JULY 4 1985

80p

AUTOSPORT

DOWN-UNDER DUEL

FULL NEW ZEALAND REPORT ◆ LOLA WIN IN NEW YORK

DIJON EURO F3000 ◆ NORISRING 200 ◆ SALZBURG ETC

July 4, 1985 Vol 100 No 1

AUTOSPORT

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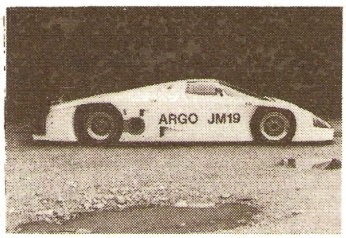

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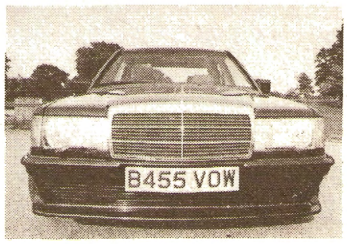

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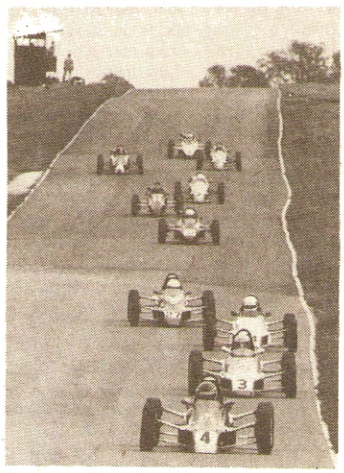

F3 reports from France, Germany and Italy — Richard Dean takes new chassis to victory at Mallory Park — Demuth dominant in Czechoslovakia — All-star Burmah Rally — ADO in attacking form.

AUTOSPORT

Welcome to Volume 100 of AUTOSPORT! Your motorsports weekly was founded on August 25, 1950, and has never missed an issue since that date. We are proud to have maintained the rationale and standards established by our founder, the late Gregor Grant, and look forward to continuing our development of his original concept during the next 35 years and beyond.

FRONT COVER

Ari Vatanen hustles his Peugeot 205 Turbo 16 through the New Zealand countryside as the pursuit helicopter gives chase. Report: p14. Photo: Colin Taylor Productions.

NEXT WEEK

The Grand Prix circus moves to Paul Ricard for the French round of the World Championship: read our full report — ETC saloons move from Austria to the Nurburgring in Germany for another Volvo/Rover confrontation — The Indycar boys take up the cudgels again, this time at Cleveland — Milles Pistes sees Lancia Delta 4WD in action — Plus all our regular news and features.*

*These items correct at time of going to press.

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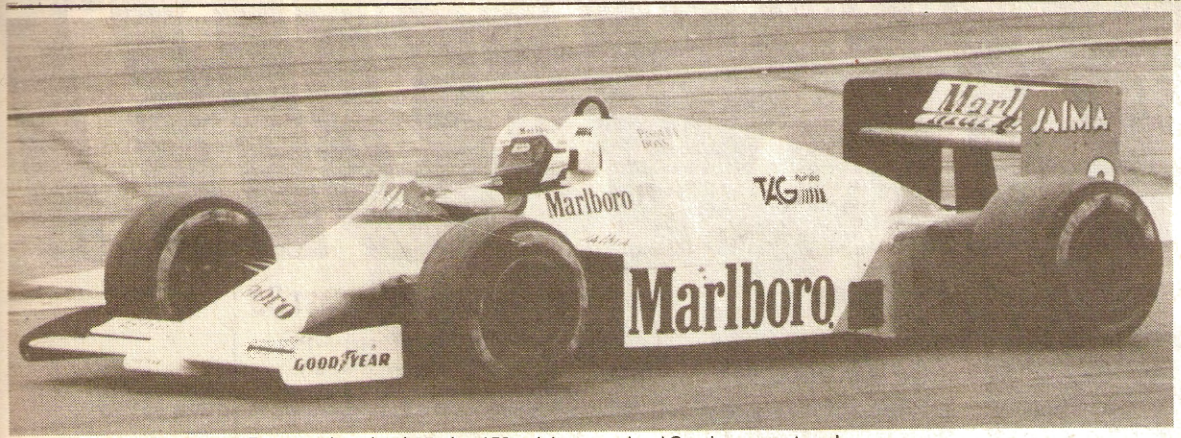


Last Thursday at Silverstone Prost produced a shattering 158mph lap — on hard Goodyear race tyres!

Prost's McLaren sets new mark at Silverstone

McLaren, Brabham, Williams, Lotus, Toleman and Tyrrell all took the opportunity to test for two days at Silverstone last week in preparation for the British Grand Prix on Sunday fortnight. And Prost gave some idea of what we may expect that weekend by taking the McLaren-TAG round in 1m 06.80s, an average speed of 158.012mph. What's more, he did it on Goodyear 'A' race tyres — and on race boost!

Alain was the only McLaren driver present, and used chassis number 1, the car used by Niki Lauda last year, now updated to 1985 'B'-specification and used exclusively for testing. Running a new set of As, the Frenchman reeled off a string of 12 laps — all under 1m 07.50s! — before finishing with the 1-06.80. And afterwards he described the handling of the car as "just about perfect."

Second fastest was the Pirelli-shod Brabham-BMW BT54 of Marc Surer, the Swiss lapping in 1m 07.46s. On Thursday afternoon Nelson Piquet, fourth fastest with 1m 08.50s, went off into the tyre barrier at Copse, but the car was not seriously damaged.

Keke Rosberg (who ran a few laps with the old Cosworth-engined FW08 in the morning!) was present only for Thursday, having spent the day before with his wife in Germany. (Their son, Nico, was born on Thursday morning.) In the Williams-Honda FW10 Rosberg lapped in 1m 07.50s. Nigel Mansell had to skip he test, having badly sprained his hand in the Detroit accident.

Absent for the same reason was Ayrton Senna, so all the Lotus testing was in the hands of Elio de Angelis, whose best was 1m 09.71s, slightly slower than Teo Fabi in the Toleman-Hart (1m 09.53s). Both Italians were appreciably quicker in the tests run before the North American races.

It was in those tests, of course, that the Tyrrell-Renault 014 ran for the first time, and last week Martin Brundle devoted his time to chassis development, finishing up with a best of 1m 10.92s. Martin gives the car its race debut at Paul Ricard this weekend.

An intriguing modification tried by the Olivetti-Brabham team on Nelson Piquet's car during last week's pre-British GP tests at Silverstone was a new nosebox. Whereas a regular Brabham nosebox can easily be carried on a couple of fingers, the new item was obviously a struggle for one man. We believe that it is made from lead, a material not normally specified by weight-conscious designer Gordon Murray. Unlike any of its rivals, the BT54 has its weight heavily biased to the rear.

The object of the exercise was in fact a desperate attempt to overcome the reluctance of the BT54 chassis to warm its front Pirelli tyres to working temperature. After his early pit stop to remove paper from his car's radiators in last week's Detroit GP, Piquet was regularly locking brakes. This has been a problem with the Brabham in other races this year, and may be related to the team's unresolved difficulties in adapting to the Italian radial tyres.

Interestingly, the Pirelli-shod Ligier team has been conducting similar experiments. In random checks during the Friday (dry) qualifying session at Detroit, Jacques Laffite's Ligier came off the FISA scales at a net weight of between 626 and 634kgs, well over the permitted minimum of 540kgs and at least 50kgs heavier than most rivals.

Spa F1 date confirmed

Following last week's Executive Committee meeting, FISA has confirmed that the Belgian Grand Prix at Spa will take place on September 15. Furthermore, the meeting will be a full three-day affair and not be reduced to a weekend, as most had hoped. However, the event will be run only if the following conditions are met:

1. The track must have been resurfaced within sufficient time, and inspected by the FISA Safety Commission.

2. A security of $100,000 shall be required and shall be deposited with the FISA until the day after the Grand Prix, guaranteeing that the Grand Prix will not be stopped owing to an error on the part of the organisers.

3. The national sporting authority responsible for the event was fined to the amount of $10,000, given the prejudice caused to the F1 World Championship.

Japan and Mexico on 1986 F1 schedule

A draft skeleton for the 1986 World Championship was adopted by FISA at the Executive Committee meeting last week. It is as follows:

Mar 02	Rio de Janeiro	Brazilian Grand Prix
Mar 23	Adelaide	Australian Grand Prix
Apr 06	Suzuka	Japanese Grand Prix
Apr 27	Imola	San Marino Grand Prix
May 11	Monte Carlo	Monaco Grand Prix
May 25	Estoril	Portuguese Grand Prix
Jun 15	Montreal	Canadian Grand Prix
Jun 22	Detroit	Detroit Grand Prix
Jul 06	Dijon	French Grand Prix
Jul 13	Brands Hatch	British Grand Prix
Aug 13	Hockenheim	German Grand Prix
Aug 17	Osterreichring	Austrian Grand Prix
Aug 31	Zandvoort	Dutch Grand Prix
Sept 07	Monza	Italian Grand Prix
Sept 21	Zolder	Belgian Grand Prix
Oct 12	Mexico City	Mexican Grand Prix
Oct 26	Kyalami	South African Grand Prix

'Spare' races are listed as New York, Argentina, Curacao and Silverstone (Europe).

First of all, it will be noted that there are 17 races on this list, rather than the usual 16, FISA's Yvon Leon commented at Dijon last weekend that the F1 calendar — and those for F3000 and the WEC — really meant very little at this stage. These calendars, he stressed, were no more than a working instrument. The final dates would not be settled until the next meeting of the Executive Committee, in October. (And presumably then 'settled' again in November, December, January etc, etc.)

However, this is the list for the moment, and there are several surprises, not least of which is the sudden arrival of Mexico, previously believed nothing more than a vague rumour. Japan is also down, although local sources tell us they will believe it when it happens . . . And the Belgian Grand Prix is down for September, rather than May, and back to beautiful downtown Zolder . . .

New York, now that it finally looks like becoming a reality, is listed only as a 'spare' race (coming into the reckoning as and when another drops out). So also is Curacao, which we heard from a reliable source was not suitable for Grand Prix cars. And Hungary, which we understand to be very likely indeed, is not listed even as a 'spare' . . .

Dumfries for Monza

Although Enzo Ferrari has yet to confirm it officially, Italian sources insist that Johnny Dumfries will make his Formula 1 debut in the Italian Grand Prix at Monza, at the wheel of a third 156/85.

Although the Scotsman's F3000 season is proving wretched, he has impressed the Ferrari team with his testing abilities this year, and from the beginning the Commendatore has maintained that his third driver may well race before the end of the year. Here's hoping . . .

Nelson — injured party.

FISA lets off Patrese

After studying the Monaco accident between Nelson Piquet and Riccardo Patrese, FISA has decided to pretend it never happened. After the Executive Committee meeting in Paris last week (attended by Patrese, but not by Piquet), the following statement was issued:

"After taking cognizance of a letter from N. Piquet, hearing the explanation of R. Patrese and viewing films and photographic documents on this accident, the Executive Committee issued a warning to each of the drivers involved" (! — our exclamation mark), "and reminded them that the rules of the race must be observed by all the drivers at all times."

We find ourselves lost for words. This will *really* deter drivers from nudging others towards the fence. Twelve months ago, after the Detroit Grand Prix startline shunt, Nigel Mansell was heavily fined. But then, of course, FISA was in a *blitzkrieg* mood . . .

Patrese — no action from FISA.

F3000 — in future the "favoured formula" for Superlicence qualification . . .

FISA backs F3000 with stability

After a constructive meeting with F3000 team representatives in Paris last Wednesday, the FISA executive acted promptly the following day to push through their plans for 1986. "We are totally committed to this formula and we felt that it was in everyone's interest to take decisions quickly," said FISA secretary Yvon Leon while announcing the changes in Dijon.

In fact it is not so much changes to the formula as continued stability which was rubber-stamped, but a couple of important decisions were taken to confirm the formula's status and increase the importance of its role in the sport's structure.

With a great deal of interest being shown in the formula outside Europe (particularly in Canada and North America), the championship will become Formula 3000 International rather than European. Next year's calendar will have 12 races in Europe and a minimum of three on other continents. Reports that there were to be three races in Canada in October this year were wide of the mark — due to impracticality at this stage — but the organisers, promoters and sponsors who approached FISA in Montreal will all be coming to Europe for a FISA meeting on September 4 to discuss the future. "We have got a lot of interest in the formula and we are getting all the interested parties together to work out a common package," said Leon.

Perhaps the most significant move though, is the one which will promote F3000 as the favoured formula for a driver to qualify for a Grand Prix superlicence. "At the moment there are too many classes through which a superlicence can be gained, and some of them are not up to standard," said Leon. "Formula 3000 will be the privileged formula rather than the exclusive one for the future granting of superlicences." Full details will be announced in October, but the only alternative routes to a superlicence are expected to be as British, French or Italian F3 Champion or with a specified number of World Endurance successes.

A majority representation at the Wednesday meeting asked that no Grand Prix supporting events be included next year. This will be borne in mind when the calendar is finalised — in October — but Leon said that Austria have specifically asked to have the formula with F1. The more commercially minded of the entrants appeared happy to continue the arrangement.

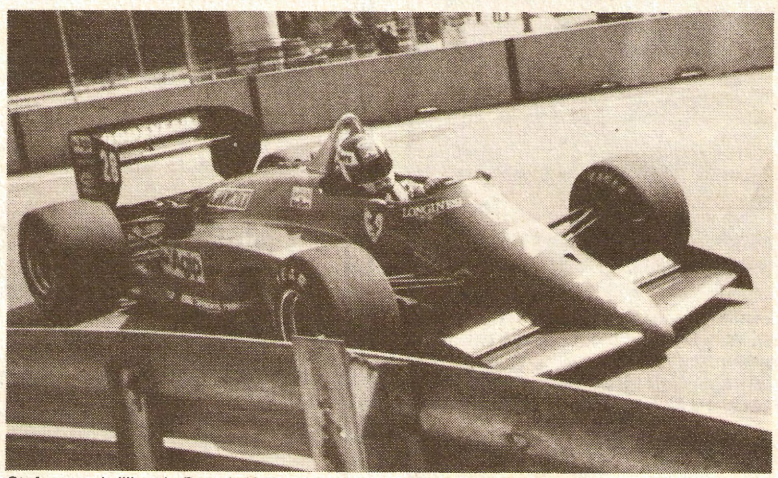
On the technical side, FISA have stated that there will be no changes at all in the regulations, which pleased everyone and will undoubtedly help to swell the grids in 1986 as cheaper pukka cars come on the market in place of this year's unsatisfactory alternative of used F1 chassis.

There was a question of raising the universally used Cosworth DFVs' rev limit to 9500rpm but this was rejected. "It was pushed for by one team and we really don't think it is necessary," said FISA technical chief Gabriel Cadringer. The reason for the proposal was not so much a search for extra power but to get out of the well-known DFV harmonic vibration patch. In F1 the drivers went straight through it but with the 9000 rpm limit the engine is constantly in that range. However, after consultation with Cosworth, FISA have decided to leave it alone. They will also persist with the Monk rev-limiter. "It is a very simple and effective limiter," said Cadringer. "We have monitored its progress closely since Silverstone and at Pau we investigated all the complaints. Basically we found that all the problems were down to poor installation." A revised version of the electronic box has already been successfully tested by Mike Thackwell at Donington but as there were not enough for everyone at Dijon its introduction has been delayed."

Leon stressed that FISA did not envisage changing the technical regulations for some time but they have given a June 1986 deadline for the manufacturers to make any recommendations. "But they will only be implemented if they are unanimous," stressed Leon.

The one controversial area open to further discussion is the question of tyres. A majority, but not all, of the representatives in Paris wanted a one tyre formula. Leon admitted that this was a difficult area both from a legal and technical point of view. However the FISA are studying ways around the situation although it might not be possible to act until 1987. However they will put the contract out to tender to judge reactions. The news was greeted with consternation particularly by the Bridgestone representative who said that his company wanted to continue in the formula and would prefer competition from up to three other manufacturers. Avon said they would be happy to tender for the whole field. Those who did not push for the one tyre ruling said that in preference they would welcome a free for all in the formula without even this year's (successful) 30% supply rule.

All in all the proposals were well received and with such early notice there was high optimism all round.



Stefan was brilliant in Detroit. Will he be up to scratch (sorry . . .) at Ricard?

Johansson laid low

At Fiorano the Ferrari team is still constantly experimenting with its four-turbo engine, but it is not yet known when this set-up will be seen at a race. The problem at present is that, although top end power is improved, there is no more power at low revs than with the current twin-turbo V6. Also, we understand that the throttle response of the four-turbo engine is, to say the least, brutal.

From now on, for the longer and faster circuits, Ferrari will have a long-wheelbase chassis available, and for Paul Ricard this weekend the car will feature new front suspension and revised aerodynamics.

Since the Detroit Grand Prix in which he finished second, Stefan Johansson has fallen victim to, of all things, chickenpox! As we went to press, it seemed that the Swede would be able to drive at Ricard — but he could go short of conversation this weekend . . .

1986 WEC calendar

The working calendar for the 1986 FIA World Endurance Championships, drawn up last week by the FISA Executive Committee, lists 11 races:

Mar 30	Monza 1000	Italy
Apr 06	Mugello 1000	Italy
Apr 27	Silverstone 1000	Britain
May 31	Le Mans 24 Hours	France
Jun 29	Estoril 1000	Portugal
Jul 20	Brands Hatch 1000	Britain
Aug 03	Mosport 1000	Canada
Aug 24	Nurburgring 1000	Germany
Sep 07	Spa 1000	Belgium
Sep 28	Mount Fuji 1000	Japan
Nov 23	Sandown Park 1000	Australia

New to the fixture list is Estoril which will be the first WEC event to be held in Portugal, and the first major sportscar race in that country since the days of Vila Real.

Monza and Mugello have been relocated within a week of one another, while Le Mans has been brought forward with the full agreement of the race promoters, so as to avoid a clash with any Formula 1 Grand Prix. The Brands Hatch race — a Drivers-only round, presumably — will take place the weekend following the British Grand Prix. There is scope in the calendar for a USA fixture the week after Mosport, while the German round of the series will revert to the Nürburgring after its visit to Hockenheim this year. Mount Fuji will be the last race at the Speedway unless late bids to save the track (to be developed into a sports complex) are successful.

The Australian fixture remains, but there is no sign yet of the rumoured new WEC dates for Malaysia and Daytona.

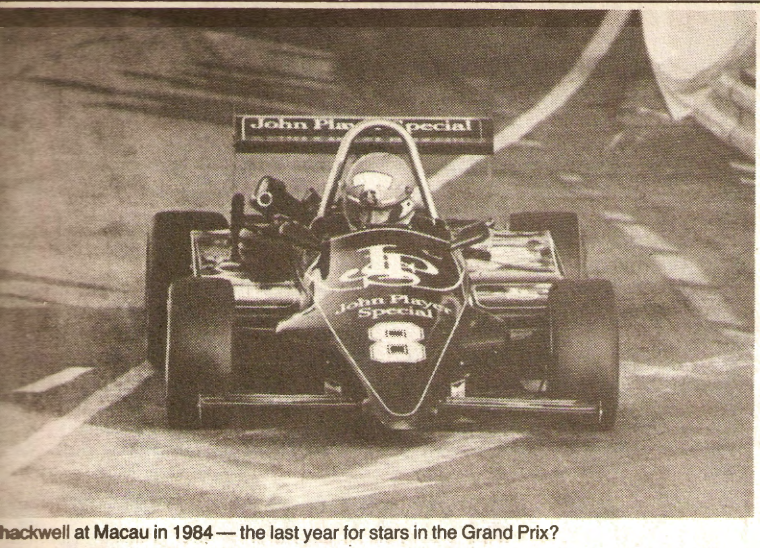
New Reynard Cosworth?

Up in Bicester, work continues apace on Adrian Reynard's proposed F3000 car, a derivative of the successful 853 F3 chassis. An intensive feasibility study is nearing completion, and a decision on the future of this exciting project will be taken within the next few weeks.

Reynard himself has, of course, been responsible for the overall concept of the F3000 weapon (which uses a version of the advanced F3 monocoque) although much of the detail design work has been engineered by the F1-experienced Ian Ashdown, under Adrian's direction.

"The F3000 design is innovative, as usual," promises Rick Gorne, who also reports significant interest in the car from several sources. Ashdown, it will be noted, is also something of a transmission specialist. Can we expect the Reynard-Cosworth DFV to be unique here?

Reynard — F3000 concept complete.



hackwell at Macau in 1984 — the last year for stars in the Grand Prix?

FISA bans 'stars' from Macau GP

ISA's ruling that this year's Macau GP ormula 3 race be an Intercontinental hampionship for drivers from the six uropean National championships and ie Japanese series has not been well eceived by many of the leading teams, at east two of whom were intending to run ar names in their cars for the end-of-eason encounter in the Far East.

Yvon Leon said in Paris last week that nly regular F3 drivers would be per-itted to take part, and that their transport costs will be met by the organisers. The essential attraction of the Macau event, in recent years, has been the participation of F1 and F2 stars driving F3 machinery, but this has now been outlawed by the FISA proposals as they stand.

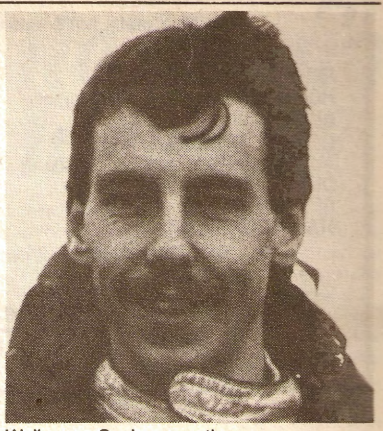
Leon said that the Japanese — in the past the poor relations of the field — had asked for the change in regulations and that the Macau organisers had agreed to their request — despite it being to the obvious detriment of the annual road race's prestige and following.

Top British F3 entrants Eddie Jordan and Dave Price who, over the past two years, have run no less formidable a line-up than Stefan Johansson, Ayrton Senna, Martin Brundle, Roberto Guerrero, Mike Thackwell, Emanuele Pirro, Ivan Capelli and Johnny Dumfries in the big race, backed by cigarette giants Marlboro and John Player Special, are at a loss to comprehend the move.

Both men were at Dijon last weekend, and confirmed that they had been expecting to run 'star teams' again this season. Price, who has been asked by British American Tobacco to run four JPS 'star cars' in the event on November 24, was negotiating with Thackwell when he heard last week's bombshell. "I am sure that BAT will not be interested in normal F3 drivers," said Price, "and besides, my two runners can hardly afford to do all the British rounds, let alone go to Macau." Jordan, favourite to field Marlboro's team again, was equally flabbergasted at the proposal. "If this new rule stands, I just cannot see us going at all," commented the Silverstone-based Irishman.

European race co-ordinator Barry Bland of MRC is currently seeking a solution to the situation, with the interests of both the competitors and the race itself at heart. "It is something that we're working hard to sort out to everyone's satisfaction," said Bland on Monday. "We are hopeful that a suitable agreement can be reached."

The absence of Fl (and F3000) drivers will certainly deny the Macau organisers their most powerful promotional tool, in addition to robbing the F3 drivers of their chance to compete, and gauge their own performances against, the F1 stars. Any young F3 driver worth his salt will not want to miss this annual opportunity — and should not be denied it!



Wallace — Saab suggestions

Wallace tries Saab

Andy Wallace drove both Scan + Sport Reynard-Saab F3 cars at Donington last Wednesday, to help the team assimilate the engine's performance against that of the currently dominant Volkswagen unit, as fitted to Andy's regular Swallow Racing 853. The results were interesting, and should point the equipe in the right direction in their quest to make the Swedish unit a winner.

"I hope I was helpful to them," said Wallace this week, because the difference between the two versions of the Saab engine is very significant. The electronic-controlled engine is good in places, but has a lot of flat spots, while the mechanical one is quite good throughout, and seems to have some potential.

Grand Prix F3 entry

o fewer than 42 entries have been ccepted by the RAC MSA for round 11 the Marlboro British Formula 3 hampionship — the prestigious Grand rix supporting race — at Silverstone on ly 20/21, while 10 further drivers have een nominated as reserves for these rs. A field of 36 drivers may compete in e race, so qualifying could be fraught the Saturday,

All 42 accepted drives have taken part previous rounds of the highly-competi-ve national series, and everyone who is anyone on the trail is listed. Nine Reynards face 12 Ralts in the 25-car contemporary class, although Sean Walker is expected to switch from Class B to A with Richard Dutton's new Reynard-Alfa Romeo on is debut. Paul Jackson is nominated as lead driver in the factory Magnum equipe.

European F3 champin Ivan Capelli is among the reserves, as are Frenchmen Pierre Petit and Dominique Delestre, plus Britons Dave Coyne and Mark Hales.

Giroix Sport Martini

bian Giroix, Scan+Sport's man in the ench series appeared at Dijon at the heel of an Avia Martini being run ngside Frederic Delavallade by bert Descombes.

The promising Frenchman however did not go as quickly as he had thought he might and the news on Monday was that he would be reverting to his Reynard-Volkswagen forthwith . . .

Healthy interest in Japanese F3

e Japanese F3 championship, little blicised on these shores, is shortly to ceive its first Reynard 853, as a result of e British concern's recent overseas es drive. The respected Nova En-neering company — which built its own and F3 cars in the mid-'70s — has dered one of the machines.

The Japanese national series, as a matter of interest, currently attracts 25-30 car fields. Several of this year's Ralt RT30s are already out in the Far East, although older RT3s, Marches of 793-813 vintage and locally-built cars comprise the bulk of the grids. Hayashi is apparently the top local marque.

Reynard 853 — sales drive to bring results in Italy?

Italian demand for F3 Reynards

Reynard Racing Cars's sales chief Rick Gorne returned from Sunday's Monza F3 Lotteria meeting with an order for no fewer than five of the Bicester company's composite 853 chassis, to be delivered in late September. The Bicester *marque's* representation in the Marlboro Italian F3 series currently rests solely on the shoulders of young Marco Apicella, with Coperchini's entry, but as many as eight Reynards should be out regularly before the season's end.

"We feel that the Italian championship is a growth area," commented Gorne, "and demand for our product is high now that Reynard is establishing itself in the F3 field." Apicella set a new lap record before crashing out of Sunday's race, so the potential of the combination is clear.

Former F2 salwart Carlo Giorgio has also ordered an 853 on behalf of the Jolly Club, delivery of which has been brought forward by the recent cancellation of an order from British Ralt racer Gary Evans. The identity of its driver, and the destiny of the bulk order, will be officially revealed at Misano Adriatico on August 10. Another privateer has also bought a Reynard.

The Volvo 240 Turbos have been winning in ETC, but there are worries about their homologation.

ETC problems for Volvo 240 Turbos

It was no great surprise on Monday when we received a telex from FISA announcing that they are to open an enquiry into "the conditions surrounding the homologation of the Volvo 240 Turbo. The conclusions of this investigation concern the 1985 European Championship."

The announcement from Paris comes in the wake of much rumour, and more specifically, a problem at the Salzburgring last weekend, when the front suspension mounting was deemed illegal by FISA and the cars had to run under appeal (see report page 32).

The Volvo 240 Turbo was originally homologated for sale in the USA, but it is the evolution of the car which is being called into question. FISA homologation papers for the Group A evolution model include the rear spoiler, water injection, redesigned inlet and exhaust manifold systems and a Garrett TB03 turbocharger to replace the original Garrett T3 unit. The 500 cars necessary for the evolution were inspected in August 1983 by Boris von Breitenbuch of BMW who saw 230 cars on the East Coast of America and a further 270 on the West Coast.

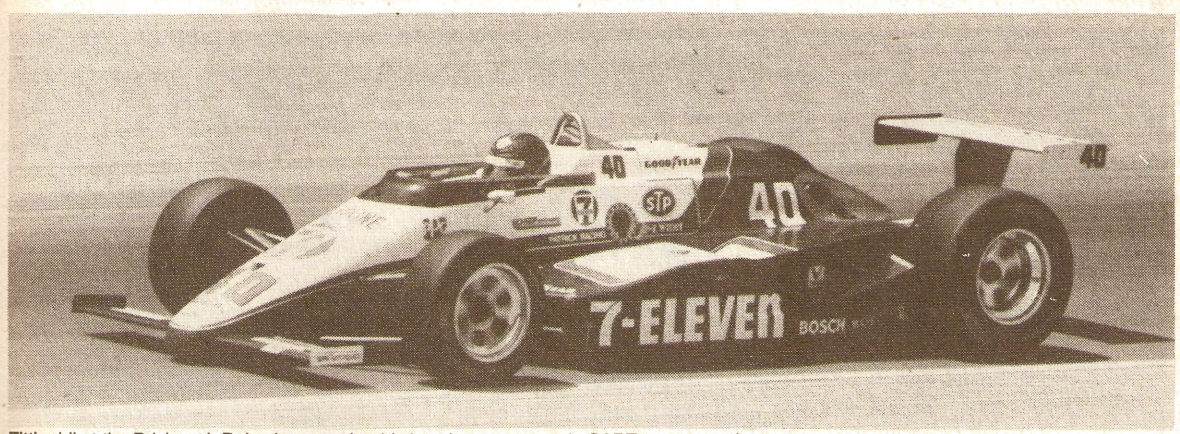
The United States of America has very stringent inspection rules of its own before cars can be sold and there is no certification from the US Government registration bureau to indicate that any of the evolution models of the 240 Turbo have been put on sale to the public. FISA homologation regulations, as laid down in the yellow book, dictate that cars homologated should be "destined for normal sale to the public" (ie the distribution of cars to individual purchasers through the normal commercial channels of the manufacturer).

We understand that no evolution cars have been sold in America, but this does not restrict their sale elsewhere. To date Volvo admit to have sold 23 such cars to the various racing teams around the world. "The problem is one of definition," says Marcel Servais, FISA's ETC inspector. "What is a normal commercial channel? It is up to Volvo to prove that they have sold cars and FISA will be making enquiries round the world and that is bound to cause delay."

If a manufacturer could build 500 evolution cars and only had to sell a handful to competitors, the gates are open for a flood of 'homologation specials', which would make a mockery of Group A regulations.

The question remains, what happened to the 500 cars inspected in America in 1983? If they have not been sold in evolution spec in the States and there are no indications that the cars have been shipped to Europe, where are they now?

FISA regulations on evolution are clear: the cars must have "modifications made on a *permanent* basis to the basic model." Surely the problem is easily solved: Volvo built the cars and must therefore know what happened to them . . .



Fittipaldi at the Brickyard. Rule changes should slow down next year's CART superspeedway races.

New CART regulations set

Over the Meadowlands weekend CART announced new rules to cover the next four seasons, 1986-89 inclusive.

Although there has been a strenuous campaign by some drivers (notably Tom Sneva) for flat bottom cars, CART has decided to stay with ground effect cars (or 'tunnel cars', in Indy car parlance).

The decision has been taken after a great deal of wind tunnel work with four different cars. In the tests it was found that, at Indy speeds, flat bottom cars have only 5% less downforce than ground effect cars — but their stability is much worse. Therefore it has been decided to retain the ground effect 'tunnels', but the tunnel exit area has been reduced by 30%, and the tunnel may not extend beyond the rear wheel centreline. To maintain wide sidepods (in the interests of driver protection), CART has set a minimum width across the pods of 50ins, with a maximum of 63ins. It is estimated, however, that the reduction in tunnel exit area will reduce downforce by as much as 40%.

For superspeedways there is a new limitation on front wing size, reduced by 7ins to a maximum span of 56ins. As speeds go up again, CART says, that will be progressively reduced, as required. And Tony Cicale, Mario Andretti's race engineer, believes that this will make a huge difference: "On superspeedways," he told our American Editor, "the front wing is crucial — the controlling factor, in fact. With that it is far easier, for instance, to move the centre of pressure than with different tunnels."

For short ovals and road circuits, a new rule raises and narrows the rear wing, this primarily to aid mirror visibility.

Turbo boost is set at 48ins for all events (at present a limit of 47ins applies at superspeedways) and for all engines. However, it is thought likely that USAC, which continues to sanction the Indy 500, will hold to its 47ins limit for 'race' engines and to 57ins for 'stock' motors (such as the Buick V6 which pushed Pancho Carter's March to the pole this year).

The cars' minimum overall length is increased by 4ins to 184ins. And more attention is to be given to crash testing. CART announced that the bottom half of the monocoque must be aluminium/honeycomb, and not of any composite material. The Lotus 96T, which has a tub entirely of carbon/Kevlar, can apparently be re-skinned without problem to meet this regulation.

No Honda Indycar?

Ron Tauranac again denied any Honda involvement in his Indycar project at the weekend. "I know it was announced on TV at Detroit but all my work has been based around using a Cosworth DFX. Honestly I know nothing about it." Asked if he knew what his former partner Jack Brabham was doing with a March 85C he grinned. "Maybe he is using one of 'my' Honda engines!"

Although it was originally thought that Mike Thackwell would drive the Ralt Indycar in the final three races of this year, Tauranac said that the car had got behind schedule and would not appear this year.

The Australian is currently planning his 1986 programme which he admits might include a production F3000 car.

Threat to Jacques

Last week Jacques Villeneuve and his CART sponsor, the Canadian Tire Company, were advised by CASC (the Canadian ASN) that if they were to participate in one more CART race they would lose their FISA licences.

It appears that FISA has told all ASNs that they must do this, and it is up to them to comply. For one reason or another, of course, FISA chooses to look upon CART as an 'outlaw' race series. Villeneuve and his sponsor, although curious as to why this demand is suddenly being made, are reportedly not too concerned about it — except that if they lose their FISA licences they risk not being able to run in the Indianapolis 500, for which you must have a FISA licence.

Dallas seeks CART race

Amid rumours of another F1 Grand Prix in Dallas next year comes the serious probability of a CART race in the Texas city. This would not be run at the 'Grand Prix, circuit in State Fair Park, but another street circuit, in Reunion Park, at the other end of town.

The project is being promoted by a group of Dallas businessmen, together with Chris Pook of Long Beach fame. We understand that the City Council last week gave tentative approval to the plan.

F1 Yamaha on the way?

After some encouraging outings in Geoff Lees's March, Yamaha are increasing their involvement in the Japanese F2 Championship. The OX66 engine will also be fitted to Keiji Matsumoto's March 85J at the next round of the series. Matsumoto actually won the first round of this year's championship using a BMW engine but since then has struggled against the Honda V6 cars. Yamaha has confirmed that they will offer engines for sale next year. An F1 version is rumoured to be under development now — and due to appear next year . . .

Solo Tyrrell F1 turbo at Ricard

"Yes, it's in France, and I won there two years ago," Alain Prost said last week, "but I can't say I really like Ricard. To be honest, it's not very interesting . . ."

The Frenchman's comments are not too dissimilar from those of most of his colleagues. With the exception of the right-handed Signes (at the end of the mile-long straight) and the fifth gear left-right after the pits, there are no testing corners. In the main Ricard's turns are slow and tight.

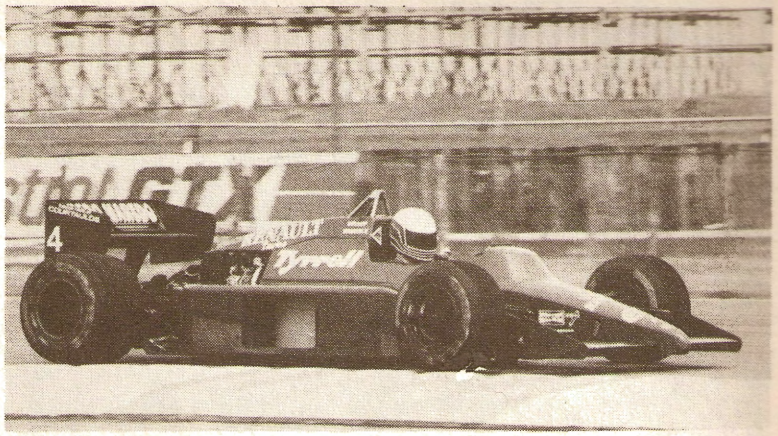
It is, moreover, a difficult circuit for which to set up a car, for you cannot compromise your straight line speed (absolutely vital here) by running too much wing. At the same time if you run too little there is the risk of sliding around too much and ruining your tyres. When we were last at Ricard, of course, the planned pit stop syndrome was in full swing. Perhaps we might see a return of it — now for tyres only, of course — on Sunday?

The 'card' is as for the North American races, plus the additional entry of Jonathan Palmer's Zakspeed, back on the scene again. On recent evidence, the favourites have to be Lotus-Renault (de Angelis and Senna), Ferrari (Alboreto and Johansson), Williams-Honda (Rosberg and Mansell) and McLaren-TAG (Prost and Lauda). In qualifying the McLarens will presumably have their usual boost problems, but in race trim Prost — and perhaps Lauda — will be well in contention.

To these should be added, at Ricard, the Brabham-BMWs, sure to be blindingly fast down the Mistrale straight, and the Renaults (Tambay and Warwick). The French team is having a dismal season, and this race matters more than all the rest. Last week both drivers tested extensively at Ricard.

Last, this weekend sees the debut of the Tyrrell-Renault, Ken's first turbocharged F1 car. Martin Brundle will drive it, leaving the unfortunate Stefan Bellof (still running a Cosworth) probably to have a race with himself.

■ BBC will carry live TV coverage of the French Grand Prix at 12.05 and 12.40 on Sunday, and further coverage will be on BBC2's *Grandstand* during the afternoon. Race highlights are on BBC2 at 11.20pm, and Radio 2 will have live broadcasts from 1.50pm onwards.



Down the long Mistrale Martin will be glad of the Renault V6 . . .

WORLD CHAMPIONSHIP

Points standings (after six rounds)

Drivers		Constructors	
1, Alboreto	31	1, Ferrari	47
2, de Angelis	24	2, Lotus-Renault	33
3, Prost	22	3, McLaren-TAG	25
4, Johansson	13	4, Williams-Honda	17
5, Rosberg	12	5, Renault	12
6, Tambay	10	6, Arrows-BMW	6
7, Senna	9	7, Ligier-Renault	5
8, Boutsen	6	8, Tyrrell-Ford	4
9, Mansell	5	9, Brabham-BMW	1
10, Bellof	4		
11, Lauda	3		
de Cesaris	3		
Arnoux	3		
14, Warwick	2		
Laffite	2		
16, Piquet	1		

FRENCH GP WINNERS

Year	Circuit	Driver	Car	Speed mph
1975	Paul Ricard	Niki Lauda (A)	Ferrari 312T	116.60
1976	Paul Ricard	James Hunt (GB)	McLaren-Ford M23	115.84
1977	Dijon-Prenois	Mario Andretti (USA)	Lotus-Ford 78	113.71
1978	Paul Ricard	Mario Andretti (USA)	Lotus-Ford 79	118.31
1979	Dijon-Prenois	Jean-Pierre Jabouille (F)	Renault RS11	118.87
1980	Paul Ricard	Alan Jones (AUS)	Williams-Ford FW07B	126.14
1981	Dijon-Prenois	Alain Prost (F)	Renault RE30	118.30
1982	Paul Ricard	René Arnoux (F)	Renault RE30B	124.99
1983	Paul Ricard	Alain Prost (F)	Renault RE40	124.19
1984	Dijon-Prenois	Niki Lauda (A)	McLaren-TAG MP4/2	125.53

New Argo sportscar for US début

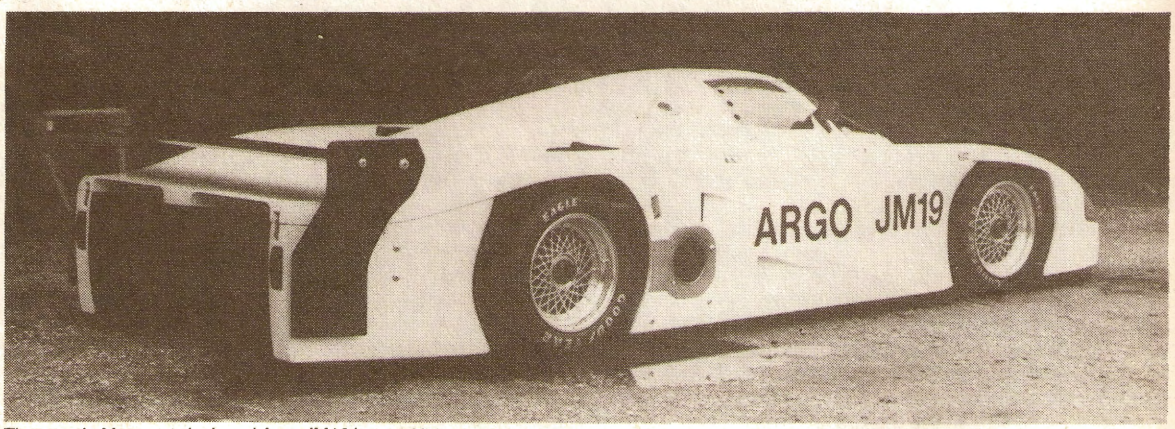
The first of the latest range of sportscar racing chassis from Anglia Cars, the Argo JM19, is now on its way to the USA after being shakedown tested by Dave Scott at Snetterton. The first car will be delivered to Don Marsh of Rusty Jones Racing, the IMSA Camel Light team which until now has been campaigning an Argo JM16. The car will be shown at Watkins Glen this weekend, and is due to make its debut on July 14 at Michigan.

The Argo JM19 is conceived as a versatile ground-effect chassis suitable for IMSA GTP and FIA Group C1, plus the 700-kilo classes in both championships. It has been designed by Jo Marquart but features bodywork styled by Design Achim Storz in Zell-am-See, Austria. The bodyshape and air tunnel profiles result from wind-tunnel testing at Southampton University with a quarter-scale model, and emphasis has been placed not merely on increasing downforce while maintaining low drag figures, but also on creating ample front-end loads so as to eliminate the understeer that afflicts so many current sportscar designs.

The mechanical aspect of the JM19 is a logical development of the JM16, eight of which were built, including a works car run during the latter half of 1984 for Mike and John Andretti. The monocoque and all suspension components, including the front and rear uprights, are entirely new, however.

The chassis is an extended three-quarter monocoque of aluminium sheet, with magnesium castings for the pickup points and a chrome molybdenum steel integral rollcage. Suspension front and rear is outboard and fully adjustable.

The body is made from glassfibre, strengthened by Kevlar and carbonfibre, and the front and rear wings plus the rear wing sideplates are made of carbonfibre.



The new Jo Marquart-designed Argo JM16 is a multiple-purpose sports car, but its primary market is expected to be the USA.

The car features seven body sections and the underbodies are two-section.

Three JM19 chassis have now been completed at the Anglia Cars factory in Griston, Norfolk, all fitted with the Mazda 13B rotary power unit and destined for American use in the Camel Light division. However, the new car will accommodate Cosworth, Buick, BMW or Porshe engines, and the transmission is Hewland DG or FG depending on the power unit.

Ventilated disc brakes (12.4ins dia) are used all round and the brake balance and rear anti-roll bar are cockpit-adjustable. The BBS wheels are 16ins diameter all-round. Wheelbase is 105ins, front track 60ins, and rear track 58ins.

The Anglia Cars company has now set up a subsidiary to assist Argo owners and to establish a nationwide dealer network in the USA. Argo Cars Inc is run by John Peterson and is based at 1409 South Wilshire Drive, Minnetonka, MN 55343, USA (telephone: 0101 612 541 1380).

Sheene for Spa 24 hours in Jermaine Jackson Supra

Team Toyota GB's Trimoco Group A star Barry Sheene will make his Spa 24 Hours debut in the Belgian saloon car endurance classic on July 27/28. The former motor cycle World Champion will share Hughes of Beaconsfield's specially prepared Toyota Celica Supra with experienced local drivers Pascal Witmeur and Alain Delcourt.

The 285bhp ETC-specification machine will run in a new all-black livery, sponsored for the occasion by American singer, and racing fanatic, Germaine (sic) Jackson who is appearing in concert in Belgium the following week.

Engine preparation on the Duckhams-lubricated Toyota is by Jim Whitehouse of Arden Conversions as ever, while the car will use Dunlop tyres. The Supra entry finished fifth at Spa last season, in the hands of Gordon Spice and the Martin brothers. Sheene is confident of a similarly good showing at the classic Belgian circuit.

As we went to press we heard the sad news that former British GP racer David Purley was feared drowned after a plane crash off the Bognor coast. Further news next week.

WEEKEND SPORT

INTERNATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Jul 4 Daytona (USA)	NASCAR Winston Grand National Championship *Bill Elliott scored his seventh win of the season last time out at Pocono and will hope he can keep the form going for the Independence Day celebration at Daytona, even with the new horsepower reducing regulations.*
Jul 7 Paul Ricard (F)	FIA Formula 1 World Championship; Marlboro French F3 Championship *See* Pit & Paddock *for Grand Prix details. In the F3 counter, British series contender, Gary Evans makes the trip to Ricard to take on the French.*
Jul 7 Cleveland (USA)	CART/PPG Indycar World Series; SCCA Robert Bosch/VW Supervee Championship *Two races in a week will focus emphasis on team organisation as well as driver skill. The Haas/Newman Beatrice Lola of Mario Andretti will doubtless be a front runner, but should be pressed by Rahal, Sullivan, Unser Jr et al. Look out for an improving Jan Lammers. Tommy Byrne bids for an Anson S/Vee win.*
Jul 7 Nurburgring (D)	FIA European Touring Car Championship *The Rover v Volvo battle moves on to the Eifel mountains. I wonder which drivers will gain greatest pleasure from gunning hire cars around the tortuous 14 miles of the majestic old circuit?*
Jul 7 Summit Point (USA)	SCCA Bendix TransAm Championship *The usually dominant Mercury Capris struck trouble last time out at Detroit, with Elliott Forbes-Robinson claiming the spoils in a Buick. Don't bet on a similar thing happening again, though.*
Jul 7 Watkins Glen (USA)	IMSA Camel GT Championship *The Lowenbrau Porsche 962 of Derek Bell Al Holbert won the previous round at Mid-Ohio and must start favourite again.*
Jul 7 Suzuka (J)	All Japan F2 Championship *Reigning champion and series leader, Satoru Nakajima was a dominant winner at the same circuit in the last round after Kenny Acheson had led the early laps.*
Jul 13 Nashville (USA)	NASCAR Winston Cup Grand National Championship
Jul 14 Hockenheim (D)	FIA World Endurance Championship; German F3 Championship; German Sportscar Championship
Jul 14 Enna-Pergusa (I)	Marlboro Italian F3 Championship
Jul 14 Mid-Ohio (USA)	SCCA Bendix TransAm Championship
Jul 14 Michigan (USA)	IMSA Camel GT Championship
Jul 14 Brands Hatch (GB)	EFDA Euroseries FF2000

NATIONAL RACING

DATE/VENUE	EVENT/DETAILS
Jul 6 Silverstone nr Towcester, Northants	Pre '61 Historic Racing Cars, Pre '31 Vintage Racing Cars, Maserati race, Pre War All-comers Scratch race *The feature race at the VSCC meeting will be a Maserati race featuring no less than eight 250Fs, led by Neil Corner in the Bamford "Piccolo", and with Nick Mason in a 'Lightweight' Maserati parade, 12.15, racing from 1.30.*
Jul 6 Castle Combe nr Chippenham, Wilts	Lep Open *Libre*, B&Q Sports 2000, Giroflex Porsches, MG Metros, Renault 5s, FF1600, Clubmans, MGs, Modsports *The meeting marks the circuit's 35th anniversary and should see Tony Trimmer, Alo Lawler and John Brindley doing battle for the* Libre *honours. The Porsche and Metro Challenges are always good bets for some close battling, while Sean Wlaker will be out for the Sports 2000 honours. Racing from 1.30.*
Jul 7 Brands Hatch nr Fawkham, Kent	Esso FF1600, Champion of Brands FF1600, Dunlop-AUTOSPORT Star of Tomorrow FF1600, Prodsports, Uniroyal Prodsaloons, Duckhams Road Saloons *A mixed bag of FF and 'tin top' action should keep the crowd amused at Brands. Damon Hill will prove hard to beat on his home circuit in the Esso FF1600 round, while Jason Elliott will be looking to add to his novice series tally in the Dunlop-AUTOSPORT counter. Racing from 2 p.m.*
Jul 7 Lydden Hill	Astra Motor Club Meeting.
Jul 7 Knockhill	Scottish Sports Car Club Meeting.

OFF TRACK

DATE/VENUE	EVENT/DETAILS
Jul 6 Shelsey Walsh nr Worcester	Rydale BMW British Hillclimb Championship, round 6. *Martyn Griffiths heads on entry list of over 100 drivers, but ADO will be out to repeat his win at Prescott. Meeting starts 2 p.m.*
Jul 6 Valence, nr Westerham, Kent	Valence Speed Hillclimb *Although held in a garden party atmosphere, this charity event always produces competition of a high standard and is well worth a visit. Practice from 9.30 a.m., competition from 2 p.m.*
Jul 7 Pembrey nr Llanelli	Warecrete British Sprint Championship *Ray Rowan turned in a stunning display at Mallory last weekend.*
Jul 7 Croft nr Darlington	RAC British Rallycross Championship, round 4

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.

American wins Dufour Memorial

The François Dufour Memorial Trophy has been awarded to a young driver from Dallas, Texas: Michael Martin. The annual award is made to a past Winfield Racing School pupil for "outstanding achievement" and is presented by ADA Engineering and Winfield. The panel considered that Martin's second place in the Pilote Elf Final (held last November at Magny-Cours) deserved this recognition. He was only the third non-French finalist in the 22 years of the competition, and he is contesting the 1985 Formula Renault Turbo Championship in a Winfield backed Martini MK41. This is the seventh presentation of the award, and is made in the memory of François who lost his life in a tragic paddock accident at Le Mans in 1977 while working for the Dorset Racing team. Previous recipients have included Alain Prost, Richard Dallest, Alain Ferté and François Hesnault.

BRIEFLY

■ Congratulations to the Rosbergs are due this week. Last Thursday Keke's wife, Sina, gave birth to their first child, a son named Nico. The Williams star got the news while testing at Silverstone, and later flew back to Germany, where Nico was born.

■ In Italy last week Luciano Benetton said that it was hoped to run a second Toleman by August, and insisted that it would be for "a young driver." He also denied absolutely that there had been any contact with René Arnoux.

■ At the Meadowlands CART race last weekend, the organisers of the New York Grand Prix issued a press release saying that the track at Flushing Meadow would be built this winter in preparation for a race "next spring . . ."

AUTOSPORT
GRAND PRIX GUIDE 85

We regret that production difficulties have compelled us to suspend publication of the series of Autosport Grand Prix TV Guides with immediate effect. We apologise for any disappointment or inconvenience to readers caused by this unavoidable decision.

On the right track

Sweeping decisions which will revolutionise the FIA World Rally Championship were taken at the FISA Executive Committee meeting in Paris last week. Included in the proposals is a new category — Group S — for the professional drivers, and a definite commitment to investigate ways of keeping a check on speeds. The moves are designed to place ever-greater emphasis on the World series, with manufacturers forced to support the championship as a whole rather than individual events (see *Special Stage*).

Such radical reform will inevitably invite criticism and find opposition, so it is to the great credit of all involved — FISA's own officials and the manufacturers' representatives — that the proposals will respect the stability rules, with the new formula taking effect in 1988.

This is a most welcome contrast to so many ill-timed, hurried decisions which have done little for the reputation of the sport's governing body, hampering the constructors and manufacturers who wish to compete. With the basic outline of the new-style championship already in existence, two and a half years in advance, there is time for the formula to be finalised so that everyone is prepared for the future.

Justifying the enormous amounts of hard cash required for any competition programme has never been a simple matter. Rallying is an expensive sport but, through the Group B first-generation supercar era, its popularity has grown immensely, and the benefits to manufacturers multiplied. A recent survey by the Ford Motor Company showed that between 1971 and 1980, the percentage of motorists interested in motor sport rose to 50%, and that four out of five questioned expressed considerable interest in rallying.

What is now required is sustained progress by the decision-makers, so that manufacturers can start their economic planning in earnest, taking the sport another step closer to a healthy, exciting future.

CORRESPONDENCE

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

Mulsanne insight

Further to reading *Comment* in the June 20 issue on the subject of 'Mulsanne madness', may I, after just having experienced it at first hand, give my own views?

First, I fully agree with Klaus Ludwig's and AUTOSPORT's proposals that higher, non-standard barriers should be erected along this ultra-fast section.

My personal injuries were caused by the Porsche 956 I was driving landing on top of the barrier, which ripped the floorpan out. Apart from expense, the only drawback I can see is, how would the paying public be able to view from the Mulsanne? And that's an important one. The idea of chicanes along the Mulsanne would simply wreck Le Mans and doesn't bear thinking about for driver or spectator.

Second, and closer to my own heart in the 'safety stakes', when can the drivers who race consistently in Group C expect the 'cowboys' who pay for one drive per season at Le Mans to be banned? It's just too dangerous a circuit to let these types learn during qualifying, often in a strange car as well. Most drivers appreciate the speed differentials involved, use their mirrors and either get out of the way or hold their line as the situation demands. I'm sure that drivers of the faster cars have no complaints about them, but it does take experience to keep out of trouble, and that experience doesn't come by 'racing' once or twice a year.

DUDLEY WOOD
OLNEY, BUCKS

Leave Le Mans alone

I was dismayed by the tone of your editorial (June 20). While the deaths and accidents of the last two years are regrettable, let us not get things out of proportion.

In this year's Le Mans race, I reckon that around 50 competitors made probably over 13,000 runs down the Mulsanne Straight during the course of the meeting. How many major incidents were there? You mention four.

If you extend the survey over the period since the Ford GT40s pushed the speeds to over 200mph down Mulsanne, the incidents and deaths become even fewer in relative terms.

Motor sport fans do not like to see accidents, and even one death is one too many. But motor sport *is* dangerous. Let us not forget that all of us, spectators, officials and competitors, are there by choice. We have already lost the Nurburgring, Targa Florio, Mille Miglia and many others. Let us not lose Mulsanne to chicanes, as we have lost other demanding sections of classic circuits.

In the last few years, GP circuits have been emasculated in response to the demand that they adapt to the cars. Let me stress: I am not referring to the ancillary safety arrangements, such as Armco barriers, improving lines of sight and so on, but to a wholesale changing of circuits with the result that they become 'mickey mouse' venues lacking in atmosphere. Spa-Francorchamps has shown that major changes can be made without harm to the venue.

Motor racing should be about the car and the driver against fellow competitors *and* the course. While improvements like three-tier barriers may be necessary, if the cars cannot cope with Mulsanne, it is they and not the course that must be altered.

Through the recent years of irrational government and power struggles within motor sport, the ACO has been one of the few strong and stable rule makers. It must not allow itself to be bullied into irreversible changes now, changes that will destroy the Le Mans 24 Hours.

P SENTER
MILTON KEYNES

Our stand exactly, Mr Senter — please read the editorial again. — Ed.

Look abroad . . .

I was interested to read your editorial (June 20) concerning current safety measures, or the lack of, down the Mulsanne Straight at Le Mans.

This article poignantly faced the '30 years back' column, which centred on Pierre Levegh's tragic accident in the 1955 running of the 24 Hours.

It seems, however, that the ACO must also look long and hard at other areas of the circuit, besides Mulsanne. An example of this is graphically shown in the leading photograph in your Le Mans report. As the cars round the Dunlop Curve (usually a 180mph bend) for the first time, the flimsy metal barrier seems to be propped up by hoards of photographers, no doubt all looking the wrong way — this at a place where the barrier is only 10ft from the track's edge and has to stand on its own, without the 'assistance' of debris fences or catchfencing. Even more worrying is that on the inside of the curve are at least two marshals or gendarmes standing in front of the barriers! How much have we really learned in 30 years?

I also read that Niki Lauda has decided that Brands Hatch and Silverstone are, after Monaco, the most dangerous Grand Prix circuits. How conveniently he forgets his homeland's premier venue, the 'splendid' Osterreichring, which features an ultra-fast curve, the Krainer (née Bosch) curve, which sports no catchfencing, sand traps, tyre walls or run-off space — just metal barriers right on the circuit's edge.

Only the other week a Group A Alfa Romeo made a complete mockery of these arrangements by clearing the barriers totally. I dread to think what a Formula 1 car might achieve.

Let's leave our fine circuits alone, and concentrate on the total inadequacies and farces of other venues.

A J HOLLEY,
HELSTON, CORNWALL

The class conspiracy

With over 40% of the Marlboro F3 field now being in Class 'B' it is not surprising that the Class 'A' runners should express their concern about the inadvertent baulking of 'B' class runners embroiled in their own race. Hence the idea of a separate race at Brands for example.

This appears to be a sensible and obvious development, but the drawbacks would seem to reveal a Class 'A' conspiracy. With the series once again prospering, the use for the outdated cars has passed. Their presence has become no more than an embarrassment to the gleaming professional image of Class A.

A separate race would result in no more media exposure than the pitiful levels that they are subjected to at present.

L DE FACIEU
MANCHESTER

The law breaker

The Law of Averages dictates that, in the random selection of two alternatives, a correct choice will be made 50% of the time. In other words, if one of a two-car team appears on a television screen at any given moment, even a complete guess as to the identity of the driver in the car will prove to be correct half the time.

Can anyone explain why this apparently immutable law does not apply to Murray Walker?

ADRIAN BRODKIN
LONDON N2

BBC achieve 'impossible'

I thought *Grandstand*'s Le Mans coverage on June 22 was excellent. BBC Television achieved the almost impossible, telling the story of this year's 24 Hours of Le Mans in just 30mins. Congratulations to all concerned. The

camera work was excellent, as was Simon Taylor's informative presentation.

Le Mans, as we were reminded in several of the interviews, is part of the 10-race World Championship. Now that the BBC has given Le Mans its first serious coverage for many years, I hope that some of the other championship races will receive the same treatment.

The World Endurance Championship is the most colourful and dramatic series in motor sport. As an enthusiastic spectator at these races for many years, it would be so good to be able to relive the events on television.

Thank you, BBC, for Le Mans '85 — please can we have some more?

JOHN NICHOLLS
PLYMOUTH, DEVON

Welsh, ways

I have read with interest recent letters in AUTOSPORT condemning the lack of regard with which British television channels treat motor sport.

Unfortunately, we in Wales face an additional hazard — the dreaded BBC Wales, who continually show Glamorgan playing insignificant Sunday cricket matches at the expense of motor racing as well as other sports.

The most recent example was the Formula 3 race at Silverstone on Jun 9. BBC Wales cut away to a cricket match five laps *before* the end of the race to see a cricket match which was delayed by rain and wasn't due to start for a further 15mins.

If any other Welsh motor sports enthusiasts share my obvious objections to such harsh treatment, I would ask them to write in the strongest terms to:

Mr Gwyn Griffiths
(Complaints Dept),
BBC Wales,
Llantrisant Road,
Llandaff,
Cardiff CF5 2YQ.

This was not an isolated incident, either! On many occasions, along with some fellow enthusiasts I have 'persuaded' (by last minute complaints) the BBC to show several Formula 1 Grands Prix which otherwise would have fallen victims to Glamorgan cricket. Please lend your support.

LEIGH WOOLFORD
PONTYPRIDD, MID-GLAMORGAN

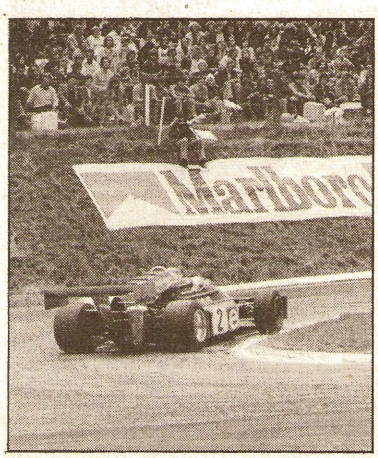
10

Ten years ago this week (AUTOSPORT, July 3, 1975), there was consternation at the news that the fabulous Woodcote Corner at Silverstone was to have a chicane. Shock horror! Amid much wailing and gnashing of teeth it was decided that Silverstone would never be the same again. Today we are contemplating further changes to the circuit with just as much dread.

A decade ago Enzo Ferrari was testing up-and-coming youngsters again. No Englishmen, but Gabriele Serblin, Giancarlo Martini and Lamberto Leoni. Well, even Ferrari gets it wrong sometimes. . . The stars of the future were over at Rouen where Patrick Tambay, Jacques Lafitte, Jean-Pierre Jabouille and Michel Leclere were showing the F2 men the way. Leclere (below), incidentally, taking victory. . .

At the Norisring Keke Rosberg showed that street racing was definitely his forte when he won the Super Vee event.

The much-lamented (particularly by libel lawyers) *Private Ear* column was digging up dirt as usual, this week about the Ecuadorian Le Mans team. Sponsorship of $25,000 was available if the car started the race. The 56 starters set off on time. . .56? A lap later, an Ecuadorian Porsche driver was black-flagged. "How can you race when you haven't qualified?" he was asked by officials. The answer, it seemed, was for $25,000 . . .



20

Twenty years ago this week (AUTOSPORT, July 2, 1965), our columnist Bruce McLaren recounted tales of his foreshortened Le Mans 24 Hrs in one of the Ford GTs (where he had and team mate Chris Amon had been pulling away at 4s per lap without trying, until retirement) and also of his MOT driving test taken in his wife's Mini!

The French Grand Prix was held at the challenging 5-mile Clermont Ferrand circuit, complete with 51 corners including 24 hairpins! Practice witnessed the strange sight of three-up on Richie Ginther's Honda (below), with Innes Ireland and Jo Bonnier along for the ride . . . And the then French Minister of Finance, one M d'Estaing, turned up on raceday, to be greeted with booing from the crowd. The race proved to be a Scottish benefit, with man-of-the-moment Jim Clark bringing his Lotus home 32.3s ahead of Jackie Stewart.

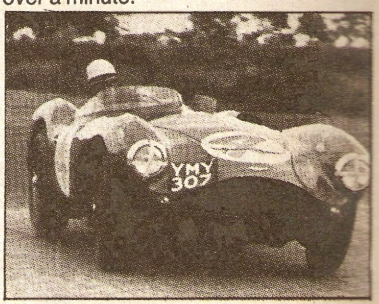
Snetterton's new chicane caught a

few out at its inaugural meeting, claiming the Mini of Julian Vereker as its first victim. The drivers of slower cars found it a worthwhile addition, but the quicker chaps found it limiting as it meant single-file motoring.

A Brabham 1-2 in a USAC race may sound strange now, possibly not in the future (?), but it happened at the newly surfaced Langhorne track near Pennsylvania 20 years ago, with Jim McElreath taking his second win of the year in Sir Jack's '64 Indy car, motivated by the standard Offenhauser 'metal'. Using the same chassis, but a Ford engine, a young Mario Andretti held the lead, but had to settle for second place when McElreath restarted better from the second lengthy 'yellow'.

30

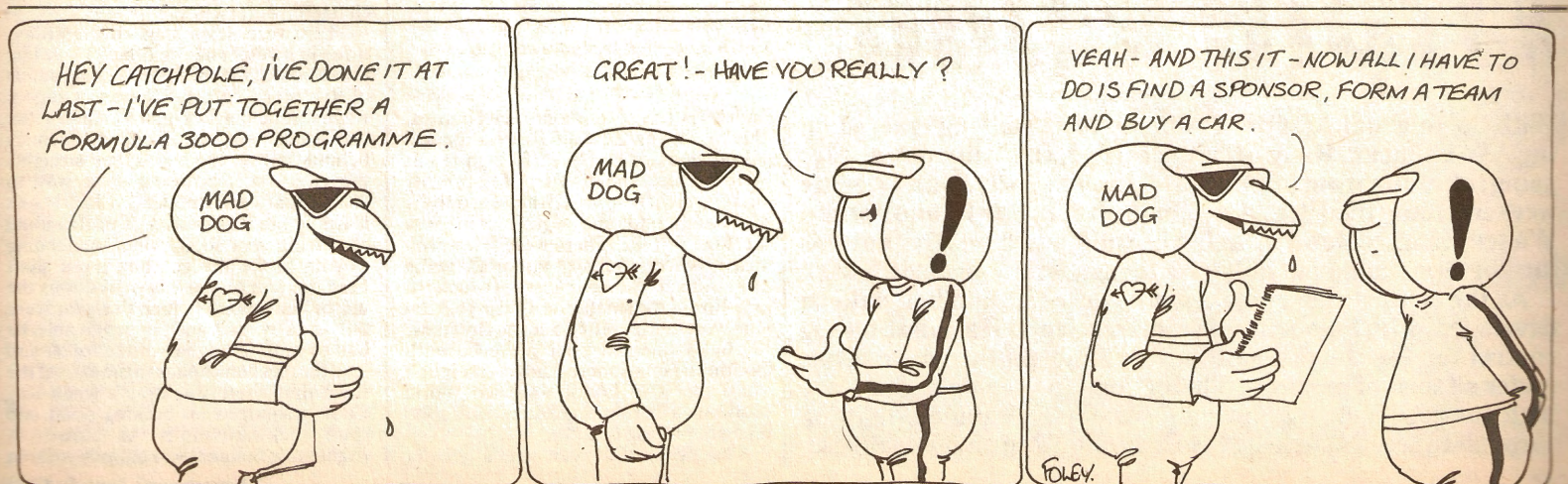
Thirty years ago this week, (AUTOSPORT, July 1, 1955) the main on-track action was the Eastern Counties '100' Trophy at Snetterton. Originally, the favourite for the event had been Archie Scott-Brown with his Lister-Bristol, but the cancellation of the Rouen Grand Prix released Roy Salvadori to drive his DB3S Aston Martin (below). Salvadori was known as the 'uncrowned king of Snetterton', and ran out winner by just over a minute.



Sports News reported that contrary to earlier, misleading reports in some sections of the press, World Champion Juan Fangio was of the opinion that no single person could be blamed for the Le Mans disaster. Fangio also reckoned that a signal from Levegh indicating that he was about to pass Macklin's Austin-Healey had allowed him (Fangio) to back off, thus preventing him from becoming embroiled in the accident.

Around the same time, a decision in a Paris law court had worrying implications for motor racing in France. Renault driver, Jean Gamut was given a four month suspended sentence and ordered to pay 18 million francs to Mme Mairesse, for unwittingly causing the death of Guy Mairesse and a child spectator during practice for a sports car race at Montlhery. Gamut had alledgedly failed to obey a blue flag with the result that Mairesse's Talbot swerved and crashed through a barrier. According to French law, in the event of a crash leading to fatalities among spectators, the driver of the car causing the fatalities is held to be to blame, unless it can be proved that the accident was instituted by 'imprudence' on the part of another driver, drivers, or officials.

CATCHPOLE
BARRY FOLEY



REPORT: HARRY MILNE — PHOTOGRAPHY: COLIN TAYLOR PRODUCTIONS

Timo Salonen eased ahead on the New Zealand event soon after the start and simply drove into the distance to record his third WCR win of 1985.

Triple Timo

With the four quickest drivers in top level rallying entered on the AWA Clarion Rally of New Zealand, this rally was always going to be fought out at a furious pace. The early hours over the weekend confirmed it, and as Timo Salonen, Stig Blomqvist and Walter Rohrl took turns to lead, Audi hoped briefly that this distant event could possibly give them a long sought success.

As the competition progressed however, a familiar pattern developed, with Salonen and co-driver Seppo Harjanne taking control for the third time this year, and putting their rivals under all sorts of pressure. Their efforts to keep up meant some high speed incidents, but all survived, Vatanen fighting through to second, to keep his Championship chances alive.

In terms of the extent of official entries, this year's New Zealand Rally surpassed all previous ones. Seven foreign teams were present, the number of A-priority drivers (eight) surpassed this year only by the Safari and only equalled in New Zealand in 1982. There were few novelties, however, the most important being the official Subaru Justy (which at one-litre is the smallest 4×4 car yet seen on a world series rally), and the Russians.

They explained their presence on a Southern Hemisphere Rally — their first since the 1970 London-Mexico World Cup — as a flag-waving exercise in a good Lada importing country.

The event this year had a greater extent of asphalt, a controversial move with the visiting teams. The few days prior to the event were thankfully dry, but there had been considerable rain earlier. As customary the rally was a low-profile activity for the top drivers, each team mutually agreeing that it is uneconomic to send training cars, so we saw the world champion pace-noting in a 1600cc Holden Commodore and former champions Bjorn Waldegard and Ari Vatanen respectively in a Toyota Corolla and Peugeot 503GTI Automatic . . .

Three days before the event, the organisers held a press-day at Maramarua, a forest complex south of Auckland, intended to give local media people a taste of the action. It was the first time Mike Kirkland had driven a four-wheel drive car, let alone the Subaru RX Turbo group A model, and as he drove away from the start line he was mighty impressed by the power, for it was considerably more powerful than his usual Nissan 240RS group B machine. His amazement ended two kilometres up the track when the turbo burst, and later Subaru Motor Sports Group's mechanics discovered the boost was some three times higher than it should have been. There were red faces also in the Toyota camp. Waldegard borrowed Kankunnen's race car and bent it, and was distraught with worry about how to own up to his teammate. Meanwhile the young Finn had done exactly the same, and wondered if his mentor would forgive him damaging *his* car.

ROHRL: "There is no way I can hold Salonen off."

It was a beautiful day for the start. High over Auckland's Domain, sky-divers plunged earthwards, hand-in-hand, only separating feet before they landed. Maori dancers entertained, and the leading cars were paraded in front of a large crowd. But one familiar face was missing, that of Hans Thorszellus, Bjorn Waldegard's regular co-driver. Lying in the Travelodge Hotel in pain from a virus, it was clear that he was in no condition to compete on the event that was only an hour or so away . . .

The young Belgian journalist, Michel Lizin, holder of a competition licence and an occasional rally driver back home, suddenly found he had the chance of the most exciting story of his lifetime. Even in the minutes before the start, fellow Toyota co-driver Fred Gallagher was busy giving tips to Michel on world championship tactics.

There were eleven stages on Saturday, three in forests and the others on public gravel roads. On the fast sweeping bends of Riverhead Forest, Salonen's Peugeot was a second quicker than Valanen's, the two Audis being seven and ten seconds behind, but on the high-speed straights the two Audis powered their way to fastest times and the lead. Lizin began learning the frustrations of professional co-driving very soon, when the leading Toyota broke the gearbox input shaft near the end of stage two. Without the use of helicopters (which this year were only used by Audi and Peugeot teams) he had to walk to the end of the forest and lead the mechanics back to the car. At the same time there was drama when Reg Cook misjudged his braking point and spun backwards into the crowd. A frightening moment was happily without

Service for Walter Rohrl's Quattro. The German loves the New Zealand event, but could do nothing about the Peugeot racers after the opening tests.

serious consequences, but the driver was upset that it should have happened at all. The trouble was that the Russian driver, Stasis Brundza, was found to have B-priority rating, and the only vacant place to run him was one car in front of Cook, Dusty conditions made Cook's progress hazardous, despite the benefit of the two minute rule.

Rohrl was able to strengthen his lead on the next two stages where the abrasive surface helped neutralise the handling deficiences of the front-heavy Audis, but holding off the Peugeots demanded all of the German driver's legendary New Zealand motivation. And then he was handicapped by a misfire which could not be rectified. Team mate Stig Blomqvist meanwhile complained of brake and suspension troubles, and soon fell behind both Peugeots. Easily the best two wheel drive car was Juha Kankkunen's Toyota, consistently faster than Waldegard who was eventually able to restart, but having to drive without pace-notes. The Nissans were struggling. Jim Donald's old-type lightweight 240RS lost time with differential trouble on the second stage, Mehta complained that he was forced to run all day on tyres which had been over-inflated and Reg Cook spun again, this time in front of Mike Kirkland's Subaru. Mike commented afterwards he had closed his eyes and by a miracle avoided the Nissan. In group A, the Subarus were headed by Paul Adams's 16-valve Corolla, Kirkland having had a fuel leak (which twice caused him to run out of fuel on road sections when the service crews covering the five-car team went missing) with fellow Subaru team driver Carlo Vittuli retiring, also because of leaking fuel.

The Peugeots were having no problems, gradually putting on the pressure. Mehta had a close battle with private Quattro driver Malcolm Stewart, the local man just ahead of Neil Allport who was gradually becoming accustomed to his Mazda RX7. Adams was holding tenth place before losing a minute with a puncture, this letting a second RX7 (Stuart Eyres') into tenth place. Waldegard was still in miseries; later on a wheel hub seized, and at the end of the first etapo he was lying an inglorious 55th, one from last. Toyota decided to withdraw the car the next morning. Rohrl's lead was 16 tenuous seconds, a margin which seemed to vanish after the next few stages. The four wheel drive cars had dominated every stage so far.

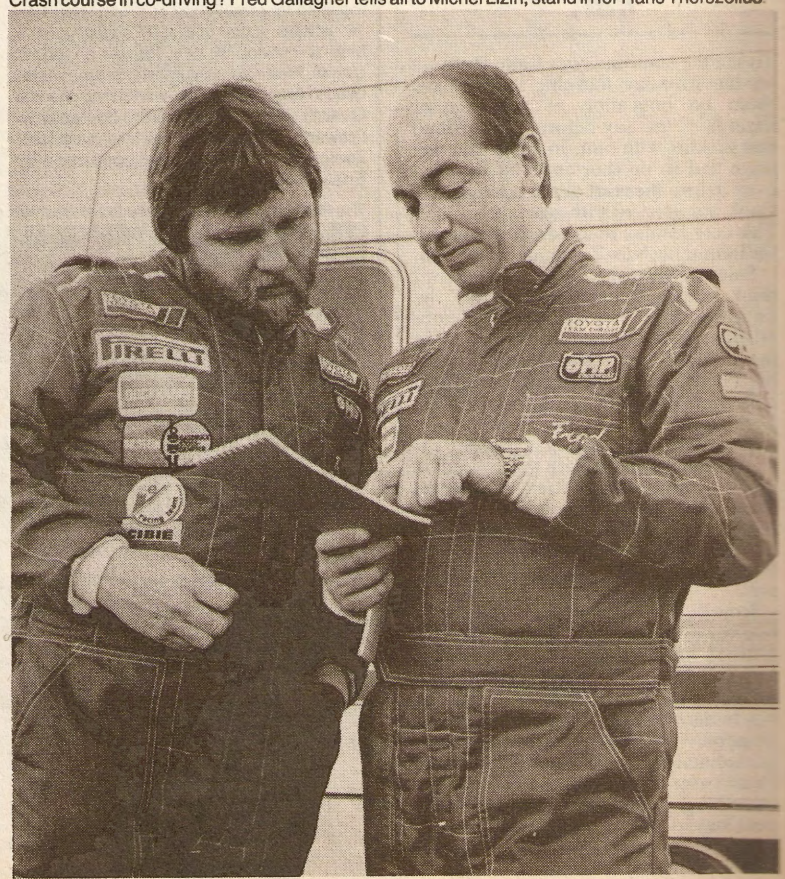
In the classes Adams was 95 secs ahead of Teesdale in group A, Ray Wilson's impressive rear-drive Starlet was best 1300cc car by 72 secs from Glenn McIntyre's Daihatsu Charade Turbo group B car, but smothered by six Starlets and a Mazda 323 was the brave little four-wheel drive Subaru Justy. The Russian, Stasis Brundza, continued, but team mate Rublev disappeared after hitting a bank.

"There is no way I can hold Salonen off," exclaimed Walter Rohrl before the restart on Sunday morning. "The only time we have been quickest is when the surface has been very abrasive and we could turn in properly. Today's stages will favour Salonen". And they would favour them even more as the leaden sky proceeded to empty its contents in a steady downpour. One driver who stayed behind was Bjorn Waldegard, his restart position (55th) making service for both Toyotas impracticable, so Lizin went back to his writing work again.

The first stage of the day was around the shopping precincts of Manakau City, all on asphalt roads, where Salonen started his challenge with a one-second advantage. Rohrl and Salonen were equal on the first Maramarua Forest stage but Salonen took another second on the next. The German was making life tough for the Finn, and on the next stage, all-asphalt on which he set a fastest time at 154kph, Rohrl actually took back 12 seconds. He lost it all at Mystery Creek however, sliding into straw bales on an artificial section round a leisure centre, and the lead went to Salonen, by three seconds. On stage 18, another fast asphalt stage (this time 139kph) Rohrl had one final fling, taking 11 off Salonen, but on stage 19 the Finn regained a lead which he then kept.

Kankkunen was quite the best two-wheel driver, but immediately after leaving the start line at Mystery Creek theToyota'sdifferential broke; very close to the place, the year before, where he also suffered transmission failure. A long delay ensued while they radioed for help (like when Waldegard stopped on stage 2, they had no aerial help, a point not lost on spectating helicopter crews), and his delay was compounded because he also suffered road penalties. It was a double blow, from fifth he fell to 48th place, but he carried on. Meanwhile Vatanen was progressively losing touch with the leaders; although still ahead of the world ▶

Crash course in co-driving? Fred Gallagher tells all to Michel Lizin, stand in for Hans Thorszelius.



▶▶

champion's Audi, he lost time with a puncture. The Peugeots were powerless against the Audis on the two fast asphalt stages. "We just run out of revs", said Salonen, content to know there were no more hard-surfaced stages now till the final day.

Mehta was still having an unhappy time. He was losing his battle with Malcolm Stewart's Quattro, then Allport got ahead of the Kenyan as he gradually learned the secrets of his evolution Mazda RX7. Mehta's miseries came to an end when the electrical system completely cut out, and though he reached Rotorua at the end of the etape he gave up so the team could concentrate on Cook and Donald's cars.

The weather was getting worse by the hour, not only was the rain falling but the visibility closed in. Peugeot's helicopter was forced to land, unable to reach Rotorua at all. Paul Adams was stuck off the road after making a wrong turning, which effectively handed group A to the Subarus, with the Japanese 4×4 cars lying 9th, 11th and 12th. Gone were Toyota's hopes of redeeming the lost fortunes of the works team, although Wilson's 1300cc Starlet was fourth group A car though the best Charade Turbo was only five minutes behind. Cook was leading both the rear drive category and the fleet of New Zealand drivers, though closing on him fast was Allport and his Mazda. Such was the 4×4 domination of this event, however, that Cook (after only 23 stages) was 22 *minutes* behind Blomqvist. At mid-distance, the positions were: Salonen, 3h55m51s; Rohrl, 3h56m14s; Vatanen, 3h57m31s; Blomqvist, 3h59m13s; Cook, 4h21m21s and Allport, 4h21m56s.

SALONEN: "Now I think I really understand this car."

To see the sunshine over Lake Rotorua on the Monday morning would have given no indication of the weather hazards of the day before. The ground was soaking with rain, so much that one stage had to be shortened by 4km but even before the start of the opening test Cook was delayed with gearbox trouble. This cost 15mins road penalties but still the inimitable New Zealander was ninth.

Salonen was enjoying himself. "Now I think I really understand this car", he said. His style was cleaner and more efficient giving spectators at stage 28 an incredible display of sideways driving, his Peugeot wasting no centimetre of road or a hundredth of a second. A little later they were treated to an even more impressive display, when a Bell Jetranger tangled its rotors with the ground on landing and blades shot everywhere as the machine lunged onto its side. Happily there were no injuries, though the disenchanted passengers waiting to be flown away were the FISA observers . . .

Rohrl's hopes of pressuring Salonen into an error were thwarted when his gearbox began to seize up on stage 28, and still his engine was misfiring and restricted to 7500rpm. His main anxiety was to decide when to have the gearbox changed. "We could have it done almost immediately", explained co-driver Geistdorfer, "but it would be easy for something to go wrong and lose road penalties so we will try to cover the next seven stages and do the work when we return tonight to Rotorua".

Notes on the cars

Peugeot

Two new 205 Turbo 16s were entered by Peugeot Talbot Sport, for Vatanen (chassis C18), and Salonen (C19), both first-evolution models. The cars were similar to the Acropolis cars but were 1 inch lower and fitted with thinner, ligher sumpguards. They had 33/67 torque split; short ratio gearboxes, and 2.4 (absolute) boost pressure. Argentina is to be the final works appearance of first evolution cars, even though little gravel road testing of the new model has taken place since the Acropolis. Two weeks of asphalt tests have been carried out, and since Corsica, torsional rigidity of the new cars has been improved as well as some (secret) aerodynamic improvements.

Toyota

Two Celica Twincam Turbos were entered by Toyota NZ for Waldegaard (new, chassis 236), and Kankunnen (ex-Waldegaard, RAC 1984, chassis 244), which were little modified except for being some 90kg lighter than last year. No firm details have yet emerged about Toyota's new car, rumoured to be an MR2 look-alike, and Toyota Team Europe officials say that they expect to enter four more events this year; 1000 Lakes, Hong Kong-Peking, Ivory Coast, and RAC.

In Group A Toyota NZ entered Paul Adams' fuel injected Corolla 16-valve which after experience in circuit endurance racing now has better torque but is limited to 8000rpm. Faster than the Corolla was Ray Wilson's 1300cc Starlet but the 1600cc Corolla has more predictable handling.

Audi

Two Sport Quattros were entered by Audi Sport, chassis RS22, for Rohrl (built, but not used as the second entry in Corsica), and chassis RS06 for Stig Blomqvist; Rohrl's little used car in Portugal. Both were modified for gravel road use, and fitted with 16" wheels, either of 60/390 size or to take M50 compound 68/415, for use on longer stages. First-evolution sport Quattros will be used in Argentina. An ex-works long chassis Quattro (R55), was driven by Malcolm Stewart — the car rolled by Mikkola in New Zealand in 1984 and now sponsored by Enzed Fluid Connectors.

World Champion, Stig Blomqvist, could do no better than fourth on the Antipodean excursion.

Nissan

Three 240RS cars were entered by Nissan NZ Ltd, two right-hand drive evolution cars for Mehta (chassis 27, formerly used by Reg Cook in 1984), and Cook (chassis 20, used by Mehta in 1983). Both of these had certain evolution parts (steering rack, bigger engine etc), but did not have the roof vents. Jim Donald had chassis 16, a basic model modified to right-hand drive. A third evolution car was brought to the country, but despite requests by national champion Tony Teesdale (a regular 240RS users), this was not run.

Lada

Two works 2105 VFTS cars were driven by Stasis Brundza and rallycross driver Alexander Rublev, who was on his first ever rally. They were entered by Autoexport and were in normal specification. No decision has been made on the future of the 2108 four-wheel drive prototype, although since the Soyuz '85 Rally this car has been fitted with a twin-headlamp nose.

The Russian Lada team ventured to the southern hemisphere for the first time.

Subaru

Five RX Turbos were entered by Subaru Motor Sports Group, three new ones, and two ex-Safari cars. Since Kenya, the suspension specfication has been revised and the cars lowered by 45mm, with one degree more castor angle. The leading driver "Possum" Bourne recently won the South Island Premier Rally, and his car was backed by Castrol Oils and Lucas electrics, while the others had Mobil and PIAA. All used Bridgestone tyres, with harder compounds on the rear. The engines now develop 22.5 instead of 21mkg torque. The works cars have drum rear brakes.

The Australian Ed Mulligan drove one of several rally RXs now imported into Australia, while other, Subaru drivers included Larry Timpany with Bourne's 1984 Gp A winning car, and Takahashi's four-wheel drive Justy; at one-litre, the smallest 4×4 car yet seen on a world event this season.

Daihatsu

The first world rally for the team after the Safari (on which Daihatsus won two classes). saw two official Gp B entries; McIntyre's car being supplied by Japan, and De Pina's identical car assembled locally. Lower first gear ratios were fitted and the cars were delivering 120bhp. A new 926cc Turbo Charade with revised bodywork, intended for Gp B, and possibly fitted with twin-cam engine, is expected soon.

Other cars

A series of near-vintage Escort RSs were entered (the model losing its homologation at the end of 1985), for Tulloch (ex-Vatanen, New Zealand Rally 1977, sponsored by Pacifica Shipping Lines); Brian Stokes (a former 1600 pushrod car, now with a 2-litre BDA and sponsored by DHI); Paddy Davidson and Gary Smith, while Neil Allport had a locally assembled evolution Mazda RX7 sponsored by Mainfreight, with a 13B 2.6-litre engine. Stuart Eyre and Mike Montgomery were using basic models. Allport and Eyre had dry sumps and Dunlop tyres, while Montgomery had a wet sump and Yokohama rubber.

Toyota had a disastrous New Zealand Rally, Waldegaard retiring early and Kankkunen (above) suffering electrical failure in the second half.

With the German slowing down, Vatanen was creeping closer, though he overshot a turning on stage 30 which cost about 15secs. Both Audis had the front suspensions changed after stage 33 but the biggest news as the rally headed into darkness was the end of Allport's rally. This was the second time in three years that he had gone off when the best local driver.

Four-wheel drive cars were therefore now holding the top five places overall and the top four places (all Subarus) in Group A. One of the little Daihatsu Turbos (driven by McIntyre), rolled on SS 29 but his teammate De Pina was untroubled though now nearly 15mins behind Wilson's Starlet.

Rohrl's gearbox was finally replaced but mechanics were unable to cure the misfiring; Stewart however drove into *parce ferme* on the Monday night with his car going better than ever. Wilson with no fan belt had dropped to 17th behind Ray's Corolla and the Bluebird Turbo of Rabbidge while there was some real class lower down. Donald was now lying 13th and Kankkunen was 17th.

It had the makings of a very exciting finish. Had Vatanen been ordered to attack? "No. All the top four drivers have been attacking since the start," said Peugeot's Jean Todt. Vatanen was certainly motoring to good effect — by the day's second stage he had passed Rohrl for second. "Since they changed the turbo last night, I've got good power at the top end, but now nothing under 5000rpm," explained Rohrl.

The event was turning into a great race —. Roland Gumpert after stage 38: "Ari was crazy. Three times he went off at high speed, and each time our helicopter pilot said they were going to overturn." Rohrl was amused at the Finnish drivers' antics: "Five times the wheel marks of Salonen showed he was having a big moment."

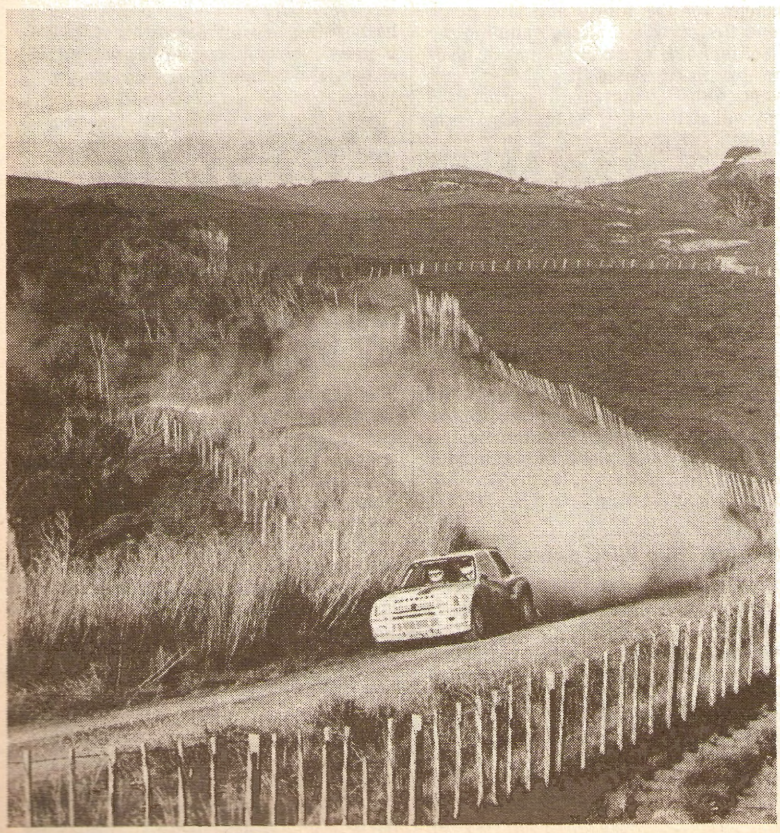
Inky Tulloch, the driver of the highest placed conventional RWD car did go off, happily in front of spectators who helped him back onto the road and losing only 3mins. Cook, meanwhile, was going flat out. He started the day 2mins behind GpA leader Bourne and 5 behind Tulloch, but after three stages he was in front of the Subaru and only just behind the Escort.

Blomqvist came out of stage 39 with a rear wheel deranged, and amid the excitement ahead came the end of Kankkunen's run. Unable to start the engine because of an obscure electrical fault after stage 39 service point, the second works Toyota retired. Others struggled on, although Byre retired with a broken axle, and Montgomery's car sounded rough, while Tundo was suffering a failing gearbox.

The final hours of this hard, fast contest were held in glorious conditions, and although Blomqvist managed to include another slight off-road excursion, the Audi drivers set the pace on the last group of stages before the Auckland Travel Lodge finish, last minute misery saved for local man Paul Adams whose Gp A Toyota Corolla blew it engine.

Salonen therefore took the finish ramp first, arriving outside the hotel at exactly 8.30pm, and immediately be bustled into the usual string of press conferences. Only later could he take a moment to reflect on his achievement, and his improved position in the World Championship.

Ari Vatanen charged as only he can to push past Rohrl and take second place in the closing stages.



AW A CLARION RALLY OF NEW ZEALAND (NZ)

Jun 29/Jul 2, World Rally Championship for Drivers and Manufacturers, round 7

1	Timo Salonen/Seppo Harjanne	Peugeot 205 Turbo 16	B		8h29m16s
2	Ari Vatanen/Terry Harryman	Peugeot 205 Turbo 16	B		8h30m33s
3	Walter Rohrl/Christian Geistdorfer	Audi Sport Quattro	B		8h31m42s
4	Stig Blomqvist/Bjorn Cederberg	Audi Sport Quattro	B		8h35m22s
5	Malcolm Stewart/Doug Parkhill	Audi Quattro	B		9h29m04s
6	Reg Cook/Wayne Jones	Nissan 240 RS	B		9h46m53s
7	Inky Tulloch/John Cowan	Ford Escort RS	B		9h49m08s
8	'Possum' Bourne/Michael Eggleton	Subaru Leone RX Turbo	A		9h52m01s
9	Tim Donald/Kevin Lancaster	Nissan 240 RS	B		10h01m35s
10	Tony Teesdale/Rob Haldane	Subaru Leone RX Turbo	A		10h02m06s

Analysis of fastest times	1st	2nd	3rd	4th	5th	6th
Vatanen	18	10	10	7	1	1
Salonen	15	16	10	2	1	1
Rohrl	10	15	9	12	—	—
Blomqvist	8	6	13	18	—	—
Cook	—	—	1	1	2	12
Allport	—	—	1	—	4	9
Kankkunen	—	—	—	1	22	3
Stewart	—	—	—	1	12	11

Rally leaders: SS1, Salonen; SS2, Blomqvist; SS3-SS16, Rohrl; SS17, Salonen; SS18, Rohrl; SS19-SS48, Salonen.

Starters/finishers: 67/39.

Leading retirements: Bjorn Waldegaard (Toyota Celica Turbo), withdrawn, 12 stages; Alexander Rublev (Lada), accident, 6 stages; Shekhar Mehta (Nissan 240RS), electrical — withdrawn, 23 stages; Stasis Brundza (Lada VFTS), rear axle, 21 stages; Neil Allport (Mazda RX7), accident, 34 stages; Juha Kankkunen (Toyota Celica Turbo), electrical, 39 stages.

Rally timetable: Start from Auckland at 1000 on Saturday, June 29, for the first leg of 12 stages (243.84km), arriving back in Auckland at 2200 on Thursday. Second leg starts from Auckland at 1000 on Sunday for 11 stages (186.50km) arriving in Rotorua at 2150 on Sunday. Third leg starts from Rotorua at 0900 on Monday with 12 stages (262.83km), regrouping at Rotorua 1400-1600 and arriving back in Rotorua at 2230 on Monday. Final leg starts from Rotorua at 0700 on Tuesday for 13 stages (259.66km) and finishing in Auckland at 2030 on Tuesday. Total route was 2427.13km with 48 special stages of 952.83km.

Group B overall: Result as for overall classification. **Up to 2000cc:** 1, Tulloch/Cowan; 2, Graeme De Pina/Ron Aitken (Daihatsu Charade), 10h43m13s; 3, Brian Stokes/Robin Kerr (Ford Escort RS), 10h47m10s.

Group A overall: 1, Bourne/Eggleton; 2, Teesdale/Haldane; 3, Mike Kirkland/Mike Doughty (Subaru Leone RX Turbo), 10h03m35s. **Up to 1300cc:** 1, Ray Wilson/Graeme Vallely (Toyota Starlet), 10h35m15s; 2, Jim Dodunsky/Noddy Curd (Toyota Starlet), 11h34m42s; 3, Grant Gaile/Tony Morrison (Toyota Starlet), 11h37m41s. **1300cc to 1600cc:** 1, Geoff Ray/Grant Price (Toyota Corolla GT), 10h31m08s; 2, Naburu Matsunami/Frances Smith (Toyota Corolla 1600), 11h06m35s; 3, Yasuo Takahashi/Hiroshi Yoshimoto (Subaru Justy), 11h11m29s. **1600cc to 2000cc:** 1, Tony Ornstein/Oggy Glynn (Subaru Leone RX), 11h04m41s; 2, Ross Young/Eileen Young (Subaru Leone RX), 11h37m59s; 3, Phil Ornstein/Rowan Morgan (Talbot Avenger), 11h38m37s. **Over 2000cc:** 1, Bourne/Eggleton; 2, Teesdale/Haldane; 3, Kirkland/Doughty.

Group N: no starters.

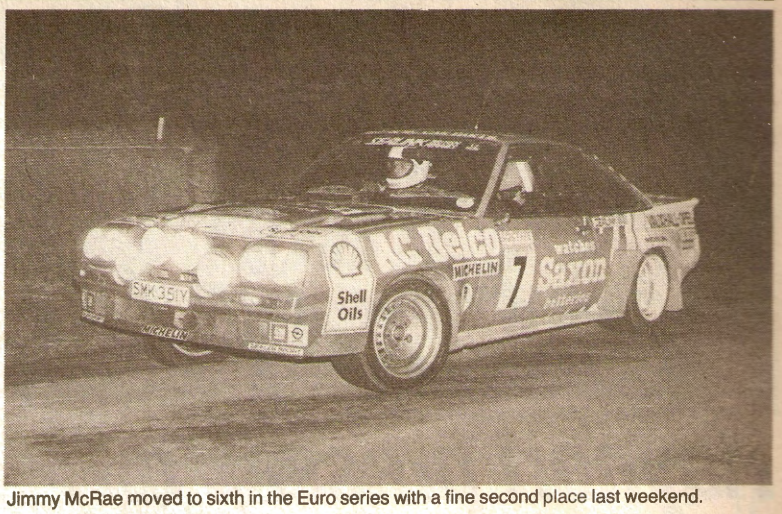
World Rally Championship for Drivers, after 7 rounds: Salonen, 88pts; Blomqvist 60; Vatanen, 55; Rohrl 39; Saby 23; Kankkunen, Ragnotti 20; Biasion 17; Kirkland 16.

World Rally Championship for Manufacturers, after 7 rounds: Peugeot 112; Audi 76; Nissan 38; Toyota 28; Lancia, Renault, Porsche 24.

Latest Quattro for Olympus debut

The second evolution Audi Sport Quattro now has the official go-ahead from FISA, and will be used by Hannu Mikkola on the Olympus Rally in America this weekend. The inspection of the 20 models was held at Ingolstadt recently, and there are a number of interesting innovations, although the car at Olympus will only have the six-speed, manual gearbox.

Following the event, the next appearance of the Sport seems unsure, but if Walter Rohrl has to go to Argentina he has made it clear that he sees an evolution model as an essential requirement. If the team drop their original idea to give the car its World series debut in South America, then it would be seen in seious competition on the 1000 Lakes for the first time.



Jimmy McRae moved to sixth in the Euro series with a fine second place last weekend.

McRae's progress

Jimmy McRae moved into sixth place in the European Rally Championship at the weekend, by taking his AC Delco Manta 400 to second place on the 24 Heures d'Ypres Rally. Prior to the event it had been expected that the Manta would struggle against the massed ranks of Lancias and Porsches but, as it turned out, McRae's car produced a faultless performance throughout the rally.

Following his unfortunate retirement in Portugal at the end of May, when the British champion was forced to retire while in a comfortable lead of the Volta Portugal, the turn of fortune was a welcome boost. McRae's next chance to increase his score is on next weekend's Hunsruck Rally, a coefficient 3 event in the series, where he will be joined by Russell Brookes and David Llewellin. With another strong entry to provide opposition, the Scot will have to produce another faultless drive if he is to close the gap on those ahead of him.

Delta S4 faces its toughest test yet

Markku Alen and Ilkka Kivimaki start the serious work with the Delta S4 this weekend, giving the Martini backed car a run on the difficult army training ground which makes up the Mille Pistes Rally in southern France. Turin engineers expect to learn a few crucial lessons during Saturday and Sunday, and the tank testing grounds will certainly test the strength of the chassis.

Opposition will come mainly from the French Championship regulars, with Beguin (Porsche 911SC RS); Chatriot (Renault Maxi 5 Turbo); and Chaumat (Lancia Rally 037), with Tabatoni and Dorche heading the Visa challenge. The event starts early on Saturday morning, takes a short break overnight, and finishes in the town of Draguignan during Sunday afternoon.

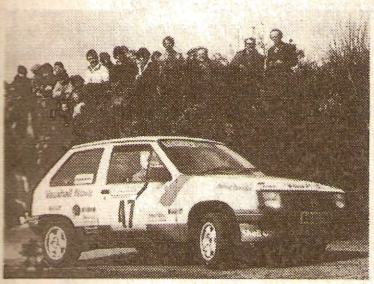
Alen — Mille Pistes challenge for S4.

Reutemann to drive a 205 T16 in Argentina

Carlos Reutemann is expected to be a surprise addition to the list of Peugeot Talbot Sport drivers on the Rally of Argentina next month. Using a 205 Turbo 16, the Argentinian is expected to back regular drivers Timo Salonen, and Ari Vatanen and although the French team was staying very quiet about the whole affair, an announcement was expected in New Zealand sometime this week.

Reutemann last competed in his home event in 1980, when Fiat put him into a 131 Abarth for the Codasur, when he finished third overall. He retired from Grand Prix racing in 1982, and has only made occasional trips outside Argentina since then.

Bruno Saby, who had originally expected to join the PTS effort in Argentina meanwhile continues with testing of the evolution version, in readiness for the car's gravel debut on the 1000 Lakes. It also seems that the Frenchman will, after all, be back with the team this season, making a return on the Sanremo Rally in the autumn.



Nova Swing — is it legal?

Legality question for Nova

Vauxhall officials have been summoned to the FISA Executive Committee to explain apparent irregularities over the homologation of the Nova Swing. It seems that FISA are not happy with the number of cars that have been built, although Vauxhall insist that there is nothing wrong.

When the car was first produced, there was a delay in importing it into this country and some customers were unable to obtain the cars when they wanted. That problem has been resolved, but Vauxhall are convinced that this is the area where the confusion has arisen.

Audi deal for Wilson

Malcolm Wilson will not be driving a Sport Quattro on the British Midland Ulster Rally as had been hoped, following a trip to Ingolstadt by Audi Sport UK. While the British based team have guaranteed an A2 version for the championship leader *(Special Stage,* June 27) they hoped that the factory might release a second short car. It seems, however, that only the factory contracted drivers are allowed to compete in the Sport Quattro.

Wilson's deal with Audi is for the Ulster alone and plans for the final round of the series, the Manx, are still open to negotiation. "I shall have to wait and see," commented Wilson on Monday, "what happens in Ulster. There are still lots of possibilities for the Manx."

Leading entries

1, Mouton/Pons	B	Audi Sport Quattro
2, Eklund/Whittock	A	Toyota Celica Supra
3, McRae/Grindrod	B	Opel Manta 400
4, Wilson/Harris	B	Audi Quattro A2
5, Brookes/Broad	B	Opel Manta 400
6, Fisher/Frazer	B	Opel Manta 400
7, Sundstrom/White	B	Peugeot 205 GTI
9, Llewellin/Short	B	Audi Quattro A2
10, Pond/Arthur	A	Rover Vitesse

Mikkola shakes on it

En route to Washington DC for the Olympus Rally where he will run an evolution Sport Quattro (see separate story), Hannu Mikkola spent a short time in England signing up with Andrew Dawson's 555 Rally Team for the Hong Kong Beijing event which starts on September 15. Questioned about retirement, Hannu denied rumours that he was to give up completely.

Michele Rayneri drove steadily in Ypres to ensure collecting points for the FISA Challenge.

Rayneri presses on

Although beaten by the Opel Ascona of Jose Lareppe in Ypres, Michele Rayneri has extended his lead over Russell Gooding in the FISA Group A Challenge. The Italian drove his Jolly Club Ritmo to ninth overall at the weekend in controlled style, while Gooding's succumbed to axle failure after only four stages.

Gooding's next outing is the Hunsruck Rally next weekend and he will be hoping that, with Rayneri in the entry list, fortunes will swing the other way . . .

Corolla in Group N

While the notchback version of the Toyota Corolla GT has been homologated into Group N for some time, the hatchback version — the only one available in this country — has so far been ineligible. That situation, however, changed at the weekend and Group N homologation was granted on July 1. Phil Clayton and Alex Banyard will therefore drive Group N versions on the Ulster Rally.

Meanwhile, the latest Corolla GT, the front wheel drive version, has also been homologated into Groups A and N with immediate effect.

Debut for Germans

A three car German Junior Team, comprising Franz Aman, Wolfgang Boller (pictured) and Gerd Edelhoff, ventured to Ypres but, despite their best efforts, were hampered by FISA's ruling that gave them B-seeding. Boller and Edelhoff struggled under pressure from the local Porsches that were behind them.

Laine is champion

Antero Laine won the recent Haralli in Finland, to clinch the National Championship for 1985. His intention therefore — now that the series is effectively over — is to ditch the Quattro and run a Group A Golf GTI for the rest of the season.

Graham Holden in Belgian action.

Novas in Ypres

The team of Vauxhall Novas which ventured to Ypres at the weekend netted a 50% success rate but, more importantly, gave the drivers much needed experience. Under the guidance of Andrew Duerden, the youngsters (nicknamed the Duerdenettes by the other team members!) were led home by Chris Birkbeck and Graham Holden in 62nd and 66th place respectively. Mick Walker and late entry, Andy Knight, both failed to finish the event, even though Knight was the highest placed team member at one time.

RAC AUTOSPORT

Shell Oils

NATIONAL RALLY CHAMPIONSHIP

Marlboro to back Lindisfarne

Having announced in May that they will be backing the Russek Rally, Marlboro have now said they they will extend this support to the Lindisfarne Rally in September. The event is round seven of the Shell Oils/ AUTOSPORT RAC National Championship and features stages in Kielder forest.

As usual, the rally is to be based at the Newcastle Moat House — who have supported the event in recent years — and will start at around 0830 on Saturday September 7.

Skoda Trophy to stay for 1986

Skoda GB confirmed this week that they will be continuing the Skoda Trophy through 1986, with the championship open to 1300cc cars complying with Group A regulations. Once more, a generous prize fund is on offer, £150 to the first Skoda home on each event, £100 to the second and £50 to the third. Overall prize money at the end of the seven round series will exceed £1500.

While this year's series got off to a promising start, there has been a slight tailing off in numbers on recent events. It is to be hoped that more drivers see the value of this cheap, yet competitive, way into the sport with cars that are eligible for all levels of the sport.

Forum for Russek Rally

A motor sport forum is planned for the evening before the Marlboro Russek Rally, Friday July 12, at the rally's HQ, the Dragon Hotel in Swansea. The Greens Motors Austin Rover Motorsport Roadshow promises plenty of entertainment with a panel which includes Tony Pond, John Davenport, Win Percy, and Wynne Mitchell who will also conduct the translations.

BRIEFLY

■ David Mann has bought the Corolla GT used by Per Eklund on three events this season and will drive the car for the first time in Ulster.

■ Mike Pattison's outing in a Renault 5 Turbo race at Snetterton last weekend saw the tarmac ace finish firmly last . . .

■ Tony Saddington was leading his class on the Ypres Rally when the gearbox jammed and put the Containerships car out. The event had not been easy, one gearbox already having been changed and the new Group A engine from Formula One Engineering having proved unsuitable the night before. The team had to utilise the Astra Challenge specification unit on the event.

WEEKEND SPORT

INTERNATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 4/6 Italy	Rally of Sicily. European Rally Championship, coefficient 3 *Dario Cerrato will be looking to extend his Euro lead with the Lancia Rally 037, while Andrea Zanussi would surely like to erase the memory of his ill fortune in Ypres last weekend.*
Jul 5/7 Poland	Polish Rally. European Rally Championship, coefficient 2 *The usual ranks of Skodas, Ladas and FSOs should dominate the proceedings on this rare event.*

NATIONAL RALLYING

DATE/VENUE	EVENT/DETAILS
Jul 7 Brands Hatch	AC Delco Astra Challenge, round 6 *The rallymen turn racers for a day with this unique event in the AC Delco Astra Challenge. 24 crews have opted to appear in the 10 lap racer, only Chris Atkinson having had any experience on the tracks before.*
Jul 6/7 Newtown	Eagle Rally. *Motoring News* and BTRDA Rally Championships, round 6 *While Ron Beecroft leads the series at the moment, Steve Hill has begun to challenge and, without reigning champion, Gwyndaf Evans to worry about, the pair should have a hard battle in mid-Wales.*

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

REPORT: KEITH OSWIN — PHOTOGRAPHY: TONY LARGE

Jean Ragnotti was the fortunate winner of the event, inheriting the lead on the last stage when Andrea Zanussi retired.

Ragnotti's fortune

Jimmy McRae's quest for a FISA A-seeding took him to the historic town of Ypres last weekend where, much to many people's surprise, he added a further 30 points to his Euro tally. Despite being at the wheel of what is now a fairly long in the tooth Manta 400, the Scot fought hard to gain third place for most of the 24 hour event, being promoted to second when the leading Lancia of Andrea Zanussi went out with differential failure on the penultimate stage.

Although beaten by the works Renault of Jean Ragnotti, McRae dismissed the challenge from the massed ranks of Lancias and Porsches that were expected to stand in his way. Indeed, British crews did well in Belgium, with Andrew Wood finishing fourth in Group A after a troubled run, while Mike Stuart's Rover was another excellent performer.

In the town square of Ypres, there is a museum which offers the visitor a sobering reminder of the war that devastated the town 70 years ago. While last weekend's Ypres Rally saw no damage to the countryside, the battle that was fought among the maze of narrow roads in the area was no less intense. Although the leader of the rally after the first stage, emerged as victor after the last, no-one was about to make any rash predictions during the intervening hours.

Jean Ragnotti, surprise winner of the Corsican round of the World Rally Championship in May, brought his Renault Maxi 5 Turbo to Belgium and immediately opened up a 4secs lead over the Tre Gazelle prepared, West backed, Lancia 037 of Andrea Zanussi on the first stage. The Renault looked set for an easy run as it was clearly superior to all challengers on that first stage. The visitors were first and second, Belgium's answer being the raucous Belga Porsche of Robert Droogmans in third place and the Bastos Lancia of Patrick Snyers settled in fourth. One thing you cannot fail to notice in this tediously flat country is that cigarette sponsorship is alive and coughing on every corner . . .

But the Frenchman's promise was short lived for, on the next test, Zanussi forced his way into a lead that he looked set to maintain. The Renault was in tyre trouble, Michelin seemingly unable to match compounds to the concrete road surfaces with any real efficiency where the wide wheeled Renault was concerned. Pirelli, on the other hand, seemed to have got it right this time.

Jimmy McRae was playing himself in gently with the AC Delco Manta, holding fifth but under early pressure from Thierry Reginster's Porsche, the two Belga cars seemingly unsure about tyres themselves, one running Dunlops (as contracted) and the other on Michelin. Either way, the popular view was that McRae would be unable to stay ahead of the home crews for long.

Jimmy McRae flies over the Loker jump on his way to second place and more Europoints.

While the regular drivers were heading the pack, one name, however, was well down the order. Bernard Darniche had been recruited by the Belga team to drive their latest acquisition, a Peugeot 205 Turbo 16. From the start, however, all was not well. The Frenchman was languishing in tenth place, well off the pace in a car that many expected might actually win the event. At every turn, the suspension was bottoming out, and it was easy to see why Darniche was less than happy.

As the rally progressed over the first etape, so Snyers began to slip down the order. The day before the event, he had blown his engine and was now using Zanussi's practice unit. He claimed that it was around 60bhp down on power, but this was felt to be something of an exaggeration. Droogmans, too, faded from the lead runners, the Porsche driver suffering with an upset stomach and having to dash behind the service barge at every opportunity. By the time the problem was solved, he was seemingly out of contention for outright honours.

Mauro Pregliasco was settling into his role as support driver for Zanussi, his Lancia being even more ragged at the edges than the leader, while Guy Colsoul's Manta 400 was not handling well at all with too hard suspension.

The early moves in Group A were made by the Ascona of Jose Lareppe, but favourite for outright success was Marc Duez, partnered by Rob Arthur in the Computervision Rover Vitesse. Andrew Wood was representing the unofficial British Junior Rally Team on the event, but having to contend with an ill handling car in the early part of the rally, while the similar Astra GT/E of Stuart Nicholls departed the fray on only the second stage. A tricky corner, which also saw McRae and Snyers take to the ditch, caught out the youngster and, while the off was not particularly dramatic, the car was stuck fast.

While the RAC MSA chose not to enter a team in Ypres, the Germans did, and the action immediately showed up the folly of FISA's decision to make all junior team members B-seeds. The German trio were promoted to top 15 start positions (even though two had been originally seeded in the 100s) and they were forced to run with people like Droogmans behind them . . .

Mike Stuart's Rover got off to a steady start, the big car more than a handful in the lanes, but Russell Gooding's attempt to overtake Michele Rayneri in the FISA Group A Challenge came to nought on the fourth stage when the Servis-backed Rover broke its axle. Gaby Goudezeune's Alfa Romeo GTV6 was expected to do well on home soil, but was to eventually retire near the finish after a high speed accident when the brakes failed at the end of a long straight. Stefano Fabbri, in a West backed Ritmo Abarth, was another quick Group A contender, but a broken wheel mounting put paid to any hopes that the team had of cleaning up at all levels, even though Harri Toivonen did give them something to cheer with 19th by the finish.

By the time the crews had completed the first lap of the stages, Zanussi had opened up a 39secs lead from Ragnotti, but Snyers had dropped from third after breaking a half shaft on Watou. This promoted McRae to third in his place, the Manta driver well in control of his destiny. Thierry Reginster had climbed to fourth and was involved in quite a scrap with his team mate, Droogmans, while Francis Vincent was getting to grips with the Alligator Porsche after a three year lay-off. Co-driver, Willi Lux, however, expressed concern at the

growing threat of rain, commenting, "This weather is shit! We cannot choose the right tyres."

Duez had, by now, moved to the Group A lead with the Rover, Lareppe having suffered a string of mechanical troubles which dropped him to third, Jean-Pierre Van der Wauwer pushing the Audi 80 Quattro to an impressive second in Group A. Guy Hendrickx's Hoflijk Sport Manta was fighting a battle with the Ford Belgium RS Turbo, but neither were to finish the event, the Opel retiring when alternator failure rendered the dashboard lights inoperable and, without the help of the rev counter, buzzed the engine. Ford have still not got their handling problems sorted and it was no great surprise to see that the Escort had gone off during the first night.

A brief service halt in the main square allowed teams to prepare for the next trip around the stages. Ragnotti and Zanussi continued to swap times throughout the night but suddenly it all began to go wrong for the leader.

A wheel stud had failed on the Loker test, two more snapping on the long stage in Nieuwkerke. The Lancia screamed into the village service halt at midnight and the mechanics set about changing the rear hub. It should have been a routine procedure but the Italians managed to make a drama out of the whole affair.

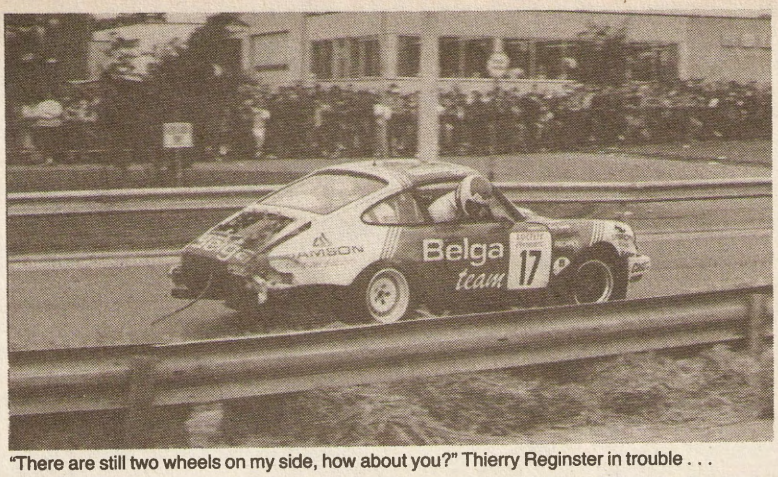
This was no team effort, merely a group of individuals trying to sort a problem. With fingers and thumbs getting in everyone's way, the Lancia collected 8mins worth of road penalty before setting off. The rain was now falling and to compound Zanussi's problems, the wipers would not work. A further 4 mins were lost and by the time the cars reached Ypres again for the first real rest halt, it was Ragnotti who held a 9secs lead, "This is much better," he reflected. "We must hope that it stays wet to help my tyres."

McRae's team, on the other hand, had shown that quiet confidence throughout the rally that has netted them so many event wins in the past. Although Jimmy had been fortunate so far, few doubted that any problems would be dealt with in a far better manner than his rivals. Even the less experienced Austin Rover team had managed to speedily switch a front strut on the Rover — after a brief excursion — to keep Duez in a comfortable Group A lead, the popular Belgian also working his way into the top 10.

When the teams moved out of the town once more for the traditional six lap race around the industrial estate, Darniche was missing. As he arrived the previous night, the Frenchman had insisted that he was going no further as the Peugeot's transmission had failed. The centre diff was the guilty party and the team claimed that it would take an hour to switch. The popular view was that Darniche's 11th place was the real reason for his retirement . . .

As the crowds packed into the show-piece stage, the drivers gave the police something to wonder at as they warmed their tyres before the race. Ragnotti was away first, Zanussi second, and McRae third, six laps to go and maximum attack all the way. By the time seven or eight cars were in the stage at the same time, it was clear that something was wrong with the Renault. A broken gearbox left the car to cruise around the final lap and head for service, the team's fears realised. Competition Director, Patrick Landon, explained that the electric oil pump was faulty and the gearbox had duly suffered. The unit was changed but the team kept a weather eye on things from then on.

But for real entertainment on the stage, full marks went to Reginster's



"There are still two wheels on my side, how about you?" Thierry Reginster in trouble . . .

Porsche as it tried to make up the deficit to the charging Droogmans. Two laps gone and the car spun wildly into the barrier, smashing the rear right hand corner and then the front. As Reginster fought his way to the finish, the front wheel jammed, the tyre came off and gradually the car began to fall apart as each lap passed. He made it to the end, albeit with more Porsche on the track than was left on the car . . .

A couple of stages later, and it was Droogmans's turn for problems as the gear lever snapped. Both Porsches were now having to charge again.

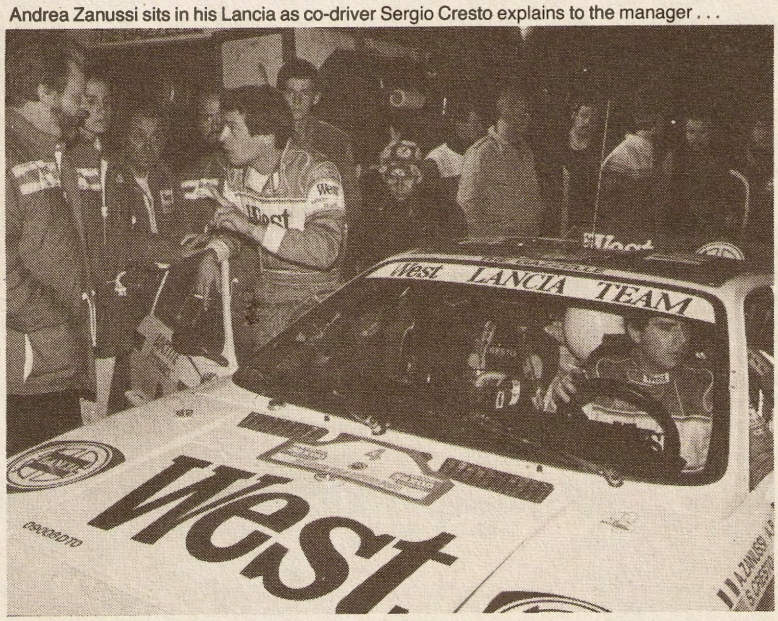
Inexorably, over the next few stages, Zanussi trimmed the Renault's lead to a mere 1 second, the mounting pressure (not helped by Renault's tyre worries) being enough to cause the Frenchman to spin on the final stage before the Ypres halt. The Lancia was ahead again.

McRae was settled in third place while Snyers was much happier with the engine of his Lancia after the break. He had passed Droogmans for fourth, an important change as the Lancia leads the Belgian series, while Colsoul's Manta was getting quicker with revised suspension, even if he was a long way behind. Reginster had now seen some of the bodywork of the Porsche returned, but Vincent had gone after a high speed off in the early morning rain of the previous day. Duez was another to have made a brief error, enough to cost him the Group A lead to Lareppe, while Andrew Wood was now really getting to grips with the Astra. "If only the car had been this good at the start," he mused. We would only have to worry about Duez then. Never mind, at least we have sorted the car for Ulster."

Wood had set his sights on catching the Kadett GSi of Pierre Dumoulin, the Belgian having opened up a gap early in the rally. As Wood got to know the roads and the car began to handle as it should, the Belgian was gradually reeled in.

Just as Andrew had closed to within striking distance, the gear selectors jammed and a new cluster was needed.

Andrea Zanussi sits in his Lancia as co-driver Sergio Cresto explains to the manager . . .



24 HEURES D'YPRES RALLY (B)

Jun 28/30, European Rally Championship, coefficient 2

1	Jean Ragnotti/Pierre Thimonier	Renault Maxi 5 Turbo	B	5h06m04s
2	Jimmy McRae/Ian Grindrod	Opel Manta 400	B	5h08m17s
3	Robert Droogmans/Ronny Joosten	Porsche 911 SC RS	B	5h09m38s
4	Patrick Snyers/Dany Colebunders	Lancia Rally 037	B	5h12m19s
5	Guy Colsoul/Alain Lopes	Opel Manta 400	B	5h15m17s
6	Mauro Pregliasco/Danielle Cianci	Lancia Rally 037	B	5h20m02s
7	Jose Lareppe/Joseph Lambert	Opel Ascona i2000	A	5h34m30s
8	Flory Roothaert/Christian Wauters	Nissan 240RS	B	5h38m48s
9	Michele Rayneri/Luigi Pirollo	Fiat Ritmo Abarth 130TC	A	5h42m03s
10	Pierre Dumoulin/Philip Eggermont	Opel Kadett GSi	A	5h44m13s

European Championship points standings: 1, Cerrato, 301pts; 2, Biasion, 165; 3, Beguin, 128; 4, Frequelin, 120; 5, Servia, 111; 6, McRae, 109. **FISA Group A Challenge:** 1, Rayneri, 55pts; 2, Gooding, 27; 3, Fabbri, Arque, Jonsson, Eriksson and Lareppe, 20.

The work could not be done without incurring road penalties and, inevitably, the chance was gone. So near and yet so far . . .

As the rally moved into its final hours, the leaders were all relieved to have their cars in full trim once again. Ragnotti had changed a brake disc to cure a vibration, McRae had seen a new steering rack fitted at Ypres as the original had gone stiff, Zanussi's Lancia was now running as it should and the Porsches were also in full racing trim. It seemed that the final act would be a straightforward affair, the players merely acting out their respective roles until the curtain came down.

But, nothing is certain in rallying . . .

Suddenly, Zanussi was in the clear, Ragnotti having spun off on Zillebeke. "I touched the brakes, they locked at the back, and off we went — spinning," he explained. The crew got out, expecting to retire there and then, but finally managed to regain the road. They were now 4m28s behind the Italians. The battle had been lost.

"We are all right now," explained Zanussi. "We can relax — the pressure is off at last." He was not sweating so much, drinking less Evian water, and smiling again. Others could have the fastest stage times, he would be happy with the champagne.

McRae began to show the Belgians what he could do, proving that there was still useful life left in the Manta, while Reginster finally succumbed to the effects of his earlier activities. Goudezeune put the car off the road, and Duez finally got back the lead in Group A. But not for long . . .

The Rover is a handful on narrow roads, but Duez had been coping manfully, shaving the barriers in fine style. Suddenly, John Davenport's Group A dream went awry, the big car firmly planted in a tree in the final lap. Lareppe would win the Group A prize this time, with Rayneri taking second. Wood and Stuart were now scoring top 10 times and pushing up the order, and both were enjoying the experience.

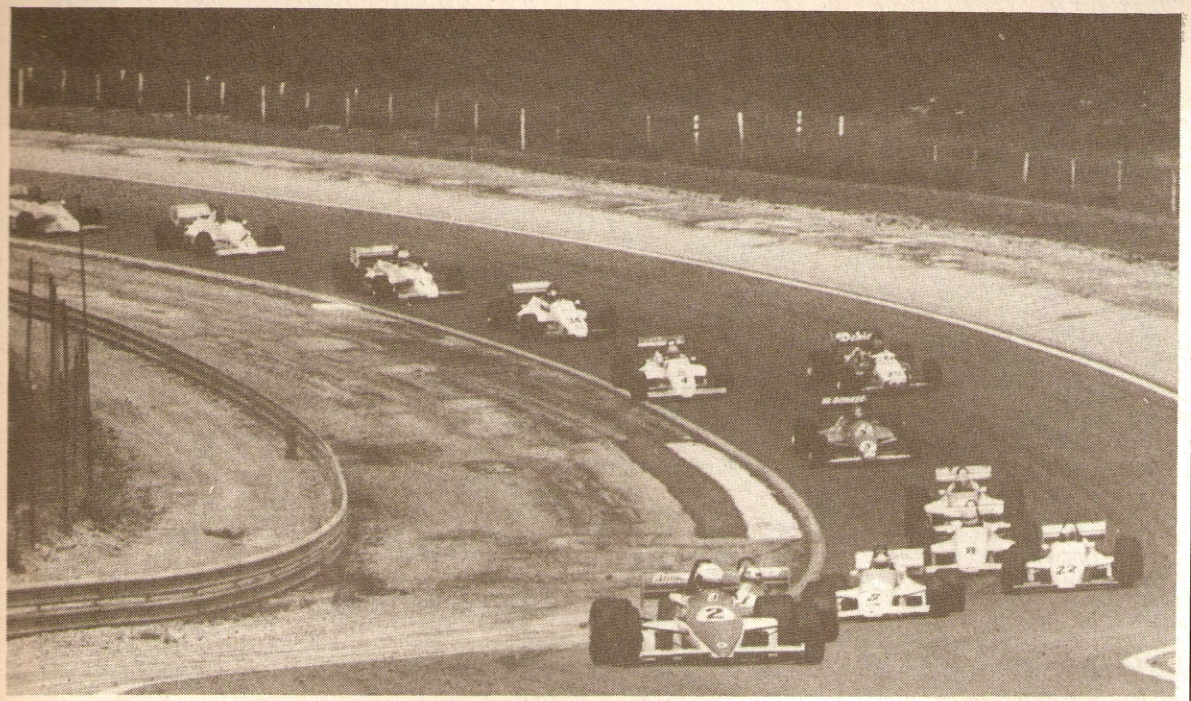
The stage was being set for Zanussi's triumphant return to the town square. The brightly attired West promotion girls, along with the team management and assorted hangers on, gathered in the most prominent places that they could find — excelling themselves more than ever before on the event — and waited.

At the service area in Reninge, Ragnotti arrived with a quizzical look on his face. He had heard something about Zanussi. McRae confirmed that the Lancia was travelling very slowly through the previous, penultimate, stage. The Lancia chase car screamed out of the village, returning with a stricken Lancia in tow. "The differential is broken," admitted a sad faced Italian. "There is nothing that can be done. We are out." As Andrea collected his jacket from the service barge, Ragnotti allowed a wry smile to cross his face. "I think I have won," he whispered. "I am lucky this time, Andrea has driven well and I would not have caught him."

In Ypres, the red changed to Renault yellow as Ragnotti pulled into the square. For a moment, the drama was forgotten as the celebrations began. McRae too was delighted. Second place is as high as he has ever been here. More importantly, 30 points is more than he expected. Snyers was another to enjoy the moment. His Belgian Championship lead remains intact even if Droogmans had managed to get in front over the closing stages.

But in Reninge, Zanussi could only stand and reflect on a brilliant drive for nothing. An empty service area was all he inherited this time.

REPORT & PHOTOGRAPHY: IAN PHILLIPS



At the start poleman John Nielsen led his team-mate Mike Thackwell, but their tyres going off dropped them behind Danner.

Danner's soft touch

Bridgestone equipped cars totally dominated the seventh round of the European Formula 3000 Championship at Dijon. Their two sponsored Ralts headed the front row of the grid and led the first 10 laps, but then they were overwhelmed by a succession of March chassis able to run softer tyres. Christian Danner eased his way into the lead on the 11th of the 55 laps and was never headed as the Bob Sparshott Automotive prepared car ran on like a train. Thierry Tassin got to within a second of the German 12 laps from the end, but his Eddie Jordan Racing March ended its race in the barriers after a misunderstanding while lapping Philippe Streiff. Ivan Capelli looked as though he might catch them both, but retired 15 laps from home when a rear wheel fell off.

QUALIFYING

After a month's break, everyone was glad to get back on the road again and into the second half of the season. With the championship evenly poised, things learned and improvements made during the lay-off were likely to be the deciding factor.

The challenging Dijon circuit was new to virtually everyone but, significantly, the Bridgestone runners who took advantage of the Japanese company's two day exclusive test after Spa had a head start. And topping the charts with near identical times were the two Bridgestone Ralt-Hondas, John Nielsen taking his first pole of the year ahead of Mike Thackwell. The team's test at the circuit had been their most productive of the season and with further mileage at Donington and Silverstone since, they had done more work than anybody. The three cars present were smarter than previously and with a lessening of their weight penalty and revised front suspension they were visibly a better proposition on the circuit.

Bridgestone had produced a real qualifier during the break too, and Nielsen in particular used it to good effect. "I was slightly caught out by its immediate effectiveness because I had never used it before and I probably lost three tenths at the first corner," said the Dane luckily unscathed by his Le Mans experience. In the afternoon he concentrated on full tank runs which, in the heat, exposed a left hand side tyre problem with anything but the hardest Bridgestone option. Thackwell took a little longer to find a perfect balance on his car and didn't use his qualifiers until later in the first — and generally quicker — session. With the one lap Q-tyres on he found himself hunting for a clear lap and by the time he found it the tyres were a little past their optimum but he was happy with a front row position.

Christian Danner had advanced his Le Mans driving fee to Bob Sparshott in order to do one day of the Bridgestone test at the circuit and it paid dividends. He set his third quickest time in the first session but was able to match it almost in the second while being easily the quickest man on the track. The basically unsponsored March was again looking the best balanced car on the circuit and the German reckoned he would not have any problems in running a softer tyre all round than the Ralts for the race.

Fastest of the Avon runners and the only other man to get into the 1m10s bracket was Alain Ferté in the Corbari team's March. As usual he set his time very early on and his and the team's simple and straightforward approach served them well. In the afternoon Alain did some full tank running which exposed an Avon headache particularly with the left-hand front tyre.

Brother Michel was the next man up heading the third row with the ORECA Marlboro March. The team had tested at the circuit but were never really happy, Michel driving spectacularly in an effort to find performance. Their problem might have been in their engine but efforts to cure a fuel system problem in the afternoon were fruitless and he never got a flying lap. A fresh Mader unit was installed for race day.

Thierry Tassin had got some useful test mileage in with the Eddie Jordan Racing Debic March between races but was mystified to find the car as quick on race tyres as qualifiers in the first session, and not quick enough. Although he had seen the best of his qualifiers in the morning he made best use of what was left in the afternoon and improved his times dramatically to move up to sixth place.

The seriously under-financed Genoa Racing March of Ivan Capelli was this weekend the repaired Vallelunga chassis still running on Bridgestone radials despite the fact that the team cannot really afford them. "If only Pirro would go to Brabham, them my problems would be over," sighed Capelli who nevertheless did a good job and was another to improve in the afternoon, but only by a small amount.

The aformentioned Emanuele Pirro was having a tough time with his Marlboro Onyx March. Neither team nor driver had been to the circuit before and the Italian found himself slow in the slow corners. Any chance of finding out if the 'tween sessions changes had solved the problem were scuppered when the gearbox spigott shaft broke rendering his race car immobile. He went to work in the T-car which at least left the championship leader in buoyant mood for race day even though he wasn't able to improve his grid position.

Guido Dacco was the quickest of the San Remo trio and made good use of his Bridgestone qualifiers to claim ninth place. Olivier Grouillard was alongside him having had an electrical problem in the morning and a broken exhaust in the afternoon when he set his time.

The AGS team had made the most significant changes with their innovative air-spring suspension which had been tested successfully at Ricard on the way up. However, the team were struggling at this circuit unable to get the car to handle well. RAM F1 driver Philippe Alliott interrupted his holiday to accept a last minute invitation from Bob Sparshott to drive his team's second car. Alliot arrived on Saturday morning only and was delighted with what he found. "These are really nice cars and very good to drive. Unfortunately it took me a long time to set it up because it was new to me, but for the race I think it is good."

Christian Danner heads for his second win of the year in his BSA March. The German now lies first equal in the series.

Gabriele Tarquini was unusually far back in his San Remo March having suffered a fuel system problem throughout which prevented him making use of the superior Bridgestone rubber available to him. Juan Manuel-Fangio had his new Corbari March out for the first time other than a few laps at Alfa Romeo's Balocco test track. Unfortunately he spun in the first session leaving him a lot to do in the afternoon. Mario Hytten, with Barclay backing for his Onyx March, went for a low downforce set-up in the morning which saw him easily quickest through the speed trap but rather slow overall. Reverting to a more standard setting for the afternoon he improved.

The PMC Williams did not show the promise of the previous two meetings and Lamberto Leoni, himself in some pain possibly caused by his Vallelunga contretemps with Capelli, was never entirely happy. Johnny Dumfries had spent most of the break testing for Ferrari at Fiorano and Imola, as well as a couple of days with Jean Mosnier's Lola. There were some fairly major changes to the T950 but it was still not a happy prospect for Dumfries, compounded by the fact that he had a fuel starvation problem when going for a flyer.

RACE

Raceday was again very warm and tyre choice was the biggest headache. In the warm-up Capelli and Tassin were the quickest and both opted to go even softer on their Bridgestones. The Ralts reckoned they would either lead for half the race and not finish on a soft tyre or do full race distance in a hard tyre they knew would last. They had to take the latter option. Danner used what Ralt had on the right-hand side for his crucial left side and never wavered from his decision. The Avon quick boys went for the hard A on the left-hand side and just prayed.

The start was delayed by the best part of an hour for the production saloon event and it could well be that the amount of rubber they laid down had a significant bearing on the F3000 outcome, favouring the soft tyred runners. With their tyre choice, the two Ralt drivers knew that they could go hard right from the start and Nielsen led the 1-2 formation from the green light, Michel Ferté hurried his way up to third place followed by his brother and a tardy Danner. Then came Pirro, Streiff, Grouillard, Tassin, Capelli, Tarquini, Hytten, Dacco, Alliot, Fangio, Leoni, Bertuzzi and Dumfries a long way down.

On the third lap Danner hustled his way past the Ferté brothers into third place some 3secs down on the Ralt pair. Tassin was another man in a hurry and from ninth place on lap 1, having been pushed onto the marbles at the first corner by the elder Ferté, he was up to fourth by lap 6 as he left the Avon men in his wake. Tarquini and Capelli looked like going with him, but Tarquini spun at the first corner causing Capelli to lose momentum.

By lap 10 the pattern was clear. Danner had caught the Ralt pair and passed Thackwell on lap 10 and Nielsen next time around. "It felt really good to know I was the fastest man on the track."

Tassin was fourth ahead of Streiff and Capelli. All Bridgestone runners were in the top six. It was Ferté M just ahead of Ferté A who was hounded by Alliot who had carved his way through impressively. Grouillard and Dacco were hanging on.

At the back there was a fair old dice going on too, with Hytten, Leoni, Dumfries and Bertuzzi getting up to some amazing antics. Once in the lead Danner pulled away at over 1sec a lap from the Ralts who were being hauled in as quickly by Tassin. The Belgian was up to second place on lap 18 and three laps later Thackwell moved ahead of Nielsen into third. The Ralts had been well balanced from the start but they had no grip. Both drivers had the same tyres, but Thackwell a wider front. He was oversteering wildly and Nielsen understeering. All they could hope was that the others might hit trouble.

On lap 20, Capelli began to rub the message in and closed in too, leaving Streiff alone in fifth place. The AGS has no real downforce and the Frenchman was sliding around and ruining his otherwise suitable rubber. The Avon battle was now led by Alain Ferté just ahead of the impressive Alliot, Michel F had dropped to eighth after being nudged off while lapping Leoni.

From the start of lap 30, when Capelli passed Thackwell for third place, the race became fascinating as the three Marches began to close on each other. Danner had gone hard right from the start, but was now being careful. "I saw the gap coming down and when they showed me it was Tassin I went hard again."

The Debic car came relentlessly on and brought the 6sec gap down to just under 2 by lap 43. By now they were among the traffic and the other dices which were going on all the way down the field. Danner made the best use of the traffic: "I knew it was my only chance because my tyres were pretty well worn out and I couldn't offer much more.".

Tassin, having watched Dacco and Streiff go around half a lap side by side, then found himself alongside Streiff, but could not find a way through. Into the tight left hander before the long final corner, he dived inside the AGS. The two touched and the pristine EJR car went flying into the fences, quite hard, ending his excellent performance on the spot. Streiff apologised but added that he had left room and hadn't seen him as he turned in. Tassin was understandably angry. Such was his advantage that he should probably have waited until the straight, "but I did not dare wait unless Danner pulled too far away. I wanted to be on his tail with eight laps to go." With 12 laps to go, he was out. Three laps earlier Capelli had gone just as he looked like hauling in both the leaders, the retaining studs having sheared on a rear wheel.

Danner had a 26sec lead and although he throttled back he was never in any danger from the distinctly unhappy, but fortunate pointwise, Thackwell. For Danner and the BS Team it was a victory thoroughly deserved and hopefully will get them the budget they need.

Nielsen struggled on the the end as well, grateful to pick up third place points. But, another lap and he would probably have lost out to Alain Ferté who came home an exhausted fifth, the first Avon man home.

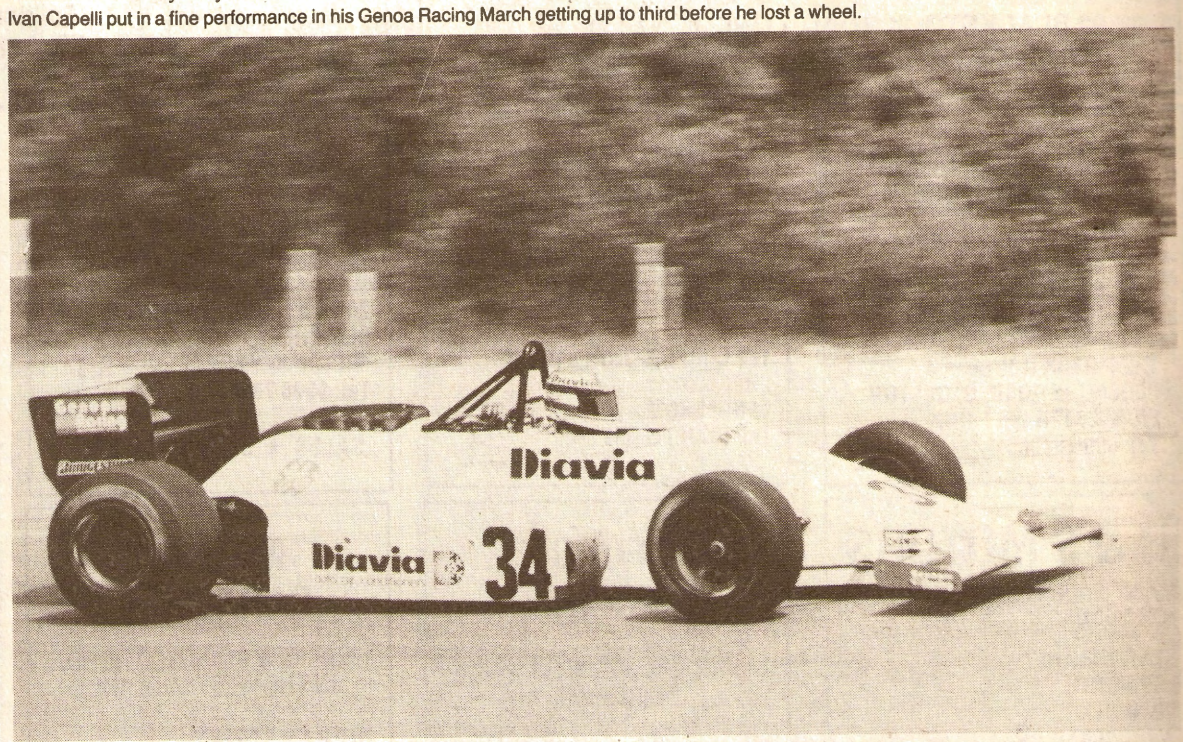
"Very difficult. Bad at the start and worse at the end, Phew." For almost the entire race he had battled with Alliot for the glory of France, but Danner sat between them in the closing laps and Alliot lost out to Dacco on his Bridgestones: "My car was handling the same throughout — not good but at least very stable. My problem was engine power in a straight line, I would lose 50 metres every lap. But F3000 is fantastic."

Grouillard hung on in there and kept out of trouble to the end while stopping for a soft set at half distance which allowed him to pass the slithering Streiff two laps from the end.

Dumfries might not have enjoyed the Lola's handling much, but his splendid effort in getting it round and keeping it on the track was most entertaining to watch as he came home 10th. Bertuzzi and Hytten were lapped twice while Tarquini had to make two tyres stops and lost two laps. Fangio had a misfire from the start which got horribily worse as the race wore on, but he kept going. Leoni had a curious race, going quickly in traffic but slowly on his own, complaining of the engine cutting out.

Alongside Capelli and Tassin, Pirro was the only other retirement, calling it a day after 19 laps: "It was just so bad it was undriveable. After having a couple of spins we decided that there was no point in continuing."

Ivan Capelli put in a fine performance in his Genoa Racing March getting up to third before he lost a wheel.



DIJON (F)

Jun 30, European F3000 Championship, round 8, 55 laps — 129.86 miles

Pos	Driver (Nat)	Chassis/Engine	Tyres	Result	Qualifying	Pos
1	Christian Danner (D)	March-Cosworth/Smith 85B	Bridgestone	1-08:54.10	1m10.56	3
2	Mike Thackwell (NZ)	Ralt-Cosworth/Judd RB20	Bridgestone	1-09:16.96	1m10.31	2
3	John Nielsen (DK)	Ralt-Cosworth/Judd RB20	Bridgestone	1-10:04.59	1m10.21	1
4	Alain Ferté (F)	March-Cosworth/Mader 85B	Avon	1-10:05.05	1m10.77	4
5	Guido Dacco (I)	March-Cosworth/Mader 85B	Bridgestone	54 laps	1m11.75	9
6	Philippe Alliot (F)	March-Cosworth/Swindon 85B	Bridgestone	54 laps	1m12.00	12
7	Olivier Grouillard (F)	March-Cosworth/Mader 85B	Avon	54 laps	1m11.85	10
8	Michel Ferté (F)	March-Cosworth/Mader 85B	Avon	54 laps	1m11.13	5
9	Philippe Streiff (F)	AGS-Cosworth/Mader JH20	Bridgestone	54 laps	1m11.90	11
10	Johnny Dumfries (GB)	Lola-Cosworth/Nicholson T950	Avon	54 laps	1m14.39	17
11	Aldo Bertuzzi (I)	March-Cosworth/Mader 85B	Avon	53 laps	1m15.82	18
12	Mario Hytten (CH)	March-Cosworth/Peck 85B	Avon	53 laps	1m13.52	15
13	Gabriele Tarquini (I)	March-Cosworth/Mader 85B	Bridgestone	53 laps	1m12.50	13
14	Juan Manuel Fangio (RA)	March-Cosworth/Mader 85B	Avon	53 laps	1m12.57	14
15	Lamberto Leoni (I)	Williams-Cosworth/Smith FW08C	Avon	53 laps	1m14.23	16
R	Thierry Tassin (B)	March-Cosworth/Swindon 85B	Bridgestone	43 laps — accident	1m11.16	6
R	Ivan Capelli (I)	March-Cosworth/Mader 85B	Bridgestone	40 laps — lost wheel	1m11.29	7
R	Emanuele Pirro (I)	March-Cosworth/Peck 85B	Avon	19 laps — handling	1m11.67	8

Winner's average speed: 113.75mph. **Fastest race lap:** Thierry Tassin, 1m13.80s, 115.85mph. **Championship positions:** 1, Danner & Thackwell, 30 pts; 3, Pirro, 27; 4, Nielsen, 25; 5, Michel Ferté, 14; 6, Tarquini, 11; 7, Alain Ferté, 9; 8, Grouillard, 7; 9, Dacco, Leoni & Streiff, 4; 12, Tomas Kaiser (March 85B) & Roberto Moreno (Tyrrell 012), 3; 14, Alliot, Dumfries, & Fangio, 1. **Next round:** Enna (I), Jul 28.

Understated body styling kit from Lorinser adorns Sparshatt's 190 turbo conversion, providing looks to match the 140mph + capability.

Blitzen Benz 190E

Introduced to the UK almost two years ago, Mercedes-Benz's 190 range of motor cars has undeniably widened the appeal of the celebrated German marque, bringing ownership of the quality Stuttgart product within reach of more people than ever before.

Technically competent though the existing 190s certainly are, the sporty fuel-injected 190E is sadly not the sparkling performer that many owners felt it should have been. For your speedster with style and space you must wait for the factory's 190E/2.3-16 derivative of the W201 theme, to be launched shortly in right-hand-drive form. Or do you?

Satiating customer demand for increased performance from their 2-litre 190Es, Eastleigh Mercedes-Benz main dealer David J Sparshatt has been offering an 'after market' turbocharging system for the cars for several months now. The comprehensive package, from the Dutch-based Mosselman Turbo Systems concern, transforms the compact 4-cylinder engine, without wrecking the unit's fuel efficiency, still 21-24mpg.

The Mosselman kit, comprising a German KKK turbocharger (with Rajay wastegate restricting boost to 5.5psi), air-to-air intercooler, Bosch fuel enrichment regulator (to augment fuel flow under acceleration), aeroquip oil lines and big-bore stainless steel free-flow exhaust system, increases power output by over 50%, from 122bhp to around the 190bhp mark. The system, monitored by a Micro Dynamics engine management pack, endows the 21cwt Merc with ferocious acceleration and a genuine 140+mph potential.

As one would expect, complementary suspension modifications draw yet greater advantage from the uprated underbonnet hardware. Sachs Sporting are acknowledged leaders in competition suspension systems, their race-bred components being specified on Sparshatt's 190E Turbo demonstrator.

Stiffened, and lowered by 3ins all round, the Mercedes thus modified has the tautness of feel which most drivers expected from the standard 190E. Fat Fulda 225/50 VR15 low profile tyres on beautiful 7in Rial rims 'drop' the car still further, its raunchy, aggressive stance dramatically completed by the full Lorinser body kit, for which Sparshatts are South Coast agents.

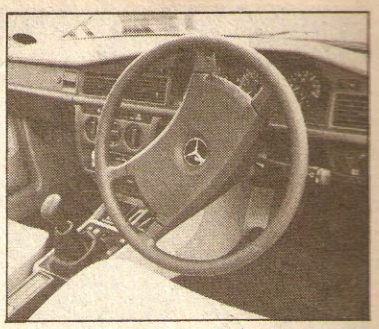
While many German styling 'specialists' offer bolt-on panels and aerodynamic aids for the baby Mercedes — a thriving market — those from Lorinser of Waiblingen are perhaps the most subtle, enhancing the lines of the car and its air penetration. They are also superbly finished.

Sparshatts themselves are responsible for the fitting of all the performance and cosmetic developments, the latter sprayed in-house to match the original shell. Metallic anthracite (OK, black), in the case of the test car.

Once behind the wheel — which could do with being reduced in diameter, to free one's thighs — it is quickly apparent that the 'Turbomerc' is a potent beast, the forced induction making its presence felt just before 3000rpm comes up on the tacho. Although some lag is evident before its full, shattering, force is experienced, it allows the car to be driven in two distinct manners. Cruise mode or boulevard burner . . .

While 0-60mph times are impressively brisk, at a whisker over 7s, it is the turbine-like acceleration up to 'the ton' — and far beyond — which captures the imagination, while travelling in sheer comfort.

It's not the sort of car that one would really want to race in — it's not that nimble at 14ft 6ins long — but as a long-distance cruiser, loping down motorways on the legal limit at an unstressed 2300rpm in top, the Mercedes is in its element, with tremendous performance in reserve.



Large steering wheel is a thigh squeezer.

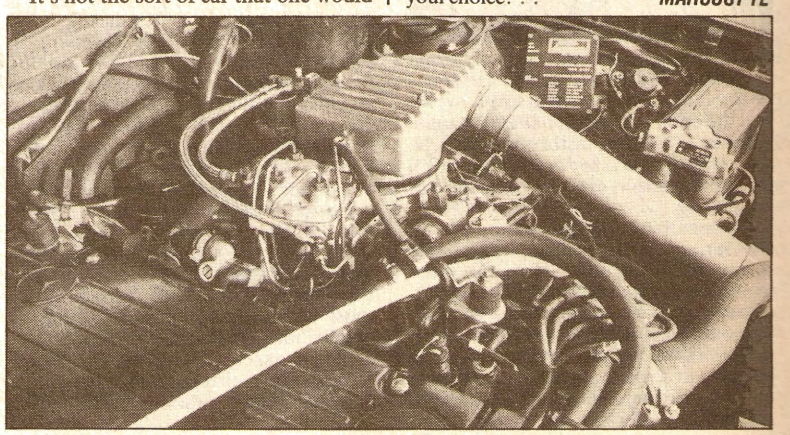
Handling is much improved by the heavy-duty suspension, which does not compromise ride quality, although a niggling exhaust resonance on the test car (now apparently cured for customer replicas) did not fit in with the overall charisma of the car.

Sparshatts, who currently sell 200 Mercedes-Benz units per year, have already completed four 190E conversions and have more on the way. A two-week turn round is quoted to install a full-specification package on a customer's own car or, of course, the company can supply a brand new machine tailored to individual requirements.

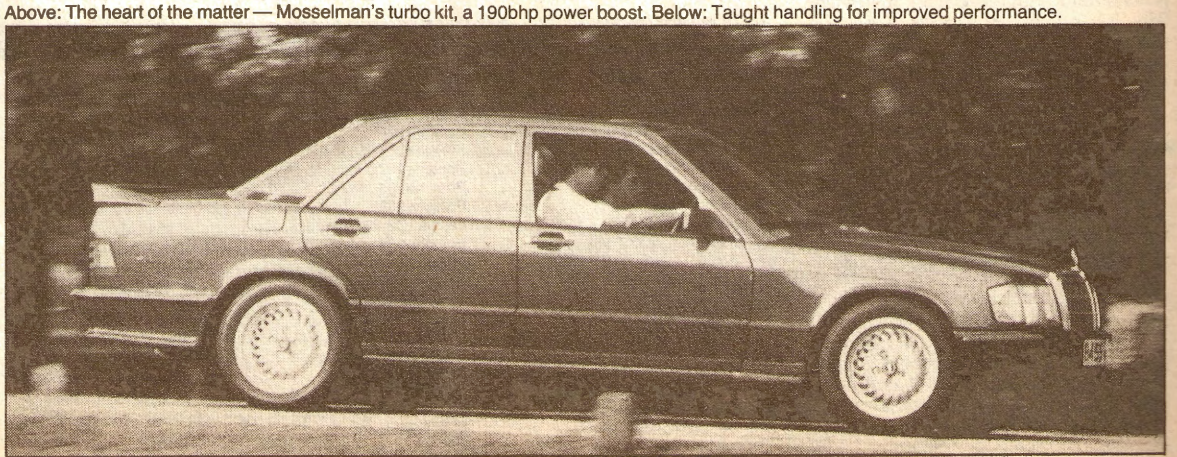
The Mosselman turbo kit will add £2995 plus VAT to the 190E's current list price of £11,725, while the classy bodywork suspension/wheels and tyres (Goodyear NCTs now standard, incidentally) costs £2928 plus VAT, fully fitted in each case.

With the new Cosworth-headed 190E/2.3-16 likely to be in great demand (and limited supply) at an anticipated price tag of £24,000, Sparshatt's Turbo car may be your quicker route to 190E thrills. Take your choice. . .

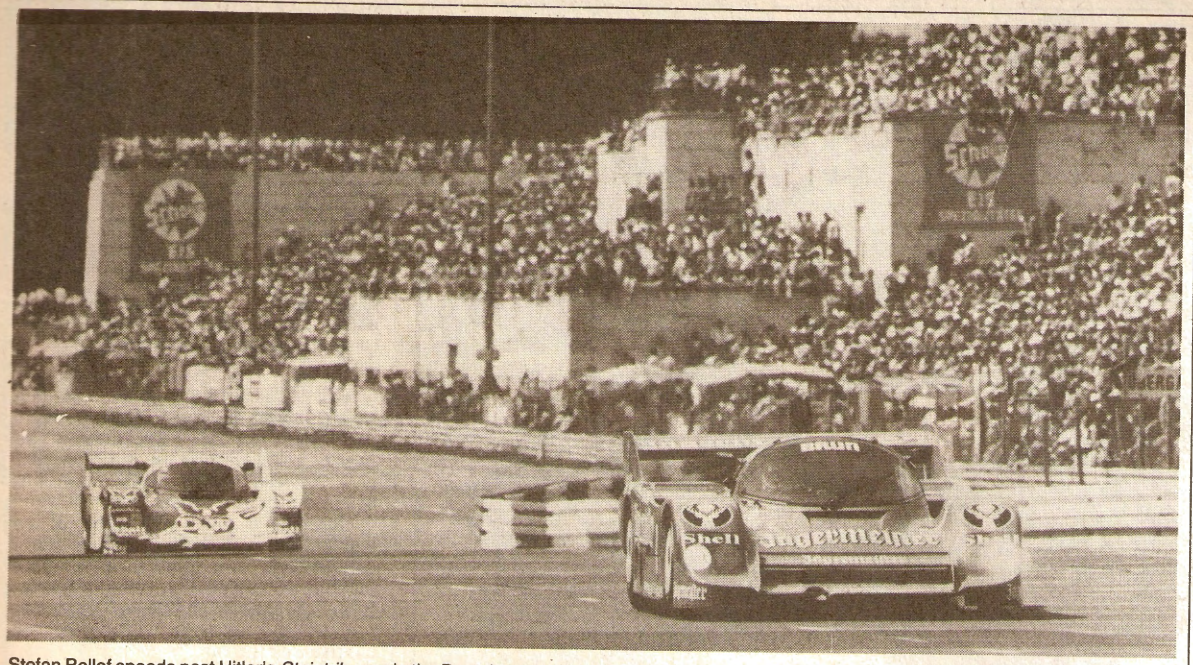
MARCUS PYE



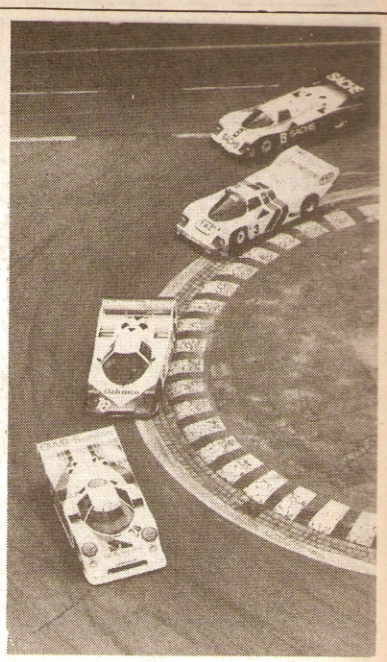
Above: The heart of the matter — Mosselman's turbo kit, a 190bhp power boost. Below: Taught handling for improved performance.



REPORT: WOLFGANG MONSEHR — PHOTOGRAPHY: IPA



Stefan Bellof speeds past Hitler's *Steintribuene* in the Brun Jagermeister 956, the huge crowd watching eventual winner Klaus Ludwig's pursuit.



Niedzwiedz, Dahmen, Boutsen and 'Winter'.

Mr Versatile

Klaus Ludwig, fresh from his victory at Le Mans, showed his versatility last Sunday when he won the annual 'supersprint' in Nuremberg, the Norisring 200. On this occasion, Ludwig was driving not the Le Mans winning Joest Porsche, but a similar car entered by the rival Kremer team — and the Joest car was beaten into second place, with Jochen Mass at the wheel. In a race almost totally dominated by Porsches, Stefan Bellof set the pace in the Brun lead entry; only to fall foul of tyre problems, while Sandro Nannini was delayed by a loose underbody on the solo factory Lancia.

QUALIFYING

"Norisring is the Monte Carlo of Group C racing." So said VIP guest Alan Jones of the famous Nuremberg sprint event. But the entry for the annual '200' was the smallest in the long history of the MCN, the *Motorsportclub Nuremberg*, even though the cream of German racing was competing.

The small starting grids, so apparent in the German sportscar championship, are mainly due to the policy of the ONS, the governing body of German motor sport. Apart from some exceptions — namely Kremer, Joest and Brun — in Germany it is impossible for the smaller teams to compete in a national championship with expensive Group C cars, and, similarly to the World Endurance Championship, it is essential to run the successful Porsche 956. No other car at present poses a threat to the 956, despite Klaus Niedzwiedz's efforts in the Zakspeed-Ford turbo.

The format of the hugely popular Nuremberg sportscar fixture was two 61-lap races, both qualifying towards the national championship, the second race — held in the afternoon — having the Norisring 200 status. Starting positions for the 'money-race' supersprint were determined by the finishing positions in the morning.

It was accepted by all that a Porsche would win the big-money 200. The only question was as to the driver. The local press favoured Stefan Bellof in his Brun-Jaegermeister 956, but Bellof was under pressure from many other Porsche drivers. Jochen Mass (Joest/Blaupunkt), Manfred Winkelhock (Kremer/Liqui-Moly), Klaus Ludwig (Kremer/D & W) and Hans Stuck (Brun/Schiesser) in particular were vying for the win, along with Brun Motorsport's Thierry Boutsen and his 956 (bought from Richard Lloyd Racing by Brun Motorsport), the Fitzpatrick 956 for Austrian Franz Konrad, and the only Lancia in the race, with Alessandro Nannini at the wheel.

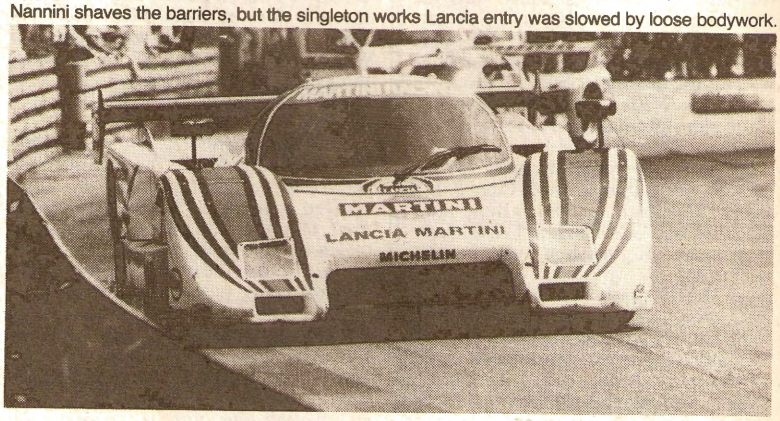
But as the final practice showed, Bellof was still the man to beat, lapping the bumpy track in a new unofficial best, with Winkelhock and Nannini in second and third positions. The Italian driver led for most of the practice, being caught by Winkelhock. In the final five minutes, Bellof managed to manoeuvre his orange Brun-Jaegermeister to pole position.

Problems in practice included an engine explosion for Mass, clutch and tyre troubles for Konrad (normally racing in the German F3 Championship), and serious gear failures hitting Niedzwiedz, making it impossible for him to do a serious test session before the race.

Niedzwiedz's sponsors, GWB, showed dismay at the fact that Klaus Ludwig, a Ford works driver, was driving a Kremer-Porsche 956 (normally raced by Dutchman Kress Kroesemeijer), after the plan for him to drive a Ford Mustang Probe was cancelled. A GWB representative, Herr Appel commented, "Of course I understand that Ludwig wants to race in Nuremberg. But when he finishes ahead of Klaus (Niedzwiedz), we will lose points. We are driving to win the championship, and the fight against the Porsches is already hard enough." Not seen at the first practice was the Porsche 956 driven by Boutsen, which had arrived only two hours before the first heat. The ex-Richard Lloyd car was running in the colours of FAT, a French transport company, for many years a sponsor of Joël Gouhier in the European Renault Championship.

Not satisfied with the practice was a local driver and Nuremburg furniture-shop owner, Jochen Dauer, driving one of the Roy Baker Tiga-Ford turbo C2 cars, with backing from the sports firm, Puma. Dauer's agreement to drive the Tiga was arranged by Porsche's Jurgen

Nannini shaves the barriers, but the singleton works Lancia entry was slowed by loose bodywork.



NORISRING (D)

Jun 30, 62 laps — 88.61 miles

Pos	Driver (Nat)	Chassis-Engine	Result	Qualifying (Pos)	Start order (Pos)*
1	Klaus Ludwig (D)	Porsche 956B	51:54.05 (102.44mph)	48.33 (4)	51:15.62 (3)
2	Jochen Mass (D)	Porsche 956B	51:57.25	48.98 (4)	51:08.27 (2)
3	Manfred Winkelhock (D)	Porsche 962C	52:05.63	47.90 (2)	51:44.05 (5)
4	Hans-Joachim Stuck (D)	Porsche 956	52:47.63	48.80 (5)	51:53.34 (4)
5	Stefan Bellof (D)	Porsche 956B	61 laps	47.75 (1)	51:06.80 (107.76mph) (1)
6	Sandro Nannini (I)	Lancia LC2-85	61 laps	47.95 (3)	58 laps (8)
7	Thierry Boutsen (B)	Porsche 956	60 laps	No time	R (15)
8	Jurgen Laessig (D)	Porsche 956	60 laps	50.85 (9)	60 laps (6)
9	Jan Thoelke (D)	Zakspeed-Cosworth C1/8	59 laps	51.70 (12)	NS
10	Frank Jelinski (D)	Gebhardt-Cosworth 853	58 laps	52.05 (13)	57 laps (9)
11	Franz Konrad (D)	Porsche 956B	58 laps	51.31 (11)	57 laps (10)
12	'John Winter' (D)	Porsche 956	54 laps	49.96 (7)	59 laps (7)
13	Jochen Dauer (D)	Tiga-Ford GC285	52 laps	54.60 (15)	51 laps (12)
R	Klaus Niedzwiedz (D)	Zakspeed-Ford C1/4	8 laps (turbo)	50.55 (8)	R (13)
NS	Heinz-Jurgen Dahmen (D)	Dahmen-Porsche DC884		51.25 (10)	55 laps (11)
NS	Karl-Heinz Becker (D)	Lola-BMW T600		52.43 (14)	R (16)
NS	Martin Wagenstetter (D)	Lotec-Cosworth		59.88 (17)	R (14)

Fastest lap: Bellof, 48.88, 105.26mph. *Start positions according to finish positions in morning race.

REPORT: GORDON KIRBY — PHOTOGRAPHY: PAUL WEBB

Puma. Dauer's agreement to drive the Tiga was arranged by Porsche's Jurgen Barth, after he had failed to negotiate a 956 seat successfully.

As the cars moved to the starting grid, Boutsen was allowed to give the FAT-Brun Porsche a brief warm-up, and then to start from the back of the grid. Not seen in the first race in the morning was Jan Thoelke and his Kum San Tiger Zakspeed-DFL, after a broken driveshaft. "We were very unhappy with the service of Zakspeed, who did not have important spares," commented Erwin Derichs, controller of the Thoelke team.

RACE

The opening laps saw Bellof racing ahead of Winkelhock, Ludwig and Nannini. Mass and Stuck followed at a considerably slower pace than Bellof. Despite Bellof's obvious advantage, questions remained as to his victory, mainly his fuel consumption. Niedzwiedz pushed hard for higher places, but it was clear that Zakspeed were not to snatch an unexpected victory: Klaus suffered problems with his ignition, and was forced to make many pitstops.

Boutsen, ninth on the first lap, was forced into the pits after a brake failure and loss of oil pressure.

Bellof led continuously, driving without problems, followed by Ludwig, Winkelhock, Mass and Stuck. Towards the final laps, Winkelhock slowed, low on fuel, and was passed by Mass and Stuck. The Lancia, too, lost ground, with Nannini making pitstops with a loose underbody.

Bellof's apparently assured victory was jeopardised on lap 41 with loose rear bodywork. The Porsche slowed and Ludwig crept closer and closer, until finally the seemingly invincible Bellof was passed on lap 44. The race stewards decided to pull Bellof out of the race, due to unsafe bodywork; however, after a meeting with Brun team manager Peter Reinitsch, the stewards permitted Bellof to continue.

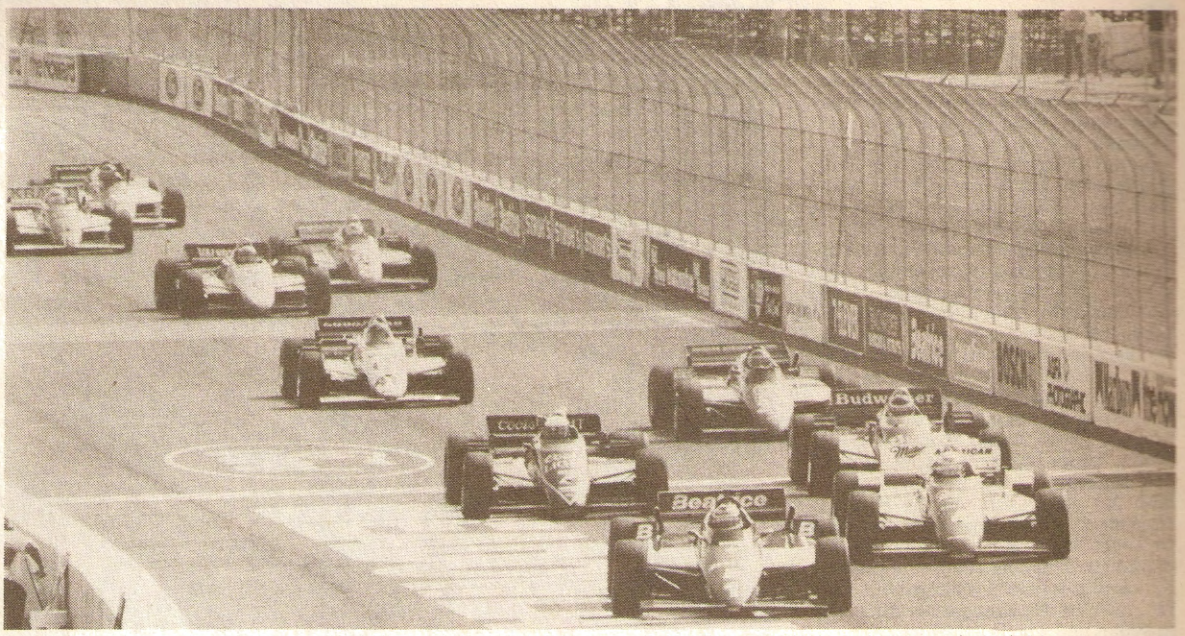
But Ludwig was ahead and looked a clear winner until the final lap, when the Pametex/D & W 956 began misfiring with fuel problems, and Bellof stole victory ahead of a disappointed Ludwig, Mass, Winkelhock and Stuck.

Only 14 cars went to the starting grid on Sunday afternoon for the second race — the main event of the day, the cars of Dahmen, Wagenstetter and Becker having suffered engine trouble during the 61 laps in the morning.

Stefan Bellof again had the best start, leading Ludwig, Mass, Stuck and Winkelhock. Following these were Boutsen and Nannini. These positions remained for the first quarter of the race, until Stuck began to slow with handling problems. Boutsen had a brake failure and was passed by Nannini; but even the Italian had technical problems, for second gear had failed, and his only chance to pass Stuck had gone. Early in the race, Zakspeed's bid on behalf of Ford was over when Niedzwiedz parked the car with turbo failure.

Bellof, too, was slowing, and Ludwig was gaining ground on him. Bellof's victory earlier in the day was not to be repeated. On lap 41, he was passed not only by the revenge-seeking Ludwig, but also by Mass, Winkelhock and Stuck: Bellof's tyres began causing real problems, too soft for the rough track.

Konrad, too, was beaten by his tyres, unable to keep up with Frank Jelinski's Gebhardt C2 car. Jelinski himself fought hard for a full 12 laps with Jan Thoelke in the Zakspeed-Cosworth, who had begun from the back of the grid. Thoelke showed his excellent driving by taking a 2secs lead over Jelinski.



Mario Andretti hurries off the line, followed by Danny Sullivan, Geoff Brabham, Bobby Rahal and Al Unser Jr. Few made the finish.

Al Jr plays it cool

It was a classic 'city event' race. No room to pass, walls everywhere. Wheel-banging, nose-bashing. It took a sharp, cool and lucky man to survive.

Neither Mario Andretti, Bobby Rahal nor Danny Sullivan had all three of those elements working in their favour last weekend. Andretti and Rahal where eliminated in a controversial incident which also claimed an impressive Geoff Brabham. Sullivan led, but had a couple of incidents and then dropped out with a turbo failure.

Next fastest man on the track was Al Unser Jr who closely shadowed Rahal through the opening stages of the race and went on to win convincingly. It was the 23-year-old driver's second Indycar win, his first this year with Doug Shierson's Domino's Pizza Lola-equipped team.

QUALIFYING

The Meadowlands is a chore for drivers and a misery for the audience. There is no atmosphere, no sense of being at a serious motor race. Lost in a sea of parking lots and freeways, moulded in fields of cement and moulded chain-link fencing, it is a mere toy of an event.

Unfortunately for the drivers, the place is ferociously demanding, with absolutely no room for error. Passing or racing are things to be treated with great circumspection on the abysmally foolish Meadowlands track.

The two days of practice on the well-built but inexplicably silly track claimed a handful of victims. Neither Roberto Guerrero nor Ed Pimm was able to start the race, with Pimm crashing opposite the pits on Friday and Guerrero crashing at the chicane section on the backside of the track on both days, comprehensively writing off two cars!

Neither man was injured, although both were a little chastened. Dan Gurney was adamant in maintaining his team's spare car — a Lola T900 — as a back-up for Tom Sneva while Guerrero simply ran out of cars. Both Pimm and Guerrero are scheduled to be back in action at this weekend's Cleveland airport race.

Qualifying on the pole for the third time this year, and the 53rd time in his long career in Indycars (thereby equalling A J Foyt's record), was defending champion and last year's inaugural Meadowlands race winner Mario Andretti. His Beatrice/Newman/Haas Lola T900 seemed ideally suited to the track from the start of practice and Andretti was driving hard and forcefully. He out-qualified current arch-rival Danny Sullivan by almost a full second and looked as much the man to beat as he had at Milwaukee four weeks ago and at Long Beach in April.

Sullivan and team Penske were equally ready to keep the pressure on, however. An engine failure on Friday meant the Indy winner qualified in his spare car and on Saturday he re-qualified in his regular car, one only two men to better their times from the first day on Saturday's oily surface (an IMSA sedan race was the primary culprit). Sullivan did so in very few laps. His confidence in matching Andretti on raceday was well founded.

Al Unser Sr continues to drive in place of Rick Mears at road races and he qualified almost two seconds slower than Sullivan after fighting a baulky engine all day Friday. Unser was nothing like as happy with his Penske/March as teammate Sullivan and was wary of starting the race from the seventh row.

A clean and tidy third fastest qualifier was Geoff Brabham. The much underrated Australian was in good form at the Meadowlands, his Galles March was working well, helped by the presence of Gary Anderson as race engineer. The second Galles car was driven not by Pancho Carter but by Roberto Moreno, the little Brazilian making his Indycar debut. He warmed-up quickly to the task ▶

The spoils of victory were sweet for Al Unser Jr after his second ever Indycar victory.

and did so in a very tidy, professional way, qualifying seventh.

Starting beside Brabham on the outside of the second row was Bobby Rahal. Consistently close to Sullivan's pace, although not in the same bracket as Andretti during qualifying, the True-Sports driver was happy with his car and confident of being able to match the pace on Sunday.

Emerson Fittipaldi qualified fifth fastest, four-tenths and two places ahead of Patrick Racing team mate Bruno Giacomelli. Both men were trying very hard, but neither was happy with the results. Giacomelli said the track was the most demanding he had driven, and anticipated a real thrash in the race.

Splitting the Patrick duo in qualifying were Al Unser Jr and Moreno's Galles March. Unser Jr was caught out a little by the deteriorated track conditions on Saturday after spending the first day working for a race day set-up, according to Team Shierson philosophy. He was confident of making a couple of places in the early laps before waiting it out. "It'll be a case of whoever makes the fewest mistakes and who has the luck . . ."

Completing the top 10 starters, behind Moreno and Giacomelli, were Kevin Cogan and Jim Crawford. Cogan had by far his best two days of practice so far this year, and looked like a contender for the first time since joining the March-equipped Kraco Stereos team. Team mate Michael Andretti was more than a second slower after missing most of the first day because of mechanical problems. Mired in 19th place on the grid, young Andretti was confident of making progress in the race. Crawford was back behind the wheel of the Wysard Lola, and looked good on Friday before crashing and missing all of Saturday while the car was rebuilt.

Twenty-eight of 33 drivers started the race. The last four added under the "promotor's option" rule. Among these were Jan Lammers and A J Foyt, both of whom had a lot of mechanical gremlins to cope with. Legitimate qualifiers, but tailenders no less, were speedway experts Tom Sneva and Johnny Rutherford, starting 22nd and 24th respectively.

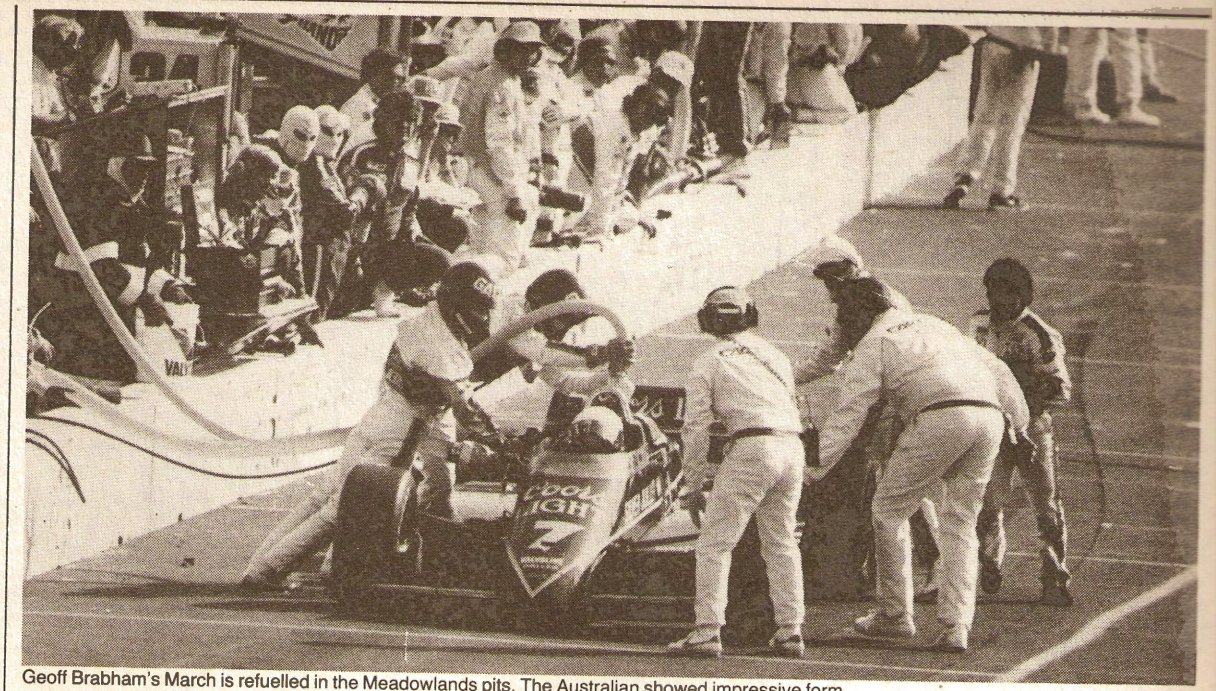
RACE

The start was scheduled for 4 o'clock, to suit NBC's television whims, of course. After overcast weather and occasional light rain on Friday and Saturday, the weather turned sunny and warm for race day. A reasonable crowd of more than 43,000 paying spectators turned out, 9000 more than last year when it was damped and heavily overcast.

Away from the rolling start Andretti and Sullivan got a jump on the rest as Brabham got a little crossed up in the first turn. Amazingly the entire field made it through the first hairpin and the first lap without incident. Sullivan was hard on Andretti's tail, both of them clear of Brabham, who was clear of Rahal, Unser Jr, Fittipaldi, Giacomelli, Moreno and Cogan.

Immediately Sullivan set about trying to find a way around Andretti. On the second lap he got a little too eager and ran his left nose wing under one of Andretti's rear tyres. With the wing sagging on the ground, he remained hard in the leader's mirrors and on the 10th lap Sullivan was able to get the better of Andretti, immediately jumping clear.

As Sullivan took control, Andretti came under increasing pressure from Brabham, Rahal and Unser Jr. This threesome was running in close order, having left Fittipaldi on his own ahead of Giacomelli and Moreno. The latter was the first man to fall out when he lost control and slid into the wall on the 15th lap. That allowed Cogan into sixth place, chased hard by the charging pair of Unser Sr and Andretti Jr.



Geoff Brabham's March is refuelled in the Meadowlands pits. The Australian showed impressive form.

By the 20th lap Sullivan was in firm control, lapping a hectic midfield group and emerging with an even bigger leader over Andretti. In trouble at this time was Brabham, who had to pit from third place to replace a sparkbox, rejoining just ahead of Andretti, Rahal and Unser Jr.

After 24 laps, with a lead of 14secs, Sullivan came in for an early fuel stop. Team mate Unser Sr stopped two laps later, having moved up to seventh place. Back on the track the pair of Penske drivers began to play a different strategy than the others, although Sullivan was soon to fall foul of the gameplan when he was clipped by Scott Brayton while trying to lap him. Sullivan spun, stalled and lost three laps before he could refire the engine.

After rejoining, he carried on before stopping first to remove his sagging wing and then to retire because of a turbo failure. This was the second successive race in which Sullivan has been fast man on race day, only to fail to make the finish.

Shortly after Sullivan's incident with Brayton, there was more drama when Andretti, Rahal and Brabham were involved in a brake-locking incident at the fourth turn. Rahal had been hard after Andretti for a handful of laps, with Unser Jr watching it all from a few respectful yards astern. Rahal made a move to go inside Andretti as they braked for the turn only to clout Andretti in the tail so that the race leader in turn clouted Brabham who was running directly in front of them.

Opinions differ on who triggered the accident and television coverage couldn't reveal much. Andretti admitted that the handling of his car had gone off and he was visibly struggling to keep Rahal behind and hoping to make some improvements on his first pit stop. Rahal was running well and was clearly being held up by Andretti. None of which solves the riddle of the incident itself.

Both the leaders were eliminated as a result of the accident, Andretti with a broken steering link and Rahal with a torn brake line. Brabham recovered and continued only to pull off immediately because of an engine failure.

So it was that Unser Jr found himself in first place with a 20secs cushion to Fittipaldi. Young Unser had matched Rahal every inch of the way and he was suddenly left in complete control of the race. Driving faultlessly, he continued to build his margin. Both his fuel stops were equally without error and driver and team thoroughly deserved their first win together.

Unser said he was a little concerned with high water temperature. During his second pit stop a CART official removed a broken portion of a front brake duct. Aside from those problems it was clear sailing for the youngster, who is slowly pulling himself into championship contention.

"I took a lesson from Roberto (Guerrero) this weekend," said Unser Jr after the race. "He made a couple of mistakes and wasn't even in the race, and that's what it's all about here. It's just like Long Beach — even more because there's just no room at all around here. You've got to keep it clean and smooth. Stay off the walls. That's the most important thing."

Fittipaldi pushed on to second place, nearly 37 secs behind at the flag. For much of the race the Brazilian struggled with a loose steering column which came adrift from its retaining bracket at the scuttle bulkhead. "I had to hold the steering wheel up and against the dashboard the whole race," said Fittipaldi. "I was very worried because at this track you could have a very big crash."

Fittipaldi's persistent second place finish moved him past Sullivan into second in the point standings. Also passing Sullivan in the points table was Al Unser Sr, who finished a good third, chasing Fittipaldi all the way. Fourth place went to Michael Andretti who also drove a good race through the midfield, scoring his best result of the year thus far. Giacomelli was a lap down at the finish, in fifth place after a couple of slow pit stops.

Showing his racey side to good effect was Tom Sneva who charged up the lap chart, despite losing a front wing in an incident with Cogan. The latter made it into seventh place, two laps down after incidents with Sneva and Unser Sr in something of a weekend of recovery for the flagging Kraco team. Michael Roe drove a good race into eighth ahead of Crawford who fought a bad pain in his left shoulder over the last half of the race.

MEADOWLANDS (USA)

Jun 30, Meadowlands Grand Prix, CART/PPG Indycar World Series, round 5, 100 laps — 168.2 miles

Pos	Driver (Nat)	Chassis/Engine	Result	Qualifying	Pos
1	Al Unser Jr (USA)	Lola-Cosworth DFX T900	1:51.55.51	1:03.227	6
2	Emerson Fittipaldi (BR)	March-Cosworth DFX 85C	100 laps	1:03.125	5
3	Al Unser Sr (USA)	March-Cosworth DFX 85C	100 laps	1:04.355	13
4	Michael Andretti (USA)	March-Cosworth DFX 85C	100 laps	1:04.705	19
5	Bruno Giacomelli (I)	March-Cosworth DFX 85C	100 laps	1:03.526	8
6	Tom Sneva (USA)	Eagle-Cosworth DFX 85C	99 laps	1:05.061	22
7	Kevin Cogan (USA)	March-Cosworth DFX 85C	98 laps	1:03.813	9
8	Michael Roe (IRL)	Lola-Cosworth DFX T900	98 laps	1:04.825	20
9	Jim Crawford (GB)	Lola-Cosworth DFX T900	98 laps	1:03.954	10
10	Arie Luyendyk (NL)	Lola-Cosworth DFX T900	97 laps	1:04.469	14
R	Roberto Moreno (BR)	March-Cosworth DFX 85C	15 laps-accident	1:03.319	7
R	Mario Andretti (USA)	Lola-Cosworth DFX T900	34 laps-accident	1:01.504	1
R	Bobby Rahal (USA)	March-Cosworth DFX 85C	36 laps-brakes	1:02.751	4
R	Geoff Brabham (AUS)	March-Cosworth DFX 85C	36 laps-engine	1:02.609	3
R	Danny Sullivan (USA)	March-Cosworth DFX 85C	72 laps-turbo	1:02.415	2

Winner's average speed: 90.167mph. **Next round:** Cleveland, Jul 07.

REPORT: JOE SAWARD — PHOTOGRAPHY: BRYN WILLIAMS

A familiar sight in ETC this year: three Volvos versus three Rovers. Poleman Ulf Granberg has Walkinshaw's Rover on the inside, but it was Brancatelli, outside him, who took the lead.

The Volvo suspension?

For the average spectator, the European Touring Car race at the Salzburgring must have seemed a nice day out: the weather was 'wunderbar', the beer was cold and the racing was not bad, and if you got bored, the scenery was spectacular. Everyone went home in the knowledge that a Volvo had again won the day. Well, it certainly looked that way, but the trouble was that with a few hours to go before the race, the Volvo teams were told that their suspension was illegal. They raced under appeal and everyone headed for home without the faintest idea who had really won the race. With appeals, counter-appeals and counter-counter appeals we ought to know the answer by Christmas . . . maybe.

QUALIFYING

It has been a bit of a benefit for Volvo recently in the European Touring Car Championship — the 240 Turbos have swept to victory at Anderstorp, Brno, Zeltweg, and here they were again planning to do the same at the tiny Salzburgring.

It is a well known fact that it always rains in Salzburg, and a well known fact that all the European Touring Cars are legal. This year it didn't rain.

Hidden away in a valley under the mountains of Salzburg, the 'Ring is not one of the most challenging circuits in the world. They say it is very good when the World Championship motorcycle riders use it, but that, sadly, does not make it good for touring cars. Most of the drivers complained that it was bland — scenic, but bland.

The biggest problem, though, was traffic, hordes of baby class cars cruising the circuit hunting those arrogant big cars in packs and trying to have them off. Fifteen minutes into the first qualifying session on Saturday morning Brancatelli's Volvo came touring into the pits with a mangled left front wing. "A Golf GTI," gesticulated the little Italian, "it spun in front of me and I chose the wrong way to go." First practice was over for him. BMWs were being pushed away with alarming regularity, too.

A few minutes later Walkinshaw's Rover came down the road into the absurdly crowded pitlane bearing damage to its right front, and moments later a rather badly mauled Alfa Romeo came crawling in, side-swiped by Tom from one end to the other.

The motto of this tale is, don't take on the big boys. When asked what happened to the Golf he had hit, Brancatelli shrugged, rolled his eyes and muttered something about "Over the mountain, maybe." We never did find it . . .

The Volvos were quick, and quickest of all was Swedish train driver, Ulf Granberg in the Luna Volvo, 0.02secs quicker than the Walkinshaw Rover with the two Eggenberger Volvos and the Hahne/Allam Rover all within 1sec at the front. There were three Rovers once again this weekend and the third had Steve Soper alongside Eddy Joosen.

The front six cars, therefore, were as expected. Then there was a gap to the BMW troops, led as is normal by the Schnitzer car of Gerhard Berger/Roberto Ravaglia. Berger is something of a star in Austria these days and hustled his 635 round in spectacular style to the delight of the local yokels.

His time was just shy of 1sec quicker than the nearest BMW challenger — Umberto Grano, back once again, racing for the CiBiEmme Sport team in one of the cars he used to race last year with Eggenberger. Dieter Quester was joined in the second Schnitzer car by Johnny Cecotto (see *Pit & Paddock*), while the Juma team (now with Belga backing) appeared for the first time this year in their preparations for the Spa 24 Hours with Philippe Martin and Herve Regout driving. The beautifully prepared car did look monumentally twitchy and both drivers complained about being unable to put the power down.

Midway through the first session Walkinshaw, Berger, Granberg, Regout, Allam and a man with a BMW called Herbert Werginz circulated together, sizing each other up and scaring the hell out of the smaller cars. The last named looked to be comprehensively over the limit as he tried to play with the big guns. The resulting accident spread bits of BMW liberally all over the chicane and brought practice to a crunching, grinding, oil-splattered halt.

Werginz's team-mates of late have been the Czech duo Denny Vojtech/Bratislav Enge, in the 'Team Bad Luck BMW' as Denny calls it. It seems whatever they do, they never get the break they deserve. This time it was an oil pump failure. Further back still the Oppitzhauser BMW had another entertaining third driver, after Divina Galica last time out, this time we had Austrian speed cyclist Gerhard Schoenbacher.

Class 2 had a familiar look to it after the BMW323is upset the order at the

Osterreichring, Lella Lombardi/Rinaldo Drovandi leading the Alfa troops in among the slower BMW635s, which this weekend included an enthusiastic pair of shirtmakers from Portugal, Carlos Rodriguez and Robert Giannone. With both being 'gentleman drivers' the Schnitzer team helped them out with a pair of mechanics and the loan of the Schnitzer test pilot, Willy Siller.

Of the small class cars that remained on the track it was the Toyota of Philippe Muller/Franz Bollinger that led the way from the Golf of Jordi Ripolles/Javier de Castro.

RACE

The early morning in Austria's lakeland is really rather pleasant and as the drivers arrived bleary-eyed for the 8.00am warm-up, the signs were that it was going to be a really hot day. The tyre men, of course, scowl when the weather looks good, and were quickly in action practising their black art, cutting away tyre shoulders with evil looking blades. The local Fordsters set to work covering the track with oil, sand and rubber in a series of Formula Lechner Racing School events.

With two hours to go before the race the action started in the paddock. The FISA inspector informed the Volvo teams that they were running illegal front suspensions. Thus, there began a game of musical motor homes where the FIA yellow bibles were much in evidence and there were few smiles. "Maybe we'll have the pole position and not start the race," said the Luna team manager. "We are not interested in racing illegal cars."

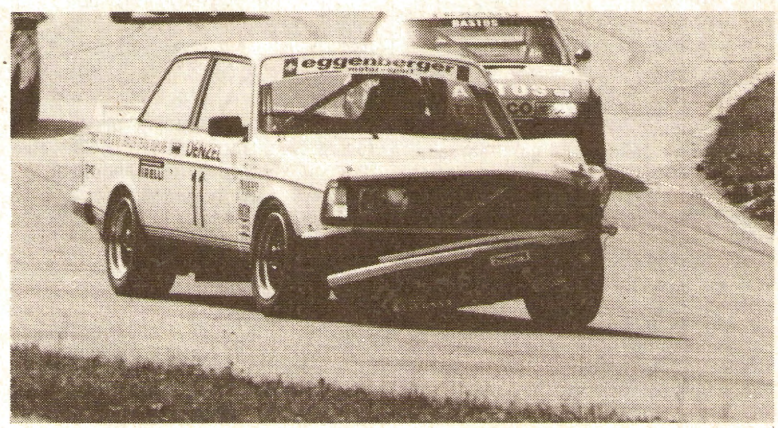
"It is not our business to protest cars," said Tom Walkinshaw, "and I'll not protest the Volvos after the race, but, unless something is done, we are being forced into a situation where we will have to act, unless FISA do something." On this occasion, though, there was no protest. Marcel Servais, the FISA man in the middle of the problem, had asked Paris for clarification about the Volvo suspension — which they have been using for the last three races. A telex arrived in Austria on the Friday before the meeting, but the local scrutineers did not appreciate the problem, and while Servais was at a FISA Executive meeting in Paris discussing more serious problems with the Volvo homologation (see *Pit & Paddock*), the Austrians were passing the Volvo as legal. The Volvo men had no spares, nor indeed the time to do anything and so it was agreed that they would race under appeal.

The irony of the situation was not lost on the ETC regulars. The Volvo suspension is the very least problem with the car. One got the distinct impression that the fight was just beginning over homologation and that one day soon the balloon is really going to go up . . .

Anyway, with the Volvos racing under appeal the cars duly lined up for the off. Brancatelli made an absolutely blinding start to lead into the first sweeping corner. With Granberg playing a Volvo team game and acting as tail gunner for 'Branca', the little Italian fairly scorched away from the rest, building up a cushion of 5 secs in the first three laps. No-one ever saw the car again, as it ran away into the distance leaving the others to quibble among themselves. When 'Branca' came in and handed over to Lindstrom the car never even came under threat and 141 laps later it duly took the flag for 'victory'.

The race however was never dull, with Granberg fighting the Rovers, the Dieudonné Volvo and the Berger BMW in the early laps. The cars quickly subdivided into minor battles: Granberg with the three Rovers running in line astern in his wake, a gap to Dieudonné who was being bothered by Berger, then Marco Micangeli and Dieter Quester with Denny Vojtech hanging in behind. And Maurizio Micangeli and Herve Regout disputed 11th place as if they were fighting for the lead. In Class 2, Lella Lombardi pulled quickly away from the opposition, Giorgio Francia chasing hard in the early laps until sidelined by a bearing failure.

Above: Under the mountains and more scenic racing. Below: 'Branca' having dealt with traffic.



Lap 22 saw the first major change with both Granberg and Quester heading into the pits — the Swede with a wheel nut loose and the Austrian with Pirellis shot. It was clearly going to be a hard day on the tyres. "We will make lots of stops today," smiled Roberto Ravaglia before the race, "we stop for tyres, then for coffee, maybe some tortellini . . ." And maybe some more tyres too! It was to be a frustrating afternoon for the Schnitzer BMW men, Berger bringing his car in for new rubber a handful of laps later. The Rovers began their scheduled stops on lap 41. This left the Eggenberger cars running first and second for two laps before Dieudonné came in to hand over to Muller.

By this stage only Brancatelli and Percy remained on the same lap. Marco Micangeli, Eddy Joosen and Sigi Muller enjoyed a brief dice for fourth place while Granberg and the Schnitzer cars were in the process of charging back after their early stops.

The mid-race pitstops came and went. Granberg came in later than anticipated after his early stop and handed over to Ingvar Carlsson, but the Luna Volvo only survived a further 12 laps, crawling into the pits with an oil leak in the rear axle.

Percy had been unable to make any impact on the leader and Allam was in a similar position in third, and the main action now was being supplied by Ravaglia who was charging through the field, chasing Grano for seventh place. The two had an enthralling battle, to be joined on lap 88 by Soper who took over from Joosen in the second scheduled stop. Allam handed back to Hahne, and Percy came in to hand over to Walkinshaw, and then it was a race to get up with the Volvos, bearing in mind they had one stop each to come. Soper drove a splendid stint, catching and passing Grano and Ravaglia who continued to feud throughout and then Steve was off after Muller.

Walkinshaw found it impossible to make any dent in the Volvo lead and settled back to wait for the Volvo stop to see what happened, while Hahne too found himself struggling with deteriorating rubber.

Muller duly came in for his stop, rejoining just in front of Soper, but Steve was having none of that and quickly got past him and was off again after Hahne. Grano and Ravaglia were still fighting tooth and nail, but with 18 laps to go Ravaglia was in for his tortellini and dropped back.

Soper was catching Hahne hand over fist and duly took the place five laps from the end. Hahne struggled on, driving the last two laps on the rim, and losing a place to Sigi Muller in the process, while Walkinshaw's Rover blew a tyre as it crossed the line and came to an ungainly halt right outside the Rover pit.

Three laps from the end, at the fast corner above the paddock, a green Alfa was seen bouncing off — the word went round that the Class 2 leading Alfa was out, but then Drovandi came through, while team mate Dagmar Suster wobbled into the pits wheels askew — the Italians were going to win their class again. Second in the Alfa battle was Bernard de Dryver/Xavier Boucher after a fine drive, while the small class was won convincingly by Philippe Muller and Franz Bollinger in their Toyota Corolla.

Volvo had, it seemed, won the day. Paris might dictate otherwise.

SALZBURGRING (A)

European Touring Car Championship, round 6, 141 laps — 371.5 miles

Pos	Driver (Nat)	Class	Chassis/Engine	Results	Qualifying	Pos
1	Gianfranco Brancatelli (I)/Thomas Lindstrom (S)	3	2.0t Volvo 240 Turbo	3/31:04.46	1:26.37	4
2	Tom Walkinshaw (GB)/Win Percy (GB)	3	3.5 Rover Vitesse	3/32:02.08	1:26.02	2
3	Steve Soper (GB)/Eddy Joosen (B)	3	3.5 Rover Vitesse	140 laps	1:27.24	6
4	Pierre Dieudonne (B)/Sigi Muller (D)	3	2.0t Volvo 240 Turbo	140 laps	1:26.28	3
5	Armin Hahne (D)/Jeff Allam (GB)	3	3.5 Rover Vitesse	140 laps	1:26.91	5
6	Marco Micangeli (I)/Umberto Grano (I)	3	3.5 BMW 635 CSi	138 laps	1:28.46	8
7	Dieter Quester (A)/Johnny Cecotto (VEN)	3	3.5 BMW 635 CSi	137 laps	1:28.50	9
8	Gerhard Berger (A)/Roberto Ravaglia (I)	3	3.5 BMW 635 CSi	136 laps	1:27.52	7
9	Philippe Martin (B)/Herve Regout (B)	3	3.5 BMW 635 CSi	136 laps	1:29.93	11
10	Lella Lombardi (I)/Rinaldo Drovandi (I)	2	3.5 Alfa Romeo GTV6	134 laps	1:30.30	13
17	Philippe Muller (CH) Franz Bollinger CH)	1	1.6 Toyota Corolla	127 laps	1:36.56	23
R	Ulf Granberg (S)/Ingvar Carlsson (S)	1	2.0t Volvo 240 Turbo	92 laps — oil leak	1:26.00	1

Winner's average speed: 106.18mph. **Next round:** Nurburgring (D), July 7
These results are provisional

5TH COLUMN

NIGEL ROEBUCK

To have and have not . . .

It's becoming clear to me that the springboard to success in this business is a spell in the number two Tyrrell. Recent events in Montreal and Detroit seem to bear that out. Michele Alboreto, who got started in Ken's second car at Imola four years ago, now leads the World Championship, and we know about the recent fortunes of Danny Sullivan — but more of him later.

Perhaps the overall star of the North American Grands Prix was another recent occupant of number 4. True, Stefan Johansson won neither race, but as a Ferrari driver he made a bound forward with those two fine seconds. As the Old Man watched Detroit on the tube I can imagine that he rubbed his hands. Nothing he likes more than to see the number two asserting himself, and in Detroit Johansson beat Alboreto fair and square.

And Stefan needed those results. Going into Ferrari as he did, there was no fancy retainer on offer. If he is to stay at Maranello next year — and logically he should — he has to win points for the team. The Constructors Championship is the vital one for Enzo Ferrari, although no guarantee of security for a driver. In each of Patrick Tambay's years there, Ferrari won the title, but the Frenchman was handed his cards.

So far Johansson has scored 13 points for Ferrari, and a first Grand Prix victory must be close. What has been so impressive recently is the way that he races. For a variety of reasons qualifying well has regularly been a problem, so that Stefan has had much to do in the early laps. Every time he has been assertive, yet circumspect.

Like many journalists, I've been a Johansson fan for years, constantly amazed that the leading teams should pass him by. I was pleased when Toleman took him on last autumn, delighted when Ferrari apparently rescued his career finally in April. But until I read one of the Montreal papers I hadn't realised what was in the Commendatore's mind. I quote —

"When he fired Frenchman René Arnoux early this season and hired Stefan Johansson, Enzo Ferrari obviously saw something he liked in the Swede.

"It was no doubt a combination of things; movie star good looks and fearlessness among them — the epitome of someone who drives a Ferrari.

"And perhaps it's Johansson's manner of dragging on a cigarette — a bit like Humphrey Bogart . . ."

So now you know.

Stefan — assertive yet circumspect.

Interlude

Between the North American race weekends colleague Eoin Young and I were in New York City for three very agreeable days, which included dinner one evening with René Dreyfus, whose splendid book *My Two Lives* tells the tale of the French pre-war Grand Prix driver who later became a pre-eminent restaurateur in Manhattan.

Le Chanteclair, that famous place in East 49th Street, was sold six years ago, and Dreyfus now enjoys contented retirement in Forest Hills. Despite recent major surgery, he seemed very fit when we saw him, a man utterly at peace with himself. "I am now 80, you know," he smiled. "One must accept certain restrictions at 80, I suppose . . ."

Nevertheless, he drank a hearty glass of wine or three over dinner, and entranced us with his conversation: "I remember Guy Moll, a name which I suppose means nothing to most people in racing today. He was an Algerian, and came from nowhere to drive for Scuderia Ferrari in 1934 — I think Ferrari just had a feeling there was greatness in him.

"In one of Ferrari's Alfas he won at Monaco, and then again at the Avus. He was a freak talent, like Villeneuve. And, like Villeneuve, his career lasted no time at all. He was killed at Pescara that same year, running second and chasing Fagioli. He had the fastest lap, then a slower car moved across in front of him . . "

"Ferrari," I said, "rates Moll with the best he has known: Nuvolari, Moss, Villeneuve."

"From what I know," answered René, "I would agree with that. I went to Monaco in 1980, you know, when it rained towards the end . . . Villeneuve, this extraordinary young man in a poor car, charging on . . . unbelievable, I thought."

Dinner was off to a very good start. We seemed to agree precisely on what constitutes a great driver! But what really amazed me was the depth of Dreyfus's interest in modern racing. Not for him the tedious axiom that 'everything was better in my day' which spews, like a pre-recorded cassette, from the mouths of so many retired racers.

"What about this craziness at Spa the other week?" he asked. "How was the track? Was it really breaking up that badly?"

I replied that it was, that any question of a serious 'race' had been out of the question.

"Well, in that case they were quite right not to run," René said. "But you know, there is nothing new in racing. The same thing happened at Pau in 1933. The race was in February — and it snowed! To that you must add that they had resurfaced the track less than a week before the race . . .

"Of course, there was no drivers' union or anything in those days, so we raced. They put salt down just before the start, and all through the race our eyes were bombarded by salt and tar and snow and gravel — we had to throw our goggles away almost immediately because the glue-like mixture stuck to them, and we couldn't see anything. And after the race we all went to the hospital for attention to our eyes. At dinner that night, I remember, we all wore sunglasses. Really, it was a very silly race . . .

"So I can imagine how things must have been at Spa. Incredible, the Grand Prix car of today: 540 kilos and 750 horsepower! And there were our cars 750 kilos and 350 horsepower . . . Of course, they were far less sophisticated and only had little tyres."

Last year Dreyfus again came to Monaco, and at the Nice *Retrospective* a little earlier drove the Renault RE50 on the improvised circuit along the Promenade des Anglais.

"It was not very clever of me, I suppose," he grinned. "After all, I was 79 years old! But Patrick Tambay insisted that I try it. He was very kind to me, showing me how to keep a turbo engine from stalling and everything like that, and I really enjoyed it. The power *amazed* me! But, of course, I only used first and second . . ."

After living in America for more than 40 years, René is also a keen devotee of Indy car racing: "And there is a lesson there which Grand Prix racing should learn from. I watched the Imola race on TV, and thought it was fantastic until the end. All these guys running out of fuel — this is a joke in Formula 1, no? An obscenity. Fuel consumption should play no part in racing . . ."

I told him that most people agreed with that, adding that the restriction had been imposed by FISA in an attempt to curb horsepower —

"Bah! How do you do that when a man has a boost switch by his hand? For a few laps he can have as much power as he likes — and for the rest of the race he cruises along. How do you know when a driver is actually *racing*? They used to have this same problem in Indy car racing, and they solved it with the 'pop-off' valve. Formula 1 should do the same."

What a pity, I thought, that men like René Dreyfus do not tread the corridors of power in the Place de la Concorde.

Danny Boy

I have to confess that Danny Sullivan's Indianapolis 500 victory left me a little nonplussed. In fact, when I called AP for the results and was told that Sullivan had beaten Andretti I went into mild shock.

After all his years in Europe I've known Danny for a long time, and always had him down as a very competent journeyman rather than one heading for the heights. True, he did a good job at Tyrrell in 1983, and I sat up and took notice when he started winning Indy car races last year, most notably at Pocono. But the Indy 500 itself . . . why, this was something else again.

"I was surprised, too," American Editor Gordon Kirby told me the day after the race, "but he had the best car in the race, and he did the job with it. I'm telling you, he gets better and better each time I see him."

In America the hype machine is hard at work on D Sullivan, and after years of scraping by he is understandably willing to go with it. Miller Beer, his sponsor at Penske Racing, runs full page colour magazine ads featuring a cockpit shot and the caption: 'An American Legend In The Making'.

People, a huge-selling US weekly, ran a four-page feature recently, quoting movie stars' enthusiasm for this man who "swaggers around LA in white moccasins (without socks, of course), white slacks (starched, of course) and a purple and black Polo shirt (collar up, of course)" . . .

Wait a second, I thought. Is this the same guy who used to call up to say there was a chance he might be sharing an obscure Porsche 935 in the Nurburgring 1000Kms in a couple of weeks?

I always liked Danny, and wondered how I would get along with the revised version. In New York we went to an International Motor Press Association lunch at which he was guest of honour, and were relieved to find that all the hype was just that. Fame and fortune may have found him at 35, but Sullivan appears not to have changed at all.

"Congratulations on Indy," I said, shaking his hand. "But, tell me, that spin and missing the wall?"

"Act of God," he laughed. "There'd be no point in saying anything else, right? If you spin at close to 200, what else can it be? At first, when it started to go, I made the classic road racer's mistake at the Speedway — I put on opposite lock. That caught the slide, but then the car flicked the other way, which is what happened to Gordon Smiley . . .

"Then I pulled the wheel the other way, and just sat there bracing myself for the impact, either with the wall or with Mario. And it never came. When the tyre smoke settled, I found I was pointing the right way. Wait a minute, I thought, I'm still in this thing. I can still win it.

"On my radio I hear them telling me there's a yellow. 'I know, guys', I said. 'It's *my* yellow, and I'm coming in under it!' So I followed Mario into the pits, got new tyres, and we were away again."

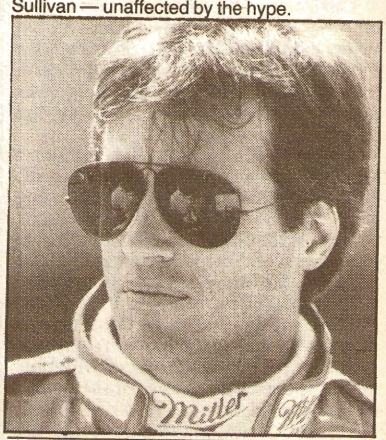
"Are you missing Formula 1?" I asked.

"In a lot of ways, yes. But here I'm driving for Penske, which is the best there is, and it would be very difficult to go back to Formula 1 in anything other than a very top team. Realistically, I know that's not going to happen. I'm 35 years old, and I'm set here for a good while, I hope. After 13 years of struggling, it's good to be an overnight sensation . . .

"You can't believe how my life has changed since the 500. It's just incredible. Every hotel I check into now, there's champagne and stuff in the room. I was walking down a street the other day and a Mercedes suddenly stops opposite me. There's this businessman in the car, suit, tie, very formal, and he sticks his head out the window. 'Hey, Danny!' he yells. 'Fantastic win the other day!'

"That's the thing about the Indy 500 over here. I tell you, I could've won three World Championships, and no one would know . . ." ■

Sullivan — unaffected by the hype.



FACING PAGE

Top: In Detroit Mansell got away brilliantly, ousting Senna from the lead before the first corner — but by the second the Brazilian had it back . . . Bottom: In increasing brake problems, Johansson took his Ferrari to a superb second in Detroit — seven days after a similar finish at Montreal. Photos: IPA.

GOODYEAR
28
WEBER
MAGNETI
MARELLI
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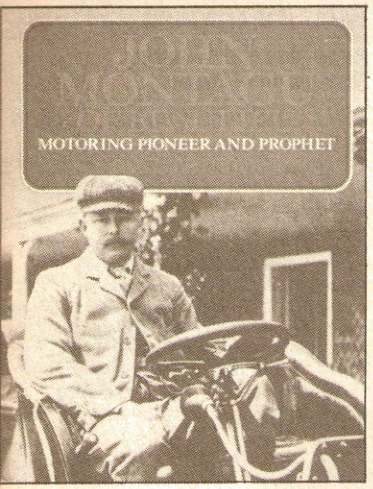
GOODYEAR

BOOKS



JOHN MONTAGU OF BEAULIEU
By Paul Tritton
Published by Golden Eagle
Hardback, 291pp, £9.50

Where do you start when talking about John Edward Douglas-Scott-Montagu, the second Baron Montagu of Beaulieu? Politician, journalist, pioneer motorist, aviator and speed-boat pilot, or soldier? He fulfilled all these roles, and highly successfully at that. Did you know, for example, that he 'had the distinction of being the first Englishman to enter a British-built car' in an official race on the continent? It was John Montagu and Charles Rolls who took part in the 1899 Paris-Ostend race, Montagu was in a 12hp Daimler, and he averaged exactly the same speed as the winner, Creux, in a 10hp Peugeot. Unfortunately a damaged cooling pipe at the start delayed him by 130 minutes, which brought his ultimate average down to 18.7mph, as against the winner's 23.9mph.

Did you know he ran a highly influential magazine, *The Car Illustrated*? That it was partially responsible for the popularity of Rolls-Royce? That he helped to kindle Edward VII's interest in the motor car, and thus, almost directly, gave the seal of approval to the car? That he was responsible for the repeal of the Red Flag Act, commemorated every year in the Brighton Run — and for the registration of motor cars, and hence registration numbers?

But where do you stop? This is much more than a documentary of the early days of motoring, it is the story of a fascinating, brilliant, hard-headed yet likeable man who was the master of all things. His politics were, by today's standards, exceedingly right wing, but no less fascinating for that — and the story of his illegitimate daughter by Eleanor Thornton (the model for the Rolls-Royce mascot) turns him into a human being.

This is a superb biography, and you don't have to be a car enthusiast to enjoy it.

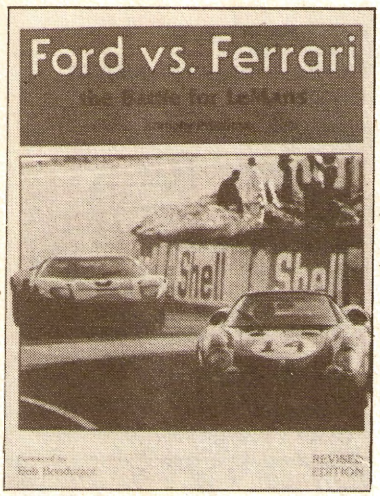
MM

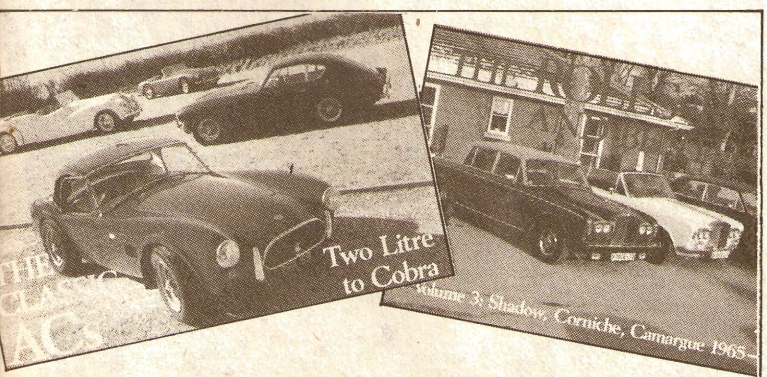
FORD VERSUS FERRARI — The Battle for Le Mans
By Anthony Pritchard
New edition published by Zuma Marketing
Hardback, 254pp, £12.95

The enterprising Californian publisher, Zuma Marketing, has produced a new edition of Anthony Pritchard's now very rare book. The original was published soon after the two factory victories with the Mk2 and Mk4 Fords in 1966-67, and the US publishers have reset it in its entirety, carried out several major revisions, expanded on the number of photographs, and included new chapters to cover the unexpected Gulf GT40 triumphs in 1968-69.

The result is a neatly packaged and full account of a famous era in sportscar racing, covering not only Le Mans but, by way of background, information on both marques as well as such as Cobra and Porsche, and details of the entire contemporary sportscar World Championship races. A wealth of photographs (some in colour) and detail appendices make this a worthwhile, factual account much enhanced by the inclusion of so much material setting the scene.

QDS

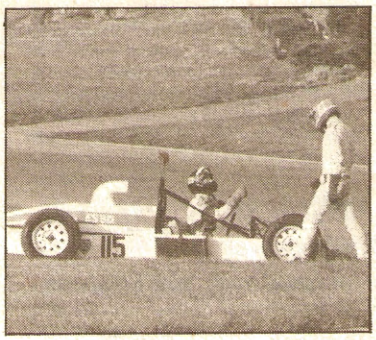




Motor Racing Publications's 'Collector's Guides' series of books have been coming thick and fast recently. Two more, now, to add to the list: *The Rolls-Royce and Bentley, Volume 3* and *The Classic ACs— Two Litre to Cobra*. The former has been written by Graham Robson and brings his story on the Rolls Royce marque up to date with a look at the Silver Shadow and Bentley T-Series launched in October 1965 and marking the company's first use of a monocoque design. The latter, written by AC Owners' Club member John Mclellan, looks at the history of the Thames Ditton marque from the rather quaint 2-litre of the post-war years — already contemporarily old fashioned — to the brutish 7-litre 427, including an indispensable look at competition history. Both books are priced at £9.95 each.

Apollo
Race & Rally Wear Limited

JUNE WINNER



"You thought this was just another stupid Patrese blocking manoeuvre. But no! Tonight, Nelson Piquet, this is your life!

Barrie Staley of Stretton, Burton-on-Trent

RUNNERS UP

We had another very healthy entry for June's caption competition to win one of Apollo Race & Rally Wear's race/rally jackets. Indeed, we even had a reply from Getem GD Racing, whose car is shown in the picture! Martin Down, on behalf of the team, thought we ought to know what was actually said: Is your car alright? Yes. Well get back in then! This was followed by a variety of other suggestions from the team, cheekily suggesting that should one prove the winner, a medium would fit most of the team! Among them was, 'I knew Martin said Getem but shouldn't you have waited for them to put the body on'; and 'Double-sided sticky tape always works for Blue Peter'. Anyway, like the rest of you, the Getem team was unsuccessful, although your entries were of a high standard. The best of the rest, then, appear opposite.

Streuth! That tiger just nicked my bonnet.
J B Cornell of Ruislip, Middx.

Please, not the Eliseo Salazar/Nelson Piquet script again.
Robert Haggar of Swansea, South Wales.

You can move your foot now, I've got the handbrake on.
Marcus Clegg of Tiverton, Devon.

I put my 50p in, but it still won't go!
Thane Bruckland of High Wycombe, Bucks.

Come off it — get out of the car and find you own contact lenses.
Dave Williams of Banbury, Oxon.

How many times have I told you to keep off the grass?
Gail Cutler of Coventry, West Midlands.

Just one Cornetto . . .
F Jones of Twickenham, Middx.

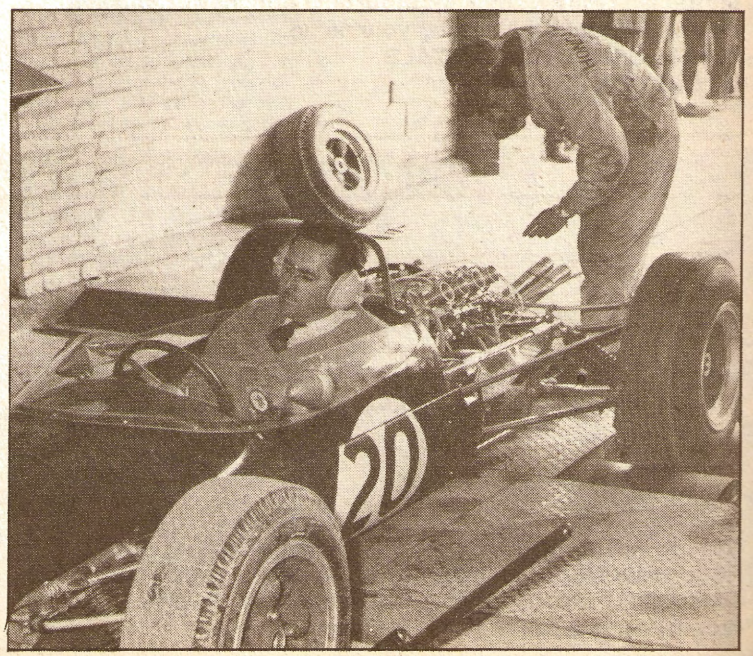
Would you like my last Rolo?
Brenda Punell of Dublin, Ireland.

Patrese, Patrese,
Give me your answer do.
I'd be crazy
If I was Nelson, too.
Mark Holman of Raumati South, New Zealand.

Seen any submarines lately?
D Potter of East Molsey, Surrey.

JULY CAPTION COMPETITION

Congratulations to Barrie Staley — one of Apollo Race & Rally Wear's jackets is on its way to you. All you have to do to win the same is send in a funny caption to the picture below — what is Sir Jack, and the Honda mechanic, up to? Entry form overleaf.



MOTOR SPORTS EXTRA

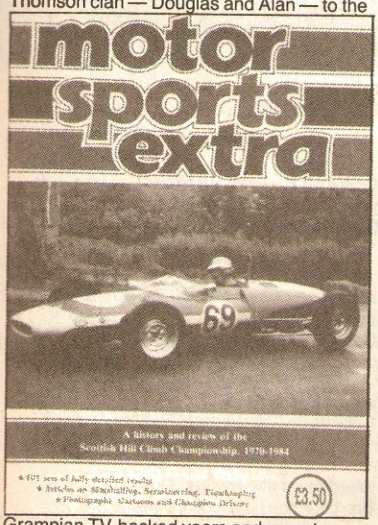
By Jack Davidson

Published by Davidson Publicity

Softback, 84pp, £3.50

Scottish motor sport enthusiast, publicist and historian Jack Davidson set himself an exacting task when he set about chronicling the complete history of Scotland's Hillclimb Championship, but more than two years of effort and considerable financial outlay has enabled the Aberdonian to recount the past 14 years of competition in a detailed, yet readable style.

From the inaugural Burmah-Castrol champion of 1970, Ted Clark (Lotus 51FF) through the dominance of Iain McLaren, the Thomson clan — Douglas and Alan — to the



Grampian TV-backed years and recent Mallock-mounted champions Kenny Allen and Alex Graham, it's all here. Results (from statistician Duncan Laing) and some super scenic photography (some from the lens of staunch AUTOSPORT contributor Bill Henderson) back up Davidson's lively text well, while some amusing cartoons and driver profiles add further depth to a fascinating story.

The Scottish hills of Doune (a magnificent test of man and machine), Fintray, Rumster and now Strathclyde now form the backbone of Caledonian speed events, and a keenly-fought six-event series. Alas the mighty Rest-and-be Thankful 'climb and more straightforward Kinkell Braes course have now faded from the scene, but a first-class series — with unrivalled atmosphere at Doune where Sassenachs travel north for the Stirling hill's bi-annual RAC British Championship counters — remains nonetheless.

A super little book on Scottish motor sport at solid club level (surely the most pleasant at which to compete), no hillclimb enthusiast will want to be without a copy at £3.50 plus 50p P&P. Obtain yours from Davidson Publicity at Chalmers House, 70 Skene Street, Aberdeen.

MAWP

PORSCHE STORY (3rd Edition)

By Julius Weitmann

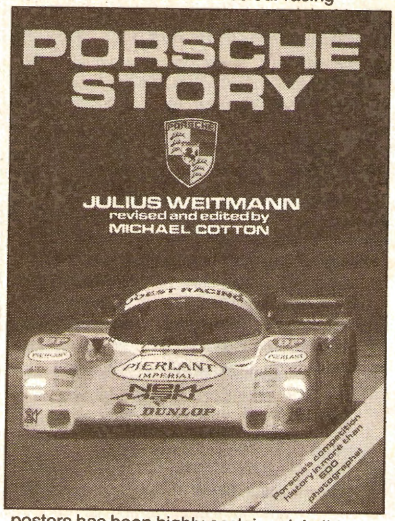
Published by Patrick Stephens Ltd

Hardback, 384pp, £19.95

The late Julius Weitmann's two passions were photography and motor racing, and he lived close to Zuffenhausen. When he was able to combine the passions to form a career, it was obvious that he would become fascinated with Porsches, for his emergence as one of Europe's leading motor sports photographers coincided with the rise of the marque as a major force in racing. In Weitmann's words, he spent 18 years "pursuing everything connected with the name of Porsche" and, in 1968, his love for the marque was expressed in the first edition of this comprehensive pictorial book.

Such was the quality of Weitmann's work, and so obvious his feeling for the subject, that it soon became a best-seller, and was translated into English by Charles Meisl. Subsequently (1971) the English edition was expanded by Mike Kettlewell and now, after too long a wait, you may now buy another new edition, revised and updated by another expert in all things Porsche, Mike Cotton.

Weitmann's original work covered only the competition activities of the marque, so readers similarly motivated do not have to put up with 'irrelevant' items like road cars. The concept was to include every competition discipline in which Porsche participated — sportscar racing, Formulae 1 & 2, hillclimbs, rallies, CanAm, even the stillborn Indycar project — and this rationale is still faithfully pursued. Many of the photographs in the third edition have been contributed by Porsche's own Klaus Reichert, whose series of colour racing



posters has been highly acclaimed. In this application, all the illustrations are in black-and-white, but there are more than 600 of them, set out in the book on a year-by-year basis, all expertly captioned into context.

The book covers the whole story from 1951 to 1984, and two indices set out detailed specifications and list Porsche's major competition victories.

A must for all Zuffenhausen nuts.

QDS

RALLYCROSS 84/85

By The European Rallycross Association

Published by IRCPS

Softback, 64pp, £2.50

All you ever wanted to know about the European rallycross scene . . . but were afraid to ask. It is all here — complete in English, German, Dutch and Swedish.

Eddi Laumanns, the enthusiastic editor and publisher, provides the history, championship table and pictures of the '84/85 season, as well as circuit maps, useful addresses and dates for this year — the 'Bible' for this particular branch of motor sport.

Copies are available through Bill Mantovani, at 'Elmhurst', 74 Barnsley Road, South Kirkby, West Yorkshire.

BSJ

WHAT IS RALLYING?

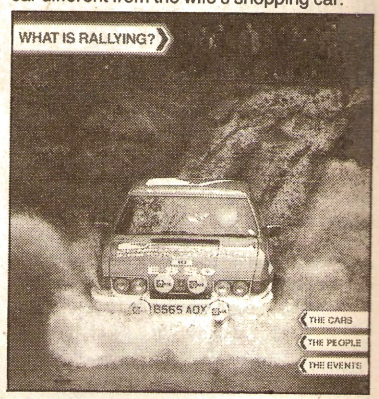
Available from Avenue Communications Ltd

100 Park Street, Mayfair, London W1Y 3RJ

Free of charge (enclose 2×17p stamps)

Although it is Computervision (sponsors of Austin Rover's Vitesse and 6R4 rally programmes), that has produced this colourful little booklet, rest assured that every aspect of rallying has been covered fairly, and without bias. The company felt that, to explain to the uninitiated why it is getting involved in the sport, a guide to rallying, aimed at the novice or casual observer, was a good idea.

Chapters covering the history of the sport, its organisation and the technical aspects are interlinked with explanations of what is going on in service areas and what makes a rally car different from the wife's shopping car.



Brief and to the point, this 23 page offering succeeds well in our opinion. While the company hopes that copies will reach people who are not already involved, it is quite happy that individuals or motor clubs acquire copies to spread the word. Visually appealing, the booklet is well worth taking a trip to the post office to obtain one for yourself.

KO

■ **The 1985 edition of Stuart Bladon's *The Observer's Book of Automobiles* is now available from publishers Penguin Books at a price of £2.50. All photographs are new and many up to date and varied cars have been included in the pocket size format reference book.**

Two more little books have been added to the *Supercars in Profile* series produced by Sapphire Publications, dealing with two more much-loved racing sportscars, the Ferrari 'P' series and all versions of the Porsche 908. A4-size and totalling 36pp, the booklets follow a simple and successful format, with informative if unoriginal text, plenty of photographs (some in colour), specifications and results. Four titles are now available (the others covering the Ford GT40 and the Porsche 935, *Armchair Enthusiast*, Nov 8, 1984) and only £3.50 each.

Apollo Race & Rally Wear Limited

Write a humorous (and preferably clean) caption to the photograph on the reverse of this form. The caption judged to be the funniest will be published in our next *Armchair Enthusiast*.
Please circle jacket size after your name.
PLEASE USE BLOCK CAPITALS.
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Cut out the completed coupon and send it to Apollo Race & Rally Wear Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE, for receipt no later than Thursday, July 25, 1985.

MODELS

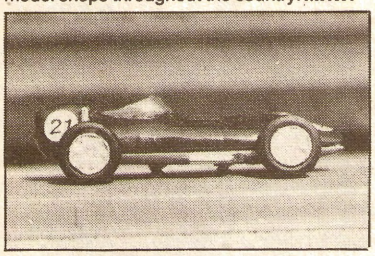
PEUGEOT 205 TURBO 16
Vitesse (P), 1/43 scale
Finished model £6.45

A surprise release from progressive Portuguese manufacturer Vitesse this month is a splendid 1/43 version of Peugeot's sensational 205 Turbo 16 supercar, in either road car or colourful Group B rally trim. The Peugeot has been modelled already — by Provence Moulage and Matchbox among others — but Vitesse's effort is outstanding.

While the roadster comes in a purposeful shade of metallic anthracite — all right, metalflake black like the 200 homologation specials — the competition machine arrives in virgin white, its brash blue, red and yellow flashes to be applied later. The decals, by Cartograf of Italy, are characteristically well printed and robust.

Three sets of rally plates/subsidiary sponsor decals are included, allowing the modeller to complete replicas of 1984 Sanremo and RAC-winning cars, or this year's Monte Carlo victor. All were crewed by Ari Vatanen and Terry Harryman (rather rudimentary plastic models of whom are glued aboard!), and auxiliary lamp set are also in the package if you prefer your rally miniatures in 'night' spec.

Harry Lewin's Modeltime business, which imports Vitesse, Brumm and other fine models, supplied our Peugeot through its Modeltime (retail) outlet at 6, St George's Walk, Croydon (tel: 01-688 6253). The Vitesse range is also available from good model shops throughout the country. ***MAWP***



BRM, CONNAUGHT, LISTER and LOTUS
Piccolino (GB), 1/76 scale
Hand-built models from £6.66

Bellini Models's prolific Piccolino division has released a further four miniatures this month, and plans to issue 24 new models per year until the range spans 100 different cars, slowing thereafter to a launch rate of 18 models per annum.

June's quartet features the first machine in Tony Bellm's Grand Prix collection, the 1952 Connaught A-type and the Lotus 16 of 1958 vintage. In addition, Brian Lister's Jaguar-powered creation of 1957 and Michael Wheatley's more contemporary BRM-Chevrolet P154 CanAm chassis (now a Failsafe Historic Sports GT championship contender) augment the twin sports racing car series.

Without doubt, the pick of the crop is the late Colin Chapman's very pretty Costin-bodied Lotus, with its 2.2-litre Climax engine. In British Racing Green — naturally — with bright yellow Lotus 'wobbly web' wheels and aluminium floor pan, the 'baby' 16 looks every inch a winner!

Full details about Piccolinos from Bellini Models Ltd, Charwell House, Wilsom Road, Alton, Hants GU34 2TJ. Tel: 0420 88174

MAWP

Vintage car auction at Beaulieu

Christie's, in association with Lord Montagu at the National Motor Museum Beaulieu, is holding a sale of Vintage and Collectors' cars on Monday, July 15, at 2.30pm in the Hampshire venue's Palace House.

And, for lovers of old crocks with the spare penny or too, there will be a mouth-watering selection of cars. How about, for example, a 1927 Bentley 6½ litre with its original Vanden Plas coachwork? or 1913 Theophile Schneider GP car? or, perhaps, 1929 Mercedes-Benz SS 38/250?

All are fabulous. And expensive. But not everything will be out of a mortal's reach. A 1938 Austin Seven Pearl Cabriolet is expected to fetch between £2000-£3000, while a 1955 Citroen Big 15 saloon is expected to sell in the region of £1500-£2000.

Adding variety to the sale items, there is a fine selection of original fire appliances and horsedrawn vehicles from the Stoneleigh Abbey Estate and two early Thames River launches (both gorgeous; both expensive!).

Admission is by catalogue only from Christie's at 85, Old Brompton Road, London SW7 3SJ.

The AA's guiding light

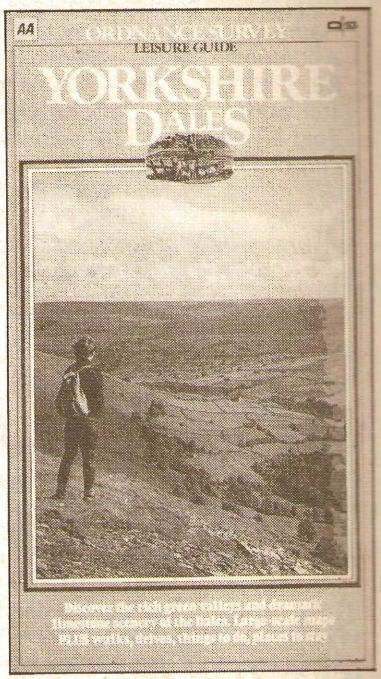
The Yorkshire Dales is one of the most beautiful parts of England: renowned not only for the texture of its rugged landscape and its section of the Pennine Way, but also for such things as the Settle-Carlisle railway (built by Midland) which ploughs through the countryside, and Yorkshire's most famous vet, James Herriot (although not strictly Dales).

Now, the AA has published the third in its 'Ordnance Survey Leisure Guides', entitled *Yorkshire Dales*. This third book joins the already established *New Forest* guide and the award-winning *Lake District* (one of my favourite areas of England).

The guides establish to provide potted historical, geological and cultural backgrounds, a 'Gazeteer' section describing some of the towns and villages within the area covered — these are cross-referenced to the OS map — and AA recommended overnight rest halts, OS maps, and suggested walks and drives. In other words, an ideal introduction to an area — with detailed maps — all under one cover.

Colour photographs, written content, and overall presentation cannot fail to whet your appetite for the Dales, or, indeed, the two other areas covered in this series so far.

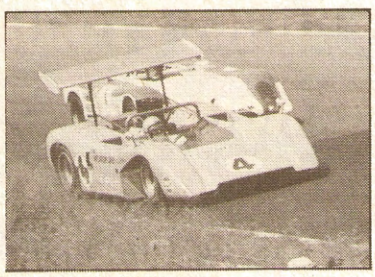
Yorkshire Dales is available from AA centres and most bookshops at £5.95 (softback) and £7.95 (hardback). We cannot recommend it — as well as *New Forest* and *Lake District* — highly enough.



The third in the AA/OS Leisure Guides is now available — an ideal introduction to the Dales.

Who, What, Where, When?

PAGE & MOY LTD



There seems to be little stopping you recently. After our huge entry for May's competition, which proved you knew your saloons, last month we had sportscars, and the entry bag was just as full. So, the first all correct entry out of our hat proved to be Mr Anthony Taylor of Blackburn, Lancs. Mr Taylor pointed out the following facts correctly:

Who: Bruce McLaren & Jo Siffert.

What: McLaren M8B & Porsche 908 Spyder.

Where: Watkins Glen.

When: July 13, 1969.

The race was the third round of the CanAm championship, and saw Bruce McLaren lead home Denny Hulme's sister car, although they were hardpressed by the introduction of Chris Amon and the new 6.3-litre Ferrari 612P, which finished third.

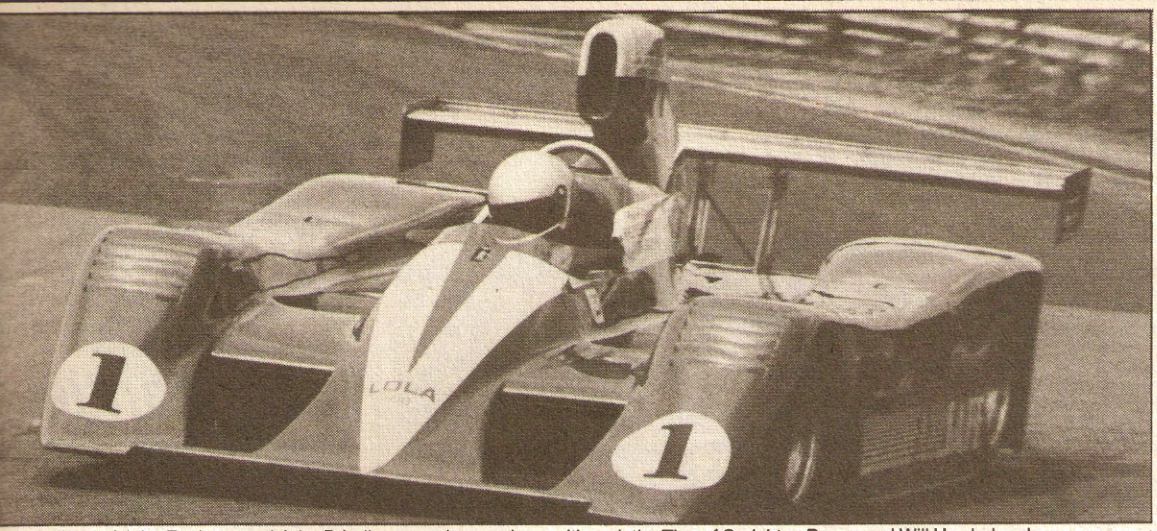
The race was remarkable also for seeing Jo Siffert's Porsche finish sixth, the car having completed victoriously the 6-Hour World Championship race the day before in the hands of Siffert/Brian Redman.

So, to this month's competition to win a Page & Moy travel voucher. This time a rallying picture. And a very famous event in the history of rallying it was, too. Send your answers — on a postcard, please — to *Who, What, Where, When?* competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. Entries to reach us by Thursday, Jul 25.

And, thank you, too, for the couple of motor racing postcards sent in. One, from Tim Hobbs of Shropshire, shows a modern graphic interpretation of a Bugatti, and the other, Ron Flockhart in a BRM, vintage 1957.

However, the sender forgot to put his/her name on the card — as did a couple of others! So, don't forget to tell us your names when you send in your entry. And we'll show these motor racing postcards in a later issue of *Armchair Enthusiast.*

REPORT: ANDY LEEDER — PHOTOGRAPHY: MIKE DIXON



e Lola T530 of John Foulston and John Brindley came home winner although the Tiga of Creighton Brown and Will Hoy led early on.

All right John?

The Failsafe Lola T530 of John Foulston/John Brindley hundered to its second Thundersports win of the season, the -litre Chevrolet powered CanAm car surging past the ailing Creighton Brown/Will Hoy Tiga Hart turbo car late in the race o win by almost a minute.

Second place fell to Class B winners Peter Lovett/Ian Taylor fter Brown spun the Tiga.

With a capacity grid of 30 cars Thundersports Five was a fine pectacle with battles right down the order. None were closer han that for the Sports 2000 honours in which the Tiga of Robin Donovan/Mike O'Brien overcame the early class leader, the Royale of David Sears/Nick Ward, to take the flag by 2.8secs.

QUALIFYING

aving indulged in the luxury of a test ession prior to a Thundersports event r the first time, Will Hoy underlined e potential of the Tiga Hart, recording amazing 58.4 secs to comfortably aim pole. The only car able to lap within 8 secs of Hoy was John Brindley in the ighty Lola, which was fitted for this ce with a hack steel-block 5.0 engine ot the 5.7 alloy unit usually raced. lthough neither driver complained, the rge ex-Tambay car looked a handful ithin the confines of Snetterton.

Somewhat mystified were the Texas omecare Racing team for although Tiff eedell had placed their 3.0 Chevron on e second row, they were 1.5 secs off eir times in testing a week earlier. Next o was the fastest of the under 2000cc tegory machines, the Tiga of Lovett/ aylor, over 2 secs clear of its nearest ass challenger.

Row three was headed by the 2.3 Lola Don Prater and Ian Flux alongside the erox Lola of Mike Blanchet/Bob Jugns which had a troubled practice. xamination revealed that the team's 2.0 DG was leaking oil from a crank seal. here was little alternative open to them ther than to hurriedly install their spare 8 engine.

The attractive Tiga-Cosworth driven Tim Lee-Davey and Neil Crang issed the first session because of gear nkage problems, but in the second the xperienced pairing placed the car on the urth row of the grid.

The fastest class C car was the Royale David Sears and Nick Ward, one slot o from the regular Sports 2000 winner is year, the Mike O'Brien/Robin onovan Shrike.

With three cars not qualifying, there was disappointment for Valour Racing, their March-Cosworth going through ignition boxes alarmingly. Paul Jackson covered only three laps in the two sessions while Rob Wilson failed to get a drive all day.

RACE

Across the line the Tiga and the Lola from the front row were side by side as they rounded Russell, but with Hoy controlling the pace to suit the turbo, it was the Tiga that led as the large field successfully negotiated the first corner. It quickly became apparent that the combination of Will Hoy and the Tiga Hart had the measure of everyone. The 'silver bullet' powered by its Formula 1 Hart Turbo began to pull clear of its pursuers by 1 sec a lap. Foulston, as expected, led the pursuit, but soon came under pressure from Ian Taylor. For a brief few laps, Needell split the pair but on lap 7 the Chevron rolled to a halt with the rear of the car burning fiercely. The blaze was quickly extinguished but owner Richard Piper was left to twiddle his thumbs.

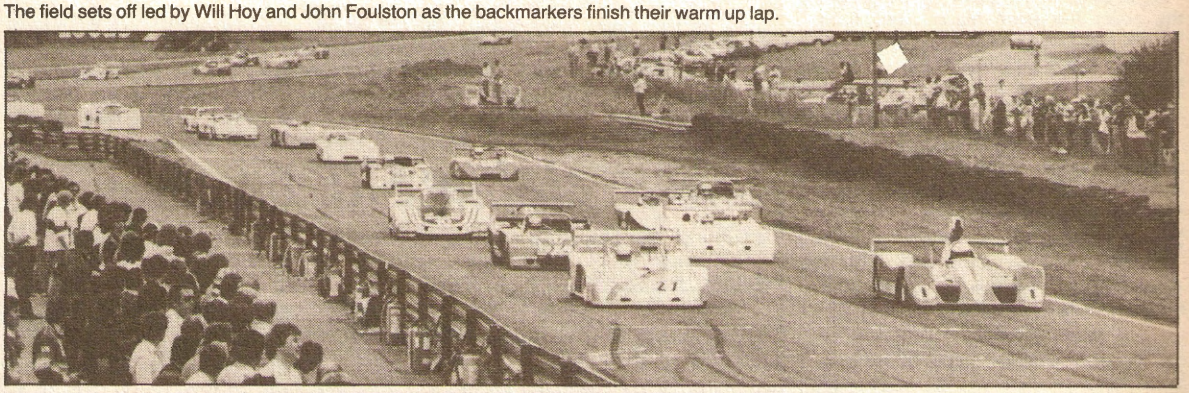
Sears quickly moved up to lead the Sports 2000 class ahead of Sean Walker. Hoy continued his domination until he pitted to hand over to Creighton Brown at the completion of lap 33. The race then entered its most exciting phase as it was soon obvious that Brindley, who had taken over the huge Lola from Foulston, was catching Brown. Before the race the Tiga team had decided to change the left rear tyre during their scheduled stop, and although Brown responded to Brindley's charge, the fresh tyre overheated and the McLaren International director was struggling with an ill-handling car.

The two finished lap 45 behind a gaggle of slower cars and Brindley took the opportunity to box in Creighton and snatch the lead. Two laps later the Tiga got away from Brown and a fine effort came to nought in the fields at Riches. The Lovett/Taylor Tiga inherited the runner-up slot, eventually finishing almost one minute behind Brindley — the only other car to complete the full distance.

Luck deserted the Xerox Lola, for although the engine change had been achieved successfully before the race started, the replacement unit began to give trouble and at one third distance Blanchet pitted and eventually retired the car before Juggins could drive. This left the Lee-Davey/Crang Tiga to run strongly to the finish in third place, one lap down on the leaders but nonetheless one lap clear of Ian Flux who had hauled the Don Prater Lola up through the middle order. Laurence Jacobsen continued the good work that Tony Charnell had started and their 2.0 Chevron annexed fifth overall and second in Class B, ahead of the unique Grange driven by Brian Robinson and Jeff Wilson.

The Sports 2000 class was reversed late in the race when the lap record breaking Mike O'Brien passed Nick Ward. At the flag the pair were just 2.8 secs apart.

The field sets off led by Will Hoy and John Foulston as the backmarkers finish their warm up lap.



SNETTERTON (GB)

Jun 30, Thundersports Five, 54 laps — 103.52 miles

Pos	Driver	Class	Chassis/Engine	Result	Qualifying	Pos
1	John Foulston/John Brindley	A	5.0 Lola-Chevrolet 530	57m44.5s	59.1s	2
2	Peter Lovett/Ian Taylor	B	2.0 Tiga-BMW TS85	58m42.5s	1m02.2s	4
3	Tim Lee Davey/Neil Crang	A	3.0 Tiga-GC84	53 laps	1m02.7s	7
4	Don Prater/Ian Flux	A	2.3 Lola-Swindon T594	52 laps	1m02.4s	5
5	Laurence Jacobson/Tony Charnell	B	2.0 Chevron-BDG B61	51 laps	1m05.5s	10
6	Brian Robinson/Jeff Wilson	B	2.0 Grange-Hart 85T	50 laps	1m05.9s	11
7	John Sheldon/John Williams	B	2.0 Tiga-Ford GC84	50 laps	1m07.4s	15
8	Richard Budge/Vin Malkie	B	2.0 Chevron-Cosworth B19	49 laps	1m06.1s	12
9	Mike O'Brien/Robin Donovan	C	2.0 Shrike-Neil Brown P15	49 laps	1m08.0s	17
10	Nick Ward/David Sears	C	2.0 Royale-Chamberlain RP37	49 laps	1m07.8s	16
11	Alan Minshaw/Anthony Hill	B	1.8 Lola-VW T594C	49 laps	1m08.2s	18
12	Guy Binns/Colin Fisher	B	1.7 Mallock-Scholar Mk27	48 laps	1m07.1s	14
13	Robert Speak/Geoff Breakwell	C	2.0 Tiga-Nelson 82B	48 laps	1m11.0s	27
14	John Bartlett/Karl Jones	C	2.0 Tiga-Nelson SC80	48 laps	1m09.9s	26
R	Will Hoy/Creighton Brown	A	1.5 Tiga-Hart Turbo	46 laps	58.4s	1
R	Robin Smith/"Stingbrace"	A	3.3 Chevron-Cosworth B36	35 laps	1m03.2s	8
R	Mike Blanchet/Bob Juggins	B	1.8 Xerox Lola-Ford T598C	18 laps	1m02.4s	6
R	Richard Piper/Tiff Needell	A	3.0 Chevron-Cosworth B26/36	6 laps	1m02.1s	3

Winner's average speed: 107.56mph. **Fastest race laps: Class A (Over 2000cc):** Hoy, 1m00.1s, 114.82mph **(record). Class B (Up to 2000cc):** Taylor, 1m02.2s 111.30mph(**record). Class C (Sports 2000cc):** O'Brien, 1m07.9s, 101.63mph **(record).**

European Prodsaloon Marathon challenge next year?

Plans are afoot to run a 'Marathon Challenge' for production cars to Group N specification in 1986. It is hoped that this would incorporate a series of races of 12 hours or more in Europe.

A 3000km event for production cars was recently run at Zolder, resulting in victory for a BMW 320. Significantly, the event witnessed the Belgian debut of the Mercedes 190E, and it is strongly believed that motivation for the prospective new series is emanating from Germany. That said, there is also rumoured to be strong manufacturer interest in the idea from Italy.

The Mercedes 190 recently debuted in the Zolder 3000kms — popular 'Marathon' car?

Any series which does run next year will do so as a 'Challenge' rather than a championship, pending official FIA ratification. Interestingly, however, the plans are purported to have the full support of Jean-Marie Balestre and the FIA. Race organisers who are unhappy with the current Group A situation may well be attracted by the series, so long as adequate measures are taken in the devising and enforcement of workable regulations. These would inevitably include a unification of the currently differing European Group N regulations, with regard to such items as ride height and noise allotment. This may include slight modifications and the adoption of limits on fuel tanks.

The BRSCC's John Nicol is known to be having discussions on the subject at Norisring and Spa and developments are awaited with interest. Although still very much in the gestation stage, a healthy series with manufacturer involvement could quickly take on great significance, especially in the light of the present state of the ETC Championship.

Cooper — dramatic improvement.

R5 celebrities turn it on

Snetterton hosted the third round of the Renault 5 Elf Turbo Cup series last Sunday, the race notable for the performance of the more 'celebrated' members of its cast as well as for a win by Steve Hine, the on-the-road victor of the previous Brands Hatch counter.

Showing the most dramatic improvement on previous form was 24 year-old Henry Cooper Jr. Henry, a Rolls Royce mechanic by profession, really got his act together, pedalling his Bob Salisbury run car to a fine seventh place, recording a fastest lap bettered by only five drivers.

Amazingly, recording an identical time in only his second ever motor race was Wham! pop star, Andrew Ridgeley. Unfortunately, a slight fracas dropped Ridgeley to an eventual 17th place, a mere 0.7secs behind Neil McGrath and with a quickest lap 0.2secs better than that of the Trimoco regular.

Clearly, Ridgeley has some measure of talent and has borne out the predictions of Brands Hatch Racing instructor, Chris Cresswell, who prophesied that Andrew would be running competitively, after conducting his original assessment.

It is known that Ridgeley intends to contest at least another four rounds of the series and it should prove interesting to watch his progress.

Ridgeley — 0.6secs from fastest lap!

Crocker's flyer

Twenty-five year-old motor mechanic, Paul Crocker travelled up from Plymouth for his first attempt at the Gurston Down hill recently.

A familiar face in the west country, Crocker's Terrapin holds the outright hill record at Tregrehan in deepest Cornwall and could well make an impression in the 1100cc single seater class.

Crocker's chassis is ex- David Gould, but while the previous owner utilised Ford BDA power, Crocker has a rather special 1069cc Mini Cooper S unit. Using 970 Cooper S internals, Paul's father, David, has built up a demon engine that nearly defied latest attempts at rolling road brake testing, showing a marked reluctance to stay on the rollers and giving a reading of 108bhp just before the differential exploded! The latest Brian Slark cylinder head is used and while, as with many contemporary hillclimb units, Methanol is used, Crocker has also gone for Nitrous Oxide. Unusually, carburation is by an IDA Weber.

Turbo Ford — alive and well?

Rumours doing the rounds at the weekend suggested that someone, somewhere, had placed an order for as many as 20 Ford-powered turbocharged single seaters for use in a special celebrity series to be announced for next season.

Nobody admits to knowing with whom the order has been placed, but John Webb, who has never been a great fan of Formula 3, was favourite in most eyes as the instigator. What price Formula Turbo Ford to be seen on MCD circuits in '85?

We spoke to John Webb on Monday afternoon and met with the response that it was "All news to me," and that any rumours connecting his name with any such project were total fabrication. Watch this space!

Seldon's support

Staunch Historic Sports Car Club competitor and sponsor Alex Seldon is having a busy season with his superb pair of Lolas, for which he has now secured sponsorship from Modular Business Computers of Watford. MBC are Data General computer dealers, specialising in supply, service and repair of systems.

Alex's familiar Lola T160 CanAm car is a regular contender in the HSCC Failsafe GT championship, while the newly restored T300 F5000 chassis is being run in Seldon's own HSCC Pre-'70 Single Seater series.

Seldon's Lolas — a T160 and T300

Otford Lola's huge rebuild

An unfortunate non-starter in Sunday's Thundersports event at Snetterton was The Otford Group's crowd-pleasing Lola-Cosworth DFL T286, Bob Salisbury Racing and Lola Cars having narrowly lost their race against time to rebuild the car following Jim Wallis's incident at Brands Hatch on May 27.

Damage to the sleek 500bhp projectile was more serious than initially estimated, the 1977 Lola's monocoque being beyond practicable repair. Its Huntingdon-based manufacturers have thus had to fabricate a complete new tub, and an extensive inventory of ancillary components, for the reconstruction job.

"Our Snetterton participation looked touch and go a week before the race," explained Salisbury, "and it would have been unwise to take what is effectively a new car to the event, untested." The Loughborough team now has a month to prepare for Brands Hatch on July 27/28, when Sevenoaks packaging specialist Wallis will team up with Mike Wilds once again.

Wallis's commitment to Thundersports also extends to his company's sponsorship — for the third successive season — of a mini-endurance race at Brands Hatch's Grand Prix meeting on September 27/28/29.

Allison claims SRC award

The fourth Silverstone Racing Club 'closed' meeting of the season last Saturday was notable for a superb performance in the senior FF1600 event by 24 year-old Michael Allison.

Michael, whose father, Cliff, replaced Mike Hawthorn in the Ferrari Sports Car team and named his son after the former World Champion, scored a cool win after outfoxing Richard Morris and May 'Driver of the Day,' David Hall. The performance warranted the closely contested June Driver of the Day award which benefits Allison to the tune of a free test session and public race in a British Racing Prospects Van Diemen RF85 — a valuable prize indeed!

Other notable displays came from Stephen Elmes who won a tooth-and-nail MG Maestro race by a mere 0.1secs, Mark Mowels and David Botting. The latter won arguably the best race of the day after a terrific dice with David O'Donnell and Ian Wright, the manner of his win belying the fact that this was but his third race. He is yet to be beaten.

Electing a single driver of the day proved a tough task for the BRDC's Peter Jopp and AUTOSPORT's Tony Dodgins, the decision eventually influenced by the fact that Allison's 64.3s best lap, against a strong headwind, was substantially quicker than anyone else. Consider a time just 3.5secs from the lap record in a two year old car with low gearing and handling characteristics designed for forgiveness rather than outright speed — food for thought, and an indication of the SRC's high standards.

Michael Allison — a man to watch.

Hardman to Madgwick

Hardman — Madgwick for the year.

The underrated Peter Hardman, currently fourth in the Racing Displays British FF2000 championship, has switched his allegiance to Madgwick Motorsport, having contested the opening half of the season with Richard Dutton Racing. The Lancastrian had his first race for the Brackley equipe at Zandvoort last weekend, and has forged a deal whereby his Solarfilm backing will be seen on one of its Reynard 84SF chassis for the remainder of the year.

This move, of course, means that Peter has renewed his association with Dave Abram, the Madgwick 'junior' team manager having run Hardman's FF1600 and FF2000 cars privately prior to this season. Peter is hoping, finance permitting, to have a couple of F3 outings in 1985. His new team should be able to help him fulfil this ambition. . .

BRIEFLY

■ Club Lotus are compiling a list of all genuine Lotus 26R racing Elans, together with their racing history. Genuine 26R racing Elans carry a 'Lotus Components' chassis plate with a number starting 26R or 26RS.2. The club will run a verification service for anyone who thinks they own the real article. The register also hopes to assist in parts location. Contact; Club Lotus (26R Registrar), PO Box 8, Dereham, Norfolk.

■ The first Minister-built 1700cc Clubmans engine on the hills was out at Prescott last weekend, in the pristine Mallock U2 Mk21/24 of Dr Richard Thompson. The combination finished fourth in a competitive class, and its development will be watched with interest.

■ An extraordinary newcomer to the 'modern' 500cc single-seater hillclimb class is Tim Cameron's König-powered Tecno kart, of Italian origin. The potent flat-four powerboat engine is similar to the one which caused such a stir in Peter Voigt's rapid Renwick-Voigt Special in the early 1970s, the chassis not so state of the art!

■ Following his win in last Sunday's '74-78 FF1600 counter at Snetterton, Jeff Gresswell's Auriga engine was protested by his fellow competitors. Gresswell has dominated the series in much the same way as he did Pre '74 last year. Since joining in late March, the rapid Scunthorpe man has won every round with fastest lap and hopes that subsequent examination of the car will clear the air.

■ A feature of the Champion of Snetterton series to date has been the rivalry between Simon Davey and Gary Knesevitch. Last Sunday saw a coming together between the pair at the Esses, the second controversial ending to the duel in as many outings. A philosophical Davey (who won the event) reckoned it was 'just another racing accident,' while Knesevitch held a rather different view. A heated discussion followed, but finished up with a handshake.

■ Good to see Scotch Egg Racing's trio of Chris Anderson, Neil Crump and Alan Lloyd reunited at Prescott on Sunday. Chris, now resident in Australia, was talking about exporting a Mallock U2 'down under', with a view to continuing his hillclimbing, while the Ne-Al pair are both getting itchy feet on the spectator banks. Alan is currently putting together a Rover V8-engined Renault 5 Turbo, would you believe! Finance permitting, he'll be back soon . . .

■ Back in the winner's circle for the first time in four years last Sunday was Dave Preece, ex of Aristocat Jaguar fame. Dave took victory in the *Kit Cars & Specials* race for kit cars at Lydden in his O&C Super Sport Toyota, 7.5secs ahead of Ted Marlow's Dutton, taking fastest lap along the way.

■ A successful car isn't always everything, as Dartford's Jeremy Durbridge discovered at Lydden last Sunday. He was all set for his first race in the ex-Roberto Moreno FF Festival winning Van Diemen RF80, but only made it round a fraction of the warm-up lap. Better luck next time.

■ 23 year-old Formula E FF1600 series leader Alister Lane has attracted some welcome extra backing from Kay-Cel, a Manchester-based Dutch company specialising in the supplies of cavity wall insulation to the building trade. This adds to support from long-time sponsors Midland Insulation Supplies (Leiceser) which Alister has used to good effect with four wins and a second from five rounds to date, including lap records at Oulton and Mallory Park. Alister currently leads the Formula E title race by 34 points.

■ Robin Gray wishes to thank Tony Broom and Geoff Sizzey for the sporting gesture of loaning him a gearbox which helped him to win at Mallory Park in the Modsports counter of June 23, thus moving into the championship lead.

■ Alvaro Buzaid has received welcome support from Sealink British Ferries and should now be able to contest the remaining rounds of the Racing Displays British FF2000 Championship. Alvaro will sport Sealink colours from the Brands Hatch meeting of July 13/14.

■ Kevin Gillen will be run by the Rob Cresswell Racing Services concern for the remainder of his RAC/TT British FF1600 campaign. Kevin's Van Diemen RF85 has been tended by RCRS since early June, Gillen expressing himself well pleased with the result.

■ The Ulster Automobile Club have regretfully announced that the 1985 Festival of Motor Sport sponsor has withdrawn from the event. They propose to promote the event to higher standards in '86. As a result there will be an extra 20 places available for both the Craigantlet RAC British Hillclimb round and the Dundrod Spint on 2/3 and 5th August respectively. Prospective competitors are advised to book early.

Prescott debut for Shirley

Former autotester and 'semi-expert' rally navigator Shirley Knox made her hillclimb debut at Prescott on Sunday in the super little Clan Crusader of Evesham's Paul Turner. Shirley, who normally "wields the spanners" for Tony Tewson and Chris Paterson with their Imp-powered Delta, enjoyed herself thoroughly, getting progressively quicker throughout the weekend. Her eventual 11th place in the 21-car 1600cc GT and Modsports section represented a very encouraging performance on which to build in future events.

Edvinsson's winged Vector

Swedish Sports 2000 ace Hans Edvinsson has switched his allegiance to the Dutch Vector marque this season, although his Kuwait Petroleum-backed car is usually known as the Speedwin SC85, in deference to Hans's motor sport preparation company. Alas the former Euroseries S2000 champion is not having the best of seasons, problems with the new car having spoiled several outings, and Hans is hoping to switch to his national F3 championship with a Ralt RT3 later this month. He will, however, continue to follow the EFDA S2000 trail. In case you are wondering why this S2000 has a wing on its rear deck, the Swedish sporting body has accepted such appendages (and the removal of exhaust silencers) this year, to make the formula appear more spectacular.

S2000 chassis complete with legal rear wing!

Dave Carvell's Matthews Motorsport Metro leads the recent Silverstone Euroround.

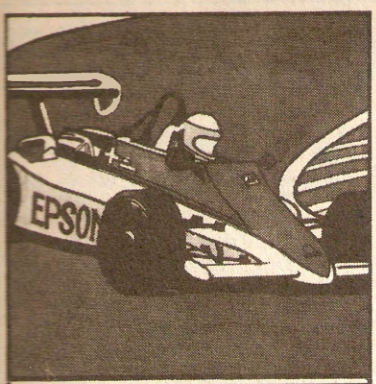
Matthews' Metro Motorsport

Daventry's Dave Carvell and Weymouth's Alan Matthews are aiming to run a two-car team of MG Metros in next season's BRDC and European Challenge series. Matthews, a former rallycross exponent, has fielded his existing car for ex-champion Carvell at the recent Silverstone Euroround, Dave emerging victorious in the virgin white device. Alan is learning the circuits himself this year, thus establishing the Alan Matthews Motorsport team in an effort to justify full commercial backing in 1986.

Carvell, currently second in the European championship trail, will drive the car at next month's British GP supporting race, and the remaining Euro-series counters in Belgium and France.

Bembom — Oscar's supporting role

23 year-old Dutch FF1600 driver, Oscar de Vries will carry the striking colours of Bembom Brothers Theme Park, Margate, on his Van Diemen RF81 in the remaining rounds of the Champion of Brands Series. The company previously supported the Arrows F1 team in '83. Additional support for Oscar comes from Holland Aero Lines, while the car is prepared by the widely experienced fellow Dutchman, Joe Simmons, who ran Alex Postan's championship-winning car in the 1983 750MC championship.



INTERNATIONAL RACES

Oscar award

NORISRING, Jun 30: This round of the Renault Alpine series saw a fine start-to-finish victory for Argentine Oscar Larrauri, wining by more than 15secs ahead of Juergen von Gartzen, the leading driver of the German Krafttwalzen team.

The best performance was undoubtedly given by German Peter Oberndorfer who, after having engine troubles in practice and starting from the back of the grid, finished fourth behind Larrauri, von Gartzen and Frenchman Joël Gouhier. The race was run without the reigning champion Jan Lammers, who was driving in a CART event in the USA.

Two other favourites left Nuremberg without any points: Wolfgang Schuetz had to retire due to a broken engine, and Massimo Sigala, the team mate of Larrauri, finished the race having been lapped 12 times with a broken turbo, and thus did not classify because of the reduced distance he drove.

Volker Weidler scored a superb win in the German F3 Championship, visiting the Norisring for the first time. But again it was Uwe Schaefer, in the Reynard-Speiss 853 run by Brian Murphy, who led. But, only for two laps, before spinning off to re-start from 14th position, finishing seventh. Right up to the flag, Weidler was followed by VW driver Kris Nissen, who had collided at the start of the race with his team mate, Adrian Campos. The Spanish driver lost his front-wing and, until the final lap, was lying fourth behind F3 debutant and team mate of Weidler, Markus Oesterreich, driving one of Josef Kaufmann's brand new Martini-Speiss MK45s. Oesterreich is normally seen in the German FF2000 Championship, also run by Kaufmann in the Reynard-Nigrin SF85. He made a strong impression in the race, after having had a bad misfire in both the practice sessions. However, the Spaniard, with more F3 experience, overtook Oesterreich on the last lap to finish a good third.

Like Oesterreich, Manuel Reuter, second in the Championship, drove a good race, finishing sixth, after starting from 23rd place with a wrong gear ratio set-up for the Norisring circuit.

WOLFGANG MONSEHR

NORISRING (D)

European Renault Alpine V6 Championship, round 4

1, Oscar Larrauri, 37m28.45s, 82.38mph; 2, Juergen von Gartzen, 37m43.65s; 3, Joel Gouhier, 37m48.06s; 4, Peter Oberndorfer, 37m48.66s; 5, Altfrid Heger, 38m04.27s; 6, Knut Jaeger, 38m18.86s; 7, Franz Fuchs, 38m19.33s; 8, Mike Bleekemolen, 38m22.51s; 9, Ferdinand de Lesseps, 35 laps; 10, Jean-Michel Ponsot, 35 laps.

Fastest lap: Larrauri, 1m01.43s, 83.76mph.

Championship positions (after four rounds): 1, Larrauri, 56pts; 2, Gouhier, 40; 3, von Gartzen, & Massimo Sigala, 24; 5, de Lesseps, 18; 6, Jan Lammers & Fuchs, 17; etc.

German F3 Championship, round 7

36 laps — 51.75 miles

1, Volker Weidler (Martini-Volkswagen MK45), 33m09.20s, 93.66mph; 2, Kris Nissen (Ralt-Volkswagen RT30), 33m12.69s; 3, Adrian Campos (Ralt-Volkswagen RT30), 33m23.02s; 4, Markus Oesterreich (Martini-Volkswagen MK45), 33m23.29s; 5, Rudi Seher (Martini-Volkswagen MK45), 33m29.01s; 6, Manuel Reuter (Ralt-Volkswagen RT3/85), 33m31.16s; 7, Uwe Schaefer (Ralt-Toyota RT3), 33m35.16s; 8, Franz Konrad (Martini-Volkswagen MK45), 33m36.77s; 9, Jari Nurminen (Martini-Alfa Romeo MK45), 33m39.44s; 10, Karl-Christian Luck (Ralt-Alfa Romeo RT30), 33m53.98s.

Fastest lap: Weidler, 54.48s, 94.45mph.

Next round: Hockenheim, Jul 14.

Championship positions: 1, Weidler, 125pts; 2, Reuter, 75; 3, Nissen, 67; 4, Campos, 62; 5, Nurminen, 35; 6, Seher, 28.

Off the pace car

MEADOWLANDS, Jun 30: Championship points leader Ken Johnson scored his first professional win with a clear victory in the fifth round of the Robert Bosch/VW Super Vee championship at Meadowlands. The race was marred by a confused and disputed pace car incident on the 11th lap when Mike Miller flipped at Turn 4. Pole winner and early leader Davy Jones swept past the pits as the pace car was coming out and was flagged down at the end of the lap to wait for the car which it seems he had not seen. As he sat waiting the field was green flagged and Jones was left sitting beside the pits. He charged back through the field and was up to fourth again when he collided with Jeff MacPherson at the start of the last lap and retired. While fellow front row qualifier Didier Theys in his Martini dropped back with tyre troubles. Steve Bren drove a strong race into second from ninth on the grid and John Stephanus was a fine third ahead of David Kudrave and Ted Prappas.

JOHN ZIMMERMANN

MEADOWLANDS (USA)

Robert Bosch/VW SuperVee Championship, round 5

33 laps — 64.78 miles

1, Ken Johnson (Ralt RT5), 40m59.73s; 2, Steve Bren (Ralt RT5), 33 laps; 3, John Stephanus (Ralt RT5), 33 laps; 4, David Kudrave (Ralt RT5), 33 laps; 5, Ted Prappas (Ralt RT5), 33 laps; 6, Cary Bren (Ralt RT5), 33 laps; 7, Mike Groff (Ralt RT5), 33 laps; 8, Jeff MacPherson (Ralt RT5), 33 laps; 9, Mike Hooper (Ralt RT5), 10, Didier Theys (Martini MK47), 33 laps.

Next round: Cleveland, Jul 7.

Yannick plays Noah . . .

ROUEN, Jun 23: Yannick Dalmas gave notice that he is very much a comingman when he took on the Marlboro French F3 runners in the rain at Rouen and beat them all. Dalmas, last year's Formule Renault champion, drove his ORECA Martini to victory ahead of Frederic Delavallade and his ORCEA team mate and series leader Pierre-Henri Raphanel.

The race started two and a half hours late at 7.40pm with rain falling! Poleman Delavallade held an early advantage from Raphanel, Dalmas and Eric Bachelart, these four pulling away from the rest. Out early on were Gilles Lempereur and Dave Benbow's charge Dominic Delestre.

Delavallade began to pull away, but Dalmas was the man to watch passing Raphanel and setting after the leader. Bachelart, too, fought past Raphanel, only to crash at half distance. Dalmas caught and passed Delavallade on the 14th lap and went away to win by 5secs.

ROUEN (F)

Marlboro French F3 Championship, round 6

20 laps — 68.8 miles

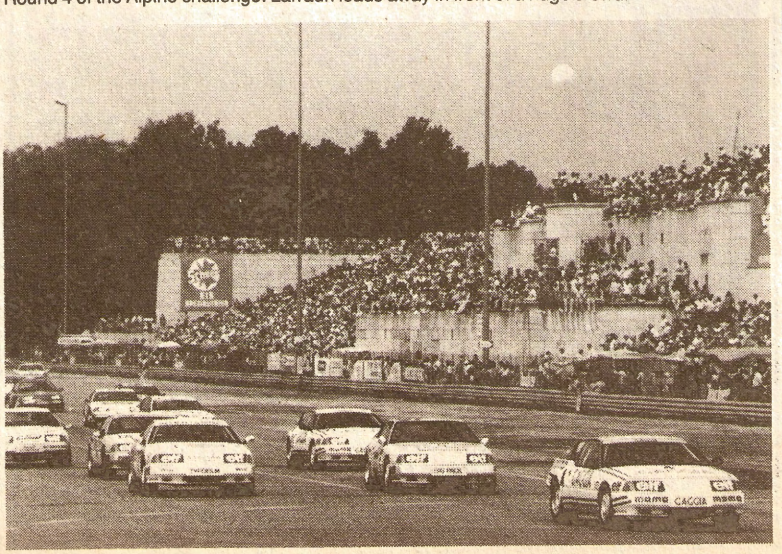
1, Yannick Dalmas (Martini-Alfa Romeo MK45), 45m31.59s, 95.57 mph; 2, Frederic Delavallade (Martini-Volkswagen MK45), 43m36.20s; 3, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45), 43m38.35s; 4, Michel Trollé (Ralt-Volkswagen RT30), 44m07.77s; Denis Morin (Martini-Alfa Romeo MK45), 44m17.64s; 6, Fabien Giroix (Reynard-Volkswagen 853), 44m40.52s; 7, Bruno di Gioia (Martini-Alfa Romeo MK45), 45m05.20s; 8, Joe Ris (Martini-Alfa Romeo MK45), 45m34.24s; 9, Philippe der Henning (Martini-Alfa Romeo MK45), 45m05.20s; 10, Bernard Cognet (Martini-Alfa Romeo MK39), 45m34.56s.

Fastest lap: Raphanel, 2m08.46s, 97.08mph.

On a plate!

DIJON, Jun 30: Michel Trollé won the Marlboro French F3 race supporting the F3000 event at Dijon, inheriting the lead on lap 8 when Yannick Dalmas, running second to Dominic Delestre, crashed into the back of the Eddie Jordan Racing driver. Delestre had led the race away from pole and although hounded by Dalmas and Trollé looked good for victory until the incident. These three pulled quickly away from the battle for fourth between Frederic Delavallade, Pierre-Henri Raphanel and Eric Bachelart, which provided most of the interest in the race once the front men were out.

Round 4 of the Alpine challenge: Larrauri leads away in front of a huge crowd.



DIJON(F)

Marlboro French F3 Championship, round 7

20 laps — 47.50 miles

1, Michel Trollé (Ralt-Volkswagen RT30), 27m09.88s, 104.915mph; 2, Frederic Delavallade (Martini-Volkswagen MK45), 27m20.50s; 3, Eric Bachelart (Ralt/Volkswagen RT3), 27m21.96s; 4, Pierre-Henri Raphanel (Martini-Alfa Romeo MK45), 27m24.49s; 5, Gilles Lempereur (Martini-Alfa Romeo MK45), 27m25.19s; 6, Denis Morin (Martini-Alfa Romeo MK45), 27m26.96s; 7, Gilles Duqueine (Duqueine-Alfa Romeo VG4), 27m33.67s; 8, Fabien Giroix (Martini-Volkswagen MK45), 27m3823s; 9, Paul Belmondo (Reynard-Volkswagen 853), 27m42.12s; 10, Bruno di Giola (Martini-Alfa Romeo MK45), 27m44.53s.

Fastest lap: Yannick Dalmas (Martini-Alfa Romeo MK45), 1m20.32s, 106.449mph.

Next round: Paul Ricard, Jul 07.

Three out of three for Bert

ZANDVOORT, Jun 30 Bertrand Fabi continued to sweep all before him with a fine victory in the third round of the EFDA Euroseries FF2000 Championship, his third consecutive win.

First practice was wet and thus produced insignificant times. In the dry, however, Reynard 84SF-mounted Martin Donnelly snatched pole after a troubled practice, with the similar car of Danish champion Henrik Larsen separating him from Fabi.

Donnelly made a clean getaway to lead the first three laps before being overhauled by the flying Fabi, who consolidated his position at the head of the field to run out winner by a comfortable 3secs. Behind, Donnelly was a strong second, ahead of a terrific battle between Coyne, Larsen, Luhtanen and Rosso. This raged for lap after lap until with three laps to go, Larsen and Coyne made contact on the exit of Tarzan, the Dane losing his nosecone and dropping to ninth, while Coyne struggled home fourth.

It truly was the day of the Berts, as Luxembourg-born RAC British series leader, Bertrand Gachot ran away with the Benelux FF1600 counter. The Marlboro backed Van Diemen led from start to finish, pulling out an 11sec margin by the conclusion. Behind, a close scrap for second was resolved in favour of Johann Adams with Frank Biela snapping at his heels. An inadvertant lunge for fourth demoted Maarten Bottelier, the Van Diemen of Eric van de Poele taking the position.

An entertaining Sports 2000 race saw Charles Zwolsman home first.

WILLEM STAAT

ZANDVOORT (NL)

EFDA Euroseries FF2000, round 3

15 laps — 39.85 miles

1, Bertrand Fabi (Reynard 84SF), 24m 39.72s, 96.98mph; 2, Martin Donnelly (Reynard 84SF), 24m 42.9s; 3, Victor Rosso (Reynard 84SF), 24m 46.42s; 4, Dave Coyne (Van Diemen RF85), 24m 48.97s; 5, Thomas Jans (Reynard 84SF), 24m 53.05s; 6, Jesper Villumsen (Van Diemen RF85), 24m 53.25s.

Fastest lap: Larsen (Reynard 84SF), 1m 37.27s, 98.355mph.

Next round:

Benelux FF1600 Championship

12 laps — 31.88 miles

1, Bertrand Gachot (Van Diemen RF85), 21m 07.85s, 90.56mph; 2, Johann Adams (Van Diemen RF85), 21m 16.09s; 3, Frank Biela (Van Diemen RF85), 21m 16.29s; 4, Eric van de Poele (Van Diemen RF85), 21m 26.40s; 5, Mark Simone (Reynard 84SF), 21m 28.59s; 6, Jurgen Vellms (Reynard 84SF), 21m 29.88s.

Fastest lap: Gachot, 1m 44.55s, 91.50mph.

Dallara rules the roost . . .

IMOLA, Jun 9: Franco Forini won the seventh round of the Marlboro Italian F3 championship at Imola, giving Dallara their fourth straight win. Forini was second on the grid behind his erstwhile team mate Fabrizio Barbazza and took the lead, which he was not to lose on lap 2. Barbazza later retired with suspension failure leaving the other championship challenger Alex Caffi in second ahead of Giorgio Montaldo and Gianfranco Tacchino, with Caffi's Coloni team mate Nicola Larini fifth ahead of Claudio Langes who was having a one-off race.

IMOLA (I)

Marlboro Italian F3 Championship, round 7

24 laps — 75.16miles

1, Franco Forini (Dallara-Volkswagen 385), 44m02.34s, 102.9mph; 2, Alex Caffi (Martini-Alfa Romeo MK45), 44m05.25s; 3, Giorgio Montaldo (Ralt-Volkswagen RT30), 44m17.65s; 4, Gianfranco Tacchino (Ralt-Alfa Romeo RT30), 44m22.48s; 5, Nicola Larini (Martini-Alfa Romeo MK45), 44m23.77s; 6, Claudio Langes (Ralt-Volkswagen RT30), 44m33.75s; 7, Stefano Modena (Ralt-Alfa Romeo RT30), 44m34.34s; 8, Giovanna Amati (Ralt-Alfa Romeo RT30), 44m41.59s; 9, Enrico Bertaggia (Ralt-Alfa Romeo RT30), 44m52.64s; 10, Neto Jochamowitz (Martini-Alfa Romeo MK45), 45m03.11s.

Fastest lap: Caffi, 1m49.25s, 103.79mph.

Alex Caffi — becoming a bridesmaid?

. . . part 5

MONZA, Jun 30: The eighth round of the championship was the prestigious Monza Lotteria race and saw yet another victory for the Dallara chassis, with Franco Forini adding to his points tally to move into a clear lead in the championship race.

As usual, the Lotteria was run with two qualifying heats, the first won by Enzo Coloni's charge Alex Caffi, the second by Forini. In the final, Forini and Caffi battled right to the line with Forini winning by a scant 0.21secs. Franco Scapini gave notice of his return to form in the Automotor Ralt-VW, while Marco Apicella impressed in his Reynard setting fastest lap in the heats and charging from the back of the grid up to sixth before brain fade sent him off the track.

MONZA (I)

Marlboro Italian F3 Championship, round 8

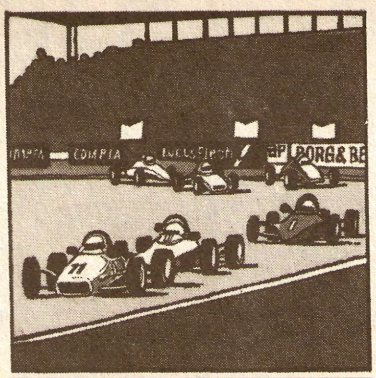
21 laps — 75.6 miles

1, Franco Forini (Dallara-Volkswagen 385), 39m00.51s, 117.08mph; 2, Alex Caffi (Martini-Alfa Romeo MK45), 39m00.72s; 3, Franco Scapini (Ralt-Volkswagen RT30), 39m18.05s; 4, Gianfranco Tacchino (Ralt-Alfa Romeo RT30), 39m18.50s; 5, Stefano Modena (Ralt-Alfa Romeo RT30), 39m20.50s; 6, Giorgio Montaldo (Ralt-Volkswagen RT30), 39m21.20s; 7, Nicola Marozzo (Arno-Alfa Romeo 03-385), 39m30.19s; 8, Nicola Tesini (Alba-Alfa Romeo), 39m31.37s; 9, Luis Villamil (Ralt-Alfa Romeo RT30), 39m32.66s; 10, Fabrizio Barbazza (Dallara-Alfa Romeo 385), 39m40.45s.

Fastest lap: Modena, 1m50.18s, 118.62mph.

Championship positions: 1, Forini, 39pts; 2, Caffi, 35; 3, Barbazza, 31; 4, Tacchino & Luis Sala (Ralt-Alfa Romeo RT30), 16; 6, Nicola Larini (Martini-Alfa Romeo MK45), 15.

Next round: Enna-Pergusa, Jul 14.



NATIONAL RACES

Garland's garland

LYDDEN, Jun 30: What a fine meeting . . . glorious sunny weather, tip-top organisation by the 750MC and some real dicing.

Race 1 was the Unalco Trophy for MSCC Morgans and it was all one man: Peter Garland in his Modified +8. He walked it, winning by almost 40secs after 10 laps. Those behind fought for most for the race, with a late charge by Leigh Sebba helping him past both Dave Freeman (just) and Mary Lindsay on the last lap, having been sixth at the end of lap 1.

Tony Ingram's immaculate Ginetta shot through to lead the Kit Car race from the outside of row 2 and was aided by front row man Bob Furness spinning off at Devils Elbow on lap 1. The race was not to be his, though, as Stuart Beddow closed and passed him on lap 4 at the Elbow, thence pulling away to the flag. Nigel Lacey was blocked by a backmarker at Paddock, but managed to keep Tony Jones at bay for third. Mid-race there was a *major moment* when Mark Phillips (no, not that one!) over-corrected coming out of Paddock and shot into the infield, flipping his Sylva Leader through nigh on every axis. He walked away unhurt.

The F4 and FF2000 competitors were wisely amalgamated for a healthy grid of 14 (the Lydden maximum). The lap chart looks a little dull, as there was no change at the front as Stephen Nichols took the flag from Peter Boutwood and Mike Whatley, but there was plenty of interest as Bob Davis had dropped down the order and then 'tigered' his way back to seventh before . . . action! Davis closed on Wally Liles and Derek Haimes out of Chessons and dived past them into the Devils Elbow . . . great move. But, he lost it on the exit and spun, blocking the path of Liles. Exeunt stage left. Haimes slipped by to claim seventh. Bob Davis left the track, after Paddock on the same lap, flying (literally) into the infield and retirement.

Michael Phillips was best away at the start for the Road Going Sports car race, but pole man Robin Gray nipped inside the Porsche to take the lead at the Devils Elbow. He was never headed again. Garland was out again and moved by Phillips at Chessons on lap 3, then pulling clear, too. So, to keep everyone amused, Phillips spent the rest of the race (as in practice) going everywhere *sideways*.

The V8 Dutton Rico — too hot to handle?

Ernie Frost and Bob Simpson finished well clear in the Dellorto 750F race, but that was only after Simon Fry suffered an indiscretion coming out of the North Bend hairpin on lap 3. For the rest of the race, Fry fought back from eighth place, tussling as part of a five-car bunch, getting very close to and then past Dick Harvey to head the group home in fourth place, behind a lonely Paul Mullen.

Only seven cars took part in race 7, that for Modified Sports Cars, and it was a case of two races really: one for the Davrians, and another for the Jaguar of Dick Whittington and the little Turner of John Moore. Whittington showed first, but Moore was trying hard and, in one of the bravest moves of the day, kept off the brakes and dived by into Devils Elbow on the inside on lap 4 to take the lead. The Jag eventually suffered a sick engine and backed off, still safely ahead of the Davrian quintet, headed home by Robin Harvey.

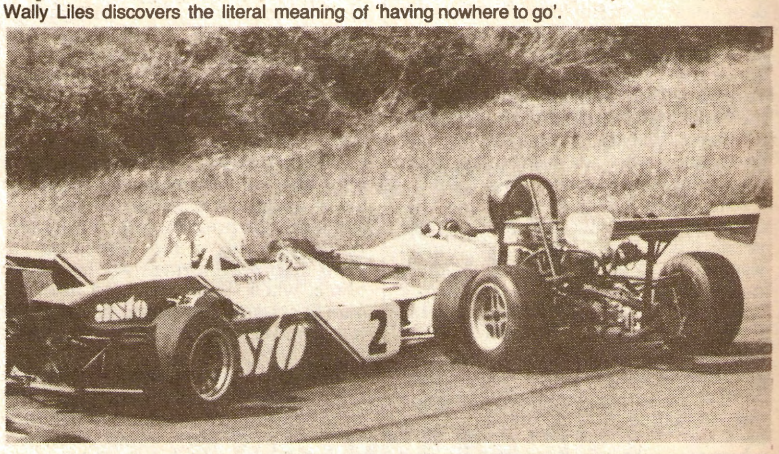
The second part of the Kit Car race came next, that for the 'big boys', and it started with the O&C Super Sport of Dave Reece (see *Sports Extra*) leading away after he had outbraked a fast starting Ted Marlow going into the Devils Elbow. The race was his. Two cars in particular maintained crowd interest: firstly Michael Luck's AC Cobra replica, with its wheelspin everywhere and couple of gyrations, and the completely out of place Dutton Rico V8 of Mr Dutton himself. Understeer, or bump-stop steer, that is the question . . . However, Dutton did well to hold it on the track at all, finally losing it through Paddock for the last time.

Michael Luck — one of a pair?

No surprises in the TR Register race, Reg Woodcock took pole and the race win in his modified TR3. But he *was* headed in the early laps by John Welburn. Keeping this duo company at the front was the attractive bare metal TR4 of Pete Cox, who came home third. Quite a few of the field indulged in spins, but they all made it to the finish, with Michael Hughes the first non-modified across the line.

Steve Brown closed the day with a demonstration of his Lydden supremacy, and victory in the FF1600 race by almost 10secs. Antonio Armelin stayed ahead of a fierce tussle to take second, with Derek Pullman looking inside Chris of that ilk at Paddock on lap 7 and making it past at the same point on lap 8. Andrew Guye Johnson tried too, but had to settle for fifth by a short nose. ***BRUCE JONES***

Wally Liles discovers the literal meaning of 'having nowhere to go'.



LYDDEN — 750MC

MSCC Morgan Challenge race (10 laps) — Overall: 1, Peter Garland (+8), 8m25.4s, 71.23mph; 2, Leigh Sebba (+8), 9m05.1s; 3, Dave Freeman (+8), 9m05.6s; 4, Mary Lindsay (+8), 9m06.3s. **Class winners:** Garland; Sebba, 66.04mph; Barry Sumner (4/4), 9m15.8s, 64.77mph. **Fastest laps:** Garland, 49.8s, 72.28mph; Sebba, 52.4s, 68.70mph; Sumner, 54.1s, 66.54mph.

***Kit Cars & Specials* race for cars under 1645cc (10 laps) — Overall:** 1, Stuart Beddow (Westfield 11), 8m42.0s, 68.96mph; 2, Tony Ingram (Ginetta G4), 8m48.8s; Nigel Lacey (Fugitive), 8m54.6s; 4, Tony Jones (Westfield 11), 8m54.8s. **Class Winners:** Beddow; Ingram, 68.07mph. **Fastest laps:** Beddow, 51.0s, 70.58mph; Ingram, 51.2s, 70.31mph.

Flint FF2000 and F4 race (10 laps) — Overall: 1, Stephen Nichols (Van Diemen RF82), 7m17.8s, 82.22mph; 2, Peter Boutwood (Lola T580), 7m18.4s; 3, Mike Whatley (Delta T81/4), 7m19.7s; 4, Steve Holland (Royale RP30), 7m21.5s **Class winners — FF2000;** Nicholls. **F4:** Whatley. **Fastest laps:** Boutwood, 42.7s, 84.30mph; Whatley & Bob Davis (Davis T5), 42.8s, 84.11mph.

***Sporting Cars* Sports Car race (10 laps) — Overall:** 1, Robin Gray (Caterham Super 7), 8m16.4s, 72.52mph; 2, Peter Garland (Morgan +8), 8m24.0s; 3, Michael Phillips (Porsche 911 Carrera), 8m30.7s; 4, Geoff Sizzey (Turner Mk5), 8m31.2s. **Class winners:** Gray; Garland, 71.42mph; Paul Lucas (Triumph Spitfire), 8m41.4s, 69.04mph. **Fastest laps:** Garland, 49.2s, 73.17mph; Gray, 48.8s, 73.77mph; Lucas, 51.3s, 70.17mph.

Dellorto Reliant 750F race (10 laps): 1, Ernie Frost (Hague 78), 7m54.1s, 75.93mph; 2, Bob Simpson (SS Reliant), 7m55.6s; 3, Paul Mullen (Mullet Mk3), 8m07.8s; 4, Simon Fry (Nimrod 2B), 8m12.4s; 5, Dick Harvey (Darvi Mk8), 8m16.1s; 6, Richard Crossman (DNC Mk5), 8m17.8s. **Fastest lap:** Simpson, 46.5s, 77.41mph.

750MC Modified Sports Car race (10 laps) — Overall: 1, John Moore (Turner), 7m34.6s, 79.19mph; 2, Dick Whittington (Jaguar E-Type), 7m39.5s; 3, Robin Harvey (Davrian Mk8), 7m53.0s; 4, Julie Thwaites (Davrian Mk8), 7m55.4s. **Class winners:** Moore; Harvey, 76.11mph. **Fastest laps:** Whittington & Moore, 44.4s, 81.08mph; Harvey, 46.2s, 77.92mph.

***Kit Cars & Specials* race for cars over 1646cc (10 laps) — Overall:** 1, Dave Preece (O & C Super Sport), 8m33.3s, 70.13mph; 2, Ted Marlow (Dutton B Plus), 8m40.8s; 3, Darrell Dixon (Sylva Star Vulcan), 8m44.1s; 4, Robin Atkinson (Westfield 11), 8m49.4s. **Class winners:** Preece; Marlow, 69.13mph. **Fastest laps:** Preece, 49.9s, 72.14mph; Marlow, 50.2s, 71.00mph.

TR Register race (10 laps) — Overall: 1, Reg Woodcock (TR3), 8m24.9s, 71.30mph; 2, John Welburn (TR3), 8m27.0s; 3, Peter Cox (TR4), 8m29.0s; 4, Stephen Hall (TR4), 8m40.3s. **Class winners:** Woodcock; Michael Hughes (TR5), 9m12.4s, 65.17mph; Nick Boneham (TR4), 9m17.4s, 64.58mph. **Fastest laps:** Woodcock, 49.4s, 72.87mph; Hughes, 53.4s, 67.41mph; Boneham, 54.6s, 65.93mph.

FF1600 race (10 laps): 1, Steve Brown (PRS 81F), 7m43.5s, 77.66mph; 2, Antonio Armelin (Reynard 83/84FF), 7m53.1s; 3, Derek Pullman (Van Diemen RF80), 7m54.8s; 4, Chris Pullman (Van Diemen RF78/80), 7m56.5s; 5, Andrew Guye-Johnson (Van Diemen RF80), 7m56.6s; 6, Bernard Horwood (Van Diemen RF82), 8m00.9s. **Fastest lap:** Brown, 45.7s, 78.77mph.

Get it Wright

KIRKISTOWN, Jun 22: When John Watson last appeared at the circuit in 1971, in a borrowed Brabham BT36, he set an outright circuit record of over 104mph. Fourteen years and five Grand Prix wins later, he was back at a more leisurely pace to take part in a documentary for American television, but his driving was restricted to a slow tour in a Crosslé 5S.

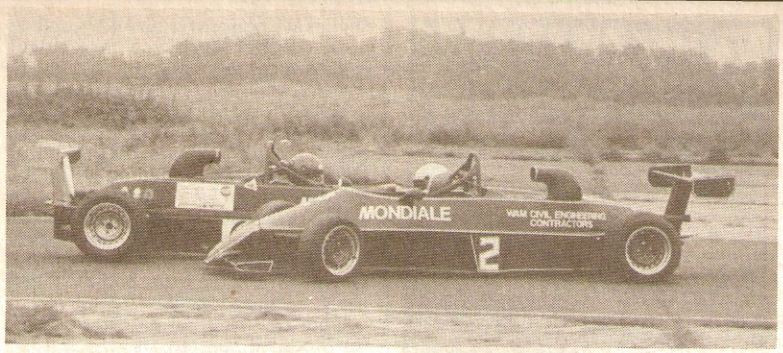
Where have all the saloons gone in Ulster motor racing? A mere eight turned up for the Prodsaloon event, with only five making it home. Dubliner Jerry O'Riordan led the 3-litre Ford Capri trio of himself, Norman Aston and George Dixon away, with Aston soon to establish himself up front and keep it that way for the duration. Dixon had a nasty moment, however, on lap 10, when the bonnet of the Wicklow driver's Capri flew open as he crossed the start line, luckily he stopped safely. The best entertainment came from the two DOT Ireland cars of Frank O'Rourke and Bob Montgomery. The O'Rourke Kadett and the Montgomery Corsa swopped places, with O'Rourke finally pulling ahead.

This season's STP FF1600 championship has been very much the story of two local drivers and their locally constructed cars, Martin Boyle with his '84 specification Pallet Centre/DAF Mondiale and reigning champion Alan McGarrity with his Protectacar Crosslé 60F. For this round Boyle was on pole, with McGarrity alongside. And another demon start from Boyle saw him lead the 14-car pack, with McGarrity breathing down his neck. That was the way for the entire race. Finishing third was former champion Tom Graham, who had had a race-long battle with the works Mondiale of Denis McGall. Fifth was Michael Woodside, who set fastest lap from Sligoman, Alan Murray.

The 12-lap Knockdene Garages Historic race turned out to be something of a mixed affair. Frank McCarthy's Nomad was unable to take up his pole position due to mechancial problems and the race favourites were in bother: Jackie Cochrane had a troubled practice and was on the back of the grid, while Pat Speer could not get the ex-Watson Lola T100 to start — he eventually got going one lap behind the rest, only to retire a lap later.

William Ogle led off, with Cochrane charging from the back. After two laps he was in the lead, but this was short lived, however, as steam emerged from the Tiger. Ogle took command again, keeping it that way to the finish ahead of Alex Furphy and Maurice Cassidy.

There was rampant confusion with the Issac Agnew Formula VW race. On paper, the grid consisted of three cars, with Brian Mehaffey on pole in his self-built Mehaffey. The organisers in their wisdom then reduced the race to six laps. Then seven cars appeared on the grid, their morning practice problems solved and we were back up to the originally intended 12 laps. Robert McFarland and Roy Darragh set the pace in their Sheanes, while John Hughes charged from the back of the grid. By lap 6 he was in the lead. McFarland briefly retook the lead, but Hughes quickly snatched it back, to win. McFarland was an unfortunate retirement on the very last lap, with young Nigel Mehaffey, son of Brian, coming through to take second place ahead of Darragh.



Mondiale directors Colin Lees and Denis McGall seem to ponder over the company's direction.

Race 5, the Thoroughbred race, produced the healthiest grid of the day. The race was run on a handicap basis, with four teams taking part. Ian Moore emerged the winner after a very determined race, with John McShannon second and Chris Ward third. The MGCC took the team award.

Leslie Wright and his bright yellow Van Diemen, a car which he has largely developed himself, has been the biggest threat to the Mondiale domination of FF2000 in Ireland. This time, as he sat on pole, he was confident and in the race he made no mistakes as he led the way, coming under pressure from the privately-run Mondiale of Joey Greennan, his only drama occurring two laps from home, when smoke emerged from the Van Diemen. He kept going, taking the flag ahead of Grennan, who had a spin on lap 19.

The two works Mondiales had a different story to tell . . . on the grid they were sharing row 2 behind Wright and Grennan, but Colin Lees made a terrible start, being left as the 10-car field headed for the Colonial section. In his charge through to get on terms with the battling twosome up front, Lees collected the other works Mondiale of Denis McGall, leaving them stranded at the trackside, slightly bent and out of the running. Alan Kelly came home in third.

IAN LYNAS

Hine: take 2

SNETTERTON, Jun 30: To support Thundersports Five the BARC offered five varied races. Of these the Renault 5 Elf Turbo Cup race attracted considerable attention as befits this rich new series. In terms of a close and exciting race it was upstaged however by the Wendy Wools Special Saloon thrash and the Champion of Snetterton FF1600 encounter.

The BARC's 1974-78 FF1600 Series has been dominated by Jeff Gresswell since he joined it at the second round. The Scunthorpe man was smarting from the protest lodged against his car and engine (see *Sports Extra*) and was hoping that once and for all the subsequent examination would clear the air between him and his fellow competitors when he again lined up on pole.

Indeed, Jeff did it again, he led from green light to chequered flag and set fastest lap on the way. Into second place came Rod Townsend, who fought off first Andrew Woods and then Wil Arif.

The Wendy Wools Special Saloon championship round may have lacked quantity with only 11 starters, but it produced a very close, evenly matched dice for the lead. The protaganists were Rod Birley and Brian Chatfield. On the Revett Straight for the first time, Birley rocketed past both Peter Baldwin and Chatfield to demonstrate the considerable straight-line speed of his GA V6 powered projectile and take the lead. Rod led for the remainder of the race, but Brian matched him lap for lap. Birley pulled clear on the long straight and also as they passed the pits, whilst Chatfield closed under braking for the Esses and hounded the leader out of the Esses and all around the long Coram right hander. At the finish, Birley was 0.3sec ahead of his pursuer. Only Baldwin was able to keep the leaders in sight, finishing a class winning third overall.

One-make racing invariably results in close competition and when a full grid of 30 cars has assembled, as they did for round 3 of the Renault 5 Elf Turbo UK Cup qualifier, then an interesting encounter must ensue. The previous weekend, Steve Hine had finished first on the road and was then excluded after technical deliberation! This week Steve again did it all right on the road — without exclusion. Rob Hall increased his points lead as he took the runner-up slot well clear of David Kay.

The series benefits from the inclusion of many established saloon racers, but on this afternoon it was Andrew Ridgeley — one half of the pop duo Wham! — who had the biggest following. In the course ▶

KIRKISTOWN — 500 MRCI

Prodsaloons race (15 laps): 1, Norman Aston (3.0 Ford Capri), 18m43.0s, 71.94mph; 2, Jerry O'Riordan (3.0 Ford Capri), 18m49.2s; 3, Frank O'Rourke (1.3 Opel Kadett), 19m51.6s; 4, Bob Montgomery (1.3 Opel Corsa), 19m54.4s; 5, Andrew Orr (1.6 Ford Escort), 14 laps; 6, George Dixon (3.0 Ford Capri), 11 laps. **Fastest lap:** Aston, 1m13.4s, 73.37mph.

STP FF1600 race (20 laps): 1, Martin Boyle (Mondiale-Aldon M84S), 21m29.2s, 83.55mph; 2, Alan McGarrity (Crosslé-GRD60F), 21m29.4s; 3, Tom Graham (Crosslé-Minister 40F), 21m41.6s; 4, Denis McGall (Mondiale-Minister M85S), 21m47.4s; 5, Michael Woodside (Crosslé-Minister 32F), 21m50.2s; 6, Alan Murray (Crosslé-Minister 60F), 21m53.1s. **Fastest lap:** Woodside, 1m03.5s, 84.81mph.

Knockdene Garages Historic race (12 laps): 1, William Ogle (1.6 Lotus 7), 14m46s, 72.94mph; 2, Alex Furphy (1.6 Lotus 7), 14m54.9s; 3, Maurice Cassidy (1.8 MGB), 11 laps; 4, John Ikeringill (1.3 MG Midget), 11 laps; 5, Chris Irvine (2.5 Triumph TR6), 11 laps; 6, Derek Walker (1.3 MG Midget), 11 laps. **Fastest lap:** Jackie Cochrane (4.2 Sunbeam Tiger), 1m11.6s, 75.22mph.

Issac Agnew Formula VW race (12 laps): 1, John Hughes (Scarab), 14m51.6s, 72.48mph; 2, Nigel Mehaffey (Sheane), 15m01.4s; 3, Roy Darragh (Sheane), 15m16.6s; 4, Donal O'Neill (Sheane), 15m27.9s; 5, Brian Mehaffey (Mehaffey), 15m28.2s; 6, Robert McFarland (Sheane), 10 laps. **Fastest lap:** Hughes, 1m11.6s, 75.22mph.

Thoroughbred race (12 laps): 1, Ian Moore (1.8 MGB), 14m57.0s, 10 laps; 2, John McShannon (1.3 Midget), 15m02.2s; 10 laps: 3, Chris Ward (Talbot), 15m19.5s, 11 laps; 4, Malcolm McHenry (1.3 MG TC), 15m19.8s, 10 laps: 5, Billy McFarland (1.3 MG Y Special), 15m21.0s, 10 laps: 6, Derek Walker (1.3 MG Midget), 10 laps. **Fastest lap:** Jackie Cochrane (4.2 Sunbeam Tiger), 1m12.9s, 73.88mph.

Yokohama Pacemaker FF2000 race (20 laps): 1, Leslie Wright (Van Diemen-Nelson RF83), 20m15.5s, 88.62mph; 2, Joey Greennan (Mondiale-Daly M85T), 20m17.3s; 3, Alan Kelly (Van Dieman-Nelson RF83), 20m27.0s; 4, Chris Murphy (Van Diemen-Daly RF82), 20m52.1s; 5, Tommy Reid (Van Diemen-Reid RF83), 20m59.4s; 6, Pat Murphy (Van Diemen-Daly RF82). **Fastest lap:** Wright, 59.9s, 89.91mph.

SNETTERTON — BARC

BARC 1974-78 FF1600 (10 laps): 1, Jeff Gresswell (Merlyn-Auriga Mk 29), 12m36.2s, 91.26mph; 2, Rod Townsend (Van Diemen-Thorpe RF78), 12m45.0s; 3, Wil Arif (Crossle-Howe 25F), 12m46.1s; 4, Chris Wibley (Royale-Rowland RP21), 12m52.2s; 5, Andrew Woods (Sparton-Argo FF78), 12m55.2s; 6, John Galpin (Crossle-Ford 32F), 13m12.6. **Fastest lap:** Gresswell 1m14.5s, 92.63mph.

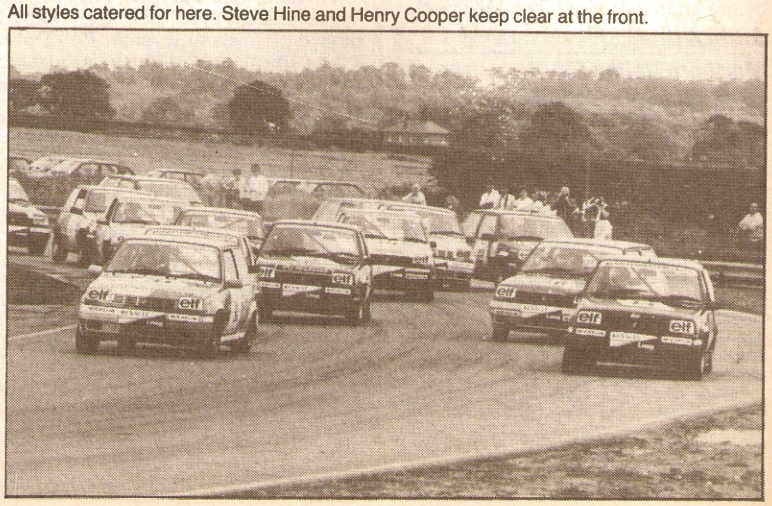
Wendy Wools Special Saloon Race (10 laps) — Overall: 1, Rod Birley (Ford Sierra), 11m55.1s, 96.50mph; 2, Brian Chatfield (BMW 320), 11m55.4s; 3, Peter Baldwin (Marshall Mini), 12m08.2s; 4, Tony Davies (Transpeed Firenza), 12m19.1s. **1301cc and over:** 1, Birley; 2, Chatfield; 3, Davies. **Fastest lap:** Birley & Chatfield, 1m10.5s, 97.88mph. **1001-1300cc:** 1, Baldwin; 2, David Enderby (VW Karman Ghia), 12m19.3s; 3, Peter Wartenberg (Maguire Mini), 12m33.1s. **Fastest lap:** Enderby, 1m10.8s, 97.47mph (**Record**). **Up to 1000cc:** 1, John Pugsley (Sunbeam Stiletto), 13m03.7s, 88.05mph; 2, Richard Le Marquand (Sunbeam Stiletto), 9 laps; 3, Norman Lackford (Fiat Sport 850), 9 laps. **Fastest lap:** Ginger Marshall (Reliant Kitten), 1m12.9s, 94.66mph.

Renault 5 Elf Turbo UK Cup Race (14 laps): 1, Steve Hine, 19m08.1s, 84.15mph; 2, Rob Hall, 19m11.1s; 3, David Kay, 19m18.6s; 4, Dave Cox, 19m21.4s; 5, Antony Pownall, 19m23.5s; 6, Andrew Thorpe, 19m25.5s. **Fastest lap:** Hine, 1m20.7s, 85.51mph (**Record**).

Monroe Prodsaloon race (10 laps) — Overall: 1, Andy McLennan (Colt Starion), 14m07.2s, 81.45mph; 2, Ian Khan (Ford Capri), 14m34.8s; 3, Graham Scarborough (Ford Capri), 14m35.7s; 4, Vic Lee (VW Golf GTI), 14m44.3s. **Over 3001cc:** 1, McLennan. No other finishers. **Fastest lap:** McLennan, 1m22.6s, 83.54mph. **2001-3000cc:** 1, Khan; 2, Scarborough; 3, Dave Oates (Ford Capri), 14m47.2s. **Fastest lap:** Scarborough, 1m23.8s, 82.35mph. **1301-2000cc:** 1, Lee; 2, Eric Cook (Fiat Strada Abarth), 14m44.9s; 3, Charles Scammell (Toyota Corolla GT), 14m45.2s. **Fastest lap:** Lee/John Cotton (VW Golf GTI), 1m25.2s, 81.00mph. **Up to 1300cc:** 1, John Hopwood (Vauxhall Nova Sport), 15m78.6s. No other finishers. **Fastest lap:** Hopwood, 1m30.6s, 76.17mph.

Champion of Snetterton FF1600 race (10 laps): 1, Simon Davey (Van Diemen-Thorpe RF82), 12m27.9s, 92.27mph; 2, Gary Knesevitch (Van Diemen-Auriga RF81), 12m30.6s; 3, Chris Tolchard (Van Diemen-Thorpe RF84), 12m35.2s; 4, Mike McKay (Van Diemen-Thorpe RF82), 12m35.4s; 5, Gary McLaren (Van Diemen-Auriga RF84), 13m12.6s; 6, Nick Vidovic (Royale-Ford RP31M), 13m12.8s. **Fastest lap:** Knesevitch, 1m12.6s, 95.05mph.

All styles catered for here. Steve Hine and Henry Cooper keep clear at the front.



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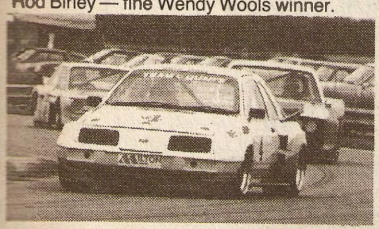
of the race, he made amends for his disastrous outing the Sunday before, when he crashed on the first lap of practice, by progressing from 26th to 17th with a best lap only supassed by five of his more experienced fellow competitors (see *Sports Extra*).

Pole position for the Monroe Prodsaloon qualifier was vacant, for Colin Blower had experienced fuel feed bothers on the warm-up lap and non-started his Colt Starion. Thus Andy McLennan was left to record another comfortable win under the Simmons Synthesisers banner. Ian Khan's Capri took Class B from championship leader Graham Scarborough in a similar car after the pair had fought free of the Class C runners, who once again provided most of the action. Five cars were in contention, the VW Golf GTIs of Vic Lee and John Cotton, the Fiat Strada Abarths of Karl Jones and Eric Cook and the single Toyota of Charles Scammell. Initially, the order was Lee, Jones, Cook, Cotton and Scammell, but Jones pushed Lee off at the Esses on lap 8 and delayed them both. On the final tour, Lee, fired by his treatment from Jones, ran round the outside of Cook at Coram to regain the class spoils with a spectacular manoeuvre.

For half its distance the Champion of Snetterton race featured another close dice between the two leading C of S regulars this season, Simon Davey and Gary Knesevitch. The lead changed back and forth until their Van Diemens collided at the Esses on lap 5. Davey continued, without delay and subsequently took the chequered flag.

ANDY LEEDER

Rod Birley — fine Wendy Wools winner.



Yates scores

OULTON PARK, Jun 29: The BARC North-Western Centre attracted a fair number of onlookers to an eight race programme which had a distinctly MG flavour under a bright and sunny sky.

Standard BARC/MGOC cars lined-up for race 1 and from the off it was the Midget of Rob Gravett in the lead. Well clear of the rest, he went on to an unchallenged victory and so all eyes turned to the dice for the runner-up placing. Jim Baynam took his Midget through to second spot ahead of Darrell Atherton, Andrew Storer, Jimmy Adamson and Darryl Davis. Just after half distance Storer deposed Atherton for third, but was hard pressed by Davis, as Atherton spun at Island Bend. Storer did not last long in third, however, as Ashley Jacques rushed past to claim the place ahead of Adamson, as Davis and Storer dropped down the order. On the last lap Baynam slowed and stopped at Island, Davis leapfrogged into second, Jacques held third just fractions behind, and Storer took fourth with Atherton and Adamson in tow.

Grids for the 'junior' FF1600 championships have been rather depleted this year and this entry was no exception with just 10 cars starting the Townsend Thoresen race. Adrian Willmott was on pole in his Pine City RF85, but the best starter was Phil Andrews who put his Fleetray version straight into the lead ahead of Danny Wright and Willmott. Second time round and Andrews still held the lead from Wright and Willmott who had Jason Elliott nibbling at his tail. Going out of Old Hall Wright rotated and all moved up. Gary Ayles looked dangerous in fourth. As the first four cars pulled away from the rest, led by Tony Bottoms with a recovered Wright in tow, Steve Bottoms parked his Reynard in the barriers at Knickerbrook.

On the last lap with Willmott having dropped out of contention with a double spin down at Island Bend, the (almost) inevitable happened at Lodge . . . Elliott had made it through to challenge leader Andrews, and the two cars tangled, with Elliott retiring on the spot and Andrews limping off at a reduced pace as Ayles swept past to claim his first ever race win. Tony Bottoms took Andrews for second place and Wright almost deprived the Fleetray driver of third at the flag.

Marshals rush to the aid of the unfortunate Scott Stringfellow — obviously in some pain.

The Modified section of the MGOC championship came next, after all the FF1600 debris had been cleared up, and once more the pole man got it all wrong. As the lights changed to green Robert Nettleton woke up a little later than Grahame Davis and Richard Horn to get away in third place. Davis, with a clear track, was able to keep his lead, but Nettleton attacked Horn as the trio edged away from the rest, taking second place on lap 5. One lap later and Nettleton was right with the leader. While the leaders were scrapping, Jon Simpson had caught and passed Chip Ballenger for fourth, a place he held to the finish, with Bill Beadnell closing up too. Coming out of Lodge Corner on lap 9 Nettleton slid past Davis to take the lead. Still holding on, Nettleton was caught down the long back straight into Knickerbrook for the last time and the two cars touched, the Midget spun on the exit of Knickerbrook and Davis was clear away, Horn also going by.

Powerscreen points were at stake for the Supersports 1600s, and a competitive entry was on hand. Dave Orchard was only second quickest in practice, but beat poleman Guy Woodward and the rest away. Indeed, Woodward lagged behind in fourth at the end of lap 1, behind Eddie Kimball and Mike Sanders. By half distance Woodward, who looked the fastest man on the circuit, had moved into second; Sanders had had a spin at Old Hall; while Kimball pulled off into retirement at Hill Top. Every lap Woodward shadowed leader Orchard; then at Knickerbrook on the last lap he took a deep breath and the lead.

Sprites and Midgets were next. David Gibson led the championship before the race and firmly planted his cute pink car — sporting 'Chase Me' on the back! — on pole ahead of Peter Felix and Peter Hiley. Gibson led throughout with Hiley second, Felix third, Alan Meadows fourth and Roger Tidmarsh likewise ran in fifth from start to finish. Sixth spot went to James Thacker after he held off stern challenges from Paul Newton and Peter Coates.

A small entry of regular runners for the Champion of Oulton FF1600 round was boosted by four of the earlier TT 'Junior' drivers who decided to make a race of it. On reflection, none of them should have bothered . . .

From the start, Phil Andrews took the lead, just heading Adrian Willmott and Gary Ayles with Chris Latham the highest placed 'regular' in fourth spot, unable to match the speed of the leading triad. Some few seconds adrift of Latham, Roger Ecclestone just led Howard Done and Scott Stringfellow, with Malcolm Barfoot just behind. At half distance Willmott and Ayles moved closer to leader Andrews and both got past a lap later. Then on lap 7, Stringfellow and Done touched at Druids avoiding a sideways Ecclestone. When the confusion had sorted itself out, Barfoot had got past all three and Done was out of the race.

Poor Stringfellow charged under the Bailey Bridge after the rest, but as he braked for Lodge the Reynard snapped to the right and onto the grass. Keeping the car under a measure of control he avoided the barriers on the inside of the circuit but hit the kerbing and was launched at high speed backwards across the track and very hard into the tyre wall and armco. It rapidly became obvious that the driver was not going to get out of the stricken car on his own and the marshals and rescue unit attended promptly to render assistance. While the stunned Stringfellow was fitted with a neck and back brace, prior to his removal to the ambulance, the leaders streamed down into Lodge, overtaking backmarkers under the yellow flags! The rest of the race ran with yellows still out at Lodge and at least one other driver overtook and had a spin there while the accident was being attended to . . .

At the flag, Latham was the highest placed regular with Ecclestone next and Barfoot some seconds behind; this being the official finishing order once the 'powers that be' had excluded the three leading cars for their non-observance of the yellows. Another couple of drivers got a severe talking to.

Terry Smith, John Lodge and Martin Dell took their assorted MGBs round for 10 laps in grid order to the flag with Smith opening out a few seconds over Lodge, who in turn pulled away from Dell. With the top three places settled, Richard Walden tailed Mark Ashworth before getting past to claim fourth. Honest to tell, the most exciting thing about this race was the realisation that the flag had gone out a lap early!

It appeared as if pole man Roy Yates had blown it at the start of the Special GT event, the Mustang getting away second to Malcolm Hamilton's E-Type and being pressed very hard by the dimimutive Davrian Mk8 of Eric Munnoch. For three laps Yates trailed the E-Type before getting past and into the lead. Even in the lead Yates could not afford to slacken, as Hamilton and Munnoch were scrapping furiously and if one of the pair had broken free they could easily have moved up to the Musang. As it happened, they held each other up somewhat and a delighted Yates took the flag for his first ever race win, after 15 years of trying. Andrew Hepworth held fourth for the early laps, but with a somewhat down-on-power rotary the Mazda was caught and passed by Gary Wilson and Dave Forster.

PAUL BOOTHROYD

OULTON PARK BARC (NW)

BARC/MGOC Standard Class race (10 laps): 1, Rob Gravett (1.5 Midget), 18m35.5s, 76.03mph; 2, Darryl Davis (1.8 MGB), 19m00.0s; 3, Ashley Jaques (1.3 Midget), 19m00.4s; 4, Andrew Storer (1.3 Midget), 19m05.6s; 5, Darrell Atherton (1.3 Midget), 19m09.1s; 6, Jimmy Adamson (1.3 Midget), 19m14.2s; **Fastest lap:** Gravett, 1m49.9s, 77.17mph.

Townsend Thoressen Junior FF1600 race (10 laps): 1, Gary Ayles (Reynard-Minister 84FF), 15m17.4s, 92.45mph; 2, Tony Bottoms (Reynard-Scholar 85FF), 15m18.6s; 3 Phil Andrews (Van Diemen-Minister RF85), 15m28.0s; 4, Danny Wright (Van Diemen-Scholar RF85), 15m32.1s; 5, Roger Ecclestone (Van Diemen-Aldon RF85), 15m32.9s; 6, Scott Stringfellow (Reynard-Minister 85FF), 15m33.3s. **Fastest lap:** Ayles, 1m29.4s, 94.87mph.

BARC/MGOC Modified Class race (10 laps): 1, Graheme Davis (3.5 MGB GT V8), 17m09.9s, 82.35mph; 2, Richard Horn (1.95 MGB Roadster), 17m10.3s; 3, Robert Nettleton (1.3 Midget), 17m20.4s; 4, Jon Simpson (1.3 Midget), 17m37.7s; 5, Chip Ballenger (1.95 MGB Roadster), 17m41.2s; 6, Bill Beadnell (1.95 MGB), 17m43.7s. **Fastest lap:** Nettleton, 1m41.1s, 83.89mph.

Powerscreen Sports 1600 race (10 laps): 1, Guy Woodward (Mallock-Scholar Mk24), 15m06.5s, 93.56mph; 2, Dave Orchard (Centaur-Harris 14X), 15m07.2s; 3, Mike Sanders (Mallock-Brown Mk24BM), 15m11.2s; 4, Andy Smith (Vision-Nelson VB85), 15m13.2s; 5, Alex Moss (Vision-Scholar 85B), 15m23.5s; 6, Phil Weaver (Phantom-Osborne P84/5), 15m26.8s; **Fastest lap:** Woodward, 1m28.5s, 95.83mph.

MGCC Sprite-Midget race (10 laps): 1, David Gibson, 18m02.0s, 78.38mph; 2, Peter Hiley, 18m03.8s; 3, Peter Felix, 18m15.7s; 4, Alan Meadows, 18m30.3s; 5, Roger Tidmarsh, 18m41.0s; 6, James Thacker, 18m47.6s. **Fastest lap:** Gibson, 1m46.8s, 79.41mph (**record**).

Champion of Oulton FF1600 race (10 laps): 1, Chris Latham (Reynard-Aldon 84FF), 15m16.0s, 92.59mph; 2, Roger Ecclestone, 15m36.4s; 3, Malcolm Barfoot (Crossle-Scholar 35F), 15m46.3s; 4, Michael Tingate (Van Diemen-Scholar RF81), 16m17.7s; 5, Simon Connelly, 9 laps; 6, David Clarke (Van Diemen-Holmes RF76), 9 laps. **Fastest lap:** Latham, 1m30.5s, 93.71mph.

Dutton Forshaw MGCC B,C, V8 race (9 laps) — Overall: 1, Terry Smith (4.0 MGB Roadster). 14m18.9s, 88.87mph; 2, John Lodge (1.95 MGB Sports), 14m23.7s; 3, Martin Dell (1.8 MGB Roadster), 14m52.0s; 4, Richard Walden (1.9 MGB), 15m14.6s **Standard MGB & C:** 1, John Philpott (1.9 MGB Roadster), 8 laps, 74.71mph; 2, Darryl Davis (1.8 MGB); 3, Keith Hancock (1.9 MGB Roadster); 4, Phil Walker (1.9 MGB GT). **Fastest lap:** Philpott, 1m51.3s, 76.20mph. (**record**). **Road Modified MGB & C and Standard V8:** 1, Grahame Davis (3.5 MGB GT V8), 15m32.1s, 81.89mph; 2, Richard Horn (1.95 MGB Roadster); 3, Ron Hopkinson (3.5 MGB GT V8); 4, Bill Beadnell (1.95 MGB) **Fastest lap:** Davis, 1m39.3s, 85.41mph (**record**). **Full race MGB & C:** 1, Lodge, 88.38mph; 2, Dell; 3, Walden; 4, Mark Ashworth (1.95 MGB), 15m17.1s. **Fastest lap:** Lodge, 1m34.7s, 89.56mph. (**record**). **Modified V8:** 1, Smith; No other finishers. **Fastest lap:** Smith, 1m33.3s, 90.90mph (**record**).

BARC (NW) Special GT race (10 laps) — Overall: 1, Roy Yates (7.2 Ford Boss Mustang), 15m35.0s, 90.63mph; 2, Malcolm Hamilton (4.2 Jaguar E-Type), 15m45.0s; 3, Eric Munnoch (1.0 Davrian Mk8), 15m45.5s; 4, Gary Wilson (1.5 Lenham Le Mans Coupe), 16m39.8s. **Special Saloon and ModSports up to 1500cc:** 1, Munnoch, 89.70mph; 2, Wilson; 3, Dave Forster (1.0 Maguire Imp), 16m40.2s; 4, Howard Hunt (1.0 Mini), 9 laps. **Fastest lap:** Munnoch, 1m32.9s, 91.29mph. **Special Saloon and Mod Sports over 1501cc:** 1, Yates; 2, Hamilton; 3, Andrew Hepworth (2.3 Mazda RHO), 16m59.0s; 4, Peter Thomalla (3.9 Skoda), 9 laps. **Fastest lap:** Yates, 1m31.9s, 92.29mph. **Prodsaloon and Sports up to 2000cc:** 1, Richard Johnson, (1.8 Vauxhall Astra GTE), 9 laps. 77.22mph; 2, Peter Brown (2.0 Triumph Dolomite Sprint); 3, Paul Lavelle (2.0 Triumph Dolomite Sprint), 8 laps. No other starters. **Fastest lap:** Brown, 1m47.4s, 78.97mph. (**record**). **Prodsaloon and Sports over 2001cc:** No starters.

Rain stopped

MALLORY PARK, Jun 30: The last day of June was humid and at times very wet, a factor which led to the early termination of a couple of races during the afternoon. The BRSCC coped admirably and actually finished rather earlier than expected.

First out were the MG T Types, joined at the back of the grid by four Midgets, racing for Cockshoot Cup points in the Standard category. Dave Clewley was on pole, but first in the lead was Ron Gammons, who indeed was never challenged. Clewley ran hard in second and easily outpaced Gerry Brown. With the Modified cars filling the top nine places, it was left to PR Smith to be first Standard car home in 10th, well ahead of Dave Mason. In the 30secs adrift and separate Cockshoot Midget race, Alan Meadows wheeled home first.

A full line-up of 850 Minis fought hammer and tongs with battles going on throughout the order of the race. Chris Tyrrell had the lead for four laps ahead of Russell Grady and Colin Rodger. Rodger moved into second on lap 3 and took the lead from Tyrrell two laps later. The leading trio pulled out a few seconds over the pursuing pack. Tyrrell harried Rodger in a vain attempt to retake the lead and indeed lost second place as Grady launched an attack on the last lap which took him within fractions of Rodger. James Hulme ran fourth but was passed by Ben Dutson who just held on in that spot, leading Steve Mole, Ralph Budd and Michael Jackson — Hulme dropping back further.

The Lep *Libre* event was cut short after 23 laps as the rain became a threat to the slick-shod single-seaters. Alo Lawler had easily annexed pole, some nine-tenths faster than James Stevenson. A McLaren front row. Lawler got away first with Trimmer blasting through to second place ahead of Stevenson. Roger Orgee ran into fourth, Peter Taylor took station in fifth, Robin Palmer sixth and Pete Hammond seventh and last in his Lolaman.

Other than Stevenson taking second from Trimmer, as the Lola's tyres went off, nothing of note happened.

Bob Berridge and Peter Hancock dominated the Pre '74 FF1600 championship race. Berridge took the lead at the start with Hancock hanging on to his tail. For the first six laps Berridge just had the edge, but Hancock crept past and into a lead, which he just held across the line by a couple of tenths. Gary Strawbridge settled into third from the lights and was untroubled in that spot all race, although if Graeme Foley and David Germain had not been so involved with each other they may have been able to close the gap.

The front row of the Modified Midget grid got away in practice order with Steve Everitt ahead of Steve Watkins and John Gallagher. Everitt pulled away a little, Watkins retiring after coming into contact with a Cockshoot Modified car along Stebbe Straight. Gallagher's yellow Midget was thrown around in a vain attempt to close on the leader — surely his best race in the car, but Everitt remained in front and John Baggott took third from Nigel Bance after Steve Millard vanished from the results on the last lap.

Richard Dean had a practice off at Oulton Park the day prior to Mallory which left his Reynard in rather a sorry state, so he bought John Booth's Van Diemen on his way to Mallory (Booth, 'Butcher' that is, being out of racing with a broken leg). The change of marque certainly did not hamper Dean as he took pole from Phil Andrews' Fleetray example for the Unigas Star of Mallory counter. Don Hardman no doubt wished for a change of car, too . . .

Dean had a cracker of a start to leave Andrews to fill second, with Hardman slotting into third, and David Storey fourth ahead of Alister Lane. Andrews closed a little on the last lap to no avail. Hardman worked hard for third, Storey being close all race with, in turn, Lane putting pressure on him. Just a few seconds behind the fight for third/fifth places Dave Morgan wheeled round in Bob Bailey's Dunlop RF85 a nosecone ahead of Paul Morton's Pacer FFN.

A three-way duel for the Mini 1000 honours went on throughout between David Carvell, Chris Lewis and Mike Fry. Carvell used his pole to take the lead with Lewis and Fry tucking in behind. Two laps into the race and Lewis took Carvell, with Fry just a fraction too far behind to be able to mount an effective challenge. Carvell retaliated and retook Lewis along Stebbe Straight on lap 6 but Lewis was not finished yet and got ahead on lap 8. Once in the lead, Lewis resisted all Carvell's efforts and took the last couple of laps with a sufficient cushion. Fry had to settle for third. John Davies led the fight for fourth initially over Gerald Dale who got past on the last lap.

With the rain rather heavier than was comfortable the Pre '74 consolation runners had their 10 laps on a wet track. Vince Horsley had a brief spell at the front before Terry Boxall took over. Once in front, however, Boxall was always under pressure from Horsley with Richard Piper running a strong third in front of Gary Pearson who was working his way through the field. Lap 7 saw Pearson take the lead. At the same time, Piper spun away any chance of a top placing at the hairpin. Pearson managed to pull away from Boxall who was passed on the last lap by Horsley; Andy Clegg took fourth away from Richard Rawcliffe.

With the track streaming, the Metro Breakers Mod saloons splashed around for a truncated race. Bill Griffin was an early leader in his BMW 323i but he spun out of the race at the Lake Turn on lap 3 and handed the lead to Tim Robinson. Robinson had John Edwards in close company for three laps before Edwards went past to run out the winner.

The race for TRDC and MGCC MGA points was led all the way by Eric Hoult ahead of Nick Parrott with Richard Morrant in third as the fastest TR runner, just ahead of Steve Clare. In very wet conditions fate took a hand and stopped everything when, on lap 6, Peter Jackson lost his TR5 out of Devils Elbow and smote the tyre wall very hard.

PAUL BOOTHROYD

MALLORY PARK — BRSCC

MGCC T-Register Trophy race (10 laps) — Overall and modified: Gammons (1.5 TF XPAG), 10m 00.7s, 80.91mph; 2, Dave Clewley (1.5 TB XPAG), 10m 03.1s; 3, Gerry Brown (1.5 TC XPAG), 10m 10.3s; 4, Gus Gregory (1.5 TB XPAG), 10m 25.5s. **Fastest lap:** Gammons, 58.9s, 82.51mph. **Standard cars:** 1, PR Smith (1.25TD), 9 laps, 72.31mph; 2, Dave Mason (1.25TC); 3, Malcolm Gammons (1.3TF XPAG). **Fastest lap:** Smith, 1m 06.0s, 73.46mph. **Cockshoot Standard cars:** 1, Alan Meadows (1.3 Midget), 10m 31.2s, 77.00mph; 2, Sam Anker (1.3 Midget); 3, Rod Shaw (1.3 Midget). **Fastest lap:** Meadows, 1m 01.1s, 79.54mph **(record).**

Mini 850 race (10 laps): 1, Colin Rodger, 10m 17.2s, 78.74mph; 2, Russell Grady, 10m 17.7s; 3, Chris Tyrrell, 10m 18.9s; 4, Ben Dutson 10m 26.7s; 5, Steve Mole, 10m 27.3s; 6, Ralph Budd, 10m 27.5s. **Fastest lap:** Rodger, 1m 00.3s, 80.60mph.

Lep Group *Formule Libre* race (10 laps): 1, Alo Lawler (3.0 McLaren DFV M30, 16m 15.8s, 114.55mph; 2, James Stevenson (3.0 McLaren DFV M29), 16m 23.7s; 3, Tony Trimmer (5.0 Lola-T330 Chevrolet) 16m 45.0s; 4, Roger Orgee (2.0 Lyncar BDX 79A), 21 laps; 5, Peter Taylor (2.0 Chevron-Hart B42); 6, Robin Palmer (2.0 Magnum Toyota F3). 18 laps. **Fastest lap:** Lawler, 40.7s, 119.41mph **(record).**

BRSCC Pre '74 FF1600 race (10 laps): 1, Peter Hancock (Merlyn-Scholar Mk20A), 9m 00.1s, 89.98mph; 2, Bob Berridge (Lotus-Minister 69), 9m 00.3s; 3, Gary Strawbridge (Merlyn-Hansen Mk20A), 9m 12.6s; 4, Graeme Foley (Royale-RED RP16A), 9m 14.7s; 5, David Germain (Elden-Ford Mk10C), 9m 15.4s; 6, Mike Clatworthy (Merlyn-Nelson Mk24), 9m 20.7s. **Fastest lap:** Berridge, 51.4s, 94.55mph. Results Provisional.

MGCC Modified Midget race (10 laps) — Overall and Modified: 1, Steve Everitt (1.46 Midget), 8m 54.7s, 90.89mph; 2, John Gallagher (1.4 Midget), 9m 00.5s; 3, John Baggott (1.46 Midget), 9m 17.3s; 4, Nigel Bance (1.38 Midget), 9m 18.3s. **Fastest lap:** Stephen Watkins (1.5 Midget), 51.3s, 94.74mph. **Roadgoing cars:** 1, Graham Robson (1.3 Midget), 9 laps, 79.41mph; 2, Tony Griffiths (1.3 Midget); 3, Peter May (13. Midget). **Fastest lap:** Robson, 58.8s, 82.65mph **(record). Cockshoot Modified Class:** 1, Adam Wiseberg (1.65MGA), 9 laps, 84.31mph; 2, Mark Ashworth (1.95 MGB); 3, Bill Beadnell (1.95 MGB). **Fastest lap:** Wiseberg, 55.6s, 87.41mph **(record).**

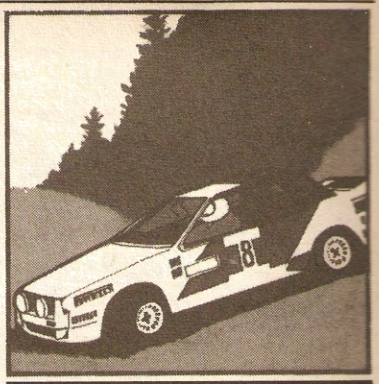
BRSCC Unigas Star of Mallory FF1600 race (10 laps): 1, Richard Dean (Van Diemen RF85), 8m 34.0s, 94.55mph; 2, Phil Andrews (Van Diemen-Minister RF85), 8m 34.5s; 3, Don Hardman (Reynard-Nelson 85FF), 8m 38.6s; 4, David Storey (Van Diemen-Scholar RF84), 8m 39.1s; 5, Alister Lane (Van Diemen-Aldon RF80), 8m 39.7s; 6, Dave Morgan (Van Diemen-Scholar RF85), 8m 47.7s. **Fastest lap:** Andrews, 50.4s, 96.43mph.

Mini 1000 race (10 laps): 1, Chris Lewis, 9m 27.3s, 85.67mph; 2, David Carvell, 9m 28.0s; 3, Mike Fry, 9m 28.6s; 4, Gerald Dale, 9m 38.2s; 5, John Davies, 9m 38.4s; 6, Sean Tierney, 9m 49.6s. **Fastest lap:** Carvell, 55.6s, 87.41mph **(equals record).**

BRSCC Pre '74 FF1600 Consolation race (10 laps): 1, Gary Pearson (Hawke-Jondell DL11), 10m 52.5s, 74.48mph; 2, Vince Horsley (Nike-Cook Mk10), 10m 57.3s; 3, Terry Boxall (Royale-Scholar RP16), 10m 58.0s; 4, Andy Clegg (Varo), 11m 02.0s; 5, Richard Rawcliffe (Merlyn-Auriga 24S), 11m 03.5s; 6, Paul Hubbard (Lola-Fels T204), 11m 08.2s. **Fastest lap:** Boxall, 1m 02.2s, 78.14mph.

Metro Breakers Modsaloons race (8 laps) — Overall: 1, John Edwards (2.0 Ford Escort), 8m 18.0s, 78.07mph; 2, Tim Robinson (3.5 Rover SD1), 8m 26.3s; 3, Peter Briars (3.0 Ford Capri), 8m 26.8s; 4, Peter Wright (1.3 MG Metro), 8m 49.5s. **2001cc and over:** 1, Robinson, 76.79mph; 2, Briars; 3, Martin Lainchbury (3.5 BMW 635CSi), 6 laps. **Fastest lap:** Bill Griffin, (2.3 BMW 323i), 59.0s, 82.37mph. **1301-2000cc:** 1, Edwards; no other starters. **Fastest lap:** 59.2s, 82.09mph. **1001-1300cc:** 1, Wright, 73.43mph; 2, Nick Cresswell (1.3 VW Golf), 9m 00.5s; 3, Rob Lowles (1.3 Ford Fiesta), 9m 05.6s. **Fastest lap:** Wright, 1m 01.5s, 79.02mph. **Up to 1000cc:** 1, Chris Welfare (1.0 Mini Clubman), 9m 06.7s, 71.12mph; 2, David Streater (1.0 Sunbeam Stiletto), 7 laps; 3, Peter Ray (1.0 Talbot Imp). **Fastest lap:** Welfare, 1m 05.3s, 74.43mph.

BRSCC TRDC and MGCC MGA Challenge race (5 laps) — Overall: 1, Eric Hoult (1.65 MGA), 5m 32.1s, 71.03mph; 2, Nick Parrott (1.65 MGA), 5m 42.4s; 3, Richard Morrant (2.5 TR6), 5m 42.9s; 4, Steve Clare (2.5 TR6), 5m 43.6s. **TRDC Cars:** 1, Morrant, 70.87mph; 2, Clare; 3, John Ellis (2.5 TR5), 5m 58.2s. **Fastest lap:** Morrant, 1m 05.4s, 74.31mph. **Standard MGAs:** 1, Hoult; 2, Steve Smith (1.6 MGA), 5m 57.1s; 3, Rodney Sharpe (1.6 MGA), 5m 59.8s. **Fastest lap:** Hoult, 1m 06.3s, 73.30mph. **Modified MGAs:** 1, Parrott, 70.97mph; 2, Neil Cawthorne (1.6MGA), 5m 44.1s; 3, Richard Hutton (1.65 MGA), 5m 44.6s. **Fastest lap:** 1m 05.2s, 74.54mph.



INTERNATIONAL RALLIES

Harald all the way

BARUM RALLY, Jun 21/23: Harald Demuth shook off his recent run of ill fortune to win the Czecholslovakian round of the European Championship in fine style. The German won 36 stages, the only one that eluded him going to the Renault 5 Turbo fo Atilla Ferjancz.

The battle for second place was decided in favour of Branislav Kuzmic who had been fighting with Ferjancz and Lars Erik Walfridsson. Unfortunately, Walfridsson blew the engine and Ferjancz was slowed with a broken fuel pipe.

Reinhard Hainbach, former German Champion and Opel preparation ace, took third in his own Manta 400 although Alois Pfeiffer and Matthias Moosleitner had both been quicker over the early stages until retirement. One of the surprises of the event was the non-appearance of the factory Skoda team, Georg Kotek, the manager, explaining that they were too busy with other events and that their current priority is the Skoda Rally itself.

ANDRAS FEKETE

BARUM RALLY (CS)

European Rally Championship, coefficient 2

1, Demuth/Radaelli (Audi Quattro), 4h47m08s; 2, Kuzmic/Sali (Renault 5 Turbo), 5h01m42s; 3, Hainbach/Ricken (Opel Manta 400), 5h08m04s; 4, Ferjancz/Tandari (Renault 5 Turbo), 5h13m43s; 5, Richter/Wendel (Opel Ascona 400), 5h18m25s; 6, Roti/Sghedoni (Ferrari 308 GTB), 5h28m32s.

Harald Demuth was amazingly fastest on 36 of the 37 stages in Czechoslovakia . . .

NATIONAL RALLIES

Evans at last

FORGE GARAGE TROPHY RALLY, Jun 29/30: Gwyndaf Evans made it three years in a row by winning the Forge Garage/Audi Sport Rally last weekend, this being the first (and perhaps last) *Motoring News* victory for the Peter Maiden Rallying Opel Manta. At the conclusion of the event, Evans announced his retirement from road rallying to concentrate on stage events. Aberystwyth & DMC's event was short (135 miles) but very testing, comprising just four competitive sections, the last of which was only fractionally under 60 miles in length.

With only one retirement from the top 10, John Easson made it five non-finishes in a row on championship events (with brake failure on his RS2000), the results showed an ultra competitive event with Steve Hill following Evans home just 31secs adrift. Mid-Wales drivers took the next three places, Gareth Richards and Brian Price being followed by the star of the rally, semi-expert, Keith Middleton, who used his local knowledge to take fifth place from a start number of 46.

Roger Platt used an Escort to score a creditable sixth place, while current series leader Ron Beecroft was delayed by a puncture on the long section and, although he retains his series lead over Steve Hill, only finished eighth.

FORGE GARAGE TROPHY RALLY

1, Gwyndaf Evans/Edwyn Evans (Opel Manta), 25m06s; 2, Steve Hill/Dave Kirkham (Ford Escort RS2000), 25m37s; 3, Gareth Richards/Dave Richards (Ford Escort RS2000), 27m29s; 4, Brian Price/Ryland James (Ford Escort RS2000), 28m49s; 5, Keith Middleton/Wynford Davies (Ford Escort RS2000), 28m53s; 6, Roger Platt/Sarah Coldwell (Ford Escort RS2000), 28m59s.

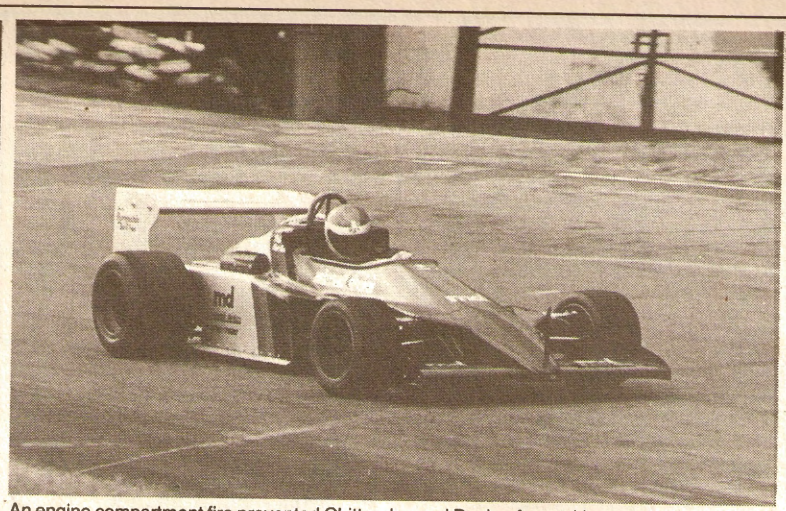
Positions after five rounds: 1, Beecroft, 64pts; 2 Hill & Jones, 53; 4, Quinn, 29.

Just like his brother

BRUNTINGTHORPE STAGES, Jun 29: Trevor Kaby, brother of the better known Northamptonshire rally driver, Terry, took his 1600cc BDA-engined Escort to a fine win on this event on a former airfield near Lutterworth. The new venue gave South Derbyshire MC 70 miles of action on smooth concrete and 46 crews tackled five stages. Initially Ian Freestone matched Kaby's time, but in the second half the winner had 33secs in hand.

BRUNTINGTHORPE STAGES

1, Trevor Kaby/Pete Warren (Ford Escort), 4045s; 2, Ian Freestone/Ian Hamer (Ford Escort), 4068s; 3, Martin Bowyer/Martin Rushgrove (Opel Ascona 4094s; 4, Roger Whale/Paul Dyas (Ford Escort 2 litre), 4140s; 5, Kevin Laxton/Ian Betts (Ford Escort), 4154s; 6, Mark Billings/Paul Wheeldon (Ford Escort), 4189s.



An engine compartment fire prevented Chittenden and Ducker from taking part in the run-off.

Up the Hill

BALDOON STAGES, Jun 29: Although Kieron Hill won the James Fleming Car Sales Baldoon Stages at the weekend, maximum West of Scotland Championship points went to the surprise second placed Jock Gray. Favourite for victory on the four stage event was Murray Grierson, but he spun the Escort on his first run, while Robin Christie's hopes at Baldoon airfield were dashed when he was badly baulked on the final stage.

JOHN FIFE

BALDOON STAGES

1, Kieron Hill/Lorraine Beattie (Vauxhall Chevette HSR), 27m43s; 2, Jock Gray/Douglas Stuart (Ford Escort), 27m52s; 3, Murray Grierson/Stewart Robertson (Ford Escort RS), 27m58s; 4, Robin Christie/Frazer Ferguson (Vauxhall Chevette HSR), 28m03s; 5, John Brodie/Alisdair Henderson (Talbot Sunbeam), 29m04s; 6, Brian Marshall/George Blackie (Vauxhall Chevette HSR), 29m06s.

Ken in charge

BURMAH RALLY, Jun 29: Ken McKinstry was in no mood to be beaten at Lurgan Park last weekend, taking his Escort RS to a 6secs victory over the Manta 400 of Bertie Fisher on the invitation-only rally. Pentti Airkkala, in a borrowed Ascona 400, might have managed to threaten the leaders but lost out on gearchanges in the right-hand drive car.

As the day went on, Austin McHale mounted a challenge to move ahead of Airikkala and eventually finished equal third with Fred Crawford. Joey Greenway brought out one of the controversial Group A Volvo Turbos and took a class win on its Irish debut on a gloriously sunny day that thrilled the huge crowd. The crews enjoyed it too and Pentti Airikkala has promised to return next year, intent on winnning!

BURMAH RALLY

1, Ken McKinstry/Brian McNamee (Ford Escort), 13m54s; 2, Bertie Fisher/Austin Frazer (Opel Manta 400), 14m00s; 3, Austin McHale/Vincent Hogen (Opel Manta 400) & Fred Crawford/Drew Todd (Ford Escort), 14m07s; 5, Pentti Airikkala/Graham Harris (Opel Ascona 400), 14m08s; 6, Dessie McCartney/Stephen Russell (Ford Escort), 14m22s.

Victory Mee

GREENLEAVES RALLY, Jun 29/30: Andy Foster, an engineer on leave from abroad, took the main award on the 60 & Worcs MC Novices event when he and Alan Huddlestone finished fifth on this half night event over an 85-mile route, in their venerable old Escort Mexico. Overall, Nigel and Sue Mee had an 8sec victory and only lost time on three of the eight sections.

GREENLEAVES RALLY

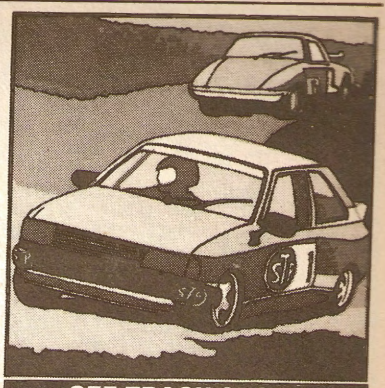
1, Nigel & Sue Mee (Ford Escort RS 2000), 1m56s; 2, Paul Ross/Dave Whetton (Mini), 2m04s; 3, Steve Blackham/Paul Humphries (Opel Manta), 2m35s; 4, Ben Williams/Massie Piggott (Ford Escort RS 2000), 2m45s; 5, Andy Forty/Alan Huddlestone (Ford Escort Mexico), 3m03s; 6, Mark Whale/Andrew Reeve-Parker (Ford Fiesta), 4m11s.

Fog and rain

STOCKTONIAN, Jun 22/3: Run in the most miserable conditions possible with rain for most of the night and fog on the moors of North Yorkshire the 1985 Stocktonian Rally will not be remembered for too long but Chris Harmer/Trevor Coulson won't forget it in a hurry as they won by a 2min margin over Graham Blackbourn/Steve Frost.

STOCKTONIAN RALLY

1, Chris Harmer/Trevor Coulson (Ford Escort RS2000), 991s; 2, Graham Blackbourn/Steve Frost (Ford Escort RS2000), 1113s; 3, Steve Retchless/Les Robinson (Ford Escort RS2000), 1228s; 4, Jim Burns/Mary Fullerton (Ford Escort), 1287s; 5, John Mennell/Roy Jarvis (Talbot Sunbeam), 1470s; 6, Alan Hardy/Paul Veitch (Vauxhall Chevette 2.3), 1481s.



OFF TRACK SPORT

Rapid Ray

MALLORY PARK, Jun 29: From the word go Ray Rowan totally dominated the Sporting Owners Drivers Club meeting, carving the course record to pieces with a series of totally committed runs in his GKN Technology/MTS Automotive Testing TG280H.

The standard road cars opened proceedings, the class being dominated by the very rapid Peugeot 205GTi of Mike Heywood and Brian Hazell, the latter being unable to repeat his early season form. A storming second run from Ted Marlow saw him reducing his opening effort by 8secs, giving him nearly 6secs in hand over Chris Fulke-Greville.

A fine sub-1min run for the 1.35-mile course saw the Maguire Imp of Mervyn Brake continuing to apply pressure at the top of the Pubs 'n' Clubs Sprint Leaders Championship table, his effort giving him the up to 1300cc special saloon car class. A fair battle ensued for the honours in the over 1300cc class, Bob Forth netting the silverware.

Of the two up to 1600cc modified sports cars which were present, the Elan of Harewood hillclimb regular Ron Birkett proved equally at home on the much faster circuit, heading home the pretty Marcos GT of Carey Saunders. Dave Parr's Davrian non-started in the over 1600cc class and thus

Paul Clarke took Wridgeway Horton's Chevette HSR to second in class behind Bob Forth.

MALLORY PARK — SODC

Warecrete British Sprint Championship, round 6

BTD: Ray Rowan (2.5 Toleman-Hart TG280H), 45.50s (**record**).

Top 12 run-off: 1, Rowan, 45.50s; 2, Rodney Eyles (2.5 March-Hart 772), 48.15s; 3, David Render (2.8 Lola-Hart T560), 48.59s; 4, Roy Woodhouse (3.5 March-Rover Turbo 772), 50.69s; 5, Stuart Ridge (1.6 Chevron-BDA B45/48), 50.70s; 6, Paul Edwards (3.0 March-Cosworth DFV 741), 50.98s; 7, Ken Ayres (3.9 Lyncar-Cosworth DFL MS84), 51.77s; 8, Bob Prest (1.6 Mallock U2-BDA Mk23), 52.76s; 9, Jonathan Toulmin (1.6 Elfin-Ford TC 600B), 53.56s; 10, Mike Lane (1.6 Lola-BDA T460), 56.54s; Martin Chittenden (1.6 GRD-BDA HS85/1) and Phil Ducker (1.6 GRD-BDA HS85/1) both non-started.

HSA Man of the Meeting: Brian Hirst.

Class Winners: Mike Heywood (1.6 Peugeot 205GTi), 68.51s; Ted Marlow (3.0 Dutton B Plus Ford), 60.41s; Mervyn Brake (1.1 Maguire-Hartwell Imp), 59.62s; Bob Fourth (1.9 Skoda-BDG S110R Coupe), 57.03s; Ron Birkett (1.6 Lotus Elan), 63.85s; Jeremy Goodman (2.0 Ginetta G4-Ford), 57.16s; Chris Hill (1.7 Mallock U2-Ford Mk24), 50.91s; Prest, 53.92s; Phil Jefferies (0.25 Zip Shadow), 60.56s; Rod Fisher (1.0 Vixen-Imp VB1), 57.55s; Ridge, 51.96s; Rowan, 45.61s.

Championship positions: 1, Ray Rowan, 59pts; 2, David Render, 44; 3, Rodney Eyles, 36; 4, Roy Lane, 28; 5, Stuart Ridge, 24; 6, Roy Woodhouse, 23; 7, Paul Edwards, 21; Key Ayres, 20; 9, Basil Pitt, 14; 10, Peter Harper, 11.

Jeremy Goodman faced no opposition, as he maintained his lead over Brake at the head of the championship table.

A more than healthy Clubmans class assembled, but sprint exponent Chris Hill was in great form, holding off the equally hard trying Tony Bunker by just 0.12secs.

One can always rely on Bob Prest to give his all in the up to 1600cc sports racing car class and Mallory was no exception, taking the division with just over 1sec in hand over the push-rod powered version of Tony Brown. The up to 500cc single seater class provided excitement, too, as two kart based devices present twitched their way around the circuit. At the end of the day it was the Zip Shadow of Phil Jefferies which emerged just ahead of Steve Malin. The class winner's co-driver for the day, Brian Hirst, turned in a determined run to collect the HSA Man of the Meeting award.

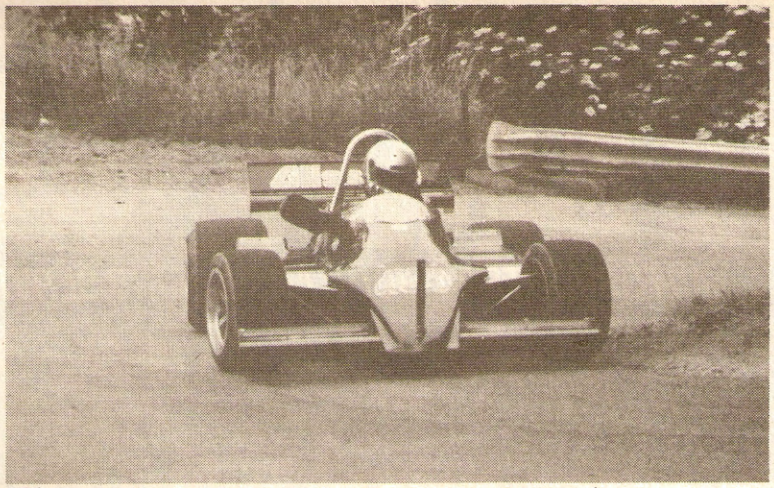
With the Hawke of John Moss sidelined after a rather car damaging collision with the tyre wall in practice, Rod Fisher faced no opposition in the 1100cc single seater class. Despite an enthusiastic pair of runs from Jonathan Toulmin the 1600cc single seater class never looked anything else but the domain of Stuart Ridge, the Chevron driver revelling in the fast sweeps of Mallory.

If Ridge dominated the 1600cc division then Ray Rowan positively obliterated the opposition in the unlimited category, his second run taking over 2secs off Ted Williams's course record. Rodney Eyles spun at Shaws on the first run, but came bouncing back on the second to snatch the runner-up spot from David Render.

The top 12 run-off was unfortunately reduced to 10 when the shared GRD of Phil Ducker and Martin Chittenden non-started following an engine-bay fire. Although new to the sport, Mike Lane is rapidly finding his feet with the ex-Render Lola and considerably improved upon his qualifying time to take 10th place, but he was no match for Jonathan Toulmin, the little Elfin heading the Lola by nearly 3secs. Bob Prest had been delighted at making his second run-off of the year and celebrated by taking over 1sec off his earlier time for eighth place. Without a doubt the most spectacular car off the start line was the mighty Laurie Millbank and Co Lyncar of Ken Ayres, but, although he broke the 52s barrier on his final run, he was forced to settle for seventh place, 0.8secs astern of Paul Edwards's Warecrete March. Two hard trying runs from Stuart Ridge saw the Chevron again indulging in some giant killing to take an excellent fifth place: It was so nearly fourth. Having finished in seventh place on four occasions this year Roy Woodhouse was determined to better that at Mallory and the former motorcycle racer used all his circuit knowledge to good effect, slipping ahead of Ridge by 0.01sec.

The first runs saw David Render in second place, just ahead of Rodney Eyles, and when the generous championship sponsor further improved it looked as though he had held on, especially as Eyles really 'bogged down' at the start. Suitably annoyed, the Somerset driver hurled his March around, and to most people's amazement recovered to snatch second place by 0.44secs. And then there was Ray Rowan . . . The quite-spoken Walsall driver took just one run. But what a run: a standing start lap of the full Mallory Park circuit requiring just 45.50s. Had he also completed a flying lap, the outright circuit record might well have been in danger. A superb demonstration of sprinting.

ROBIN BOUCHER



ADO takes a tight apex at Pardon Hairpin en route to a new course record.

See ADO go

PRESCOTT, Jun 30: Some glorious historic machinery took to the hill first, and it was the Type 35B Bugatti of Jack Perkins which claimed the pre-1930 class for classic cars. The 1931-45 division resulted in a fine win for the Austin 7 Speedix of Sally-Ann Brookes, a whole 3. 8s beneath her target handicap time. The final category, for cars spanning the two decades after the WW2, was won by D Mainstone's Triumph Spitfire which dipped under his handicap target time by just over a second.

Two cars dominated the up to 1300cc Special Saloon class; the Stiletto of Dave Whitehead and Marc Cramer's immaculate Reliant Kitten, fresh from an engine rebuild. The pair were the only drivers to break 40s. The over 1300cc class was the province of Mike Kerr, the General Motors Dealer Sport/Mobil backed Chevette HSR having a fraction over a second in hand over Hugh Trotman's Sunbeam Lotus.

Tony Croft annexed the up to 1600cc Modsports Class with a 39.07s first run in the Lotus 7.

The larger-engined GT and Modsports class made for some superb entertainment, with Ken Snaiham's QED Lotus 7 leading after the first run from Nick Carr and Sam Hill, sharing the Carr's Paints/BRS ex-Rob Cox Catherham 7. Second time up and Carr record a 36.89s run, the first under 37s short course time by a Modified Sports Car. Nick held the record for no more than 15mins, however, as Snailham responded magnificently to clip another 0.23s from the time.

Not to be outdone, the up to 1700cc Clubmans division also produced a new course record, this mark being improved by a mere 0.04s by the Mallock of David 'Amazing' Grace. Roger Gregory led the up to 1600cc class after the first run by almost a second from Paul Bason. The latter, however, was slower second time up and it was left to Barry Groombridge to mount the challenge. This he did, improving by well over 1s but still ending up 0.09s adrift of Gregory's first run. It was academic anyway, as Gregory improved by just over 0.1sec to extend his winning margin. Charles Wardle ran out winner of the larger Clubmans class.

We were back on the course record theme when the agile 500cc racing cars took to the hill, John Corbyn's Suzuki powered Jedi completing its run in a remarkable 40.48s. The 500 Owners Association class also produced a new record, this going to the Cooper MkX1 of Barry Brant.

Phil Kidsley's up to 1100cc racing car record of 36.00s survived by the skin of its teeth as Russ Ward's Saracen equalled it to the last hundredth of a second!

The up to 1600cc division produced tremendous entertainment. Lying third behind Tony Southall and Adrian Hopkins after the first run, Knapman improved by over 1.3s to leave the course record at a new mark of 35.08s. The performance was stunning and rewarded the Chevron driver with the Man of the Meeting award.

Short course record holder Dave Harris was the first driver into the 33s bracket with a 33.72s first run in the large capacity single seater class. This time was bettered by the Steel King car of Roy Lane, however, and then by ADO.

Second time up, Harris clipped 0.1s from his time but was still outside his own course record. Lane could not improve on his first run, and still to record a time was British Hillclimb series leader Martyn Griffiths. Griffiths had stopped absolutely dead after Orchard on his first run, the Chase Web MP53 falling victim to a loose electrical lead. Martyn, then, had it all to do and could not quite respond, recording 33.98s. This left it all down to ADO, who turned in a winning 33.24s.

The *Birmingham Post* Top 12 Run-Off produced some scintillating action, and a much anticipated new course record! Martyn Griffiths was the first of the 'big four' to launch his challenge, setting a target 33.43s. Dave Harris was next, his charge bringing a 33.16s. He had bettered his record. No sooner had the crowd stopped its murmurings of admiration than ADO recorded a 33.09 — and that after losing a fraction of a second in sideways acceleration out of Pardon. Could we have a 32? Griffiths could not oblige, being some 0.04s slower than his first run. Harris followed and, incredibly, snatched back his record with a 33.07. Stirring stuff!

If there is someone you never rule out at Prescott, however, it is Roy Lane. With a tremendous effort, Roy gunned the Pilbeam up in 33.01 to pip Harris by six-hundredths.

All eyes now turned to ADO. If he was going to do it, a time in the 32s was required — which is exactly what we got, the Glissade Pilbeam stopping the clock at 32.97s. ADO had taken the win, the course record, and the accolade of first man under 33s at Prescott.

TONY DODGINS

PRESCOTT — **BUGATTI OC**

Midland Hillclimb Championship, round 5

BTD: Alister Douglas-Osborn (Pilbeam Hart MP54), 32.97s.

Midland Hillclimb Championship Top 12 run-off: 1, Douglas-Osborn, 32.97s 2, Roy Lane (Pilbeam-BMW MP53), 33.01s; 3, Dave Harris (Pilbeam-Hart MP50), 33.07s; 4, Martyn Griffiths (Pilbeam-Hart MP53H/02), 33.43s; 5, John Hunt (Pilbeam-Hart MP54), 33.79s; 6, Christopher Dowson (Pilbeam-Repco MP47RB), 34.17s; 7, Chris Knapman (Chevron-Ford BDA B49), 35.19s; 8, Charles Wardle (Mallock-Hart MK21), 35.22s; 9, Terry Clifford (Pilbeam-Ford BDM MP54), 35.37; 10, Tony Southall (March MS-Beattie BDA), 35.51s; 11, Peter Blankstone (Mallock-Hart U2 Mk 20/25), 35.57s; 12, David Grace (Mallock-Beattie Mk14/25), 35.82s.

Class Winners: Sally-Ann Brookes (Austin 7 Speedix), 57.09s; D Mainstone (Triumph Spitfire), 49.12s; Jack Perkins (Bugatti T.35B), 47.63s; Dave Whitehead (Chrysler Stiletto-Ford BDH), 38.75s; Mike Kerr (Vauxhall Chevette HSR), 41.07s; Tony Croft (Lotus 7TC), 39.07s; Ken Snailham (Lotus 7), 36.66s **(record)**; Grace, 35.60s **(record)**; Roger Gregory (Mallock-BDA U2), 36.49s; Wardle, 35.10s; John Corbyn (Jedi 1/84 Suzuki), 40.48s **(record)**; Russ Ward (Saracen-Cosworth M85), 36.00s; Knapman, 35.08s **(record)**; Douglas-Osborn, 33.24s; John Swift (Ferrari 308 GTB), 44.11s; Barry S Brant (Cooper-JAP Mk XI), 42.30s **(record)**.

HSA Man of the Meeting: Knapman.

Championship positions: 1, Whitehead, 45pts; 2, Ward, 42; 3, Snailham, 39; 4, Dayson, 36; 5, Carr & Grace, 35; 7, Corbyn, 34; 8, Garland, 31; 9, Hopkins & Knapman, 30.

No Payne

CURBOROROUGH, Jun 23: Victory in the Coventry & Warwickshire MC Sprint went to the Anson-Rover of Alan Payne, Payne having to be content with his first run time as a light shower curtailed a competitive second run. Second overall and in class was the March of Roy Woodhouse. A number of classes were amalgamated due to lack of entries, however a well supported modified saloons class saw victory for Shaun Hestridge's Talbot Sunbeam.

After what had been a generally fine day, a damp track restricted the last half dozen drivers to less-than-competitive runs. One notable exception was former Skoda driver Brian Walker (now Pilbeam mounted), who showed no fear with a time of 34.01s on slicks.

PETER SCHERER

CURBOROUGH SPRINT

BTD: Alan Payne (Anson Rover-SA4) 30.72s.

Class winners: Paul Dyas (Ford Escort) 42.80s; David Evans (Ford Escort XR3) 42.16s; Paul Gething (Rochdale Olympic) 41.46s; Herbert Shepherd (Jaguar E-type) 38.77s; Mike Munday (Mini 1275GT) 46.63s; Shaun Hestridge (Talbot Sunbeam Lotus) 40.37s; Phil Tatham (Honda S800) 43.80s; David Cutcliffe (Lotus 7) 38.55s; John Webster (Imp Californian) 39.66s; Paul Turner (Clan Crusader) 35.62s; Brian Kenyon (Austin Healey Sprite) 37.42s; Deryk Young (Maryk Mk16) 34.68s; Mark Harbord (Terrapin I/C 37) 36.80s; Gordon Marston (Reynard 80SF) 35.10s; Payne 30.72s.

Ballymena Bob

BALLYMENA, Jun 22: Robert 'Turbo Sam' McGimpsey did it again in the sixth round of the Northern Ireland Tarmac Sprint Championship, when he fought his 400bhp Crossle Turbo round North Ulster CC's very twisty Ballymena Showgrounds course in 1m08.4s.

Championship leader Ronnie Maybin could not match 'Sam's' turbo power in his shared Delta, and had to be content with second spot, 0.6secs in arrears, with son Alan third a further 0.2secs adrift. Best of the saloon brigade was Roy Hylands, in his immaculate Mini, humbling a great many single-seaters.

RICHARD YOUNG

BALLYMENA SPRINT

1, Robert McGimpsey (1.6 Crossle-BDA 26F Turbo) 68.4s; 2, Ronnie Maybin (2.0 Delta T80) 69.0s; 3, Alan Maybin (2.0 Delta T80) 69.2s; 4, Jimmy O'Boyle (1.6 March BDA-772) 72.6s; 5, Roy Hylands (1.3 BL Mini) 73.2s; 6, Bertie Spring (2.0 Crossle 51F) 73.3s.

Class winners: Colleen Morrison (1.0 Clan Crusader); Hylands; Ivor Christie (1.4 BL Mini); Bertie Law (2.3 Vauxhall Chevette HSR); Robin Walsh (1.6 Opel Kadett); John Crothers (Ford Escort RS2000); Michael Beattie (1.6 Image FF1); Jacky Harris (2.0 Crossle 56F); McGimpsey. **Ladies Award**, Jenny Kennedy (2.0 Reynard 81SF).

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