennes — F3000 support race from Spa — Milwaukee CART — Racing through the day and night in Norfolk: the Snetterton 24 Hours — *Armchair Enthusiast* — Full report from the Acropolis Rally — Plus all our usual news and features.*

*These items correct at press time.

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Our views on the major news topic of the week in *Comment* — Your views expressed in *Correspondence* — Looking back in time with *Then as Now?* — And a cackle with *Catchpole* . . .

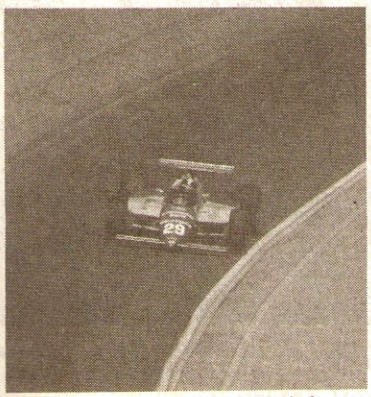
PAU F3000 10

Through the picturesque streets of Pau, Christian Danner emerged victorious at the Pentecostal meeting. Ian Phillips saw the action.

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The mid-point of the World Rally Championship, and the Acropolis Rally is shaping up into an exciting Peugeot versus Audi battle. Harry Milne is our man in the Parthenon.

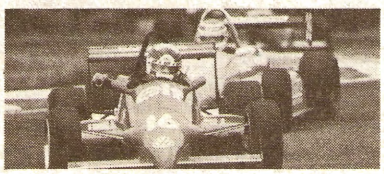
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Nigel Roebuck reflects on some of the high points — and low points — of the Monaco GP weekend.

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March proved too strong for Lola in Sunday's Indy 500, Penske's Danny Sullivan surviving a spin to beat Mario Andretti to the chequered flag. Gordon Kirby was at the Brickyard.

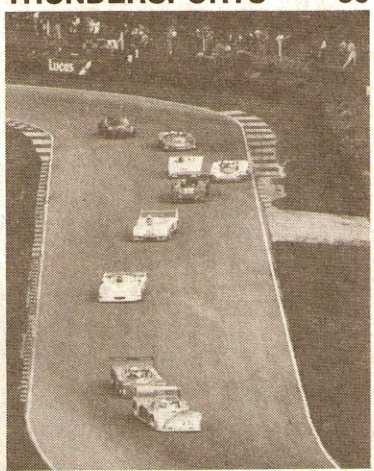
ESCORT TURBOS 28

Mike McCarthy tries out Ford's own RS Turbo version of the Escort — its first productionised turbo car — as well as Turbo Technic's challenger to the 'official' car.

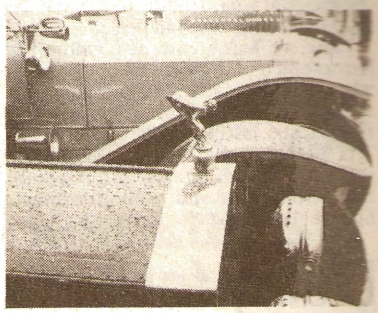
THRUXTON F3 33

Andy Wallace ran out the winner of Sunday's incident-packed F3 counter. Marcus Pye reports from Andover.

THRUXTON GROUP A 35

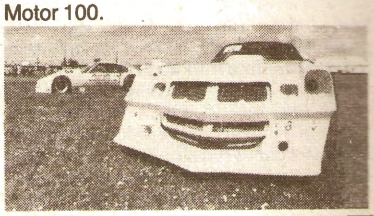
Only 10 cars made the (second) race — the rest were left sadly beaten up after a huge first-corner accident. Joe Saward dodged the debris to watch Andy Rouse romp home.

BRANDS THUNDERSPORTS 36

Paul Harmer survived the rains of practice to watch the Lovett/Taylor Tiga-BMW take victory on a dry Bank Holiday Monday.

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Olsen's debut IMSA Porsche win — Nakajima again in Japan — Donnelly holds off inspired Fabi at Brands — Gachot: top of the RAC/TT tree — Elliott dominates SoT at Combe — Victory for Cerrato on Elba Rally.

AUTOSPORT GRAND PRIX TV GUIDE
Another in our glossy full-colour previews to each Grand Prix. Spa-Francorchamps this weekend, and all the facts and figures at your fingertips for the Belgian Grand Prix.

NEXT WEEK'S AUTOSPORT
Next Thursday's AUTOSPORT (June 6, 1985) sees the introduction of major design improvements, which we will be able to make without a cover price increase. The first issue of your new style magazine will coincide with the publication of our popular 48-page Le Mans Yearbook, the FREE annual spectator guide to the 24 Hours. This issue is always in high demand — so order your copy from your newsagent now!

Spence and Davies clash over Thruxton incident

Russell Spence lost his British F3 championship lead in a rather unnecessary incident at Thruxton on Monday, his Warmastyle Reynard coming to rest in the armco at Allard following a challenge for Tim Davies's second place.

Here we had a case of possibly the hardest men in the formula in wheel-to-wheel combat, neither was about to make it easy for the other. Spence exited the chicane faster, easing up alongside Tim past the pits, and Davies boldly squeezed Russell into the pit exit lane. Still neither gave and, without contact, Spence slid off the circuit.

A protest followed into the Welshman's blocking tactics (his car already damaged from contact with team mate Andy Wallace's winning car), and was upheld at 7.30pm, Davies being fined £50 by the Stewards for not driving to the required standard . . .

Spence — who in the eyes of some observers contributed equally to the incident, it must be said — doubtless came off worse. He felt that Tim's penalty should have been harsher, but accepted the official's decision sportingly nonetheless.

"I feel a bit hard done by", said the Yorkshireman, "particularly since I was *excluded* after an incident at Brands last year, but I'll now have to race Wallace to regain the advantage. I'll be back".



Dumfries — Beatrice backing?

Dumfries in Lola at Spa?

As expected, the works Formula 3000 Lola team missed the trip to Pau, but it will be at Spa this weekend, probably with Johnny Dumfries driving and Beatrice sponsorship.

Jean Mosnier was at Pau and said that he had struck a two-year deal with Beatrice, and there was going to be a real effort put into getting the Lola on the pace. Mike Blanchet tested the car at Snetterton last week, and Dumfries has been asked to take over the programme and race. Dumfries has agreed to the job on a day-by-day basis. "Both parties have a lot of ground to make up and we can only go forward so, of course, I will make the most of the opportunity," said Dumfries.

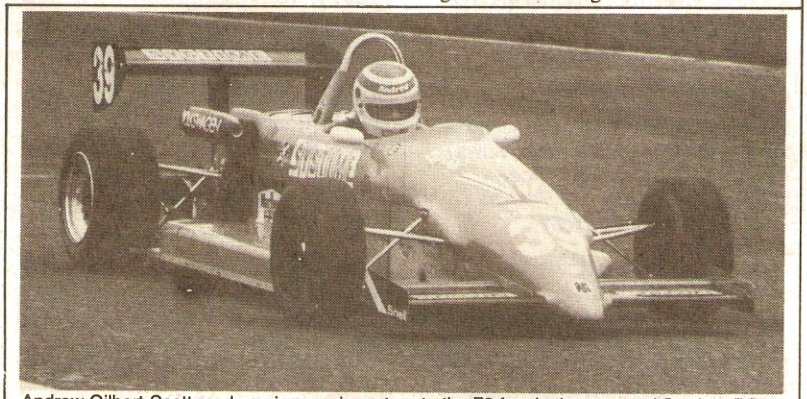
Delay for F3000 'star car' deals

Sadly, time ran out to get the first proposed Formula 3000 'star car' deal together in time for Pau at the weekend.

Jacques Laffite had readily agreed to drive the second Onyx March, and Marlboro had given their permission for a Gitanes car to run alongside one of their championship contenders, but unfortunately it was not possible to get everything tied up in time.

"I am still very keen to pursue the idea," said Mike Earle of Onyx. "The reaction to it has been tremendous and it would appear to be something that the formula needs, and we are actively working to make it happen wherever we can."

In the meantime, Mario Hytten was a late nomination for the car vacated by Johnny Dumfries's lack of financial backing. The Swiss driver had been summarily dismissed from the Italian F3000 International team, just as he thought he was going to get his hands on their new March. He is hoping to make his Onyx position permanent, but there was no commitment beyond this one outing.



Andrew Gilbert-Scott made an impressive return to the F3 fray in the unsorted Systime RT30.

Systime AGS in the points

Andrew Gilbert-Scott's brand new F3 campaign in the Marlboro British F3 championship started well at Thruxton on Monday, the Berkshire driver claiming fifth place on his debut with Chuck McCarty's Systime Racing for Britain Ralt-VW RT30.

The blue car was completed early last Friday, and given a brief systems check at Castle Combe later in the day. It thus appeared at Thruxton with about 40 miles on the clock. Andrew ran the car in gently in the wet qualifying sessions, impressing its owner greatly with his restraint and feedback, then did an excellent job hauling it up the order in the afternoon.

Prepared by Nigel Rees and Chris Groves of Geoscan in Melksham, the Ralt incorporates the company's own ideas on suspension geometry, which will be developed during the season. Systime's budget should see the little equipe through to the end of the championship, by which time Andrew will doubtless be one of the men to beat.

Forty-car grids in F3?

The Marlboro British F3 championship is going from strength to strength at present, with big fields of competitive drivers in both classes. Both Dave Scott and Ross Cheever tested their new Ralt RT30s last week, but were forced to miss Thruxton, but their presence at future rounds — plus the participation of Julian Bailey in a Dave Price Reynard — will give the series even greater depth at the sharp end of the action. Already there are more than 30 contenders!

Ferté fixed

Alain Ferté quickly found himself a competitive drive in Formula 3000 after gaining his release from the works Lola team. Pierluigi Corbari snapped him up to drive this brand new March for the rest of the year, starting at Pau.

Team, car and driver familiarised themselves at Nogaro on the way to Pau and the 1983 street circuit winner placed it on the second row alongside his brother for the race.

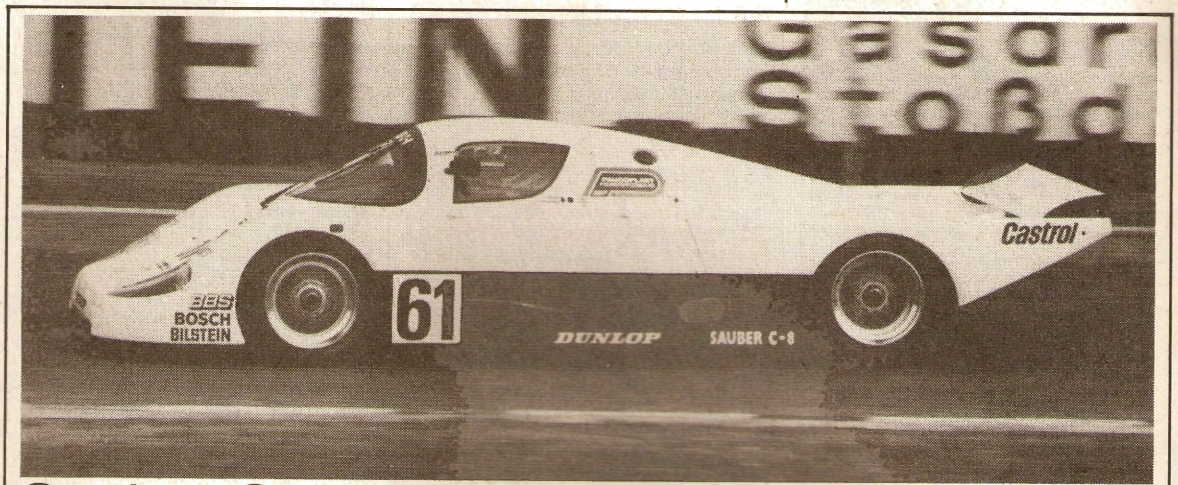
Plans for the two brothers to share a Porsche 956 sportscar at Le Mans appear to have fallen through because of a conflicting tobacco sponsorship with their Marlboro World Championship Team status.

CART call for Ensign

Morris Nunn tells us that Ensign will return to the CART scene at Portland on June 6. "We were sorry to miss Indy," he said, "but at that time we didn't have a sponsor. Now we have — STS, a company which manufactures satellites for TV companies. It's for a five-race programme, and we've opted to run five road races, at Portland, the Meadowlands, Elkhart Lake, Mid-Ohio and Miami."

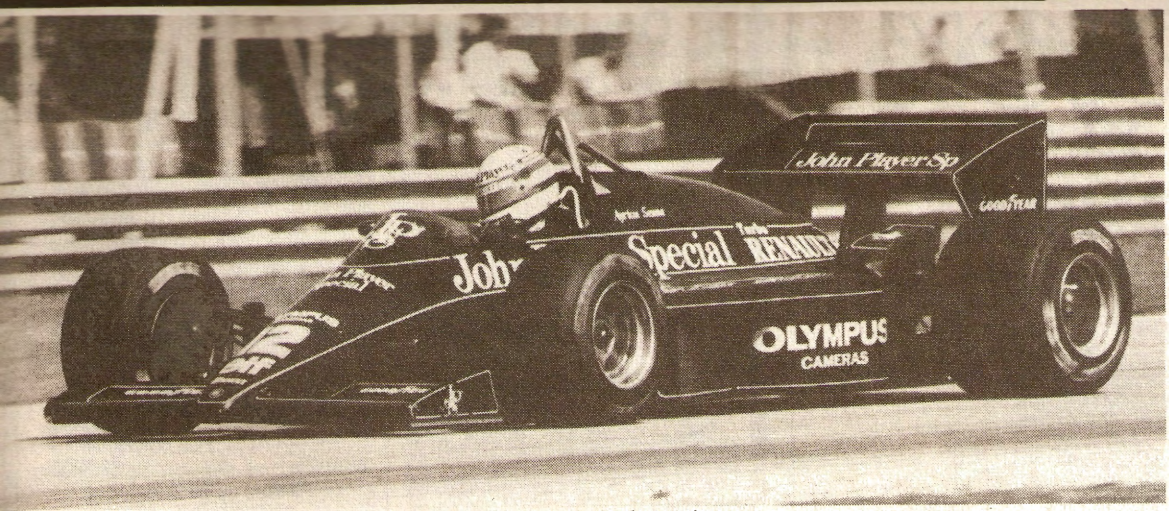
The new car retains only the monocoque of the original Theodore, Nunn says: "We've thrown away everything else — suspension, bodywork, the lot. The new one is being shipped out to America this week, and we'll test for a couple of days next week."

Yet to be resolved, however, is the identity of the driver. "We haven't decided anything," Mo told us. "Ideally we'd like someone who's been in Formula 1 recently, with turbo experience." One man known to be on the list is the underrated Chico Serra, currently languishing in saloon car racing back home in Brazil.



Sauber C8 tops 220mph at Hockenheim

John Nielsen was testing the turbo Mercedes-powered Group C Sauber C8 at Hockenheim last week in preparation for his Le Mans debut, sharing the car with Dieter Quester. The mild-mannered Dane was bubbling over the performance of the twin turbocharged, Heine Mader-prepared engine. Missing out the Hockenheim chicanes, they were able to run Le Mans gear ratios and, by the time he reached the position of the first chicane, he was already pulling 220mph! "It was quite incredible," said Nielsen, "because we were only using 0.9 bar boost pressure, and the fuel consumption was significantly better than anything the Porsche can do."



Ayrton Senna proved once again that he is the man to beat these days, setting fastest time.

Ricard GP tests: Senna and Alboreto set pace

ITMA. Last week several of the Grand Prix teams were at Paul Ricard, testing for the French Grand Prix in early July. And fastest of all over the three days was — almost inevitably, it seems — Ayrton Senna and the Lotus-Renault 97T. The Brazilian got down to 1m 33.56s, more than three seconds inside Alain Prost's pole time (in the Renault RE40) at the race two years ago. And the Frenchman, it should be remembered, was two clear seconds faster than anyone else on that occasion . . .

Next up was Michele Alboreto's Ferrari 156/85 (1m 34.05s), and then came Nelson Piquet's Brabham-BMW, its prodigious straightline speed along the mile-long Mistrale straight perhaps mitigating against its Pirelli problems for once. Team mate François Hesnault was fortunate to escape unhurt from a huge accident on the first day (see separate story).

Fourth and fifth were the Williams-Hondas of Nigel Mansell (1m 34.59s) and Keke Rosberg (1m 35.40s), ahead of Alain Prost's McLaren-TAG (1m 36.40s) and Andrea de Cesaris's new lightweight Ligier-Renault (1m 36.56s).

Teo Fabi was there with the Toleman-Hart, registering a best lap of 1m 38.24s, followed by Niki Lauda's McLaren (1m 38.40s) and Stefan Johansson's Ferrari (1m 38.80s). The Swede, running at Ricard for the first time in seven years, was present only on the last day of the tests.

The Renaults were again well off the pace, Patrick Tambay (1m 38.83s) and Derek Warwick (1m 39.90s) sandwiching the Lotus of Elio de Angelis (1m 39.05s), the Italian another man only to run one day. Gerhard Berger, whose Arrows-BMW apparently ran for a time with an IHI turbocharger, rather than the usual KKK unit, recorded 1m 40.36s. And Hesnault's best was 1m 41.80s.

As at Monaco Michele Alboreto was quick at the Ricard testing, second fastest to Senna.



Lauda slams Patrese over Monaco shunt

Our Italian correspondent reports that Niki Lauda last week had some typically forthright observations to make about Riccardo Patrese's controversial driving at Monaco. Before the incident involving Nelson Piquet took place, of course, Lauda himself had a difficult time trying to pass the Italian.

"I took a lot of risks trying to pass Patrese," Niki said, "and each time he closed the door brutally. Before the tunnel on one lap he missed a gear. I went to pass him — and he chopped straight across onto my line. The same thing happened at Casino Square.

"When you're doing over 150mph in the tight streets of Monaco, it's easy to envisage a car flying, and drivers and spectators being killed. Patrese's driving was idiotic. He doesn't understand the dangers, and he shouldn't be in Formula 1. He never looks ahead — only in his mirrors, to block people behind. Nelson told me that Patrese closed the door many times before the accident." Lauda added that he intends to raise the matter at the next meeting of the Formula 1 Commission.

In Italy Patrese defended himself: "What Lauda has done is completely incorrect — speaking only to journalists, and not to me. I have seen the replay of the race on TV, and it's clear to me that my line on the lap of the accident was no different from my line on the 17 previous laps. Piquet should have realised that I would take the same line on that lap. He never had his front wheels in front of mine.

"Lauda is totally incorrect to say these stupid things when I was not there to defend myself. In Spa I want to speak to him face to face, and I will tell him he was unfair in his comments. He is a man who takes it upon himself to pass judgement on others, but he should understand that he's just a man — even if he has won three World Championships. It's time he came down to our level — and learned some politeness."

The drivers' meeting in Belgium this weekend could, it seems, be a stormy affair.

Lauda — critical of Patrese.



Patrese — fighting back.





Hesnault — a huge accident.

Hesnault's accident

On the opening day of last week's Paul Ricard tests (see separate story) François Hesnault completely destroyed his Brabham-BMW BT54. The accident occurred at the *Verreries,* the ultra-fast left-right sequence after the pits, and we understand that the Frenchman was extremely fortunate to escape injury. The car was wrapped up in catch fencing, and it was apparently some considerable time before the driver could be released.

Following the shunt, there was again speculation about Hesnault's future with Brabham. Indeed it was strongly rumoured that both driver and team had agreed that a parting of the ways would be best for all concerned, and there followed stories that: Teo Fabi would return to the team, John Watson taking over the Toleman; Watson himself would go back to Brabham; Marc Surer would replace Hesnault. It was further suggested that Hesnault would find a berth in the Onyx F3000 team.

At the beginning of this week, however, the rumours had come to nought. François, we understand, *will* be Nelson Piquet's team mate again at Spa this weekend. But we doubt that speculation about his longterm future with Brabham will cease . . .

Prost's weight problems

If Alain Prost was unlucky to find his car under the weight limit at Imola (where he was disqualified from first place), he was mighty fortunate to be over the limit at Monte Carlo . . .

The McLaren-TAG was, as we knew, in wastegate problems from the start of the race, which made the car's fuel consumption higher than it should have been. It had gone to the grid with only 180-185 litres on board, and of course ran dry on its slowing down lap.

On top of that, the car was also losing oil in the late stages, running very smokily during the last few laps — during which other drivers suddenly found the circuit extremely slippery. Yes, there was increasing drizzle in the closing laps, but Nigel Mansell (whose car hit the guardrail in the tunnel on one occasion) was sure he had hit oil. And it transpires that Prost's car had lost *seven litres* by the end of the race, apparently from a leak at the front of the engine.

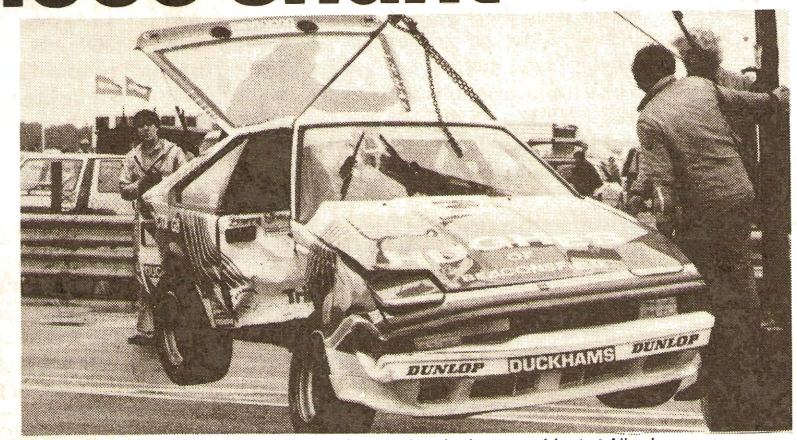
Alain must have rejoiced that his car was a couple of kilos over the limit this time — but also that it was running at all . . .

Sheene injured in eight-car Trimoco shunt

Barry Sheene had a lucky escape at Thruxton on Monday when his Toyota Supra was T-boned by Chris Hodgetts's Escort after being nudged into a spin at the start of the Trimoco RAC British Saloon car race. The resulting accident forced the race to be stopped with Allards being littered with five badly damaged cars.

Newspaper reports on Monday tended to overdramatise what actually happened. Sheene was not, as was reported, trapped in the car, but he can count himself lucky not to have been more badly hurt. "It was only because I'm such a coward," he told us on Tuesday, "when I saw those other cars coming at me I moved as far from the door as possible, got my legs out of the way and half turned in my seat. I feel sorry for Chris, the poor bloke just couldn't see me in the spray and he had no chance to avoid hitting me."

The impact pushed the driver's door of the Supra into the car and against the seat. Sheene was badly bruised and suffered a broken bone in his foot and torn ligaments. "I drove home after the race and went to the hospital for an X-ray. I've talked to Nigel Cobb and it doesn't seem to be too serious a problem. I feel really bruised today, but I hope to be out at Silverstone."



The remains of Barry Sheene's Toyota Supra after the huge accident at Allards.



Lest you forget . . . there is just time to get a postcard in the mail, giving your predictions for this weekend's Belgian Grand Prix at Spa. Remember that Alain Prost's Renault won at 119.135mph two years ago. You could win a magnum of *Moet et Chandon*.

Please send your cards to AUTOSPORT Editorial, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE.

BRIEFLY

■ Roger Penske confirmed at the weekend that his team's intention is to race Penske-Chevrolets in 1986 and beyond. The car will be designed by Alan Jenkins (late of McLaren), and the engine will, of course, be the new V8 being developed by Ilmor Engineering as a serious rival to the Cosworth DFX.

■ Following the Thruxton Trimoco crash it is uncertain whether or not the two Terry Drury Racing Alfas will be out again this year. Phil Dowsett's car was destroyed, while Drury's own car sustained damage to both front wings.

■ Plans are going ahead for Dick Bennetts to run a second driver later this year in the Marlboro F3 series. Bennetts, however, is not keen to reveal exactly who he is talking to.

■ Following his splendid win in Monday's RAC British FF1600 championship counter at Thruxton, series leader Bertrand Gachot announced plans to contest one or two British F3 rounds before the end of the year. The frighteningly quick young Belgian has secured additional Marlboro backing for the venture, and will race in the Marlboro F3 finale at Silverstone in October.

■ In Gasoline Alley at the weekend the word was that the new F1 Ford turbo engine may be "up and running" as early as September . . .

■ It was announced over the weekend at Indianapolis that Beatrice are to sponsor the (CART) Miami Grand Prix on October 27.

■ Among those present at last Sunday's Indianapolis 500 were Bernie Ecclestone, John Barnard and Ron Dennis.

WEEKEND SPORT

INTERNATIONAL RACING

Date/Venue	Event/Details
June 01 Kyalami (ZA)	South African F2 Championship *Wayne Taylor scored his maiden F2 victory at the previous round but Trevor Van Rooyen holds a comfortable championship lead with the Maurer.*
Jun 01/2 Spa (B)	FIA Formula 1 World Championship; FIA European F3000 Championship *Elio de Angelis still leads the championship but Alboreto and Prost are closing in. Senna looks a good bet for a fourth consecutive pole, but expect Prost to be there at the end — and running quickly . . .*
June 02 Milwaukee (USA)	CART Indycar World Series; Robert Bosch/VW Supervee Championship *Following the Indy 500, a less celebrated oval hosts the Indycar and Supervee boys. Andretti and Rahal should be on the Indycar pace, while Davy Jones could well carry off the Supervee honours.*
Jun 02 Monza (I)	Marlboro Italian F3 Championship *Franco Forini's Dallara won the previous Mugello round in convincing fashion, but Marco Apicella recorded fastest lap before retiring in his first run with a new Reynard.*
Jun 02 La Chatre (F)	Marlboro French Championship *Pierre-Henri Raphanel is looking good, and will be in buoyant mood following his Monaco win.*
Jun 02 Mainz-Finthen	German Touring Car Championship *The Volvo 240 Turbos seem to be the present pace setters, with Stureson and Andersson well to the fore.*
Jun 02 Riverside (USA)	NASCAR Winston Cup Grand National Championship *Anyone beating Bill Elliott at the moment is doing well.*
Jun 02 Sears Point (USA)	SCCA Bendix TransAm Championship *In the opening round at Firebird, the Mercury Capris achieved a clean 1-2-3-4 with Willy T Ribbs victorious.*
Jun 09 Brno (CS)	FIA European Touring Car Championship
Jun 09 Brands Hatch (GB)	FIA Historic Championship
Jun 09 Silverstone (GB)	Marlboro British F3 championship
Jun 09 Charade (F)	French Touring Car Championship
Jun 09 Erding (D)	German F3 Championship; German Touring Car Championship
Jun 09 Pocono (USA)	NASCAR Winston Cup Grand National Championship
Jun 09 Mid-Ohio (USA)	Camel IMSA GT Championship
Jun 09 Fuji (J)	All-Japan F2 Championship

NATIONAL RACING

Date/Venue	Event Details
Jun 01 Kirkistown	500 MRCI Meeting
Jun 01/2 Snetterton, nr Thetford Norfolk	Willhire 24 Hours, Pre '74 FF1600, B&Q Sports 2000, Champion of Snetterton FF1600, ATAC Challenge *Willhire preview; see Sports Extra. Ian Flux has been proving the man to beat in the B&Q series, but Sean Walker's Shrike grabbed a win last time out. Practice on Friday May 31; practice and racing from 9.30am Saturday.*
Jun 02 Lydden Hill, Kent	Mini Miglia and Mini Se7en Championships, FF2000, FF1600, Libre, Road-going saloons, special saloons *A visit by the mini championships will undoubtedly produce fraught encounters. Racing from 2.00pm.*
Jun 02 Mallory Park nr Hinckley Leics.	Star of Mallory FF1600, Pre-war Austin 7s, F750, Kit cars and Specials Challenge, Morgan Challenge, TR Register race, Austin Healey club race. *Phil Andrews will start a favourite for the Star of Mallory counter, while the 750MC events will ensure a hectic, eventful programme. Racing from 2.00pm.*
Jun 02 Knockhill	Scottish Sporting Car Club meeting

OFF TRACK

Date/Venue	Event/Details
Jun 02 Swindon, Wilts	BRDA Championship; BTRDA Championship
Jun 02 Harewood, W. Yorks.	BARC Hillclimb Championship *A renewed battle between the Pilbeams of Jim and Tim Thomson.*
Jun 02 Curborough, nr Lichfield Staffs.	Warecrete British Sprint Championship *The previous round at Lydden saw a superb battle between Roy Lane and Ray Rowan, with the former claiming victory after a superb record-breaking final run.*

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

Is this you?

A new position of Assistant Photographer has been created and would ideally suit a young, enthusiastic photographer with some knowledge of motoring and motor sport.

The successful applicant will be responsible to the Chief Photographer of AUTOSPORT and the Chief Photographer of AUTOCAR. There will be regular work in the darkroom at the Teddington offices, and responsibility for maintaining files. There will also be opportunities for location photography, and attendance at motor sports events will be an important function with frequent weekend commitments.

Please apply in writing to Quentin Spurring, Editor AUTOSPORT, Haymarket Publishing Ltd, 38-42 Hampton Road, Teddington, Middx, TW11 0JE. Applications will close Monday, June 10.

COMMENT

Rising to the British challenge

This week AUTOSPORT salutes Penske Racing, which achieved on Sunday its fourth Indianapolis 500 victory in six years, a quite extraordinary record. It should not be overlooked, however, that Danny Sullivan's win, like Rick Mears's 12 months ago, came at the wheel of a March.

When Penske opted to discard his own cars and run Marches, at the beginning of last season, there were those who saw it as a sign of Roger running up the white flag. And, true enough, the most recent Penskes have not shown themselves competitive with March and Lola. But surely it was an indication of realism, a willingness to face facts, which led Penske to take the decision to 'go British'. Better, he reasoned, to win with a March than lose with a Penske. And, in light of the last two Indy 500s, who can argue with this?

Basically, though, Roger has always liked to build his own cars, and there was never any doubt that the decision to run Marches was merely a temporary expedient, a means of staying in the game. Roger always intended to be a constructor again, and we look forward to that time. While we delight in the success of March and Lola in CART racing, we would like to see some serious 'home grown' competition from American teams. At Indy the only rivals to the British were a couple of Dan Gurney's Eagles.

For 1986, it is already decided that the team will run Penske chassis, to be designed by former McLaren man Alan Jenkins (who was chief engineer on Sullivan's car last weekend). That is excellent news. Further, the cars will be powered by Ilmor Engineering's new V8 turbo engine, which will bear the name 'Chevrolet' a typical Penske *coup*. The two Buicks and a lone Chevrolet V6 apart, every engine in this year's 500 was a Cosworth DFX — and that, too, requires a challenge. Indy car racing has for a while been too much a one-make formula.

There is talk now of cars from McLaren for 1986, backing up the Lotus 96T which was completed too late for this year's 500. And it is said that Porsche, after a lamentable attempt to build an engine some years ago, are now engaged in a very serious project aimed at the Brickyard.

Either way, the signs are that Indy car racing continues to boom, which makes us very happy for it is an essential part of this sport. We hope that a British car will win the 500 again next year — after defeating 'foreign' opposition.

CORRESPONDENCE

THE EDITOR IS NOT BOUND TO AGREE WITH READERS' OPINIONS

Hard to Swallow

I refer to the article which appeared on page 9 of AUTOSPORT in the May 23 issue, under the title heading 'No Change at Swallow'.

I should just like to qualify Mr Stakes's rebuttal of this extraordinary rumour by saying that there is no change at Warmastyle Racing, either, and that there is absolutely no foundation to any rumour of this kind. For your information, Russell is directly involved with Warmastyle Racing as a company and is firmly contracted with them for the rest of the season in F3.

I trust this clarifies the position.

SKIPTON, N YORKS — WT BLANDFORD

Fine that man . . .

Having just seen Mr Patrese cause one of the most alarming accidents I have seen for a long time, I have decided to air my thoughts in your magazine.

Bearing in mind Nigel Mansell's fine after the start line accident at Detroit last year, will we see another wonderful example of FISA's inconsistency, or will they see fit to fine Riccardo Patrese a similar amount?

It would seem that Patrese's accident affected not only himself and Nelson Piquet, but also Messrs Fabi, Lauda and, to a certain extent, Alboreto. I will have to wait until I read the race report to find out where Michele acquired his puncture; but the accident almost certainly cost him a 10 sec spin.

SHEFFIELD, SOUTH YORKSHIRE — A R OATES

Blocking tactics

Having just watched the Monaco Grand Prix, I could not believe the blocking attempt of Riccardo Patrese which resulted in the accident with Nelson Piquet. Action should be taken to *stop* this dangerous situation.

Blocking is not uncommon as we know, such as Alboreto and Prost at Imola: at least there, Prost could put two wheels on the grass (there's no grass at Monaco). Piquet was put in a situation where he could not back off, as wheels were interlocked and would probably have touched, causing one of the cars to be launched into the air. Because of the narrowness of Monaco and the closeness of the crowd a serious accident involving spectators *could* have happened.

I think that Patrese should be banned for a couple of Grands Prix, for causing a potentially dangerous accident. If I remember rightly, the Grand Prix drivers refused to race with Patrese after the fatal accident with Ronnie Peterson.

WEST LOOE, CORNWALL — DAVE CROSSMAN

The 'magic' button

I have followed Formula 1 racing for many years now and hardly miss any television coverage broadcast. But, for the past two Grands Prix (San Marino and Monaco), I have been disgusted to say the least!

The directors seem to have a terrible habit of 'cutting-out' the best bits in the afternoon coverage, such as when Alain Prost was trying to pass Ayrton Senna at San Marino. At this point, the 'Beeb' pressed the magic 'cricket button' and we had to wait almost an hour before we were able to see the recorded highlights.

The same happened at Monaco, when Alboreto started his magnificent charge on de Angelis and Prost. For heavens sake BBC, the Sunday *Grandstand* programme lasts almost five hours, so why can't we see one and a half hours of solid GP racing?

MEXBOROUGH, S YORKS — ANDREW TAYLOR

Grand Prix hypocrisy

So the "new boy" has got above himself and is to be disciplined by his colleagues! Well, as Ayrton Senna is already head and shoulders above most of those colleagues he can afford to treat this piece of hypocrisy with the disdain it deserves.

It is sad, however, to see a man of Niki Lauda's stature resorting to this sort of criticism of a fellow professional — last year he blamed Fabi for a spin which was clearly the result of his own impatience and now he blames Senna for tactics which, while certainly unsporting, have become part of the gamesmanship of modern motor racing. Every driver indulges in such tactics if he can and some (Rosberg perhaps?) would cheerfully admit as much.

LONDON N12 — TREVOR PAVITT

Other side of the coin

I read with interest the letter from your correspondent SR Gregory (May 23), and headed "Mallory Bad Manners". This must be one of the classic cases of commenting on the small part of a race that happens in front of one's own spectating position. I, too, was at Mallory Park and watched a generally excellent race meeting, for which the BRSCC must be complimented.

As usual the FF1600 brigade produced their thrills and spills, and in several cases entertained the crowd when their inexperience showed. I must take Mr Gregory to task in his statement that Richard Dean made "a perfect drive from pole position to chequered flag".

On my part of the circuit I saw Richard Dean, desperately diving and weaving in an over-exuberant attempt to delay the progress of another competitor, Adrian Willmott, whose talent and expertise was such that on the penultimate lap, following some hard and intelligent driving, succeeded in drawing his car virtually past Richard Dean. Mr Dean immediately responded by the age-old FF1600 "win at any cost" tactic of banging wheels. This caused obvious damage to Mr Willmott's car.

It is plain that there were "bad manners" both during and after this race and, indeed, I am given to understand that Mr Dean and his entourage were not too gentlemanly with the obviously aggrieved driver of an unnecessarily damaged car.

It is an unfortunate fact that many young drivers spend too little time in reading the RAC Blue Book. There is a laid down procedure for making protests on matters of this nature. It is obviously better to pay the £25 required to make such a protest than to risk the chance of bringing the sport into disrepute.

There was also the case last season which incurred the wrath of a circuit owner who not only banned a driver from his circuit but also fined his team a substantial sum of money. This is a fact which the drivers of all classes should always bear in mind prior to causing a public argument.

RETFORD, NOTTS — ALLAN C READ

A price to pay

Regarding Neil Martin's letter (*Correspondence*, May 23) and your own *Comment* of that date, I too find it annoying to be placed behind a wire mesh at a race circuit: but Silverstone is not alone.

One little thought and it is obvious why these fences exist, remember Jochen Mass and Mauro Baldi at Paul Ricard in 1982 or the Nelson Piquet/Riccardo Patrese fiasco at Monaco? I personally do not think that being hit by a rapidly travelling loose wheel would do much for my health! The fences are the price we pay for having a superbly fast and thrilling circuit such as Silverstone. Accordingly, until FISA controls cars and not circuits, my travels to Silverstone, Nurburgring, Spa etc are going to be spoilt by watching races through fences. So, I say: "Quite right AUTOSPORT, hands off Silverstone!"

Altering the circuits is an easy way out as was the 'fence in the fans' attitude in football and we know how that failed! By the way Mr Martin, like the majority of Leeds United supporters I am no yob! So come on FISA don't do to Silverstone what has happened to Monza.

YORK, NORTH YORKSHIRE — NICK DYSON

Barking up the wrong tree

I was dismayed to read of the proposed plans to alter another circuit, viz Silverstone. Too many circuits have been ruined by chicanes and corners designed to try to slow cars down.

The problem is how to reduce cornering speeds; the solution is not to alter the *circuit* but to radically change the *cars*. This can be achieved by simply banning aerodynamic devices and running the cars on narrow (perhaps treaded) tyres; but at the same time retaining 750bhp turbo engines. This should produce exciting and spectacular races where the drivers's ability is paramount.

LONDON N12 — PAUL MANSKI

Non-approved parts

In your article 'Purposeful pack' in *Road Car* (May 23) you said that readers should see Ferrari dealers for details of the equipment and modifications offered by Koenig for Ferrari cars. This is incorrect.

Maranello Concessionaires have asked me to point out that, contrary to the impression given in the article, dealers do not sell Koenig accessories and conversions. These conversions are neither approved nor recommended by Ferrari, and indeed in some cases the fitment of them may well invalidate the factory guarantee.

KEITH HOPKINS
LONDON W1 — *KBH Communications*

Zagato snippets

I am presently researching the complete history and achievements of the Aston Martin DB4 GT Zagato. I would be most grateful if you could publish my letter in your columns with the request that if any of your readers have any information or material relating to these cars they might contact me. I hardly need to say that all letters will be acknowledged and any material handled with the greatest of care.

As a point of interest, only 19 of these magnificent motor cars were built and I am happy to say that all 19 still exist. On this basis it is hoped to produce the most complete and definitive work of the model.

Aston Martin Lagonda Ltd, through the auspices of Mr Victor Gauntlett, have given this project their full blessing and have given me access to the relevent files. It is our intention that the book's publication will coincide with the launch of the exciting 'new' Zagato next year.

PAUL-MARIE BABER
C/O Reed & Reed,
5 Charterhouse Buildings,
Goswell Road,
London, EC2

Kept in the dark

Please, please, run your *Weekend Sport* calendar a little further ahead. There was only an obscure mention of the Welsh Rally the week preceding it. This is very important to people like myself who, through pressure of business, cannot afford the time to read every issue from cover to cover, although I have been an avid enthusiast of your magazine since the 1950s.

Hurried preparations, and somewhat vague instructions in your Welsh preview, made me miss one of the only two stages on a rally I had taken time off to see. Please be a little more explicit for those of us who are either new to the game or have forgotten how.

JOHN LEIGHTON

Unfortunately, Mr Leighton, we were unable to extract any more information from the organisers of the Welsh Rally than that which was printed. Some organisers issue reams of pre-event information while others attempt to keep much of the route secret. We too were frustrated at the lack of information supplied, but we could only comply with the wishes of South Wales AC on this occasion — KO.

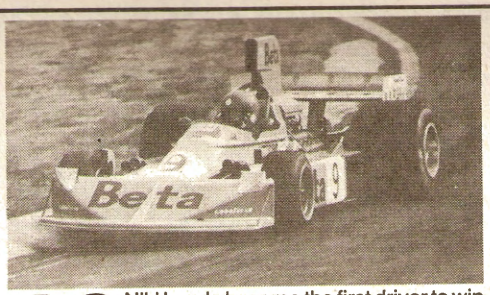
Welsh failure

Referring to your report on the Welsh Rally (May 9 edition), which states that Pentti Airikkala's Astra retired with a "collapsed front wheel and suspension", we draw your attention to the fact that the retirement was due to sheered *wheel studs* which resulted in the loss of a wheel. There was no question of a wheel failure at any time.

We consider that this inaccurate reporting is deleterious to our product's reputation and would request that you print a correction and apology in a prominent position at the earliest opportunity.

R. F. EYERS,
Director,
Revolution Wheels International Ltd.
WALLINGTON, SURREY.

THEN AS NOW?



10 Niki Lauda became the first driver to win two consecutive Grands Prix in almost two years, 10 years ago this week (AUTOSPORT, May 29,1975) the Austrian's Ferrari 312T convincingly winning the Belgian GP. A feature of the early laps, however, was the form of 'Monza Gorilla', Vittorio Brambilla (above), who actually led for a few laps with the March 751. Indeed, this was the first time that a March had led a Grand Prix since Ronnie Peterson had done so four years earlier. The race was the first of an eight race sequence at Zolder before the Belgian GP returned to Spa in 1983. 10 years later, when many classic Grand Prix venues have been replaced by comparatively characterless circuits, it is good to see the '85 race about to be run on a Spa circuit which retains much of its original challenging nature.

Pit & Paddock reported rumours of a turbocharged Renault F1 engine project, but there was considerable doubt due to feelings within the company that, at times of energy crisis, Renault should not be seen to be pouring money into motor racing. It was thought that the F1 Ligier under construction might receive the Renault engine, and it is interesting to reflect that 10 years later Ligier have only had the engine for a year, and that both Porsche and BMW-built turbos have powered a World Champion, after much shorter gestation periods. Furthermore, Renault's best chance of a title seems to be with a Brazilian in, ironically, a British car designed by a Frenchman, while the French still await their first World Champion.

Stateside, Richard Petty broke a personal jinx with a win in the NASCAR Charlotte round. It was his first win at the venue in no fewer than 28 attempts.

On the club scene, Stuart Graham and Andy Rouse took wins in their respective Southern Organs Touring Car races, while at the demanding Cadwell Park venue, Eddie Jordan (below) scored two Formula Ford wins with his Crossle 30F.





25 Two separate events put the world of motor racing into a wary mood 25 years ago this week (AUTOSPORT, May 27, 1960). The first happened at Aix-les-Bains during a demonstration lap by the Renault l'Etoile Volante — a makeshift footbridge collapsing, tipping Chris Threlfall and several spectators to their deaths.

The second event took place at the Nurburgring during the 1000Kms, when the fourth works Ferrari of Wolfgang Seidl pulled into the pits. Some petrol spilled onto the exhaust during refuelling, igniting the car (above). Seidl was soon out of the car, Stirling Moss extinguishing the flames on his overalls, but the fire was still being fuelled by the petrol hoses, and the pits in the vicinity were ignited. While the blaze was soon under control, the car was wrecked and a poignant safety problem had been exposed.

The fire aside, it was not a good race for the works Ferraris, being beaten by the American Camoradi team's Maseratis, with Stirling Moss/Dan Gurney winning by almost 3 mins from the little 1688cc Porsche of Joakim Bonnier/Olivier Gendebein. The surviving works Ferrari came home third. Prancing Horse privateers had little more luck (below).

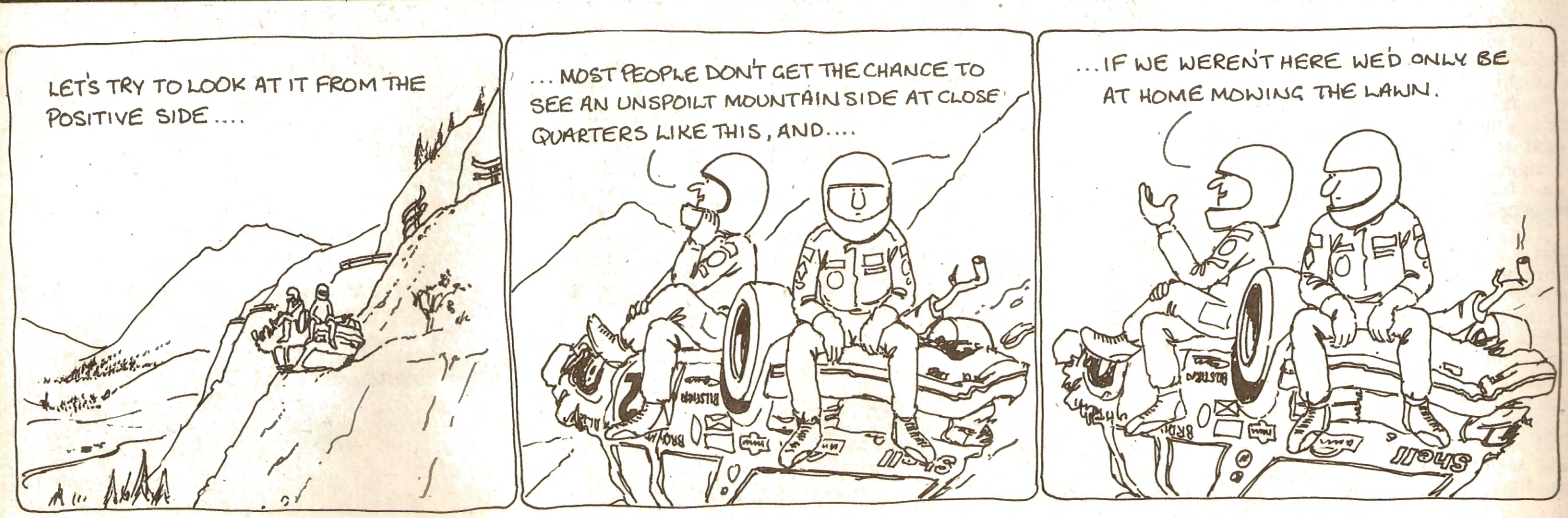
Colin Chapman's Lotus products were really making their presence felt as rear-engined Formula 1 cars started to rule the roost: Stirling Moss climbed into Rob Walker's new Lotus-Climax at Goodwood and, complete with temporary bodywork and in blustery conditions, immediately lowered the lap record.

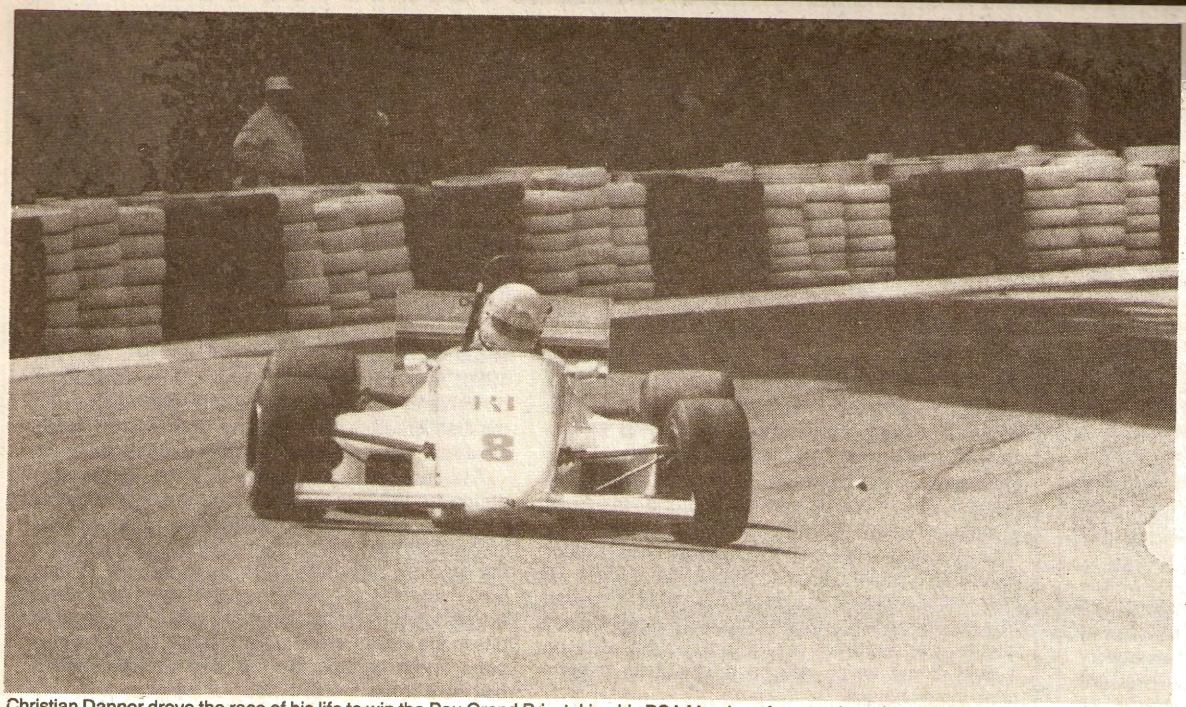
The now established Acropolis Rally was in its early days as a European Championship event, and the gaily run competition was run over roads that were even rougher than those used today. Victory went to the German crew of Schock/Moll (Mercedes 220SE) from Karlsson/Karlsson (Saab 95), with the top British team of Peter Harper/Peter Proctor third in a Sunbeam Rapier.



CATCHPOLE

BY BARRY FOLEY





Christian Danner drove the race of his life to win the Pau Grand Prix, taking his BSA March up from tenth on the grid.

Danner und blitzen

Danner wins his first race — Pirro settles for second — Only five finishers — Thackwell crashes out again — Report & photography: IAN PHILLIPS

Decimated to just seven cars within the first 10 laps of a 72 lap race, the Grand Prix de Pau nonetheless produced an event full of excitement and intrigue.

Out of all the drama and carnage emerged Christian Danner to take his first ever single seater win after five years of trying. He showed a new aggression as he skilfully manoeuvred the Bob Sparshott Automotive March to a position where he could mount a challenge for the lead. Poleman Emanuele Pirro had led from the start but an overheating engine from half distance hampered his pace and he took a firm decision not to answer Danner's thrusting challenge 10 laps from home. Danner, though, was comfortably the fastest man on the track as he climbed from tenth on the grid to first.

QUALIFYING

The annual trip to the foothills of the Pyrenees, and the neat little town of Pau for its Grand Prix, is an imperative outing for anyone who is a genuine lover of motor sport — the emphasis being definitely on the sporting angle of the contest. The actual circuit outline used today has not changed since Nuvolari won in 1935: sure, Armco barrier has sprung up and replaced the straw bales, but you can sit in the challenging Parc Baumont and easily visualise the cloth helmet and goggles brigade, elbows akimbo, fighting their way through.

With the news of the intended rape of Silverstone uppermost in people's minds, there was an almost panic question ("How much longer can this circuit survive?") being bandied around. Hopefully — no imperatively — such a thought would never be aired in the detached portals of power. If there is to be any link between motor racing how it used to be and should be, and the computerised game masquerading as the sport today, then the Grand Prix de Pau must become a protected institution.

The 45th running of the Grand Prix was a revitalised event. The arrival of Formula 3000 was a perfect peg for a major promotional exercise. The rights to the race were passed on by the AC Basca Bearnais to Pole Promotions, a sports promotion company owned by Alain Prost. The initiative for the deal was set up by ORECA team supremo, Hughes de Chaunac, and suddenly what had previously been a well-kept secret was news. Blessed by some glorious sunshine, spectators packed the circuit on both days of practice in numbers rarely seen on a race day. One or two aspects of the organisation had been tidied up, too, and the atmosphere was as perfect as one could wish for at a race meeting.

The track action was virtually non-stop throughout the three days but Foraule Trois Milles was without doubt the star attraction, the circuit commentator admirably whipping up the tension each time the formula's alloted track time approached. Sadly, in terms of numbers, there was a slight relapse only 15 cars being present, but in reality I don't think that anyone noticed. One car on this track makes it busy, and the glorious sound of the Cosworth DFV reverberating around the streets, gave the impression that there were double the number on a track only licensed to take 20 anyway.

The proposed 'Star Car' did not materialise, the efforts of Messrs Prost, de Chaunac, race sponsors Marlboro and Onyx's Mike Earle frustratingly running out of time. The idea, though, is still very much alive and, judging by the positive reaction, it is one which must be pursued.

There had been a merry go-round of driver changes. Alain Ferté, winner of the race in 1983, moved from the absent works Lola team to the Corbari Italia F3000 International outfit to debut their new March 85B. The ousted Mario Hytten was slotted into the vacant second Onyx car; French FF Champion Jean Philippe Grand replaced Tomas Kaiser in the BS March; San Remo were down to three cars, with Santin and del Castello missing and Guido Dacco joining Ivan Capelli and Gabriele Tarquini.

In contrast with all other F3000 schedules, the Pau timetable was extremely relaxed. The first untimed session was the first track action of the weekend 'and the flat-bottomed cars looked a positive nightmare on the circuit. It was a circuit where ground-effect had provided a substantial bonus; now, without it and on a very dirty surface, the track initially looked an extremely daunting proposition.

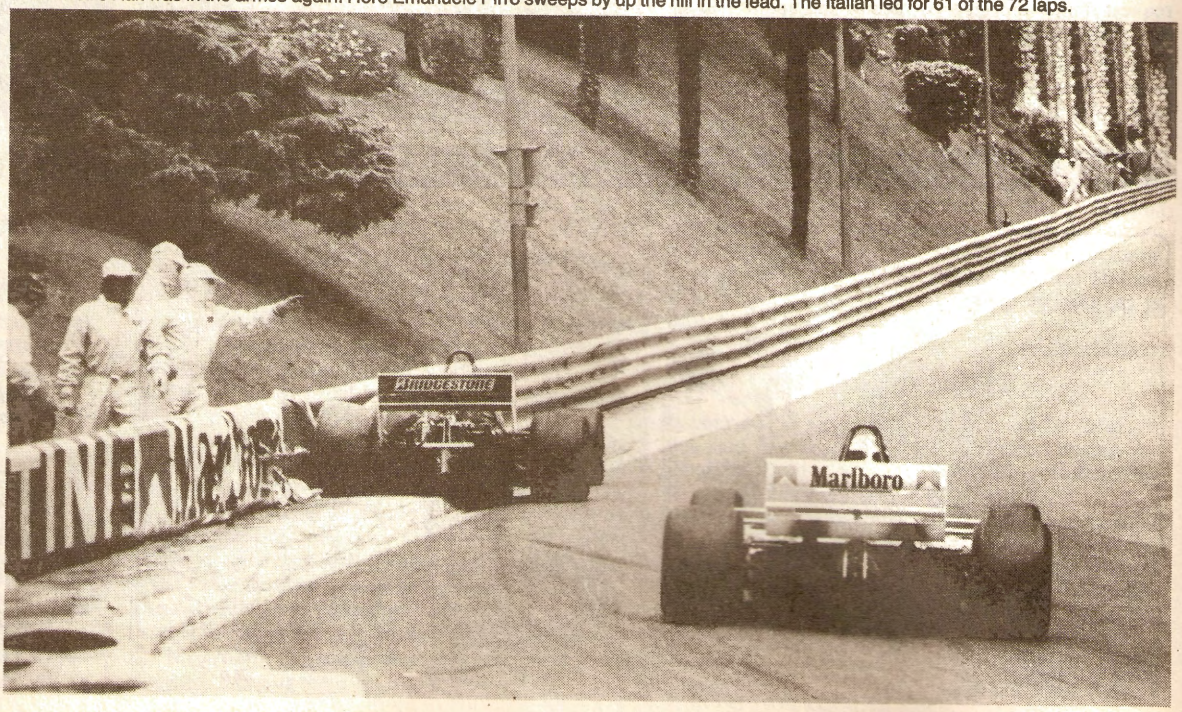
But over the next two sessions it got quicker and quicker as rubber was laid down and, as the final qualifying session approached, the times began to tumble. The packed stands and banks waited impatiently and excitedly for that final 30 minutes — the place buzzed, really buzzed like never before — but sadly it came to a crashing anti-climax. Three minutes into the session, a freak shower dampened the circuit. It was not wet enough for wets, nor dry enough for slicks with its unyielding barriers only a pavement hop from the line. The disappointment hurt both competitors and spectators alike.

So it was, then, that the times from the first day stood, in all but one instance.

Sitting on pole position for the very first time was the emphatic Vallelunga winner, Emanuele Pirro in the Marlboro Onyx March. A test day at Croix-en-Ternois under the direction of the team's new March engineer, Andy Brown, had been "One of the most positive and productive days we have ever had," according to Mike Earle. Eyebrows were raised in the scrutineering bay as the immaculate Onyx 85Bs arrived with little winglets and revised rear wing with an additional main plane designed to make use of the exhaust extract. A little extra downforce at Pau always helps, and these trimmings certainly gave a small percentage gain — and a big psychological one.

Very aware that the quick way round Pau — attack — was not easily suited to his flowing style, the confident Pirro was quickly in control of the situation, the car showing a nice balance particularly

Thackwell's Ralt was in the armco again. Here Emanuele Pirro sweeps by up the hill in the lead. The Italian led for 61 of the 72 laps.



hrough the quick corners in the Parc. irro was one of only two drivers, in what ecame the important session, to get that ection anywhere near right this early nto proceedings. The initial lift was nore pronounced than was usual in the tter days of F2 but, once back on the ower, he was able to keep his right foot n the floor, the car in a quite beautiful versteer attitude. In the second un-imed session he, and others, were able to o through almost on rails, but he was here first, when it counted.

Avon produced what they thought night be an out-and-out qualifier for this vent, where grid positions are so mportant. The E tyres certainly had two uick laps in them, but another 20-odd nly half a second slower. "I dreamed hat I would see a blister here," said lesigner Malcolm Jones, rather di-ppointed that it hadn't become reality.

Pirro, though, was one who had cause o be grateful for the rain. One flying lap nto the session as the drops began to fall, he DFY distributor exploded just after he pits and set the engine alight. He pulled off in front of the signalling pits, where the alert BS team members prevented total catastrophe by dousing he flames, but a fresh engine was required for race day.

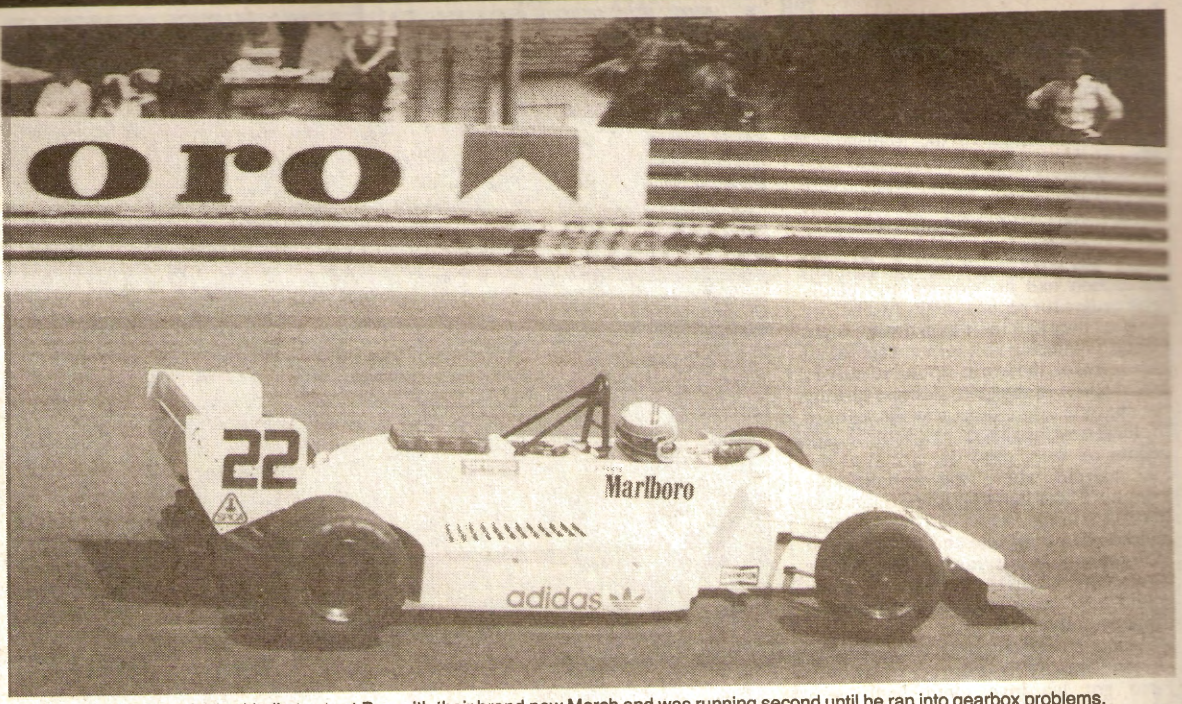
Quite desperate to be on pole position, Mike Thackwell drove his Ralt slowly round and round during the second session, watching like a panther, waiting to pounce on the semblence of a dry line. He dropped his times by 4secs a lap but the flag came one minute too early. His 1:13.08 on the still damp track was comfortably the quickest of the session, but not quick enough: "I ought to be on pole — it is my sixth time here, and knowledge counts for a lot." He said the Ralt was "the best it has ever been in F3000 trim" after the second day when his unofficial session time on race tyres would have earned him pole.

As it was, his second fastest time from the first day was set with a severely bent front suspension after he had clipped a meandering Tarquini at the first hairpin. The Ralt was launched into the air and bolts were broken and stretched: "But I had to put the qualifiers on and have a go in case it rains tomorrow." After its less than impressive Vallelunga track performance, the Bridgestone equipped and sponsored car had benefited considerably from a much stiffer pedal box bulkhead. It looked like an oversteering pig on Saturday, but very confidence-inspiring on its Sunday settings.

The second row featured the battle which all France wanted to see — the two highly talented Ferté brothers in identical cars. As would be expected after five races with his March, Michel was fractionally the quicker of the two in his ORECA car, but how he had to work for it! His Avons had white sidewalls — inside and out — by the end of the session, bearing testimony to his kerb clipping run. Through the Parc he was positively frightening, blipping the throttle to provoke oversteer and yanking the wheel to get it round. A wholesale change of setting produced a remarkable turnaround for the following day and, on full tanks, he equalled his qualifying time.

With just a few laps of Nogaro to run in and acclimatise himself with Corbari's new March, the older Alain was, as expected, right on the pace and quickly putting his Lola nightmare behind him. For over half an hour of the first timed session he was on pole, being bumped when the other three went for it in the dying minutes. Alain was the first man to take the Parc really fast, but his effort was thwarted when he came across Hytten spinning in the chicane. "Maybe that would have been a 1:11 . . ." he grinned. He was back with a vengeance.

For a first-timer at the circuit, John Nielsen was doing his usual thoroughly professional job. The Ralt, as it was on Saturday, was no car in which to learn how to lap the circuit quickly, but he stuck at it and, when the car was right, he was shadowing his team mate. The difference, he admitted, was the local knowledge. "But every time I go round, I learn a little bit more," he said with a confident air.



Alain Ferté joined the Corbari Italia team at Pau with their brand new March and was running second until he ran into gearbox problems.

Philippe Streiff was another with paddock confidence. The AGS had been very fast in testing at Nogaro on the way down to Pau, but an engine oil system problem which manifested itself in the first untimed session could not be satisfactorily cured *in situ* for the timed run. He used just four of his 10 tyres to take sixth place and, with a fresh engine for Sunday, he was sure the performance was there.

With a lot of the local promotion behind him, the pressure was on Olivier Grouillard in the second ORECA car and once again the little man was showing gritty determination all-round. His track manners were not quite up to standard as he tunnel-visioned his way around to be the best of the rest behind the acknowledged six front runners.

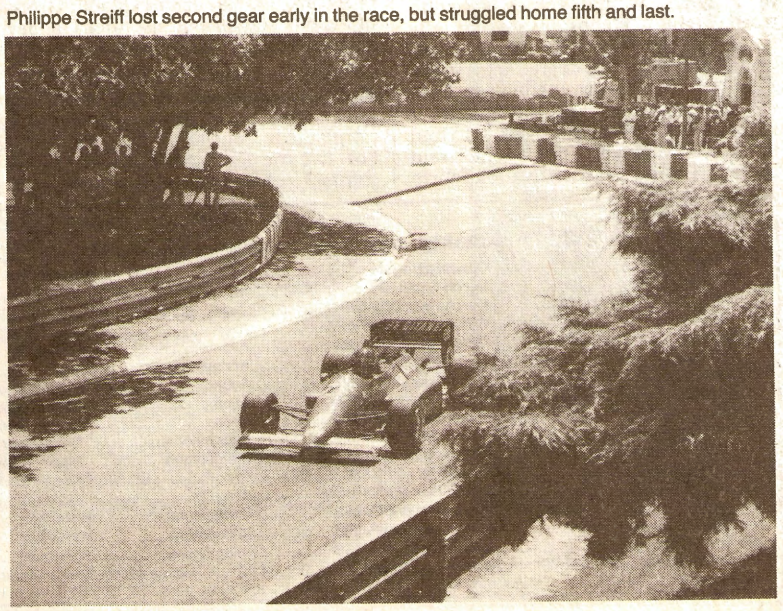
The San Remo team was having problems finding a balance on the Bridgestone shod Marches, and Ivan Capelli was not very happy until a little factory advice from Andy Brown put him in the right direction. It was too late for him to set a worthwhile time, but he was quick in the final untimed session and looked a potential threat.

With a dire shortage of rear brakes, Lamberto Leoni's efforts to qualify the still-improving PMC Williams were very creditable and the Italian deserved top marks for effort and bravery.

Christian Danner was the only driver to improve his times in the second session. His first day came to an abrupt halt when a tyre deflated with a pop through the top gear kink on the start/finish straight, which used to be flat for everyone but now just for the top two or three. "I can't take in flat and after that incident I am pleased," said the German. The BS team's new supply of wheels all had faulty valve fittings, which had caused the alarming incident from which, luckily, no further damage ensued. Like Thackwell, he crawled round in the damp waiting for his opportunity; he got in one lap and, on the second quick one, he came across Grouillard weaving in the middle of the road trying to warm up his tyres. "I have never wanted to be physically violent towards a fellow-driver in my life until now," Danner said, sitting in his pit waiting for his anger to subside.

Mario Hytten did not really make the most of his opportunity in the second Onyx car, being too preoccupied with the particulars rather than getting on with the job in general.

Philippe Streiff lost second gear early in the race, but struggled home fifth and last.



Manuel Fangio somehow managed to retain his sense of humour while driving the soon-to-be-replaced Corbari Lola, which wanted to lose both ends whenever the throttle was even kissed. "Just 20 days until I get my March," he said cheerily as he dined with this humorous outfit on Saturday night.

Gabriele Tarquini was the victim of San Remo's inability to get their tyres to work. He had a different solution to Capelli's, and it was worse still. When they got it right he was happy, but blew it in the warm-up when he took both rear corners off the car after clipping the kerb out of the Station hairpin after getting third fastest time.

France's inaugural FF Champion, Jean-Philippe Grand was playing himself in with the second BS March and had left all his soft tyres until Sunday. The rain spoiled his chances of anything spectacular, but a spin into the wall while waiting for the track to dry ruined his chances completely, although the damage was thankfully light.

Bringing up the tail was the welcome cheerful face of Guido Dacco, returning to San Remo for a couple of outings while the previous incumbents sort themselves out. Given the team's problems, and his newness to the car, his position was hardly surprising.

The rain shower had brought great disappointment, but race day came as sunny and as warm as the best part of the previous two days. Crowds like Pau had never seen in recent times, filled the circuit on both practice days and by the 9.30 am raceday warm-up, they were already bigger still. With virtually everybody matching their qualifying times on full tanks, the race promised to be really spectacular. Perhaps telling was that Thackwell was quicker in race times than he had been in qualifying, but Pirro — with his new engine feeling strong — was not far behind, "Just running it in".

RACE

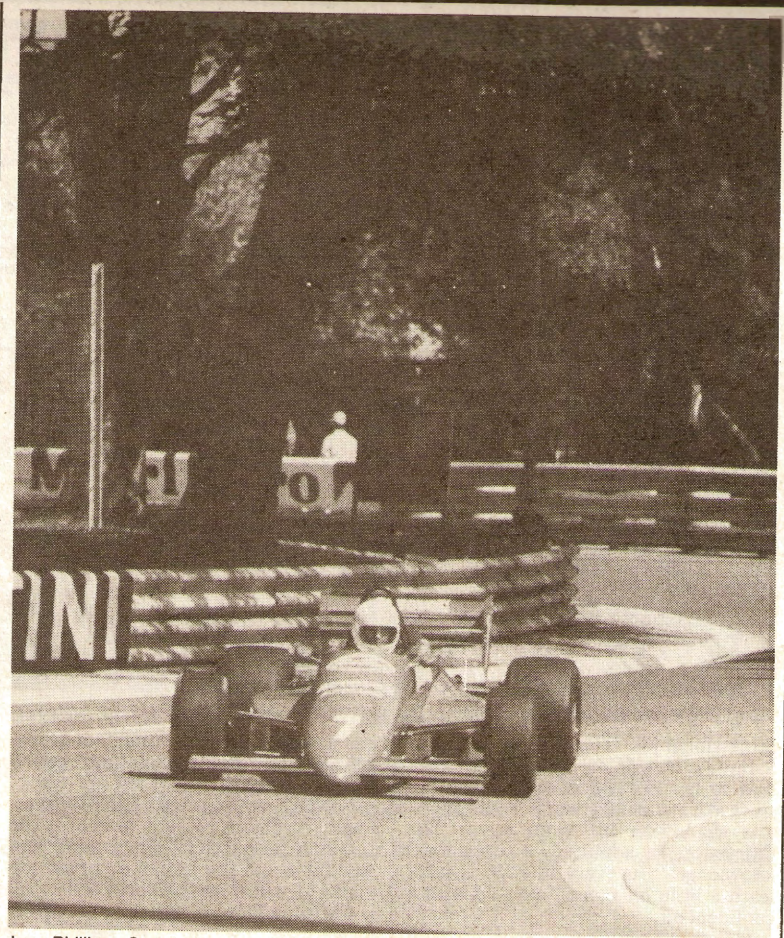
The field was dealt a body blow when San Remo Racing withdrew all three of their cars in a delicately worded statement about the safety of their drivers. Tarquini's warm-up accident, they felt, had been caused by a rear upright failure, a theory substantiated by the marshals nearby but definitely not by this eye witness — any weakness, and all March customers had been warned 10 days previously to check for cracks most definitely would have given with the ▶

wallop the car gave the kerb and then the armco *after* which the wheel became detached. However in the light of the known history there was cause for doubt. Cesare Garibaldi immediately withdrew Capelli's car much to the undisguised disgust of the driver and Alberto Colombo more reluctantly did the same with the Tarquini and Dacco cars. To allay any driver fears, ORECA fitted fresh units to Ferté's car while Onyx and Corbari fitted straps. BS who had acted upon earlier instruction had no worries and gladly took orders for replica work. Just before the start they had their own drama when Grand's metering unit broke, causing an engine fire on the warm-up and so only 11 cars made it to the grid. Almost turning the charade into a farce was the sight of the local fire brigade pouring hundreds of gallons of water onto the circuit at the first hairpin where the unbelievable Formula Fords had deposited quantities of oil. Up in the *Parc* it had been raining and was damp off line and the oil at the monument was left unattended. A "for what we are about to receive . . ." grace would have been most appropriate for those actually on the grid.

A clean start from the front row makes all that qualifying effort worthwhile. Pirro got his investment back with interest shooting away cleanly from the whole pack; Thackwell, by contrast, lost his capital and Michael Ferté went by him and team mate Nielsen looked likely to do so as he followed the younger Ferté through. Pirro comfortably led them through that first tricky hairpin and away up the hill, everyone getting through cleanly with Hytten taking a novel outside line and making up four places which he promptly lost again as he accelerated away with a misfiring engine. In an attempt to relegate him to last place at the *Parc* hairpin Fangio walloped the Onyx car which was to become a retirement within a couple of laps when the undertray was found to be flapping loose as the spark box was changed. But he was not the first retirement.

The second lap passed without incident, Pirro edging ahead as Michael F fought what looked to be a losing battle to keep Thackwell at bay. Into the first hairpin on lap 3 Ferté went very wide and half spun his car across the track, leaving Thackwell with the narrowest of gaps to lead the pursuing Nielsen, Streiff and Alain F through. As the New Zealander was halfway through the ORECA March accelerated forward into the Ralt's rear wheel launching it smartly into the barrier and instant retirement. "It makes me wonder what the bloody hell I'm doing here in this Formula" said Thackwell as he sat dejectedly on the grass. Within a couple of laps though he was on his feet and urging team mate Nielsen on as he latched on to leader Pirro's tail and jinked either side of the middle of the road March as they sped up the hill. "Go for it John, Go for it" he yelled as the Dane disappeared from sight — virtually for good. Next time around Pirro was quite on his own, Alain Ferté now a distant second from a train of cars led by Leoni from Danner, Grouillard, Streiff and Fangio. Michel Ferté sheepishly reappeared with a new nose and wheel and some while later Nielsen crawled round, his left front wheel at a strange angle and the lower wishbone almost rubbing the ground. "I was following Pirro so closely that I was watching his gearbox and not the road. It was so easy for me that I just lost concentration and steered into the kerb". So smart was the contact that the suspension was pushed into the monocoque while remaining unbowed itself. "A stupid, silly mistake . . ." admitted the Dane.

Pirro reckoned that the Ralt had nudged his gearbox at least twice before the incident which left him with such a handy lead. "He was quicker than me on the straight I admit, but I know it is difficult to pass here and I was not too worried".



Jean-Phillippe Grand, the reigning French FF1600 champion was sidelined on the warm-up

So by the 10th of what was to be a 72 lap event there were just seven cars left on the same lap. But we had a motor race. Pirro was pulling away at a second a lap up at the front as Alain Ferté began to struggle with his gears out of the first hairpin, third gear having broken but he plugged on regardless. The real battle was over third place. Leoni was driving his heart out in the PMC Williams with first Grouillard, then Danner, then Grouillard then Danner urgently looking for a way by. Danner had felt his car was right from the second untimed session to the point where he had ignored Bridgestone's advice and run their softest race tyre on the righthand side, so good was the balance. No doubt mindful of Bob Sparshott's ear-bashing after his failure to pass Nielsen at Vallelunga, we saw an aggressive side to the German — but in the company of these heroes he had to tread carefully. He lost his place briefly to Grouillard when he found Leoni completing three 360 degree spins in the *Parc* "without hitting anything — I am the spin specialist!" said the Italian. "I looked up from checking my revs to find him almost stopped in front of me" said Danner. Grouillard smartly took fourth place again and held it for eight laps until, on lap 21, Danner finally made it his own; three laps later he took Leoni for third and the road ahead was clear.

Pirro by now was 15 secs clear of Ferté who had nine seconds in hand over Danner who had quickly left Leoni and Grouillard to conduct their own private battle, made all the more dramatic by the fact that neither driver changed gear — at any time — until they had hit the limiter.

Streiff, having tangled lightly with Michel Ferté right at the beginning had soon lost the rather useful second gear and was struggling to keep Grouillard's tail in sight. Fangio was well behind and M Ferté completed the runners although he and his brother were destined to abandon the cause within minutes of each other on lap 31. Michel, four laps behind, coasted to a halt with electrical failure while Alain, whose good early work had been undone by his gearbox problems, had his engine explode in front of the pits grandstand just after Danner had relieved him of second place.

So just before half distance Pirro led by 15 secs from Danner. Up at the front the Italian had been driving coolly and calculatingly "but absolutely flat out". For five or six laps the gap stayed constant, the entire proceedings enlivened by Grouillard's spectacular efforts to pass Leoni some of the moves being best described in the commentator's words *"Ooh, La, La!"*.

Just after half distance Danner, driving crisply and cleanly, began to make inroads into Pirro's lead: 12 secs, 10 secs, 9 secs, 8 secs. There was obviously anxiety in the Onyx pit because then they put the gap out with the tenths: 7.7, 7.1, 6.6, 6.3. When it was 5.7 secs Danner could see the Marlboro March up the hill. Was Pirro playing Cat and Mouse or was there a problem? Danner sensed victory and rose to the occasion. He had already posted two lap times in the high 1m 13s but on lap 59 he threw in a 1m 13.26s. The gap shrank to 3.9 secs and then it was nothing. On lap 62 he completed his first lap in the lead of an F3000 race. And he steamed away to a clear cut and thoroughly decisive and deserved win. In 10 laps he pulled out 41 secs on Pirro. The Italian was not visibly in any trouble; his tyres were fine, gears okay, engine crisp; inside the cockpit though he was staring at oil and water temperature gauges soaring into the 100° plus mark and climbing all the while. It had started around half distance with a noticeable power drop and just got worse. The cause? Fallen leaves stuck against the radiator grills. Danner's Sparshott team had seen the same problem the day before and effected a simple mod to prevent its recurrence. Nothing now could help Pirro and he took a conscious decision. "To finish. I knew all the other championship contenders were out and that if I made it to the end I would get some useful points. If I would have pushed the engine any more it would have blown for sure so I just backed off and nursed it home." His second place was a victory for the thinking man.

There was never any let up in the joust for third place although the gap at the end, some four seconds, was four times what it had been for most of the race. Four laps from the end Grouillard had driven right under the gearbox of the Williams and dinged his nose. But to the urging of the crowd he came back again and it is doubtful if any of them cared if there was another car on the track or not judging by the tumultuous reception he was given. Both men had put on a great day's entertainment for everyone and truly kept the contest alive. Leoni said he had a problem with his brake balance "either all front or all rear, nothing in between." Grouillard said he hadn't wanted to take any risks which somehow didn't seem to reflect what had been happening. Poor Streiff could only soldier on to the finish, his increasing gearbox problems denying him a great opportunity to show his talent at home. His distant fifth place and two points were no consolation. Fangio should have been there at the end and scored his and Lola's first point but he spun at the first hairpin with 20 laps to go and after a five lap pantomime with the local marshals, who refused to let him turn around his motor car (admittedly he could not find reverse). he was forced to switch it off and climb out.

PAU (F), May 27,
European F3000 Championship, round 6, 72 laps — 127.43 miles

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Best lap	Qualifying	Pos
1	Christian Danner (D)	March-Smith DFV 85B	Bridgestone	1:30:28.63	1:13.26	1.14.42	10
2	Emanuele Pirro (I)	March-Peck DFV 85B	Avon	1:31:10.38	1:14.05	1.12.65	1
3	Lamberto Leoni (I)	Williams-Smith DFV FW08C	Avon	1:31:28.25	1:14.97	1:14.34	9
4	Olivier Grouillard (F)	March-Mader DFV 85B	Avon	1:31:32.13)	1:14.31	1:14.25	7
5	Philippe Streiff (F)	AGS-Mader DFV JH20	Bridgestone	71 laps	1:15.08	1.13.47	6
R	Juan Manuel Fangio (RA)	Lola-Mader DFV T950	Avon	51 laps — spun	1:16.46	1:15.33	12
R	Alain Ferté (F)	March-Mader DFV 85B	Avon	31 laps — gearbox	1:14.73	1:13.12	4
R	Michel Ferté (F)	March-Mader DFV 85B	Avon	28 laps — electrics	1:15.11	1:12.83	3
R	John Nielsen (DK)	Ralt-Judd DFV RB20	Bridgestone	9 laps — suspension damage	1:16.44	1.13.21	5
R	Mike Thackwell (NZ)	Ralt-Judd DFV RB20	Bridgestone	2 laps — crash	1:18.91	1:12.71	2
R	Mario Hytten (CH)	March-Peck DFV 85B	Avon	4 laps — body damage	1:23.76	1.14.54	11
NS	Jean-Phillipe Grand (F)	March-Swindon DFV 85B	Avon	0 laps — fire on warm up lap	—	1:16.30	14
NS	Ivan Capelli (I)	March-Mader DFV 85B	Bridgestone	Withdrawn	—	1:14.30	8
NS	Gabriele Tarquini (I)	March-Mader DFV 85B	Bridgestone	Withdrawn	—	1:15.85	13
NS	Guido Dacco (I)	March-Mader DFV 85B	Bridgestone	Withdrawn	—	1:16.46	15

Winner's average speed: 81.89mph. **Fastest lap:** Danner, 1m13.26s, 84.28mph. **Race leaders:** Pirro, 1-61; Danner 62-72. **Championship positions:** 1, Pirro, 27pts; 2, Nielsen, 21; 3, Danner, 17; 4, Thackwell, 15; 5, Ferté, 14; 6, Tarquini, 8; 7, Grouillard, 7; 8, Streiff, Leoni, 4; 10, Kaiser, Moreno, 3; 12, Dumfries, 1.



Timo Salonen is holding off a strong challenge from Stig Blomqvist. The World Championship leader has driven superbly so far.

Two horse race

Salonen and Blomqvist slog it out — Al Hajri provides a surprise — Vatanen and Rohrl out.

Interim report: HARRY MILNE — Photography: COLIN TAYLOR PRODUCTIONS

With the survivors of the 32nd Acropolis Rally heading back towards Athens at the end of the second leg on Tuesday, Timo Salonen's Peugeot 205 Turbo 16 had eased out a slight lead over Stig Blomqvist's Audi Sport Quattro. In familiar Greek weather, with drivers coping with intense heat and dust, the rally was taking its toll although two favourites, Ari Vatanen and Walter Rohrl, both retired with mechanical problems on only the second stage.

With a real chance of a top finish therefore, the battle behind these two factory cars was intense, Qatari Saeed Al Hajri sending shock waves through the establishment with an excellent drive in his Rothmans Porsche, and both Mazda and Nissan hoping that their fortunes would improve before the finish in Athens on Thursday.

For a rally which nearly never happened, things looked very good for the 1985 Acropolis. The major panic was the decision to hold the Greek parliamentary elections during the early summer, and only when it was decided this would be the week after the Acropolis (during the time originally scheduled for the rally) did the organising club know that they could hold an event at all.

Lancia's decision to stay away from the world championship scene until the new Delta S4 car is ready meant that there were fewer factory teams present, but the total number of starters was up from 104 to 110. This was the first anniversary of Peugeot's gravel baptism with the 205 Turbo and the tenth anniversary of Walter Rohrl's first world championship win.

The route itself was unchanged from 1984, except for certain points where roadworks had caused alterations, and places where sections had been asphalted during the last 12 months. One of the great disappointments among journalists was to discover that the most famous picture of the event, where cars slide through a dusty corner with the mountain-top monastery as a back drop, had been metalled since last year!

Generally, the conditions were similar, some sections being rougher and the route-book (after being re-written by the famous Monte Carlo winning co-driver Mario Mannucci), showed identical stages but with different lengths. The elections caused the finish location to be moved from the stadium because of political oratory, to the resort town of Glyfada.

Stig Blomqvist was back on form after breaking a rib in his accident at the Metz Rally, and Ari Vatanen was again fully fit after injuring a leg in his spectacular crash in Corsica. Competitors came from 18 different countries, the furthest travelled being the little Canadian girl Nicole Ouimet, who had driven to ninth place on the final world event run in her country, six years ago. She was nominated as leader of the five-car Dacia team from Romania, the other four (male) drivers having strict instructions to help their star driver reach the finish.

So we had two Audis fighting two (old-model) Peugeots, five Nissans in opposition to two Mazda RX7s for the two-wheel drive race, while of the privateers two Lancia Rallys entered by West were engaged in a cigarette war against a single Rothmans Porsche 911SC RS of Al Hajri. In Group A there were three works teams, VW (praying for better luck than they had in Portugal and Corsica), Dacia — who were very encouraged by their Portugal efforts, and who now hope to come to the RAC Rally, and the team of two-stroke Wartburgs from East Germany.

Monday morning dawned bright and breezy. The gathering at the foot of the Acropolis was the usual colourful affair, but as the cars headed out of Athens for the first tests, the wind blew up stronger, so that even without the now familiar 2 minute gap between the leading cars, dust would hardly have been a problem.

Salonen was first to make his mark on the competition, rattling over the bumpy first stage just after 10 o'clock to take fastest time ahead of the two Audis. Blomqvist balanced things on the next shortest test, but on-one was paying attention. At the finish line, both Walter Rohrl and Ari Vatanen were missing.

For the Finn, Greece was crucial for his World Championship hopes, and a result was important for him to re-establish himself in the Drivers title fight. Yet, it was all going wrong.

"At the end of a 150m straight," explained co-driver Terry Harryman, "the column came out of the rack, Ari was left with a steering wheel doing nothing.

"We just fell off the side of the road and onto some rocks, so the helicopter arrived with a mechanic, but it took some time. I think a clamp had come adrift, and although we got going again, other things started to go wrong. The rear suspension broke and the car dropped at the back, snapping an oil pipe, spewing out oil all over the place. Then we had a bit of fire at the back, and we put that out, but towards the finish of the stage, the engine tightened through a lack of oil and that was the end.

"It's so frustrating, because we had been going for a sensible drive, but now it seems we are paying for that long run of successes." As the rest of the crews moved away from the coast, Ari and Terry were soon heading back to their apartments at the Lagonissi Holiday complex, where the rally is based.

Rohrl was following that trail as well, with the current Sport Quattro developing a rather poor track record. After the gearbox problems in Kenya, and the brake disc problem on Corsica, this time his car broke a steering joint and was isolated with the Germans desperately radioing for help.

In normal conditions, the first step for the professional teams is to send in the helicopter, but the gusty winds meant that it was impossible for Audi to get the helicopter to the spot, so instead the necessary parts were given to Werner Grissmann, running an old A2 further down the field. By the time he had reached the stricken Audi, and the parts had been fitted, Rohrl was out of time. It was a situation similar to that which afflicted Mikkola three years ago when he too was of out time early in the rally, with essential parts unavailable.

The convoy north therefore was rather depleted with two of the favourites already out and both Audi and Peugeot reduced to single cars. Not surprisingly, it was Salonen who pushed on during those early hours, but Blomqvist was in determinded mood, and keeping the Finn's advantage to a minimum, taking a couple of fastest times as the route wound its way through the mountains round Delphi and on towards Lamia.

By this stage, and with darkness beginning to creep in, the winds had eased considerably, so that dust was becoming a problem for just about everyone. Normally therefore, it would have been the Audi driver who would have held the advantage, running first car on the road, but Salonen and Mehta — team mates for so long at Nissan — had struck a deal at the start of stage 6.

On the previous long test, the Peugeot had overtaken Mehta's Nissan 240RS in rather dangerous circumstances so that in order to avoid a repeat, Mehta chose to change an imaginary puncture after the arrival control at Prodromos so letting Salonen take his place on the road.

That effectively handed Timo an enormous boost because both number 2 and number 3 seeds — Vatanen and Rohrl — were now missing and so the sole surviving Peugeot now had over 6 minutes of clear air ahead. He could

ACROPOLIS RALLY (GR)

Positions after SS25, Tuesday 5.00pm

1	Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo	B	5h53m26s
2	Stig Blomqvist/Bjorn Cederberg	Audi Sport Quattro	B	5h55m38s
3	Ingvar Carlsson/Benny Melander	Mazda RX-7	B	6h21m46s
4	Shekhar Mehta/Yvonne Mehta	Nissan 240RS	B	6h24m22s
5	Andrea Zanussi/Sergio Cresto	Lancia Rally 037	B	6h24m47s
6	Saeed Al Hajri/John Spiller	Porsche 911 SC RS	B	6h25m03s
7	Mauro Pregliasco/Daniele Cianci	Lancia Rally 037	B	6h25m05s
8	Achim Warmbold/"Biche"	Mazda RX-7	B	6h27m11s
9	Mike Kirkland/Anton Levitan	Nissan 240RS	B	6h31m53s
10	George Moschous/Dimitros Cazacus	Nissan 240RS	B	6h36m34s

battle with Blomqvist on equal terms. Progress slowed only briefly when an alternator belt broke, the Finn still stealing a few more seconds from his rival.

Towards the end of the leg, however, it was Blomqvist who had the advantage, as a servicing mistake by PTS left Salonen to battle on with some rather used rubber; the Swede rattling off three fastest times on the trot to keep the margin to less than 1 minute.

Already, there were a few surprises in the order and a fascinating competition developing in the two wheel drive race. Many had expected the two West backed Lancias to be quite competitive if it stayed dry, but after a couple of early problems, neither was ever in contention.

Zanussi's progress was however rather erratic and on the fifth stage — the same long one which saw Salonen and Mehta getting so close — the 037 was slowed by three punctures. Although the helicopter was able to assist, several minutes were lost, and another couple of punctures on the tenth stage ensured that the young Italian stayed behind team mate Pregliasco.

So heading the "other" competition was the Rothmans Porsche of Saeed Al Hajri, staying ahead of many more experienced drivers with regular top five stage times. All the way north he seemed in a safe third place, but then on the last stage before the halt, 6 minutes were lost for a trivial reason. The window winder came adrift, lodging itself underneath the clutch pedal. The crew believed the clutch had broken and efforts were directed at fixing a broken unit, without realising the real problem.

So Ingvar Carlsson's Mazda was promoted as the cars ground through the evening towards Kalambaka, after a trouble free run which only included the odd — almost unavoidable — puncture. Shekhar Mehta followed with a similar story (his puncture costing about 1½ minutes on the very first stage) as he arrived at the chaotic overnight rest halt below the famous Meteora monastry.

The cars continued to arrive well into the small hours of Tuesday, with crews glad of the rest after a day of battling against dust and heat. In Group A, Jochi Kleint had proved the pace setter for much of the leg, but a wishbone broke and he was sidelined, leaving Franz Wittmann in the sister Golf GTi to head the category at Kalambaka, holding 11th place overall. He complained of the terrible dust, and had also been forced to replace both front shock absorbers which had broken after the continual pounding from the rocky tracks.



Stig Blomqvist is drawing on all his experience in order to keep the gap between himself and Salonen down to a minimum.

Retirements include Werner Grissmann's Audi, and Gerhard Kalnay, whose little Skoda 130 lost a fan belt and went out with a warped cylinder head; a repeat of the problem in Corsica. Team mate Krecek was battling on and running Michelin tyres, which were proving rather more suitable than the Barum rubber originally nominated.

Positions at Kalambaka

Salonen, 3h28m29s; Blomqvist, 3h29m38s; Carlsson, 3h47m21s; Mehta, 3h49m06s; Warmbold, 3h50m37s; Al Hajri, 3h51m33s; 3h51m33s; Pregliasco, 3h52m17s; Zanussi, 3h52m57s; Kirkland, 3h54m52s; Moschous, 3h58m10s.

Considering the retirement rate among the top seeds, it was perhaps surprising that, of the 110 starters, 84 cars arrived at the Monday rest halt, taking their places for the re-start on Tuesday, and ready to re-trace their steps on the long run south back to Athens and the Lagonissi headquarters.

Immediately, Salonen started to extend his advantage, and although Blomqvist fought back on the short second stage, it was the Peugeot man who was quicker over Meteora and the long stages south of Karditsa. By Tuesday afternoon, the gap between the two men was up to nearly 2 mins, with Blomqvist now relegated to second place on the road and forced to follow in Salonen's dust.

Behind these two, Saeed Al Hajri was responding perfectly after his demoralising problem the previous night, moving past Warmbold's Mazda RX7 in the first tests to snatch back fifth place, and apparently confident that he could improve further before the finish. Individual stage times again showed that the two Lancias of Pregliasco and Zanussi could record some quick times, but with both cars suffering from rear suspension problems, the Italians' problems were far from over.

The cars were due back in Lagonissi late on Tuesday night, with the prospect of the final leg through the Pelopponese still waiting on the survivors. As usual, the finishers will gather in Poros for the ferry back to Athens and the finish this evening (Thursday). Full report next week.

Notes on the cars

Audi

The two HB backed Sport Quattros were entered for World Champion Stig Blomqvist (his Safari chassis RS10) and Walter Rohri (Mikkola's Safari car RS17), both still fitted with the rear bodywork enlargements to permit carrying a second spare wheel. Suspension settings were softer than Safari but harder than Portugal, and the transmissions were still set at 50/50 torque split with locked central differentials. Austrian skiing personality Werner Grissmann had the same HB sponsored long-chassis Quattro seen in Portugal, while the Greek privateer "Jigger" had another old long car. The works team has announced that it will continue to enter two cars for New Zealand and Argentina, for Rohri and Blomqvist, though Rohri would like to be excused from going to South America.

Peugeot

The first-evolution cars were entered by Peugeot Talbot Sport for Timo Salonen (his Corsica car chassis C11), and Ari Vatanen (a new car, chassis C17). Suspension settings were similar to those at Portugal though the front was raised a little. The torque split was set at 33/67 and the boost was 2.4 absolute. Salonen's car had been reinforced for this event.

Like Audi, Peugeot were using Michelin tyres, basically M4 and M5 but also M9 (which is a stronger version of M5), and M50 which is a longer-life version of M5. For the Acropolis, Peugeot sent seven vans, two chase cars and about 20 mechanics. Ths sponsorship system with Aerospatiale continued, with the use of an Ecureuil helicopter, and a Trinada fixed-wing plane.

Mazda

Two RX7s were entered by Mazda Rallye Team Europe, for team manager Achim Warmbold and Ingvar Carlsson. Since the Swedish, the engines now have considerably better bottom end torque and the team has changed to Michelin tyres and Enkei wheels. There is now longer suspension travel (200mm) but experiments with double springs meant they were not used on this event. The future programme is uncertain. The 1000 Lakes is an uncertain event for them, but maybe one car will go to Sanremo.

Lancia

Without the works teams, the Italian company was represented by the West Rallye Team with two 037s (chassis 419 for Zanussi and 407 for Pregliasco, replacing Bettega). A private second-evolution Lancia was entered by the Greek driver 'Melas' whose car (409) had been built to Safari specifications. He was sponsored by Momo wheels, and all the Lancias used Pirelli tyres.

Nissan

The local importer Theocarakis entered five Nissan 240RS right-hand drive evolution cars for Mehta and Shah, left-hand drive evolution cars for Kirkland and Moschuns, and a basic car (used by Moschuns in training), for the journalist-driver "Stratissino". the works-supplied cars were fitted with different racks using ball joints, and all the cars were on Dunlop tyres. All the cars except Mehta's had a new air inlet scoop fitted to the left side of the front bumper, and the cars were some 50kg lighter than at the Safari Rally.

Skoda

The Czech company entered two Group B 130 LR cars for their number one driver Krecek (with Barum tyres), and the Austrian Kalnay, sponsored by Kapsch and using Michelin rubber for the first time on an all-gravel rally, the cars were fitted with rear disc brakes.

Volkswagen

The leading Group A team entered the same cars for Kleint and Wittmann as they did in Portugal and Corsica, with shock absobers modified to stop bottoming on bumps. Wheel travel was increased to 170mm and power steering was fitted on the 16-valve unit while some work is being carried out with the twin-engined Golf with a view to a possible entry for Jochi Kleint in such a car at Pikes Peak in Colorado, USA in July. Pirelli tyres were used by the factory rally cars of the old SG35 type, the SG 90 version not being strong enough but expected to be used on their next world rally, the 1000 Lakes.

Dacia

The other works Group A team was Dacia, fresh from the class 1-2-3 in Portugal. Five examples of these Renault 12 look-alikes were entered, four by Romanian teams but the team leader was nominated as the Canadian girl driver Nicole Ouimet, who finished 9th overall in the 1979 Quebec world rally in a Datsun, and who this year rallies Dacia in Canada.

Rohrl stays with Audi for 1986

The main news in Athens, just before the start of the Acropolis Rally, was that Walter Rohrl has signed with Audi Sport for next year, with an option for 1987. The deal was finalised on Sunday, and although the German does not have an exact programme, he is confident that the contract will allow him to start the rallies that he enjoys.

This year, Rohrl has been a major part of Audi Sport's line up along with Stig Blomqvist, with both Hannu Mikkola and Michele Mouton playing supporting roles. Contracts for this current season were, however, very late in being completed and for a short while Peugeot Talbot Sport were known to be trying to tempt the double World Champion to join their staff.

Audi's executives have therefore made a deliberate move to retain Rohrl's services, underlining that the marque hopes to be fully competitive again with their new cars.

Rohrl — brand loyalty.





Jimmy McRae needs a good score on home ground if he is to retain any real hope of an A seeding.



Ford look set to make their Group A debut with the RS Turbo in Scotland after several delays.

RS Turbo: Group A at last

It seems that Ford have finally managed to build the required 5000 RS Turbos needed for Group A homologation. After a long and embarassing delay, the company had their cars inspected last week at the Saarlouis plant where the FISA inspector saw the 5000th car roll off the production line.

"I shalln't really believe it until I get the piece of paper from FISA," commented Mark Deans at the end of the week. "We are sure that everything is now finalised, but without the actual forms, we are no further forward. I hope that it is now just a formality and June 1 homologation will go ahead as planned."

The news means that Ford will finally be able to run Mark Lovell's Radiopaging car in its correct group on the Lloyds Bowmaker Scottish Rally next week, having been forced to compete in Group B on the Circuit of Ireland. On that occasion, the car retired after just five stages with a broken gearbox, a weak link in the car that also prevented an appearance in Wales.

While the homologation saga has wound on in recent months, testing has been aimed at improving the gearbox and Deans was hopeful that the problems had been solved. "The unit is now capable of handling around 400bhp. With that sort of over engineering, the 'box should be man enough for the job . . ."

While the British team are away in Scotland, Ford Denmark will be running their car on the Hessen Rally and a week later, Christof Dyrtl will debut the Austrian example on the Phyrn Eisenwurzen Rally. Meanwhile, Ford have supplied a new shell to replace the one destroyed by David Gatenby on the Manx Stages recently. Mike Taylor Developments are to build a new Group N car for Ford's *Rallysearch* winner who is now recovered from the high speed accident.

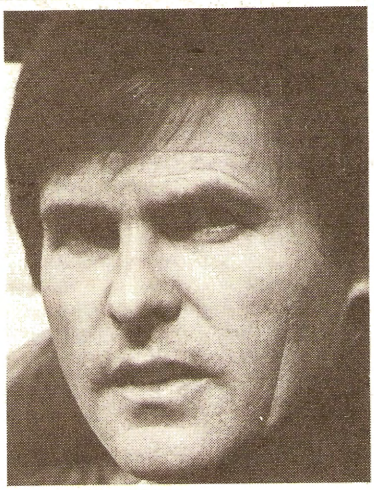
Jim's Euro plans stumble with zero score in Portugal

Jimmy McRae's hopes of capitalising on a lean entry in Portugal at the weekend, were dashed on the 10th stage of the rally. When holding a comfortable 30secs lead over Joachim Santos in the AC Delco Opel Manta 400, the reigning British Champion ground to a halt with a failed ignition pack. This was the longest stage of the event and, with no chance of assistance from the service crew or a spare pack in the car, the Scot was instantly forced out of the event.

Speaking from home afterwards, McRae told us, "I had already begun to count the 40 points that I should have got from this event. We had been comfortably quicker than Santos on the tarmac stages and I was only driving at around 80%. Santos was actually closing as we got onto the gravel, but I felt that I could stay ahead without too much trouble. The first thing that I did when we stopped was to see whether the ignition pack was an AC Delco part! It turned out to be Bosch . . ."

McRae must now turn his attentions to his home event which starts in Glasgow next Saturday. Once again, Euro points are at stake and the Lanark man will be keen to end his run of three consecutive second places on the rally, by getting one place higher this time. Following the Scottish, the AC Delco car will venture to Ypres and Hunsruck, while plans for one more event from the budget are currently being formulated.

"I am also talking to a sponsor," continued McRae, "with a view to going to Cyprus again. I needed those points from Portugal and so I will just have to work that bit harder."



Warmbold — 4WD testing.

Warmbold working on 4WD RX-7

Speaking in Greece last week, Achim Warmbold confirmed that his Mazda Rallye Team Europe operation is now working on a four wheel drive RX-7, but that there is still no definite programme for such rally cars. The 4WD RX-7 makes use of a three chamber (3.9-litre) rotary unit.

The Familia is still expected to appear on next year's Monte Carlo, and with a 16-valve turbocharged engine, — plus four wheel drive — it could be a strong contender against the current Group A pacesetters including Volkswagen and Alfa Romeo.

Toivonen makes good progress

Henri Toivonen is making good progress following his neck injury on the Costa Smeralda Rally, and is hopeful that he will be able to start physiotherapy within a week or so. Speaking from his home in Finland on Monday, Henri admitted that he was a little frustrated but that he was now allowed some time on an exercise bicycle, and gaining strength.

"I feel like the third baby in the family just now," explained Henri, "but if I continue to make progress I should be in the gymnasium quite soon. Mentally, I feel fine."

New Quattro nearing completion

Work is continuing with Audi's evolution Sport Quattro, and a FISA inspection is scheduled at Ingolstadt for June 24. In addition to the various internal changes, mostly aimed at improving the weight balance of the car, and there are some prominent spoilers, expecially at the rear, similar to those on the original long wheelbase A2 models.

While work continues in private, Audi bosses have decided to send just one car to the American Pikes Peak hillclimb in July. Michele Mouton is expected to be in charge, hoping to give the marque an outright victory.

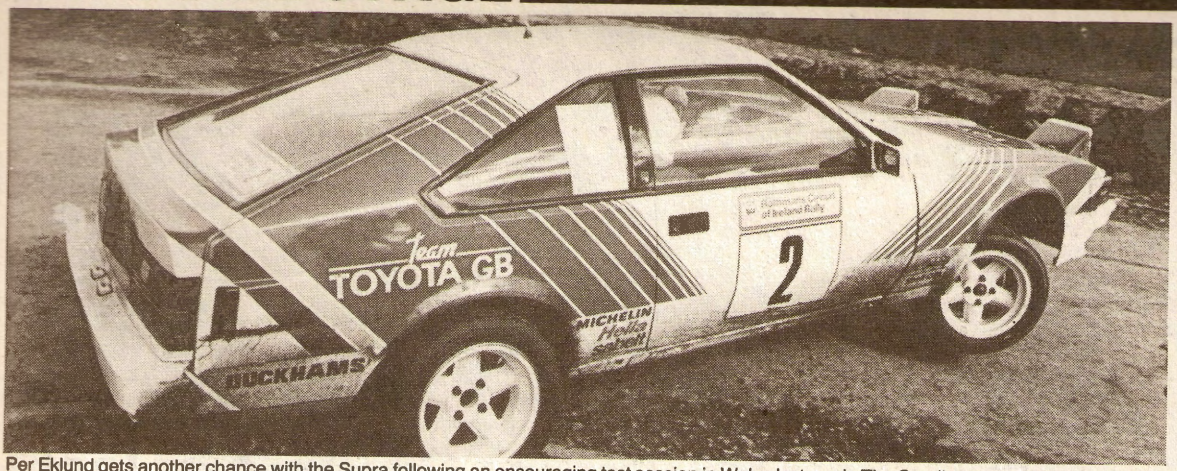
More runs for latest Peugeot

Before the start of the Acropolis Rally, Peugeot drivers conducted some back to back testing between the current cars, being used in Greece, and the second evolution model which is being prepared for its gravel debut on the 1000 Lakes in August. Bruno Saby has only recently started conducting gravel tests at Cergy near Paris, and is now expected to head for Finland sometime during June to ready the machine for its gravel debut.

Development Golf tested in Greece

With Volkswagen Motorsport running two cars on the Acropolis, the factory were also in Greece, carrying out development of four wheel drive production Golfs.

When the car is finally given the go-ahead, then the little rally team are certain to switch over, but currently they will continue their mini-World Championship programme with Jochi Kleint and Franz Wittman.



Per Eklund gets another chance with the Supra following an encouraging test session in Wales last week. The Corolla now seems redundant.

Supra goes to Scotland

Following a highly successful test session last week, Team Toyota GB have decided to run their Supra on the forthcoming Lloyds Bowmaker Scottish Rally, the first time that the new Group A car has been seen on gravel.

Commenting after testing near Dolgellau in Wales, David Ewles said, "We were surprised at how quickly the car is becoming competitive. We ran it on a really rough stage, much rougher than we shall encounter in Scotland, and not one of the components that we tried broke. It simply got quicker and quicker."

The car's steering, something that the team felt may be too heavy for competition use when it was first planned, turned out to be both light and precise. The engine, prepared at Arden Conversions, is also proving more than suitable of the forests. Per Eklund took Arden's Jim Whitehouse for a trip through the stage at one point during the two day session, the passenger emerging with renewed enthusiasm for the project!

The team returned from Wales in high spirits and are now looking forward with relish to challenging Tony Pond's Rover Vitesse in Scotland next week.

RAC Autosport
Shell Oils
NATIONAL RALLY CHAMPIONSHIP

Book early

Regulations of the Marlboro Russek Rally, the fifth event in this year's Shell Oils/ AUTOSPORT RAC National Rally Championship, were released last week and will undoubtedly be snapped up by intending competitors. For the 75 stage miles — comprising just five stages between 10 and 21 miles and one 5 mile sprint — the entry fee is £125 if you enter before June 22 and £10 more for entries up to June 29.

The rally, on July 13, begins the second part of the championship which is currently being led by Mark Lovell in the Team Nissan Europe 240RS. Its long, smooth, and often dusty, stages provide a demanding event that is particularly tough on both driver and tyres.

Marshalls are also be sought by Port Talbot MC and the contact for anyone keen to help is Ken O'Callaghan, 89 Olive Branch Crescent, Briton Ferry, Neath, West Glamorgan. Tel: Briton Ferry 821279.

Turbo kits

With more and more competitors somehow finding the cash to buy a new generation Group B car, Peugeot Talbot Sport are making efforts to convert road going 205 Turbos into rally cars. A kit now available from PTS will give about 205bhp, and improve brakes, suspension and give a shorter gearbox ratio . . .

The specification will be roughly equivalent to that of the works recce cars, and PTS hope to sell about 12 kits in France, and the same abroad. If there is greater demand, then more will be built. No price is being quoted . . .



6R4 — international debut.

Metro for Donegal?

After its debut in Scotland recently, the MG Metro 6R4 will hopefully appear on the Donegal International. Tony Pond and Rob Arthur are continuing their development programme, with the car making its first "International" appearance if accommodation can be made for the non-homologated car.

Opposition will come from the fleet of Tarmac Championship Opel Mantas,and this tarmac pace note event will be an ideal chance for ARG to establish the real worth of the aerodynamic aids which feature so strongly. Following the Donegal run the Cowley-based team expect to continue their development programme of events on British forest Nationals.

Amerathon as planned

The organisers of the Amerathon Rally — billed as the biggest event ever — have promised that the event will run as planned, starting on June 1, from California. Currently, there seem to be only about 20 probable starters for the 39,000 mile course which takes the cars as north as Alaska, before doing a complete lap of the southern continent.

Most recently, agreement has only just been reached for the passage through Brazil so the SCCA organised, FISA approved rally will now go ahead. If all goes well, then the survivors — if there are any — should be back in the Sheraton Hotel, Anaheim on June 20.

Pace notes continue in Ireland

The Rallies Committee of the RIAC decided that the pace notes, tried on International events in Ireland over the past months, had proved successful enough to be continued and put such a proposal forward to the Competition Commission who met last Thursday. The result of *their* deliberations has not yet been released but it is anticipated that they will have voted in favour of the Rallies Committee proposal.

If, indeed, that is the case, it would seem likely that International events will be allowed to use pace notes up to and including the 1986 Galway event, the Circuit of Ireland having the authority to do so for both the 1986 and 1987 events.

205 races for Scotland

"We are still hoping to get the Turbo car to Scotland, but it will be a close run thing," commented a spokesman for Peugeot Talbot sport in Coventry last week. Strenuously denying suggestions that the car driven by Kalle Grundel on the recent Vorderpfalz Rally was the one intended for the Coventry team, the spokesman insisted that work on the new car was progressing well, although there had been a hitch.

It seems that the new bodyshell was supplied without brackets and the team of British mechanics were busy rectifying this ommission. The engine and gearbox are ready for fitting and the shell has been painted. All that remains is for the car to be built up and tested at Montlhery before coming to Britain.

The British team, led by Bernard Unett, are having to learn about the car as they go, something which is also adding to the build time. Having seen Grundel's car written off a couple of weeks ago, the French mechanics managed to build a new car for the Swede in just eight days . . .

BRIEFLY

■ Toyota USA are to sponsor the Olympus Rally on July 4/7. Their commitment includes supplying the official vehicles for the event and is intended as part of a long term involvement, rather like their Long Beach GP package. Increased support is expected for 1986 and beyond.

■ Clive White, from North Devon, has sold his Opel Ascona 400 and is building a Manta 400 from a road going version, bought last year. White intends to debut the car during the summer before tackling some internationals, including November's Lombard RAC Rally.

■ Ken Ridley, who runs a Post Office and newsagents in Gateshead, has retained backing from the Post Office to run his John Saint prepared Toyota Corolla on the Lombard RAC Rally..

■ Bellahouston Park will see the opening confrontation of this year's Scottish International. Located in the centre of Glasgow, the cars will certainly be just as spectacular as usual.

DIARY

Fota Rallysprint, June 9: Entries for this unique event in the grounds of the Fota Estate near Cobh, Co. Cork close tomorrow (Friday) and so a telephone call to Richard O'Rourke on Cork 812960 is recommended if you wish to sample the fun.

Checkpoint Stages Rally, June 22: A round of the KARS Rally Championship, the event features reverse seeding and is aimed at the novice driver. 30 stage miles are on offer for £65 and details are available from Robert Crowe, 151 Jesmond Avenue, Bridge of Don, Aberdeen. Tel: 0224 705337.

Single Venue Stage Rally, June 23: Yorkshire SCC are running this SV event at Acaster Malbis near York. The entry fee is £33 and fuller details are available from Kath Thompson, 'Barleyfields', Oxford Road, Gomersal, Cleckheaton. Tel: 0274 872686.

Greenleaves Novice Rally, June 29/30: 60 & Worcs MC and Barclays Bank MC join forces to run this novice event of 80 miles. Carolyn Jenkins will provide details of the event and she may be found at 108 Forest Gate, Evesham, Worcs.

Janspeed Sort Out Stages, July 7: Several Championships get to battle across the Salisbury Plain assault course, coupled with some tarmac mileage. Mid-Thames and Farnborough have combined forces once again, dropping the overnight format and offering 65 stage miles for £65. Full details from Bob Scripps, Stage Two, 18 Shortwood Avenue, Staines, Middx. Tel: Staines 57970. Marshals are also required and the contact is David Walton on Guildford 502392 (H) or 50332 (W).

DICK TAYLOR

British rallying suffered a cruel blow last Thursday with the sudden death of Dick Taylor, aged 45. Introduced to the sport by his Leeds neighbour, Dr Tim De Dombal, Taylor applied his knowledge of radio operation to provide an effective communications service to event organisers.

The formation of Mercury Radio in the late 1970s was the culmination of his efforts, setting high standards for others to follow. But he would probably have viewed his part in acquiring an exlusive radio frequency for use by the RAC MSA Safety and Medical services as his greatest achievement.

A tireless worker, Taylor was a friend and confidant to many people at all levels of the sport, something which makes his untimely death particularly tragic.

To his wife, Chris; his children, Anthony, Helen and Richard; and the many friends that he made around the country, AUTOSPORT sends its deepest sympathies.

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Agip
27
WEBER
MAGNETI
MARELLI
GOULD
GOODYEAR
GOODYEAR

5TH COLUMN

Not part of the game

It is inevitable, I suppose, that Monaco should be a place of recrimination. In qualifying even a driver wishing to cooperate — and they exist — does not find it easy to let a faster man through. Sometimes it is necessary virtually to stop.

There are drivers who don't give a damn about anyone else, and there are one or two who actively seek to get in the way. After practice Ayrton Senna was vilified by both Michele Alboreto and Niki Lauda, both of whom accused the Brazilian of being deliberately obstructive.

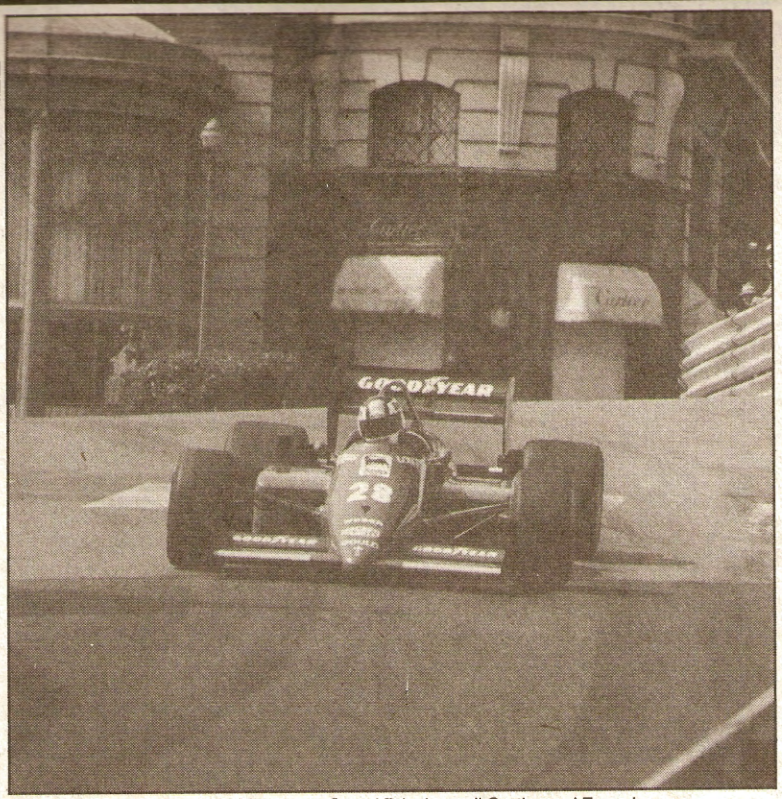
The Lauda incident I saw, and I cannot say it struck me as more than the kind of incident which crops up a hundred times in a Monaco qualifying session. Certainly Niki had to jink left-right around the Lotus after Tabac, but it seems unlikely that Ayrton saw him as a pole position threat who must be baulked.

There have always been drivers at Monaco who set a quick time and then cruise around. Carlos Reutemann ingenuously called it "defensive practice." Cynical though it may be, but I suspect Senna's 'crime' was amplified by the fact that he is a relative newcomer — and one who has some of the established figures on the hop. I understand they plan to give him a mauling at the drivers' meeting at Spa this weekend, and I hope the intention is not to shake his confidence.

Only Ayrton and his team *know* if deliberate baulking was the motive running those late-session laps at Monaco. I suspect it was and, if so, I don't applaud it. Senna is good enough not to need tactics like that. I've never seen anything even vaguely underhand from him in the past, and doubt I will again. If he was trying to be obstructive, he was following a bad example set by many of his predecessors.

Timed practice at Monaco has always been a matter of threading through the eye of a needle, and left me thinking once again this year that 'Indy' qualifying would be the answer there. It would give everyone the opportunity of clear laps, and I believe it would be stunningly exciting. There is a strong case for letting a driver qualify alone.

Late on Sunday afternoon, there seemed a strong case for letting Riccardo Patrese *race* alone. Believe it or not, I heard one or two people suggesting that Nelson Piquet had no one but himself to blame for the accident — not because he had caused it, but because he should have known better than to try it on with Patrese!



"Like Harrogate gone mad." Monaco at Grand Prix time, all Cartier and Ferraris . . .

Facing page
Top left: Andrea de Cesaris — a mature race drive. Top right: The splendour of Monaco. Below: Skimming the armco. Alboreto was the star of the race. Photos: Jeff Bloxham.

So what was Nelson to do? He is a racing driver, paid to be in front of other racing drivers, and Riccardo had been holding him up for a long time. The self-deprecating Laffite afterwards pointed out that the Alfa was slow enough even to hold up his Ligier.

Piquet took a perfectly timed run at Patrese down to Ste Devote. The Italian did not, as is his frequent wont, close the door — because there was no need. At that point the guardrail begins to funnel. What he did was hold the Alfa straight, refuse to give Nelson room. Had the Brabham been clearly behind, that would have been hard but legitimate. As it was, Piquet was virtually alongside — and driving into a disappearing gap. Simply, Patrese left him nowhere to go.

One wonders quite what was in his mind. On the one hand, Nelson was clearly much quicker, and obviously going by sooner or later. This was, after all, only the 17th of 78 laps. And we saw evidence later in the race that even Andrea de Cesaris has got the essential message about Monaco: if someone is plainly faster, you may as well let him through.

On the other hand, where was Patrese's own instincts of survival? When Piquet realised what was happening to his gap, the time for lifting off was past. He was committed. And how could the Brabham nudge the guardrail without involving the Alfa?

Of all the Grand Prix drivers, Riccardo Patrese is notorious for closing the door, being difficult to pas. In *L'Equipe* the following day Johnny Rives wrote: "Patrese is an admirable driver whom one would like to applaud without reservation — as one did Gilles Villeneuve, a model of bravery and aggression, but also of correctness. This last quality is terribly lacking in the Italian."

That reminded me of Zolder in 1979, when Villeneuve, embarked on one of his celebrated comeback drives, was blatantly blocked for 10 laps by Patrese's weaving Arrows. Then I thought of Anderstorp a year earlier, when Ronnie Peterson came close to punching Riccardo after the race.

"I really don't understand," the Italian said during the Monaco practice, "why people criticise me. I don't see why I should make it easy for people to overtake. I want championship points as much as anyone else. Ever since I started racing, I have never given any quarter . . . "

What happened during the race, however, and has happened countless times in the past, has nothing whatever to do with racing. This is a matter of intimidation. From a recent F3 graduate, it would be reprehensible. From a man in his ninth season of Formula 1, it is unacceptable. By the Grace of God, the Brabham's wheel did not go over the Alfa's. If it had, who knows where the car might have landed?

Of no practical value . . .

It may sound like heresy to some, but there are times when I get fed up to the teeth with talking about motor racing. Showbiz people constantly refer to 'The Business', and most seem to have little conversation beyond it. Racing folk live in the same blinkered world.

Over a dinner or two in Monaco, therefore, I was relieved when the parley took a different turn. For whatever reason, I chanced to mention *Desert Island Discs*, and everyone began wracking their brains: which records would they take?

A few came readily to mind, but all had difficulty with the last two or three. "No point in asking Derek," grinned Rhonda Warwick. "He never remembers record titles."

"That's not true," her husband protested. "I'd have something by Chicago, and that one by the Drifters, and . . . "

Vivaldi's *Four Seasons* was popular, chosen by Patrick Tambay, Jean Sage and Stefan Johansson. Ferrari's new driver revealed catholic tastes in music: "There would have to be a Beatles album of some sort, and I'd also choose some early Ramsey Lewis, Miles Davis and . . . the Talking Heads, which I think is the best band in the world. You hate their stuff when you first hear it, but then it takes hold of you."

Sage also required some Beatles tracks, as well as Mozart's Piano Concerto No 21, while Tambay went for Beethoven's Ninth, plus Sidney Bechet and Louis Armstrong.

And you're allowed one luxury, I said in best Roy Plomley tones. Something of no practical use.

"This desert island," Sage enquired. "I wonder, how hard is the sand? Because if it's firm, like Daytona Beach, I'd have a GTO and unlimited petrol . . . "

The social round

"Like Harrogate gone mad," was Alan Bennett's memorable summing up of Monte Carlo, and while I know what he was getting at I cannot but feel he was a little unkind. I like Harrogate.

When I first began going there, I embraced Monaco, too. It seemed to me intoxicating, alive with that glamorous decadence promised by the Somerset Maugham short stories.

Twenty years ago, mind you, the Côte d'Azur was still recognisably Maugham's. But with every visit a little more of that shabby Edwardian gentility has been bulldozed aside to make way for a new high-rise or two. With more and more folk trying to cram into matchbox Monaco, the only place to go is up. With the skyscrapers has come anonymity, and in that context Monte Carlo's foolish self-importance is hard to take.

However, one or two things comfortably stay. Before I worked in motor racing I loved the weekend for the opportunity of feeling close to the action, on and off the track. I relish still the sensation of standing on a pavement while Grand Prix cars rush by, but in times past almost as gratifying was the chance to hover at the elbow of the great, eavesdropping outside the Tip-Top . . .

"See you later at the Tip-Top," is *the* cliché of Monaco Grand Prix week, despite the fact that everyone goes next door, where drinks are half the price. No matter. We speak of a general area here, where everyone stands on broken glass, clutching cans of Heineken, attempting to converse over three tiers of guardrail.

It is a matter of ritual, this, and everyone does it. The following morning, ears plugged and eyes shaded, you wander down to Casino Square for the first session, reflecting that the world is a harsh place. Whatever happens, you think as Rosberg's Honda V6 adds a second headache to the one already present, you're *not* going there again tonight. And, of course, you do.

The spot where everyone congregates is on the downhill stretch from Casino Square to Mirabeau, and perhaps part of the attraction is that you are standing on the track itself. The Tip-Top is in a row of restaurants (notably Rampoldi's) and bars, the only interloper being the mysterious and slightly forbidding Club X, into which a bunch of us once ventured several years ago. I remember only that the whisky was of Prohibition price, and that there was considerably more tease than strip. Days of callow youth.

At every other Grand Prix people are strung out in hotels all over the surrounding area, but everyone stays in Monaco and all, bar the ascetics and cranks, seem inclined to socialise. Indiscretion is what makes it all worthwhile. "Well," you hear frequently, "you might not believe this, but . . . "

There follow amazing revelations. And the following day, in the pits, someone comes up: "Listen, all that stuff last night . . . I did say it was off the record, didn't I?"

After the race I do my 7000 words for Thursday's magazine, then reflect that a 'phone call to Nigel Dempster would probably earn me a month's salary. I mentioned this to a colleague in Monaco.

"You'd never do it, though, would you?" he asked.

"No," I sighed.

"There's a word for that," he said. "It starts with 'i'."

"Integrity?" I ventured, preening myself.

"No," he replied, shaking his head, "Idiotic . . . " ■

The moment of truth. Andretti glances in his mirror as Sullivan shapes up to go by into the lead. Below: Second last year, third this, Guerrero goes well at Indy.

Superstar Sullivan

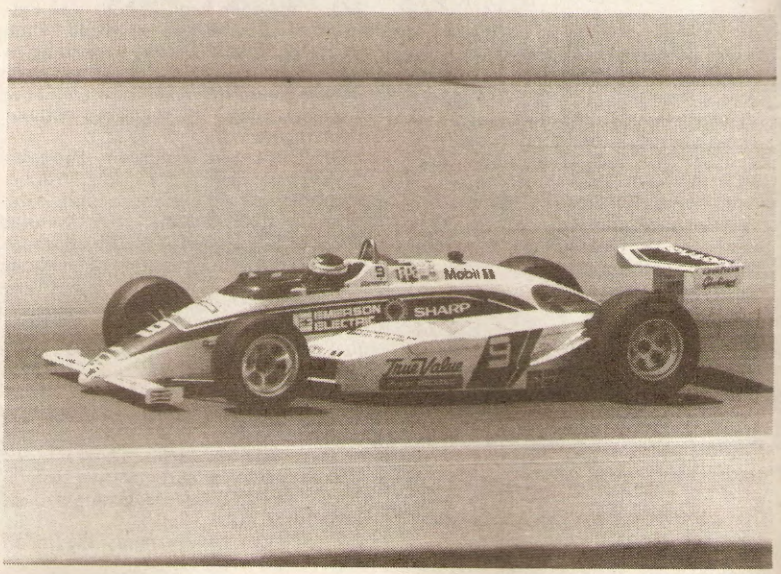
Sullivan beats Andretti after spinning — Fittipaldi challenges but fails to finish — Guerrero a good third — Unser Snr fourth following one-lap penalty — Buick challenge dissipates — Report: GORDON KIRBY — Photography: PAUL WEBB

Last Sunday, Danny Sullivan thoroughly dispelled any doubts about his ability as a racing driver. Performing tenaciously in his first 500-mile race for Penske Racing, he survived a giant, mid-race spin to score an excellent win over Mario Andretti.

Sullivan was the fastest man on the track in the second half of the race, twice catching and passing Andretti. Over the final 150 miles he controlled the race, winning convincingly despite an eleventh-hour yellow flag. Team mate Al Unser Snr finished third on the road, barely 4secs behind the winner only to lose a lap and a position because of a penalty incurred during his first pitstop.

For much of the race, there were at least three or four people in close contention, with Andretti doing most of the early leading. Others to run at the front but fail to make the finish included Bobby Rahal and Emerson Fittipaldi, the former showing race-winning potential before trouble struck, and the latter dropping out of fourth place only a dozen laps from the finish. Also challenging but hitting trouble were Al Unser Jnr, Rick Mears and Tom Sneva, while both of the front-row starting Buick-powered Marches driven by Pancho Carter and Scott Brayton succumbed to early mechanical failure.

Sullivan's first win at Indianapolis came in his third start in the race. It was his fourth win in a total of 21 Indycar starts as he has established himself as a major threat to carry-off this year's Indycar title from the likes of Andretti, Rahal and Fittipaldi.



After no fewer than 16 days devoted to practice and qualifying (last week's issue), the teams of the chosen 33 starters all were embroiled in fighting the natural inclination to keep changing the set-ups of their cars. After so many days of confronting the same giant four-cornered track and the same claustraphobically tiny garages, the inclination to take leave of one's senses in deference to technical and mental diffusion represents a subtle trap.

It was with that in mind that a handful of teams tried to get out of Gasoline Alley in the week before the race. The TrueSports and Shierson teams went home to their respective bases in Ohio and Michigan. Patrick Racing and the Arciero/Blue Thunder teams travelled north to Milwaukee in order to test for this coming weekend's third round of the Indycar championship. The trip to Milwaukee proved to be something of a setback for the Patrick team, however, when Don Whittington crashed and extensively damaged his car.

On Thursday of race week, the Speedway was opened for the only practice session—Carburation Day—in the week prior to the race. Two hours of running at mid-day gave the teams the chance to run some final full-tank tests and otherwise scrub enough sets of tyres to run the 500.

Fastest man on Carburation Day was Mario Andretti who lapped at 210mph. Also on the pace that day were Bobby Rahal, John Rutherford, Don Whittington, Rick Mears, Danny Sullivan and Emerson Fittipaldi. It was interesting that few people were able to get consistent speed with tyre combinations proving more critical than ever. Notably off the pace were the Buick-powered cars driven by Pancho Carter and Scott Brayton, while A.J. Foyt's trio of cars had engine problems and managed few laps.

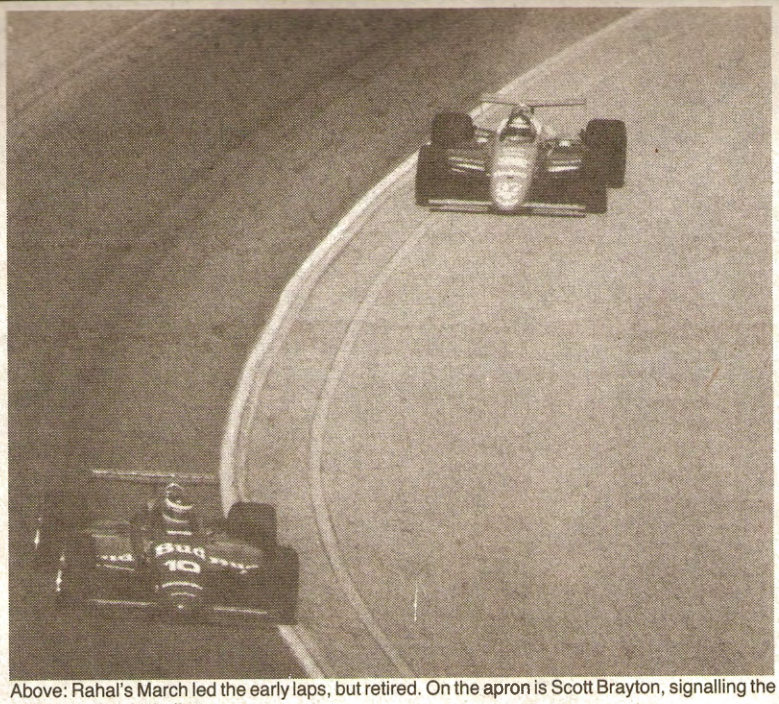
Most of the conversation on Carburation Day focused on questions about turbulence and buffeting while running in traffic. It was common to hear drivers talk about the turbulent air and its tendency to "tear your head off". Many teams already had fitted small wicker bills along the top edges of their cars' windscreens, and some had fitted taller screens in an attempt to reduce the physical loading and unloading on the driver's helmet.

Another matter receiving a great deal of attention was maintenance of CV joints. Always of concern at superspeedway races because of the immense loadings, CV joint reliability was a matter of hot discussion going into the race. The new March is more susceptible to CV joint failures than both the new cars from Lola and Eagle, and the 'fix' lay primarily in trying to reduce the angularity of the driveshafts by running the car a little higher at the back than some teams may have preferred.

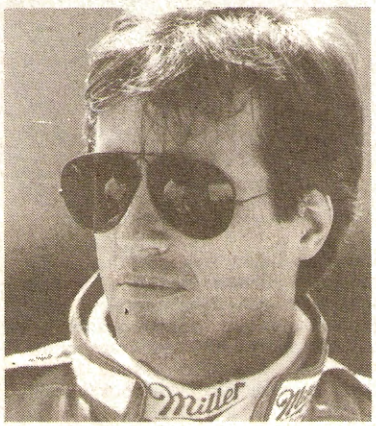
RACE

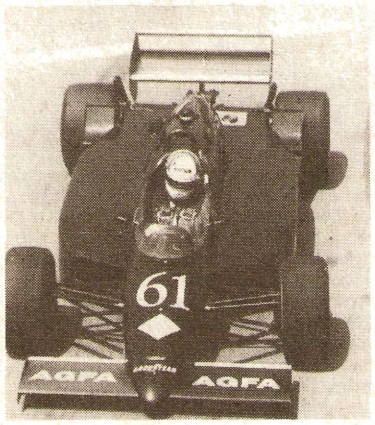
Another traditional aspect to the month of May in Indiana seems to be that the daily temperature and humidity ratings climb to a maximum on race day. This means the track is hotter and slicker than at any other time during the month and, indeed, last Sunday fitted perfectly into that scenario.

Race day dawned cloudless and bright with a steadily building wind. By the time of the 11 o'clock start, the wind was blowing steadily from the south, much as it had on Pole Day, and track temperatures were already at 115deg F. An hour before the start, Dr Terry Trammel (who has repaired and rehabilitated Mears, Daly, Cogan and other injured Indycar drivers) told Roger Penske to fill Mears with fluids. "There's going to be a real problem with dehydration today," Trammel told Penske. "Fill him up with Gatorade. He's going to need it today. They'll all need it."

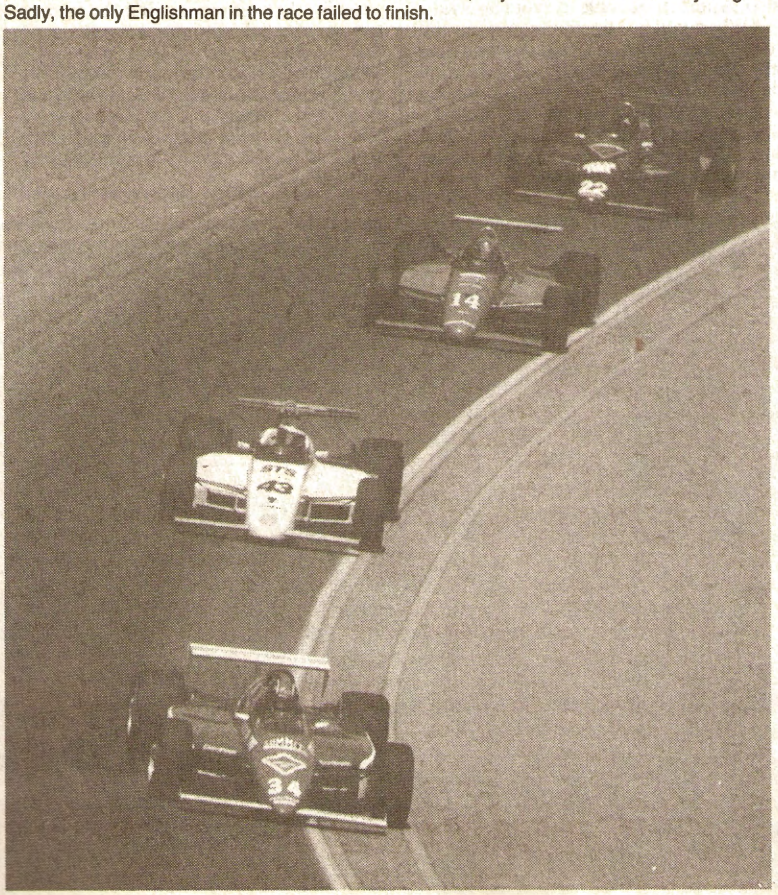


Above: Rahal's March led the early laps, but retired. On the apron is Scott Brayton, signalling the end of the Buick challenge.





Above, left: For Sullivan, everything is coming right. Above, right: Rookie of the Year Luyendyk drove a fine race to seventh. Below: Crawford leads Paul, Foyt and Simon in the early stages. Sadly, the only Englishman in the race failed to finish.



Away from the rolling start, Rahal got the jump on the Buick-powered cars to his inside. Poleman Carter was unable to match the pace of Rahal and Brayton into the first turn, while the TrueSports driver was far enough ahead of Brayton that he was able to squeeze the youngster and take a clear lead as they funnelled through the gaping break in the turn one grandstands.

Through the first turn, Andretti ran around the outside of Carter, and off the second turn he ducked inside Brayton. Down the backstretch, Andretti edged ahead of the pair of Buick-powered cars and at the end of the first lap the order was: Rahal, Andretti, Brayton, Fittipaldi, Unser Snr, Carter, Sullivan, Brabham, Don Whittington, Unser Jnr and Sneva.

Mears made a bad start and lost four places, but was soon working his way back up the field. As Mears began to show what he can do, the first signs of failure were making their presence felt in the trio of V6 stockblocks (two Buicks and one Chevrolet) in the field. George Snider's Chevy-powered Foyt March began to tail a whisp of smoke on the pace lap, and on the fifth lap Carter was suddenly slowing and then heading for the pits. Carter's car was followed by a cloud of smoke as the poleman coasted into the pits. His mechanics went to work on the car but a broken oil pump had finished his run after only six laps.

ANDRETTI: "Second place is nothing, especially here."

Meanwhile Snider's car was smoking more and more noticeably although it was a blown Cosworth in Josele Garza's car that brought out the first yellow of the race after 15 laps. Everyone subsequently made their first fuel stop and, while Foyt's crew took a brief look at Snider's smoking V6, Rahal conceded the lead to Andretti, with Brayton also getting out of the pits ahead of the early leader.

Away from the restart, however, Rahal quickly repassed Brayton and even as the Buick driver turned into the first turn, his engine began belching smoke. Immediately Brayton pulled out of the groove and switched off the ignition, and as he did so Snider was also coasting down the pitlane. Not quite 20 laps, and the great domestic V6 challenge was over.

Brayton's demise brought out another yellow flag and Mears took the opportunity to stop at his pit. Mears had worked his way all the way up to sixth place, driving hard and aggressively in traffic. However, his visor had worked loose and last year's winner had to come into the pits to have a retaining bolt repaired by his mechanics. Later he would have to stop again, this time for an emergency tape repair for his visor. The second stop dropped him a lap behind the leaders.

Once Brayton had been towed in and the race was restarted, Andretti again asserted himself. A large plastic bag had attached itself to Andretti's nose cone prior to the yellow and, after the piece of rubbish had been removed, the defending champion made an excellent restart.

As Andretti took over the lead, Unser Snr passed Rahal for second with Fittipaldi, Unser Jnr and D. Whittington giving chase. Finally the race took shape, but even as it did the news was announced that Unser Snr had been given a one-lap penalty for touching the air hose from his rear tyre man's impact wrench. Unser's crew kept the news from him for some time, however, so that he raced on, oblivious to the penalty.

▶

Running laps in the 201-202mph bracket, Andretti slowly edged away from Unser Snr, Rahal and Fittipaldi. Further back there was a close race going on between Guerrero, Brabham, Sullivan and Mears also fighting their way through heavy midfield traffic.

heavy midfield traffic.

Around the 45th lap, the first round of green light fuel stops began to take place. During this series of stops disaster befell Rahal, who suddenly felt his throttle begin to stick. His mechanics quickly removed their car's engine cover, spraying WD-40 over the throttle system and getting Rahal back on the track inside two minutes.

With Rahal's troubles, Andretti was able to establish a cushion over the rest of the field. After 150 miles the Newman/Haas driver was 6secs clear of Fittipaldi, who enjoyed a similar cushion over Unser Jnr. Next up on the road was the penalized Unser Snr, followed by D. Whittington, Mears, Sullivan, Guerrero and an improved Sneva.

RAHAL: "It's too bad, because the car was working well and we were being conservative."

Retiring from the race around this time was A.J. Foyt, who had made no progress from his lowly starting position. In fact Foyt faded to second-last in the field before stopping to complain about his car's poor handling. An arm-waving scene ensued between Foyt and his mechanics, followed by Foyt leaping from the car and yelling at his crew.

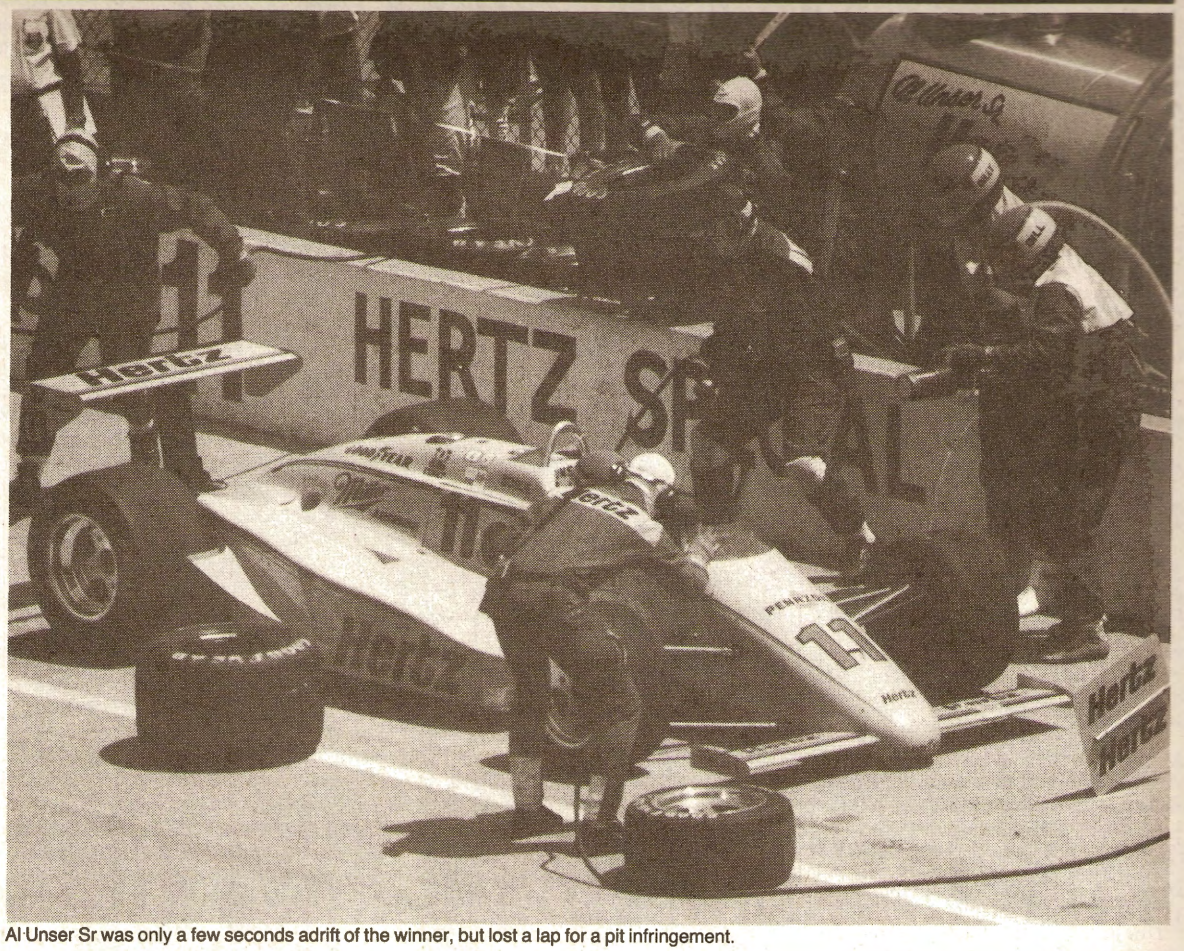
During this pathetic piece of theatre the sadly uncompetitive man from Texas prodded his car's fuel vent, causing fuel to spill onto the hot radiators and ignite. So ended the well-known Texan's 28th and least competitive Indy 500. For a man who claimed at Daytona in February that he was going to campaign the entire CART series, his team's bumbling performance at Indianapolis was nothing less than a charade.

The first of the real contenders to fall by the wayside was Rahal. Whether it was a legacy of his earlier throttle problems or not, Rahal soon found his engine losing its edge and, after a couple of exploratory pitstops, he finally retired from the race after completing 84 laps. "It's too bad," he commented, "because the car was working well and we were being conservative. I think we could have raced anyone out there. The thing now is to get some points and win the championship. To me, that's the most important thing."

As the halfway mark came up Andretti continued to set the pace in pursuit of his elusive second win at Indianapolis. Lapping just shy of 200mph, he led comfortably from the penalized Unser Snr, Fittipaldi, a charging Sneva and Sullivan. The next round of fuel stops took place between laps 103 and 109 and, when they were done with, Andretti was still in the lead.

The remarkable thing, however, was that Sullivan had leap-frogged into second place, helped by fast pitwork from the Penske operation. Back on the track, Sullivan quickly began to cut into Andretti's cushion. In six laps he nullified Andretti's 4secs advantage, and right away began looking for a way around the Lola.

On lap 120, Sullivan made his move going into the first turn. Andretti forced Sullivan to take a tight line down onto the apron which doubles as the pitlane exit road. Nevertheless, Sullivan nosed ahead on the inside of Andretti, swinging



Al Unser Sr was only a few seconds adrift of the winner, but lost a lap for a pit infringement.

across the latter's nose and back into the blackness of the groove. As he did so, however, the car began to spin . . .

Suddenly the Penske March was lost in a cloud of tyre smoke, with Andretti at least partially obscured by the residue of boiling rubber. Miraculously Sullivan was able to catch the car after it had rotated through some 370 deg, without even touching the wall! Miraculously also, Andretti was able to avoid Sullivan.

"When you get down that low on the track," said Sullivan, "and you're working the car hard, you're always in a dangerous position. When I came back across the painted yellow lines and into the groove, the car got sideways and spun. I thought that was all she wrote, but then out of the corner of my eye I saw Mario go below me, and then I was suddenly pointed toward turn two, headed in the right direction. So I grabbed a lower gear and took off!"

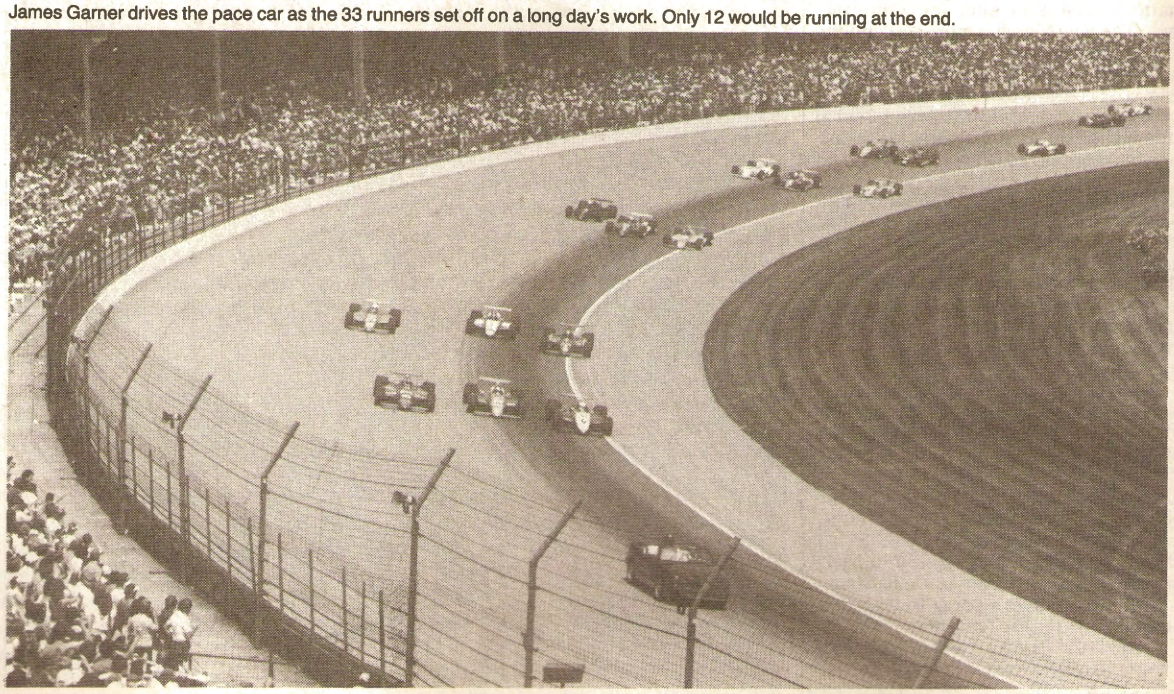
Said Andretti: "I thought it was kinda weird that he tried to pass me there. I kinda sucked him in and he took the bait. It was shades of two years ago when Parsons spun in front of me and took me out. In my opinion there's no way you can pass in that situation, but he did it anyway. He got a little experience out of that . . .

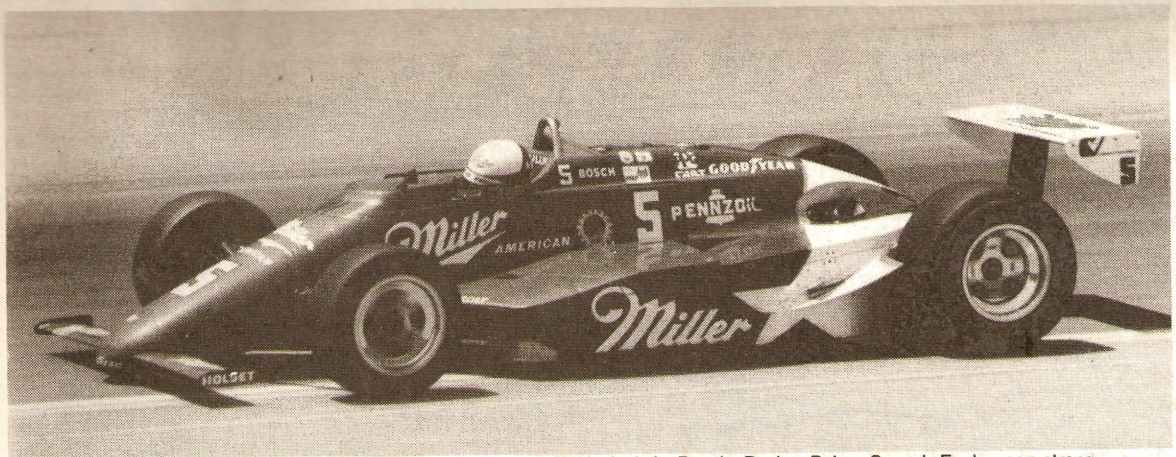
"I stayed off the brakes so I wouldn't spin," added Andretti. "I kept my car as straight as possible. I hoped inertia would keep him out of the way, and it did. It was all smoke, and I was momentarily blinded by it."

Sullivan's spin triggered a yellow flag, and both he and Andretti headed directly for the pits and fresh tyres. The yellow kept Sullivan from losing any time to Andretti, and a few laps after the restart he and Andretti survived another close call when Rich Vogler and Tom Sneva crashed directly in front of them.

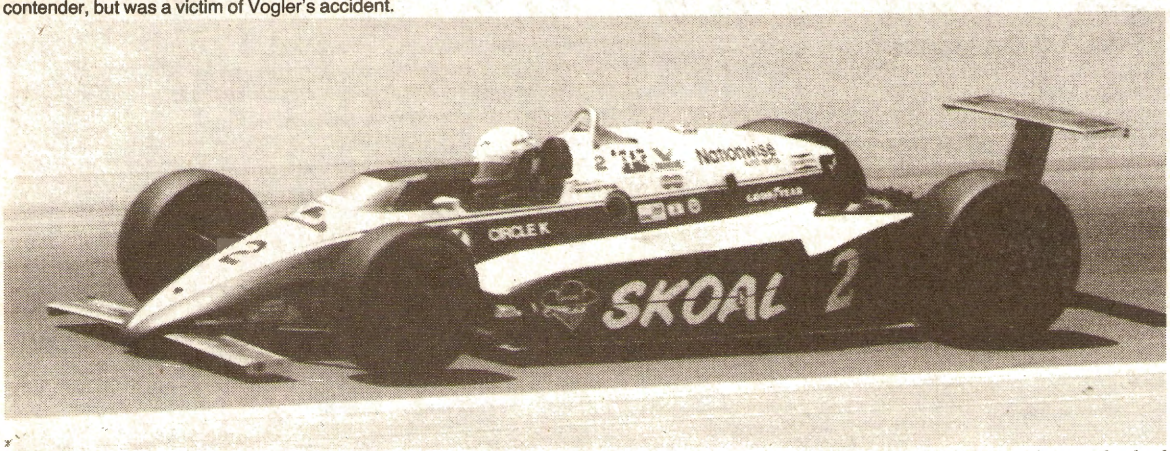
Midget ace Vogler was making his first Indycar start, and he tried to dive underneath Howdy Holmes, much as Sullivan had done to Andretti. Vogler lost control while directly underneath Holmes, however, and clipped Holmes's left front wheel. Vogler spun across Holmes's nose and shot backwards into the wall, followed moments later by Sneva who was forced to lock-up his brakes in an effort to miss Vogler's

James Garner drives the pace car as the 33 runners set off on a long day's work. Only 12 would be running at the end.





In a perfectly prepared car, Sullivan survived a spin to win the 500 conclusively for Penske Racing. Below: Sneva's Eagle was a strong contender, but was a victim of Vogler's accident.



crashing car.

Debris was scattered all over the track and a long yellow ensued while the wreckage was cleaned-up. Vogler was taken to hospital with concussion, while Sneva was essentially unhurt. It was unfortunate that the Eagle driver was eliminated, however, because he was running right on the pace and shaping up as a real threat.

Sneva had started the race with his small tailwing mounted both lower and further back than it had been for qualifying. He also spent much of the race adjusting an onboard 'weight-jackers' progressively shifting the car's weight bias onto its right rear wheel. An inveterate tinkerer, Sneva and Gurney seem to be finding the secrets of the new Eagle in quick order.

Also out of it by this time were Al Unser Jnr and Don Whittington. Both men ran comfortably with the leaders and both wore the look of serious contenders, only to fall foul of engine failures.

Retiring from the race during the yellow for the Vogler-Sneva incident was Rick Mears, who finally succumbed to a frozen gear linkage. Problems with his visor and shift linkage aside Mears had a good return to the cockpit, setting the race's fastest lap on lap 14. "I could run 205 in clean air," said Mears. "I was in shape to give 'em a battle. I never felt my feet at all while I was in the car, I didn't even know they were down there."

Another to fall by the wayside around this time was Geoff Brabham, who had been fighting a bad understeer and then ran into dead trouble with his engine.

So it was that the final 150 miles of the race were fought out between Sullivan and Andretti, with the penalised Unser Snr dogging their tracks, and Fittipaldi and Guerrero in with an outside chance. Before the restart in the wake of the Vogler-Sneva incident, the Patrick team decided to gamble by pulling Fittipaldi in for a pitstop near the end of the yellow. The stop put him at the back of the remaining runners — with the chance Emerson could go the distance on only one more stop.

It took only four laps after the restart for Sullivan to successfully complete the manoeuvre he had tried earlier on Andretti. He made his first attempt on lap 138 and completed the pass the following lap. Immediately he began to run away from Andretti, pulling out as much as a second a lap. Later Andretti found a better set of tyres which gave him more of a chance of keeping Sullivan honest. That, however, was all he could do, because the Lola was beset with a bad understeer and the car was visually more difficult to drive than the better Marches.

Once he had passed Andretti, Sullivan never again relinquished the lead. He was able to maintain a useful cushion to Andretti at all times and, with ten laps to go, had stretched his margin to 5secs.

The lap before, Fittipaldi had pulled in to retire from fourth place, a problem with the oil tank causing the oil to be pumped out of the engine.

Lap 191, and there was another yellow flag when Bill Whittington crashed in turn three. It took some time to clean up this final mess and the pace car (driven by movie actor James Garner) paced the field at a snail's gait so that the race could safely finish under the green, rather than the yellow flag.

SULLIVAN: "When you get down to that low on the track, you're always in a dangerous position."

The restart came with four laps to go and Sullivan enjoying a pair of interlopers between him and Andretti in the shape of the cars driven by Holmes and Cogan. Sullivan immediately opened a useful margin to the others, scorching through his 199th lap in 44.017s (204.466mph) for his best lap of the race.

In the wake of his great triumph, Sullivan was full of praise for the Penske team. "This is a real team effort," he said. "From the preparation, to the pitstops, to the precision required to get the car and the tyre staggers just right. At the end of the race we ran on some tyres we had used earlier, and that shows the kind of thinking and planning that Penske Racing is capable of. I have to thank Derrick Walker, Alan Jenkins and our tyre guys for making my car work so well in the second half of the race. It was just fantastic!"

Everyone complained after the race of too much understeer during the race, particularly when running in traffic and turbulent air. Andretti was plainly hamstrung by this problem and at the end of the race he was a vastly disappointed man. "Second place means nothing," he said, "especially here. I guess I should be happy we finished the race and are leading the championship, but I wanted more out of this race. As long as I have my health, I'll keep coming back here and trying like hell. One of these days we'll win this race again."

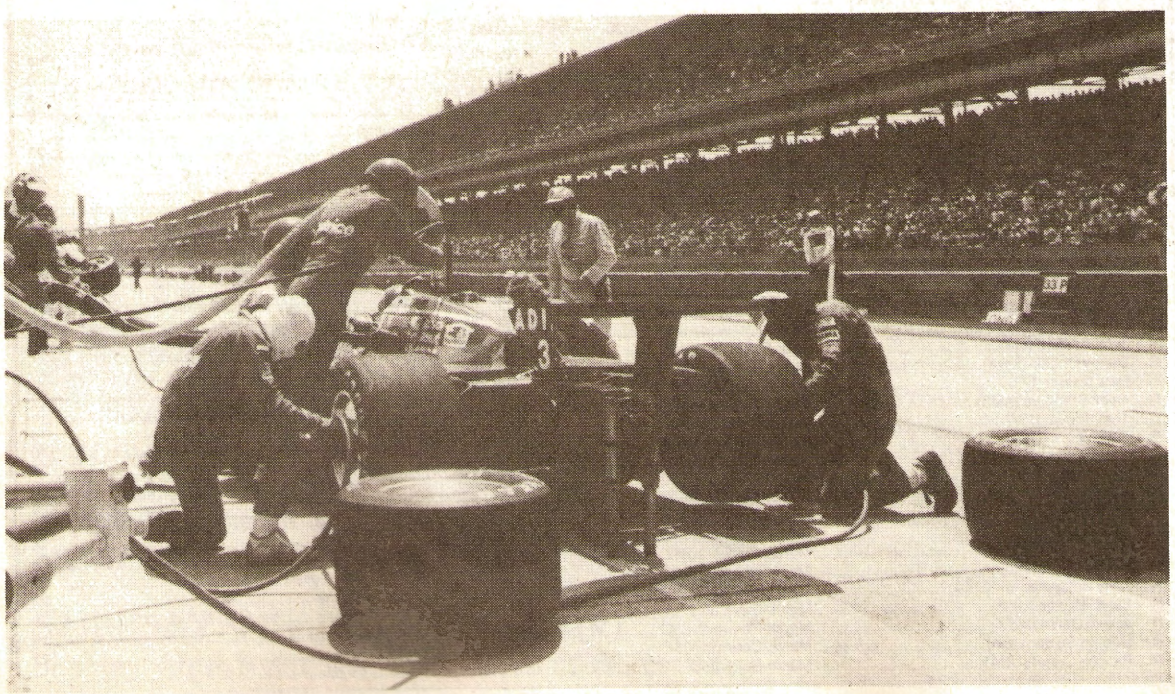
With Unser Snr's one-lap penalty, third place went to Roberto Guerrero, who drove a persistent race. He said his car was terrible in heavy traffic but good on its own. He also lost the use of his clutch around the 250-mile mark, therefore losing time on his last of four fuelstops.

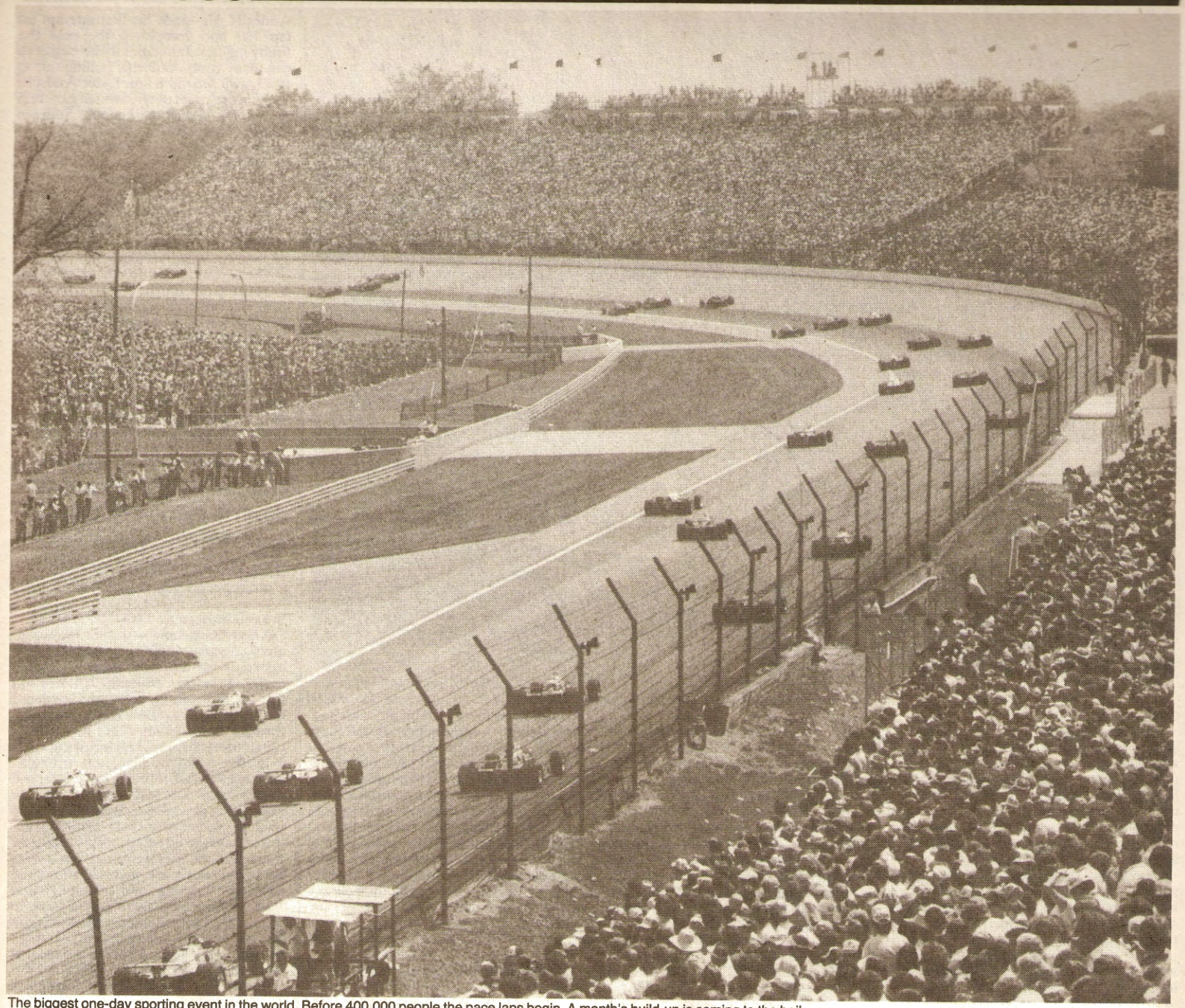
Unser Snr accepted his fourth place in philosophical stride. "It takes some of the steam out of you when you get a penalty like that," he said. "But at least we finished and the car ran well, except for too much push most of the way."

Two laps down in fifth place was Johnny Parsons, who did an excellent job of filling-in for Jacques Villeneuve in the Canadian Tire March. He was classified ahead of Johnny Rutherford who completed 199 laps but received a one-lap penalty for passing under the yellow.

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Haas pitwork was as good as ever, and Andretti drove a predictably strong race — but found the Lola unable to run with Sullivan's March.





The biggest one-day sporting event in the world. Before 400,000 people the pace laps begin. A month's build-up is coming to the boil.

▶▶

Rutherford moved up quickly from a backfield starting position and, over the second half of the race, he often ran in company with Andretti, Unser Snr and the other leaders.

Also completing 198 laps was Arie Luyendyk. The highest rookie finisher, Luyendyk drove a smooth, consistent 500, battling through the middle of the race with Ed Pimm and Raul Boesel for rookie of the year honours. Pimm finished three places and three laps behind Luyendyk after losing time because of a flat tyre. Boesel ran into engine problems and then damaged his car's radiators after running over debris from the Vogler-Sneva accident.

Jim Crawford was also in the thick of the rookie battle before being sidelined by an engine failure, while John Paul Jnr also ran well until crashing heavily after a rear wheel departed company from his car.

Michael Andretti fought a powerless car in eighth place behind Luyendyk, with team mate Kevin Cogan struggling with a mishandling car to finish 11th. Also making the finish were Howdy Holmes, whose left front suspension and steering were damaged in the Volger incident, and Derek Daly, who lost five laps in mid-race when he ran out of fuel.

INDIANAPOLIS (USA), May 26
CART/PPG Indycar World Series, round 2, 200 laps — 500 miles

Pos	Driver (Nat)	Chassis/Engine	Result		Pos
1	Danny Sullivan (USA)	March-Cosworth 85C	3-16:06.069		8
2	Mario Andretti(USA)	Lola-Cosworth T-900	3-16:08.546		4
3	Roberto Guerrero (COL)	March-Cosworth 85C	3-16:17.659		16
4	Al Unser Snr (USA)	March-Cosworth 85C	199 laps (1-lap penalty)		7
5	Johnny Parsons (USA)	March-Cosworth 85C	198 laps		26
6	Johnny Rutherford (USA)	March-Cosworth 85C	198 laps (1-lap penalty)		30
7	Arie Luyendyk (NL)	Lola-Cosworth T-900	198 laps		20
8	Michael Andretti (USA)	March-Cosworth 85C	196 laps		15
9	Ed Pimm (USA)	Eagle-Cosworth 85	195 laps		22
10	Howdy Holmes (USA)	Lola-Cosworth T-900	194 laps		19
11	Kevin Cogan (USA)	March-Cosworth 85C	191 laps		32
12	Derek Daly (IRL)	Lola-Cosworth T-900	189 laps		31
R	Emerson Fittipaldi (BR)	March-Cosworth 85C	188 laps	Engine	5
R	Bill Whittington (USA)	March-Cosworth 85C	183 laps	Accident	12
R	John Paul Jnr (USA)	March-Cosworth 85C	164 laps	Accident	24
R	Jim Crawford (GB)	Lola-Cosworth T-900	142 laps	Engine	27
R	Danny Ongais (USA)	March-Cosworth 85C	141 laps	Engine	17
R	Raul Boesel (BR)	March-Cosworth 85C	134 laps	Engine	23
R	Geoff Brabham (AUS)	March-Cosworth 85C	130 laps	Engine	9
R	Tom Sneva (USA)	Eagle-Cosworth 85	123 laps	Accident	13
R	Rick Mears (USA)	March-Cosworth 85C	122 laps	Gear linkage	10
R	Chip Ganassi (USA)	March-Cosworth 85C	121 laps	Engine	25
R	Rich Vogler (USA)	March-Cosworth 85C	119 laps	Accident	33
R	Don Whittington (USA)	March-Cosworth 85C	97 laps	Engine	6
R	Al Unser Jnr (USA)	Lola-Cosworth T-900	91 laps	Engine	11
R	Dick Simon (USA)	March-Cosworth 85C	86 laps	Engine	14
R	Bobby Rahal (USA)	March-Cosworth 85C	84 laps	Engine	3
R	A. J. Foyt (USA)	March-Cosworth 85C	62 laps	Fire in pits	21
R	Tony Bettenhausen (USA)	Lola-Cosworth T-900	31 laps	Engine	29
R	Scott Brayton (USA)	March-Buick 85C	19 laps	Engine	2
R	Josele Garza (MEX)	March-Cosworth 85C	15 laps	Engine	18
R	George Snider(USA)	March-Chevrolet 85C	13 laps	Engine	28
R	Pancho Carter (USA)	March-Buick 85C	6 laps	Oil pump	1



Superb performance, great fun handling and new levels of roadholding for a front-wheel-drive car are provided by the RS Turbo

Any colour you like . . .

MIKE McCARTHY tries Ford's first production turbo, plus a modified competitor

Ford seldom break new ground. They were among the last, for example, to switch to front-wheel-drive on small cars. This does mean, though, that they have the opportunity to look around and assess the opposition before introducing new technology, with the result that their products are often better. A case in point is the new Escort RS Turbo.

This, strange though it may seem, in an age when every Tom, Dick and Harry has fitted a turbocharger to even the most mundane models in their range, is Ford's first European turbocharged car. And, in Ford terms, it barely qualifies as a 'production' machine, with a planned 5000-off to meet international Group A and N regulations. Well, that *was* the plan: since its introduction this figure has been increased by 30 per cent — and the power pack is to be made available to a number of specialist car manufacturers.

The RS Turbo is to be one of Ford's flagships on the tracks and rally stages, keeping the name and image in the public eye.

As a number of people have discovered, turbocharging an engine is not simply a case of finding the right one and bolting it on. Ford entrusted the conversion to their Special Vehicles Engineering group, whose sterling work in the past has resulted in such delicious machines as the 2.8i Capri. Their brief was as much to make a good road car as a potential race and rally winner.

A considerable number of changes have been made to the CVH engine, not least of which is a lowering of compression ratio from 9.5:1 to 8.3:1, plus nimonic alloy exhaust valves and machined intake and exhaust ports. The Garrett AiResearch T3 turbocharger, fitted directly onto a new exhaust manifold, feeds the intake system via an air/air intercooler mounted beside the radiator. Bosch KE-Jetronic fuel injection is used and, like the ignition system, this is electronically controlled for optimum performance. The result is 132bhp (DIN) at 6000rpm, plus a relatively flat torque curve peaking at the low speed (for a blown engine) of 3000rpm.

To cope with the extra power the transmission features a heavy duty clutch and a revised final drive ratio, but what puts the RS Turbo out in the forefront among its competitors is the unique limited-slip differential. This takes the form of a viscous coupling with a number of steel plates, half feeding one half shaft, half the other, running in a sticky fluid. Should a difference in speed between the two sets of plates take place (as when one wheel is spinning) the fluid drag attempts to equalise their speeds. The result is a compact unit that is more progressive and quieter.

Suspension mods include a longitudinal tie-bar to each lower wishbone at the front instead of relying on the anti-roll bar for location, stiffer springing, a rear anti-roll bar and low profile 195/50VR15 Michelin MRX tyres on stylish light alloy wheels.

Visually the Escort RS Turbo would give Henry Ford a heart attack, since you can have it in any colour so long as it's white! Additional spoilers, skirts and wheelarch extensions are also colour-keyed, and the whole car looks purposeful and mean without being garish. Not quite a Q-car, but not too overtly a racing car either. Inside the only obvious change is the new Recaro front seats.

As might be expected with 130-odd bhp pulling 18½cwt, the performance is impressive. *What Car?* recorded a maximum speed of 122mph, quick enough for most people, and that with the tacho needle just touching the 6250rpm orange zone. In the 60mph and 100mph dashes they recorded 7.9s and exactly 22s respectively, which puts the RS Turbo near, or at the top, of the hot hatchback league.

Almost as important as the performance on paper is the answer to the question 'How does it feel'? The answer is that, with this test car, it's rather like the curate's egg. The power flow is magnificent: it's only a faint whistle that tells you when the turbocharger is coming on boost. The rest of the time it behaves like a lusty 2½ or 3-litre engine. As with most turbocharged cars it feels fairly sluggish at speeds below 2000rpm (the sort of revs used when poodling around town), but it doesn't need much of a straight to have the tacho needle swinging round to the red. Mid-range pull is superb, and it is impossible to feel the transition from off-boost to on-boost under these conditions. Cruising between 80mph and 100mph, the car's natural gait, is restful, the engine spinning quietly between 4000rpm and 5000rpm.

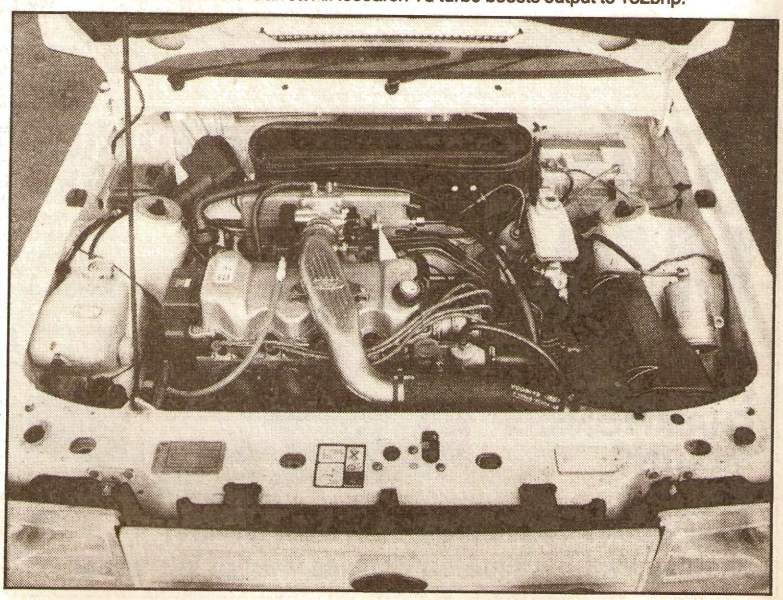
However, it would be nice to say that it matched in smoothness its lusty performance — but that is not the case. It is, at its best, gritty, and at its worst downright harsh and vibratory. Full throttle caused some high-frequency thrumming, and, at the top end, it sounded strained and rough. It must be said that the prototype I drove some while ago was much better.

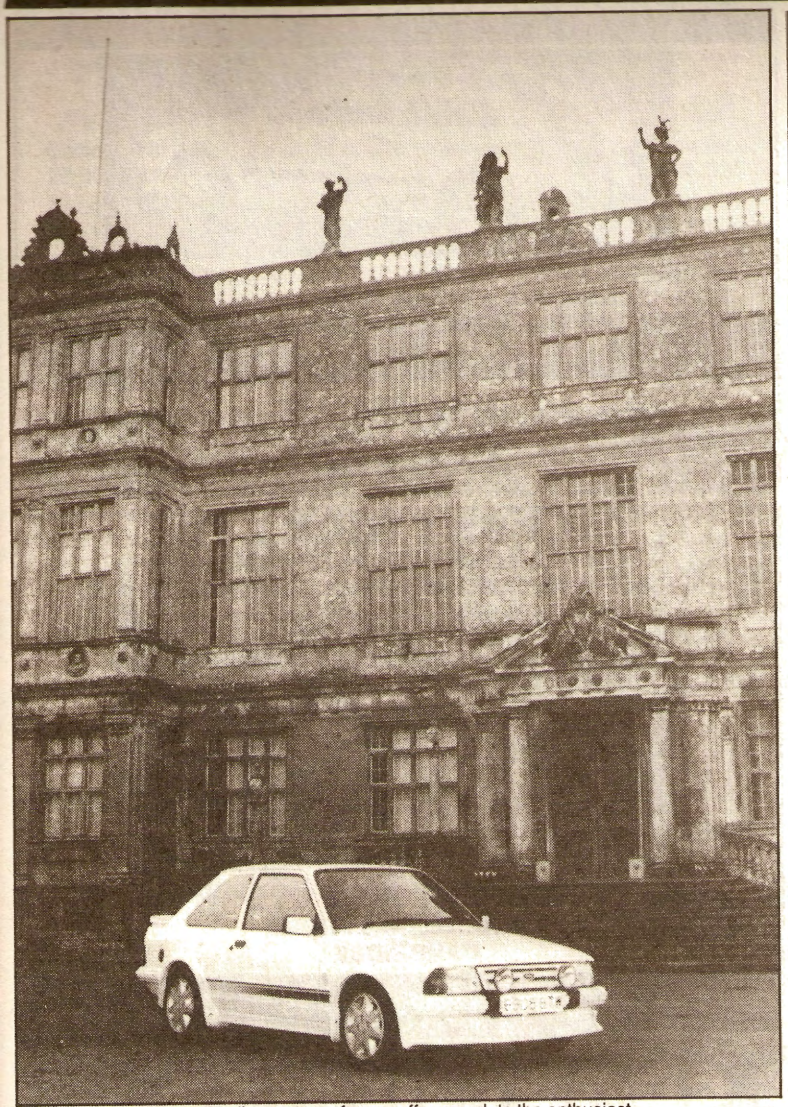
The first question most knowledgeable enthusiasts asked was: 'How fast is it?': the second was 'How does it handle?', an oblique reference to the limited-slip differential. The answer is superbly, though in most instances as much through the uprated suspension and fat tyres as through the LSD. Where the latter really shows its worth is in slow to medium corners: flooring the throttle shows an amount of grip that comes close to a good four-wheel-drive system. It will not, of course, prevent *both* front wheels spinning, as when making a full-bore standing start, but it will feed more power to the inside wheel in a corner and thus make the most use of it. It doesn't help, of course, if you lift off or brake in a corner, when the RS Turbo will naturally tend to drift wide, but if you keep the power on it simply helps the front wheels to pull you through — both neutrally and undramatically.

One factor missing from the test car, unlike the prototype, was the sensation that the wheels were pulling you *into* the corner under acceleration, an intriguing but not unnerving feeling (it comes about, of course, because the inner wheel is doing more work). Instead, though,



It comes in any colour you want, as long as it's white. The bodywork additions are subtly colour-coded too. Below: the Garrett AiResearch T3 turbo boosts output to 132bhp.





Beauty and the beast? Ford's sporty performer offers much to the enthusiast.

the steering on the test car was very heavy — excessively so when parking — which I don't remember from the prototype. At higher speeds it lightened up a little, but hustling the RS Turbo through a series of tightish country curves could be tiring. Straight-line stability is not a strong point either: on motorways it tends to drift slightly, requiring some concentration. There was also considerable vibration from the steering, too.

The major controls work reasonably well, although the gearchange can be rubbery and obstructive when the 'box is cold. Minor controls look a bit scattered, but are soon assimilated. The driving position is excellent: the Recaro seats are beautifully supportive, the thick-rimmed steering wheel ideally placed, and the whole impression is that a racing or rally driver, rather than a standard dummy, has been used to design it. The instruments are clear and readable, but, like Porsche, Ford don't fit a boost gauge. In fact, so unobtrusive is the blower, none is needed . . .

The RS Escort cannot be called refined. It is better than the Abarth 130TC in this respect, but the ride according to the notes I made after driving it is 'teeth-rattlingly hard'. Add to that the rather raucous engine when accelerating, quite a bit of road and wind noise at speed, and the engine and steering vibration, and it all means a rather bluff, gritty car. Don't get me wrong: it isn't bad, it just isn't particularly good either. But then it is an homologation special, as I've said.

Summing up, the RS Turbo is a car for the dedicated enthusiast, providing superb performance, great fun, and new levels of roadholding and handling for a front-wheel-drive car. It should succeed brilliantly. ■

FORD ESCORT RS TURBO £9720

Specification

Cylinders/Capacity	Four in line, 1597cc
Bore x stroke	80mm x 80mm
Valve gear	Single ohc
Fuel system	Garrett T3 turbocharger, intercooler, Bosch KE-Jetronic fuel injection
Power/rpm	132bhp (DIN) at 6000rpm
Torque/rpm	133lb ft (DIN) at 3000rpm
Gear ratios	3.15, 1.91, 1.27, 0.95, 0.76:1
Final drive	4.27:1
Steering	Rack and pinion
Brakes	Discs front, drums rear
Wheels	Light alloy, 6ins rims
Tyres	Michelin MXV, 195/50VR15
Suspension (F)	Independent by MacPherson struts, coil springs, anti-roll bar
Suspension (R)	Independent by MacPherson struts, coil springs, anti-roll bar

Dimensions

Wheelbase	94.4ins
Track (F/R)	54.5/56.3ins
Length	160ins
Width	62.5ins
Weight	18.5cwt

Performance

(*What Car?* figures)

Maximum	122mph
0-60mph	7.9s
50-70mph (4th/5th)	5.7/8.9s
Fuel consumption (Urban/56/75mph)	26.0/35.3/30.7mpg
Test consumption	24.7mpg



Despite its 71,000 miles, the Turbo Technics Escort was still going strong.

The Technics challenger

It's not often I test modified cars — too many burnt fingers, literally and metaphorically, have put me off them, though there are a few reputable companies whose products I trust. Even less often do I road test a car with more than 71,000 miles on the clock. Which makes this test of Turbo Technics' Escort XR3i all the more rare . . .

What intrigued me about the car as much as anything else was the high mileage. On poorly modified cars, boost tends to turn to bang before very long. Admittedly the engine was dismantled at 43,000 miles to be uprated, at which time new pistons were fitted and the camshaft replaced, but all other components are original. This, to me, is a fair indication that the conversion is reasonably successful, at least in the reliability stakes. As Turbo Technics have sold some 300 Escort conversions, it seems their customers think so too. The arrival of Ford's own RS Turbo proved too good a chance to miss to compare two approaches to the same problem.

The two systems are actually quite similar. The same turbocharger, a Garrett AiResearch T3, is used, plus a similar exhaust manifold and intercooler design. In detail, the conversion consists of the blower, a multi-branch exhaust manifold, a new downpipe, the intercooler, modified fuel and ignition systems, turbocharger lubrication from the main oil supply, and a repositioned radiator with a front-mounted Kenlowe fan. One unique feature is a switch to give two-stage boost: it operates an electrical solenoid which in turn determines which of two pick-up points on the compressor housing will actuate the waste-gate valve, one sensing a higher pressure than the other. The result is either a 135bhp or a whopping 150bhp at 6000rpm, not to mention 155lb ft of torque at 4000rpm. For the 150bhp conversion, too, there are further mods which include a compression ratio lowered from 8.4:1 to 8.0:1 and boost raised from 0.42bar to 0.6bar.

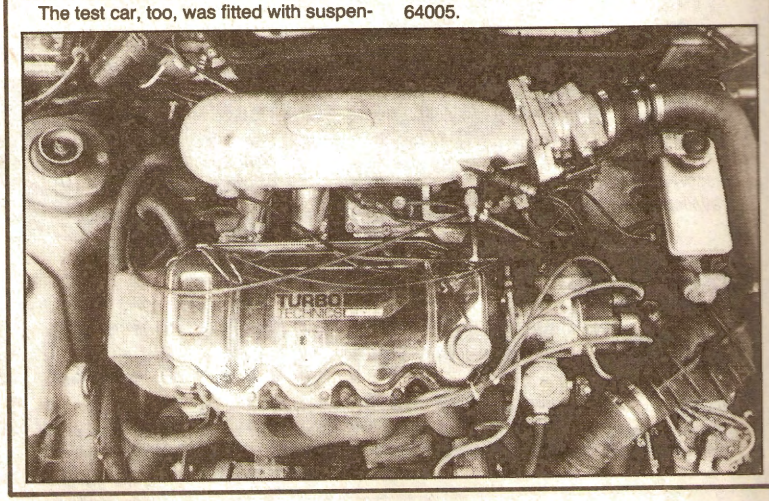
The test car, too, was fitted with suspension mods which echo those of the RS Turbo: at the front there are separate tie bars to the wishbones instead of relying on the anti-roll bar for location, plus stiffer bushes and an anti-roll bar, while tyres are 185/70s on 14in wheels.

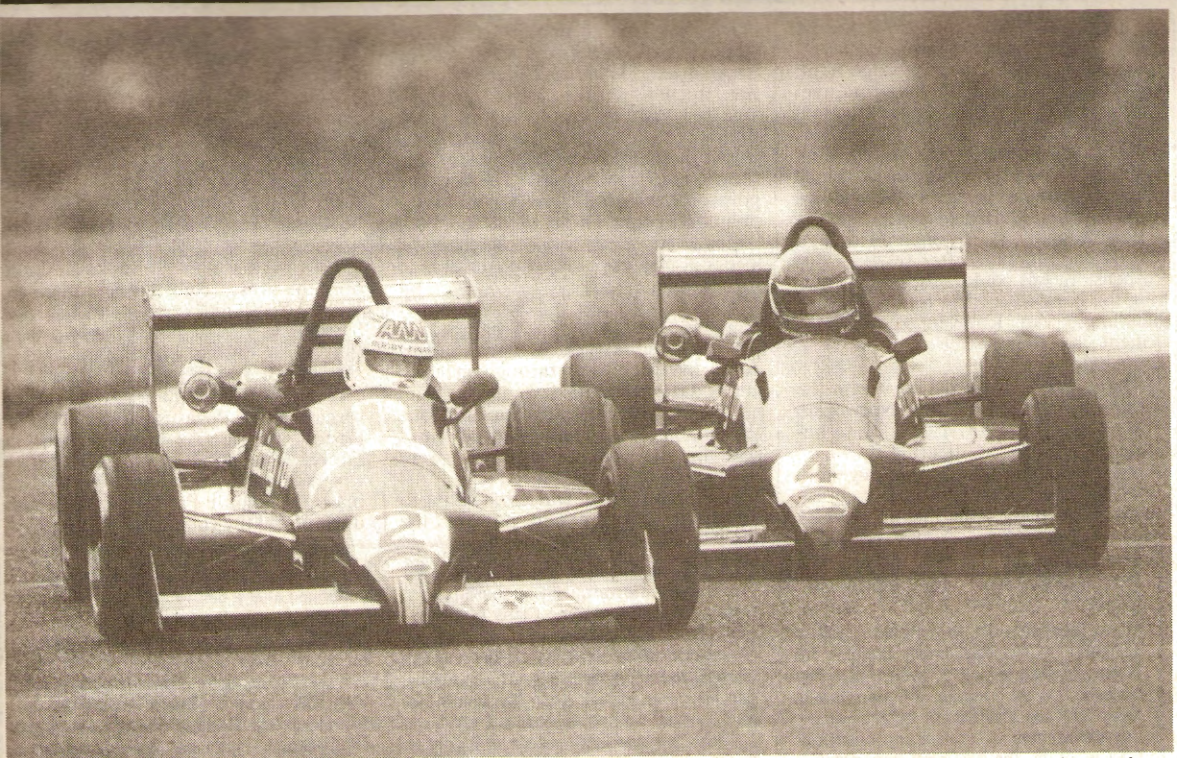
As might be expected, in a straight line the Turbo Technics car is quicker than the works car: official figures are a maximum of 135mph, 0-60mph in 6.8s and 0-100mph around the 18s mark. In practice, too, rather surprisingly, the TT engine showed touches of the same harshness as that of the RS Turbo, most noticeably at idling — but then it has covered 71,000 miles, and if roughness is the only complaint then it is a remarkable unit. It also revved more freely at the top end, and generally felt looser.

The high-low boost switch really has very little effect in day-to-day motoring — a little more right foot has the same effect. About the only time it shows up is in full bore acceleration runs, or when using full throttle which, with the performance available, is not all that often! In both circumstances, however, the turbocharging match is excellent, boost coming in strongly from as little as 1500rpm, with a clean, progressive flow. Mid-range pull is superb — in fact it can be an embarrassment in the rain, for wheel spin sets in rather easily.

About the only area where the works car scored is, perhaps understandably, in the extra grip the fatter tyres and limited-slip differential afford. Powering out of slow corners in the TT car can cause the inner wheel to spin, understandable with the extra power, whereas the RS Turbo puts the power down more effectively.

The basic Turbo Technics blower conversion costs £1650, a higher final drive £190, the modified suspension (except for the stiffer front springs) £350, and those springs £45, a total of £2235 excluding VAT as tested, which brings the price of a complete car up to £9850, close to the RS's £9720. Turbo Technics are at 17 Galowhill Road, Brackmills, Northampton NN4 0EE, tel. 0604 64005.





Team mates? Andy Wallace and Tim Davies battled hard for the lead, Tim eventually running into the back of his Swallow-Reynard partner!

The old one-two

Wallace regains championship lead — Spence crashes out in controversial incident — First Class B success for Goddard. Report MARCUS PYE — Photography: JEFF BLOXHAM

Swallows soared to the top of the tree at Thruxton on Monday, with Andy Wallace leading home a one-two for Tim Stakes's Reynard equipped team, which scored a similar FF2000 result at the circuit last year. Wallace, whose third F3 victory this was, outpaced early leader Tim Davies when the morning rains returned — albeit on a milder scale — and powered away, leaving the Welshman to repel Russell Spence's late charge.

Impatient to find a way round Tim's ailing car (damaged when he rammed his team-mate at the chicane!), Russell looked down the inside into Allard and was forced into the pit exit road. Neither man gave best until Spence was on the grass, his PMC Warmastyle Reynard then careering into the armco. A protest of Davies's alleged driving tactics followed (see *Pit & Paddock*) but the results stood, Wallace ousting Spence from the Marlboro British Championship lead by a single point.

There were incidents galore in the 20-lapper, with the Ralts of poleman Gary Evans and Mauricio Gugelmin and both Reynard-Saabs among those to fall by the wayside. A coming together between Carlton Tingling and Mike Wright spoiled the battle for the Class B lead, Mark Goddard capitalising for the first time, just feet clear of the fast-closing Ray Stover.

QUALIFYING

Round eight, Thruxton yet again. Strange planning that the F3 contenders should visit the BARC's Hampshire base four times in 12 weeks, and not return in the remaining five months of the season. Not that many of the teams are too sorry, for the fast, abrasive nature of the track devours Avon control tyres — wet or dry — and poses a unique set of problems for the drivers.

To come to terms with the place demands a fine chassis balancing act by crews and their front men (a task made more difficult by limited testing availability), precision in the two 'complex' sections to ensure maximum exit speeds and thus enhanced momentum round the 'flat out' sweeps and, of course, a healthy modicum of flair and courage. In perfect conditions, provided the car is right, it's a case of grit your teeth and go, in the hope of making a decisive break, then throttle back as far as possible to conserve the overworked rubber. Reality, alas, is seldom as simple, the weather on this exposed and barren plain playing its part in the script as often as not!

And lo, after the spring-like weather of Mayday Bank Holiday's event, the familiar storm clouds gathered in the south-west to deposit their sullen contents with little respite throughout race morning at this one-day meet. Nothing new for the 28 entrants, ensconced in the pit garages, but nonetheless unwelcome in most camps in their quest to capitalise on knowledge and settings gleaned in pleasanter climate three weeks previously.

That race saw the breakthrough for Ralt Cars, and young Gary Evans who annihilated the erstwhile unbeaten Reynard machines in Murray Taylor Racing's diligently developed RT30. Gary's first F3 victory — a convincing one it must be said — did more for his confidence than a very healthy sponsorship budget ever can, and he is a changed man. Motor racing is all about attitude and confidence, particularly at somewhere like Thruxton, and the penny has dropped here . . .

After a couple of hours of rain came a lull before the F3 persons (in deference to Cathy Muller) were due on for their first session, but with black skies threatening again prompt action was necessary if a reasonable time was to be secured.

Evans wasted not a second, his DAF Trucks/Trimoco/Tanzifco Ralt now in narrow rear track configuration after a successful test run at Snetterton, and with its oil cooler resited further forward in the left sidepod. Smooth and neat the combination hurtled round to beat the precipitation. Within minutes the job was done and many were left in awe at the apparent ease of his superiority. When Tim Davies is outpaced at Thruxton there has to be a sound reason — in truth they were all out-engineered in the race for the pole.

Heavier rain did little to raise his rivals's spirits for the second half-hour, although the brave found fractional improvement in a short spell mid-way through. Maurizio Sandro Sala was one of the five to make headway (in his case vital, of which more anon), his time topping the timesheets for the session. Significantly, though, Evans was just 0.2sec shy, on a 'one lap' charge, "just to keep them on their toes". Casting an eye skywards to marginally brighter weather later on, Gary's crew chief Kevin Corin reminded us also that MTR's demon single plane wing was waiting to be pressed into service if it dried!

The Swallow Racing duo wound up closest to Gary, Davies content to sit out the second session although he was strapped aboard his Racing for Leicestershire Reynard just in case. Andy Wallace was unapproachably livid after his first run, having tried some 'development tweaks' which, he was assured, were worth several tenths per lap. Finding them a second slower, he reverted to standard set-up for the race, his chance of pole effectively gone.

Sala, in fact, had only the afternoon session to make his mark, having seen his morning's efforts annulled due to an oversight by the Scan+Sport team, who omitted to replace the reverse idler gear following some 'five-speeding' experiments in mid-week testing at Snetterton. The regulations state that all cars must have operative reverse gears, so his time was duly struck off, to his chagrin. 'Morris' responded brilliantly with a do-or-die blast when it mattered though, to put the Saab-powered car on row two.

Team-mate Anthony Reid backed him up well with ninth, "although the chassis is balanced on a knife-edge because we are having to run less wing in search of a little more top end speed," explained the Scot, who graunched the floor pan of his Reynard exiting the Complex in his haste.

In similar trouble — for similar reasons — was erstwhile series leader Russell Spence who had complained that the morning engine in his Team Warmastyle Reynard was down on power. It was replaced for the second session, apparently to no avail, so 'Red' dropped the wings, ducked his head and went for it, only to lose control at Church. Bent Hosbond and the PMC crew were left with a lengthy patch-up job as the undertray was rolled and de-riveted like the top of a sardine can.

Mauricio Gugelmin was praying for dry conditions as the handling of his West Surrey/Perdigao Ralt is now so finely honed, he reckons, as to be easy to drive near the limit. It rained, however, and the Brazilian struggled with understeer, good enough only for the slot inside Spence on the third rank.

Both Eddie Jordan Ralts were in narrow rear-track form for the first time, Harald Huysman behaving sensibly in the Marlboro car (tested recently by Mike Thackwell, no less) to end up seventh, alongside Mark Galvin. The Irishman, like Spence, found a minute time improvement second time around, Mark being fifth quickest in the generally worse session. Delighted with the handling of his Docking-run Shorehill Investments RT30 in all-narrow trim ("It ▶

Harald Huysman drove more maturely than of late, resisting enormous pressure.



actually slides progressively now"), Galvin was looking like a strong prospect.

Murray Taylor's second man Joe Foster put in a splendid effort to complete the top 10 in his Racing for America Ralt, a mark of his increasing confidence in car, track and self. Steve Harrington (EJR/Herbieclips RT30) found time a bit too late in the day to influence his position greatly.

A peculiar front tyre problem hampered Phil Kempe, the outside half of a new tyre wearing suddenly and without logical explanation via any chassis fault, while Cathy Muller put in some determined laps before her DPR/Elf Reynard-VW's ignition played up.

Gerrit van Kouwen and Graham de Zille were disappointingly far down the order in their immaculate First Edition Menswear/Lyn Hodges Catering Ralts, the Dutchman's assaulted rudely in the afternoon by Giles Butterfield's Class B RT3, the nosebox of which submarined under van Kouwen's gearbox, buckling the RT30's rear suspension. Pegasus wrench Nick Burrows grafted away to repair the Marlboro-supported car, while Butterfield nursed a badly twisted ankle.

Welcome newcomer Andrew Gilbert-Scott, feeling his way in Chuck McCarty's new Systime Racing for Britain RT30, did very few laps in the Geoscan-prepared car (see Pit & Paddock), preferring to save his big effort for the event proper. "It's great to be here with a programme of races ahead of me", said Andrew, sidelined for so long.

Keith Fine was the last Class A runner, hobbled by a misfire traced to chipped electronic eyes' in the ignition of the Fine & Humphrey/Mike Rowe Anson.

RACE

The warm breeze did its best to dry the circuit once the rain had abated, and slicks were universal wear when race-time eventually came round, delayed by the saloon car debacle. There was frantic activity round Wallace's Reynard on row two, for Andy — trying to scrub new tyres — booted the throttle at the Complex on a warm-up lap and slid straight off the track, buckling the right rear wheel and a front track rod. He returned with the steering wheel some 90 degrees askew(!) and his crew could but ply with a hammer at the bent link and change the rim . . .

Davies made a perfect getaway (too perfect, some thought) to head Evans, Wallace, Sala, Gugelmin and Huysman up towards Campbell. Gugelmin glanced to his right before turning, to see Harald sailing by, completely locked-up, and on into the rear wheel of the hapless Scan+Sport entry. Both scrabbled on, wheels slightly misaligned, to Mauricio's disbelief.

Wallace also clouted Evans as they exited the right-left-right, twisting a nose fin, Davies slipping away as his immediate pursuers sorted themselves out. Andy popped out of Gary's slip-stream up Woodham Hill to make it a one-two for the green and black Reynards by the chicane, with Spence and Sala hot on the heels of Evans's white Ralt. Huysman, Muller, the fast-starting Foster and van Kouwen, Galvin, Kempe and Reid followed on in a long train, with Tingling and Wright not far adrift of the main pack in the first of the older cars.

Harrington found himself with nowhere to go but straight on at the Complex and would retire shortly as a result of damage sustained. More spectacular was the exit of the Saab twins, in one fell swoop at the same point three laps later. Sala, dropping back with deranged tracking, was apparently committed to turning-in to Campbell when Galvin arrived, locked a front wheel and collided, his Ralt ricocheting off into the path of Reid, barrelling down the inside. Exit 'Morris' and Anthony stage right, although Mark was able to continue, pitting two laps later for a punctured rear tyre to be replaced.

The leading quintet remained constant until lap 13, by which time rain had made the going treacherous in places. The real race was being enacted behind all the while though, as Huysman (who had considered stopping after tweaking his suspension, but continued, quickly getting the hang of driving round peculiar handling), van Kouwen and Muller fought to break free and reel in Gugelmin.

Cathy finally zapped Gerrit into the Complex, then set about the Norwegian with renewed vigour. Evans came unstuck up there too, bearing down on Ronnie Grant as Spence and Gugelmin were beginning to breathe down his neck. Gary thought he had escaped by Cobb, but found himself having to clamber over the kerbs to avoid the backmarker. He couldn't find a gear and the car spun, into the path of Gugelmin who took to the grass in avoidance, filling the radiator with grass. He pitted when the temperature gauge started to tell him the extent of his mowings. "There was no point in blowing the engine for one or two points!" Spence chose to duck left of Evans and continued apace, catching the leader at 2-3secs per lap, revelling in the slippery going.

Wallace was in a hurry too, clearly enjoying the ride more than leader Davies. Despite back-marker problems Andy dived decisively through on lap 16 and — after a couple of rammings from his team-mate, one of which broke Wallace's rear wing and twisted Tim's nose fins beyond usefulness — swept serenely on to the chequered flag.

Spence also found Davies unwilling to surrender without a fight, and paid the penalty of impetuosity when the place would inevitably have fallen in the last three laps. Tim, still searching for that elusive maiden F3 win, saw the Yorkshireman crash out of contention and was not troubled thereafter. The Swallow boys were joined on the rostrum by Huysman, who drove sensibly and well to resist Muller's advances. "A hard fight, but clean", surmised the delighted Marlboro man.

Having chased Foster for several laps until the pressure got to the American, Gilbert-Scott did wonders to haul the Systime Ralt through to fifth place on its shakedown outing, with Kempe tagging along once Andrew got by. Unable to stay the pace when it rained, van Kouwen was caught by Pegasus partner de Zille, Foster and Goddard, whose sterling efforts netted him not only the Class B win (see panel) but also a grand 10th place in the only Pre-'84 car to remain unlapped at the chequered flag!

Fare's fair

Mark Goddard did everything right at Thruxton on Monday, finally bringing his Harvey Pallett-backed Savoir Fare Ralt home to Pre '84 honours with mere feet to spare. Not the quickest combination on the day, the diminutive Goddard and his ex-EJR RT3 were by far the most consistent in demanding conditions and that's where their race was deservedly won. Ray Stover — who went straight on at the chicane on lap 2 — piled on the pressure in the closing stages, but Mark just managed to keep overall race winner Andy Wallace between himself and the Colorado man's Anglo American RT3. In avoiding being lapped, Goddard went onto his last tour of Thruxton with the award in his pocket, even though Ray (thinking he had another 2.3 miles to wrest the spoils) diced with him all round that one too . . .

The divisional pacesetters in the race were old protagonists Carlton Tingling (Morson International Ralt-VW) and Mike Wright, the Bristolian back with welcome support from Alan Batt of Antifriction Components, and a smart new paint job on the Jupiter-prepared Ralt-Toyota. Mike made a superb start, making up four places immediately to challenge the Jamaican, never slow away from the lights.

With the second lap demise of Steve Kempton (on 'pole' by 0.58sec with the Worldwide Dryer Group/Sams RT3, powered by a 1980 Toyota unit), Carlton and Mike found themselves disputing the lead earlier than anticipated. Poor Kempton, so impressive in the wet qualifying session, was busy embarrassing some Class A contenders from the outset, but fell foul of Goodwood corner when he left just enough daylight inside him for de Zille to lunge for the gap. His run ended with a hairy gyration in the mud, and bitter disappointment.

There was more of the same for Wright at the complex on lap eight when he rattled the Jamaican into a mistake, only for Carlton to fling his car back onto line and into contact with the blue machine. Mike's front suspension collapsed, stranding him, while Tingling continued after a delay.

Goddard was thus the new leader, his Aldon/Toyota-engined machine will clear of an entertaining scrap between the fast-learning Kevin Jones (Tower Welding Ralt-VW), Bill Coombs (Share Anson-Toyota/Swindon) and Godfrey Hall's plain white RT3. Stover gradually picked his way through this gaggle, and on to challenge Goddard in a super drive, while Jones just pipped Bill whose car was hit by debris from Spence's shunt at Allard.

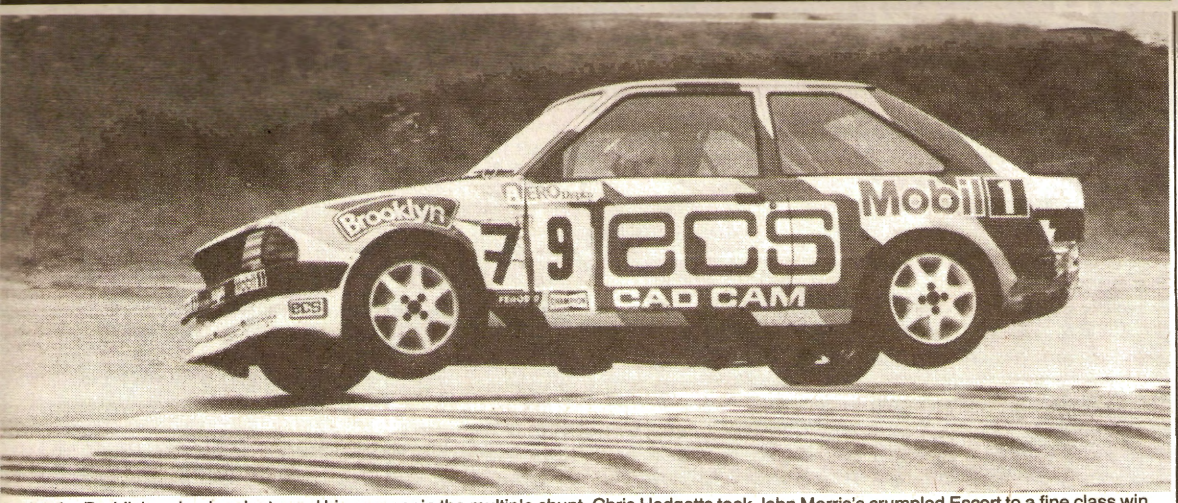
Carlton Tingling and Mike Wright battled for Class B before colliding.



THRUXTON (GB), May 27, Marlboro British Formula 3 Championship, round 8, 20 laps — 47.12 miles

Pos	Driver	Chassis/Engine	Class	Result	Best lap	Qualifying	Pos
1	Andy Wallace (GB)	Reynard-VW 853	A	25:50.45	1:15.56	1:20.18	3
2	Tim Davies (GB)	Reynard-VW853	A	26:01.87	1:15.39	1.19.84	2
3	Harald Huysman (N)	Ralt-VW RT30	A	26:18.73	1:16.64	1:20.72	7
4	Cathy Muller (F)	Reynard-VW 853	A	26:19.78	1:16.44	1:21.74	12
5	Andrew Gilbert-Scott (GB)	Ralt-VW RT30	A	26:20.08	1:16.50	1.22.82	17
6	Phil Kempe (GB)	Ralt-VW RT30	A	26:21.45	1:16.55	1:21.72	11
7	Gerrit van Kouwen (NL)	Ralt-VW RT30	A	26:22.04	1:16.67	1:22.31	13
8	Graham de Zille (GB)	Ralt-VW RT30	A	26:24.27	1:16.79	1:22.40	15
9	Joe Foster (USA)	Ralt-VW RT30	A	26:44.84	1:16.88	1.21.47	10
10	Mark Goddard (GB)	Ralt-Toyota RT3	B	27:12.64	1:17.83	1:23.48	22
11	Ray Stover (USA)	Ralt-VW RT3	B	19 laps	1:18.50	1.22.97	19
12	Mark Galvin (IRL)	Ralt-VW RT30	A	19 laps	1:16.61	1:20.94	8
13	Kevin Jones (GB)	Ralt-VW RT3	B	19 laps	1:18.96	1:24.72	26
14	Bill Coombs (GB)	Anson-Toyota SA4B	B	19 laps	1:18.95	1:25.81	28
15	Godfrey Hall (GB)	Ralt-VW RT3	B	19 laps	1:18.91	1:23.83	24
16	Anton Sobriquet (GB)	Ralt-VW RT3	B	19 laps	1:19.79	1,24.39	25
17	Carlton Tingling (JAM)	Ralt-VW RT3	B	19 laps	1:17.87	1.22.89	18
18	Ronnie Grant (GB)	Ralt-VW RT3	B	19 laps	1:19.68	1:25.49	27
R	Russell Spence (GB)	Reynard-VW 853	A	17 laps — accident	1:15.69	1:20.41	6
R	Gary Evans (GB)	Ralt-VW RT30	A	13 laps — spun at Complex	1:15.48	1:19.56	1
R	Mauricio Gugelmin (BR)	Ralt-VW RT30	A	13 laps — overheating	1:15.62	1:20.24	5
R	Mike Wright (GB)	Ralt-Toyota RT3	B	7 laps — accident	1:17.74	1:23.68	23
R	Keith Fine (GB)	Anson-VW SA6	A	5 laps — engine	1:19.81	1:23.08	21
R	Steve Harrington (AUS)	Ralt-VW RT30	A	4 laps — accident damage	1:18.00	1:22.58	16
R	Maurizio Sandro Sala (BR)	Reynard-Saab 853	A	3 laps — accident	1:17.91	1:20.20	4
R	Anthony Reid (GB)	Reynard-Saab 853	A	3 laps — accident	1:17.41	1:21.27	9
R	Steve Kempton (GB)	Ralt-Toyota RT3	A	1 lap — accident	1:28.02	1:22.33	14
DNS	Giles Butterfield (GB)	Ralt-Toyota RT3	B	Qualifying — accident	—	1:22.98	20

Winner's average speed: 109.40mph. **Fastest lap:** Davies, 1m15.39s, 112.50mph. **Class B (Pre March '84):** Goddard, 103.90mph. **Fastest lap:** Wright, 1m17.74s, 109.10mph. **Next round:** Silverstone, June 8/9. **Championship positions:** 1, Wallace, 49pts; 2, Spence, 48; 3, Davies, 34; 4, Gugelmin, 28; 5, Evans, 11; 6, Huysman, 8; 7, Dave Scott, Sala, van Kouwen & Kempe, 5; 11, Reid & Muller, 4; 13, Gilbert-Scott, 2. **Class B:** 1, Tingling, 53; 2, Goddard, 33; 3, Wright, 31; 4, Stover, 28; 5, Kempton, 19; 6, Coombs, 12; 7, Ross Hockenhull & Hall, 8; 9, Grant, Sobriquet & Jones, 4; 12, James Tolerton, 3; 13, Butterfield, 1.



Racing for Reddich — having destroyed his own car in the multiple shunt, Chris Hodgetts took John Morris's crumpled Escort to a fine class win.

Anarchy at Allards

Rouse's Sierra Turbo wins after restart — Eight car accident decimates field — Hodgetts wins class to lead championship — Report: JOE SAWARD — Photography: JEFF BLOXHAM

The black flags went out almost before the spray had settled. At Allards there was chaos, cars all over the track and bits and pieces of machinery lying around. At the Complex Jon Dooley's Alfa Romeo GTV6 was in the lead . . .

What happened? That's a good question, because no one really knows. In a cloud of spray Barry Sheene was nudged and spun in front of the pack. After that it was dodgems all the way. A lot of aspirations skated into the barriers at Allards, and Trimoco will not see as many cars again for a while . . .

Chaos was not confined to the first corner. When the remaining cars came round for the restart, various officials were to be found running up and down the grid confusing teams. No, they couldn't change tyres. Yes, it was going to be 15 laps. Yes, they could change tyres, and, actually folks, it is the full 20 laps. It was a mess, although there were some competitors who described it differently after the race . . .

When the race was restarted, Andy Rouse led the remains of the grid away, a pathetic 10 cars — two of them damaged — and Andy, who incidentally had had the foresight to have the car ready on jacks to take whichever tyres the confused organisers agreed to, walked it on intermediates.

QUALIFYING

It was an alarming case of déjà vu. "Ever been to Thruxton on a dry day?" They asked, and when I thought about it, I realised that no, I never had. This one, though, was exceptional. It wasn't just wet, you understand, it was horrible.

The entry was hardly enormous, and was further depleted when Frank Sytner failed to show. Frank, it seems, has been overdoing it and had doctors orders to stay away from such stress-filled activities as motor racing. Without Fearless Frank to watch, the meeting took something of a plunge. The Sierra Turbo may be fast, but those glorious power slides in the wet . . . Oh well, it was just going to be one of those days.

Power slides or no, it was Andy Rouse who led the way in qualifying. Andy was one of very few drivers who was taking the usual line through the approach to the chicane, where the famous bump used to be. The new tarmac was just a mite slippery there. "They might as well put a marshals' post there," said Terry Drury, "or turn it into a skating rink." Rouse and a handful of others decided to brave it and risk ending up at Stonehenge. "It is a bit of a job to know just how far to push it," commented Andy Rouse, "but you've go to do it, haven't you?"

Those who did, profited. Neil McGrath was up there in second and delighted to see the rain. He wanted to "go out and play with the turbos," and in the dry there is just no way he can do that in his Rover these days.

It was no great surprise to see Dave Brodie in third spot — not really extending himself in the circumstances — the second session couldn't be wetter, could it? It was. The first session counted for everything, which in part might explain the unusual shape of the grid. Next up was Jon Dooley's Alpha, ahead of Barry Sheene's Toyota Supra. Barry was the only driver who expressed any satisfaction that he had managed to get through the tarmac patch unhindered. All the same the new Toyota seemed a little twitchier than the old one.

If Dooley was surprisingly high up, the sixth man on the grid was astonishing . . . Chris Hodgetts in the Ford Escort, from the baby class! Chris, of course, loves the rain and excels in it, but this was really some performance, and on intermediate rubber too. Some people are just plain crazy . . .

Of the rest, Graham Goode and Richard Belcher were both up there, but all the drivers were finding that the abrasive Thruxton surface was playing havoc with their wet tyres. They had a life expectancy of maybe eight laps only. An optimistic thought for a 20 lapper in the rain . . .

RACE

Neither Stig Gruen nor Geoff Kimber-Smith made it to the grid, so it was down to sixteen starters. The lights went green and the front row sat there twiddling their gear levers and watching as the second row went for the gaps. Dooley went between poleman Rouse and Neil McGrath, while Barry Sheene chose the other side of the Rover, with the Colt Starion on his outside. After that it was just a mobile cloud of spray as they rushed off into Allards. With absolutely no visibiliy in the conditions prevailing, Sheene was suddenly sideways at the front of the pack. Chris Hodgetts had absolutely nowhere to go and smote the Toyota side on. Looking at the wrecks afterwards, almost everyone ended up hitting poor old Hodgetts. Phil Dowsett was the first to pile in, braking hard in avoidance and being collected from behind by the big BMW of Mike Newman — exit one crippled Alfa. In the mêlée Terry Drury, Alan Curnow, John Morris and Patrick Watts all contrived to collide with each other and various other bits and pieces. There was no option but to stop the race. Jon Dooley must have been somewhat disappointed by it all. It isn't every day an Alfa GTV6 gets to lead a Trimoco race.

Barry Sheene's Supra was in a terrible mess, the driver's door pushed in a full 9ins. Luckily the impact had actually knocked the seat, and indeed the dashboard, across and Sheene went with them. Bruised he certainly was, but lucky not to have had more serious injuries. While journalists from the tabloids offered huge sums of money to any photographer who *might* have a picture of Barry crashing (and while the lensmen took advantage of the Fleet Street lunacy for the 'mega-exclusive') the mechanics and rescue crew rushed up to see just how bad it all was. It was bad. Dowsett's Alfa, Hodgetts's Escort and Sheene's Toyota were worth a few quid in scrap; Drury's Alfa and Newman's BMW would go no further, while Curnow's Escort and the similar car of John Morris looked as if someone had gone at them with a sledgehammer. If that treatment wasn't enough the mechanics repeated the process in reverse as they tried to repair the cars for the restart.

Down in the ICS pit spanners were flying as Pete Hall's mechanics did a brilliant job changing a half shaft which had failed the first time, probably saving Pete a few repair bills in the light of the original grid position.

On the grid itself the officials put on a bad advertisement for organisation. Tyres were changed, Hodgetts jumped into Morris's car, tyres were changed back. Andy Rouse, however, had everything under control. The Sierra was up on the jacks, waiting for officials to make a decision. When that happened, the 3 min board was shown and that was that, those who had changed to intermediates or slicks were away — the rain had stopped and the wet tyres just bubbled away.

At the second start Rouse was away and gone, with McGrath, Brodie and Dooley giving chase. After that nothing much happened and the specators were forced to keep themselves amused waiting for the tail end battles by watching the holiday traffic building up on the main road beside the circuit.

Goode, Hall and Belcher (all on wet rubber) had a brief early battle while the rubber lasted, and then it was Hodgetts, on slicks, who was the man to watch as he carved his way up the field, passing Hall and Belcher and going after Goode.

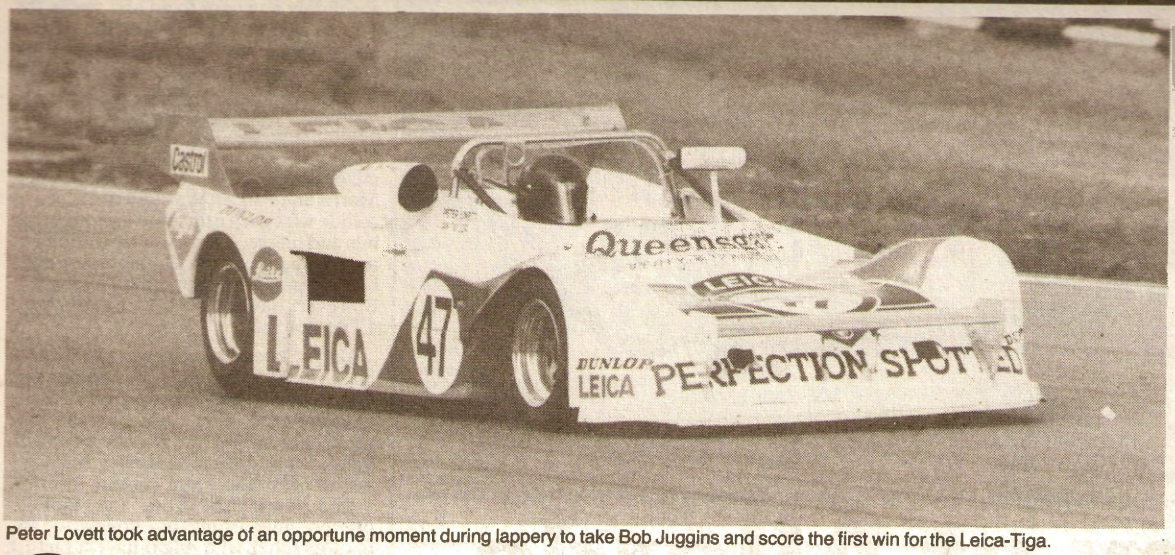
At the back Curnow struggled round for nine laps before deciding that enough was enough and bringing his injured Escort in for good. That left Kirby at the back of the field. Rob had taken the first start on slicks. "I don't have any other tyres," he sighed, crossing himself devoutly in the assembly area. In the drying conditions, he made rapid progress, moving up in impressive style to pass Goode on the final lap.

It was not a inspiring race, and the wrangles continued long after the flag. The tyre changes caused a few irate moments, and was Chris Hodgetts really allowed to switch cars like that? Nothing was altered in the results so that's how it stayed, with Chris moving into the championship lead. One got the distinct impression at the end of the day that the Trimoco series had suffered a critical blow. How many cars will make it to Silverstone in a fortnight?

THRUXTON (GB), May 27, Trimoco RAC British Saloon Car Championship, round 5, 20 laps — 47.12 miles

Pos	Driver	Class	Chassis/Engine	Result	Best lap	Qualifying	Pos
1	Andy Rouse (GB)	A	2.3t Ford Sierra Turbo	30:47.81	1:30.35	1.31.45	1
2	Neil McGrath (GB)	A	3.5 Rover Vitesse	31:17.13	1:32.15	1.32.39	2
3	Dave Brodie (GB)	A	2.0t Colt Starion Turbo	31:45.33	1:33.42	1:33.24	3
4	Jon Dooley (GB)	B	2.5 Alfa Romeo GTV6	31:48.34 (88.88mph)	1:34.31	1:33.50	4
5	Rob Kirby (GB)	B	2.5 Alfa Romeo GTV6	31:53.46	1:33.75	1.37.90	13
6	Graham Goode (GB)	B	1.8t Nissan Bluebird Turbo	31:54.53	1:34.64	1:34.66	7
7	Chris Hodgetts (GB)	C	1.6 Ford Escort RS1600i	31:57.15 (88.48mph)	1:34.52	1:33.56	6
8	Richard Belcher (GB)	C	1.6 Ford Escort RS1600i	32:10:55	1:35.12	1:35.18	8
9	Pete Hall (GB)	A	3.5 Rover Vitesse	32:12.42	1:34.54	1:35.32	9
R	Alan Curnow (GB)	C	1.6 Ford Escort RS1600i	9 laps — Accident damage		1:35.51	11
NS	Barry Sheene (GB)	A	2.8 Toyota Supra	0 laps — Accident		1.33.62	5
NS	Mike Newman (GB)	A	3.5 BMW 635CSi	0 laps — Accident		1:35.73	12
NS	Phil Dowsett (GB)	B	2.5 Alfa Romeo GTV6	0 laps — Accident		1:39.15	16
NS	John Morris (GB)	C	1.6 Ford Escort RS 1600i	0 laps — Accident		1:39.13	15
NS	Terry Drury (GB)	C	1.6 Ford Escort RS 1600i	0 laps — Accident		1:42.27	18
NS	Patrick Watts (GB)	C	1.6 Ford Escort RS1600i	0 laps — Accident		1.40.34	10
NS	Stig Gruen (S)	C	1.6 Toyota Corolla	Transmission		1.40.57	17
NS	Geoff Kimber-Smith (GB)	C	1.6 Toyota Corolla	Head gasket		1:38.62	14

Winner's average speed: 91.80mph. **Fastest lap:** Rouse, 1:30.35, 93.87mph; Kirby, 1:33.75, 90.95mph; Hodgetts, 1:34.52, 89.73mph **Next round:** Silverstone, Jun 9.



Peter Lovett took advantage of an opportune moment during lappery to take Bob Juggins and score the first win for the Leica-Tiga.

Camera car clicks

Lovett's snap decision pays off — Xerox copy car unlucky — excellent Indy circuit debut for Thundersports — Report: PAUL HARMER — Photography: MICHAEL C BROWN

Pete Lovett and Ian Taylor Outran a classy Thundersports line-up at Brands Hatch on Whit Monday to clinch their first victory with the purpose-built Leica Tiga TS85. But until Lovett seized on an opportunity to outslip the Xerox Lola, when Bob Juggins had a misunderstanding with the Sports 2000 class leader in lappery, a win looked rather unlikely.

The debut appearance on Brands Hatch's sharp 1.2-mile Indy circuit produced a race as busy as expected, but there were happily few instances of driver misbehaviour and Lovett, among others, was quick to commend the safe lines of those less quick. There was, however, some confusion over final placings, the timekeeprs obviously having to work extra hard to keep track of 28 cars (to begin with) passing by at intervals of less than 50secs per lap. Tim Lee-Davey was surprised that what appeared to be a comfortable class win, in third place overall, was officially recorded as fifth overall and second in class. Similarly the Gil Baird/Kelly Girl Shrike team felt that Gary Brabham/Divina Galica had overcome the puncture-struck Shrike of Robin Donovan/Mike O'Brien for Sports 2000 honours. But the BARC stands by its official results.

QUALIFYING

Sadly missing from the oversubscribed entry when the field came out for first qualifying on Saturday was the Easter winning Texas homecar Chevron B26 of Richard Piper. The team had discovered engine damage on the Cosworth, and slotted in a Hart F2 power pack to 'put on a show' — to have that drop a valve!

Despite the mid-week pace of John Brindley in the Failsafe Lola T530, it was Mike Wilds heading the times with a 43.14, despite some 13ins wheels which Mike felt would have an effect on the braking of the Otford Group Lola T286. A violent thunderstorm curtailed the final qualifying session, and seriously hampered the motorcycle race programme, and so the session was moved to Sunday. Here Brindley put in a mighty effort, in far from ideal conditions, to snatch pole by 0.3sec, at an average speed of 99.33mph — for a car that weighs almost a ton. Taylor and Lovett improved onto the second row, alongside class B rivals Juggins/Blanchet, and bumped down a row the Lee-Davey/Crang Tiga plus the Crisp-sounding Lola-Mazda of Don Prater/Ian Flux, but only four others improved their times.

RACE

John Foulston rocketed away and looked determined to settle the race in the early miles, but all too soon a telltale plume of oil smoke appeared from the Chevrolet block, an early signal of retirement which came after only four laps. Taylor had seized the lead on lap 2 and the gap looked more than useful while Jim Wallis, in the Otford Group Lola, bravely fought off Neil Crang (*Penthouse*/Olympic Tiga GC84), Rob Wilson (Valour March 75S) and Mike Blanchet (Xerox Lola). Wallis endured a heart-stopping moment at Paddock on lap 11 with the brakes overheating, and dropped several places before gathering momentum and rebuilding his charge.

Taylor looked more than at ease with 8secs to spare over Blanchet, with Crang commanding Class A as they reached one-third distance. Rob Wilson had a coming-together with the Norflex Grange of Brian Robinson at McLaren and scampered into the pits for a fresh tyre — the only damage, but the black Valour car was out altogether when smiting the Druids fencing hard later in the race.

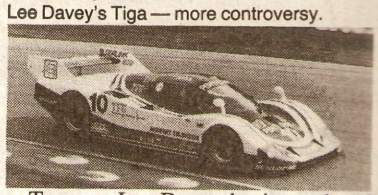
By now Taylor was claiming most of the field and, just as he was about to lap fourth-placed Wallis, the Otford MD found Paddock Bend had no mercy for the now-breakeless Lola and he slammed into the barriers. Don Prater dropped out of seventh place, the seals broken on the Mazda rotary Lola T594C.

The Sonneborn/Rieck Tiga was running sweetly for Will Hoy/Creighton Brown after an early stop to rectify a fuel feed problem, but ultimately a puncture dropped them from contention.

Taylor swopped with Lovett and took on fuel, the BMW motor looked reluctant to fire into life and the stop cost them more than 40secs and the lead, for Juggins had taken over from Blanchet in half that time and swept past with 5secs in hand as Lovett coaxed the Leica Tiga away from the pits.

The lead remained fairly constant even among lappery, but Juggins had a fright when Nick Oatway lost control of the Manns Chevron right in front of him along Cooper Straight. Bob edged around the incident but Lovett had closed to within a length. Less than 45secs later at the same spot, Juggins had to ease off slightly as they passed under the yellow flag and came upon Robin Donovan's class-leading Blue Hawk Shrike. Although neither driver can be blamed entirely — and they shook hands afterwards — contact was made, and Juggins was sufficiently unsettled to lose pace and have to give best to Lovett around Clearways. The Xerox Lola certainly had lost its edge and it is debatable whether Bob could have held on much longer, and Lovett eased away for victory.

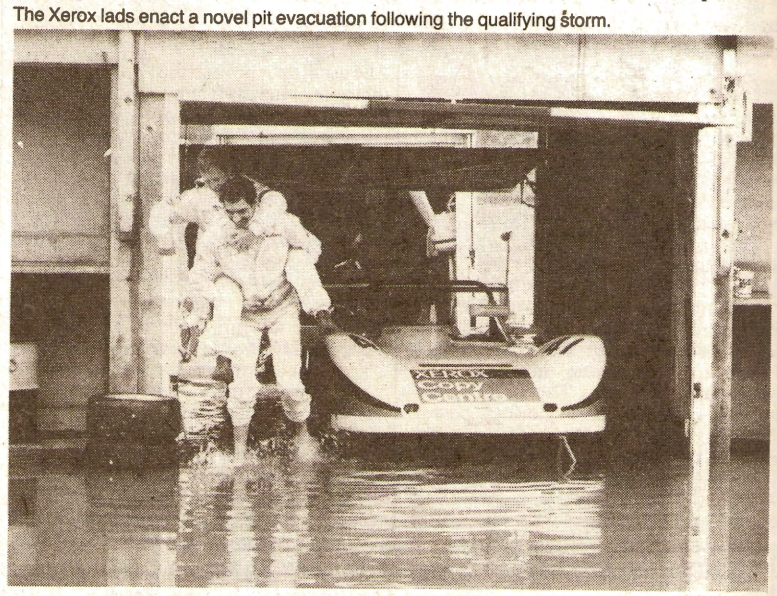
Lee Davey's Tiga — more controversy.



To many, Lee-Davey, having replaced Crang in his Tiga, was still running third despite a pitstop to replace a punctured rear, but in the final reckoning they were down into fifth overall having lost the Class A spoils to 'Stingbrace' and Robin Smith in the Chevron B36 which had obviously run smoothly throughout, and had evaded mention on the leaderboard. Fourth overall was the LEP Group Chevron B26 which Mike Catlow. Duncan Bain had kept in a top-six spot throughout.

The Donovan/O'Brien Shrike gained the Sports 2000 honours despite a slow puncture which saw them lose touch with early class leaders Nick Ward/David Sears before the Rent Air Royale crashed at Paddock Bend. A slick 22secs driver change between Divina Galica and Brabham gained the Gil Baird/Kelly Girl entry plenty of time and they were convinced they had taken the Sports 2000 class but, officially, they were a lap down.

The Xerox lads enact a novel pit evacuation following the qualifying storm.

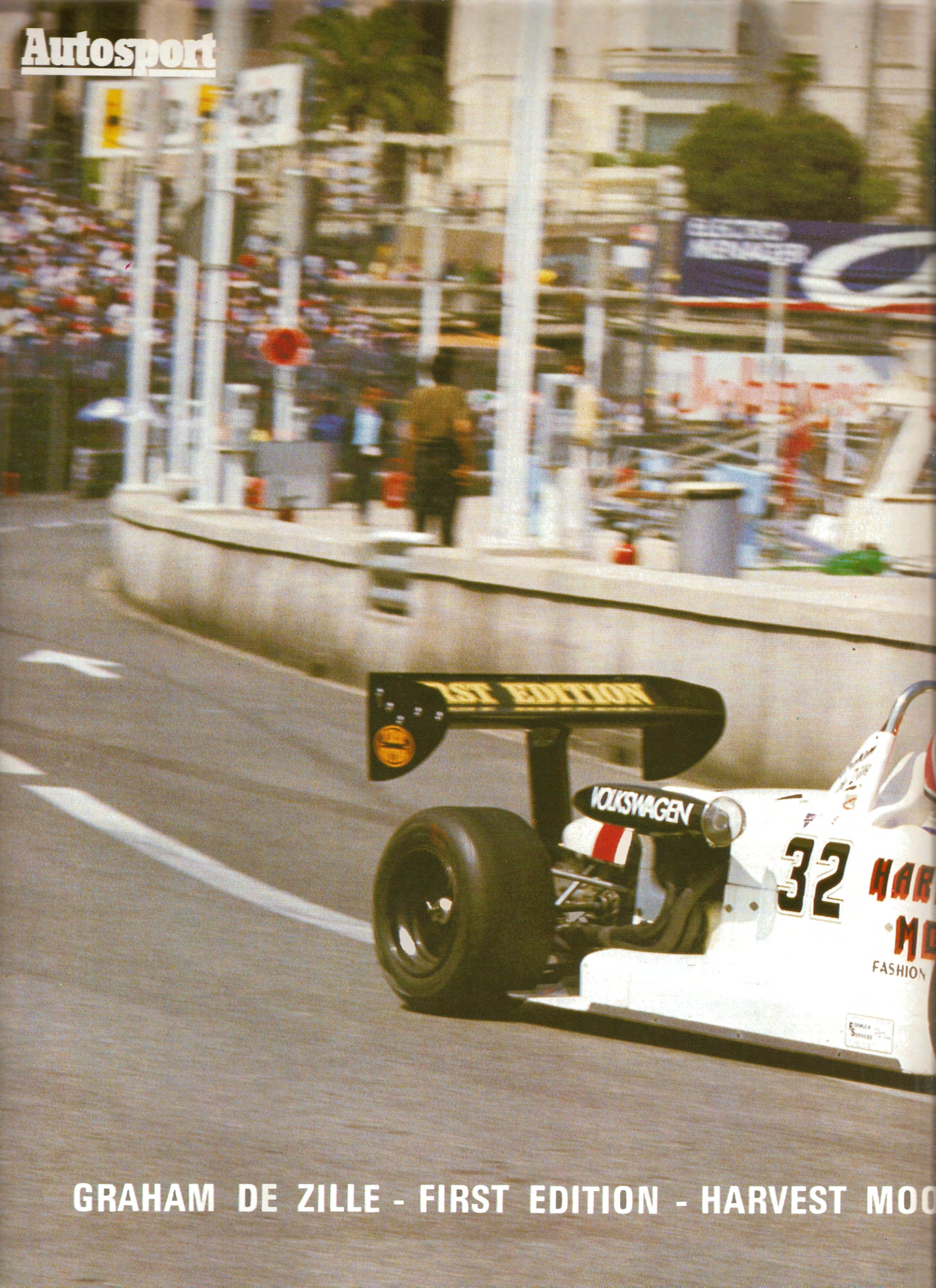


THUNDERSPORTS FOUR, BRANDS HATCH, (GB), May 26/27, 84 laps 100.80 miles

Pos	Driver	Class	Car/Engine	Result	Best lap	Qualifying	Pos
1	Pete Lovett/Ian Taylor	B	2.0 Tiga-BMW TS85	1-04:34.17s	44.11	44.53	4
2	Mike Blanchet/Bob Juggins	B	2.0 Lola-Ford T598C	1-04:40.73	43.84	44.34	3
3	'Stingbrace'/Robin Smith	A	3.0 Chevron-Simpson B26	80 laps	44.68	45.99	10
4	Mike Catlow/Duncan Bain	B	2.0 Chevron-Hart B26/36	80 laps	46.37	45.48	8
5	Tim Lee-Davey/Neil Crang	A	3.0 Tiga-Ford GC84	79 laps	45.37	44.73	5
6	Robin Donovan/Mike O'Brien	C	2.0 Shrike-Neil Brown P15	79 laps	47.65	47.46	14
7	Divina Galica/Gary Brabham	C	2.0 Shrike-Nelson P15	78 laps	48.63	48.04	16
8	Michael Schryver/Simon Hadfield	B	1.6 Chevron-Lotus B6	77 laps	42.22	48.08	17
9	Paul Stott/Ross Hockenhull	C	2.0 Royale-Neil Brown RP38	76 laps	48.14	49.01	20
10	Gus Young/John Fyda	A	2.1 Tiga-BDX SC80	76 laps	45.70	46.48	12
NC	Chester Wedgewood/Roger Andreason	B	2.0 Chevron-Hart B26	74 laps	45.87	47.01	13
NC	Will Hoy/Creighton Brown	A	3.0 Tiga-DFV	69 laps	44.35	45.49	10
R	Jim Wallis/Mike Wilds	A	3.0 Lola-Ford T286	25 laps	45.30	43.14	2
R	John Foulston/John Brindley	A	5.7 Lola-Chevrolet T530	4 laps	46.19	43.62	1

Winner's average speed: 93.94mph. **Class A:** 89.19mph, **Class C:** 87.00mph. **Fastest laps: Class A:** Hoy/Brown 44.35s,97.69mph; **Class B:** Blanchet/Juggins 43.84s, 98.83mph; **Class C:** Donovan/O'Brien 47.65s, 90.93mph.

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Saloon talk . . .

JOE SAWARD takes a look at the state of saloon car racing and considers the hopes and fears for the future

I have a confession to make. Saloon cars, you see, never really interested me. Single seater racing was what it was all about and the thought of 'a bunch of old tuggers chugging around in road cars' did nothing to excite — nor even interest. That was until the day I was despatched to report about the cars which look a lot like those you can see in any suburban High Street . . .

Well, they might *look* like the cars outside Sainsbury's, but the resemblance ends there. Saloon car racing is now a high technology sport — and an acquired taste. I suppose I must have acquired it by now. My initial reaction was, I suspect, similar to that of many enthusiasts and something which manufacturers are keen to change.

Logically, saloon car racing *should* be the area of the sport which most appeals to the general public. They can, after all, recognise the cars — these are not the carbon fibre bullets of Grand Prix racing — they are easily identifiable. Bo Wikas, Head of Volvo Motorsport, perhaps best sums it up: "People, I think, want to have something more emotionally touching than just a beautiful car. They want to impress their friends and one way for them to do that is if they know that *their* car is capable of good results in racing." He may be right. After every British GP the boys in blue have a field day catching people speeding away from the circuit imagining they are Keke Rosberg . . .

Saloon car racing does away with the need to imagine.



The European Touring Car Championship has seen a tremendous battle this year between the Rovers and the Volvos.

Tom Walkinshaw waits in the Monza pitlane . . .



Andy Rouse's Ford Sierra Turbo — the shape of things to come?





The key to Tom Walkinshaw's success has undoubtedly been slick pitwork and shrewd tactics. Here he changes with Win Percy.

After what can only be described as the 'Stagnant Seventies', saloon car racing has re-emerged a powerful and promotable force with the introduction of Group A regulations. Sure, some of the rules are not perfect, but they provide a framework which can be altered without upsetting the stability of the sport.

The focus of interest remains the European Touring Car championship. Last year saw some fabulous battles between the mighty Jaguars, BMWs, Volvos and Rovers. There is no doubt that this year the competition is even more intense, despite the withdrawal of both the Jaguars and the works BMWs. Although, in essence, this is going to be a transitional year until BMW comes back with its M3 design and Ford joins the fight with the Sierra. More manufacturers are sure to follow . . .

In order for any series to thrive it is *essential* that there is stability to allow for advanced planning. Recently, there has been much talk of a switch from Group A to Group N, the argument being that Group A is becoming too expensive, and Group N would bring everything back into perspective. This is arrant nonsense. Group N would firstly destabilise the thriving saloon world, and manufacturer involvement in Group N would, inevitably, favour one team or another. Prices would rise. Given time and sensible government the Trimoco series will revive under Group A regulations and the manufacturers will come flocking back. Saloon car racing, you see, is just an extension of marketing policy. The money will always be there . . .

European expansion

Expansion in Europe has come, not only in the level of the competition, but also in the venues interested in staging events. This year the ETC cars have already been to Sweden for the first time and as the year goes on they will travel to Spain, Portugal and even to that long-time bastion of European individualism — France. The potential for further expansion is there, most notably through television coverage. Anyone who watched the James Hardie 1000 event from Bathurst last year will not dispute that the use of in-car cameras showed the viewer just how spectacular saloons can be.

The lure of television is attractive to the manufacturers, but it brings with it a plethora of pitfalls and potential problems. Television attracts money — big money — and inevitably an increase in audience makes winning all the more important. Politics rears its ugly head.

Take a look at what happened to the Trimoco series. When the dust had settled and the court cases were all over, officially everything returned to normal. Sadly, however, there remain certain unpublished incidents which are well known within the business. Until the air is cleared and the threat of protest goes away, Trimoco will continue in its present sorry state. Given time and sensible government the manufacturers will come flocking back.

In Europe, though, the sport is still, more or less, a sport. Where regulations fail, gentlemen's agreements can still work. Having said that, ETC budgets are growing continually. The turbo era is here to stay, and if saloon car racing is to avoid a very rocky ride in the next few years, sense will have to prevail. As Grand Prix racing has proved time and time again that doesn't always happen.

On a brighter note, Group A as it stands has a very bright future. The top teams are *very* professional. In ETC it is this team work that wins the day. At the start of the year we expected to see the Rovers improve, but wow! that was some improvement. After a disappointing debut year in 1984, to emerge with what seemed like total domination took a lot of people by surprise. How did they do it?

Tom Walkinshaw points out that there was not a great amount of development work over the winter — the weather just didn't allow for it. There is no doubt that the team now functions as a *team* — things get done quickly and efficiently. And then, of course, there are the tyres . . .

Tyre war imminent

There are signs that a tyre war could develop in ETC. The Rovers are on Dunlops and the Volvos are on Pirellis, but up in Sweden we had Bridgestone taking a look at the series too.

The Rovers, though, are going to have their work cut out keeping ahead of the Volvos. You remember them, the ones with two dogs and a baby chair in the back? Make no mistake, these Volvos are quick, and increasingly, they are stable as well. The days of the 'Flying Bricks' are long gone. Constant development has yet to wring everything from the cars and they are sure to get better. The signs are that this season will build itself to a tight and exciting finish.

The pursuit of success for advertising, however, has had one curious effect on ETC. Qualifying, like that at the Grands Prix, bears little resemblance to the race. No longer do the cars drone round in search of a few extra tenths, it is all or nothing. A couple of slow warming up laps and then, off! A spectacular series of brake locking laps to record a quick time before the tyres go off. The days of qualifying engines and set-ups quite distinct from the race settings have already begun. Yes, it is exciting to watch . . .

So, is saloon racing really moving into the big time? It reminds me of the situation Grand Prix racing was in when the turbos first began to arrive: the spiralling costs, the continual testing, the end of the small teams . . . A case of *déjà vu* perhaps?

Time for a world series

So what about the world series? There has been much talk over the last few months of the Europeans linking up with their Antipodean cousins for five or six 'world' events. FISA has yet to pass official judgement on the idea, but it is a step that is sure to come.

And, finally, are they all 'old tuggers'? Thankfully no. It is pleasing to report that more and more young up-and-coming drivers are trying their hand at saloon car racing. It is a series where pure speed has to be combined with consistency.

Up in Anderstorp recently, the Austin Rover crew were staying in a cowboy town — The High Chaparral. I mock not. There is, in the middle of Sweden, a bunch of strange Scandinavians wandering around at all times dressed as Wyatt Earp and letting off their six shooters at all hours of the day and night. When team boss Tom Walkinshaw discovered this he was heard to comment "Oh well, some of my drivers will be quite a t home with the cowboys!"

Sober law abiding citizens they may be, but put them in saloon cars and you can forgive them their moments of wildness. They are above all virtuoso performers and not old men tootling around on a quiet Sunday afternoon drive . . . ■

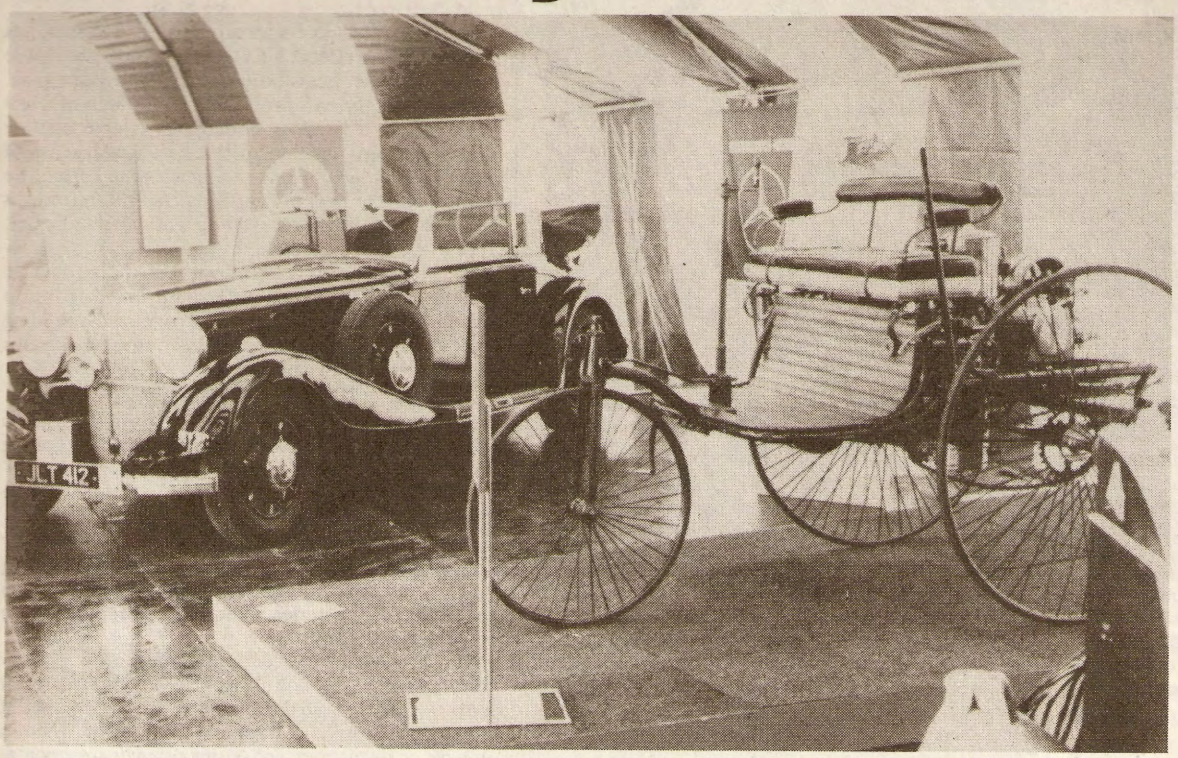
BMW are fast fading in Europe saloon circles.



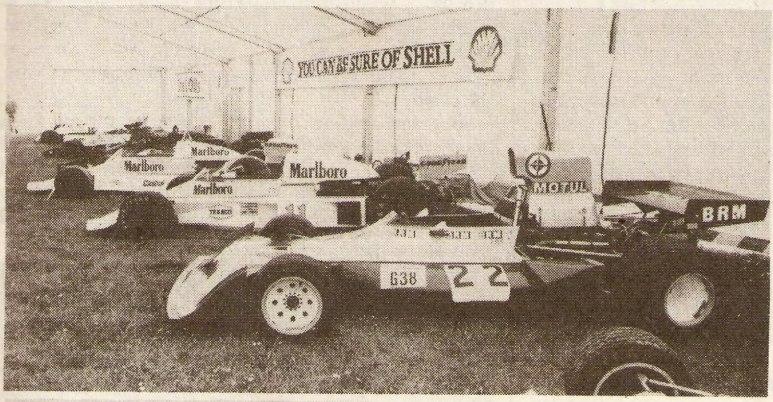
Antipodean saloon racing, however, is currently being dominated by the JPS BMW 635CSIs of Jim Richards and Neville Crichton.



Centenary celebrations



Over May 25-27, Silverstone hosted one of the largest exhibitions of motoring transport seen in this country. And for the sporting enthusiast there were fine displays of Grand Prix, sports racing, saloon and rally cars plus track demonstrations. Other highlights included a massive collection of Rolls-Royces and representation from the manufacturer who started it all — Daimler-Benz, who brought along one of the very first cars ever made. MARK GILLIES and JEFF BLOXHAM report on the event

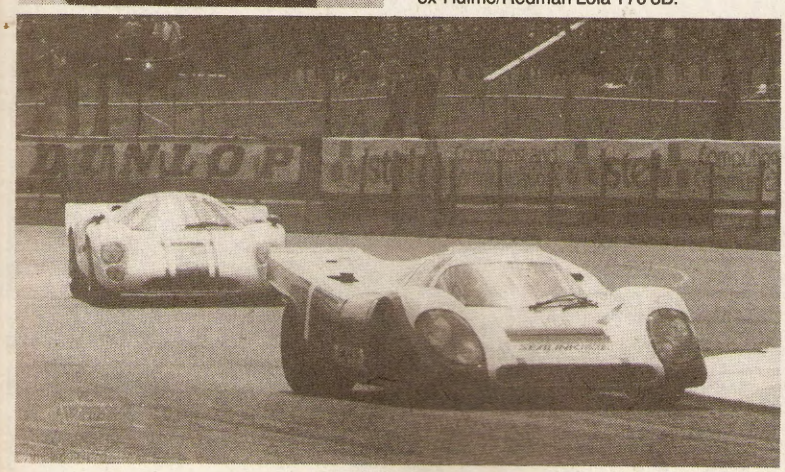


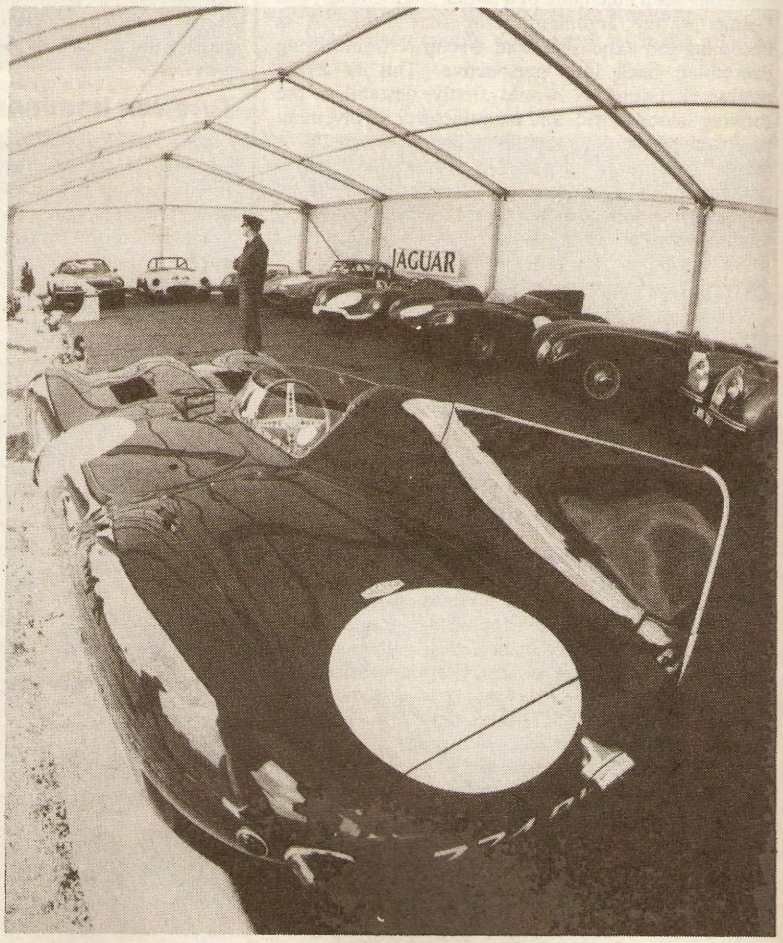
Above: Daimler and Benz were at the forefront of automobile manufacture, so it was fitting that the German firm brought some of its historic cars across for the show — even if they are claiming that the car's centenary is next year! Illustrated are a thirties Mercedes 500K and a replica of the first 1886 tricycle. Left: Seventies Grand Prix cars included this BRM P160, McLaren M23 and M26. Right: Mercedes-Benz W196, one of the all-conquering 1955 cars.





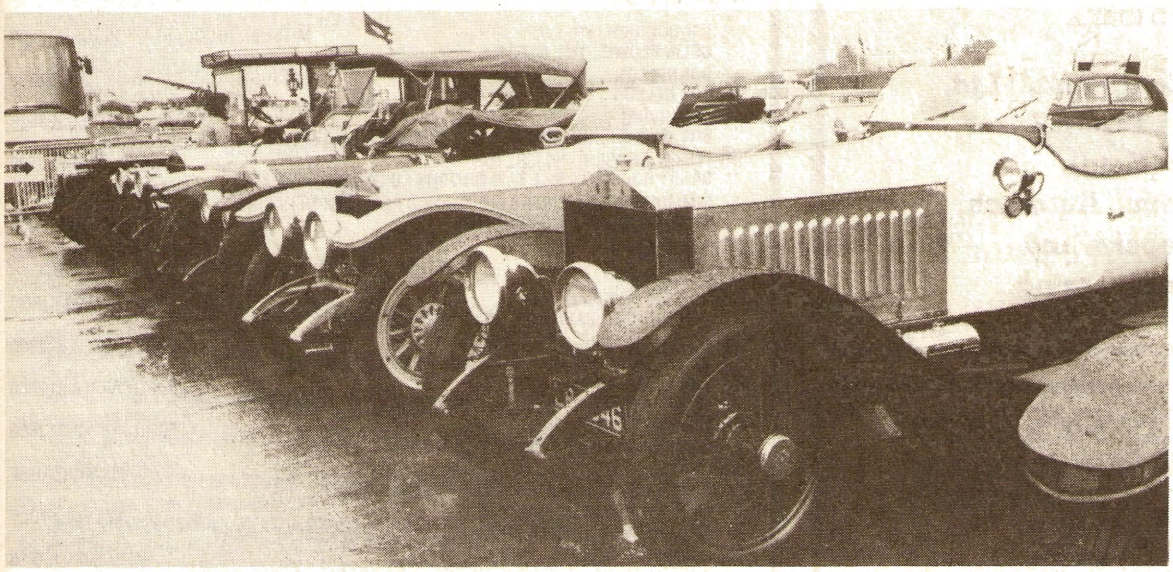
Left: There was a huge military vehicle display, giving an idea of how important the motor car and its derivatives are in wartime. This Sherman tank is a rare Canadian built version, which was used by the Portuguese army after WW2. Right: Mouth-watering line-up of Jaguar sports cars, with examples of racing XJ-S, E-type, XJ13, Lister, D-type, C-type and XK 120 prominent in this photograph. Below: Shell Oils sponsored a number of track demonstrations, giving spectators the chance to hear and see the cars in action. In the parade for sports and sports racing cars they were treated to the sight of David Piper's Porsche 917 and this ex-Hulme/Redman Lola T70 3B.



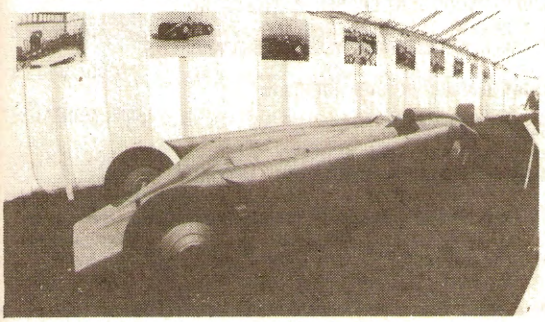




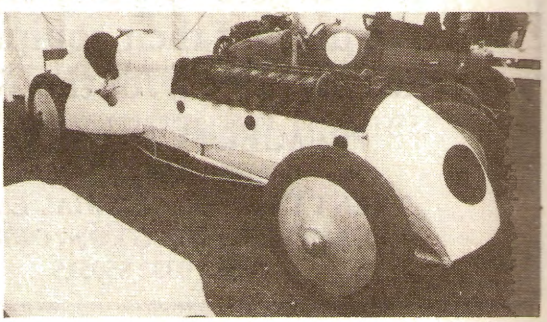


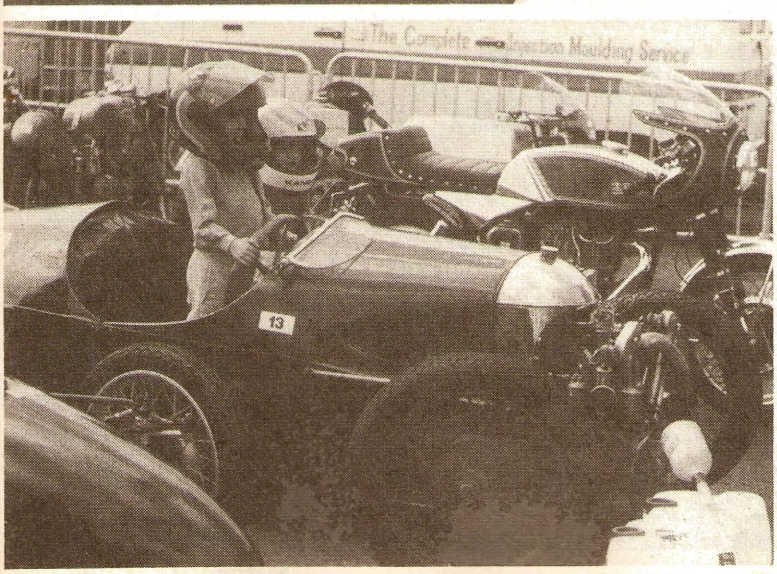


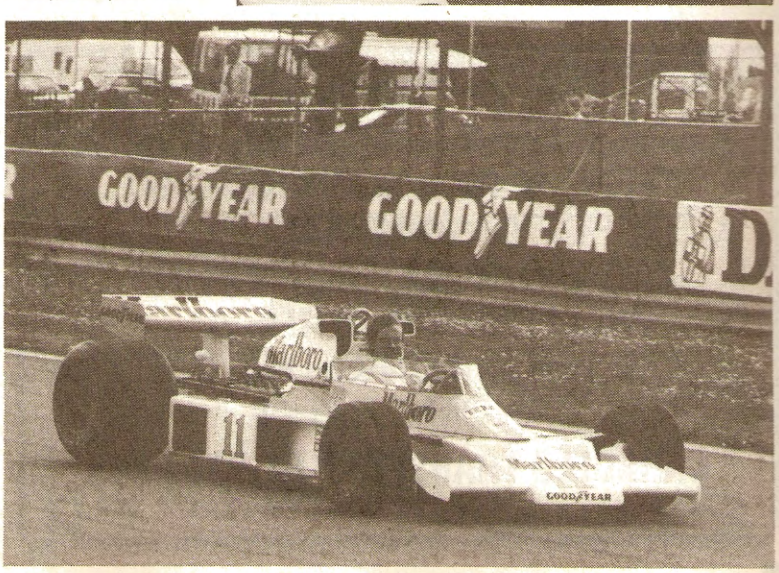
Top left: The BBC was at the event, recording for a programme which was broadcast on Bank Holiday Monday afternoon. Above: This line-up of historic Grand Prix cars includes a very rare sight — no fewer than three of the cars which contested the 1908 French GP, held at Dieppe. They are (r to l), Panhard et Levassor, Austin and Itala — their combined capacity is 34-litres! Other rare GP cars at the event included a 1921 Ballot, 1922 Sunbeam, Bugatti Type 59, the BRM driven by Graham Hill to his first World Championship in 1962 and an ex-Peterson/ Rindt Lotus 72 sent along by Team Lotus. Left: Another superb turn-out came from the Rolls-Royce Enthusiasts Club, who provided enormous numbers of the car said to be the 'Best in the World'. These marque examples are all Edwardian Silver Ghosts, perhaps the most desirable of them all, with the car nearest the camera being one of four cars, built for the 1913 Alpine trial. There was even a Rolls-Royce armoured car on display, loaned by the Bovingdon Tank Museum.



Some of the most spectacular cars at Motor 100 were the record breakers: there were 12, ranging from a 1902 Mors through to the current Land Speed Record holder, Thrust 2. Sir Henry Segrave's 'Golden Arrow' (left) broke the record in 1929 at Daytona, raising it to 231.44mph, while Parry Thomas's 27-litre, Liberty aero-engined 'Babs' (right) comes from a slightly earlier, less scientific age — it gained the record in 1927 at Pendine Sands, at 171.02mph. Behind can be seen the 1923 Delage V12, the last car to take the LSR on the public highway! Below left: These racing drivers are getting younger and younger! Below right: James Hunt was one of the celebrities on hand — here he's reacquainted with a McLaren M23, of the type in which he won the 1976 World Championship.







British plans for Talon cars

Advanced Racing Concepts's Talon *marque* should be represented in British FF1600 and FF2000 events within the next couple of months. Mick Penfold and Ken Taylor are currently laying down both versions to British specification, having put three cars into the USA via BRITS Inc., since the start of the company's first year of car manufacture.

"We're particularly keen to push the 2-litre side over here," explained Penfold last week, "and a leading FF1600 driver is keen to try the 85F version."

Reaction to the Talon in the States has been encouraging, the design being particularly fast in a straight line, demanding higher gearing than the BRITS team's existing Reynard chassis.

One of the American cars was crash-tested recently at Sears Point, works driver Peter Hastrup stepping out of a multiple 'end-over-ender' with only bruising to show for the experience. The car also stood up well, although a replacement has subsequently been built.

Tweeked into action

Cheshire farmer David Mellor has been lured back to the FF1600 circuit by the Formula E initiative, two years after lack of finance forced him to put his Crosslé 45F into the corner of a barn. Backed by Alan Minshaw's Demon Tweeks emporium, and old mentor Richard Peacock, Mellor finished a close second on his comeback race at Oulton Park, despite aged tyres.

David's machine is being prepared and run by Colin Benn, and is expected to be put into the winner's circle by its capable pilot, once he is back into the swing of frantic competition.

BRIEFLY

■ The works Gätmo FF1600 engine of Bertrand Gachot, used so effectively in Britain and Europe, was stripped for inspection last week and declared legal by EFDA-appointed officials.

■ Bognor Regis MC's very popular annual sprint meeting at Goodwood has happily escaped the cuts at the Sussex venue this season, and will take place as scheduled on Sunday, August 4. Alex Sayer & Partners, the well-known local surveyors, will sponsor the event.

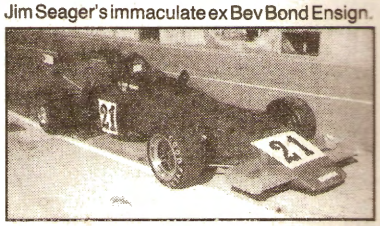
■ At last the committee of the Classic Saloon Car Club has decided to concentrate on just one set of regulations for its Pre-'57 saloon events. From 1987 the 'modified' sections will be dropped, and all competing cars will have to conform to the 'road-going' rules.

■ Former Touraco team-mates Ian Khan and Mark Peters are teaming up for this weekend's Willhire 24 Hours marathon, at the wheel of Khan's Marshall Asquith Racing-prepared NMT Storage and Distribution Ford Capri.

■ Tenerife's Felipe Machado, injured in the opening round of the Racing Displays British FF2000 championship at Brands, will rejoin the Madgwick team's Reynard line-up next month.

■ Following a break-in at his present base, F4 competitor Jim Seager is looking to rent a small garage/workshop in South London, from which to run his ex/Bev Bond Ensign LNF3. Jim can be contacted on 01-701 0400.

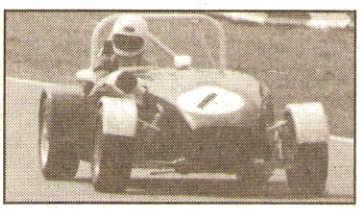
Jim Seager's immaculate ex Bev Bond Ensign.

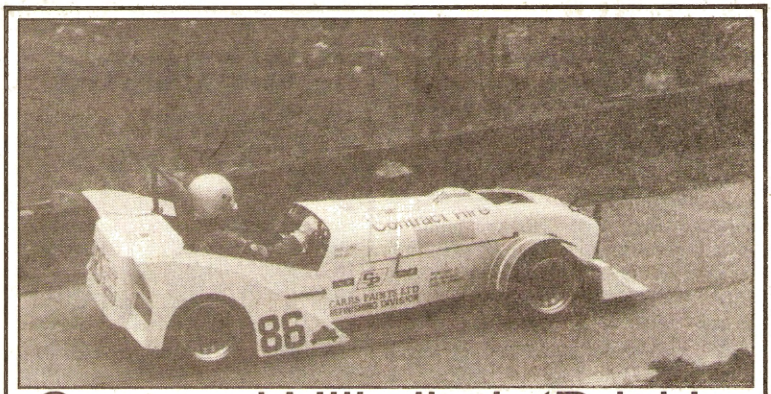


O&C OK?

Oldham & Crowther, renowned for their Jaguar preparation work (and the XK120 racer WPU 207 in particular) have entered the popular kit car championship with their own O&C sports car, powered by a Toyota Celica engine. Dave Preece shook down the rapid, if angular, device at Silverstone recently, and was apparently impressed with its handling, and the 'poke' of the derestricted 2-litre F3 unit. Former rallycross and sports car man Preece had not raced for a couple of seasons, prior to the test.

O&Cs F3 powered car; Preece at the wheel.





Carr and Hill climb 'Brick'

One of the most exciting new Aston Martin Hillclimb Leaders championship contenders this season is the ex-Rob Cox Caterham Seven 'Black Brick 1' of Midlanders Nick Carr and Sam Hill, seen here at Prescott. Supported by the Refinishing Division of Carr's Paints Ltd and BRS Truck Rental and Contract Hire (Oldbury branch), the white 2-litre projectile is shaping up well at its new discipline. Northerner Leon Bachelier also has a 'brick-ised' Seven on the hills.



No less than seven Ford Capri 2.8is will provide stiff class B opposition

Willhire night riders

4pm Saturday sees the start of the sixth Willhire 24 Hours at Norfolk's Snetterton venue. Unlike last year's event, the race precludes sports cars and will be run solely as a round of the Uniroyal Tyres production saloon championship, again organised by the BRSCC.

For last year's event, the RACMSA granted special dispensation for the sizé of the Snetterton grid to be increased from the normal 30 car maximum, to 36. With this again in force, the BRSCC still found the event oversubscribed and priority has been given to regular Uniroyal contestants.

Last year's winning driver combination of Bill Taylor, Barry Robinson, Paul Edwards and John Lock remain together to attempt a second win, although the winning car, a Porsche 911 Carrera is, of course, ineligible. If Taylor wins, it will be his 50th race victory in three years . The team have therefore adopted the logical approach and purchased the first saloon home last year, the Rover Vitesse of Pete Hall's Industrial Control Services concern. The car finished second overall last year and must start as one of the favourites.

Sadly, the ICS team itself will not be in evidence, but Phil Dowsett has teamed up with Andy McLennan and Roger Jones in the Simmons Synthesisers Colt Starion Turbo. Dowsett has the incredible record of four wins and a second from five starts and the team will prove very difficult to beat, providing the Colt lasts the distance. Also relying on Japanese staying power will be Colin Blower and Tiff Needell in the BF Goodrich Starion, and a third car entered by Bob Nelson.

Regular OBM Metro driver, Vic Covey, has teamed up with former Grovewood Award winner, Tim Goss, in a Rover Vitesse entered by the OBM Challenge Team. Metro Challenge rival, Paul Taft will drive a Vitesse entered by Londoner Bob Irvine in what promises to be a closely fought top class.



Escort RS Turbo-class winning potential?

Prospects are looking equally interesting in the 2001-3000cc class with a selection of 2.8i Capris ranged against the General Motors Dealersport entry of Tony Lanfranchi, John Cleland and rally ace, Jimmy McRae. Also, there will be the impressive — if controversial — Swinford Motors Mercedes 190 for regular driver Roger Eccles, 'Dickie' Attwood, John Cooper and Martin Carroll, who will soon be seen in a second example in the remaining Uniroyal rounds.

At the time of going to press, it is known that the homologation inspection for the Ford Escort RS Turbo has been carried out and that subject to the relevant red tape being overcome, three of the cars will be entered. Thundersaloons duo, Vince Woodman and Jonathan Buncombe will join Chris Sanders in one, while Mike Smith, Lionel Abbott and Stuart McCrudden share a second. Willhire boss Roger Williams shares the Telecom entry with Mike Ridley and Dave Wallis.

General Motors Dealersport have two Astra GTEs in the up to 2000cc class for Terry Nightingale, Melvin Hodgson and the vastly experienced Peter Baldwin in one, and Doug Wood, John Barlett and David Furrows sharing a second. The Fiat Strada Abarths may will prove to be the cars to beat, however, and motoring scribes Jesse Crosse and Jeremy Walton should run strongly in the Sparkomatic *Performance Car* entry. Another driver more usually seen behind a typewriter will be Jeremy Shaw, sharing the Daihatsu Charade Turbo with Will Hoy, Richard Groombridge and Gareth Chapman.

Plenty of off-track entertainment will be spearheaded by Adrian John hosting a Radio 1 roadshow from the circuit on the Saturday. There will be aerobatics from the Marlboro Pitts Specials and helicopter rides are available for those wanting an aerial view. Trade stands and a funfair will keep you amused with entry for the whole weekend a very reasonable £5. Children under 14 are free, as are camping and car parking. Testing starts at 9am on Friday, May 31 with further official practice between 10.30pm and midnight. Practice resumes at 9pm on Saturday with the race beginning at 4pm. It's a unique event, so come on, get out your 'pep' pills and matchsticks.

James Kaye — up to 1300cc pacesetter?





INTERNATIONAL RACES

SUZUKA F2

What a Lark for Satoru!

The strongest rival of Satoru Nakajima (reigning champion and series leader in the Japanese F2 series), Kazuyoshi Hoshino drove the Lark-sponsored March off the course at the high speed double-apex first corner at Suzuka during the morning warm-up session. Hoshino was not injured, but the car was severely damaged, and he decided not to take part.

In the wet morning qualifying on Saturday, Kenny Acheson was the fastest man. Hoshino was second and Nakajima was third. However, in the dry afternoon session, Nakajima snatched pole position on his very last lap with 2:11.479, and Kenny and Roberto Moreno followed.

The race started in fine conditions. The biggest risk on the tyre side was for the Yokohama-shod drivers, because they had to use an untested tyre for the race. Acheson and Moreno both ran only one lap with the tyre in the morning session, and they chose it because the others had less grip and traction. "I hope they will live until the end, but nobody knows," said Acheson.

Acheson made a superb start to lead Nakajima, Moreno, Eje Elgh and Akio Morimoto, and kept the position for four laps, but Nakajima easily passed him on lap 5 and ran away as in his last two races. He never made a mistake and finished with a big margin of 28 secs to second-placed Masahiro Hasemi. Hasemi was in a good shape from qualifying and ran a very consistent race. Acheson was second when he retired with broken steering, which put his Advan-March 85J Honda off the course at a very fast right-hander — he was lucky to escape without injury.

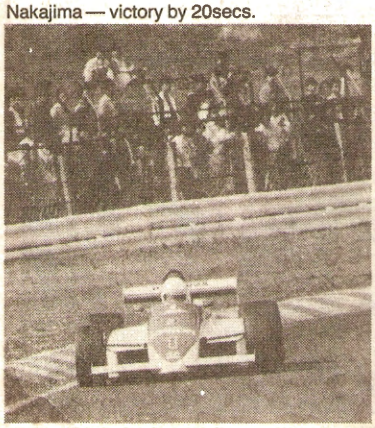
The hero of the race was Lees, who brought the March-Yamaha 85J to second place on lap 8 and kept the position for eight laps. On lap 16 Lees headed for the pits with electrical problems and restarted two laps later. Moreno looked exhausted because he had 'flu. He was third at the start but dropped to sixth at the end, after a good battle with Hasemi, Lees and Elgh.

KUNIHIKO AKAI

SUZUKA (J)
May 26
All-Japan F2 Championship, round 3

1, Satoru Nakajima (March-Honda 85J);
2, Masahiro Hasemi (March-Honda 85J);
3, Keiji Matsumoto (March-BMW 85J);
4, Akira Hagiwara (March-BMW 85J);
5, Eje Elgh (March-Honda 85J);
6, Roberto Moreno (March-Honda 85J).
Next round: Suzuka, Jul 7.

Nakajima — victory by 20secs.



CHARLOTTE NASCAR

Winston King

Darrell Waltrip squeezed the last drop of fuel from his Junior Johnson/Budweiser Chevrolet to win the World 600 at Charlotte.

Waltrip, who also won the $200,000 first prize in Saturday's 'Winston' match up for last year's race winners, ran the final 110 miles on a single tank of fuel, running dry as he took the chequer. Harry Gant took second after pitting from the lead for more fuel with just 10 laps to go. Bobby Allison had his best race of the year into third.

Bill Elliott lost his first chance of the $1m bonus for winning three of NASCAR's big four super-speedway races when radio, brake and tyre problems dropped him to 18th at the finish. He can still earn the $1m bonus by winning the Southern 500 at Darlington on Sep 1.

JOHN ZIMMERMANN

CHARLOTTE (USA)
May 26
World 600
NASCAR Winston Cup Grand National, round 11
400 laps — 600 miles

1, Darrell Waltrip (Chevrolet Monte Carlo), 4h 13m 59s, 141.742mph;
2, Harry Gant (Chevrolet Monte Carlo), 400 laps;
3, Bobby Allison (Buick Regal), 400 laps;
4, Dale Earnhardt (Chevrolet Monte Carlo), 399 laps;
5, Terry Labonte (Chevrolet Monte Carlo), 399 laps;
6, Lake Speed (Chevrolet Monte Carlo), 397 laps;

LIME ROCK: IMSA CAMEL GT



Brian Redman's Jaguar was beaten back to second by a flying Drake Olsen.

Drake breaks his duck

Drake Olsen came from 40 secs behind to win a dramatic IMSA Camel GT race at Lime Rock, Connecticut on Monday, taking the lead with only 12 laps remaining in the race. When victory looked assured he spun two laps later, but fought back again to overtake the leading Jaguar XJR-5 of Brian Redman for a second time. At the flag Olsen in the Dyson Racing Porsche 962 had built a lead of 58 secs, despite a rain storm in the final four laps.

Al Holbert, the poleman, took the lead at the start in his Lowenbrau Porsche 962 until a pop-off valve blew out and he had to reduce speed for the remainder of the race.

After all the leading runners had pitted at half distance, Olsen, driving solo, began to reel in the leading Jaguar of Brian Redman/Hurley Haywood which was slowed when the screen became covered in oil. As the Jaguar slowed Olsen made up a 16 secs deficit to take the lead 12 laps from the flag, only to spin on the tight Lime Rock course two laps later. Two laps later he was back in the lead, while the Jaguar pitted to clear its screen as soon as it was passed.

JONATHAN INGRAM

LIME ROCK (USA)
IMSA Camel GT Championship, round 8
137 laps — 209.61 miles

1, Drake Olsen (Porsche 962), 2-42:00.58, 103.50mph;
2, Brian Redman/Hurley Haywood (Jaguar XJR-5), 137 laps;
3, Pete Halsmer/John Morton (Porsche 962), 135 laps;
4, Al Holbert (Porsche 962), 134 laps;
5, Jim Busby/Rick Knoop (Porsche 962), 130 laps;
6, Bob Tullius/Chip Robinson (Jaguar XJR-5), 127 laps.
GTO winner: Peter & Michael Greenfield (Mazda-Tiga).

SUPER VEE

Super Hooper

Mike Hooper won the second round of the Bosch/VW Championship for Supervees on the 0.686 mile oval at Indianapolis Raceway Park on the night before the 500.

Hooper took control of the 80 lap contest at quarter distance after early leaders Jeff Andretti, Ken Johnson and Ted Prappas, as well as Long Beach winner Davy Jones, were eliminated or slowed by a string of inter-related incidents.

Second at the end was Mike Gross who started 10th and worked his way into the lead for a handful of mid-race laps before Hooper could repass.

JOHN ZIMMERMANN

INDIANAPOLIS (USA)
May 26
Bosch/VW Supervee Championship, round 2
80 laps — 54.88 miles

1, Mike Hooper (Ralt RT5); 2, Mike Gross (Ralt RT5); 3, Sid MacPherson (Ralt RT5); 4, Steve Bren (Ralt RT5); 5, Ken Campbell (Anson SA85); 6, Mike Miller (Ralt RT5).
No times or speeds given.



Adrian Kidd takes to the dirt on his way to seventh in the A final.

DANISH TRUCK GP

Hot Rod!

British trucks dominated the opening round of the European truck racing championship at Jyllandsringen. The Sealink-backed British team consisted of 11 trucks and included winners of two of the three heats, Rod Chapman and Richard Walker, with the former winning the final from the latter.

JYLLANDSRINGEN (DK)
May 11/12

Grand Final: 1, Rod Chapman (Ford Cargo). 17m21.42s; 2, Richard Walker (Leyland Road train), 17m26.50s; 3, K. Zanderbergen (Scania), 17m32.10s; 4, Pericaud/Monfrino (Iveco), 17m44.27s; 5, Klaus Mahler (MAN), 18m05.24s; 6, Andrew Levett, 18m05.28s.
Heat winners: Chapman; Walker; Duilio Ghislotti (Volvo F12).

JYLLANDSRING (DK)
May 5
Danish F F2000
2x8 laps — 14.66 miles

1, Henrik Larsen (Reynard-Nelson 84SF), 13m20.50s, 67.68mph; 2, Jesper Villumsen (Van Diemen-Nelson RF85), 13m30.55s; 3, Leif Jorgensen (Van Diemen-Minister RF82), 14m20.34s; 4, Steen Dupont (Sparton-DRT SA320), 14m28.85s; 5, Claus Martin (Corami-Nelson 84), 15 laps; 6, Soren Hede (Van Diemen-Minister RF78), 15 laps.
Fastest lap: Larsen, 45.27s, 72.89mph.

Danish FF1600
2x8 laps — 14.66 miles

1, Svend Hansen (Reynard-Nelson 84FF), 13m28.09s, 65.33mph; 2, Jens Anderson (Van Diemen-Minister RF85), 13m30.65s; 3, Klaus Pedersen (Van Diemen-Nelson RF79), 13m31.13s; 4, Steen Hinge (Van Diemen-Minister RF84), 13m31.70s; 5, Carl Bjarne Pedersen (Tiga-Scholar FF79), 13m37.73s; 6, Hans-Jorn Andersen (Van Diemen-Minister RF80), 13m42.91s.
Fastest lap: Andersen, 48.78s, 67.64mph.

PAU F3

Another for Raphanel

Fresh from his success in Monaco, Pierre-Henri Raphanel led home an ORECA Martini one-two in the fourth round of the French F3 series.

Raphanel started from pole, but was led off the line by Frederic Delavallade. At the start of lap 11, the Monaco winner slipped his Martini inside Delavallade's similar car at the first corner and proceeded to draw away. Soon after, though, light rain began to fall which became heavier, and after 15 laps the race was stopped, being restarted on a wet track for 10 more laps. This Raphanel led all the way, despite increasing pressure from Yannick Dalmas, Denis Morin and Michel Trollé. It was his third win in the championship. Second went to Trollé in a last-gasp effort.

BOB CONSTANDUROS

PAU (F)
May 26
French Formula 3 Championship, round 4
15 laps + 10 laps — 43.125 miles.

1, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45). 36m 46.40s, no average speed given; 2, Yannick Dalmas (Martini-Alfa Romeo HK45), 36m 56.16s; 3, Denis Morin (Martini-Alfa Romeo MK45), 37m 00.68s; 4, Michel Trollé (Ralt-VW RT30), 57m 06.72s; 5, Dominique Delestre (Ralt-VW RT30), 57m 27.39s; 6, Paul Belmondo (Reynard-VW 853), 38m 47.37s; 7, Joe Ris (Martini-Alfa Romeo MK 45), 38m 53.57s; 8, Gilles de Hemming (Martini-Alfa Romeo MK45), 39m 23.87s; 9, James Weaver (Swice-VW 385), 39m 27.03s; 10, Bernard Cognet (Martini-Alfa Romeo MK45), 24 laps; 11, Bruno Ilien (Ralt-Toyota RT3), 23 laps; no other finishers.

Fastest lap: Raphanel, 1m 18.86s, 78.29mph.

PAU SUPER SPORTS

Tricky Dickie

Richard Attwood won a magnificent 15 lap Super Sports race when he beat Richard Knight's McLaren M6 off the line and proceeded to lap all but the first five cars.

Attwood's Porsche 908 was ideally suited to the twisty nature of the Pau circuit, particularly in the damp conditions, but Knight started from pole position and kept up a valiant pursuit, to finish a mere 1.79secs behind at the end. Charles Agg's McLaren M1C had been closely in touch during the early stages, but he steadily dropped back, although his was a safe third once Ted Williams had retired his monstrous March 707 from fourth when the gear selection broke. Andrew Fletcher fought off a challenge from Mike Wheatley's Lola T70 and they finished fourth and fifth, while Bernd Becker was the first lapped runner after an excellent drive through the field from last place in his Porsche 910.

Stirling Moss, incidentally, finished 10th — on his first visit to the circuit!

BOB CONSTANDUROS

PAU(F)
May 27
15 laps — 25.875 miles

1, Richard Attwood (Porsche 908), 24m 23.09s, 63.666mph; 2, Richard Knight (McLaren M6), 24m 24.88s; 3, Charles Agg (McLaren M1C), 25m 02.35s; 4, Andrew Fletcher (Chevron B16), 25m 54.99s; 5, Mike Wheatley (Lola T70 Mk3B), 25m 59.66s; 6, Bernd Becker (Porsche 910), 14 laps.

Fastest lap: Knight, 1m 30.38s, 68.31mph.



NATIONAL RACES

KNOCKHILL

Records fall

The first meeting of the season at Knockhill was thankfully able to proceed as the clouds lifted. Unfortunately this type of weather was only conducive to attracting the hardiest enthusiasts who were warmed by some of the closest Road Car and FF1600 racing seen in Scotland in a seven event programme.

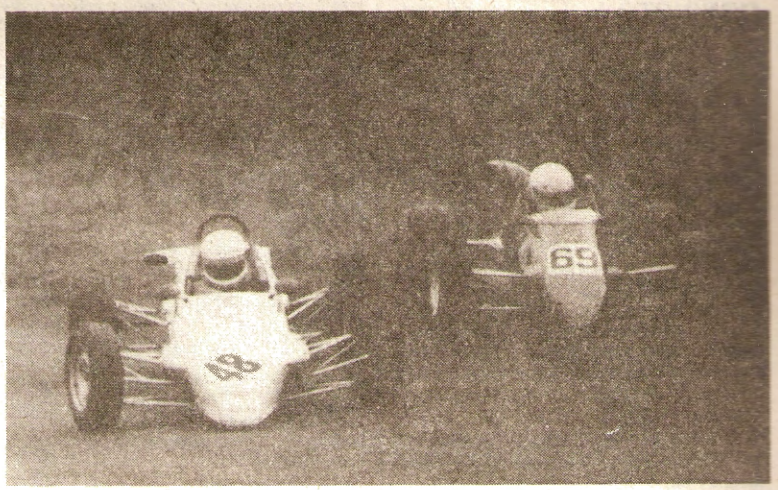
With Ron Cumming a disgruntled non-starter, the smallish field of GT cars was augmented by the FES/James Jack Lancia Toleman of Jim McGaughay against seven Imp engined variants. However, it was the fleet Drambuie Imp which made a lightning getaway, leaving the Toleman to contend with Eric Munnoch who streaked his Davrian through to second until McGaughay asserted himself. He took the front when Forrest dropped out, briefly elevating the Davrian of Jim McDonald to third, soon to be overwhelmed by Ricky Gauld's Davrian which was provoked into spinning by the Davrian of John Bothamley who annexed second spot as Munnoch's car fell sick, Gauld recovering to third.

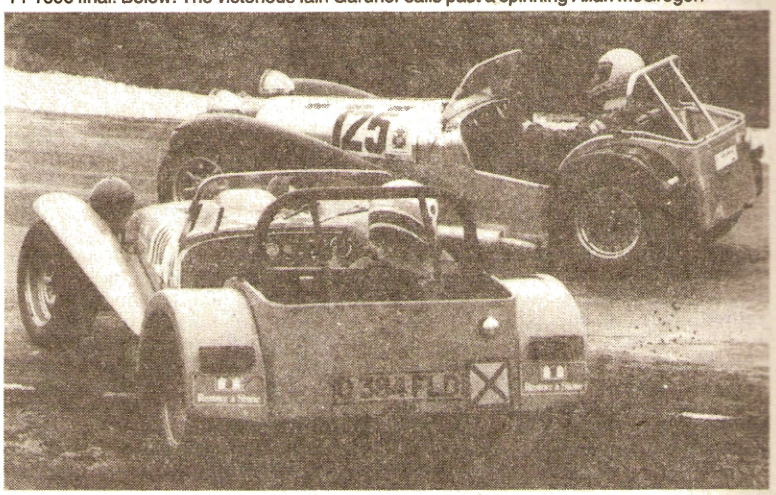
In the opening FF1600 race, Harvey Gillander elbowed his Van Diemen away from fellow countryman Colin Harper's older model, but Roy Low in his PRS was intent to improve his lot, pulling past Harper only to spin back to fourth, letting Neil Cochrane through in his Lola. Fifth place was in contention, as Mike MacPherson fought off Allan Mutter, on his home territory, with Campbell Chisholm aiming to get his Crossle into the act.

The healthy field of Road Cars was led off by the Fiesta of Olly Ross, from the similar model of Bruce Lyle, however on this power circuit it was Angus Beith who upset the form books, slamming his Escort in front, spurring Tom Bell to haul his Capri into contention and clear of David Ogilvie. Beith spun, Lyle taking a short-lived lead before Graham McCallum, revelling in the circuit, powered his Porsche 911 through from mid field. Fifth fell the yellow avenger of Glen Mortimer.

Tom Brown, on his racing school track, held sway over the large FF1600 field, easing his Crossle away from Willie Rose with Andy Sim fulfilling his Ingliston promise, heading Cameron Binnie. Peter Jamieson had Harvey Gillanders on a short tow with Stewart Roden hustling the Van Diemen (not Rotor) alongside, leaving Neil Cochrane waiting to seize any opportunity.

Binnie set a lap record, as he hurled his blue car into second, to set about reeling in the leader. Passing was a different matter, leading the pair into gyrating on the penultimate lap, letting Andy Sim snatch victory. Binnie was entangled in the catch fencing. At the same spot, Roy Low was surprised to be punted off as Peter Jamieson used the PRS to slow his brakeless car.





Plenty of action at Knockhill. Above: Tom Brown and Cameron Binnie spin off in formation in the FF1600 final. Below: The victorious Iain Gardner sails past a spinning Allan McGregor.

Iain Gardner took command of the Road Car event, his Lotus Seven, formerly driven by circuit owner Derek Butcher, rushing away from the Sunbeam Lotus of Ian Bruce. Allan McGregor slammed his Caterham 7 past the Sunbeam Lotus of Ray McDowell only to spin off, the latter collecting second as the Bruce car sprang a petrol leak. Howard Fowler took third.

The FF2000/Clubmans race was somewhat light in entries, John Fyda non-starting, leaving Kenny Allen to light his tyres in his usual storming getaway. Tom Brown in the Van Diemen was next up but demoted by Eric Paterson, Harry Minty being next along in a similar Van Diemen. Alas, the leader was pulled in to have his bodywork taped down, resulting in a disgruntled third.

The final event was a handicap affair with 10 road saloons entered, Iain Gardner storming off from scratch position, his Lotus Seven finishing third behind the Clan Crusader of Stan Share and the leader, Craig Conway.

BILL HENDERSON

SNETTERTON

Adrian Willmott was the star of the BARC's leisurely six race offering. He took his RF85 to two convincing victories — in the TT Junior and Champion of Snetterton FF1600 races. With the Willhire 24 Hours looming the Monroe saloon men took things easy — Andy McLennan running out a clear winner. Other deserved winners were Jeff Gresswell ('74-'78 FF1600) and Tony Halliwell (Sabre Pre-'80 FF200).

KNOCKHILL, May 19, SSCC

GT race (12 laps) — Overall: 1, Jim McGaughay (2.0 FES Lancia Toleman), 12m13.6s, 75.96mph; 2, John Bothamley (1.0 Bilston Davrian), 13m12.3s; 3, Ricky Gauld (1.0 Davrian Mk 7), 11 laps; 4, Eric Munnoch (1.0 Davrian Mk8), 11 laps. **Up to 1000cc:** 1, Bothamley; 2, Gauld; 3, Munnoch. **Over 1000cc:** 1, McGaughay. No other starters. **Fastest lap:** McGaughay, 56.6s, 82.04mph.

FF1600 race (10 laps): 1, Harvey Gillanders (Van Diemen-Minister RF85), 10m18.4s, 75.09mph; 2, Neil Cochrane (Lola-Minister T644E), 10m22.2s; 3, Roy Low (PRS-Minister 81F), 10m23.9s; 4, Colin Harper (Van Diemen RF78), 10m24.2s; 5, Mike MacPherson (Van Diemen RF81), 10m34.9s; 6, Campbell Chisholm (Crossle 25F), 10m37.7s. **Fastest lap:** Low, 1m00.1s, 77.27mph.

Road Cars race (10 laps): 1, Graham McCallum (2.7 Porsche 911), 11m55.7s, 64.88mph; 2, Tom Bell (3.0 Ford Capri), 11m57.2s; 3, Bruce Lyle (1.6 Ford Fiesta), 11m58.0s; 4, Angus Beith (2.0 Ford Escort MkII), 12m03.5s; 5, Glen Mortimer (1.6 Avenger), 12m09.2s; 6, Olly Ross (1.6 Ford Fiesta), 12m09.9s. **Fastest lap:** McCallum, 1m08.7s, 67.59mph.

FF1600 race (12 laps): 1, Andy Sim (Reynard-Irwin), 12m09.5s, 76.39mph; 2, Tom Brown (Crossle-Scholar 55F), 12m10.6s; 3, Harvey Gillanders (Van Diemen-Minister RF 85), 12m10.8s; 4, Willie Rose (Reynard-Minister), 10m11.8s; 5, Stewart Roden (Van Diemen), 10m11.9s; 6, Neil Cochrane (Lola-Minister T644E), 10m15.1s. **Fastest lap:** Cameron Binnie (Van Diemen), 58.8s, 78.97mph. **(record).**

Road Cars race (12 laps): 1, Iain Gardner (1.6 Ziggi Lotus 7), 13m24.1s, 69.30mph; 2, Ray MacDowell (2.2 Lotus Sunbeam), 14m05.9s; 3, Howard Fowler (3.0 Ford Capri), 14m11.1s; 4, Graham McCallum (2.7 Porsche 911), 14m11.5s; 5, Tom Bell (3.0 Ford Capri), 14m16.7s; 6, Bruce Lyle (1.6 Ford Fiesta), 14m22.4s. **Fastest lap:** Gardner, 1m04.7s, 71.77mph. **(record).**

FF2000/Clubmans race (12 laps) — Overall: 1, Eric Paterson (1.7 Mallock Mk 27), 11m44.8s, 79.06mph; 2, Tom Brown (2.0 Van Diemen RF83), 11m47.9s; 3, Kenny Allen (1.7 Vision V84), 11m52.1s; 4, Harry Minty (2.0 Van Diemen RF83), 11m53.3s. **Clubmans 'A':** 1, Paterson; 2, Allen; 3, Alex Dobbie (1.7 Mallock 24). **Fastest lap:** Allen, 54.7s, 86.79mph. **FF2000:** 1, Brown; 2, Minty; 3, Roy Wilson (Reynard 81SF). **Fastest lap:** Brown.

Road Car Handicap race (10 laps): 1, Craig Conway (1.6 Ford Fiesta); 2, Stan Share (1.2 Clan Crusader); 3, Iain Gardner (1.6 Lotus 7); 4, Ray MacDowell (2.2 Lotus Sunbeam); 5, Bill Carr (1.8 MGB); 6, Bruce Lyle (1.6 Ford Fiesta). **Fastest lap:** Gardner, 1m04.5s, 72.00mph.

DONINGTON

Tony's top



Setting one's road-going MG Midget up for optimum performance down to Redgate Corner?

First race on the 750MC's value-for-money programme was for Road Going MG Midgets with a full grid turning out. Peter Felix led Lawrence Croydon-Fowler round for the first lap then C-F was displaced by Peter Hiley and David Gibson. On lap 4 the lead changed in favour of Hiley. Gibson took over the running at the head of the pack at mid-distance with Felix in second. Panel bashing dropped Hiley out of the running, as Felix and he spun at the Old Hairpin, letting Gibson lead the Croydon-Fowlers to the flag. Felix recovered to take a distant fourth, just ahead of James Thacker with Clive Cherry and Alan Meadows just behind.

Little separated the Marcos Mantula pair of Mark Hales and David Sheppard in practice for the kitcar race, with Hales on pole. On the drag down to Redgate it was the cheeky Ginetta G4 of Tony Ingram in the lead. He only lasted a short distance and at the end of lap 1 Hales led from the Ginetta which was under threat from Sheppard. On lap 3 Sheppard passed the Ginetta and set after Hales, but at half distance Hales was clear as Sheppard retired with engine maladies. This elevated Ingram to runner-up, well ahead of Trevor Needham, Dave Preece and Ted Marlow. As it happened Ingram was not destined to take second, as Hales retired his Mantula after eight laps and he took over to win.

It rained for the start of the Modified Sports and Midget race, which made things interesting. Robin Harvey used the traction of his Davrian to take an early lead, but was soon passed by Steve Everitt whose Midget held the premier spot ahead of Harvey and Norman McRoberts for most of the rest of the 10 laps. Treading very warily, McRoberts took the lead at the end of lap 8 and with Everitt behind took the flag after a splendid drive. Harvey was relegated to third, but had a go at Everitt out of the chicane on the last lap, just failing to get past. Julie Thwaites was fourth after a lonely drive ahead of the battling Midgets of John Gallagher and Steve Watkins.

With the track still wet, the Reliant 750s put on a good race. Bob Simpson was at the head of the field with Ernie Frost breathing down his neck. As the leading pair pulled away from the rest, Simon Fry annexed a safe third ahead of Tim Green, Garry Dobbin and Peter Nichols. Frost moved past Simpson to take the lead and had the front spot on lap 6 when Simpson made a move entering the Chicane, unfortunately Ian Blackwood chose that moment to spin. The resulting confusion saw all three virtually stopped and Frost was first away by a fair margin. Simpson fought back well, however, and was up with Frost again on lap 8, taking the lead on the last lap.

The Roadgoing Sports cars had a drying track and the lead was a fight between the Porsche and Morgan brigade. Michael Phillips had the edge for most of the race, initially over Grahame Bryant and then from Robin Gray. Gray did get into the lead, but his tenure was short-lived and he retired, giving the lead back to Phillips. Bryant had been down in fourth, but fought past John Morrison to pass Phillips on the start of the last lap. Possibly helped by the fact that his brakes had faded after five laps, Phillips charged through to the flag and took the winning spot by a fraction as Morrison dropped back on the last lap, and Keith Russell claimed third from John Wrightson with Keith Ashby taking fifth after an interesting race.

Martin Walford had the front placing for all of the F1300 race, but it was not for want of trying on the part of the other runners. Walford installed himself at the front, with Derek Langley behind, John Holroyd third and Martyn Lane fourth. Lane moved to second on lap 3 with Langley and Holroyd still in the running. At half distance Holroyd lost fourth to Richard Gilmore who took third away from Langley a lap later. Lane was under threat from Gilmour, who slipped past into second on lap 7. For the remainder of the race Walford had a couple of car lengths over Gilmour. Lane was close behind in third, while Trevor Gant moved up in his GRM to fill fourth ahead of Langley and Holroyd.

The smallest grid of the day was composed of Formula 4 entries. Mike Whatley had no problems at the front. Bob Davis was second on lap 1, but soon fell prey to Rob Moores and Paul Tickner. Tickner passed Moores and held on until lap 8 when he coasted into the pits with a dead engine, leaving Moores to claim second. Dick Penny headed Davis and stuck there to take third.

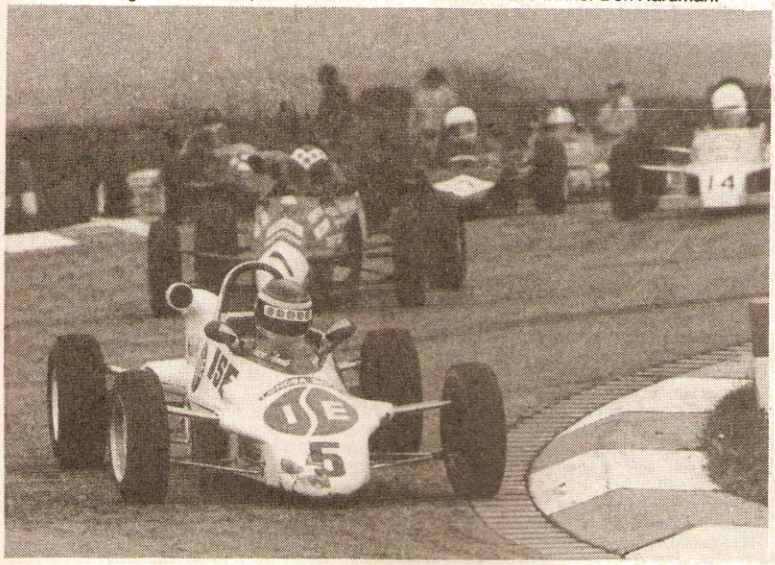
Paul Morton put his Pacer on pole position for the FF1600 race and promptly went off on the warming-up lap . . . Luckily, the Pacer was extracted from the sand and took up pole a little late — very dirty and without nosecone. At the start Antonio Armelin went into the lead ahead of Don Hardman, Simon Wayne, Dave Morgan and Morton. Hardman took the lead on lap 2 entering the Chicane in a superb overtaking manoeuvre and pulled away from Armelin to be 5secs in front at the flag. Bernard Horwood came through in fine style to claim third spot and lead Morgan, Morton, Peter Ecclestone and the rest. With two laps left, Morton deposed of Horwood for third, while Wayne fought back after a moment to take fifth just in front of Morgan.

Assorted TR Register racers were rather shown up by the speed of Reg Woodcock and his venerable TR3 who pulled out over 10secs on the rest by the finish. Really, then, the race was for second place. Peter Cox held the second spot all race, fending off all advances by John Welburn.

With time running out, the Formula Vee cars looked set to have a truncated race, but finally made it through all 10 laps. Kevin Martin led Keith Atkins for the first three laps. Atkins then led before Martin got past again. Martin had only one lap ahead this time, however, and when Atkins made it to the front on lap 6 it was for good, the new car pulling away to the flag. Martin held second to the finish, although Mark Hadfield looked to be closing on him. Andrew Ingram made it to fourth after a race-long battle with Peter Roberts and Andy Storer.

PAUL BOOTHROYD

First time through the Chicane, and Antonio Armelin holds off race winner Don Hardman.



DONINGTON, May 26, 750 MC

MGCC Road-Going Spridget race (9 laps): 1, David Gibson (1.3 Midget), 14m43.2s, 71.80mph; 2, Simon Croydon-Fowler (1.3 Austin Healey Sprite Mk1), 14m48.0s; 3, Lawrence Croydon-Fowler (1.3 Austin Healey Sprite Mk1, 14m50.9s; 4, Peter Felix (1.3 Midget), 15m04.5s; 5, James Thacker (1.3 Midget), 15m05.4s; 6, Clive Cherry (1.3 Austin Healey Sprite), 15m06.3s. **Fastest Lap:** Felix and Peter Hiley (1.5 Midget), 1m36.1s, 73.32mph **(record).**

***Kit Cars and Specials Magazine* Challenge race (10 laps) — Overall**; 1, Tony Ingram (1.6 Ginetta G4), 15m07.4s, 77.65mph; 2, Trevor Needham (1.8 Ginetta G4), 15m17.8s; 3, Dave Preece (2.0 O&C Supersport), 15m54.2s; 4, Ted Marlow (3.0 Dutton B+V6), 15m55.8s. **Up to 1330cc**: 1, Stuart Beddow (1.3 Westfield 11), 16m20.8s, 71.84mph; 2, Bob Furness (1.3 Westfield 11), 16m43.2s; 3, Chris Pruchase (1.3 Westfield 11), 9 laps; 4, Gary Shilabeer (1.3 Nimbus Coupe). **Fastest lap**: 1m33.2s, 75.60mph **(establishes record) 1331-1645cc**: 1, Ingram; 2, Alistair Bell (1.6 Sylvia Leader), 16m29.1s; 3, Nigel Lacey (1.6 UVA Fugitive 2), 16m47.1s; 4, Heather Ballie (1.6 O&C Sprint), 17m12.8s. **Fastest lap**: Ingram, 1m28.1s, 79.98mph **(establishes record). 1646-2060cc**: 1, Needham, 76.77mph; 2, Preece 3, Tony Blewitt (1.65 Davrian Mk8), 16m41.6s; No other finishers. **Fastest lap**: Needham, 1m30.1s, 78.20mph **(establishes record). Over 2061cc**: 1, Marlow, 73.72mph; 2, Chris Watson (3.5 Cougar Monza), 16m39.9s; 3, Anthony Taylor (3.5 Aristocat), 16m41.3s; 4, Roy Payne (3.5 Sparton V8), 16m42.4s. **Fastest lap**: David Sheppard (3.5 Marcos Mantula), 1m26.5s, 81.45mph **(establishes record).**

750MC Modsports and MGCC Modified Midget race (10 laps) — Overall: 1, Norman McRoberts (2.7 Porsche Carrera RSR), 17m03.5s, 68.84mph; 2, Steve Everitt (1.5 Midget), 17m05.5s; 3, Robin Harvey (1.0 Davrian Mk8), 17m05.7s; 4, Julie Thwaites (1.0 Davrian Mk8), 17m41.7s. **Modified Midgets**: 1, Everitt, 68.71mph; 2, John Gallagher, 17m59.6s; 3, Steve Watkins, 18m00.4s; 4, Nigel Bance, 18m16.8s. **Fastest lap:** Everitt, 1m40.7s, 69.97mph **(record). Modsports — Up to 1000 cc**: 1, Harvey, 68.69mph; 2, Thwaites; 3, Richard Ridd (1.0 Davrian Mk7A), 18m30.0s; 4, Eric Hodgetts (1.0 Davrian), 9 laps. **Fastest lap**: Harvey, 1m40.9s, 69.83mph **(record). 1001-1500cc**: 1, Ken Roberts (1.5 TVR), 9 laps, 56.63mph. No other finishers. **Fastest lap**: Roberts, 2m00.4s, 58.58mph. **1501cc and over**: 1, McRoberts; 2, Richard Gamble (3.5 Marcos), 18m58.0s. No other finishers. **Fastest lap**: McRoberts, 1m38.5s, 71.53mph.

Dellorto Reliant 750 Formula race (10 laps): 1, Bob Simpson (SS Reliant), 16m24.8s, 71.55mph; 2, Ernie Frost (Hague 78), 16m25.0s; 3, Simon Fry (Nimrod 2B), 16m41.7s; 4, Peter Nicholls (Darvi Mk6), 17m32.7s; 5, Tim Green (Time 4B), 17m41.5s; 6, Garry Dobbin (Darvi Mk5), 17m50.9s. **Fastest lap**: Simpson, 1m34.9s, 74.24mph.

***Sporting Cars Magazine* Road Going Sports Car race (10 laps) — Overall**; 1, Michael Phillips (2.7 Porsche Carrera), 15m17.2s, 76.82mph; 2, Grahame Bryant (3.5 Morgan +8), 15m17.4s; 3, Keith Russell (3.0 Porsche 911), 15m42.3s; 4, John Wrightson (1.6 Lotus Elan), 15m50.3s. **Up to 1330cc**: 1, Paul Lucas (1.3 Triumph Spitfire), 16m34.4, 70.85mph; 2, Simon Croydon-Fowler (1.3 A-H Sprite Mk1), 9 laps; 3, Lawrence Croydon-Fowler (1.3 A-H Sprite Mk1); 4, Richard George (1.3 MG Midget). **Fastest lap**: Lucas, 1m35.9s, 73.47mph. **1331-2060cc**: 1, Wrightson, 74.14mph; 2, Geofff Sizzey (1.6 Turner Mk3), 16m08.6s; 3, Peter Turner (1.6 Lotus Elan), 16m21.4s; 4, Fergus Oakley (1.6 Caterham Super 7), 16m34.6s **Fastest lap**: Robin Gray (1.6 Caterham Super 7), 1m28.4s, 79.70mph. **(record). 2061cc and over:** 1, Phillips; 2, Bryant; 3, Russell; 4, Keith Ashby (2.7 Porsche 911SC), 15m52.5s. **Fastest lap:** Bryant, 1m28.4s, 79.70mph **(record).**

750MC Formula 1300 race (10 laps); 1, Martin Walford (WEV), 14m32.8s, 80.69mph; 2, Richard Gilmour, 14m33.0s; 3, Martyn Lane (Lola T492), 14m33.8s; 4, Trevor Gant (GRM), 14m35.5s; 5, Derek Langley (Haggispeed 6A), 14m43.9s; 6, John Holroyd (Molroyd), 14m55.5s. **Fastest lap**: Gilmour, 1m24.6s, 83.27mph.

750MC Formula 4 race (10 laps); 1, Mike Whatley (DeltaT81/4), 13m08.1s, 90.30mph; 2, Rob Moores (Chevron B38), 13m20.5s; 3, Dick Penny (Lola T470), 13m29.8s; 4, Bob Davis (Davis T5), 13m32.1s; 5, Iain Rowley (Cirrus 004), 13m48.1s; 6, Wally Liles (Van Diemen RF82), 13m49.2s. **Fastest lap**: Whatley, 1m17.0s, 91.49mph.

750MC FF1600 race (10 laps); 1, Don Hardman (Reynard-Nelson 85FF), 14m00.7s, 83.88mph; 2, Antonio Armelin (Reynard-Minister 83/84FF), 14m05.9s; 3, Paul Morton (Pacer-Nelson FFN), 14m23.3s; 4, Bernard Horwood (Rostron-Minister CT3), 14m23.7s; 5, Simon Wayne (Van Diemen-Scholar RF85), 14m24.3s; 6, Dave Morgan (Royale-Harris RP21), 14m24.8s. **Fastest lap**: Hardman, 1m22.5s, 85.39mph.

TR Register race (10 laps) — Overall and Modified class: 1, Reg Woodcock (TR3), 15m19.2s, 76.60mph; 2, Pete Cox (TR4), 15m29.9s; 3, John Welburn (TR2), 15m31.7s; 4, Geoff Mansfield (TR3A), 15m43.6s. **Fastest lap**: Woodcock, 1m29.6s, 78.62mph. **4 Cylinder Standard Cars**: 1, Len Foster (TR7), 9 laps, No speed given; 2, John Biggin (TR4A); No other starters. **Fastest lap**: Foster and Biggin, 1m46.5s, 66.15mph. **4 Cylinder Tuned Cars**: 1, Nick Boneham (TR4A), 9 laps, No speed given; 2, Michael Hunter (TR4A), 3, Phil Nicholls (TR4); 4, Michael Richards (TR4). **Fastest lap**: Hunter, 1m39.2s, 71.02mph. **6&8 Cylinder Standard Cars**: No starters. **6&8 Cylinder Tuned Cars**: 1, Chris Burberry (TR5), 9 laps, No speed given; 2, Evan MacKenzie (TR6); 3, Chris May (TR6); 4, Chris Carter (TR6). **Fastest lap**: Burberry, 1m38.4s, 71.59mph.

Autocavan Formula Vee race (10 laps): 1, Keith Atkins (Belgrave 85B), 14m31.2s, 81.00mph; 2, Kevin Martin (Scarab Mk2), 14m41.6s; 3, Mark Hadfield (Scarab Mk2), 14m44.0s; 4, Andrew Ingram (Scarab Mk2A), 14m48.6s; 5, Peter Roberts (Scarab Mk2), 14m49.2s; 6, Andy Storer (Scarab Mk2), 14m49.7s. **Fastest lap**: Atkins, 1m25.1s, 82.80mph.

BRANDS HATCH

Champion Chatfield

Three car races opened the two day car/bike meeting and Paul Webb had an opportunity to take over the Power screen (GB) Sports 1600 series lead, for Andy Smith had not travelled down from Scotland. But Webb's tardy start from pole enabled Guy Woodward to make all the running and the Southampton driver was left to battle for second place with Mike Sanders. Webb displaced the latter at Druids on lap 8, but in a confusing moment with a tail-ender along Cooper Straight on the final lap Sanders regained the spot. With Roger Billing slamming into the Clearways fencing on lap 2, Dave Orchard held down fourth place comfortably.

It looked as if Alan Humberstone would at last score some useful Wendy Wools Special Saloon points as the pink Skipmack Skoda determinedly held off Brian Chatsfield's BMW and the rest of the 25-strong field. But Humberstone got unbalanced on meeting a very slow backmarker at Clearways and ran off into the grass before rejoining behind Chatfield, who took the flag. Pete Baldwin's Marshall Mini convincingly held down a class winning third place and Rod Birley powered his Ford Sierra to fourth — despite a stuck open throttle — to pip Steve Minton's Escort, Ginger Marshall's Reliant Kitten and the 1-litre cars of Brian Prebble and John Pugsley. From the back of the grid, after dire practice problems, Tony Davies steered his Vauxhall Firenza around for ninth.



Look who's coming into Druids . . .



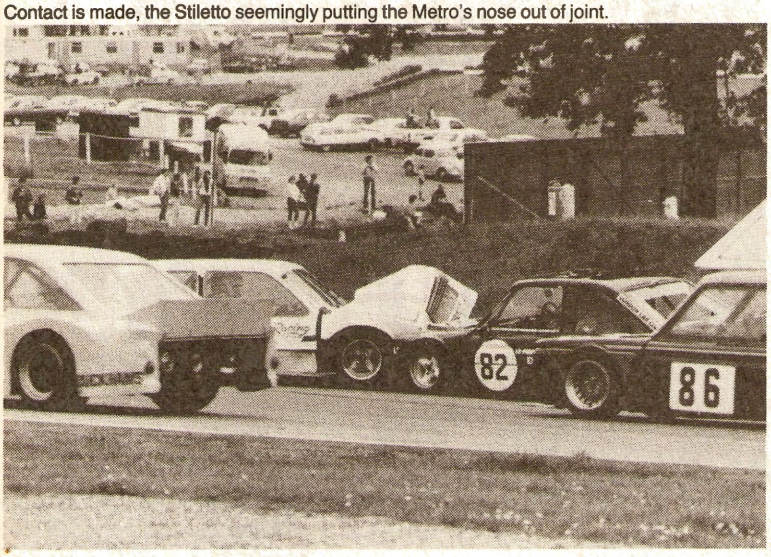
Alan Humberstone had the beating of Bill Griffin until meeting a backmarker . . .

Robert Nettleton's pole advantage in the BARC/MGOC race was nullified with an early excursion and although the midlander staged a spirited fightback he got no higher than fifth. Up front Grahame Davis firmly countered every move by Richard Horn, while Ron Hopkinson had an equally tough time with Derek Baker. The standard class saw Jeremy Lindley conjure a magical turn of speed from his Spridget after a delayed opening lap. In spite of rain towards the end of the race, Lindley impressively tail-slid his way around to a new lap record, 11th overall and third in class. The class honours fell to Robb Gravett and second to Jim Baynam who had already moved ahead of Darryl Davis when Davis spun.

The JPS Champion of Brands FF1600 series rounded off the two day entertainment and Ted Whitbourn grabbed the lead from Colin Stancombe as they crossed the line at the end of lap 7. Stancombe had forced ahead of Chris Hall's pole-winning Jamun at Clearways on lap 3, and Hall along with a closely following John Oxborrow span out of the hectic dice in a confusing moment at Paddock Bend. Len Bull held third place from then on while, in a much improved performance, Nicky d'Amico looked anything but out of place in fourth ahead of Len Greenney, once Rob Murphy had tangled with Bob Hawkins in an unfortunate incident along Cooper Straight.

PAUL HARMER

Contact is made, the Stiletto seemingly putting the Metro's nose out of joint.



BRANDS HATCH, May 26, BARC

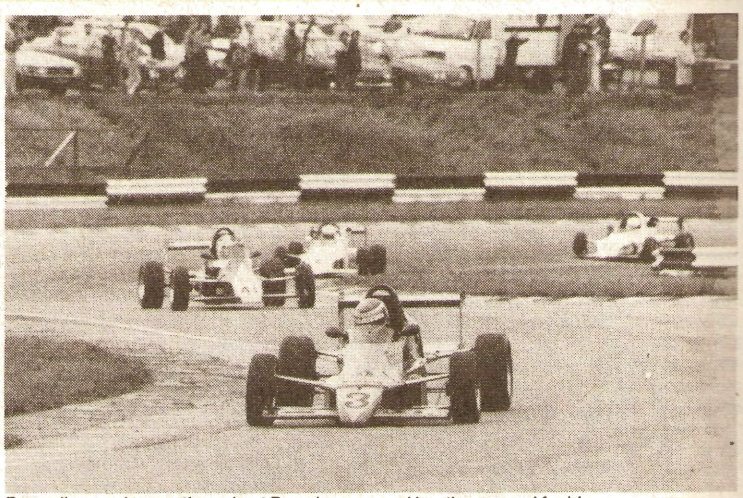
Powerscreen (GB) Sports 1600 race (10 laps): 1, Guy Woodward (Mallock-Scholar Mk24), 8m 28.25s, 85.25mph; 2, Mike Sanders (Mallock-Neil Brown Mk25), 8m 28.50s; 3, Paul Webb (Mallock-Chamberlain Mk23/21), 8m 28.82s; 4, Dave Orchard (Centaur-Harris 14X), 8m 33.86s; 5, Eddie Kimbell (Mallock-Neil Brown Mk20B), 8m 37.52s; 6, John Watson (Mallock-Minister Mk23/25), 8m 38.67s. **Fastest lap:** Webb, 49.52s, 87.49mph.

Wendy Wools Special Saloon race (10 laps) — Overall: 1, Brian Chatfield (1.9 BMW 320), 8m 22.12s, 86.29mph; 2, Alan Humberstone (2.0 Skoda-Hart 420R), 8m 30.05s; 3, Pete Baldwin (1.3 Marshall Mini-BDA), 8m 32.81s; 4, Rod Birley (3.4 Ford Sierra), 8m 40.45s. **Over 1300cc:** 1, Chatfield; 2, Humberstone; 3, Birley. **Fastest lap:** Chatfield, 48.94s, 88.53mph. **1001-1300cc: 1,** Baldwin, 84.49mph; 2, John Fogwill (1.3 Maguire Mini). No other finishers. **Fastest lap:** Baldwin, 49.79s, 87.02mph. **Up to 1000cc:** 1, Ginger Marshall (1.0 Reliant Kitten) 83.06mph; 2, John Pugsley (1.0 Sunbeam Stiletto); 3, Brian Prebble (1.0 Hartwell Imp). **Fastest lap:** Marshall, 50.00s, 85.16mph.

BARC/MGOC race (10 laps) — Modified and Overall: 1, Grahame Davis (3.5 MGB GTV8), 10m 03.82s, 71.75mph; 2, Richard Horn (1.8 MGB), 10m 04.81s; 3, Ron Hopkinson (3.5 MGB GTV8), 10m 08.02s; 4, Derek Baker (1.6 MGA), 10m 09.81s. **Fastest lap:** Robert Nettleton (1.4 MG MIdget), 57.56s, 75.27mph. **Standard:** 1, Robb Gravett (1.4 MG Midget), 10m 44.93s, 67.18mph; 2, Jim Baynam (1.3 MG Midget); 3; Jeremy Lidley (1.3 MG Midget). **Fastest lap:** Lindley, 1m 00.47s, 71.65mph **(record).**

JPS Champion of Brands FF1600 race (10 laps): 1, Ted Whitbourn (Ray-Minister 80F) 8m38.09s, 83.63mph; 2, Colin Stancombe (Lola-Stancombe T640/2E), 8m39.02s; 3, Len Bull (Van Diemen-Nolan RF84), 8m39.12s; 4, Nicky d'Amico (Van Diemen-Auriga RF84), 8m43.96s; 5, Miki Dee (Van Diemen-Minister RF82), 8m45.32s; 6, Len Greenney (Lola-Auriga T644E), 8m45.34s. **Fastest lap:** Bob Hawkins (Ray-Nolan 83F), 50.24s, 86.24mph.

BRANDS HATCH: RACING DISPLAYS FF2000



Donnelly raced to another win at Brands — a good hunting ground for him.

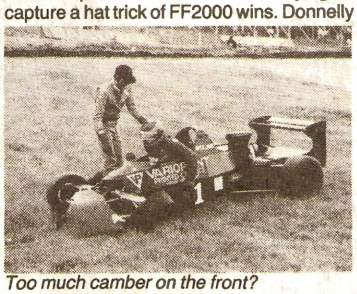
Dominant Donnelly

Martin Donnelly scored a relatively untroubled win in the Racing Displays British FF 2000 round at Brands Hatch, but star of the show was undoubtedly French-Canadian Bertrand Fabi who, perhaps, deserved more than his eventual second place.

While Donnelly eased away from pole in the Frank Nolan Van Diemen, Fabi had a monumental slide on the opening lap at Graham Hill Bend, dropping to 19th. "I think my tyres were still cold," the Penistone Reynard pilot explained. Fabi then fought back into the reckoning and, aided by the retirements of Dave Coyne, whose Duckhams Van Diemen coasted out of second place on lap 13, and Peter Hardman, the much improved Fabi set about trying to capture a hat trick of FF2000 wins. Donnelly was aware of the situation and eased his pace just enough to hold on, with Fabi closing all the time, having taken Tomi Luhtanen's Motiv Reynard on lap 21.

The Finn's polished drive has taken him clear of Ross Hockenhull whose Heine Brothers/Richard Dutton Reynard had hauled clear of a menacing scrap between John Pratt's Van Diemen — its front right fin upright after first lap contact — Steve Pettitt (Milldent/Van Diemen), Alvaro Buzaid and Peter Meyrick.

Pratt's RF85 came under further assault from Pettitt at Druids and shed its entire rear bodywork. 'Brolly' Booth was enjoying the second half of the race and moved up as high as seventh until coasting to a halt at Surtees with three laps to go.



Too much camber on the front?



Bobby Carville — first race in a Rondeau.

BRANDS HATCH, May 27, Racing Displays British FF2000 Championship, round 10
25 laps — 30.35 miles

1	Martin Donnelly	Van Diemen RF 85	19:31.10
2	Bertrand Fabi	Reynard 84 SF	19:32.55
3	Tomi Luhtanen	Reynard 85 SF	19:33.78
4	Ross Hockenhull	Reynard 84 SF	19:38.73
5	Alvaro Buzaid	Van Diemen RF 85	19:58.75
6	Steve Pettitt	Van Diemen RF 85	20:01.92
7	Peter Meyrick	Reynard 85 SF	20:06.15
8	John Pratt	Van Diemen RF 85	20:06.39
9	Danny Candia	Van Diemen RF 85	20:17.07
10	Louis Karmios	Van Diemen RF 85	24 laps

Winner's average speed: 92.89mph **Fastest lap:** Fabi, 45.66s, 94.89mph.

THRUXTON

What's yours called, JP?

The sixth round of the Ford Credit Fiesta series opened an interesting and varied six race BARC programme at Thruxton on Bank Holiday Monday. Star of the race, young Matthew Johnson qualified a strong second and came round right on current champion Ian Briggs's tail at the conclusion of the first lap. Alastair Davidson was a strong fourth first time round, but a spin at the chicane on the second tour saw him well down the field. The same lap saw Ian Briggs demoted to third while Johnson Jr and Brian Farminer established themselves at the front. The pair managed to maintain station until the final lap when Ian Briggs launched a determined bid and claimed second, only just failing to beat Johnson on the line. Graham Hathaway was a close fourth having been as high as third after engaging in an entertaining scrap with Briggs.

Following Trimoco traumas, the long awaited Renault 5 Turbo UK cup saw 'celebrity' Jonathan Palmer on pole position, the Zakspeed Grand Prix driver making no mistakes (apart from a spin on the warm-up lap!) to win almost as he pleased. Former quadruple Renault 5 champion Neil McGrath would have started from the middle of the front row but was a non-starter after wiping his car into the Armco during practice.

David Cox had the makings of a good story for his local as he headed Palmer for a lap before being forced out on the second tour. There then followed a good battle for second between Rob Hall and David Kay, the latter going straight on at the Chicane on lap six. This left Rob Hall secure but with three laps to go his mount started to sound decidedly rough and he just managed to hold on to the position, being rapidly reeled in by the race long dice involving Andrew Thorpe and Rob Hall, which was decided in favour of the former by the narrowist of margins. On a wet circuit, practice times had been very similar to those recorded by the BCA MG Metro's, and a full grid of well prepared cars bodes well for a close, exciting series, even if the cars do not have the visual appeal of their mid-engined European conterparts.

The third one marque race of the day featured a keen BCA MG Metro battle between Roger Jones and Paul Taft. Jones got around Taft on the first lap and a mêlée at the chicane saw Vic Covey and Brian Dugdale eliminated. Following the delay caused by the Trimoco demolition derby, the race was reduced to eight laps and Taft forced his way to the front at three-quarter distance after a slight error by Jones allowed the Klaxon car through on the run up to the Chicane. A steady third throughout, although never able to mount a serious challenge, was Dave Loudoun, with Tim Harvey an inspired fourth after disposing of David Leslie's Ecosse car and the Nuffield Press entry of Malcolm Harrison.

TONY DODGINS



At last, the Renault 5 Turbos are here! They corner on rails too . . .
Roger Jones handle-to-handle with Paul Taft, while team mate Vic Covey spins.



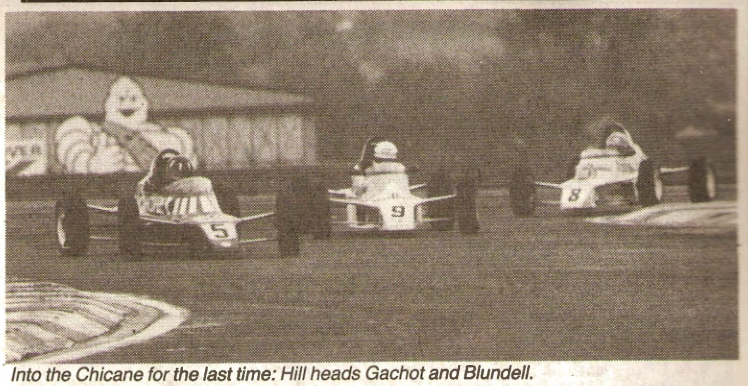
THRUXTON, MAY 27, BARC

Ford Credit Fiesta Championship Race (10 laps): 1, Matthew Johnson, 17m56.86s, 78.76mph; 2, Ian Briggs, 17m57.48s; 3, Brian Farminer, 17m58.83s; 4, Graham Hathaway, 18m04.39s; 5, Barrie Williams, 18m04.67s; 6, Anthony Pownall, 18m19.90s. **Fastest lap:** Briggs, 1m44.14s, 81.44mph.

Renault 5 Elf Turbo UK Cup Race (12 laps): 1, Jonathan Palmer, 19m27.82s, 87.15mph; 2, Rob Hall, 19m40.30s; 3, Andrew Thorpe, 19m43.28s; 4, Sid Harrison, 19m43.79; 5, Eric Haigh, 19m58.28s; 6, David Grimshaw, 19m58.76. **Fastest lap:** Palmer, 1m35.66s, 88.66mph **(establishes record).**

BCA MG Metro Challenge Race (8 laps): 1, Paul Taft, 12m43.49s, 88.87mph; 2, Roger Jones, 12m44.14s; 3, Dave Loudoun, 12m51.09s; 4, Tim Harvey, 12m52.01; 5, Malcolm Harrison, 12m52.34s; 6, David Leslie, 12m54.83s. **Fastest lap:** Taft, 1m34.23s, 90.00mph.

THRUXTON RAC/TT FF1600



Into the Chicane for the last time: Hill heads Gachot and Blundell.

Gachot consolidates

A wet, miserable Thruxton greeted the sixth round of the RAC/TT FF1600 championship on Bank Holiday Monday. Coping admirably with the conditions was Johnny Herbert, the former kartist displaying fine balance and car control in claiming pole position with Mike Thompson's neat Quest. Alongside, championship leader Bertrand Gachot looked threatening with the Pacific Racing/Marlboro Van Diemen, ahead of the similar Manadient/Ricoh Copiers car of Damon Hill.

Mark Blundell headed the second row, albeit a second down on Hill, while a promising display from the Rushen Green Reynard of Alexander Arbis netted fifth slot. Paulo Carcasci was a relatively lowly ninth with the second works Van Diemen, one place lower than the other leading championship contender, Jonathan Bancroft, with the Racefax/UK Optical RF85.

Following delays earlier on in the programme, it was unfortunate that the race was reduced to a somewhat meaningless five laps, the cynics around suggesting that this would probably mean more complete cars at the conclusion. It was indeed a touch worrying to note only 18 cars on the grid for what is the country's most prestigious FF1600 championship.

Determined to add to his recent wins at Snetterton and Zolder, Gachot made a superb getaway to appear in front at the conclusion of lap 1, Blundell and Hill jockeying for position in his wake. Also making a fine start was Bancroft, the Godalming driver going around the second row from his eighth start slot, before his attempts to do likewise to Herbert saw the Racefax Van Diemen gyrating at Goodwood. Both Mike Baker's charges seemed to prefer rallycross, as a mud-splattered Jeremy Packer appeared last after a first lap excursion.

At the front, Gachot looked well in command with Hill fully occupied trying to fend off Blundell and Herbert not quite able to match his practice performance on the drier surface. Into the last lap, however, the three leaders were nose-to-tail and arrived at the chicane three abreast. Contact, if not disaster, looked imminent, but somehow they all squeezed through. Hill seemed to have got it right as he left his braking to the last moment and turned in first. "Ah, but I knew he couldn't possibly put the power down through the second part of the turn," smiled Gachot later, after calmly turning in late on the inside line and powering out to pip Hill on the line. Blundell nearly ousted him too, with a mere 0.2secs covering the first three cars at the flag.

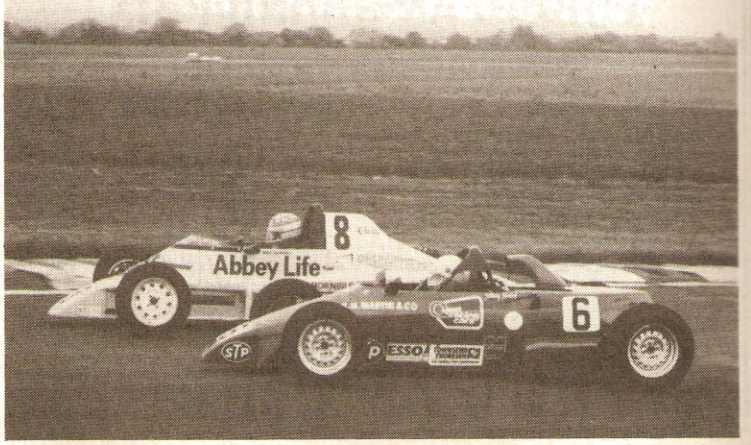
TONY DODGINS

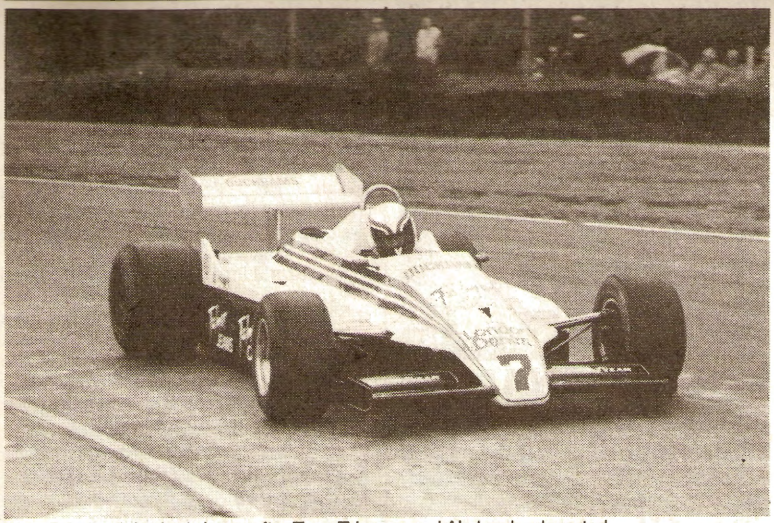
THRUXTON, May 27, RAC/TT FF1600 Championship, round 6, 5 laps — 11.78 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Bertrand Gachot	Van Diemen-Gatmo RF85	7m18.39	1:26.08	1:34.11	2
2	Damon Hill	Van Diemen-Minister RF85	7m18.55	1:26.01	1:34.97	3
3	Mark Blundell	Van Diemen-Minister RF85	7m18.60	1:26.02	1:36.00	4
4	Johnny Herbert	Quest-Auriga FF85	7m21.21	1:26.38	1:33.74	1
5	Alexander Arbis	Van Diemen-Minister RF85	7m23.97	1:26.98	1:36.66	5
6	Ruari O'Coileain	Van Diemen-Minister RF85	7m25.89	1:26.92	1:38.71	11
7	Perry McCarthy	Van Diemen-Minister RF85	7m27.64	1:27.48	1:36.99	6
8	Paulo Carcasci	Van Diemen-Minister RF85	7m27.64	1:27.32	1:37.81	9
9	Philippe Favre	Van Diemen-Minister RF85	7m29.79	1:27.61	1:53.82	18
10	Jonathan Bancroft	Van Diemen-Auriga RF85	7m40.66	1:26.25	1:37.81	9
11	Kevin Gillen	Van Diemen-Scholar RF85	7m48.10	1:29.53	1:40.90	15
12	Gary Ward	Reynard-Aldon 84FF	7m50.84	1:27.69	1:37.69	7
13	Lindoro da Silva	Van Diemen-Gatmo RF85	8m17.10	1:30.22	1:38.73	12
14	Jeremy Packer	Van Diemen-Auriga RF85	8m30.72	1:29.38	1:38.85	13
15	Terry Kavanagh	Van Diemen-Ford RF79/80	8m31.80	1:39.50	1:49.57	17

Winners average speed: 86.73mph; **Fastest lap:** Damon Hill, 1m26.01, 98.61mph; **Next round:** Silverstone, June 8/9; **Championship positions:** 1, Gachot, 74pts; 2, Carcasci, 58pts; 3, Blundell, 53pts; 4, Bancroft, 44pts; 5, Booth, 32pts; 6, Hill, 31pts.

Mark Blundell and pole man Johnny Herbert came home third and fourth.





John Brindley inherited victory after Tony Trimmer and Alo Lawler departed.

OULTON PARK

Cars, what cars?

What should have been an enjoyable and compact five race programme at Oulton Park turned out to be an anticlimax. All the races suffered from a surfeit of non-starters.

The *Motoring News* GT cars were led off at the start by the Lancia Toleman of Jim McGaughay storming round the circuit with the Esprit-Hart of Geoff Farmer in tow. McGaughay looked to be caught at one stage but Farmer then hit gear selection problems and dropped back — even a smashed front spoiler on the Lancia failing to slow the car on the last two tours. Tony Sugden was running a strong third early on when his Esprit GA decided to try and digest a high tension lead.

Practice for the Champion of Oulton FF1600s saw the top three drivers only 0.2 secs apart with Mike Lindley fastest from Chris Latham and Don Hardman. At the start Lindley got away fastest from Hardman and Latham; these three well clear of the rest with Lindley easing away. As the leaders went away Roger Ecclestone filled fourth by a fraction ahead of Gary Whitelegg, Paul Morton, and Howard Done. Morton had a short spell at the front of the group but Ecclestone seemed to have it all sewn up with one lap left to go when he spun at Druids in company with Morton and Done. All three cars rejoined but Ecclestone ended up in the Knickerbrook barriers on the final lap and Ron Hammond sneaked through to claim a clear fourth from Done and Whitelegg with Morton in seventh.

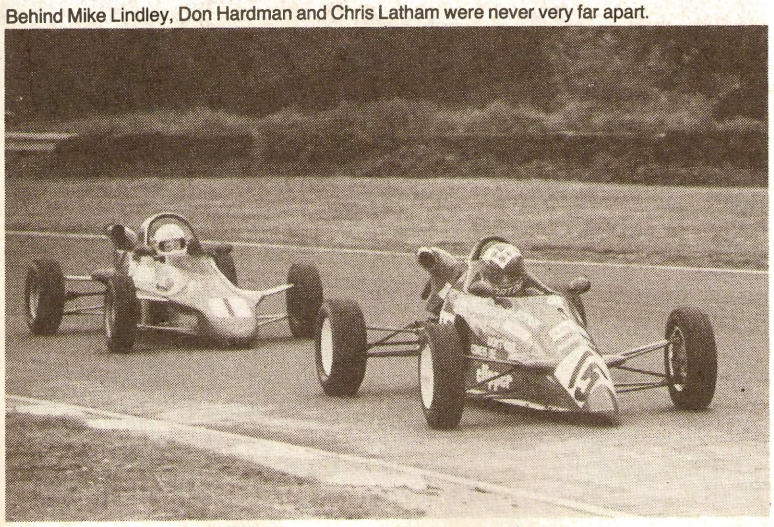
A disgracefully small entry of just ten cars turned up for the Lep *Formula Libre* race with only eight actually making the grid; Alo Lawler took pole position in the Lep McLaren M30 clear of Tony Trimmer's Lola T330 with John Brindley's March 821 in third spot. Lawler made the running from the start with Trimmer following, Brindley made it through to third with James Stevenson fourth ahead of the Chevron B30 GA of Stuart McPherson. Stevenson soon moved up to third and by lap seven had taken second from Trimmer — the Lola suffering a high-speed misfire. At half distance Trimmer spun off at Lodge just after Lawler had made for the pits with terminal gearbox maladies, leaving Stevenson in the lead ahead of Brindley and McPherson. With rain falling Brindley took the lead and cruised home to win by 12 secs.

Where have all the Northern/Midlands based FF2000 cars gone? Five starters graced the grid for the BRSCC Norther Challenge race, Ross Hockenhull in his Richard Dutton Racing run Reynard 84SF being fastest by nearly five seconds in practice — full marks to him for turning up when he had a National round at Brands on Monday! As expected Hockenhull walked away, having time to indulge himself with lots of sideways motoring at Old Hall, while Will Pringle chased in vain.

GT cars were out again for BRSCC Northern points in the last race of the afternoon, which mercifully meant an early finish as the programme ran ahead of time. Geoff Farmer had no problems with the Esprit this time and took the lead at the start and held it to the flag. Tony Sugdon rewired the GA powered Esprit and brought it home second with Bil Paul's AC in third place.

PAUL BOOTHROYD

Behind Mike Lindley, Don Hardman and Chris Latham were never very far apart.



OULTON PARK, May 25, BRSCC

***Motoring News* Transnational GT race (15 laps) — Overall**: 1, Jim McGaughay (2.0 Toleman Lancia-BMW), 20m45.7s, 102.13mph; 2, Geoff Farmer (2.0 Lotus Esprit-Hart), 20m58.3s; 3, Rob Cox (1.5 Caterham Superbrick-BDA), 21m53.0s; 4, Bill Paul (2.0 AC 3000 ME-Hart), 14 laps. **Over 1500cc**: 1, McGaughay; 2, Farmer; 3, Paul; 4, Tony Sugden (3.4 Lotus Esprit GA), 7 laps. **Fastest lap**: McGaughay, 1m20.0s, 106.02mph (**record**). **Up to 1500cc**: 1, Cox, 96.89mph; 2, Pat Longhurst (1.0 Davrian Imp Mk8), 14 laps; 3, Steve Radcliffe (1.0 Davrian Imp); 4, Jim McDonald (1.0 Davrian Cater Mk7). **Fastest lap**: Cox, 1m25.6s, 99.08mph (**record**).

Bernard Hunter Cranehire and Champion of Oulton FF1600 race (10 laps); 1, Mike Lindley (Reynard-Minister 85FF), 15m24.6s, 91.73mph; 2, Don Hardman (Reynard-Nelson 85FF), 15m33.0s; 3, Chris Latham (Reynard-Aldon 84FF), 15m33.1s; 4, Ron Hammond (Van Diemen-Scholar RF83), 15m53.1s; 5, Howard Done (Lola-Minister T644E), 16m00.7s; 6, Gary Whitelegg (Delta-Dart T83/85, 16m13.4s. **Fastest lap**: Lindley, 1m31.3s, 92.89mph.

Lep Group *Formule Libre* race (20 laps): 1, John Brindley (3.0 March 821-DFV), 25m09.2s, 112.39mph; 2, James Stevenson (3.0 McLaren M29C-DFV), 25m21.0s; 3, Stuart McPherson (3.4 Chevron B30-GA), 19 laps; 4, Roger Orgee (2.0 Lyncar 79B-BDX), 18 laps; 5, Robin Palmer (2.0 Magnum-Toyota), 16 laps. No other finishers. **Fastest lap**: Brindley and Alo Lawler (3.0 McLaren M30-DFV), 1m13.5s, 115.39mph (**outright circuit record**).

BRSCC Northern FF2000 race (10 laps); 1, Ross Hockenhull (Reynard-Neil Brown 84SF), 14m01.3s, 100.81mph; 2, Will Pringle (Van Diemen-Ford RF84), 14m45.1s; 3, Tony Simpson (Sparton-Ford SF79), 9 laps; 4, Mike Dalton (Royale-Nelson RP27), 8 laps. No other finishers. **Fastest lap**: Hockenhull, 1m23.0s, 102.18mph.

BRSCC Northern GT race (10 laps) — Overall; 1, Farmer, 13m50.3s, 102.15mph; 2, Sugden, 14m26.8s; 3, Paul, 14m50.5s; 4, Radcliffe, 9 laps. **2001-3600cc**: 1, Sugden, 97.84mph. No other starters. **Fastest lap**: Sugden, 1m23.8s, 101.21mph (**record**). **1501-2000cc**: 1, Farmer; 2, Paul; No other finishers. **Fastest lap**: Farmer, 1m20.8s, 104.97mph (**record**). **1001-1500cc**: 1, John Helme (1.5 Lenham Le Mans), 8 laps, 81.32mph; 2, Steve Beamish (1.3 Mini); 3, Neil Jackson (1.3 Mini 1275GT), 8 laps; No other starters. **Fastest lap**: Helme, 1m41.9s, 83.23mph. **Up to 1000cc**: 1, Radcliffe, 87.63mph; 2, Dave Forster (1.0 Maguire Mini). No other finishers. **Fastest lap**: Radcliffe, 1m34.4s, 89.84mph (**record**).



Weather conditions weren't very pleasant at Castle Combe for the PHRS race.

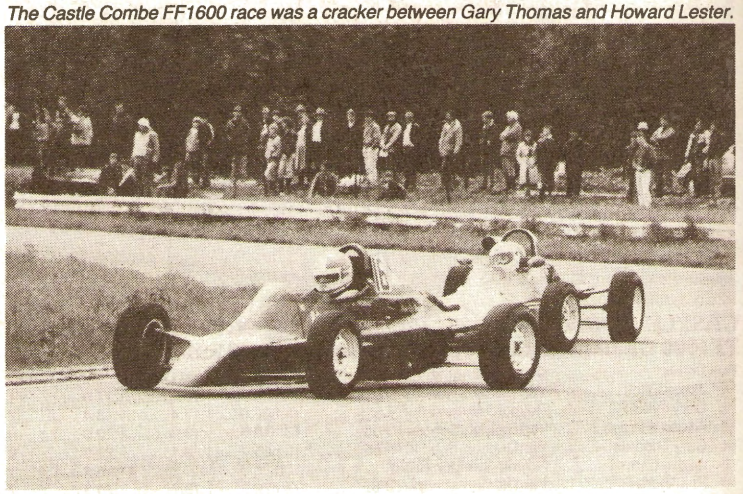
CASTLE COMBE

The Bank Holiday Monday meeting provided wins for 11 other drivers: Mike Freeman (Lister Jaguar); Simon Davey (Kinell); John Atkins (AC Cobra); Nick Sismey (Alfasud); Howard Lester (Reynard 83FF); Richard Chiltern (Porsche 911); Andrew Wareing (Lotus Elan); David Dudley (Reynard 77SF); Tony Thompson (Lotus Elan); Derek Wileman (Ford Capri); and John Newbold (Lotus Cortina). Full report next week.



Not a clever place to spin . . .

The Castle Combe FF1600 race was a cracker between Gary Thomas and Howard Lester.



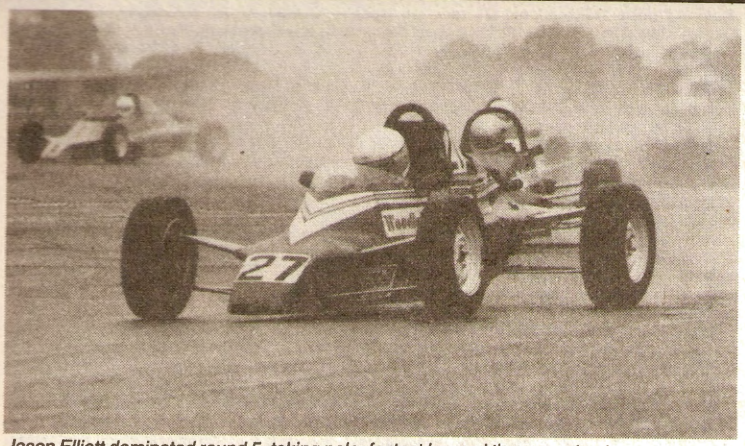
LYDDEN

Paul Sleeman drove Roger Fullagar's Van Diemen RF81 to its second successive *Formula Libre* win at Lydden on Monday. For once Steve Brown did not win the FF1600 event, having been eliminated in a controversial crash with Derek Pullman, leaving Ray Lewington's Lola T642E to lead from start to finish. Mini honours went to Steve Mole (Se7ens) and Gerald Dale (Miglias). Full report next week.

SILVERSTONE

Miserable weather marred the Jaguar Drivers's Club eight race Mallory Park meeting on Monday, but organisers coped commendably with torrential rain which caused partial flooding of the track. A notable third for Bob Birrell's XK 140, which started off 10secs in arrears, and a memorable pre-'65 saloon car race were two highlights of an excellent and well attended meeting. Full report next week.

CASTLE COMBE: STAR OF TOMORROW FF1600



Jason Elliott dominated round 5, taking pole, fastest lap and the race win.

Jason fleeces the field

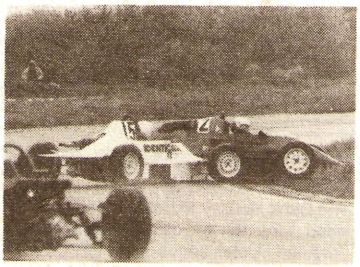
Twenty cars contested the latest round of the Dunlop/AUTOSPORT Star of Tomorrow series at the Wiltshire circuit. Most notable absentee was series leader Tony Bottoms, and perhaps the biggest surprise of the very wet practice session was local lad Adrian Willmott only making the third row, his time 2.1secs off that of pole man Jason Elliott. The middle of the front row was occupied by Gary Ayles, while Adrian Cottrell used his circuit experience to annex third spot in his elderly Royale. With Danny Wright and Ringo Hine just behind and close on time, a good race looked on the cards.

Conditions were a little better for the race, although still very wet, and straight away Elliott leapt into a lead he was to hold throughout. At the end of lap 1 the order behind was: Ayles, Willmott, Wright, Gary Thomas (from row 4), Cottrell, Hine *et al*. A few moments later, the race lost Wright and Hine when they departed the scene at Quarry Corner. As they came down to Camp to complete the second lap Willmott had a quick 360 spin, but only lost one place as those behind had been delayed in the Quarry incident.

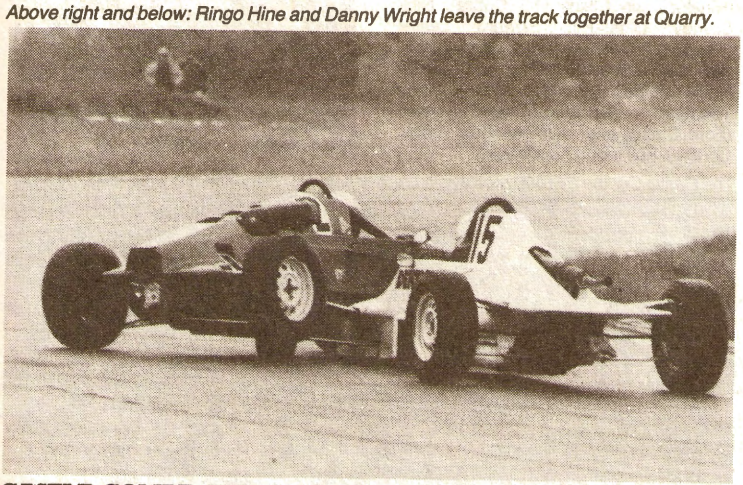
Over the next couple of laps, Elliott drew away from Ayles, while on lap 5 Willmott regained third at the expense of Thomas who fell back into the clutches of Cottrell. The order remained the same until lap 7 when Cottrell also had a 360° gyration at Camp, losing his place to Phil Andrews.

As the field completed lap 9, Elliott and Ayles were well clear of Willmott who had a safe cushion to the next three: Thomas, Andrews and Cottrell, although Andrews lost a lot of ground on the final lap, coming home sixth, well adrift of Cottrell.

DUD CANDLER



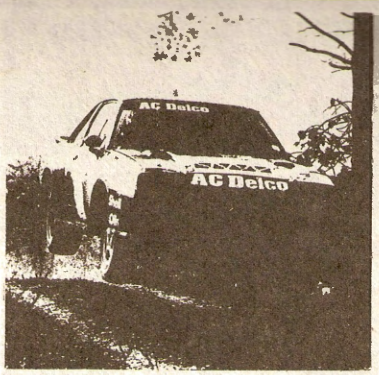
Above right and below: Ringo Hine and Danny Wright leave the track together at Quarry.



CASTLE COMBE, May 27, Dunlop/AUTOSPORT Star of Tomorrow FF1600 Championship, round 5, 10 laps — 18.40 miles

Pos	Driver	Chassis/Engine	Result	Best Lap	Qualifying	Pos
1	Jason Elliott	Van Diemen-Neson RF85	13m04.3	1:16.9	1:17.9	1
2	Gary Ayles	Reynard-Minister 84FF	13m06.0	1:17.4	1:18.4	2
3	Adrian Willmott	Van Diemen-Scholar RF85	13m18.8	1:18.3	1:20.0	6
4	Gary Thomas	Van Diemen-Scholar RF85	13m25.7	1:19.1	1:22.9	9
5	Adrian Cottrell	Royale-Swindon RP26	13m26.3	1:17.6	1:19.2	3
6	Phil Andrews	Van Diemen-Minister RF85	13m29.7	1:18.6	1:20.3	7
7	Andrew Stapley	Van Diemen-Minister RF82	13m39.6	1:19.9	1:23.4	11
8	Chris Solley	Van Diemen-Scholar RF80	14m02.8	1:22.8	1:22.9	10
9	Jonathan Crawford	Royale-Auriga RP26	14m04.4	1:22.2	1:24.6	14
10	Colin Piper	Van Diemen-Nelson RF84	14m04.8	1:20.7	1:23.8	12
11	Mark Parnall	Image-Auriga Mk5	14m09.5	1:22.1	1:27.5	16
12	Ian Aikman	Van Diemen-Auriga RF80	9 laps	1:25.3	1:24.8	15
13	Nick Green	Van Diemen-Harris RF83	9 laps	1:25.6	1:33.0	19
14	Richard Chandler	Van Diemen-Minster RF82	9 laps	1:23.1	1:24.1	13
15	Gary Paul	Van Diemen-Nelson RF80	9 laps	1:28.5	1:32.6	18
R	Ringo Hine	Van Diemen-Scholar RF84	1 lap	1:28.3	1:19.4	5
R	Danny Wright	Van Diemen-Scholar RF85	1 lap	1:25.1	1:19.2	4

Winners average speed: 84.45mph; **Fastest lap:** Jason Elliott, 1m16.9s, 86.13mph; **Next round:** Brands Hatch, July 7.



NATIONAL RALLIES

ELBA RALLY

Si, si Cerrato

Dario Cerrato extended his European Rally Championship lead by taking his Totip Jolly Club Lancia Rally 037 to a 30sec victory over the similar car of former European Champion, Massimo Biasion.

The Elba Rally, a coefficient 3 round of the Euro series, saw Lancia take four of the first five places with Harald Demuth and Fabrizia Pons the only interlopers in their Schmidt Motorsport Audi Quattro. Fabrizio Tabaton's Esso Grifone Lancia finished third while Busseni's car was kept from making it a 1-2-3-4 by Demuth.

With Ercolani's Ferrari and Ormezzano's Manta 400 taking the next two places, it was perhaps a wise move to send Jimmy McRae to Portugal last weekend, rather than to the higher scoring Italian event . . .

Group A fell to the Audi 80 Quattro of Bruno Bentivogli, well clear of Carlo Chiti's Fiat Ritmo.

WILLI WEYENS

ELBA RALLY (I)
May 23/25
European Rally Championship, coefficient 3

1, Cerrato/Cerri (Lancia Rally 037), 5h45m23s; 2, Biasion/Siviera (Lancia Rally 037), 5h45m53s; 3, Tabaton/Tedeschini (Lancia Rally 037), 5h55m48s; 4, Demuth/Pons (Audi Quattro A2), 6h00m26s; 5, Busseni/Ciocca (Lancia Rally 037), 6h05m01s; 6, Ercolani/Roggia (Ferrari 308 GTB), 6h14m19s.

Dario Cerrato extended his lead in the Euro series with a 30sec victory on the Elba Rally.



VORDERPFALZRALLY

Allez Kalle

Kalle Grundel shook off the memory of his Metz Rally accident to win convincingly on the Vorderpfalzrally, setting fastest time on each of the 12 stages. This was the Swede's third win of the year, and he now heads the points table.

Manfred Hero's challenge floundered when the head gasket blew on the first stage, while Marc Duez lost time with a puncture. The ladies were out of luck too, Rene Blome rolling her 205 GTI into retirement and Waltraud Wuensch also stopping on the first stage when the front diff failed on her Visa Mille Pistes.

VORDERPFALZRALLY (D)
May 18/19
German Championship, round 4

1, Grundel/Dickmann (Peugeot 205 Turbo 16), 1h48m34; 2, Jene/Jene (Porsche 911SC RS) 1h55m52s; 3, Petersen/Bockelmann (Opel Manta 400). 1h57m05s; 4, Duez/Lux (Audi Quattro), 1h57m24s; 5, Mayer/Stock (VW Golf GTI-A), 1h58m34s; 6, Rausch/Plenk (BMW 635 CSi-A), 1h58m58s.

RALLE GUNAYDIN

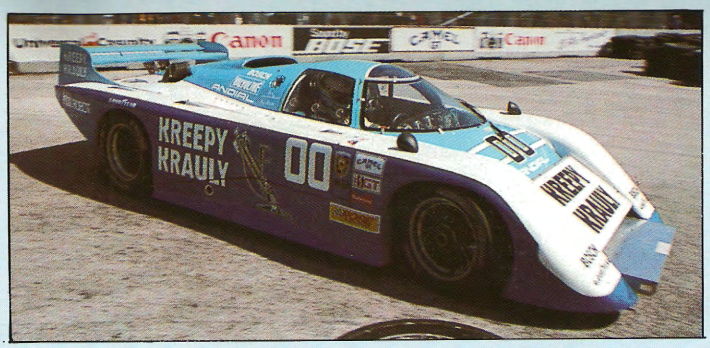
Ah so, Aho

Kalevi Aho and Timo Hakkala travelled from Finland to Turkey and collected their first major rally win by heading the list of finishers by no fewer than 33mins on the Rallye Gunaydin, a coefficient 1 round of the Euro series. Only the similar Opel Manta 400 of Turkish champion, Bacioglu, could hope to threaten the Finns but with mechanical problems it could do nothing to prevent the visitors taking fastest time on 42 of the 45 stages.

Group A fell to local driver Kocibey, in a Mitsubishi Starion after the Finnish Ascona of Vanhatalo crashed out of the lead. The Group A winner eventually finished third overall!

British crews suffered mixed fortunes, only Russell Morgan and Tony Panaro getting to the finish with their Opel Manta GT/E. The Rover of Chris Sharples blew four tyres on one stage, Lea's Sunbeam retired with suspension troubles on stage six, while Jenny Birrell's 205 GTI is reported to have hurt a competitor on the fourth test.

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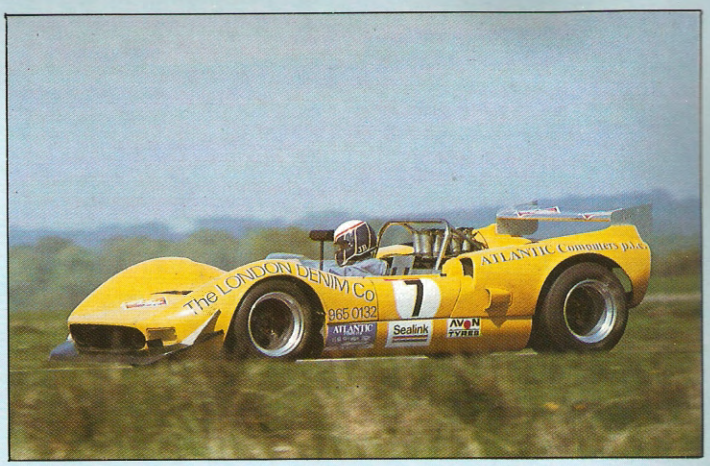
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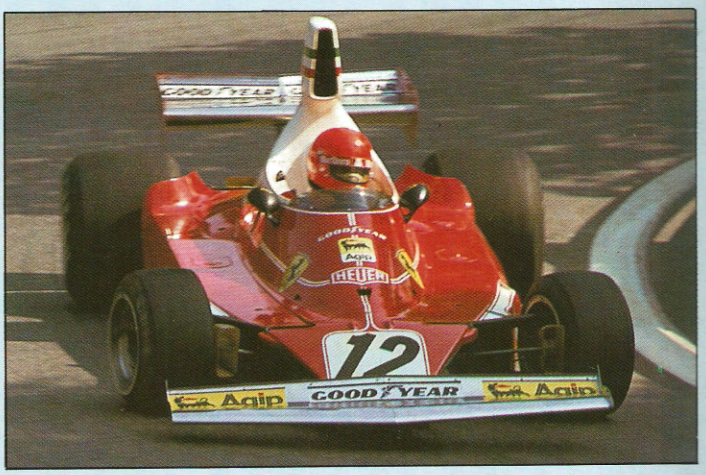
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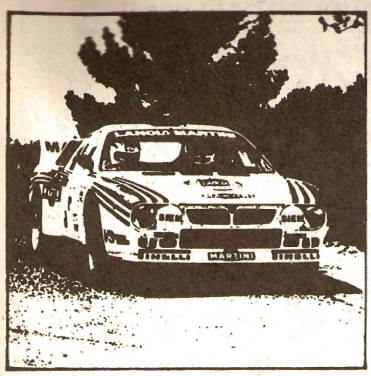
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INTERNATIONAL RALLIES

SPEEDY FACTORS STAGES

Robbery in Wales

A broken gearbox on the last stage robbed Graham Hollis of a runaway victory on the eight stage Speedy Factors Trophy Rally at Talbenny near Haverfordwest on Sunday. Hollis and Simon Gronow had led the 57 strong entry throughout the earlier stages in their Corry Cultra and came to the last 55secs to the good. Then a gearbox mounting broke, and they were forced to push the car dropping to sixth in the results.

SPEEDY FACTORS STAGES
May 26
Zenith Motorsport Welsh Tarmac Championship, round 7
1, John Price/Mike Bowen (Renault 5 Turbo), 40m38s;
2, Brian Price/Ryland James (Ford Escort RS), 40m46s;
3, Ian Buthaway/Alan Davies (Ford Escort RS), 41m55s;
4, Tyssul Jenkins/Martin James (Ford Escort RS), 41m57s;
5, Allan Evans/Geraint Thomas (Ford Escort RS), 42m09s;
6, Graham Hollis/Simon Gronow (Corry Cultra), 42m32s.

CHARITY STAGES

Porsche power

A Porsche 911 belonging to Robert Gant won the Christie Crisps Charity Stages on Sunday at Hibalstow Airfield, near Brigg. Steve Waterall took the lead on the first two stages in his Escort RS but when Gant put on racers as the airfield began to dry out, the Porsche went away into the distance.

CHARITY STAGES
May 26
1, Robert Gant/Adrian Danner (Porsche 911), 49m50s; 2, Steve Waterall/Peter Stanfield (Ford Escort RS), 50m23s; 3, Keith Bird/John Marsh (Mini), 50m40s; 4, Paul Gibson/David Shepherd (Talbot Sunbeam Lotus), 51m02s; 5, Tim Allsop/Angela Allsop (Ford Escort RS), 51m09s; 6, Geoff Baud/Tony Watson (Opel Ascona), 51m17s;

CHARTERHALL STAGES

Galloping Gillespie

50 crews tackled six stages at the first Charterhall Stages last Saturday, organised by Border Ecosse at the end of which George Gillespie and George Black came home 2secs ahead of the field in their Talbot Sunbeam. The former airfield near Duns produced slippery tests for the crews and with three best times to their credit, the Lanarkshire crew hung on well to score their first outright victory.

CHARTERHALL STAGES
May 25
1, George Gillespie/George Black (Talbot Sunbeam), 15m08s; 2, Jim Fleming/Adam Duff (Opel Manta), 15m10s; 3, John Easson/Jim Noble (Ford Escort RS), 15m26s; 4, John Brodie/Alistair Henderson (Talbot Sunbeam), 15m37s; 5, David Elder/George Ranage (Ford Escort RS), 15m44s; 6, David Murray/Keith Murray (Vauxhall Chevette HSR), 16m02s.

TEROSON STAGES

Almost Humble

Competing together for the first time, Malcolm Harris and Claire Hurst won the Teroson Stages which Green Belt attracted 90 crews for the 20 stages in the Huntingdon area last Sunday. The V8 Fiesta crew completed the farm tracks at 12 venues with a 23secs lead in mixed weather, having been as low as eighth at half way.

Jason Humble and Keith Baud led at half time by the Escort G3 lost 2 mins with a spin four stages from the end and Harris charged to the front with a string of good times.

TEROSON STAGES
May 26
1, Malcolm Harris/Claire Hurst (Fiesta V8), 2210s; 2, Robin Wilkinson/Ray Keith (Ford Escort), 2233s; 3, Tony Watson/David Cowley (Ford Escort RS), 2247s; 4, Janet Jones/Tom Stapleton (Ford Escort), 2256s; 5, Graham Bulmer/George Bulmer (Ford Escort), 2272s; 6, Harry Laing/Jeffrey Laing (Ford Escort), 2285s.

ALLERTONSHIRE RALLY

Beecroft beaten

Steve Retchless and Les Robinson scored a notable success last Saturday when they beat the well known Ron Beecroft and Pete Forrester on the Motoscope Allertonshire Rally on the Yorkshire Moors. At the halfway halt, Mike Taylor and Adrian Dixon held a tenuous lead over Retchless with Beecroft back in third, but Taylor and Dixon found the pace a little too quick in the second half and at the end of 140 miles on streaming wet roads, the winners had a 48secs margin.

ALLERTONSHIRE RALLY
May 25/26
1, Steve Retchless/Les Robinson (Ford Escort RS), 722s; 2, Ron Beecroft/Pete Forrester (Ford Escort RS), 770s; 3, Mike Taylor/Adrian Dixon (Ford Escort RS), 786s; 4, John Mennell/Chris Jarvis (Talbot Sunbeam ti), 807s; 5, Jim Burns/Mary Fullerton (Ford Escort RS), 923s; 6, Graham Howard/Steve Frost (Ford Escort RS), 989s.

Irish action

Bank Holiday activities in Ireland included the Alumac Stages Rally (just three, seven mile tests in the Davagh Forest) and the Monaghan Stages Rally. Bertie Fisher took his Shell Oils Manta 400 to an easy win on the first, following Ken McKinstry's accident on the second stage and promptly donated his £200 winnings to a couple of children's homes.

On the Monaghan event, Seamus Burke took his Malcolm Wilson prepared Escort to victory by over 1min, having benefited from a first leg rain shower which caught most crews on slicks. James McDaid finished second with his Ascona, while Dan Daly rounded off a successful weekend by taking third, one better than the previous day, with his Nissan 240RS.

BRIAN PATTERSON

SECOND CAR STAGES
May 19
1, Ian Donaldson/Keith Wareham (Talbot Sunbeam Lotus), 1915s; 2, Paul Evans/Jim Morris (Ford Escort), 1945s; 3, Jon Stangle/Les Alfrey (Ford Escort), 1980s; 4, John Minty/Maurice May (Ford Escort), 2006s; 5, Phil Robinson/Robin Briars (Ford Escort G3), 2009s; 6, Mick Snyder/Brian Martindale (Ford Escort) & John Cleary/Alec Cooper (Ford Escort), 2028s.

TAVERN GRIDNIGHT RALLY
May 18/19
1, Terry Griffin/Bob Huthwaite (Ford Escort), 21m49s; 2, Phil Jones/Steve Bryant (Ford Escort), 24m29s; 3, Kevin Barker/Rob Hick (Ford Escort), 27m33s; 4, Kevin Bird/Mark Milton (Ford Escort), 30m36s; 5, Andrew Ridings/Dave Green (Ford Escort), 31m06s; 6, Niel Hague/Martin Emsley (Talbot Avenger), 32m31s.

POWERRUSH TROPHY RALLY
May 18/19
1, Derek Arnold/Ernie Clark (Ford Escort RS2000), 46m40s; 2, Mick Shotter/Peter Turner (Ford Escort RS2000), 52m17s; 3, Tony Hain/Tony Hutchinson (Ford Escort RS2000), 55m9s; 4, Hales Vaughan/Maggie Greenland (Peugeot 205GTI), 55m10s; 5, Steve King/Tom Stapleton (Ford Escort RS2000), 56m1s; 6, Roger Hunt/Chris White (Talbot Avenger), 56m52s.

Chris Cramer set the early pace in the competitive over 1600cc single seater class.





OFF-TRACK SPORT

GURSTON DOWN

Riders on the storm

Come rain or shine, Martyn Griffiths was master of Gurston, his Martin Middleton-run Chase Web Offset Pilbeam MP53/4 top of the time-sheets after the qualifying session, both class runs and the 'Top 12'run-offs. The Bewdley advertising man went quietly and efficiently about his business on Sunday — style economical and unspectacular yet deceptively quick — and duly emerged with a clear five point lead in the RAC British Championship race. The former champion's bid to regain the title is gathering momentum!

Brought forward from its traditional August slot in the calendar, the BARC South Western Centre's Hendy Lennox Trophy meeting was, alas, subject to dismal weather for much of the day — lightning playing havoc with the photo-electric timing gear early on. Though drenched, the hardy Wiltshire spectators witnessed some stirring—and happily safe — action.

Playing scant regard to the conditions, John Meredith put together two superb climbs in Ron Datson's ex-Auger/McErlain/Cobb Skoda-BDH which not only saw him untouchable in the small special saloon car class (the 'Old Man of the Hills's 26th win from 61 starts at the venue!) but also deprived Dave Whitehead of a 'maximum' score — and his share of the lead — in the Aston Martin Leaders series. Whitehead pushed John hardest (0.99secs down at the close), with Mervyn Brake's Maguire Imp third. Mention must be made of the road-going cars too, for Ian and Liz Wearden (Escort Sport) and Gavin Platt (Cooper S) drove their hearts out lower down the order.

Nic Mann's bravado in the slick-shod Morris Minor turbo was not rewarded first time up, the fearsome V8-engined device trailing the equally beautifully-driven RS1800 of Paul Evans and Hugh Trotman's Sunbeam-Lotus at the break. Mann responded with a diligent sub-40s climb to annex top honours.

Caterham and Lotus Seven derivatives took both GT and modsports divisions, but in Bob Dayson's case it was a very close run thing. Barry Goode's ex-Clifford/Nayler Davrian was fairly flung up to wrest the lead late on, spurring Bob on to shave 0.27sec more away with the Cougar Developments car. The Rev Tony Croft was close behind in his Quorn Engine Developments-motivated Lotus Seven, while QED boss Ken Snailham grabbed the over 1600cc award with his spartan Series 1 car, which had to repass former Clubman's driver Nick Speers's Porsche road car on the driver set of runs. Sue Hunt raised more than a few eyebrows with her handling of husband John's 300bhp lightweight Porsche ▶

911RSR, burying her right foot against the bulkhead out of Ashes. A grand second spot, and first championship points, were justly claimed.

Amazing Grace, they call the man, and David left no doubt as to why by seizing the Clubmans initiative from the word go. Challenged sternly by John Istead's BSS Mallock (the rear suspension of which rival Grace had welded up on Saturday, after he and partner Allan Warburton had replaced their 180bhp engine's head gasket!), David emerged on top with a pair of finely controlled runs. Incredibly, the better ascent qualified the pushrod Ford-engined U2 for the 'Top 12'. A first!

Roger Gregory's Mallock-BDA led the small sports racing group but he was demoted, on successive second runs, by Basil Pitt (having a ball as usual in the Datalinski) and Barry Groombridge's modified U2, 0.05secs proving to be Barry's winning margin. Jim Robinson and Charles Wardle were the only 'big' sports contenders, high oil pressure still worrying them in the rapid Mallock-Hart. Wardle was the quicker.

Having failed to leave the line at his first try, Jonathan Perkins zapped the tidy JW4 to the 500cc racing car spoils, aided perhaps by John Corbyn's grassy excursion in the super little Jedi-Suzuki. Malcolm Tomblin's drier attempt in Equipe Brutoni's Cooper 'Flash Special' 500 was spoiled by ignition failure.

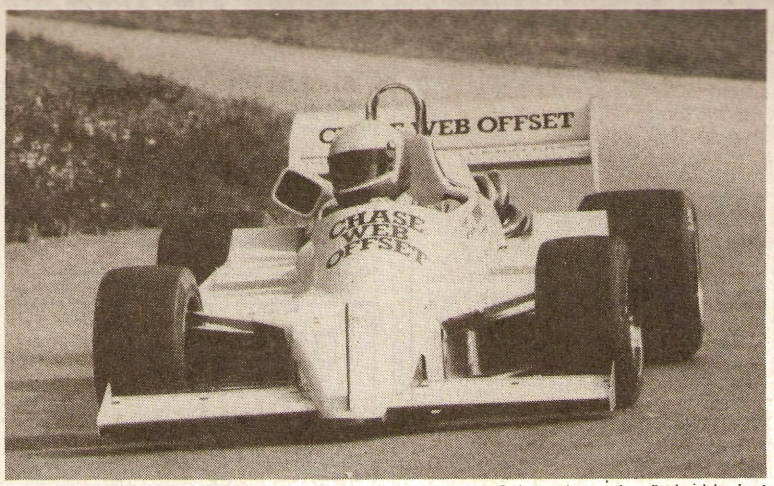
Russ Ward is now the sole posessor of the Leaders championship lead, the seasoned campaigner maintaining his unbeaten 1100cc record in the screaming Saracen despite a gearbox problem. Having failed to record a time first go (when the clocks were playing up), Andy McBeath slipped the Woodville Stretton Delta-Imp ahead briefly, but had to give best to both Ward and the ultra-neat Richard Homer.

The methanol-burning Gym and Tonic Chevron B49 of Chris Knapman was always the class of the varied 1600cc field, 10th quickest overall after the first runs. Terry Clifford hung onto second place with his very attractive Pilbeam-Amon/BDA MP45 despite locking-up into the Karousel second time up. One of the best performances in the section came from Steve Allen whose 14-year-old March was visiting Gurston for the first time.

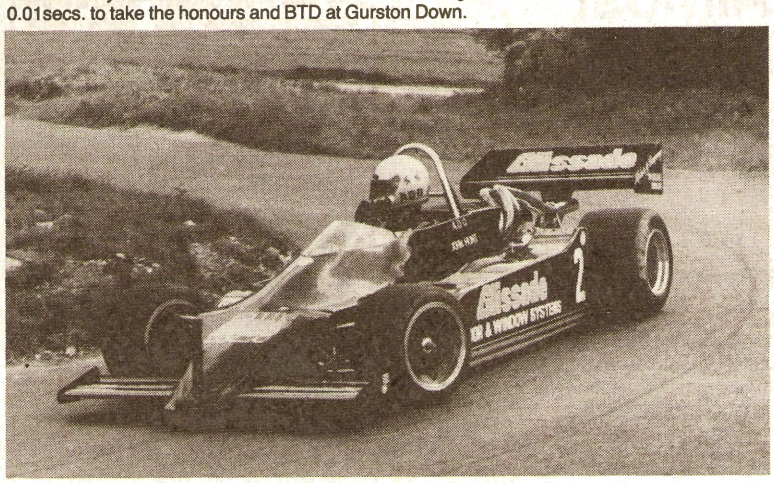
No fewer than 17 competitors came forward to contest the over 1600cc single-seater category in which Chris Cramer set the first standard with the Unidraw Gould. Only Griffiths was able to eclipse the Anglo-German driver's mark — by 0.09sec — initially, although Roy Lane, Alister Douglas-Osborn and Tim Thomson were up behind the leaders at the interval, AD-O after a furious assault while the rain was falling heavily. Understeer in the Karousel cost Cramer his place to Douglas-Osborn in the end, by which time Martyn had sewn up the class with a 32s run. Talk of the paddock, though, was John Hunt's rise to fourth, 0.01sec clear of Lane.

Rodney Eyles's eyecatching March 772/782 just made the select 12 but, as with Clubmans ace — HSA "Man of the Meeting" — Grace, further progress into the points was too tall an order in fast-improving conditions. David Gould improved his times by 0.75sec, but a bogged start dropped him to 10th behind Max Harvey. Sixth after the first run, Ray Rowan slipped too, back to eighth with a nose-swipping wall of death act in the GKN-MTS Toleman at Karousel. Like the Gould, Tim Thomson's car was not on the most suitable rubber and try as the young Yorkshireman did, he could only manage seventh.

John Hunt produced a blinder which put him as high as fourth, only to be overhauled by gritty efforts from Dave Harris and Lane, digging deep into their reserves of experience. Nevertheless, Hunt's sixth place augurs well.



Above: Martyn Griffiths's Pilbeam-Hart beat Alister Douglas-Osborne's version (below) by just 0.01secs. to take the honours and BTD at Gurston Down.



Cramer's first run had the look of a flier from the moment the red car left the line. Visibly fastest of all through Hollow, Chris was also neat through the Complex and away. His 32.33s pass represented BTD to the point, but not beyond the reach of Griffiths and AD-O. Alister's phenomenal reflexes caught the mother and father of moments into Karousel on his first ascent, so 0.03sec adrift of Cramer's mark, but Griffiths always so cool under pressure promptly formulated a near perfect run to lead by 0.61sec.

As Cramer spun his Avons up to temperature for his final say, first gear stripped. He could only spectate as AD-O extracted everything that the 30% nitro mix could offer his 2.5 Hart in the way of power. A typically gutsy ten-tenths run ended just 0.01sec shy of Martyn's target, so the winner stepped from his steed without starting the 'burn-out' ritual!

MARCUS PYE

GURSTON DOWN, May 25/26, BARC 'SW'
RAC British Hillclimb Championship, round 5
Aston Martin Leaders Hillclimb Championship, round 5

BTD: Martyn Griffiths (2.8 Pilbeam-Hart MP53/4), 31.72s.

RAC British Hillclimb Championship 'Top 12' Run-Off: 1, Griffiths, 31.72s; 2, Alister Douglas-Osborn (2.5 Pilbeam-Hart MP54), 31.73s; 3, Chris Cramer (2.5 Gould-Hart 84/2), 32.33s; 4, Roy Lane 2.7 Pilbeam-BMW MP53), 32.44s; 5, Dave Harris (2.8 Pilbeam-Hart MP50), 32.54s; 6, John Hunt (2.5 Pilbeam-Hart MP54), 32.73s; 7, Tim Thomson (2.8 Pilbeam-Hart MP50), 32.79s; 8, Ray Rowan (2.5 Toleman-Hart TG280), 33.14s; 9, L. Max Harvey (2.8 Pilbeam-Hart MP53/4), 33.41s; 10, David Gould (2.5 Gould-Hart 84/2), 33.80s; 11, David Grace (1.7 Mallock U2-Ford/Beattie Mk14/25), 35.15s; 12, Rodney Eyles (2.5 March-Hart 772/782), 36.12s.

Class winners: John Meredith (1.3 Skoda-Ford/Cosworth BDH S120RS), 38.49s; Nic Mann (3.5 Morris Minor-Rover V8 turbo), 39.69s; Bob Dayson (1.6 Caterham Super Seven), 40.65s; Ken Snailham (1.6 Lotus Seven-Ford/QED S1), 37.60s; Grace, 35.38s; Barry Groombridge (1.6 Mallock U2-Ford Mk16), 36.74s; Charles Wardle (2.2 Mallock U2-Hart Mk21), 35.92s; Jonathan Perkins (490 Johnny Walker Special), 42.87s; Russ Ward (1.1 Saracen-Ford/Cosworth BDJ M85), 37.69s; Chris Knapman (1.6 Chevron-Ford/Cosworth BDA B49), 35.71s; Griffiths, 32.54s.

RAC British Hillclimb Championship positions after five rounds: 1, Griffiths, 44 points; 2, Harris, 39; 3, Cramer, 38; 4, Thomson, 33; 5, Rowan, 28; 6, Douglas-Osborn, 24; 7, Harvey, 20; 8, Lane, 16; 9, Chris Dowson (5.0 Pilbeam-Repco MP47RB), 9; 10, Hunt, 8; etc. **Next round:** Shelsley Walsh, June 8/9.

Aston Martin Leaders Hillclimb Championship positions after five rounds: 1, Ward, 45 points; 2, Dave Whitehead (1.3 Chrysler Stiletto-Ford BDH) and Dayson, 42; 4, Snailham, 39; 5, Knapman, 33; 6, Chris Johnson (2.3 Vauxhall Chevette), 31; etc. **Next round:** Shelsley Walsh, June 8/9.

Guyson Award of Merit Championship positions after five rounds: 1, Cramer, 49 points; 2, Gould, 33; 3, Wardle and Hunt, 25; 5, Richard Brown (2.2 Chevron-Ford/Coswroth BDA B47), 20; 5, Peter Blankstone (2.0 Mallock U2-Hart Mk20), 15, etc.

NORTH V SOUTH TRIAL

Sherpa tense one

Simon Durling led a team of Southern drivers to victory in the North v Trial at Exedown, Kent, a fine individual effort by Chris Highwood helping the team to victory. The leading Northern driver was David Morris in his SRB, although he was some 22 points behind the flying Highwood, with Simon Durling third equal to Morris.

DON WILLIAMSON

NORTH V SOUTH TRAIL

Individual scores: 1, Chris Highwood (Sherpa), 20pts; 2, David Morris (SRB), 42; 3, Simon Durling (SRB), 42; 4, Graham Hoyle (SRB), 43; 5, Alan Gisby (AEG), 52; 6, Brian Thornton (Hybrid), 54.

Team scores: South, 10½pts; North, 6½pts.

DUNLOP RALLYSPRINT

Crowing with delight

The New Zealand OSCA's champion, Trevor Crowe, showed some of the country's top rally drivers the way home in the Dunlop Rallysprint.

When elimination runs had reduced the bumper field down to the four fastest, Crowe and Kim Austin in yet another hybrid, a V8-engined Chevette, found themselves matched against two former national rally champions, Malcolm Stewart and Neil Allport.

In his run, Austin clipped a bank and flipped his car and then Stewart lost a couple of seconds when he got the Audi crossed up in the esses.

Crowe, the fastest runner in the semi-final, let Allport run first in the final. In his new Rod Millen-prepared RX7, Allport was just a shade ragged on the ascent and that was all Crowe needed to carry the day.

PETER GREENSLADE

ASHLEY FOREST (NZ)
Dunlop Rallysprint
May 18/19

1, Trevor Crowe (Toyota Starlet V8) 1m04.69s; 2, Neil Allport (Mazda RX-7) 1m06.72s; 3, Malcolm Stewart (Audi Quattro) 1m09.13s; 4, Kim Austin (Vauxhall Chevette V8) crashed; 5, Inky Tulloch (Ford Escort RS) 1m07.07s; 6, Red Millen (Mazda RX-7) 1m07.45s.

SPELGA HILLCLIMB

Shay, did you ever . . .

Shay Lawless and the 'Yoplait Special', née Scottclimber, took the lead in the Pioneer All Ireland Hill Climb Championship with a win at Spelga Dam on May 11th.

The five round mini-series, run concurrently with the Ulster and Eire championships, has attracted plenty of interest and Lawless, used to conclusive wins, had to work all the way at Spelga in the face of a determined challenge from the March-Hart 792 of Richard Parsons. Robert McGimpsey's turbocharged Crosslé 26F took third spot ahead of a posse of rally cars, headed by local man Ken McKinstry in his Escort RS1800.

RICHARD YOUNG

SPELGA HILLCLIMB
May 11

BTD: Shay Lawless (3.5 Yoplait Special), 48.61s; 2, Richard Parsons (2.5 March-Hart 792), 48.67s; 3, Robert McGimpsey (1.6 Crosslé-BDA 26F t/c), 49.41; 4, Ken McKinstry (2.0 Ford Escort RS1800), 53.39s; 5, Fred Crawford (2.0 Ford Escort RS1800), 53.42; 6, Bertie Law (2.3 Vauxhall Chevette HSR), 54.51.

Class winners: Terry Lindsay (1.0 Davrian-Imp); Roy Hylands (1.3 BL Mini); Adrian Kirkland (1.6 Ford Escort BDA); McKinstry; David Blair (1.6 Sunbeam Ti); John Crothers (2.0 Ford Escort RS2000); Jackie Harris (2.0 Crosslé 56F).

Ladies Award: Jenny Kennedy (2.0 Reynard-Ford SF81).

CROFT RALLYCROSS

Des Winks won the Superfinal and the BRDA Northern Championship in what is possibly his last outing for a while. Denis Atkinson made it a Porsche 1-2 beating Paul Bullivant back to third. BTD, however, went to Mark Rennison's 1600cc RWD Ford Escort Mk3 on its début. Full report next week.



"During a race I'm only concerned about the guy in front, if there is one. Or the guy behind if there isn't.

And the only time I worry about oil, is when it's on the track. But off the track, I care about everything that keeps my Rothman's Porsche 956 competitive.

That's why I rely on Gemini, to keep things running smoothly in the engine department.

Gemini is the latest and most advanced oil from Shell. Unlike conventional multigrades, Gemini does not break down and lose its protective properties, even when driven to the extremes that endurance racing demands.

Yet the oil in my racing engine is exactly the same as the oil you can put in your car.

Because Gemini provides the same protection for every car engine, wherever and however it is being driven. So next time you change the oil in your car, make it a complete change to Gemini (you'll find it at Shell Garages everywhere). Then you too will know your engine is perfectly protected however hard you drive.

And if you drive your car as hard as I do, I'll see you around.

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Technology you can trust

DEREK BELL
3 TIMES WINNER
LE MANS