DECEMBER 19-26 1985 95

# AUTOSPORT

## PROST'S YEAR

EXTRA: FORMULA 1 GRAND PRIX SUPPLEMENT

SENNA SPEAKS ◆ PRIZE QUIZ ◆ FERRARI TESTAROSSA

December 19/26, 1985

Vol 101 No 1

# AUTOSPORT


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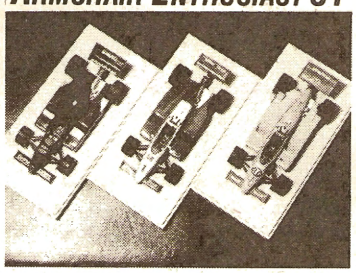

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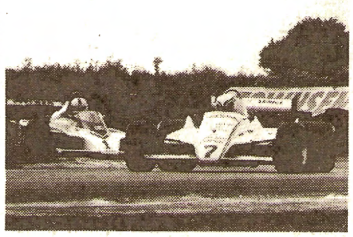

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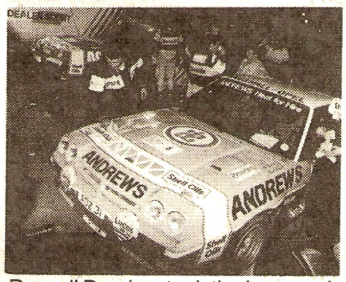

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## FORMULA 1 WORLD CHAMPIONSHIP SEASONAL REVIEW SUPPLEMENT

Nigel Roebuck looks back on the 1985 Grand Prix season to give you his expert analysis of the Formula 1 year — Plus Ayrton Senna interview by Maurice Hamilton, and Doug Nye's technical focus.


## FRONT COVER

The 1985 Formula 1 World Champion, Alain Prost, leads the Grand Prix field away at Zandvoort with sensation of the season Ayrton Senna in hot pursuit, while Fabi, Mansell, Boutsen, Surer, Lauda, de Angelis and Warwick look on. Photo: Jeff Bloxham.

## HAPPY CHRISTMAS

Welcome to our bumper Christmas issue, at the one-off price of 95p. We remind you that no issue will be published next week, but that our January 2 issue will start 1986 on a high. Included will be a full run down on the adventurers setting out on the Paris Dakar challenge, a review of the past year's Formula 3 season, the Tony Pond column, and some rather more off beat features.
This, plus our usual news, for the normal price of just 80p.


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ABC MEMBER OF THE AUDIT BUREAU OF CIRCULATIONS

# Lotus: Derek Warwick or Mauricio Gugelmin?

John Player Special Team Lotus have still to decide who partners Ayrton Senna in the team for 1986. "Sorry," Peter Warr said on Monday evening, "but I'm afraid I've nothing more to report. Things are proceeding rather more slowly than I'd expected, and it's going to take a little time yet. Personally, I don't see there's any real rush, though.

"FISA's deadline for driver nominations is January 31, so that's the absolute deadline, but obviously I'd like to settle it before then."

Warr declined to go into further detail, but we understand that the team's choice is between Derek Warwick and Mauricio Gugelmin.

In the Estoril pit lane the word was that Warwick was the choice of everyone but Senna! And it seems frankly incredible to us that the very talented Englishman, who has five years of Formula 1 experience (and greatly impressed the team with his one-off test for Lotus prior to the Grand Prix of Europe), should face opposition from a Brazilian F3 star for a place in the British team with British sponsor! However, the matter seems to be coming down to the battle of wills . . .

Warwick — logical choice.

Gugelmin — Senna's choice.

# Surer and Berger to move

As we closed for press, it seemed certain that two more vacant F1 seats were about to be filled, Gerhard Berger leaving Arrows for Toleman, Marc Surer returning to Jack Oliver's team in Berger's place. Neither move, however, had been confirmed by Tuesday. "We're in no great hurry," Toleman's Peter Collins told us. "The FISA deadline is Jan 31."

Ever since Toleman's deal with BMW for 1986 was announced, Berger — a man much in favour with Bee Em Vee — has been considered favourite to join Teo Fabi. And Surer, who drove for Arrows for three seasons before leaving a year ago, has always been highly favoured by Barclay, whose sponsorship he originally took to Oliver's team.

# Latest F1 schedule

As yet FISA has failed to announce a definitive calendar for the 1986 Formula 1 World Championship, but in Paris over the weekend details of the schedule became known. We must stress, however, that it has yet to be ratified.

| | |
|---|---|
| Mar 23 | Brazil |
| Apr 13 | Spain (Jerez) |
| Apr 27 | San Marino |
| May 11 | Monaco |
| May 25 | Belgium (Spa) |
| Jun 15 | Canada |
| Jun 22 | Detroit |
| Jul 06 | France (Dijon) |
| Jul 13 | Britain (Brands Hatch) |
| Jul 27 | Germany (Hockenheim) |
| Aug 10 | Hungary (Budapest) |
| Aug 17 | Austria |
| Sep 07 | Italy |
| Sep 21 | Portugal |
| Oct 12 | Mexico |
| Oct 26 | Adelaide |

Enthusiasts of the track which invariably produces the best race of the season will be sad to see no mention of Zandvoort on the calendar. More than a few will be hoping for the cancellation of one of the 'firm' races so as perhaps to allow the Dutch one back. . .

To no one's great surprise, the Argentine GP, originally rumoured for March 9, has disappeared, and there is no mention of a possible Grand Prix of Europe.

Is South Africa finally gone from the Grand Prix racing scene? We thought that was the case, but rumours from Paris suggest a 'reserve' date for Kyalami of 8 November 1986 . . .

Pironi — F1 return at last?

# Pironi's F1 comeback?

Rumours at last Friday's FISA Prizegiving in Paris suggest that Didier Pironi could make his return to Grand Prix racing next year — at the wheel of a third Ferrari!

We understand that fears of depleted Formula 1 grids in 1986 have led to the serious suggestion of three-car teams from both Ferrari and Brabham. Pironi has always maintained his intention to return to racing as soon as he was fully fit, and Enzo Ferrari has always promised that on that day he would provide a car for the Frenchman.

Messrs Alboreto and Johansson, in light of Maranello's poor competitiveness and reliability during the second half of 1985, may have limited enthusiasm for such a scheme.

# Berlin GP street circuit projected

Both FISA and FOCA have been approached by the adminstrators of the City of Berlin with a view to staging a Formula 1 Grand Prix there in 1987.

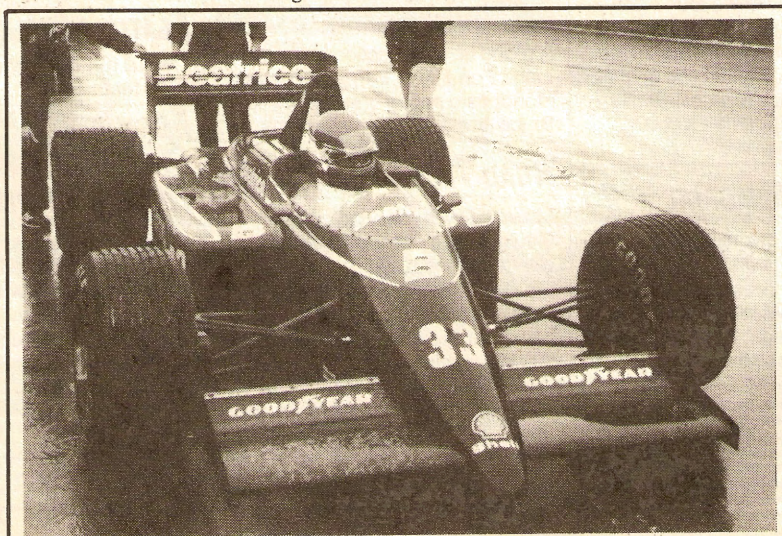
That year the city will celebrate its 750th anniversary and the would-be race promoters are seeking to arrange something exceptional to mark the occasion.

The idea would be to construct a temporary street circuit, and it is felt in Germany that, with the single exception of the well-established Norisring track in Nuernberg, this could only be achieved in Berlin due to that country's strong environmentalist lobby.

It seems that FOCA's Bernie Ecclestone has been very receptive to the scheme, and FISA's Derek Ongaro and Klaus Steinmetz have been asked to go to Berlin so as to offer advice on the circuit. A site adjacent to the airport at Tempelhof has been mentioned as a possible venue.

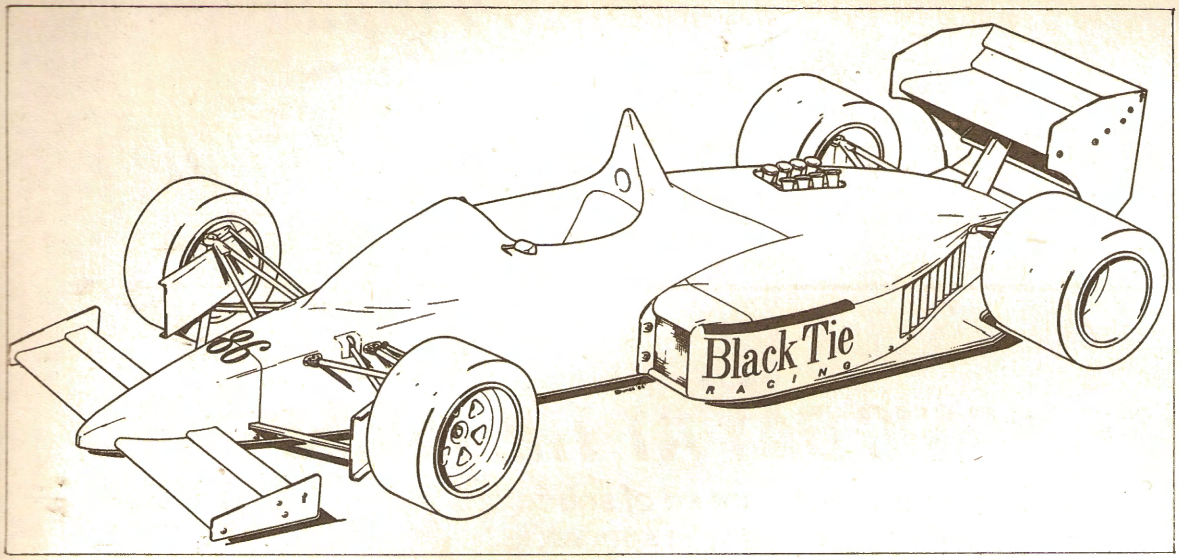
# AUTOSPORT

**Each year, just before the festive season the AUTOSPORT offices are innundated with countless cards expressing the good wishes of our many friends and readers in motoring and motor sports — so many that it is quite impossible for us to reciprocate on an individual basis. Therefore we take this opportunity, on behalf of the AUTOSPORT Editorial and Advertising Departments, to thank you all, and to wish you a very Happy Christmas and contentment in a prosperous New Year.**




# Tambay tries F1 Beatrice

Patrick Tambay had his first run in the Beatrice Loa-Hart last week — and it was brief! At a torrential Brands Hatch the Frenchman spun on 'rallycross' mud at the exit of Clearways, and hit the pits barrier, to the severe detriment of a front corner. The shunt occured after only six or seven laps. Patrick is rumoured to be giving the new Duckworth-designed Ford V6 turbo its first run 'somewhere in the States' in the near future.




The BTR-3000 is designed around a light-weight composite tub, with integral carbonfibre roll hoop and very little bodywork.

# Black Tie Racing plans F3 and F3000 chassis for '86

Black Tie Racing Limited is a new company set up to evolve, build and develop chassis for the senior single-seater racing formulae. Formed by Briton Ian Ashdown and American Tom Alpern, the ambitious concern intends to market cars for F3000 and F3 in 1986, as the initial phase of a projected long-term future in the business.

The company is to base its manufacturing facility in a factory at Tricate, in Northern Italy, and will also maintain administration and spares departments at new premises in England. At present, Black Tie Racing is operating from temporary accommodation in Wallingford, Berkshire.

Ian has an impressive background within motor sport over the past decade, having designed chassis for Tiga Race Cars, worked on Spirit's F1 design team and devised specialised gearboxes for Hewland Engineering and the ATS and Arrows F1 teams. Most recently, he was responsible for the design of Reynard Racing Cars's first F3000 chassis, although the project has since been put on ice.

His Black Tie Racing F3000 and F3 designs, started in the summer, are based around the same composite tub, of carbon fibre, Kevlar and honeycomb 'pre-preg' materials. Ashdown started completely afresh, encompassing the latest technological advances in his quest to achieve an uncompromised result.

The BTR-3000 and BTR-3 derivatives are now fully drawn, by Ian and former Reynard draughtsman David Hutting, and their initial aerodynamic configurations are the result of extensive wind tunnel research, using quarter and full-scale models.

Ashdown worked with Gustav Brunner on the ATS D6 — the first F1 car to feature a one-piece carbon fibre chassis/body moulding — and became a great friend of the Austrian designer. His influence is clear on the body styling of the Black Tie Racing machines, although no direct input was made.

"The cars are not revolutionary in any way," explains Ian, "as history has shown that trick cars rarely work. I've kept the chassis as simple as possible, and we will use the best materials available, while trying to keep production and retail costs in check."

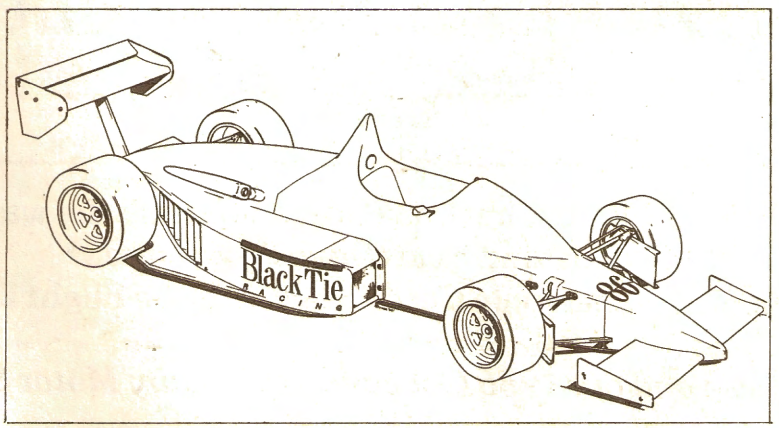
Both models feature push-rod suspension, with cast magnesium uprights and a full inventory of high-specification safety and performance components as standard equipment.

The BTR-3000 has been designed to accept Cosworth DFV/DFY engines or the Lamborghini-derived Motori Moderni unit while the BTR-3 will take any of the current list of 2-litre power plants.

Each design has its own one-piece BTR gearbox/bellhousing (incorporating engine oil tank, clutch slave cylinder, wing mount, modified Hewland gear cluster and jacking points).

The company currently has the support of a number of outside investors who are equally keen to make the BTR venture a reality. An initial build of one BTR-3000 and two BTR-3s is planned. Details from BTR on (0491) 32333.

Ashdown's F3 design is small and neat. The BTR-3 shares the F3000's monocoque.




# Evans buys first Lola

Formula 3 graduate Gary Evans is the first customer for Lola's 1986 F3000 chassis, designated T86/50. Evans (25), will be fielding his own team in the International series next season, and will take delivery of the car in early March.

"I took the decision to go Lola because of Ralph Bellamy's track record," said Gary, on announcing the deal. "He designed this year's championship-winning March, and I have every confidence that he has produced another top design for Lola, in the T86/50.

Evans's equipe, shortly to sign a leading team manager, will be backed by a number of sponsors, including Bedford Trucks, Mobil, Tanzifco, Trimoco Leasing, Vauxhall Motors and Wallspan.

Jan Lammers — CART and IMSA duties.

# Dual roles for Lammers with AAR

Jan Lammers, now confirmed by Dan Gurney as All American Racers' number one driver in 1986, is continuing to test the current Eagle Indycar in California. The new car, Gurney told our American Editor last week, will not be ready until the end of February.

Dan's Toyota-powered IMSA GTP car, on the other hand, is very nearly ready, and testing will begin early in the New Year. Lammers, with his recent Porsche 956 experience, should have a lot to contribute to the GTP car's development. As yet, though, Toyota have taken no decision about a race programme for the car in 1986.

# WSR stays with Ralt-Volkswagen

West Surrey Racing boss Dick Bennetts was able to end one part of the speculation over his 1986 plans at the beginning of this week. He will be using Volkswagen powered Ralt RT30/86s in Formula 3.

"That is about the only concrete news I have so far," said Bennetts on Monday. The New Zealander confirmed that he had investigated all available chassis options before taking his decision; "but my choice had to be based on giving my drivers, whoever they might be, the best opportunity to win races. There were financially more attractive deals but the Ralt-VW combination gives me the most confidence of being able to win."

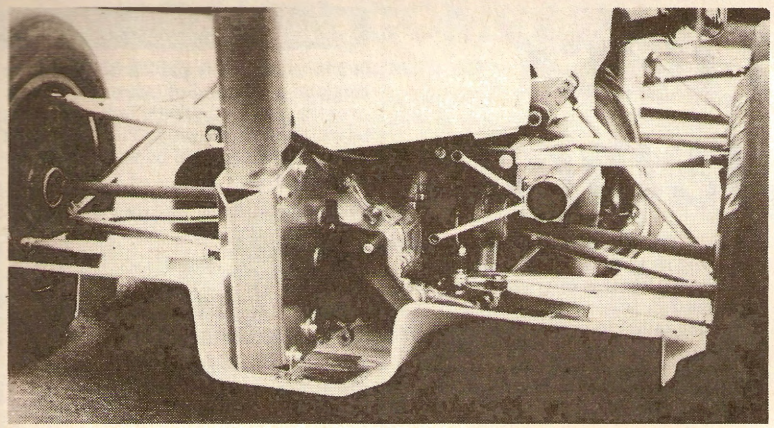
As far as signing any drivers to follow in Mauricio Gugelmin's footsteps, Bennetts had no news except for the confirmation of Damon Hill's unhappy loss of sponsorship (*see separate story*).

"I have got a waiting list of drivers, and ideally I will be able to make a decision before I go to NZ this weekend."

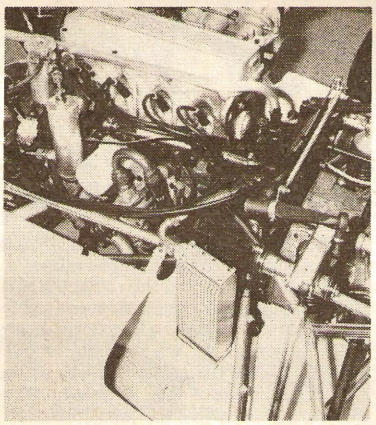
On his projected F3000 plans Bennetts is still waiting for Gugelmin (and Lotus) to reach a decision. "It is getting a bit late to get organised now, and Mauricio knows that I need an early decision. I am not totally committed to running with him, but in a new formula I would prefer to go with a driver I know."

# New Miami GP course

Next year's IMSA Miami GP will be held on what will be the third street venue in the town in the past two years. The Lowenbrau-backed event, which will be held over two successive weekends in February and March, will be held around Biscayne Bay and the Bicentennial Park, rather than Bayfront Park. The 1.9 mile track is expected to be much faster than the previous IMSA circuit and the entire event is to be televised by NBC.



The 1986 Ralt RT30 features revised rear suspension and new underwing venturi tunnels.



Conventionally mounted rear springs

# Ralt launches revised RT30

Ron Tauranac proudly showed off his new Formula 3 challenger at the beginning of this week, designated Ralt RT30-86.

After a tentative early career the flat bottomed RT30 model gradually took over in Formula 3 during 1985, winning the British Championship. Now, with a full year's experience of the regulations, comes the second generation car, well ahead of time and due to be in customers' hands in time for extensive pre-season testing.

Visually the new car does not look a great deal different from its predecessor but, apart from the nose and cockpit, everything is changed in detail. Following true Tauranac tradition, though, it will be possible to update existing RT30-85s.

The main revisions lie underneath the engine cover, which conceals an entirely new rear end. Last year's car featured the spring/damper units mounted longitudinally atop the gearbox. This year they have been moved to a more conventional vertical site. "Following some wind tunnel tests we thought we needed a slim rear end for 1985. That is why we put them on top of the gearbox," said Tauranac. "But as we went through the season, we found that a slightly fatter rear end was more beneficial. What our work did prove was that what we wanted was a lower and cleaner underwing which is what the new arrangement allows."

The rear uprights are new, although they accept all the old hardware, and permit the raising of new upper wishbones. The lower wishbones are now above the single piece rear floor and the whole effect, which will be repeated on the F3000 model due next month, is extremely clean and tidy.

Also, to help accommodate the new suspension, the RT30-86 has a new bellhousing/oil tank casting, the wishbone mounting points being designed to shear without damaging the expensive item in the event of an accident.

The asymmetrical side-pod arrangement is retained, but the left hand one is changed, to house a new smaller, bespoke copper water radiator.

The interchangeable aluminium monocoque is modified at the front with a slot to allow easy spring platform adjustments. In detail, almost every item on the car is modified for improved performance and in every way this Ralt looks tidier than its predecessor.

Five cars will be delivered before Christmas with the remainder of the current 56 car order book coming out of the factory at one a day, from the beginning of January. The majority of the cars will be fitted with VW engines but three are scheduled to have the new TOMs Toyota units and one to take an Alfa Romeo.

While visually similar to its predecessor, the RT30-86 incorporates myriad detail changes.

# Byrne lands IMSA Mercury seat

Irishman Tommy Byrne has landed a plum drive for the 1986 Camel IMSA series. The 1982 British F3 champion will share one of the fabulous Roush Protofab-built Mercury Capris in the GTO class of the championship, starting at the Daytona 24 Hours in February.

Tommy joined the team for the recent '85 series finale at the Florida track, and ran second, behind John Jones's similar car, until electrical problems halted him two laps from home.

"I'm absolutely over the moon about the deal," said Byrne this week. "The team is excellent, and once I get used to handling 650bhp without downforce, I'm confident that I will be up front, and hopefully winning races."

# Pressure off Kremer C-car team

On the recommendation of the Endurance Commission, the FISA Executive decided in Paris last week that the Kremer Group C sports-prototype team should be allowed to proceed unhindered with its 1986 programme.

The Executive has suspended both the US$10,000 fine imposed on the German team for misconduct by its mechanics at Mosport Park last August (see *P&P* last week) and also the withdrawal of the team's entrants licence that resulted from non-payment.

Apparently it is FISA's intention to waive the penalties altogether provided that the team stays out of trouble during 1986.

The move allows Manfred and Erwin Kremer to continue planning for their new sportscar racing programme which, we hear, is to be based around the last 'customer' Group C version of the Porsche 962C to come out of Weissach. The rival Joest and Brun teams will also be racing new Porsches next year, and the Brun team has already been testing its latest car.

Thierry Boutsen did three solid days of testing at Paul Ricard last week and will again spearhead the Brun Motorsport attack, although there is still no word as to who might be the talented Belgian's co-driver.

# Hill loses Ricoh deal

Drastic news for Damon Hill late last week was that sponsors, Ricoh Copiers, would not be supporting him in F3 next year.

Hill has enjoyed full support from Ricoh in FF1600 this year and has developed to the stage where he can run with anyone. "Their withdrawal came as a shock to us and has left very little time to find a replacement. Ricoh have not really explained their decision and as they were totally happy with the coverage they were receiving, I can only assume that there has been a change in the company's marketing policy."

Damon, of course, was widely rumoured to be running with Dick Bennetts' West Surrey Racing Team in F3 next year and has indicated that the Kiwi is prepared to hold open the drive for a short time. "We don't have long to sort ourselves out though."

Asked whether Ricoh had contravened the terms of a three-year option that supposedly existed with Hill, Damon would only offer a "no comment".

# Saloon car '86 dates

The definitive calendars for the British and European saloon car series have been released this week, and they make fairly interesting reading, with no fewer than five date clashes, which will effectively stop competitors taking part in both series. The dates are as follows:

### FIA EUROPEAN TOURING CAR CHAMPIONSHIP

| | |
|---|---|
| Mar 23 | Monza(I) |
| Apr 06 | Donington(GB) |
| Apr 13 | Hockenheim(D) |
| May 04 | Misano(I) |
| May 18 | Anderstorp(S) |
| Jun 08 | Brno(CS) |
| Jun 15 | Zeltweg(A) |
| Jul 06 | Salzburgring(A) |
| Jul 13 | Nurburgring(D) |
| Aug 02/03 | Spa 24 Hours(B) |
| Sep 07 | Silverstone(GB) |
| Sep 14 | Nogaro(F) |
| Sep 28 | Zolder(B) |
| Oct 12 | Estoril(P) |

### RAC BRITISH SALOON CAR CHAMPIONSHIP

| | |
|---|---|
| Mar 28 | Oulton Park |
| Mar 31 | Thruxton |
| Apr 13 | Silverstone |
| May 26 | Thruxton |
| Jun 08 | Silverstone |
| Jun 15 | Donington Park |
| Jul 13 | Brands Hatch |
| Aug 10 | Snetterton |
| Aug 25 | Brands Hatch |
| Sep 14 | Donington |
| Oct 05 | Silverstone |

In addition to the clashes with the ETC series, the final Silverstone race also clashes with the James Hardie 1000 at Bathurst, which is also likely to attract one or two of the top British runners. One interesting addition to the European series is the inclusion of a reserve event which will take place in Most, Czechoslovakia, on August 17 if any of the other rounds have to drop out.

# BMW Junior Team back with Group A programme

BMW are to revive the concept of the Junior Team which the Munich manufacturer pioneered back in 1977. The new team will race in Group A next season and the idea is to groom a strong team of young German drivers to contest the 1987 European Touring Car Championship with the promising BMW M3.

The move was announced last weekend during the annual BMW Sports Trophy presentations by Wolfgang-Peter Flohr, the new strong man in charge of BMW's motorsports activities.

Few details of the project were released but it seems that there will be three drivers selected, only two of whom have so far been named. They are Markus Oestreich and Otto Rensing, both of whom have risen from the ranks of Formula Ford 1600/2000, although Oestreich impressed when he raced a Formula 3 car at the Norisring in June.

The tip for the third driver is Franz Dufter, from Renault 5 Turbo racing.

We understand that the revived BMW Junior Team will race cars prepared by the factory, although no firm decision has been taken as to whether the model chosen will be the trusty 635 CSi or the newer and smaller 325i. Current testing of development Group A versions of the latter is beginning to produce better lap times than those of the 6-series car.

The team will contest the German Production series and selected rounds of the ETC in 1986. Meanwhile the company will press ahead with its homologation plans for the 2.3-litre, 16-valve M3 with a view to mounting a full-scale attack on the international series in 1987, taking on such cars as Ford's Sierra RS Cosworth.

The original BMW Junior Team eight years ago consisted of Eddie Cheever, Marc Surer and the late Manfred Winkelhock. The team was successful in achieving its targets with the BMW 320i touring car, but was upgraded in 1978 to Formula 2 racing.

Having failed to persuade Niki Lauda to race the new Brabham-BMW in Formula 1 next year, there was an intriguing rumour in Munich at the weekend that the company had approach the great Austrian to act as 'mentor' for the new Junior team. No such plan, however, could be confirmed by BMW spokesmen.

Herr Flohr ended the announcement with a succinct message to his two new drivers. "If you lose," he told them, "you'll find me breathing down your neck very quickly."

He also confirmed that Gerhard Berger and Dieter Quester would be involved in BMW's 1986 Group A racing programme in some capacity yet to be announced.

## Ford shows its wares

Ford will have a major presence at the Racing Car Show in London next month, with Richard Longman's beautifully-presented Group A Datapost Escort Turbo and one of the exciting RS2000 rally cars amoung the attractions on the Ford Motor Sport stand. The exhibition will take place at the Alexandra Palace Pavilion, North London, fron Jan 9-12.

## Brancatelli in at TWR?

Although no-one would confirm or deny anything, as we went to press all the signs are that Gianfranco Brancatelli has made a decision as to whether to drive for the Tom Walkinshaw Racing organisation in 1986 — both in European Touring Cars and in Group C. We believe that his decision will be affirmative.

The little Italian is presently beating a path around Europe (he was spotted in Sweden last Thursday, Paris on Friday, Kidlington on Monday and Milan on Tuesday!) and is almost impossible to catch, but a sure sign that things are afoot came on Monday when the, until now peaceful, ETC driver market suddenly went berserk as the top drivers scrabbled to get themselves a seat in the annual musical chairs. Until now, no one has been keen to move until the decision of the Italian was known.

More news is expected shortly . . .

## Clay in the Doghouse

Clay Regazzoni was the Guest of Honour at the recent 11th Doghouse Owners Ball at the London Hilton, which raised no less than £20,000 from among the 890 guests, in aid of the International Spinal Research Trust and the WMRAC Benevolent Fund.

## BRIEFLY

■ Mario Andretti paid a brief visit to England at the end of last week to look over the new Lola T86/00 Indycar, which he will drive for Newman/Haas Racing in 1986. We understand he was pleased by what he saw . . .

■ Johncock back to Indy? Our US Editor reports rumours that the 1975 and '82 500 winner may return to his old team, Patrick Racing, to drive a Buick-powered March 86C, alongside the Cosworth-engined cars of Emerson Fittipaldi and Kevin Cogan.

■ In an unfortunate fit of semantics, FISA has insisted that the Group C sportscar series will henceforth be known as the FIA Sports-Prototype World Championship. People involved in the promotion of the series had been hoping that the damaging old 'Endurance' name would be replaced simply by 'Sportscar'.

■ The FISA Executive Committee has approved in principle the concept of a Pacific Challenge as part of the 1986 FIA Sports-prototype World Championship. This is seen as a three-race mini-series taking in the scheduled events at Fuji, Shah Alam and Surfers Paradise, with its own sponsorship, and is designed to attract bigger fields to these overseas Group C events. OSCAR is thought to be seeking a fourth fixture in the far-east so as to make the trip even more worthwhile for the European and Japanese teams.

■ Among international guests honoured by BMW last Saturday at the annual Sports Trophy awards in Munich were entrant Frank Gardner and driver Jim Richards, who carried off the Australian Touring Car Championship with a JPS sponsored BMW 635 CSi. Also present was Spaniard Juan Fernandez, who has scored no fewer than 192 career victories in various BMWs, and has been his national champion 19 times!

■ The application of Norisring for a round of the 1986 Group C World series, although originally accepted by FISA, is in trouble from the Safety Commission because the track is too short to qualify for FIA World status. This is a curious rules anomaly, because such is the success of the Norisring 'supersprint' that its upgrading in status will have relatively little effect on the quality of the entry.

■ The Race Officials Club, organisers of the Selangor 800 in Malaysia earlier this month, have confirmed their 1986 event and requested its inclusion in the Drivers World series as a Group C 'supersprint', run over 380kms with a single fuel stop. The Shah Alam circuit is subject to a final FISA inspection to take place before June 1, 1986, as is the Surfers Paradise track in Australia which is currently being lengthened so as to stage a 1000kms Group C event at the end of next year.

■ The rumour in France at the moment is that Dave Price is about to sign up Fabien Giroix to take part in the French Formula 3 series next year. "Yes, we are talking, "admitted Price, "and we're as close to a deal as anything else. It could be tomorrow or a million miles away."

■ Although expected to continue in French F3 next year, this year's sensation, Yannick Dalmas, is keen to graduate to F3000. His name has been linked with the AGS team.

■ The word is that Ruedi Eggenberger's Ford Sierra Turbos in ETC next year will be running on Pirelli rubber. Where does that leave the Volvos?

■ Pierre Dieudonne and Sigi Muller were down at Vallelunga earlier in the week, shaking down one of Eggenberger's new Ford Sierra Turbos.

## WEEKEND SPORT

### OFF TRACK

| DATE/VENUE | EVENT/DETAILS |
|---|---|
| Dec 22 Brands Hatch<br>Nr Fawkham, Kent | Shell Oils Rallycross<br>*Practice from 9.30am* |
| Dec 28 Croft<br>Nr Darlington, Co Durham | Shell Oils Winter Rallycross<br>*With the points at the opening round discounted, the series will now be decided on this and the Mar 16 final round* |

*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.*

Alain Prost — World Champion.

# AUTOSPORT AWARDS · 1985

Timo Salonen — World Champion.

# Major title for the Prof

**World Champion, Alain Prost, is our readers' choice as the 1985 AUTOSPORT International Racing Driver of the Year.**

**The response to this, our fourth such poll, was excellent, especially so in view of the relatively short time allowed to complete and return your voting forms.**

**We received a total of 8368 votes, with no fewer than 455 different drivers and 50 cars being nominated. This set an enormous challenge to our Awards co-ordinator, Elaine Mather.**

**The major category, for the International Driver of the Year Award, was won by new World Champion Alain Prost. He had been runner-up in the poll last year to Niki Lauda just as he had been, by half a point, in the World Championship. It was close for second place but finally just three votes separated runner-up Keke Rosberg (third in 1984) and Ayrton Senna (10th last year).**

**We were forced to a recount to decide the other International Award, that for the Rally Driver of the Year. World Champion Timo Salonen headed the ever-popular Briton Tony Pond by only 13 votes in the final count.**

**There was little doubt you strongly favoured the Williams FW10 which dominated the Racing Car of the Year voting and amassed 346 votes. That was not quite as many as the McLaren MP4/2 — with 523 — in 1984, but the winning margin was just as handsome, if less expected.**

**It was looking pretty close between the Metro 6R4 and the Peugeot 205 Turbo 16 for the Rally Car of the Year award up until voting closed. The tussle was resolved in favour of the Metro by precisely 50 votes, with the RAC Rally winning Delta a strong third.**

**Andy Rouse tied up the National Racing Driver of the Year award and Nigel Mansell, not surprisingly, proved to be a runaway winner of the British Competition Driver of the Year. The World Endurance Champion, Derek Bell — who won this category last year — is runner-up this time around.**

**As ever, the category that brought in the most nominations was for the British Club Driver of the Year. For the third time in four years, the award has been won by a man from the hills — RAC British Hillclimb Champion, Chris Cramer. The popular Anglo-German gained four more votes than Formula Ford track racer Mark Blundell.**

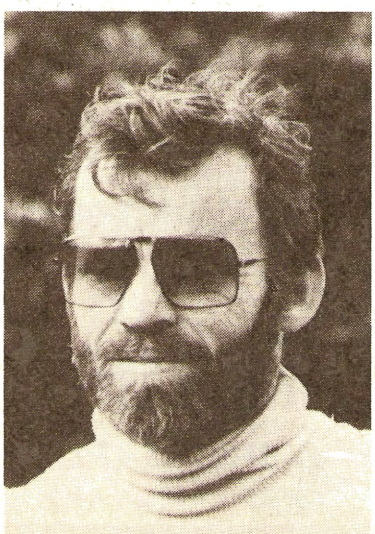
**Newly-crowned Shell Oils-AUTOSPORT National Rally Champion, Mark Lovell carried off the National Rally Drivers Award, amassing more than three times as many votes as his rival, Wille Rutherford.**

**Once again we thank all readers who took the time and trouble to let us know their thoughts. It is pleasing that the AUTOSPORT Awards continue to arouse your interest.**

Nigel Mansell — top Brit.

Andy Rouse — more domination.

Chris Cramer — Club Driver of the Year.



Mark Lovell — National rally champion.

# AUTOSPORT AWARDS·1985
## INTERNATIONAL RACING DRIVER OF THE YEAR

| | |
|---|---|
| 1 Alain Prost | 273 |
| 2 Keke Rosberg | 148 |
| 3 Ayrton Senna | 145 |
| 4 Nigel Mansell | 106 |
| 5 Derek Bell | 80 |
| 6 Christian Danner | 24 |
| 7 Michele Alboreto | 15 |
| 8 Nelson Piquet | 13 |
| 9 Gianfranco Brancatelli | 11 |
| Niki Lauda | 11 |
| Mike Thackwell | 11 |
| 12 Stefan Johansson | 7 |
| Jacques Laffite | 7 |
| Tom Walkinshaw | 7 |

A total of 29 other drivers also received votes in this category.

**Winner's percentage of total:** 27.2
**Runner-up:** 13.5

**Eligibility:** Professional racing drivers, competing in FIA World, European or US events.

# AUTOSPORT AWARDS·1985
## NATIONAL RACING DRIVER OF THE YEAR

| | |
|---|---|
| 1 Andy Rouse | 242 |
| 2 Mauricio Gugelmin | 188 |
| 3 Russell Spence | 138 |
| 4 Mark Blundell | 87 |
| 5 Andy Wallace | 65 |
| 6 Johnny Herbert | 52 |
| 7 Damon Hill | 46 |
| 8 Bertrand Fabi | 18 |
| 9 Graham Goode | 9 |
| 10 Martin Donnelly | 7 |
| 11 Ian Flux | 6 |
| 12 Tim Davies | 4 |

A total of 38 other drivers also received votes in this category.

**Winner's percentage of total:** 25.5
**Runner-up:** 18.6

**Eligibility:** Professional or semi-professional racing drivers, competing in events of International or National status in the UK.

# AUTOSPORT AWARDS·1985
## INTERNATIONAL RALLY DRIVER OF THE YEAR

| | |
|---|---|
| 1 Timo Salonen | 291 |
| 2 Tony Pond | 278 |
| 3 Markku Alen | 82 |
| 4 Henri Toivonen | 68 |
| 5 Ari Vatanen | 67 |
| 6 Juha Kankkunen | 41 |
| 7 Walter Rohrl | 33 |
| 8 Russell Brookes | 16 |
| Malcolm Wilson | 16 |
| 10 Stig Blomqvist | 15 |
| 11 Kalle Grundel | 5 |
| 12 Per Eklund | 4 |

A total of 16 other drivers also received votes in this category.

**Winner's percentage of total:** 27.1
**Runner-up:** 26.0

**Eligibility:** Professional or semi-professional rally drivers, competing in events of FIA World or European status, and/or events of top International status in the UK.

# AUTOSPORT AWARDS·1985
## NATIONAL RALLY DRIVER OF THE YEAR

| | |
|---|---|
| 1 Mark Lovell | 210 |
| 2 Wille Rutherford | 68 |
| 3 Louise Aitken-Walker | 28 |
| 4 Graham Parkinson | 19 |
| 5 Simon Davison | 17 |
| 6 Tony Saddington | 15 |
| 7 Phil Collins | 11 |
| 8 Ken Wood | 9 |
| 9 Chris Mellors | 6 |
| 10 Stuart Nicholls | 5 |
| 11 Dougie-Watson-Clark | 4 |
| 12 Pete Slights | 3 |

A total of 5 other drivers also received votes in this category

**Winner's percentage of total:** 50.5
**Runner-up:** 15.1

**Eligibility:** Semi-professional or amateur rally drivers, competing in events of National status in the UK, or events of secondary International status in the UK.

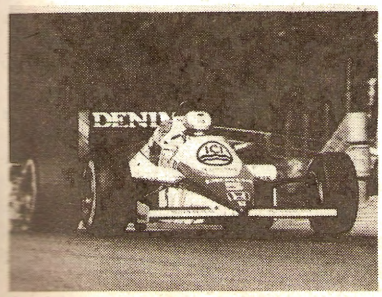
# AUTOSPORT AWARDS·1985
## BRITISH COMPETITION DRIVER OF THE YEAR

| | |
|---|---|
| 1 Nigel Mansell | 509 |
| 2 Derek Bell | 304 |
| 3 Martin Brundle | 20 |
| 4 Tom Walkinshaw | 19 |
| 5 Tony Pond | 11 |
| 6 Jonathan Palmer | 7 |
| 7 Ray Mallock | 6 |
| 8 Win Percy | 5 |
| Andy Rouse | 5 |
| 10 Derek Warwick | 4 |
| James Weaver | 4 |
| 12 Gordon Spice | 3 |

A total of 17 other drivers also received votes in this category.

**Winner's percentage of total:** 56.0
**Runner-up:** 33.2

**Eligibility:** Drivers of British Nationality competing in any class of motor racing at International level.



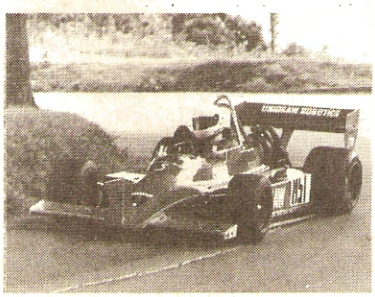
# AUTOSPORT AWARDS·1985
## BRITISH CLUB DRIVER OF THE YEAR

| | |
|---|---|
| 1 Chris Cramer | 59 |
| 2 Mark Blundell | 55 |
| 3 Damon Hill | 27 |
| Mark Rennison | 27 |
| 5 Rod Birley | 24 |
| 6 Colin Stancombe | 15 |
| John Welch | 15 |
| 8 Bob Berridge | 12 |
| 9 John Brindley | 11 |
| Paul Taft | 11 |
| 11 Johnny Herbert | 10 |
| 12 John Pratt | 9 |

A total of 180 other drivers also received votes in this category.

**Winner's percentage of total:** 4.8
**Runner-up:** 4.6

**Eligibility:** Drivers of essentially amateur status, competing in track racing, rallying or off-track events of National status and below in the UK.



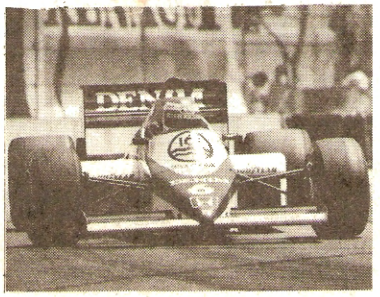
# AUTOSPORT AWARDS·1985
## RACING CAR OF THE YEAR

| | |
|---|---|
| 1 Williams FW10B | 346 |
| 2 McLaren MP4/2 | 98 |
| 3 Jaguar XJR6 | 78 |
| 4 Lotus 97T | 76 |
| 5 Porsche 962 | 69 |
| 6 Spice Tiga C85 | 59 |
| 7 March 85B | 25 |
| 8 Van Diemen RF85 | 20 |
| 9 Ford Sierra XR4i Turbo | 16 |
| 10 Ecurie Ecosse C285 | 15 |
| 11 Brabham BT54 | 8 |
| 12 Ferrari 156/85 | 7 |

A total of 22 other cars also received votes in this category.

**Winner's percentage of total:** 37.0
**Runner-up:** 9.9

**Eligibility:** Any 1985 racing car, specialist or production-based, competing at any level of track racing.



# AUTOSPORT AWARDS·1985
## RALLY CAR OF THE YEAR

| | |
|---|---|
| 1 MG Metro 6R4 | 302 |
| 2 Peugeot 205 T16 | 252 |
| 3 Lancia Delta S4 | 188 |
| 4 Ford RS200 | 29 |
| 5 Audi Sport Quattro | 21 |
| 6 Opel Manta | 20 |
| 7 Toyota Celica Turbo | 12 |
| 8 Skoda 130L | 11 |
| 9 Renault 5 Turbo | 4 |
| 10 RED Sierra 4x4 Turbo | 3 |
| 11 Vauxhall Astra GTE | 2 |
| Rover Vitesse | 2 |

A total of 4 other cars also received votes in this category.

**Winner's percentage of total:** 36.0
**Runner-up:** 29.9

**Eligibility:** Any 1985 rally car, competing at any level of rallying

## Sign here . . .

I am sure that many of your readers have old programmes, photographs and autograph books hidden away somewhere at home, containing the signatures of racing drivers over the years, possibly some from pre-War and early post-War years. Perhaps they are no longer wanted and would, if they came to light during a spring clean, be removed to the bin. Please don't do that, as my hobby is collecting autographs of motor sporting personalities from the past to the present and I'd be delighted to give your childhood autographs a good home.

STEVE HIRST
162 RENACRES LANE, SHIRDLEY HILL, NR ORMSKIRK, LANCASHIRE

## Viva Gurney

It was great to read Doug Nye's article on my sixties hero Dan Gurney (AUTOSPORT Nov 28). My school friend Fred and myself were the carriers of one of the 'Viva Gurney' banners during the mid-sixties. In fact, we had 'Viva Gurney' on one side, and 'I like Dan' on the reverse. One day we were stationed at Druids at Brands, and were asked if we were responsible for the painting on the road, "No," I answered, "but we don't half wish we had been!"

Crowds were smaller in those days, and I watched the '67 Race of Champions from a point just before Dingle Dell corner. There were very few spectators around, pretty well just me and my banner, and when Dan came around on the winner's float after his victory, the smile and wave I got from the 'Great Man' was the highlight of my spectating life.

So many memories spring to mind; the win at Rouen with that Porsche; the devastating performance at Spa in '64 — all for nothing; the unconfined joy of the victory at Le Mans and Spa.

I agree, Doug, he was a real *racer*. Remember, he was the only man Jimmy Clark felt could be tough to beat during the last years of the 1½ litre F1.

It was a privilege to see him race, and I still count myself as one of his greatest fans. Since he retired I haven't been able to generate excitement for any other individual in racing.

BARRY BOOR
LLANDEGFAN, ANGLESEY

## 10

Ten years ago this week (AUTOSPORT, December 18/25, 1975), things were beginning to bubble on the F1 front with the news that James Hunt had been signed up by the Marlboro McLaren team. We all know what that led to... Embassy pulled out of F1 in the wake of the loss of Graham Hill and his team, Surtees launched their latest challenger — the TS19 — and Jacques Laffite (whom we interviewed in his capacity as F2 champion) was out and about the circuits testing the new Ligier-Matra.

Brands Hatch announced it would be changing its circuit, with Paddock Hill Bend being redesigned and a new straight behind the pits. We had season surveys of the F5000 series on each side of the Atlantic: the US title going to Brian Redman and the European honours going to Teddy Pilette.

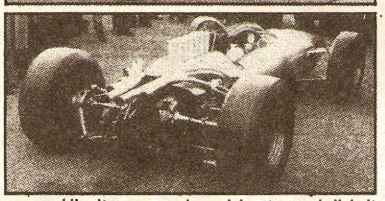
For his Christmas road test John Bolster was out and about cruising the streets in a rather stylish 8-litre Bentley (below) which had our scribe in paroxysms of joy. The only problem was the fitted bottles of perfume. Surely Dom Perignon would be a better idea?

Nigel Roebuck related tales of one of his heroes, Monsieur Jean Behra, while Eoin Young was writing about speedsters of a different ilk — Formula 1 power boats. And to cap it all, the devilish Christmas quiz. Do you know what the highest placing ever achieved by a professional journalist in a *Grande Epreuve* was? And who was the last winner of the Solitude Grand Prix? And, if you think those are tough, which two Grand Prix drivers were born within a fortnight and made their Grand Prix debuts in the same year in the same marque of car? Drivers, cars, dates and places of birth, debut races and entrants were all the details requested...

## 20

Twenty years ago this week (AUTOSPORT December 17/24, 1965) Enzo Ferrari had just hosted his annual press conference and John Bolster had been down to Maranello to witness it. He came back with the first pictures of the Ferrari 3-litre chassis (below) fresh for the new '66 engine regulations, of course. The Commendatore had been in sparkling form and apart from giving details of his F1 challenger, had been enlightening the attendant scribes about one or two political problems within the country. The government was apparently suffering from a profusion of anti-motoring morons and licensing a Rolls-Royce in Italy at the time cost the same as taxing 50 Fiat 500s.

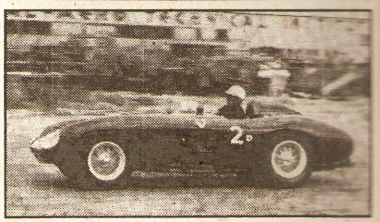
The situation prompted Bolster to comment that at least they realised that



speed limits caused accidents and didn't impose restrictions on the autostradas. This brought us closer to home... *Sports News* implored you to write to your MP appalled at the proposed imposition of the 70mph speed limit. We thought it would cause widespread congestion, police unpopularity and potentially lethal angry, frustrated drivers — not so far off the mark. Twenty years later we almost progressed to 80mph on our straight, well kept motorways with two decades of mechanical and tyre development, but it was not to be. . .

With the 3-litre regulations came the end of the successful road for the Coventry-Climax. Between 1958-65, Len Lee and his men could boast an F1 record which produced 95 victories and four World Championships — two apiece to Jim Clark and Jack Brabham.

## 30



Thirty years ago this issue (AUTOSPORT, December 16/23, 1955), there was concern in the world of sportscar racing, following the announcement of the regulations for 1956's Le Mans: with the recommended seat width being 50 (yes fifty) cms. It was suggested that unless the driver was of Billy Bunter proportions, then the adoption of safety belts or the provision of several loose cushions would be necessary...

The Scuderia Ferrari line-up for 1956 was further strengthened when Juan Manuel Fangio signed to drive alongside Luigi Musso, Eugenio Castellotti and Olivier Gendebien.

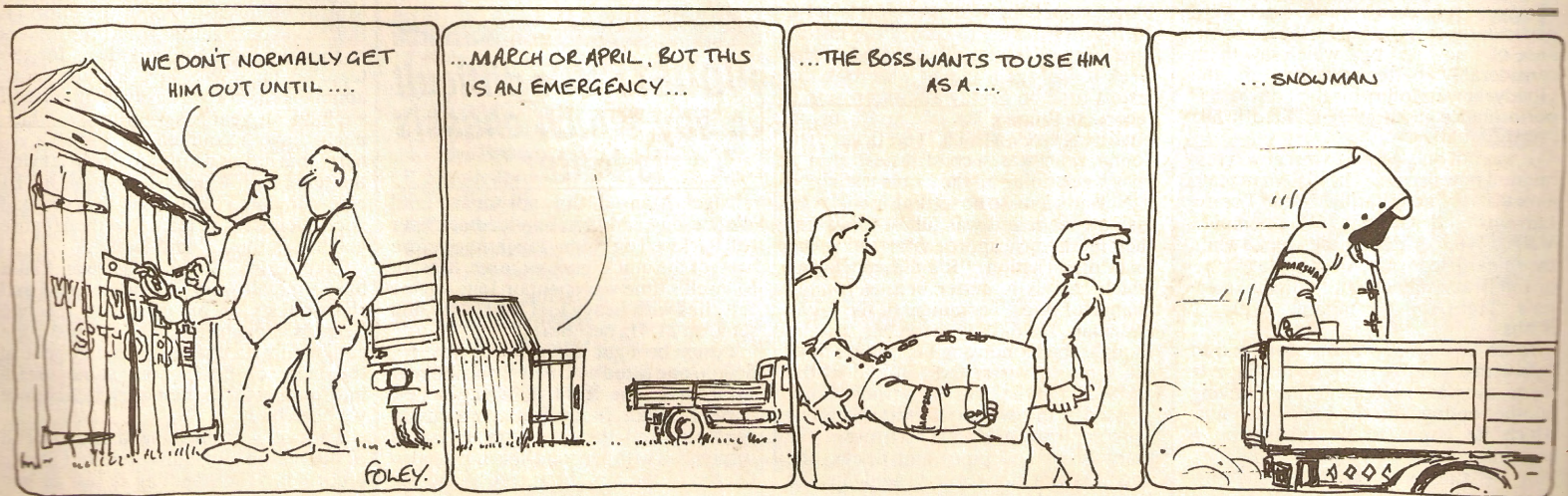
The first big race of the Nassau meeting, the Governor's Cup, was won by the Marquis Alfonso de Portago in a Ferrari from Phil Hill (above) and Sherwood Johnston.

Three days after 40 cars had set out on a 1588 mile route 23 returned to the starting point after the Round-Portugal Rally. The winners were Filipe Nogueira/Hermano Areias in a Mercedes-Benz 300SL (below), beating the first car off the ramp, the self-built and Peugeot-based AR of Nunes Ribeiro.

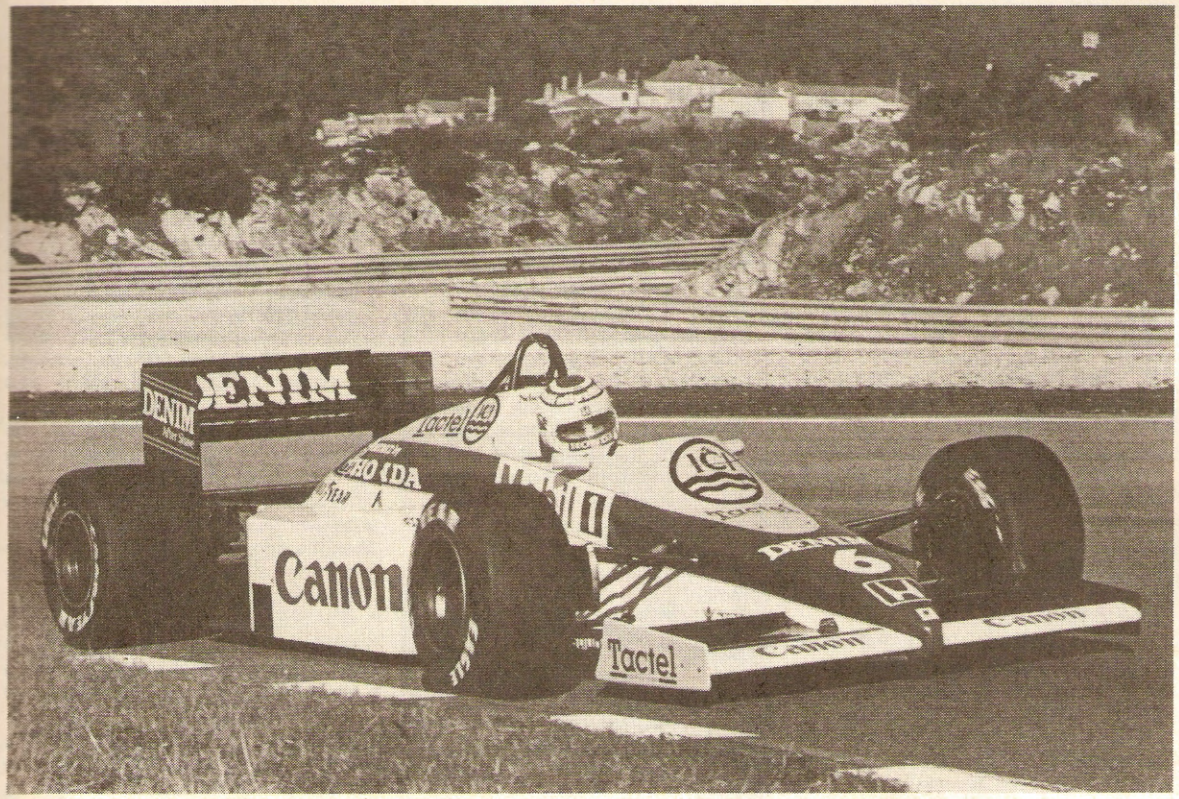
Technical Editor John Bolster took a look at the role of noise in motor sport and pronounced that he thought it to be an unnecessary annoyance that had been deemed a necessity. The glorious sounding, but thunderously loud BRM V16 was still to come...

## CATCHPOLE

### BARRY FOLEY



REPORT: JEFF HUTCHINSON — PHOTOGRAPHY: IPA




Running the best of the Goodyear qualifiers, Piquet produced a stunning lap with the Williams, swiping nearly five seconds off the record.

# Piquet shatters record

**There was plenty of action at Portugal's Estoril circuit last week as a total of eight teams and 19 drivers took part in the first of three major testing sessions scheduled for this winter before the 1986 Grand Prix season opens next March.**

**Unlike last year's testing in Estoril, which was washed out by rain for all but half a day, the weather could not have been better for the Goodyear and Pirelli runners. They had three and a half days of sunny but cool dry track conditions mixed with a day and a half of wet weather running from damp to the almost flooded track conditions of this year's Grand Prix.**

"It was a good test. We had just the right weather to test both our new wet and dry tyres against our 1985 rubber and learned a lot during the week," said Goodyear's Lee Gaug, who had shipped out almost 1300 tyres for the week, about half of which were new test tyres from new moulds, new construction and new compounds for both front and rears.

Pirelli brought along similar numbers of tyres for their teams and were particularly encouraged by the performance of a new wet tyre which saw them considerably better matched to the Goodyear wets following their disastrous performance in the wet at Estoril last April.

It was not only a time to test new tyres, but also new drivers. The Toleman team gave tests to Paolo Barilla, Oscar 'Poppy' Larrauri and German F3 Champion Volker Weidler during the week, while the Minardi team ran Alessandro Nannini and Brabham none other than America's TransAm Champion, Willy T Ribbs.

Mike Thackwell was also on hand to help with testing for the Williams-Honda team as was Philippe Alliot having another outing with the Ligier-Renault, which he hopes to be driving on a permanent basis for 1986.

It was still too early to see any new chassis at this test, although several teams were trying modifications to their old cars in search of improvements yet to be finalised for their '86 chassis, which nobody looks like running much before the final winter test in Rio, a month before the Brazilian GP.

Despite the lack of new machinery, Ayrton Senna's pole winning practice lap record of 1m 21.07s set for this year's race didn't take long to fall when Nelson Piquet lapped the Williams-Honda in 1m 20.70s on Monday to record the fastest time of the first day. By the end of the week it was again Piquet who took the fastest time on Friday afternoon with a record shattering lap of 1m 16.76s on qualifying tyres, a full 1.7 secs faster than Senna, who was second fastest after a busy week doing all the Lotus testing.

Nelson seems to be settling in well with his new team and was full of praise for their methodical approach to testing and team organisation. "It's difficult to say which chassis is better because of the change of tyres," commented the cagey Brazilian. He did say, however, that he thought the Honda engine, "didn't have the same power at the top end as the BMW," but he was nevertheless impressed by the overall performance if not the complexity of Honda's V6 turbo. "So many wires and pipes and things, the engine is a lot more complicated than the BMW," said Nelson studying the engine and no doubt thinking there is also a lot more that can go wrong.

He had just returned from Japan along with Nigel Mansell after a 36-hour flying promotional visit to Honda. "I drove the old FW09 test chassis around the Suzuka track a few laps and was taking it easy. They all looked very worried when I wasn't very quick and asked me if I couldn't drive any faster, so I put in a quick lap which was about 5secs under the lap record. Then they were all smiling and jumping up and down with delight. It was really funny," said Nelson, who gained instant popularity with his new employers.

Williams ran two cars at the test and, like most of the teams, were working hard on an engine test programme with one car in a bid to make the most of the new 195-litre fuel regulations. With the other chassis they carried out tyre and chassis testing which included more tests with the AP twin carbon disc front and rear brakes.

## PIQUET: "It's difficult to say which chassis is better."

Nigel Mansell did not drive until Wednesday and then handed back over to Thackwell on Friday lunchtime before most of the quick times were set. Most of Mansell's time was spent on long engine test runs with heavy fuel which saw him set a 1m 21.41s best time.

Lotus brought along two cars for Senna, one fitted with new front and rear suspension, the front featuring a new upright with modified suspension geometry and the rear with a revised suspension with a second link mounted to the top of the upright as well as the top wishbone.

The 'standard' chassis was used for engine development, the Renault engineers kept busy for nearly two days trying to cure an electrical misfire before the engine ran properly and Senna set the second fastest time of the week running Q-tyres.

Brabham brought three BT54s to the test, one for engine testing with new electronics which, as with Renault, took some time to get sorted out. The Brabham mechanics were kept busy all week with no fewer than three engine changes for Patrese who has apparently gone through eight engines during testing, much to the consternation of the men from Munich. When he was running, however, he proved to be fast, ending up with the third fastest time of the week during a final run on qualifiers on Friday afternoon.

Elio de Angelis stopped testing on Wednesday afternoon when he strained a muscle between his ribs and so did not get a chance to run qualifying tyres for a quick time. However, during the wet, he proved very fast lapping in 1m 39.38s which was only beaten by Prost with a 1m 37.80s when the track was not quite as wet.

"The engine feels much more powerful than the Renault and the Brabham chassis is also good, but not quite as good as the Lotus in medium fast corners," said Elio who, like the rest of the team, is eagerly awaiting Gordon Murray's new car which he hopes to run briefly in Europe before taking it to Rio for the second test.

"The only parts that will be interchangeable on this year's car are the wheels," confirmed Gordon. "It is either going to be very quick or very slow," he added and was quick to deny the rumoured vast increases in straightline, speeds. "It should be a bit faster in a straight line, but the main reason of lowering the overall height is not to improve top speed, but to get the rear wing working more efficiently and increase downforce and cornering speeds."

Willy Ribbs had to wait until the track was dry on Wednesday afternoon for his first taste of F1 power which he approached cautiously, with a first run of 1m 33.00s. With more boost for a second run he didn't improve upon his time because of the amount of traffic on the track. "It was worse than driving in the rush hour in New York," joked Ribbs. By Friday he was feeling more comfortable with the power and the handling and got down to a creditable best of 1m 25.83s, Ribbs hoping that there will be a chance of a third car for him to drive at the North American races next season.

It was during the test that we learned of the confirmation of Patrese and de Angelis as the Brabham drivers for 1986, Murray enthusiastic about the information he has been getting from both drivers in the running they have done for the team so far. "We have learned more about the car in a few days with them than we have all year," says Murray, which might have accounted for Piquet's remark that he has no regrets about leaving the team with which he spent all his F1 career to date. "You think that you had good friends in the team, but then realise you had nothing," said Piquet.

Like Senna, Stefan Johansson had a busy time all week running engine and chassis tests on his own with the two Ferraris brought along to the test, one equipped with chassis telemetry gear in the hope of finding out some useful information for the new car which has not yet been built.

The cars were unchanged since the end of the season and a disappointed Stefan reported: "The handling is just as bad now as it was at the beginning of the year.

I can hardly stay with the Minardi through the corners and I have had more spins this week than I have ever had in my life." Stefan's quickest time on qualifying tyres was 4.5secs off Piquet's best. Other than a couple of bent wheels, Ferrari survived the week unscathed, however.

The Toleman team took two cars to the test, to carry out extensive tyre testing for Pirelli and engine testing for Brian Hart who had carried out considerable engine development since the last race. "The engine is much better," confirmed Fabi, although on Thursday morning both cars were sidelined for engine changes. A problem with the exhaust valve seat caused much of the Hart's unreliability problems last season. "Something that we would normally have solved before the season started had we been able to test, but with five races in seven weeks it doesn't leave much time for development during the season which is where we suffered," said Hart, who is anxious to continue development for next season.

"At the moment we do not have a team for next year, but it is vital to keep on with development until then. Once you are out of F1 it's even harder to get back in," added Brian, who is hoping that John Macdonald will put a team together for a single car in 1986. Hart also confirmed that he had been talking with Euroracing for next year. "But it didn't seem as though they were very serious about doing anything," he said.

Team manager Peter Collins took the opportunity to try some new blood at the wheel of the second car, Barilla and Larrauri running the second car on Wednesday and Thursday with Keke Rosberg's German F3 protégé, Weidler, getting a run on Friday. Mauricio Gugelmin was also present in Estoril and Ayrton Senna tried to get him a run in the Toleman, but team manager Peter Collins had no time to fit him into the busy schedule.

Barilla set the quickest time of the trio with a lap of 1m 25.12s, 0.4sec ahead of Larrauri, Weidler running the final day 2secs off the pace of the Italian after being suitably impressed by the jump in power from his F3 car. Fabi's best on race tyres was good enough for seventh fastest time of the week.

Alain Prost spent the first three days of the week running the single McLaren-TAG brought to Estoril carrying out testing on a new six-speed gearbox with the sixth gear designed to act as a kind of overdrive in the interests of improved fuel consumption the TAG engine also had an improved electronic fuel injection system and revised turbos, Prost setting what was to be fourth fastest time of the week on race tyres before leaving on Wednesday evening, a tired crown wheel and pinion conveniently letting him down on his last lap in the car on what was otherwise a trouble-free test. Keke Rosberg arrived on Tuesday night ready to carry out the final two days' testing and have his first taste of the McLaren-TAG.

Rosberg wasted much of the first morning getting himself comfortable in the car. "Alain must have very short legs because my knees were jammed under the steering wheel," said Keke. He went back out for another run with a revised seat and immediately got down to within 0.2sec of Prost's quickest time.

"I don't want to say how the chassis feels different to the Williams, because it would give them an idea of where to start looking for improvements," said Keke, who did say that it was nice although as yet a little strange to drive. "The brakes feel different and the steering has a different feel to it so I am not turning in just where I want to at the moment, but that will soon come with more time in the car," he added, also saying that he was surprised that the TAG engine was not as supple at low revs as he thought it was going to be.

For the rest of the test Keke continued the engine and tyre testing programme not attempting to set a quick time on qualifying tyres and not improving on his time set on his initial run with the car.

The Ligier team was carrying out a similar test programme to Lotus with their two cars, Jacques Laffite doing the driving all week and joined by Philippe Alliot mid-week, who set some impressive times in the second car despite long interruptions for a blown engine and broken gearbox.

Written on the side of the car was Jacques Laffite and Ph.? for either Alliot or Streiff, although Gerrard Larrousse confirmed that the team was still hoping to raise the money to pay René Arnoux the million dollars he is asking to drive, or that failing, that Arnoux will drop his price if he really wants to drive next year.

"I am still hopeful that Streiff goes to Tyrrell next season and the second seat with Ligier will be for me," said Alliot, who is hoping to have a definite decision from Guy Ligier before Christmas.

Alliot ended up with the 10th fastest time of the week almost a second faster than Laffite, who was not trying for any quick times.

Jonathan Palmer was back at the wheel of the Zakspeed for the first time since his accident at Spa having only finally got rid of his crutches while on holiday the previous week. "The leg feels good and I probably could have got off the crutches sooner, but I didn't want to put too much pressure on my foot which had several small bones broken in it."

Although Jonathan was still walking with a slight limp, he reported no trouble driving and was excited with the transformation that the new Bosch developed electronic fuel management system has made to the engine — which it should have for the cool £250,000 that it cost Zakspeed to develop.

"It has transformed the engine, which now picks up cleanly out of the pits and slow speed corners, while the power is much better at the top end. I am pulling 500 revs more in top gear than I was here with the same gear last April," enthused Palmer.

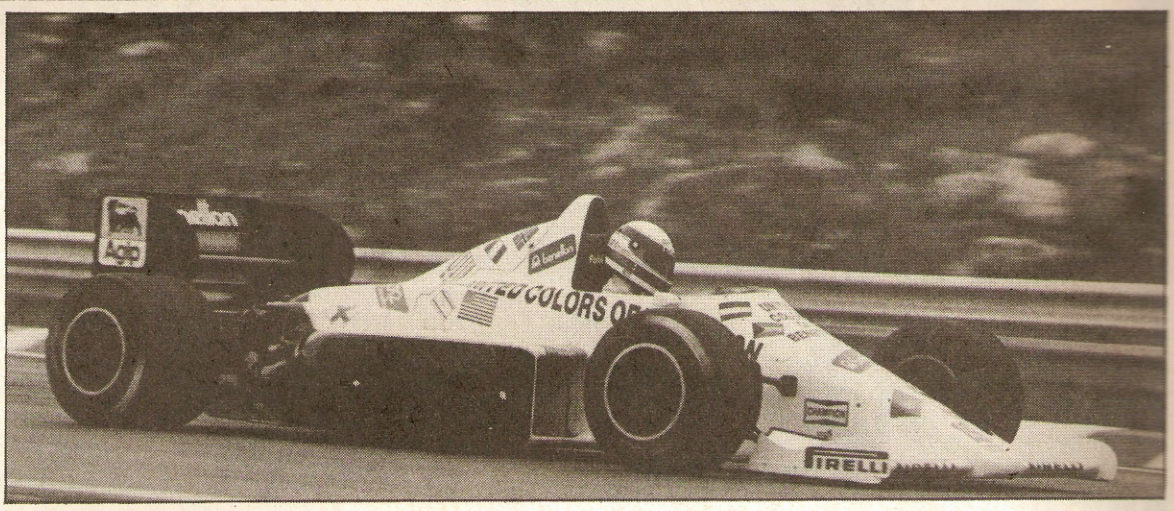
After a couple of days spent sorting out the right chips for the computer and other delays while a clutch and an engine had to be replaced, Palmer finally set what was to be 13th fastest time, despite having very little time to work on chassis improvements. Erich Zakowski confirmed that West would be backing the team for another two years and that he also hoped to run a second car for some of the European races.

Completing the line-up for the week was a pair of Minardi chassis driven by Pierluigi Martini and Alessandro Nannini, although neither drivers did many laps throughout the week. Nannini only spent half a day in the second car, setting a best time of 1m 28.51s before his practice was sidelined by engine problems. Nannini is hoping to run a second chassis in some or all of the races next year if the team can come up with the necessary sponsorship to be able to run it.

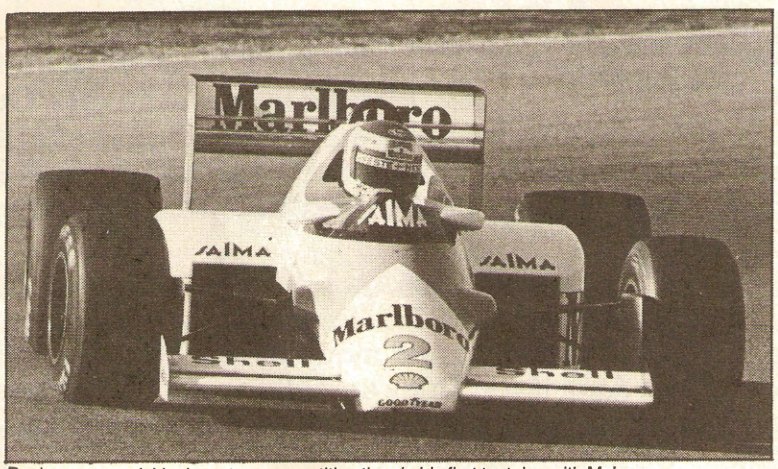
Martini didn't start running more than a few laps until Thursday afternoon, setting what was to be the 15th fastest time on Friday when the team fitted a new aerodynamic package to the car which consisted of revised radiator layout, sidepod shape and a new undertray destined for the new Minardi, which is not expected to make its appearance before the San Marino Grand Prix next year. The team is also awaiting a new Ferrari-developed electronic fuel management system that it hopes to have running for the second scheduled test in Rio, in February.

The chassis run by Martini in Estoril had also been fitted with a new front suspension geometry which Martini said had improved the turn in of the car since he last raced it in the Australian Grand Prix at Adelaide.

The next major test session is scheduled for mid-January in Rio, but with the news that the resurfacing work due to be carried out on the track has still not been started, it now looks likely that the tyre companies will have to find an alternative circuit.




Paolo Barilla was quickest of the Toleman newcomers but Oscar Larrauri came close in fewer laps.




Rosberg was quickly down to a competitive time in his first test day with McLaren.

## ESTORIL TYRE TESTING, Dec 09-13

| | | |
|---|---|---|
| 1, Nelson Piquet (BR) | Williams-Honda FW10 | 1m 16.76s |
| 2, Ayrton Senna (BR) | Lotus-Renault 97T | 1m 18.45s |
| 3, Riccardo Patrese (I) | Brabham-BMW BT54 | 1m 19.22s |
| 4, Alain Prost (F) | McLaren-TAG MP4/2B | 1m 20.65s |
| 5, Keke Rosberg (SF) | McLaren-TAG MP4/2B | 1m 20.83s |
| 6, Stefan Johansson (S) | Ferrari 156/85 | 1m 21.07s |
| 7, Teo Fabi (I) | Toleman-Hart TG185 | 1m 21.28s |
| 8, Elio de Angelis (I) | Brabham-BMW BT54 | 1m 21.40s |
| 9, Nigel Mansell (GB) | Williams-Honda FW10 | 1m 21.41s |
| 10, Philippe Alliot (F) | Ligier-Renault JS25 | 1m 21.50s |
| 11, Jacques Laffite (F) | Ligier-Renault JS25 | 1m 22.34s |
| 12, Mike Thackwell (NZ) | Williams-Honda FW10 | 1m 22.65s |
| 13, Jonathan Palmer (GB) | Zakspeed F1/185 | 1m 23.16s |
| 14, Paolo Barilla (I) | Toleman-Hart TG185 | 1m 25.12s |
| 15, Pierluigi Martini (I) | Minardi-MM M1/185 | 1m 25.45s |
| 16, Oscar Larrauri (RA) | Toleman-Hart TG185 | 1m 25.51s |
| 17, Willy T Ribbs (USA) | Brabham-BMW BT54 | 1m 25.83s |
| 18, Volker Weidler (D) | Toleman-Hart TG185 | 1m 27.44s |
| 19, Alessandro Nannini (I) | Minardi-MM M1/185 | 1m 28.51s |

# Olympus promotion stuns manufacturers

The Olympus Rally, in America, seems to have been included in the 1986 World Rally Championship, according to reliable sources in Paris and in the USA. Although FISA has still to confirm the revision to its rally calendar, it appears as if the series will now be held over 13 rounds, with 11 counting for the Manufacturers competition, and two late additions, the Ivory Coast, and the Olympus Rally scoring for the Drivers Championship only.

The move has stunned most of the major manufacturers, and is even a shock to the organisers of the American event who spent much time in October promoting their event, but ultimately being rejected by the relevant Commission. The Americans always insisted that they could run on whatever date was nominated by FISA, but when their event even ran into authorisation problems — the SCCA have refused to sanction the rally — the only rally in North America which appeared on the recent FISA calendar for 1986 was the Carson City event in December. It seems, now, that the Olympus will be given this date, so that — with the Ivory Coast round squeezed between the 1000 Lakes and the San Remo (over September 23/27), the end of season promises to be incredibly busy.

Predictably, major manufacuturers were upset at these late changes to the premier calendar, particularly as budgets for the coming season are generally finalised and hasty replanning will now be required if an appearance in Washington is demanded. As we went to press, FISA was expected to call a press conference some time this week, when precise details of the changes will be made public.

The continuing Executive committee meeting had delayed any announcements, but as the major force behind the revisions appears to be FISA President Jean-Marie Balestre, it is unlikely that there will be any change in attitude. The President has often spoken of encouraging a major event in America, and he has considerable sympathy for the American federation, exemplified by the appearance of the New York Grand Prix on the FISA calendar for three consecutive years, despite the fact that there was little likelihood that the event would ever take place. There are perhaps parallels with Olympus as, technically, the rally does not exist . . .

# Mikael retained

Remarkably, Mikael Sundstrom has been confirmed as the driver for the British Peugeot Dealer Team in 1986, retaining his place in the first evolution 205 Turbo 16 for a programme in the Open Championship. This was announced by Jean Todt at his Paris press conference last week, British boss Des O'Dell considering that the Finn had been unlucky on the RAC Rally, when he crashed. It seems that Paul White has been blamed for the poor showing on the event, and so for 1986 Sundstrom will have his original Finnish co-driver alongside. In Italy, Gianni del Zoppo, who failed to impress after one season in a 205 T 16 has been replaced by Andrea Zanussi. Predictably, the French press tackled Todt about the lack of a French programme, but the Sport Director insisted that the home effort would continue at world series level.

# Peugeot team revealed

At his annual press conference in Paris last week, Peugeot boss Jean Todt confirmed plans for the defence of the World Rally Championships, explaining that Juha Kankkunen will tackle all 11 rounds of the Manufacturers series. Current title holder Timo Salonen will start nine events, Bruno Saby will again play a supporting role, and Michele Mouton, Shekhar Mehta and Carlos Reutemann all look set to play a part in the Peugeot Talbot Sport season.

There were few surprises in Todt's line up, although Salonen and Seppo Harjanne have obviously been persuaded into starting more events than they ideally wanted to. Conceivably, this is because Todt has not quite managed to build such a strong, experienced list of drivers, and he has had to rely rather more heavily on Salonen than originally planned. The events which the Finn will miss are Corsica and Argentina, when Mouton and probably Reutemann — if he wishes — will stand in.

Ari Vatanen was making his first, welcome, public appearance since his accident in Argentina last August, and although still using a walking stick, he continues to recover. Todt explained that the incident had unbalanced his team, and he was aware how much they missed the Finn, before confirming that Vatanen's contract had been renewed for 1986. Any consideration regarding a comeback still depends entirely on how well Ari's leg continues to progress.

The greatest number of Peugeots is scheduled to appear on the Monte Carlo Rally next month, when Kankkunen (partnered next year by his old co-driver Juha Piironen), and Salonen will be backed by Bruno Saby and Jean Francois Fauchille, and Michele Mouton with Terry Harryman in the Peugeot Deutschland entered 205 Turbo 16. The French girl will actually concentrate on the German National series, although she will have one factory appearance on Corsica, in the latest second evolution car.

The PTS team (l to r): Kankkunen, Vatanen, Mouton, Harryman, Todt, Piironen, Salonen, Fauchille, Harjanne and Saby.

Todt explained during the conference that he saw no firm date when a third evolution car would be introduced, considering that the current machine had still to reach its full potential. The Lombard RAC Rally result, he considered, was one of his biggest disappointments, and further work was needed. Quizzed about whether a semi-automatic gearbox had been tried in the car, he stated that it was an innovation which had not yet been tried, but that if the car became uncompetitive, then it was an avenue which may need consideration.

The team admitted that they still have definite reservations about the car by revealing that while Salonen, Kankkunen, and Shekhar Mehta should be entered in Africa, this will only proceed if there are favourable results from scheduled tests which Mehta is to start in the near future.

In addition to the German car for Mouton which will be run in Monte Carlo, the factory will be backed by Andrea Zanussi in the Italian subsidiary car on the San Remo, and by Mikael Sundstrom on the RAC Rally. There are currently no plans for the team to be represented on either the Ivory Coast Rally, or the recently announced Olympus round in America.

Whittock — back to competing.

# Whittock resigns

Dave Whittock has apparently resigned from his post as RAC Rally route co-ordinator and will shortly be confirmed as Per Eklund's co-driver in a Clarion backed Metro 6R4. There was an outside chance that Whittock might have combined both duties but now he will compete on the rally rather than organise it. The decision means that the RAC Rally is currently without either a Clerk of the Course or a route planner for the 1986 event . . .

# Lancia push for the top position

Lancia boss Cesare Fiorio confirmed his Martini backed team's commitment to the World Rally Championship in 1986, explaining on Sunday that at least two cars will be sent to all the Manufacturers events. It is actually planned that Markku Alen, Henri Toivonen, and Miki Biasion (with their respective co-drivers Ilkka Kivimaki, Sergio Cresto, and Tiziano Siviero), will all start most counters, although for both Sweden and the 1000 Lakes, Biasion will be left out and just two cars entered.

During last week, Alen was in Finland testing tyres for the two forthcoming winter events, and currently the Turin engineers are also working flat out to rectify the fuel injection problem which hampers the Delta S4 at low revs. Although most work will centre on the new car, the Rally 037 will again be used on the Marlboro Safari Rally at Easter.

Fiorio was unimpressed with the latest FISA statement that next year's World Championship has been increased to 13 rounds, and along with other teams, is upset that such a decision has come so late.

Testing in the snow.

# Mehta takes Morocco . . .

Shekhar Mehta (left) ran out an easy winner of the first Marlboro Morocco Rally for nine years. The event was hardly up to the standard of the former World Championship counter with many inadequacies, and only 15 crews actually started the event, of which five made it to the finish. Mehta beat the Citroen Visa Mille Pistes of Olivier Tabatoni (below) by well over one hour with the similar car of Eric Chanriaux a similar distance behind. Indeed, the top three were so far ahead of the rest that, on one stage, they stopped for a snowball fight . . .

# Formula Rally launched

A new company, entitled Formula Rally Organisation, staged its first event at the weekend, launching an ambitious scheme designed to promote rallying in a medium suitable for television coverage. A full report starts on page 25, but the Bettega Memorial must be considered a success, and no time was wasted in confirming a programme of three events for 1986.

There should be one event in Grenoble, another at next year's Bologna Motor Show, and one in Germay probably at the Hockenheim circuit on September 14/15, the weekend before the San Remo event starts. All will be run to a knock-out formula, and the idea is to give manufacturers a chance to run their prized rally cars in front of major audiences. But in the event paperwork, the promoters listed numerous advantages which their new idea boasted over rallying itself.

Rallying as a sport, they considered, meant difficult television coverage; meant that the format, "gives the spectator little sense of racing"; and that, "the public finds the special test sites hard to get to as they are moved further and further away from towns for safety. It was this aggressive sales pitch which drew the greatest reaction, many parties underlining that rallycross had been tried before, and that while there may be benefits, the sport must retain its character, with any "side shows" kept in their place. The FISA President, Jean-Marie Balestre, allegedly went slightly further, and remains unconvinced about the desirability of such occasions.

# Cosworth confirmed

Ford confirmed to a meeting of the Marlboro National Rally Championship organisers last Sunday, that they will indeed be contesting certain rounds of the series with their RS Cosworth (AUTOSPORT, November 14) although, at present, no firm details of the drivers have been settled.

It is anticipated that six to eight cars will be made available to selected dealers following a recent meeting and, with technical and financial help from the company, Ford will approve the drivers for those cars. There were suggestions at the weekend that Louise Aitken-Walker had already been signed up to drive a Brooklyn Garages supported example but, subsequently, it appears that no contracts have been issued to any of the prospective drivers.

According to details supplied by the championship co-ordinator, Graham Robson, the first nominated event is likely to be the Marlboro Lindisfarne Rally on March 8 and the last the Shell Oils/Rally Radio Link Mewla Stages on August 23/24, these five events being supplemented with a European Championship Rally (hinted as being Ypres) included in the series.

With only a limited period in which to prepare the cars, it is Ford's intention to begin the campaign with the car in Group B trim, transferring to Group A when the 5000 run has been completed. However, speculation is already mounting that the championship will not be contested in the 300bhp rear-drive RS Cosworth but in the less powerful — around 200bhp — but soon to be Group A homologated Sierra 4x4. Such a move would directly contradict a statement by Stuart Turner at his motorsport press conference in March this year that there were no company plans to rally the car that had just been announced...

# VW beaten by Opel for Group A title

Although Volkswagen beat Opel in the overall World Championship for rallies, an extraordinary points calculation system has denied them FISA's Group A championship. In the overall manufacturers' world title this year Opel scored four times — and only twice with Group A cars, to gain 25 points (five of which were gained by Group B cars), yet VW scored three times, always because of results by Group A cars and gained 29. In the separately calculated charts for the Group A title, however, Opel scored eight times to take 40 points and VW seven — to take 39.

No such confusion existed in the group B title which followed the overall manufacturers' series, with Peugeot ahead of Audi, Lancia, and then Nissan, Toyota and Renault, while Peugeot gained a further title by winning the Group N award in front of Audi, Toyota, and Fiat. The Fiat driver Michele Rayneri won the FISA Group A challenge based on results gained by non-graded drivers in the European series. This series is to continue in 1986 even though an extra Group A series has been announced — for positions by individual drivers in the World Championship.

**World Championship**

| | | |
|---|---|---|
| 1 | Peugeot | 142 |
| 2 | Audi | 126 |
| 3 | Lancia | 70 |
| 4 | Nissan | 56 |
| 5 | Toyota | 44 |
| 6 | Renault | 38 |

**WCR Group A**

| | | |
|---|---|---|
| 1 | Opel | 40 |
| 2 | Volkswagen | 39 |
| 3 | Audi | 23 |
| 4 | Peugeot | 22 |
| 5 | Toyota | 21 |
| 6 | Ford | 18 |

**WCR Group B**

| | | |
|---|---|---|
| 1 | Peugeot | 63 |
| 2 | Audi | 55 |
| 3 | Lancia | 30 |
| 4 | Nissan | 22 |
| 5 | Toyota | 14 |
| 6 | Renault | 11 |

**WCR Group N**

| | | |
|---|---|---|
| 1 | Peugeot | 36 |
| 2 | Audi | 20 |
| 3 | Toyota | 19 |
| 4 | Fiat | 18 |
| 5 | Renault | 17 |
| | Volkswagen | 17 |
| | Ford | 17 |

John Price will defend his Welsh Tarmac title at the wheel of his Renault 5 Turbo.

# Virgo rings in the new

The 1986 EARS/*Motoring News* and Zenith Motorsport Welsh Tarmac Championships get under way on December 29 with the Zenith Motorsport Virgo Rally over the Epynt military ranges near Brecon.

A capacity entry of 140 cars has been received by the organisers and the quality is just as high.

Leading the crews away will be Bob Fowden, winner of last year's foggy event, but the Llanelli man will be challenged hard by Dennis Moody, reunited with his Escort RWD, and Tarmac Champion, John Price, in the Maxi 5 Turbo. With Theo Bengry, Mal Stuart, the Davrians of Geoff Kitney and Richard Atkinson, and the Chevette of Brian Price also in the entry list, the fun should be great to watch.

Spectators are welcome at the usual venue, Dixie's Corner, from around 0830 with access via the road from Llywel. Parking is, as usual, restricted to one side of the road to allow emergency vehicles to go about their business, and spectator co-operation is requested.

### Leading entries

| | | |
|---|---|---|
| 1 | Fowden/Thomas | Rover SD1 |
| 2 | Moody/Rees | Ford Escort RWD |
| 3 | Price/Bowen | Renault 5 Turbo |
| 4 | Bengry/Watkins | Opel Ascona 400 |
| 5 | Kitney/McCann | Davrian |
| 6 | Stuart/Hanley | Talbot Avenger |
| 7 | Price/James | Vauxhall Chevette HSR |
| 8 | Atkinson/Aston | Davrian |
| 9 | White/Morgan | tba |
| 10 | James/Morgan | Davrian |

# The National Champions . . .

RAC AUTOSPORT
Shell Oils
NATIONAL RALLY CHAMPIONSHIP

The various winners of awards in the final Shell Oils/AUTOSPORT RAC National Rally Championship received their awards on Saturday night. At the ceremony in Nottingham, hosted by *Grandstand's*, Steve Rider, Mark Lovell and Peter Davis were acknowledged as overall champions (left) while, continuing in anti clockwise direction, Simon Davison and Dave Nicholson toast their Group A winning Astra. Shell's Roger Westwood presented the over 2000cc award to Nick Edmund, the 1300cc to 1600cc award to Darrel Staniforth and the under 1300cc prize to Graham and Sue Parkinson.

REPORT: PETER FOUBISTER — PHOTOGRAPHY: COLIN TAYLOR PRODUCTIONS

New World Champion Timo Salonen thrilled the large crowd, but beat their hero . . .

# Ben Hur is back

**Twentieth century chariot racing became a reality at the weekend, when a string of world class rally drivers were pitched into a knockout competition at the Bologna Motor Show. The Bettega Memorial was the inaugural event for a new style of competition called Formula Rally, catering for the latest rallying supercars in pursuit racing.**

**With a sinuous track, over both asphalt and gravel surfaces, thrills and spills were guaranteed, and the crowd wasted no time in expressing their approval, or disapproval, as the drivers' fortunes fluctuated. When the final became a straight fight between Markku Alen's Lancia Delta S4 and Timo Salonen's Peugeot 205 Turbo 16 there is no doubt who was the favourite. But it was the World Champion who stole the honours . . .**

The idea of creating a 'civilised' television environment for rally cars is nothing new of course; rallycross was born with just such intentions, before it developed in a different direction. But with more and more manufacturers pouring money into sophisticated machinery, the time was certainly ripe for a new development. However purists may feel about the rights and wrongs of rally cars being reduced to scrabbling around a car park, team manangers — and their marketing bosses — knew only too well, that a single 90 minute television slot, and an audience of a claimed 50,000 people represent a worthwhile opportunity.

So the invitations to Lancia, Peugeot, Audi, Renault and Austin Rover all brought positive response with factory drivers keen to tackle something different. That is just what it turned out to be as well, because with a supporting programme of Fiat Unos, and the factories all with their own pit area (fenced off with barbed wire of course), there were real parallels with the Grand Prix world.

Instead of wandering around muddy service areas on international rallies, here were Alen and Salonen, Tony Pond and Stig Blomqvist receiving a hero's welcome just for walking by the grandstand; being chased for autographs; and probably enjoying the recognition.

And in the background, also enjoying the occasion (and the winter sunshine), were the team managers, discussing the latest hot topics. FISA's last minute alterations to the 1986 World Championship calendar were debated, and there was discussion too, about the place for Formula Rally events. Firm backing for the whole concept came from Lancia boss Cesare Fiorio, who waved at the assembled gathering and underlined the popularity of the whole occasion.

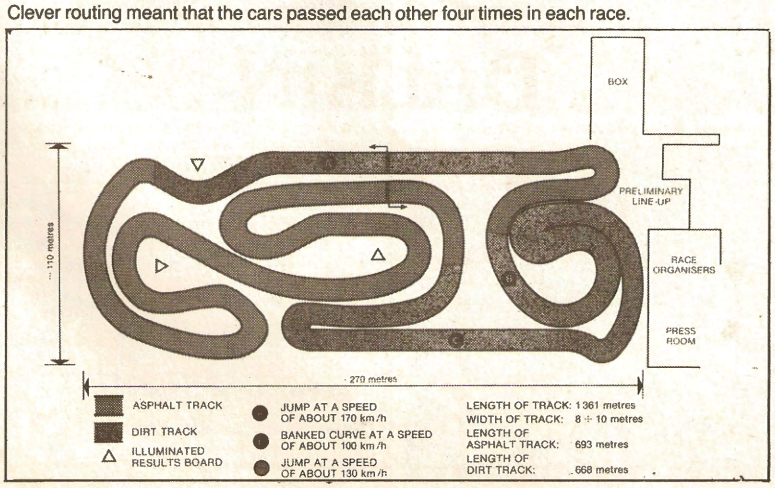
"Look at them all. That is justification for this new idea, because it allows the manufacturers to take their cars to the public that would otherwise never see them." But he was aware that some parties were not so keen; some worried that although two or three per year may be a good idea, ultimately all sorts would jump on the bandwagon and such events would spring up everywhere. As the day progressed, all sorts of suggestions sprang up, one school of thought considering that a Formula Rally event prior to each World Championship round would be a good idea. To keep it all in perspective, however, FISA President Jean-Marie Balestre is apparently unimpressed with any of it, and sees the whole project with a rather limited life span.

One aspect of the affair which was slightly confusing was just how Attilio Bettega's name was linked with the new promotion. The Lancia team wanted an event in memory of their works driver killed on the Tour de Corse earlier in the year, but the commerical side of the whole operation soon dominated.

The preparations were most complete, and despite the inevitable problems posed by squeezing a 1.3km circuit into a car park, the drivers were not moaning about the slow speeds, or the never-ending hairpins. The secret behind the track design was that the mid point of the circuit ran exactly parallel to the start straight, so that the cars started "together", but in opposite directions, and then passed each other four times in the course of the two-lap heats.

While the computer pumped out its statistics therefore, the fans were treated to a real spectacle as the positions fluctuated with each pass. Italy was, from the promoter's angle, the ideal place to host such an inaugural event, because the stadium simply buzzed with excitement all day. The fact that the venue was a car park in Bologna's equivalent of the

Clever routing meant that the cars passed each other four times in each race.



Biasion — crunched his Lancia 037.

National Exhibition Centre, where someone had dumped a load of gravel to form an artificial track bounded by straw bales, mattered not a jot. There was a chance to see the stars, and it was really just an early Christmas present for them all.

The various teams approached the whole thing with very different attitudes. On the one hand Lancia had two Delta S4s for Alen, plus a Totip backed Rally 037 for Miki Biasion. These characters took advantage of track testing the week before, an occasion when some 20,000 enthusiasts drifted along just to witness the cars during practice. Markku was revelling in his new role as a race driver, had a spare in the pits should his new S4 fail, and had selected some short ratios which suited the tight nature of the course.

Then there was Peugeot; the team perhaps rather conscious that they had not won an event since the 1000 Lakes in August, but arriving with Salonen and the car Saby used in Corsica, with the rear wing wound up to give maximum downforce. There was Renault, with a single Maxi 5 Turbo for Jean Ragnotti; and a Ferrari from Promotor Sport which Henri Toivonen would enjoy, aware from the outset that he could not win, but that he could reinforce his image as a real racer with his Italian fans.

Austin Rover fielded two cars for Pond and Marc Duez, but there simply was not the time for any trick work, the cars loaded up after the RAC Rally, and the team concentrating on its Monte Carlo preparations.

Finally, there was Audi Sport. While all the others were already building for the future, the German representation was a rather curious collection of outgoing personnel. Blomqvist was the nominated pilot — a choice which ensured that the fans had plenty to shout about — but which was obviously made because none of the other drivers on Audi's payrole particularly wanted to be there. With the Swede heading for Ford at the end of the month, this was sure to be his last event with the team, while boss Roland Gumpert was also making a last appearance.

Blomqvist was evidently relieved that his troubled time with Audi was almost at an end, amused perhaps that at a recent team party the Germans had given him a suitcase as a leaving present! Some unkind wag, suggested that with Gumpert's new position in the company likely to include foreign travel, he had been given some gift wrapped chop sticks . .

There was an abrasive atmosphere about the Germans during proceedings, almost as if the Ivory Coast scandal was not really their fault, but that others were ▶

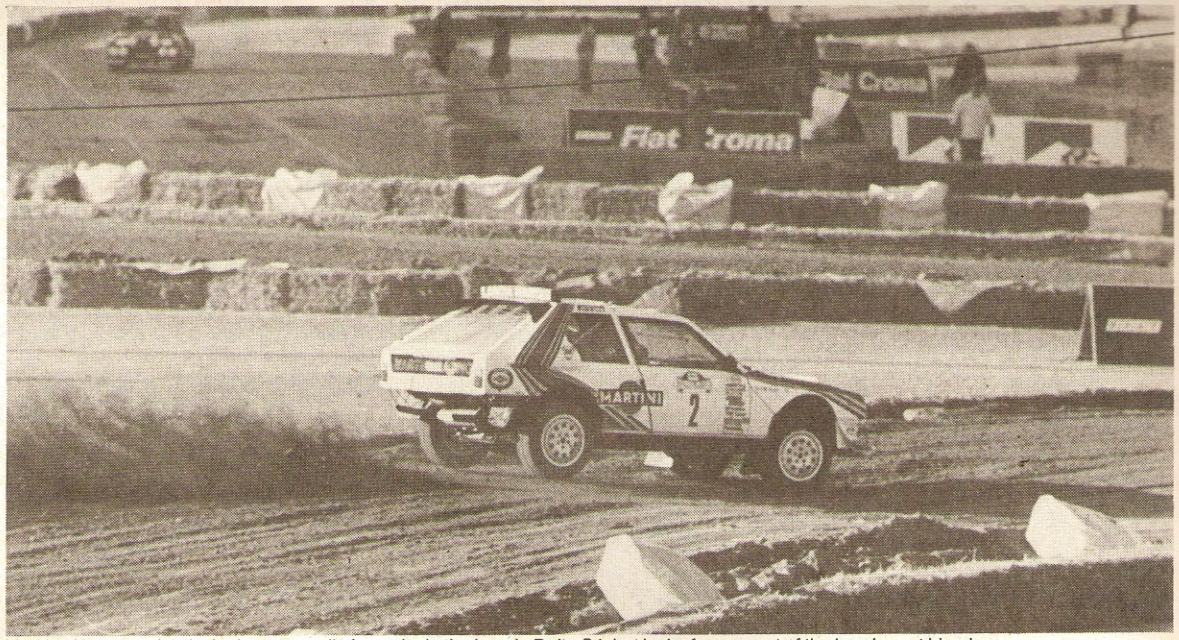
▶▶

to blame, even if they did — allegedly — swap cars. With the arrival of the new boss Herr Kreiner, who only speaks German, there will apparently be no more details about the team's rally cars in the future. That was the way of the weekend, although it transpired that Blomqvist had been given a test car with a six speed manual 'box.

He was not really too bothered what the car was; he was there to play, and see if he could surprise a few folk. On the Saturday, during the practice sessions, he had thrilled them all, the machine gun rattle of the engine bouncing around the stadium, and the sheer grunt of the car bringing the audience to its feet almost every time round.

But the abundant technical data showed that he was only fifth fastest and so he would be drawn against the fastest man, Salonen. The draw pitched the quickest four against the slowest and actually worked for the two Metro drivers as it could, conceivably, have been an all-ARG finale. Duez was first into the stadium on Sunday, taking on Toivonen's Ferrari 308 GTB; in a two part contest. For the first two lap blast, the Belgian would start from the intermediate line, with Toivonen's Ferrari on the start line, the 3 minute thriller including plenty of drama from Toivonen, and an efficient performance from the Metro 6R4, so that Duez streaked over the finish line, a full 7 seconds ahead of the Finn. Then it was all-change for the second part, with a few moments for each man to cool down, and line up (Duez at the start line, Toivonen on the intermediate line), for the second stage, Duez stayed clear all the way, so that his aggregate for the two parts took him straight to the semi-finals. Toivonen was out.

The knockout format may be slightly cruel, but it certainly subjects rally drivers to new pressures. Also dismissed in those opening moments were Blomqvist (the only man to gamble with race tyres instead of a gravel pattern); Biasion, who raised one of the biggest cheers of the afternoon by whacking a corner of his Rally 037 while trying to stay on terms with Pond's Metro; and Jean Ragnotti, the Frenchman quickly sidelined by Alen.




Markku Alen was clearly the huge crowd's favourite in the Lancia Delta S4, but lack of power out of the bends cost him dear.

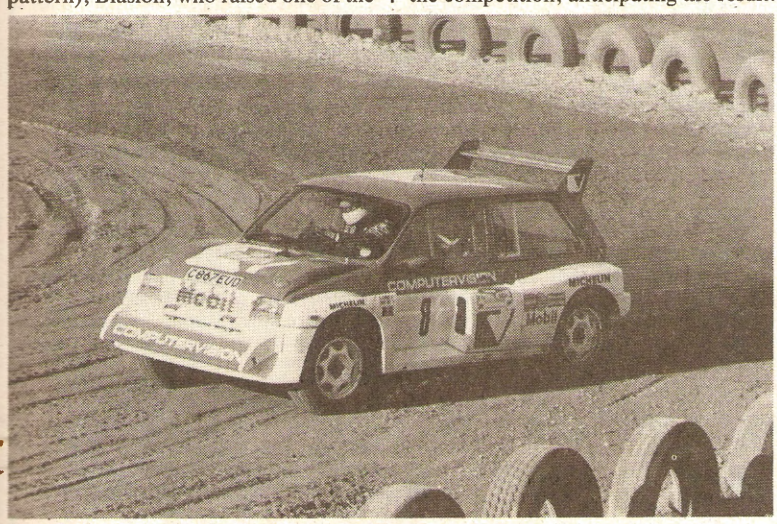
High point of the day was the semi, featuring Pond and Alen, as with the Finn troubled throughout by an engine problem which saw the car cutting out at low revs (the same thing which troubled him on the RAC Rally), Pond was really on terms. As they passed the start line the first time, Alen was just ahead, the fans roaring their approval and going near overboard as the two dashed to the finish line, the Lancia a mere 7/100ths of a second quicker.

On television as well, it made good viewing, with clever use of split timing which meant that — just as on those cycle pursuit races — the viewer is drawn into the competition, anticipating the result. Pond's second run was not quite so close, but it still involved a fair bit of sideways motoring, and rearranged a few of the straw bales, which ensured there was no disgrace.

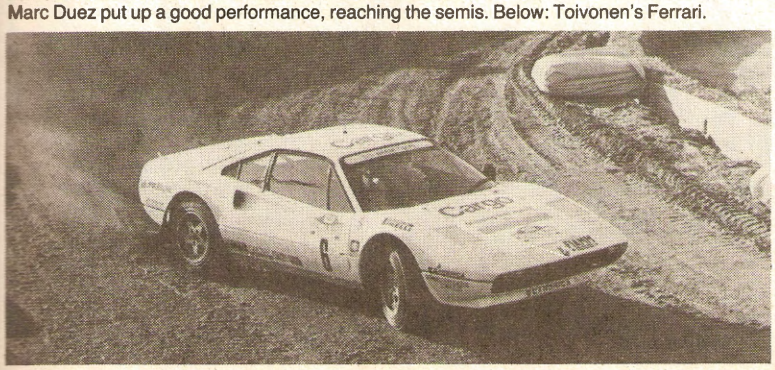
When Salonen eliminated Duez a few minutes later, an all-Metro run off for third and fourth places was expected. But the Englishman's car was playing up with some engine overheating, so Duez did a lap of honour for third spot, before the grudge match between Timo Salonen and Markku Alen took the arena.

Although Salonen soon started clipping barriers here and there, to the delight of the audience who considered that this would help their men to victory, poor old Markku was left in the hairpins, anxiously waiting for his engine to pick up. So hopes of defeating the Peugeot effectively faded on that opening run, when Salonen stole some 7 seconds. When he did the same thing on the second part, he was assured of finishing his World Championship year in style, in front of an enormous audience. To a man, they waited as the stars — racing drivers for the day — found themselves in another unfamiliar setting. A real rostrum, where the cameramen gathered, Attilio Bettega's wife, Isabella, presented the awards, and everyone sprayed champagne.

Compared with the familiar rallying setting where two tired, dirty souls stumble around on the bonnet of a fragile car, it was yet another contrast. By the time they spayed the champagne on Sunday, the cars had been neatly moved to one side, so that the personalities could bring what was surely a highly successful television programme to its conclusion. It's the way that *Grand Prix* always finishes, why change it now?

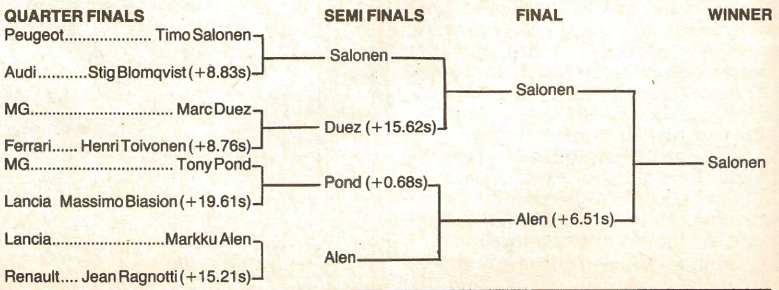



Marc Duez put up a good performance, reaching the semis. Below: Toivonen's Ferrari.



Stig Blomqvist threw the six (manual) geared Audi around most spectacularly . . .

## BETTEGA MEMORIAL



# WIN A £500 TRIP TO THE ITALIAN GP!

**Time on your hands over the Christmas hols? Nothing much to do except digest the pud? Here's our 1985 Christmas Quiz, with 30 cryptic questions designed to tax your grey matter and try your patience. All the questions refer to the 1985 motorsports season and they're divided into various types of international competition. Correct answers to the questions are worth THREE POINTS each, and there are two Who, What, Where, When? picture questions worth FIVE POINTS each. That's a maximum of 100 points and, in case of ties, the winning entries will be the ones first out of our postbag. With 100 free Racing Car Show tickets among the prizes, we need your answers on the coupon provided (we'll accept photocopies if you don't want to tear your magazine) by Friday, January 3, 1986. The 52 winners will be notified by post and announced in our issue dated January 9. So be quick!**

**FORMULA 1**

1. This year's win was worth twice as much. Whose, where?
2. Monza '57 and Paul Ricard '85. What connects them?
3. Complete the sequence: 8-15-7-2-?
4. Fourth and fired.
5. Brought fire into the pits.
6. Austria high-roller.
7. A big hit at Imola.
8. First retirement.
9. Seven-year itcher.
10. Middle one-two.

**GROUP C SPORTSCARS**

11. Pounced quickly.
12. BEST friends and rivals.
13. New V for victory.
14. Flew down Mulsanne.
15. Le Mans '59 and '85. What connects them?

**INDYCARS**

16. First time out through injury.
17. Some stand-in . . .
18. Next stop Hollywood?
19. Low flying Bandit.

**RALLYING**

20. Won one and second title.
21. Officer now on civvy street.
22. Dead-heat winner.
23. Clinched it with three stages to go.
24. Proved it with a knock-out.

**FORMULA 3**

25. Won in three different chassis.
26. Saab success story.
27. Grand Prix debut winner.

**TOURING CARS**

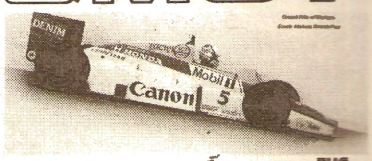
28. Portuguese GP driver moved to Sierra.
29. Four times one-two-three.
30. Saved it for the big one.

## PRIZES FOR 52 WINNERS!

**FIRST PRIZE**
A fabulous trip for two to the Italian Grand Prix at Monza with Page & Moy. Three nights accommodation on Lake Como. VALUE £518. Leave Thursday, September 4 morning; return late evening Sunday, September 7.

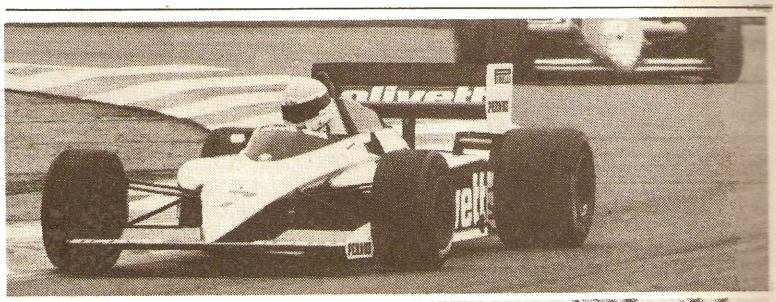
PAGE & MOY LTD

**SECOND PRIZE**
Nigel Mansell fine art colour print (19" x 12"), one of a limited edition of 500 signed by the man himself and a worthy collector's item. Kindly supplied by On the Limit Products of Ledbury, Hertfordshire. VALUE £25.

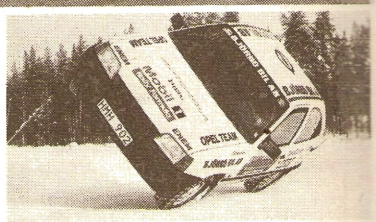



**RUNNERS UP**
100 FREE VIP TICKETS (two per winner) to the RACING CAR SHOW at Alexandra Palace, organised by the British Racing & Sports Car Club in conjunction with Focus Investments. January 9-12, 1986. VALUE £3 per ticket.

THE RACING CAR SHOW



**PICTURE A ▲**



**PICTURE B ▶**

Here is the picture part to our competition. Delve back into your memory banks and identify Who, What, Where, When? in these two pictures: A (above) and B (right). Then write your answers in the space provided below — remember, these questions are worth five points each!

## AUTOSPORT CHRISTMAS QUIZ ENTRY COUPON

NAME..... ADDRESS.....

.....

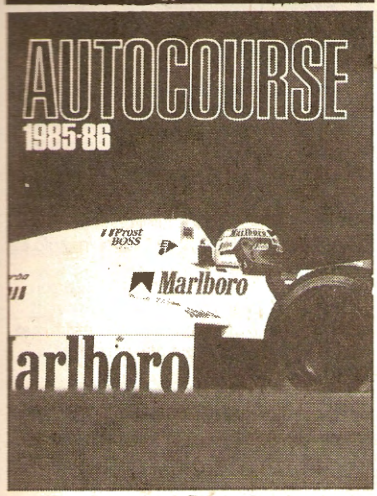
QUIZ ANSWERS

*PLEASE USE BLOCK CAPITALS*

| | | | |
|---|---|---|---|
| 1 ..... | 11 ..... | 21 ..... | A ..... |
| 2 ..... | 12 ..... | 22 ..... | ..... |
| 3 ..... | 13 ..... | 23 ..... | ..... |
| 4 ..... | 14 ..... | 24 ..... | ..... |
| 5 ..... | 15 ..... | 25 ..... | ..... |
| 6 ..... | 16 ..... | 26 ..... | B ..... |
| 7 ..... | 17 ..... | 27 ..... | ..... |
| 8 ..... | 18 ..... | 28 ..... | ..... |
| 9 ..... | 19 ..... | 29 ..... | ..... |
| 10 ..... | 20 ..... | 30 ..... | ..... |

Complete this coupon and send to, AUTOSPORT Editorial (CHRISTMAS QUIZ), Haymarket Publishing Ltd, 38/42 Hampton Road, Teddington, Middlesex TW11 0JE, to reach us by first post JANUARY 3.

## BOOKS




### AUTOCOURSE 1985-86
### Edited by Maurice Hamilton
### Published by Hazleton
### Hardback, 272pp, £17.95

As we were going to press with the last *Armchair Enthusiast* (Dec 5), Hazleton Publishing rushed us an unbound copy of *Autocourse* which we were able to preview briefly. Now we've had time to take a more detailed look at this motor racing annual, and can report that it is still as superb.

Photographs play an important part in this book, and the quality remains the highest. Witness the overhead shot of Prost barely visible as French journalists hang on the every word of France's first World Champion; or Paul-Henri Cahier's picture of the McLaren at Paddock, a stunning shot taken at the most unusual angle; the spectacular crash between Patrese and Piquet at Monaco, the two cars caught careering towards Ste Devote amid flying tyres, loose bodywork and sheets of flame; or the lowering Detroit skyline dominated by the Renaissance Center, the cars mere specks on the tarmac; or Prost's McLaren caught scurrying away between the Ardennes trees at Spa; and one B C Ecclestone, Esq clambering over the locked Nurburgring gates. These are just some of the outstanding photographs waiting for you to peruse.

Matching the picture content is the editorial, Editor Maurice Hamilton and *Motoring News* Grand Prix correspondent Alan Henry guiding you through the past Formula 1 season. Look in vain, however, for the results at the end of each race. These have been grouped together at the back of the book, allowing more space to be devoted to the colour photographs. This seems a worthwhile innovation, allowing greater ease of comparison. There is, additionally, a 'Technical File' to each Grand Prix chapter, written by Giorgio Piola, and supplementing Doug Nye's technical focus. This, too, is a welcome arrival on the pages of *Autocourse*.

The Editor's top 10 drivers of the year always proves interesting reading, and often heated debate, this year, as last, Maurice Hamilton plumping for Alain Prost to be his number one. Few will disagree. Second comes Ayrton Senna, the Brazilian undoubtedly heading for the number one slot in time, but, as Hamilton notes perceptively, a man with a (just occasionally) flawed character. Keke Rosberg appears third, and Nelson Piquet fourth, while Britain's Nigel Mansell, with his newfound maturity, turns up in sixth spot. No doubt arguments will rage incessantly over the order among enthusiasts this Christmas, but the Editor argues his points strongly.

Although the bulk of *Autocourse* is taken up with the Grand Prix review, there are chapters on the other formulae. AUTOSPORT's Editor, Quentin Spurring, writes about the World Endurance season, although this is strangely — but perhaps not out of character? — illustrated with a Martini Lancia as its main picture. Surely, the year was about Rothmans Porsche? Then there are chapters on the Formula 3000 year (by AUTOSPORT writer Ian Phillips); Formula 3 (David Tremayne); the ETC season (Andrew Whyte); and the American scene (by AUTOSPORT's US correspondent, Gordon Kirby). There is, too, Kirby's assessment of the top 10 Indycar drivers, Bobby Rahal coming out on top.

Elsewhere there are features by José Rosinski on Lotus designer Gérard Ducarouge; AUTOSPORT's Nigel Roebuck on World Champion Alain Prost; Niki Lauda, by Alan Henry; and the 1985 F1 car specifications, to name just a few.

There are some gripes, however. Why, oh why, must such a publication as this be punctuated by advertisements? This is a familiar beef of ours, but miserably the practice continues still. Could they not be placed together in one section as in *Automobile Year*? Furthermore, although Marlboro's influence has been diminished this year, there remains, for example, the rather dubious Marlboro World Championship Team 'advertorial' dumped in the middle of the Editor's top 10. Indeed, cynics have suggested that the rather wishy-washy front cover was chosen because it featured the said cigarette company's name three times . . . There are, too, some typographical errors — one in the Editor's top 10, which cannot please Maurice Hamilton — that you do not expect in a book such as this. While a book that prides itself on technical accuracy, oddly gives the designation of the F3000 Ralt as the RT20, rather than the RB20 (in deference to the company's Bridgestone sponsors). And the cover price has risen by £2, now making it a rather expensive — although indispensable — addition to your bookshelves. However, *Autocourse* still remains *the* motor racing annual, and 1985's edition does little to shake this belief, although it may be coming under increasing pressure from other publications in future years. **RNM**

## BOOKS OF THE YEAR

**Every year, the AUTOSPORT office receives a variety of books, ranging from DIY car manuals to books like Alan Henry's excellent history of Brabham. Some of these books are superb, and deserve to be singled out. Here is our selection of 10 of the best. It should be noted, however, that 1985 proved a particularly lean year for motor racing books *per se*, and thus many of the books are purely on the motor car (for which it is has been an excellent year). Also, annuals, because of their rather different nature, have been omitted from the list, so *Autocourse* and *Bathurst*, for example, do not appear. So, listed below in alphabetical order is our choice of the year.**

**BRABHAM — THE GRAND PRIX CARS**
**By Alan Henry (published by Hazleton, hardback). Undeniably the motor racing book of the year. Filled with anecdote on a subject little covered before, this is a must for any enthusiast's bookshelf. Price, £14.95.**

**GHIA — FORD'S CARROZZERIA**
**By David Burgess-Wise (published by Osprey, hardback). Well-written and well-illustrated volume about the famous coachmaking firm. Probably *the* automobile book of the year, despite no colour plates. Price, £12.95.**

**HRG: THE SPORTSMAN'S IDEAL**
**By Ian Dussek (published by Motor Racing Publications, hardback). Super little book about the small HRG sportscar firm and the first book to be published with the help of the Michael Sedgwick Trust. Price, £14.95.**

**JOHN MONTAGU OF BEAULIEU**
**By Paul Triton (published by Golden Eagle, hardback). A superb biography about the famous man's life in the early days of motoring. Price, £9.50.**

**LAND SPEED RECORD**
**By Cyril Posthumus & David Tremayne (published by Osprey, hardback). Heavily revised book of Posthumus's original, recording the history of LSR devices. Price, £17.95.**

**MOTOR SPORTS EXTRA**
**By Jack Davidson (published by Davidson Publicity, softback). A great little book, and well-researched, about the history of Scotland's Hillclimb Championship. Extremely good value at £3.30 plus 50p p&p. By post from: Chalmers House, 70 Skene Street, Aberdeen.**

**THE CENTENARY ENCYCLOPAEDIA OF AUTOMOBILES**
**By Graham Macbeth (published by Temple Press, hardback). A marvellous reference book, as well as an interesting read. Great tribute to the motor car but includes chapters on motor sport history, too. Price, £7.95.**

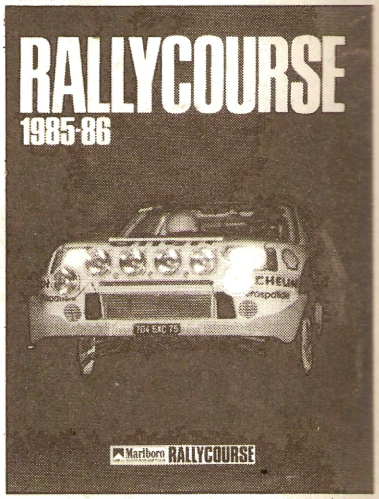
**THE FORD THAT BEAT FERRARI**
**By John Allen & Gordon Jones (published by Kimberley's, hardback). An expensive volume from small publisher Kimberley's, scoring heavily on its illustrations (every GT40 raced is pictured). Not, however, the definitive GT40 book, but a remarkable publication all the same. Price, £40.**

**XR: THE PERFORMANCE FORDS**
**By Jeremy Walton (published by Motor Racing Publications, hardback). A good book providing a superb insight into the XR Fords by a Ford expert. Price, £10.95.**

**101 GREAT MARQUES**
**By Andrew Whyte (published by Octopus Books, hardback). A fascinating potboiler presenting short illustrated histories of the famous marques with heavy competition slant. Price, £9.95.**

### RALLYCOURSE
### Edited by Mike Greasley
### Published by Hazleton
### Hardback, 176pp, £16.95

By now, everyone knows the standards that both *Autocourse* and *Rallycourse* have set in the past. So, this year's version of the latter comes as quite a shock. While the interviews, the top 10 and the technical articles are to their usual high calibre, the text to the World Championship rounds seems to be missing! The report on each event appears to consist of a collection of fabulous colour photographs and a brief introduction. But no more. . .




One has to flick through to the back of the book to find the, admittedly very good, results. One feels that the rally enthusiast would expect a little more for his money — it would appear that *Rallycourse* is moving towards a coffee table format. The rallying 'bible' could try harder. **BSJ**

### RALLYWORLD
### Edited by Peter Foubister
### Published by Tudor Publications
### Softback, 160pp, £9.95

For many years the rallying fraternity has been treated as the poor relation to the racing enthusiast in terms of annual publications. Well, with the introduction of *Rallyworld*, all that is to end.

Peter Foubister, AUTOSPORT's Deputy Editor, has put together 160 pages packed with both colour and black and white pictures

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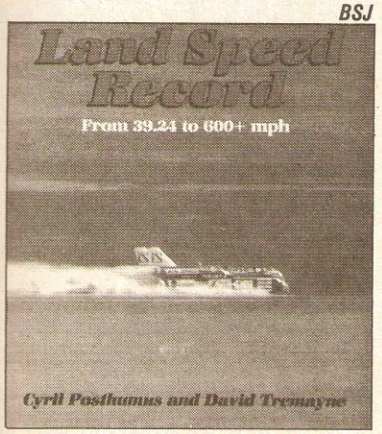
that follows the 1985 World Rally Championship from start to finish, backed up by some annotated route maps that cleverly record each rally in a nutshell.

*Rallyworld* also looks at the European Rally Championship, the British Open series and the Shell Oils/AUTOSPORT championship, and includes interviews with newly crowned World Champion Timo Salonen, and Toyota's rally supremo Henry Liddon. And Jeremy Walton analyses the multifarious changes that the rallying world is undergoing currently, commenting on the development of today's supercars.

Competitively priced to undercut *Rallycourse*, *Rallyworld* should hopefully provide a far larger segment of the market with a record of this highly interesting year of competition, reaching out to those who may not have contemplated buying an annual previously. And while the detailed results can be found in *Ralltycourse* and not here, there is much more text on each rally (see review overleaf). Compare the two and see for yourself. Whatever, *Rallyworld* is a worthy addition to the bookshelves and is available by mail order only from the publishers at: Rally Publications Office, 97-99 Botanic Avenue, Belfast BT7 1JN (tel: 0232 223536). Cheques and postal orders should be made payable to Rally Publications (p&p £1.50).

**BSJ**




## LAND SPEED RECORD

### By Cyril Posthumus & David Tremayne

### Published by Osprey

### Hardback, 304pp, £17.95

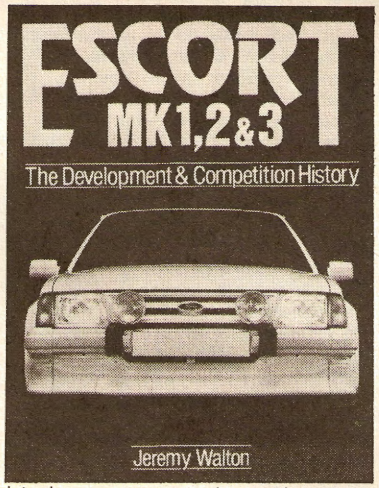
This is a heavily revised edition of Cyril Posthumus's original, first published 14 years ago, with additional material by David Tremayne. It is a finely produced book, extremely well illustrated, and with a very pleasing sense of balance.

The text covers the history of the LSR devices from the earliest beginnings, featuring all manner of projects from the great to the small, and even to the unsuccessful.

Time was when the various guests for LSR glory were full of fascination to the public at large, and there has been a substantial revival of interest following the success of Richard Noble's often dramatic programme with his Project Thrust. The book has been brought right up to date with the inclusion of detailed Thrust material from Tremayne, who witnessed much of Noble's affair with *Thrust 2* and the Black Rock Desert in Nevada first hand.

There are smart colour drawings of 59 of the cars, but all photos are in mono.

LSR projects have become almost prohibitively expensive, but there is now an extra impetus as the precious few would-be record-breakers look ahead to the day when a Land Speed Record car beats the sound barrier, which is now less than 100mph away. In the meantime, this enjoyable book is a celebration not only of the achievement of Richard Noble, but of all the adventurers pressing into the unknown, of all the earliest pioneers, of Segrave, the Campbells, Eyston, Cobb, Breedlove, Arfons, Gabelich and the rest. Take the view that it is not for you, because you are a racing purist, and you will miss out on a lot of fascination. **QDS**




## ESCORT MK1, 2 & 3: The Development & Competition History

### By Jeremy Walton

### Published by Haynes

### Hardback, 374pp, £14.95

The story of the Ford Escort, in its various guises through the years, is one which conjures up all sorts of emotions. As one of the most successful production cars of the period, the roadgoing machine rapidly became something of a legend, while in competition it often dominated the race tracks and the special stages.

Jeremy Walton, as a former employee at the Ford Motor Company, was in an ideal position to follow the tales, and has now wrapped up the full story of the car in his latest work. The author has been heavily involved in motor sport for many years, so although there is quite comprehensive treatment of the production aspects of the business, it is always informative and easy to read, with a definite emphasis on the sporting side of the story. There is plenty to keep the technical enthusiast occupied, with a detailed look at some of the power sources, and at what has gone into producing the Escort of the eighties.

The motor sport story is one which has been told many times already, but Walton introduces some new angles, and looks back objectively at some of the ups and downs which were a part of the competition programme. He records the World Championship wins in rallying, and gives an honest, fascinating account of what really happened to the ill-fated RS1700T. Losses well over £4 million were recorded apparently, but cancellation was virtually inevitable in Walton's opinion, as the costs soared and the technology demanded became ever more complicated.

Bringing the whole thing up to date, the author looks at the various current Escorts — on the road and in competition — and includes detailed appendices which are highly informative. At £14.95 it is sensibly priced, and tells a fascinating story.

**PMF**

# Staying wise!

The fifth issue of Paul Harmer's *Racewise*, the definitive results magazine, has recently been published, and is ideal if you are statistically minded or a competitor keen to keep up with your placings.

This fifth volume takes the number of races listed in England, Scotland and Ireland to a staggering 1248, and includes races between September 1 and October 6. The final issue will include nearly all the various championship placings and details of how the points are compiled plus the final analysis of the drivers who have won the most races this year.

Additionally, there will be a bumper 1985 issue at £12.50 (including p&p) featuring a complete set of *Racewise*. Meanwhile, *Racewise Five* can be purchased from Paul Harmer at Harmer Publishing, 38 Newstead Rise, Caterham, Surrey CR3 6RR at £2.25 each (including p&p).

## VIDEOS

### 1985 SHELL OILS RAC OPEN CHAMPIONSHIP

### VHS BETA, 2¼ hours approx

### £39.95, from Action Video

Alistair Miller's AMTV concern has been producing excellent videos for motor clubs in recent years, but has now persuaded Action Video to market this compilation tape of the 1985 Shell Oils RAC Open Championship for a wider audience.

At over 2¼ hours, the tape will keep you occupied for some time but, as each event was filmed as a complete unit, it is a film that can be picked up and put down, rather like a good book.

With financial support from AC Delco, the film inevitably focuses on the activities of Jimmy McRae, but this is not done in an obstrusive manner and, with the Scot challenging for the title until three stages from the end of the final round, there is no lack of interest.

Action footage is excellent, although the interviews which punctuate the tape were spoiled by poor sound quality.The answers were clear enough, but the questions were unintelligible on our review copy.

Nevertheless, if you have followed this year's exciting contest, this film is well worth the expense. If £39.95 seems steep, perhaps you might consider buying just the forest events or the tarmac rounds of the series. These edited versions are also available from Action VIdeo, at a reduced price of £24.75 for tapes which last a little over one hour. You pays your money and takes your choice. But it is surely worth the little extra to purchase the full story.

**KO**

### TRAGEDY AT SPA

### VHS, 55mins

### £24.95, from Videovision

Videovision's film of the 1985 Spa-Francorchamps 1000 is controversial for the inclusion of footage of the terrible accident between Jacky Ickx and Stefan Bellof, much of it shot from the cockpit of Ickx's car.

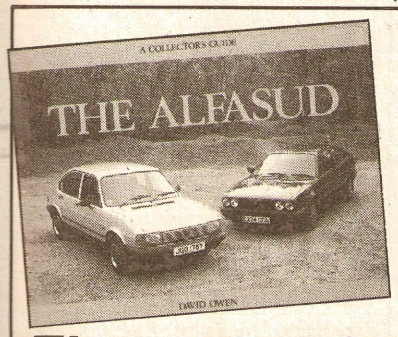
This forms a substantial part of the film, and it is both shocking and sad. It is important to realise that it has been included only after the most careful consideration by the editors and producers, who first consulted with the various people who would be affected. The decision to use the material was taken because of its exceptional nature and we can report that it is definitely not destined to be seen again in Videovision's well-known *Havoc* series, which is made up of spectacular motor racing accident footage.

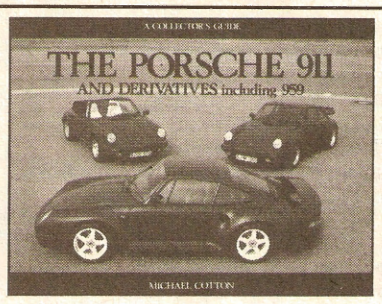
Brian Kreisky's treatment of the tragic circumstances in which Stefan Bellof lost his life is sympathetic and tactful, and we doubt that Stefan's many fans will be offended by this film.

Otherwise, the video follows the established Videovision pattern, providing an informative record of the race and including camerawork of a high standard. The in-car sequences are among the most successful of their kind, and this applies also to two more films from the same stable, which deal with the other events from a traumatic World Endurance Championship mid-season.

These cover the Hockenheim 1000, with remarkable footage of the terrifying fire in the Rothmans-Porsche pit, and the Mosport 1000, the race in which poor Manfred Winkelhock was killed and which featured a spectacular debut by the TWR Jaguar team. All are available through Action Video.

■ The cable TV company Screen Sport has now expanded its network into Sweden so popular is it proving. However, in Britain, viewers can catch up on the action with the *Turbo* programme this Friday at 1710 when the Rally of the Lakes will be shown, as well as action from the Mondello Park meeting in Ireland.



# Three more for the Collector's Guide club

Three books from Motor Racing Publications's 'Collector's Guide' series that are bound to appeal to AUTOSPORT marque enthusiasts: *The Alfasud*, by David Owen; *The Porsche 911*, by Michael Cotton; and *The Z-Series Datsuns*, by Ray Hutton. David Owens's book takes a look at the much-lamented 'Sud, a superb car that in its last days could still rival some of the newcomers for performance. Michael Cotton's work goes over some familiar ground with the 911, but also takes in the fabulous Gruppe B 959 unveiled at the Frankfurt Motor Show in 1983. And Ray Hutton's book takes a look at the big Datsuns, including the latest 300ZX car from the Japanese company — something of a retrograde step in looks when compared to the original 240? All three works follow a similar pattern; history, developments, competition involvement, and maintaining the car, plus detailed appendices. Each of the books comes in hardback covers at £9.95 each with plenty of photographs — although, unfortunately, many of these are stock press release shots.

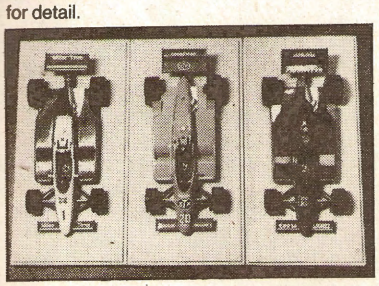
## MODELS

### MARCH 84C

### Ampersand (DK), 1/43 scale

### Hand-built metal model, £35

Ampersand's unique and comprehensive range of hand-built 1/43 scale Indycars (previewed in *Armchair Enthusiast,* August 1) is now available in Britain through sole concessionaire Brian Sloman of Lambert Ley Street, Ilford (tel: 01-478 5659). Masterminded by Dane Bo Koch, the Indycar theme was researched while the Copenhagen modeller was working with the CART teams in the USA, and reflects not only a thorough working knowledge of these sensational cars, but also a tremendous eye for detail.

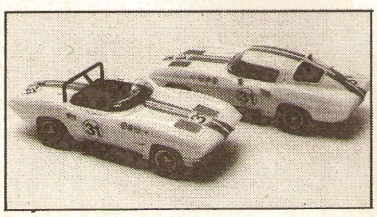


Having produced the masters for the March 84C, which forms the initial backbone of his range, Koch commissioned SMTS to make the castings, which guarantees their accuracy and finish are second to none. The kits are then hand-built to a very high and consistent standard by Bo himself back in Scandinavia. The one-man nature of the enterprise ensures that the products are of top quality, and created to 'limited edition' status.

No fewer than 18 March 84Cs are listed in Lambert's catalogue, but only the first five miniatures have been released to date. Rick Mears's Indianapolis 500 winning Penske/ Pennzoil car has already proven most popular (the first consignment was sold in a matter of days — more are on order now), while Al Unser Sr's sister/ Miller Beer version, in Michigan 500 trim, Al Unser Jr's Portland-winning Galles/Coors Light, Gordon Johncock's Meadowlands-contending Patrick/STP and the veteran Dick Simon's Break Free machines are also out.

Detail work on the cars is fascinating — the Miller 85C running a single-plane superspeedway wing/coke bottle rear deck aerodynamic set up for instance, while the STP car is in road course trim, with barn door wings — Koch the fanatic has clearly missed nothing . . . At £35 apiece complete with display bases, Ampersand's models deserve a large following.

The cars of Tom Sneva, Bobby Rahal, Roberto Guerrero, Geoff Brabham, Mike Andretti, AJ Foyt *et al* are due later, together with a range of Lola T800/T900s, March 85C (and 82Cs), plus the Chaparral 2Ks of 1980-1.

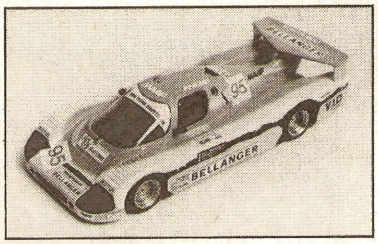


### CHEVROLET CORVETTE

### Classic Supercars (GB), 1/43 scale

### Metal kit, £16.50, built £39.95

St Martins Accessories (01-836 9742) have recently released two competition versions of their Chevrolet Corvette in the Classic Supercars range. This series opened last year with an excellent AC Cobra (in street and race guises), and continued into 1985 with a variety of road-going Corvettes from the early sixties era. The racing cars, both open and closed, are not merely the early shells with competition decals however, as they feature a number of revisions (most notably to the sills) and bigger Halibrand-type wheel rims/tyres. The blue stripes are attractive, but alas do not represent specific racing Chevies, while the duplication of race numbers and 'driver John Smith' (imaginative!) logos spoil the model's image somewhat. Keen modellers will wish to re-create some genuine Corvettes from the kits.



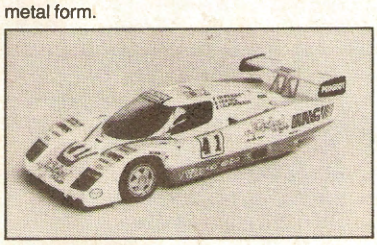
### SAUBER C6

### Tenariv (F)

### Resin kit, £14.45

A second version of M Viranet's superb miniature Sauber is the Roland Bassaler-owned Bellanger Echappement-backed C6 which ran in several of this year's WEC C2 rounds. The BMW straight-six engined car is modelled in its Le Mans trim, Bassaler, Dominique Lacaud and Yvon Tapy having finished 23rd overall (fifth in class) after a steady run, hindered only by exhaust breakages.

The distinctive lines of Peter Sauber's Swiss-built chassis are captured perfectly in a resin moulding of high quality, and the model builds with little difficulty. Beautiful photo-etched wheels are an added attraction. The Bassaler Sauber makes an excellent companion to the GS Tuning/BASF C6 which Tenariv launched last year, and also to the identically styled Canadian Tire Sehcar SHS C6 which AMR make in white metal form.



### WM-PEUGEOT 83B

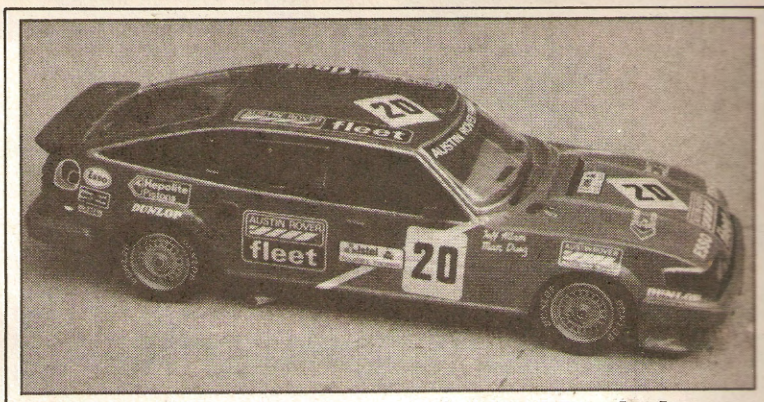
### Tenariv (F)

### Resin kit, £14.45

One of the most popular teams with the patriotic Le Mans crowds is the equipe WM, whose tiny Peugeot V6-engined coupes have graced the Sarthe circuit for the past decade. Originally run by Parisians Gerard Weltier and Michel Meunier (from whom the initials WM derive), the outfit is now headed by Roger Dorchy, a staunch driver of the marque's machinery.

Having topped 226mph on the Mulsanne Straight with their quickest 1984 car, the team was disappointed with a drop to 'only' 219 in qualifying this year, but with fuel system maladies corrected, the powerful 2.6-litre V6 twin-turbo engines (which give 740bhp in qualifying trim, 620bhp on race boost) were on full song for Les Vingt-Quatre Heures.

The Michel Pignard/Jean-Daniel Raulet WM finished 17th overall, but the Pascal Pessiot/'Panic'/Dominique Fornage chassis (pictured) was disqualified after major engine maladies ruined their run. Dorchy's own car was put out when Jean-Claude Andruet suffered tyre failure at the kink — from which the hapless Frenchman escaped unscathed! Any of the cars can be made from a good kit.



## Fleet Vitesse from S&J Models

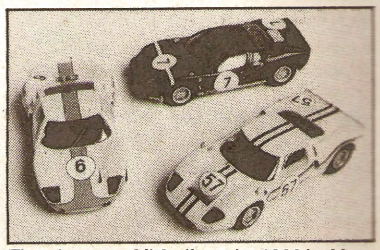
The racing versions of S&J Models's attractive Rover Vitesse are now available from the Witney-based company, at £36.50 each in ready-built form, or £15.50 as kits. Pictured is the garish TWR/Austin Rover Fleet ETC car, in its 1984 Istel TT/Allam and Duez configuration. Three versions of the TWR/Sanyo British GpA contending Rovers, and the series-winning ICS/Andy Rouse car are also available from S&J at 78 Moorland Road, Witney, Oxon.

### FORD GT40

### Tenariv (F), 1/43 scale

### Resin kit, £13.50

Ford GT40 derivatives have been modelled extensively over the past two decades, with Corgi, Dinky, Matchbox and, of course, Solido quick to launch acceptable miniatures. More recently, Grand Prix Models released its own range of the classic machines, and this season Marsh Models and Tenariv have entered the fray, with white metal and resin versions respectively. While Marsh's



Thundersports Mk2s (from the 1966 Le Mans 24 hours) are undoubtedly the best available, ▶

## MODELS OF THE YEAR

**Over the past year, AUTOSPORT has reviewed a significant number of models in the pages of *Armchair Enthusiast,* from costly over the £100 touch models to cheap and cheerful mass production run items. Occasionally, some stand out from the crowd. Here is our selection of 10 of the best, listed in alphabetical order by model.**

**AC COBRA**
**By Box Model, Italy (1/43 scale, ready built). Accurate, inexpensive well-finished Cobra replica available in various race trims — Sebring '63, Le Mans '63, Riverside, and road versions, all £8.50.**

**FERRARI 156 F1**
**By Scale Racing Cars (1/43 white metal kit only). Builds Phil Hill's 1961 World Championship winner, and other versions, £12.50.**

**FERRARI 375 F1**
**By Historic Replicars (1/43 white metal kit or built model). Available as 1951 works car or the Thinwall Special as raced in the British Grand Prix. Kit, £16.38; hand built model, £39.95.**

**FORD GT40 MKII**
**By Marsh Models 'Thundersports' (1/43 scale white metal kit or built model). Available in eight versions from Le Mans 1966. Kit, £15.50; hand built model, £38.**

**JAGUAR E**
**By SMTS (1/24 scale metal kit or hand built model). Large scale masterpiece of Series 1 E-Type, reviewed in this section. Kit, £100; built model, £199.99.**

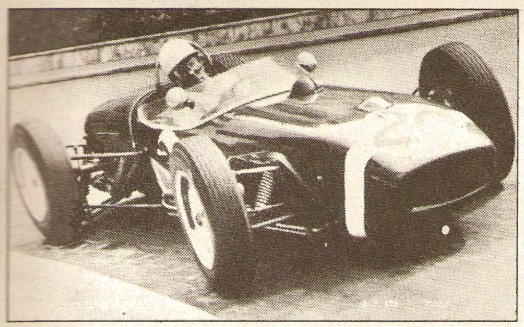
**JAGUAR XJR-6**
**By AMR, France (1/43 white metal kit). Two versions of Tom Walkinshaw Racing's works Jaguar, including Spa trim, £17.95.**

**LOTUS 72 F1**
**Scale Racing Cars (1/43 white metal kit). Available as Gold Leaf Rindt or Fittipaldi cars (1970), Jo Siffert's Rob Walker version, or Fittipaldi's '72 JPS GP winner, £12.50.**

**MARCH 84C**
**By Ampersand, Denmark (1/43 scale hand built metal model). Currently available in five versions, the first full range of Indycar models, £35.**

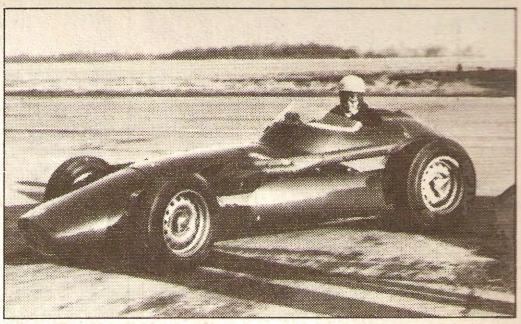
**MASERATI TIPO 61**
**By AMR, France (1/43 white metal kit). The classic 'birdcage' sportscar, available in Nurburgring or Riverside race trim and more recently in distinctive long tail 1960 Le Mans guise, £21.45.**

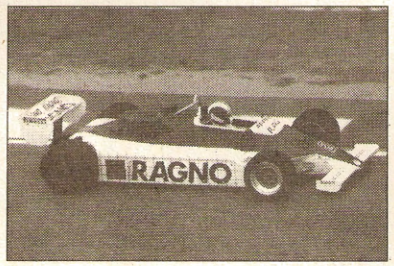
**PEUGEOT 205 T16**
**By Vitesse, Portugal (1/43 scale ready built). Original, and best finished model of the French rally supercar, now available in several liveries and as road car, £7.50.**

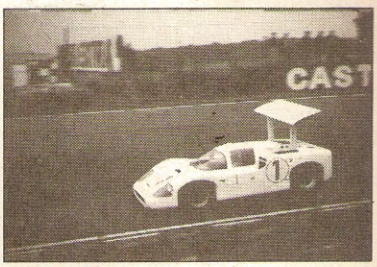


## WHO, WHAT, WHERE, WHEN?

Each month, in reply to our *Who, What, Where, When?* Page & Moy competition, some of you send in postcards of a motor racing nature. Many of them are fabulous, so here's a selection. Left: Stirling Moss in Rob Walker's Lotus 18 at Monaco pictured on perhaps his greatest victory when he took on, and beat, the Ferraris of Ginther, P Hill and von Trips. Moss and Ginther shared the fastest lap, 3 secs under pole time! Right: Ron Flockhart. A Goodwood test shot in 1957. Flockhart drove BRMs occasionally that year, his best finish being third at the *Daily Express* Trophy.

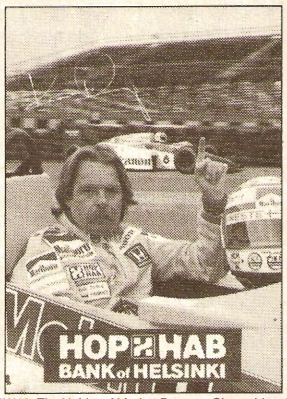





Above, left: First lap of the 1984 Austrian GP at Osterreichring. Piquet heads Prost, de Angelis, Lauda, Tambay, and Warwick. The race was won by Lauda — Niki's only victory at home. Right: Marlboro Alfa publicity shot of de Cesaris, 1982. The high point of Andrea's year was his pole at Long Beach, but, inevitably, he crashed in the race . . . Below: Nurburgring multi picture card. Shots include Ickx (bottom left) winning the German GP in '72 and Lauda's March (also '72, bottom right). Right: Numero uno? 1982 World Champion, Keke Rosberg.

Above, left: Marc Surer in the Arrows-Cosworth A4, 1982. The Swiss's best finish that year was fifth at Montreal. Right: The Chaparral's only victory at this, the BOAC 500, 1967, Phil Hill at the wheel, sharing with Mike Spence. Below, right: The Petty clan. Kyle (left) and Richard, jointly sponsored by STP for 1981 and both driving Petty Enterprises Chevrolets. The team, however, did not work, to the extent that Richard — retaining STP — left at the end of the year. 'The King', incidentally, has a sponsorship contract with STP that started back in '72 — for life!

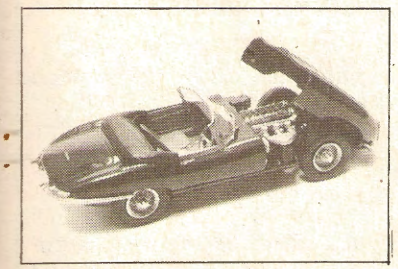


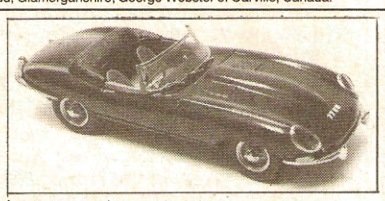
Thanks to the following for the postcards: T W Marshall of Longside, Aberdeenshire; Mr Langrishe of London, SW19; Tim Hobbs of Market Drayton, Shropshire; Andy Groves of Much Wenlock, Shropshire; D R Walbrock of Cheriton, Kent; Chris Beach of Woking, Surrey; C L Payne; David Hutchinson of Pontypridd, Glamorganshire; George Webster of Oarville, Canada.

►►

Tenariv's section is well worth considering, at a lesser price.

Pictured are the 1969 Le Mans-winning Gulf Ford of Jacky Ickx/Jack Oliver (6), Rob Walker's 1965 contender (5) as driven by Bob Bondurant/Umberto Maglioli, and a Mk2B which ran at Le Mans in 1967 (57). Like all modern Tenariv kits, the GT40s are cast to a high standard, and build easily. Photographs by courtesy of Lambert Ley Street (01-478 5659).





**JAGUAR E**

**SMTS (GB), 1/24 scale**

**White metal kit, £100**

**Hand-built model £199**

Three years have been lavished on the preparation of Scale Model Technical Services's large-scale Jaguar, and the Hastings company has created a masterpiece as a result. Not only are the curvy lines of the Series 1 roadster faithfully reproduced, but the engine, transmission and drivetrain are fabulous too. Each has been treated as an individual model, says John Allen of SMTS, in the interests of accuracy, feel and value.

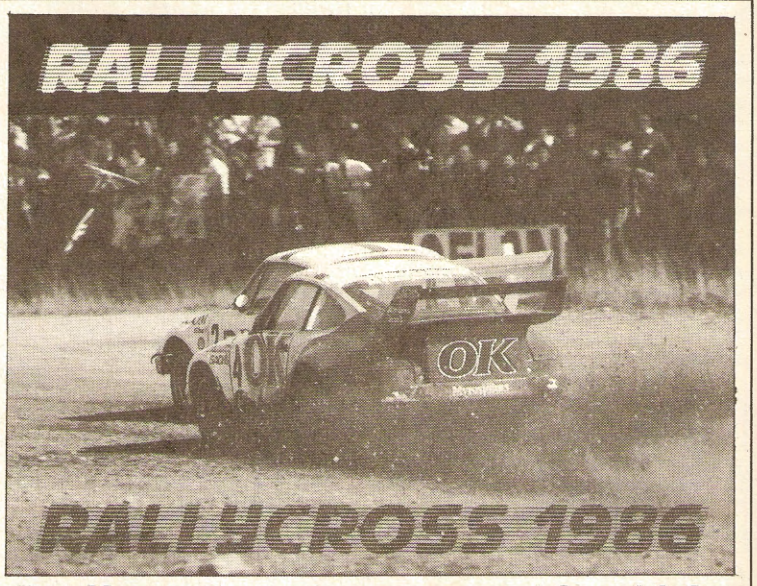
A prototype Jaguar has done a tour of specialist shows and stockists, to gauge reaction, and many detail improvements have subsequently been incorporated in the finalised article. Painstaking research has evolved a mightily impressive model, which incorporated such visual delights as photo-etched wire wheels and steering wheel detail. A miniature badged key-fob is even provided for the proud Jaguar owner. . .

Hand-built versions are available in British Racing Green, bright red, light metallic blue or pale yellow at present. The roadsters come with removable hard-tops incidentally. Yes, it is expensive, but price is totally commensurate with value in this superb model collectors' model.

***MODELS BY MAWP***

## BRIEFLY

■ The Sachs sporting calendar — featuring photographs of the Sachs sponsored cars in all their different competition guises — is available for purchase this year at the cheap price of £4.70 (including p&p). Order yours from: Sachs Motor Service Ltd, Tournament Way, Ashby-de-la-Zouche, Leicester LE6 5UU.




# Rallycross supercars for '86

Those of you who enjoyed the Motaquip British Rallycross Grand Prix at Brands Hatch will undoubtedly make sure they obtain a copy of Eddi Laumanns's 'Rallycross 1986' calendar to hang on their wall. As ever, the photographic content and quality is superb as the assorted Finns and Scandinavians go mud-plugging in their rapid supercars, captured at various European locations (including our own Lydden Hill). Our only quibble is the content of September's picture, which shows Matti Alamaki being congratulated by Martin Schanche . . . with his eyes closed! Still the other 11 months are great. Copies can be ordered from Bill Mantovani at 74 Barnsley Road, South Kirkby, nr Pontefract WF9 3QE. Price, £5 (inc p&p).

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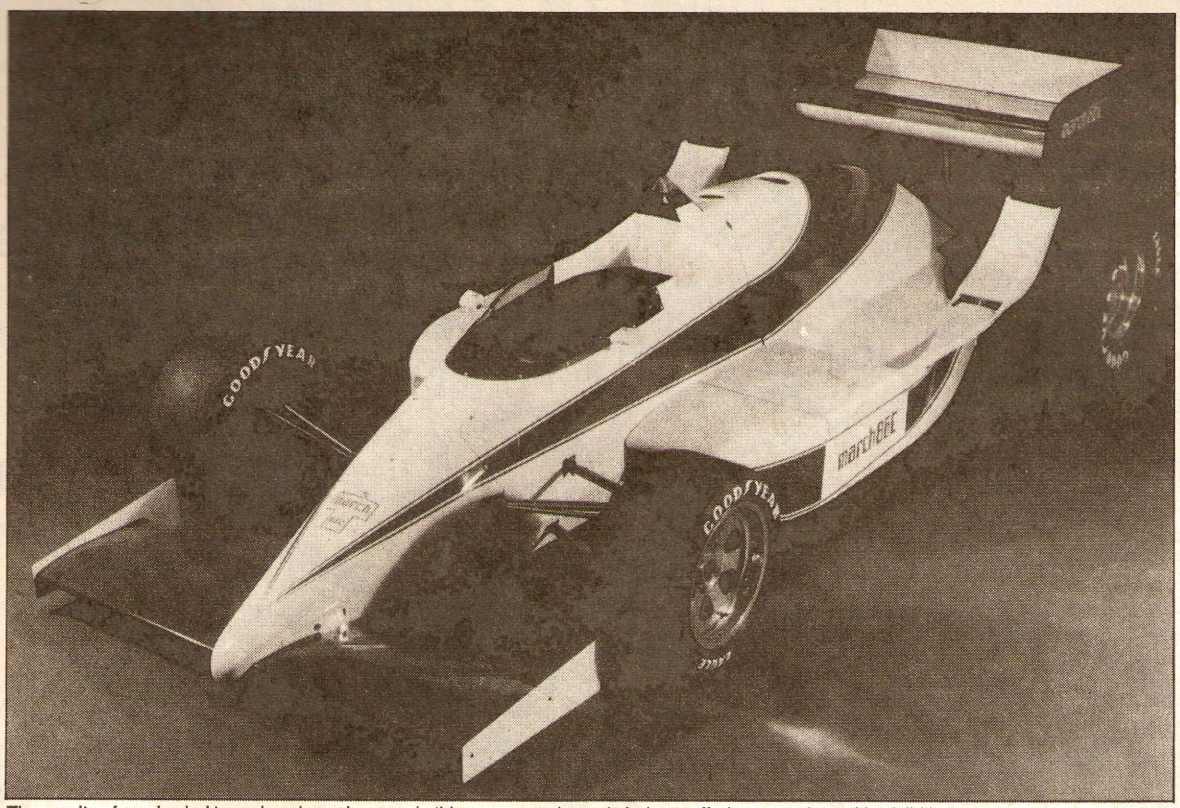
AUTOSPORT

By IAN PHILLIPS




The results of much wind tunnel work can be seen in this more aerodynamic Indycar offering, complete with 'visibility boxes'.

# March 86C Indycar

**The racing car industry is a most contradictory business. The launch of a new Grand Prix car will be heralded by a media and hangers on junket to welcome in a new era of wanton spending and, in 90% of cases, a further slide down the hill to inevitable financial ruin for most of those intimately involved in the engineering side of the project. The glamour of it all masks the needless waste. On the other side of the coin is the justification and respectability of the industry. Year after year companies like March, Lola, Ralt and Van Diemen quietly build and sell cars to a huge worldwide market bringing to Britain countless championship titles and well over US$100 million in export earnings. The racing car industry is creating new jobs and technology investment like very few others, yet outside its own world it gets precious little attention or encouragement.**

The most prestigious and lucrative racing car market is in America and the CART series in particular. In the past four years this has been totally dominated by three British companies: March, Lola and Cosworth. In America these are household names yet here at home they are almost anonymous pillars of an unfeted industry.

In launching the first of their 1986 cars — the 86C Indycar — March Engineering have announced that their order book for the forthcoming year is a projected 110 cars worth over US$10m; the 86C alone will account for nearly half of the business.

In three years the March workforce has doubled to 150 while the 1986 range of cars will all benefit from the recently expanded factory facility, which in the not too distant future, will house what is claimed to be the world's finest scale model wind tunnel.

The aerodynamic art is still the dominant feature in Indy car design where the regulations expressly forbid adjustable engine power. The first March Indy car qualified at Indianapolis at a shade over 200mph; last year Scott Brayton's Buick powered 85C set the fastest ever official qualifying single lap at over 214mph, four mph quicker than the previous year despite regulations designed to slow the cars down! For 1986 the rule makers have again attempted to effect a "cure" for these supposedly outrageous speeds. In doing so they have forced the manufacturers back to the drawing board and rendered previous models redundant.

The 1986 regulations call for a specified venturi difuser size, the key to the ground-effect downforce, and have insisted on a 'visibility box' between the bodywork and the rear wing which, while allowing increased use of the mirrors, dictates detrimentally to the previous efficiency of the aerodynamics. According to Adrian Newey, the talented young top man in Robin Herd's design team, the new rules as applied to the 85C would rob it of 30% of its downforce. Newey is cautious about what he has achieved with the new car, explaining only that exhaustive wind tunnel tests at Southampton University and Imperial College "have reduced the loss to a smaller amount." Asked to predict a qualifying speed for Indianapolis he becomes very coy and mumbles 210mph without much sincerity. 1986 might not be another record breaking year but somehow you get the feeling it won't be too far away . . .

The 85C, with 10 wins from the 15 races, was a quick car but the main aim on the new car was not only to maintain a performance improvement but to make it an all round better customer car in terms of component quality and ease of maintenance.

One of the headaches of having 45 cars running is that the discrepancy between the top professional teams and those making up the numbers is enormous. The difference in budgets, of course, dictates a great deal about how a team prepares for a race. A car designed to do 200mph plus should be treated with respect and to try to cover those customers who cannot follow an instruction manual the 86C has been made as idiot-proof as is possible in racing car design.

The basic concept of the 85C chassis has been retained with the aluminium honeycomb bathtub monocoque and full length carbon fibre composite top section. However, to meet the 1986 requirements the honeycomb structure is lengthened to form the lower nosebox, the ductility of the alloy structure being far greater than the carbon composite element which it replaces. The bathtub itself is made from regulation thicker core honeycomb and thicker gauge, prefolded aluminium sheeting although without any weight gain mainly due to the re-arrangement of the bulkheads. The front bulkhead is now part of the carbon top, mated to a lower casting, while the dash bulkhead, incorporating the instruments, is machined from solid. The seatback and rear bulkheads are carbon fibre.

The previously bulbous March frontal section has been replaced by a narrow and sharp profile on the new car with the cockpit opening carbon 'strong ring' being lower too. As a result of a year-round crash test investigation programme, the traditional tubular steel roll-hoop has been replaced by a superior load spreading honeycomb and solid aluminium pyramid on top of the lowered fuel cell. Three access panels are incorporated in the chassis for quick and easy adjustment of suspension components and pedals. The sliding pedal assembly, developed by March as an option in 1985, is a mandatory safety item on all 1986 chassis.

Revised footwell regulations have necessitated a slight rearrangement of the pull-rod front suspension which has already been race proved by the Truesports team. The need to regain the downforce and comply with the 1986 rules have forced an entirely new rear-end design. The top deck rear bodywork has been lowered by four inches to create the visibility box which has dictated a horizontal positioning of the spring/damper units parallel to the gearbox. These are diven by a conventional top rocker arm via a bell crank. The siting of the rear anti-roll bar in the bellhousing also allows an improved aerodynamic solution plus quick and easy changes and maintenance.

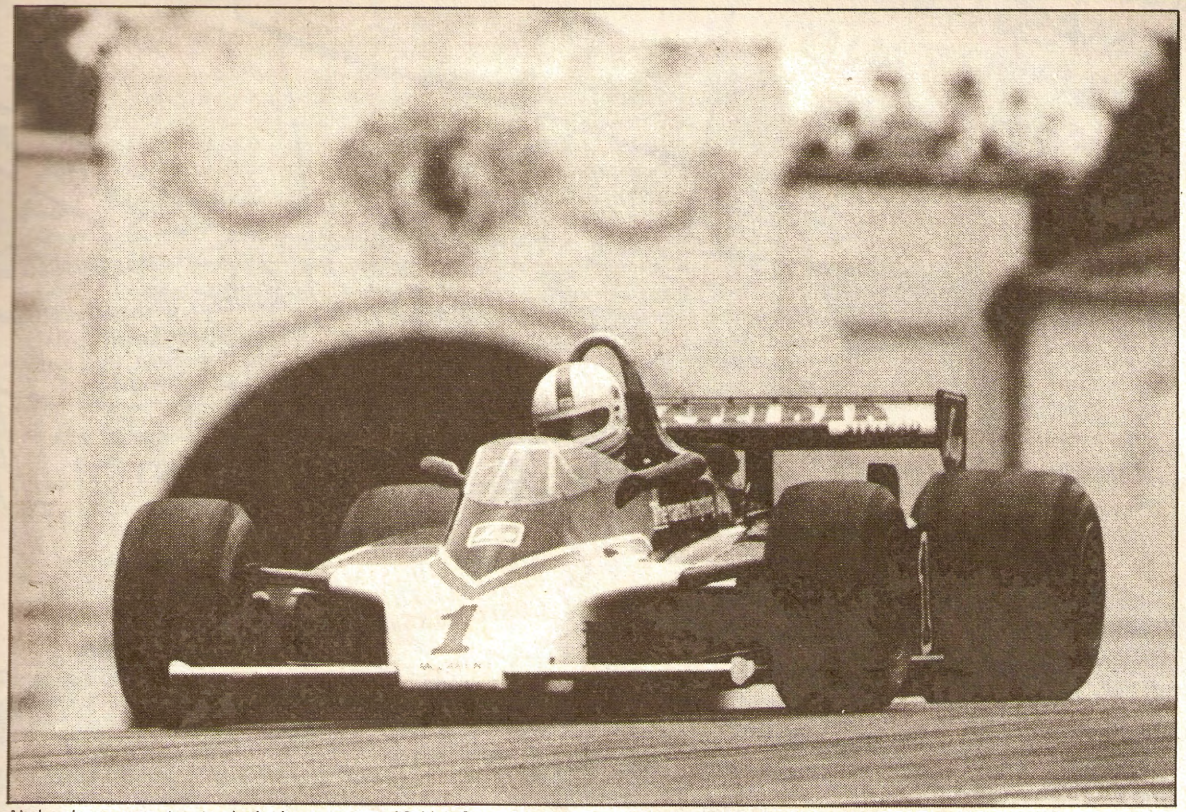
The cast magnesium uprights, front and rear, are new and fit neatly inside the wheels with new long-lasting March bearing assemblies. Steel brake discs are fitted all round with the exclusively developed March Alcon calipers which were race-developed in 1985. The Cosworth DFX engine is mounted at 2½ degrees to the horizontal, a half degree increase in order to reduce the angularity and wear on the constant velocity joints which are again enclosed in the March 86T transmission housing.

The internals of the March gearbox are as in 1985 but the narrower all-in-one bellhousing gearbox casing has been revised to suit the aerodynamic package. With the oil tank mounted between the fuel cell and the rear bulkhead, the bell housing now only contains the oil catch tank allowing the casting to be scalloped on the top for the drastically lowered turbocharger unit to sit in. The turbo unit itself has been turned through 90 degrees and in its new position permits a symmetrical exhaust system and twin wastegates for the first time. The ceramic coated short and flat exhaust tailpipes are specially positioned well out of the way to prevent degradation of the rear wing efficiency.

The 86C uses a conventional carbon-fibre underwing, split down the centreline for easy removal, and suitable for both oval and road circuits, with a separate gearbox spoiler. The rear end profile has a pronounced coke-bottle profile thanks to the new turbo positioning and suspension tidy-up. The four element road racing carbon/fibre rear wing appears to be massive while the distinctive pointed nose emphasises the size of the composite front fins. Additional downforce is generated by the winglets forward of the rear wheels.

This first 86C is due to come to grief at the wrong end of a massive swing hammer at Cranfield next month in a full scale crash test while the first six production cars, due for delivery this week, beging track testing in America. The quality of the components and the final finished 86C is testimony to March's enormous efforts to build what they consider to be their finest ever production car. At a shade over $150,000 each, they have to be the cheapest passport to winning the Indy 500, the world's richest motor race.

By TONY DODGINS & BRUCE JONES



Alo Lawler came out on top in the Lep supported British Open series for the second year running, in the ex-Alain Post McLaren M30.

# Dwindling numbers

**There can be no denying the attraction of a Formula 1 car in full flight and the idea behind the BRSCC's Open *Libre* series was always to provide the British motor racing public with the opportunity of viewing them more regularly than once or twice a year.**

**Unfortunately, the series can hardly be regarded as one of Britain's premier categories as was the case in the days of the Aurora British F1 Championship. The Lep Group backed the series in '85 and suffered from some frankly appalling turn-outs. Once more, however, it was their man Alo Lawler who clinched the series, retaining his title at the final round despite a simply enormous shunt in practice which reduced him to the role of spectator. Despite that, the unlucky John Brindley was unable to take advantage, it was that sort of year. . .**

After MacLean Hunter had sponsored the Open series in '84 and experienced some healthy mid-season grids which dwindled alarmingly towards the end, the Lep Group picked up the pieces and had higher hopes for 1985.

The first round was to set the trend for the season, however, a paltry eight cars turning out at Brands Hatch. Worse was to come, and the championship can be summed up by the fact that of the 23 cars that started races throughout the year, a mere six contested more than 50% of the 12-race series.

**John Brindley's** March was a runaway winner of that Brands season-opener, the London fabrics wholesaler having things all his own way, forlornly chased by **Alo Lawler's** crippled McLaren M30 which finally had to give way to the charging F5000 Lola-Chevrolet T530 of **Tony Trimmer.** The latter had been forced to start from the pit lane when the Lola failed to fire up and fought his way up to second.

Lawler it was though, who emerged to take the title with the Lep supported ex-Alain Prost M30 winning at Silverstone, Brands Hatch, and Mallory Park twice. The Irishman was extremely fortunate to emerge from his frightening shunt at Castle Combe's final round with little more than a black eye and a severe shaking. With a three point cushion to Brindley, Alo was going for the pole when a suspension breakage pitched him off the circuit at some 160mph. Lawler smashed into the bank and the following **Roger Orgee** reported seeing the McLaren some 20ft in the air. When inspected later, the skid block on the left hand front corner of the monocoque had worn away completely. Unconscious momentarily, Lawler had recovered sufficiently to watch Brindley attempt to steal the crown in the afternoon.

A third place should not have proven too much of a problem for Brindley, but transmission problems saw him sidelined after but three laps. Having won three of the first four rounds, at Brands, Silverstone and Oulton Park, Brindley scored once more at the Cheshie venue and was first past the flag in the series' only visit to Snetterton, giving him one more win than Lawler.

Scot, **James Stevenson**, turned in a number of plucky performances with his McLaren M29C and it was good to see his persistence rewarded when, after no fewer than six second places he won the final round at Castle Combe. This race was a 1200-mile trip from the land of tartan and bagpipes and Stevenson pleased both himself and sponsors Baker Oil Tools, with a lights to flag win. There were a couple of other occasions when Stevenson threatened to carry off the spoils, especially Donington where he launched a late bid to overhaul Trimmer, finally trailing him by less than half a second.

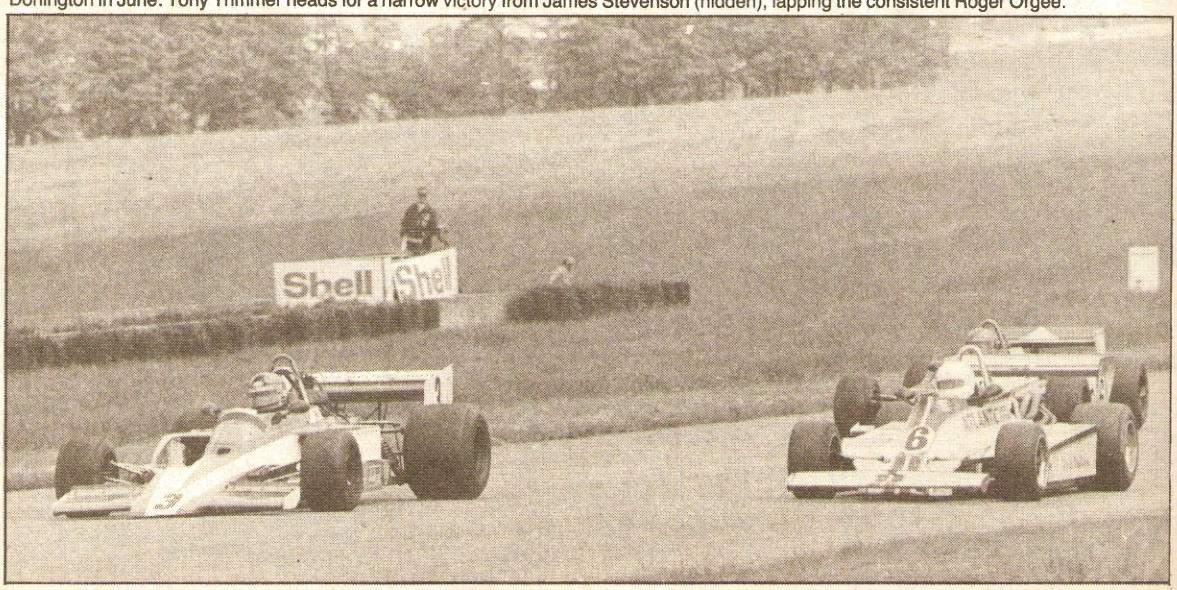
Trimmer, himself, finished the season fourth in the championship with wins at Donington and Castle Combe. The Sutton Builders supported Lola T330 recorded five pole positions during the year and could well have been there at year's end had not Tony experienced a number of mechanical problems. He was troubled by a flat battery in the opening round, a blown engine at round two, missed round three to compete in a clashing Thundersports race, a misfire in round four, eventually winning at Donington for round five. By this time, though, he'd lost too much ground to Lawler and Brindley and despite a further win at Castle Combe and seconds at Brands and Snetterton, had to be content with fourth overall.

Roger Orgee was the last of the real regulars, enjoying a consistent season with his Lyncar 79A. Roger finished 11 of the 12 rounds, with a third, five fourths and five fifth places.

**John Travis** struggled manfully with his RAM 01 all season, finishing the year sixth overall with a couple of second places at the final two rounds. The car had originally been designed around Pirelli radials which John did not have and it eventually ran much more to his liking after he came up with a self-made super soft rear roll bar that allowed his Avons to work as they should.

**Norman Paine** claimed a third and fifth at the two early season Silverstone rounds with his Ensign N180B, but then disappeared from the scene, while **Paul Rhodes** scored two third places and a fourth with his Formula 2 Chevron B48. **Pete Taylor** shared eighth in the series

Donington in June: Tony Trimmer heads for a narrow victory from James Stevenson (hidden), lapping the consistent Roger Orgee.



with his B24 while **Robin Palmer**'s Toyota powered Magnum was the most regular of the 2-litre runners.

Next year, a separate category for 2000cc cars is mooted and certainly more participation needs to be actively encouraged. It is thought that Lep will retain some connection with the series next season but more high quality entries are desperately needed if the championship is to have any credibility.

### LEP GROUP OPEN LIBRE CHAMPIONSHIP

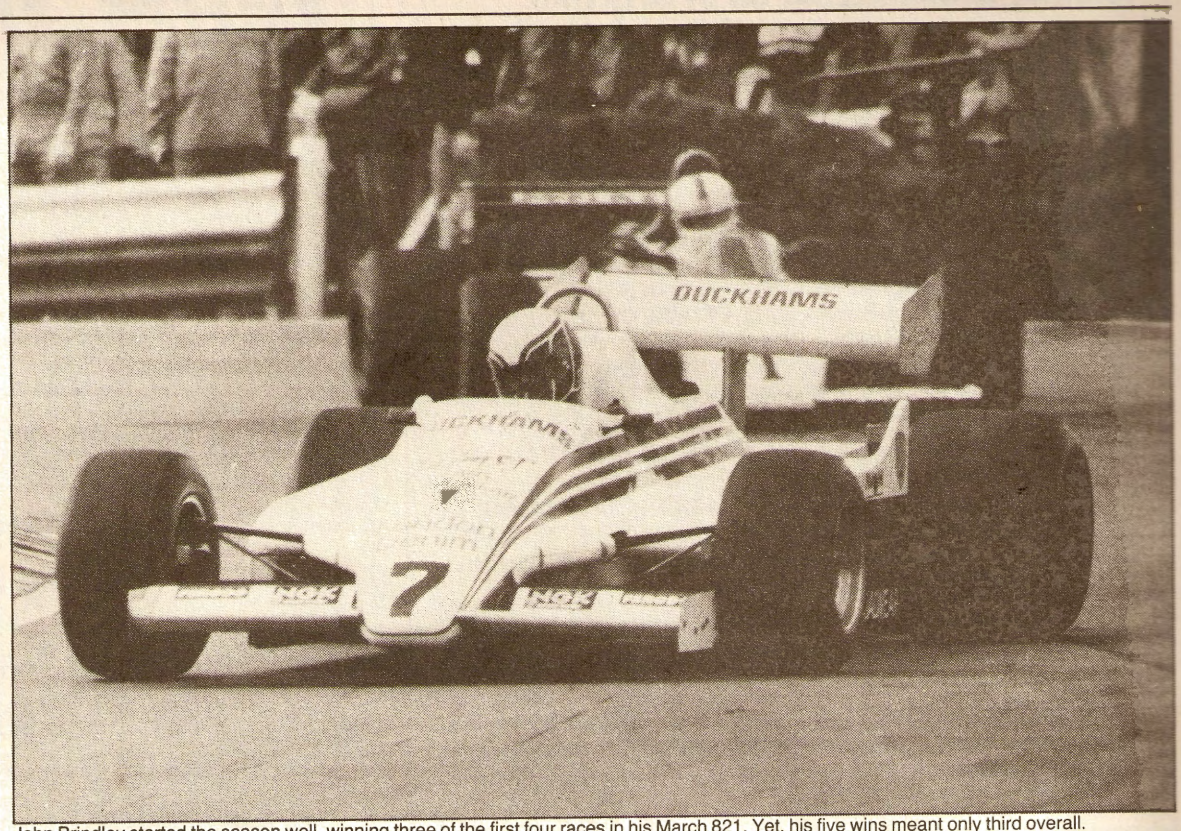
| | |
|---|---|
| 1 Alo Lawler (3.0 McLaren-Alan Smith M30) | 64 |
| 2 John Brindley (3.0 March-Ford 821) | 61 |
| 3 James Stevenson (3.0 McLaren-DFV M29) | 49 |
| 4 Tony Trimmer (5.0 Lola-Chevrolet T330) | 42 |
| 5 Roger Orgee (2.0 Lyncar 79 BDX) | 29 |
| 6 John Travis (3.0 RAM-DFV01) | 18 |
| 7 Paul Rhodes (2.0 Chevron-Hart B48) | 11 |
| 8 Norman Payne (3.0 Ensign-DFV N180) | 6 |
| Peter Taylor (1.6 Chevron-BDA B42) | 6 |
| 10 Robin Palmer (2.0 Magnum-Toyota) | 5 |

# Right down to the line

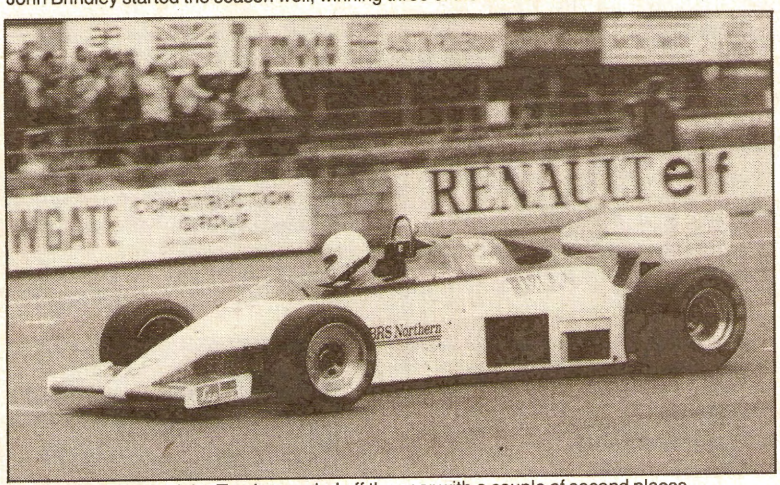
The opening round of the 750MC's Formula 4 Championship at Silverstone back in March had an all too familiar ring to it: reigning champion **Mike Whatley** putting his Delta T81/4 on pole and scoring fastest lap en route to victory, by 22½secs. . . However, the year wasn't to prove a runaway for the driver from Holmfirth, as the man who came second in that opening round, Bolton's **Rob Moores** (Chevron B38), tailed him for the crown right up to the final round, and then some. . .

Snetterton in October was where the season came to a head, and Moores did all that he could by winning, but Whatley came home second, after a late challenge from last year's runner-up **Bob Davis** (Davis T5) had come unstuck, and so this was good enough to leave them on equal points, but the latter took overall honours with four victories to three. It was no cakewalk, but, on balance, Whatley deserved the honours, as he had generally demonstrated a greater turn of speed.

During the course of the year, three other drivers picked up the victor's garlands: Davis in his self-built T5 on three occasions; with **Richard Penny** (Lola T670) and **Wally Liles** (converted FF2000 Van Diemen RF82) taking one win apiece. Fittingly, these three finished third, fourth and fifth overall, with Liles' superior finishing record leaving him in the bronze medal position from Davis, whose high retirement rate mid-season rather negated his four pole positions and seven fastest laps. TR Club stalwart Penny took in only six rounds, so his four top three finishes were most impressive and suggest that a fuller season could well have seen him make a bid for the crown. His was the top-placed 1-litre car.



John Brindley started the season well, winning three of the first four races in his March 821. Yet, his five wins meant only third overall.



After tyre problems, John Travis rounded off the year with a couple of second places.

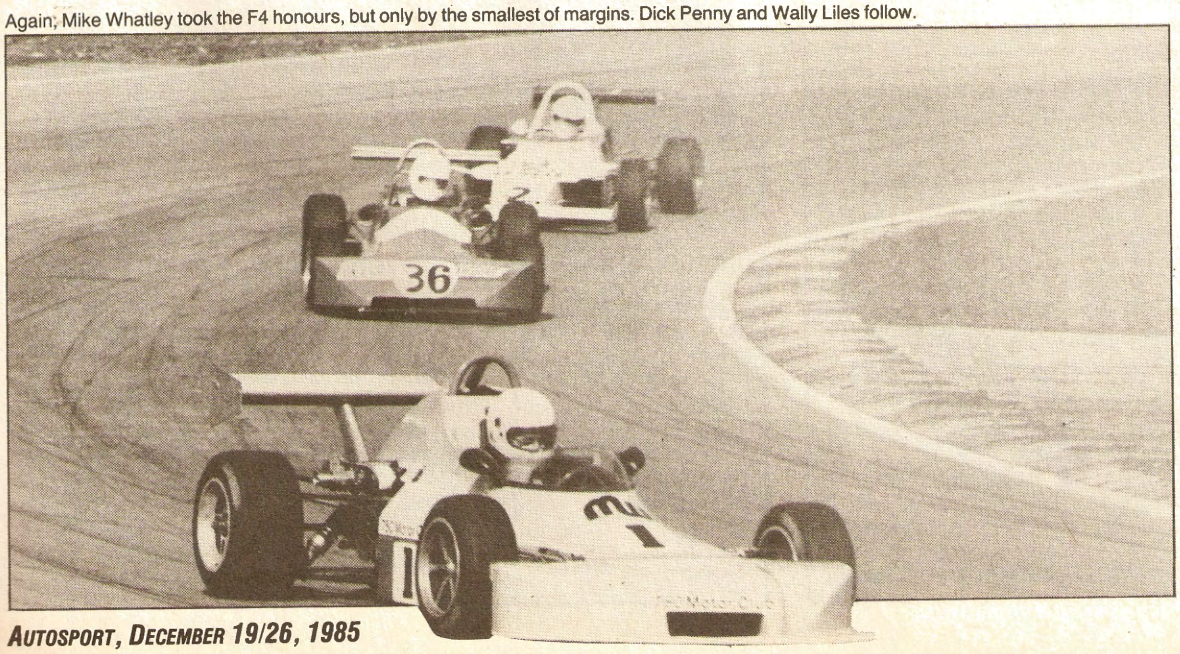
**Robert Babikian** (March 773) and **Eric Wandless** (Elden Mk10) were two of the most regular competitors, picking up points for consistency rather than out and out speed, so it was particularly unfortunate that the former was involved in an aerobatic display at the final round at Snetterton. Fortunately, he escaped uninjured, which was more than could be said for his car.

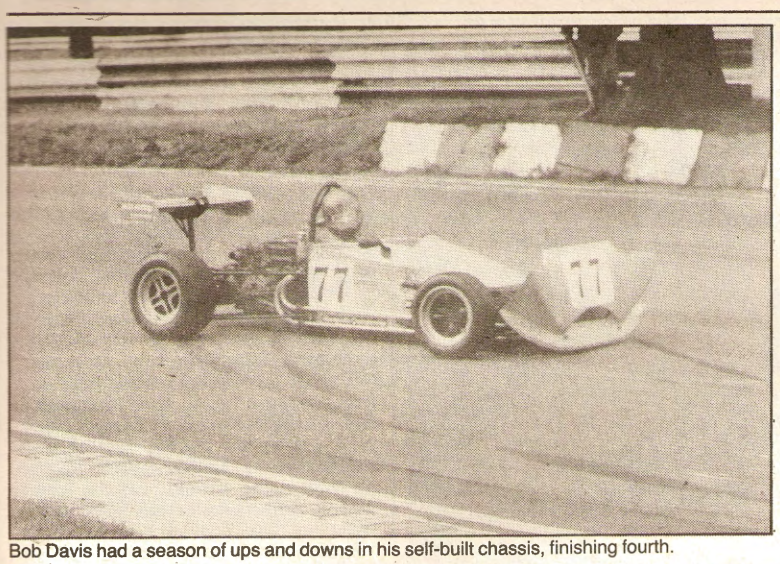
Several other drivers registered noteworthy performances during the season, such as **Paul Tickner** (March 713), but the Godalming based driver failed to finish more often than not and thus scotched his chances. **Iain Rowley** twice came home in second place in his unusual Cirrus 004, providing still more chassis variety to the field, but was another to run for only half the season. **David Sheppard** (Jamun T8/4) missed the first four rounds but scored well thereafter, while **Gary Storer** (March 773) spread his races out through the year to achieve four top six finishes.

The opening round marked the only appearance of **Barrie Pusey** (Chevron B43) prior to his departure to B Class F3, and he crossed the line in third place, just ahead of **Chris Kite's** ERM Pilbeam P41. The latter took part in just one more round, the following one at Brands, where he also finished fourth, beating even Whatley, although the latter was suffering from a down-on-power engine. And, in that same race **Mark** (brother of Gary) **Storer** had his only race start of the season, coming home sixth in a Delta T79/80 in the F4 section of this combined race with F1300 runners — F1300 winner **Martin Walford** just pipping him on the line. In fact, Walford took his WEV 2B to fourth place (in the F4 category) at the final round, having run right with Whatley, Moores and Davis.

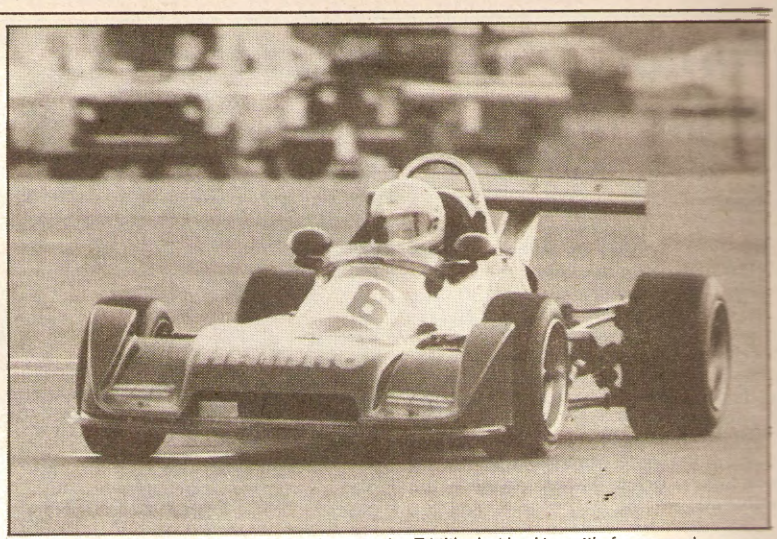
In the latter half of the season, **David Eccles** and **Graham Grieg** (both Delta T78 mounted) picked up a handful of points, but were never on the ultimate pace, while much the same can be said of Londoner **Burt Harper** (Sparton FT81), **Tim Williams** (Delta T79/4) and **Alberto Viscardi** (Delta T80).

Again, Mike Whatley took the F4 honours, but only by the smallest of margins. Dick Penny and Wally Liles follow.





Bob Davis had a season of ups and downs in his self-built chassis, finishing fourth.



Rob Moores could hardly have come closer to the F4 title, but had to settle for second.

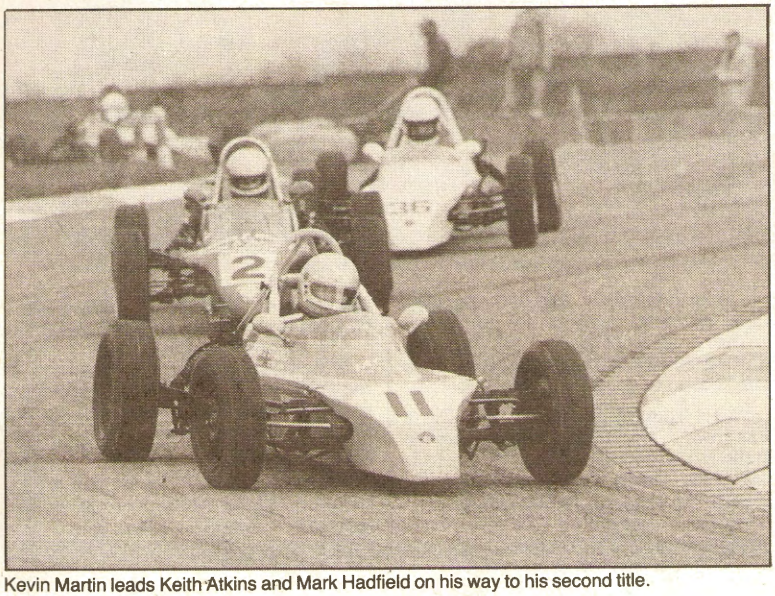
### 750MC FORMULA 4 CHAMPIONSHIP

| | | |
|---|---|---|
| 1 | Mike Whatley (Delta T81/4) | 89 |
| 2 | Rob Moores (Chevron B38) | 89 |
| 3 | Wally Liles (Van Diemen RF82) | 68 |
| 4 | Bob Davis (Davis T5) | 60 |
| 5 | Robert Babikian (March 773) | 45 |
| 6 | Dick Penny (Lola T670) | 43 |
| 7 | David Sheppard (Jamun T8/4) | 43 |
| 8 | Eric Wandless (Elden MK10) | 42 |
| 9 | Paul Tickner (March 713) | 39 |
| 10 | Iain Rowley (Cirrus 004) | 36 |

# Vee twins

Stuart Rolt's input into the 750MC's Formula Vee initiative has been prodigious for many seasons, the Long Whatton man invariably providing the pace-setting chassis and also some of the best 1300cc air-cooled VW engines to power them. His Beetle-derived Scarab cars — the monocoques for which are built by local fabrication specialist Simon Hadfield — are good-handling devices, cheap to maintain, inexpensive to run and, above all, great fun to drive. The current appeal of the low-cost formula owes much to Rolt's resourcefulness, and the enthusiasm of David Bradley and Erle Minhinnick of the organising club.

As before, Stuart fielded a pair of quasi-works Scarab Mk2s from his Loughborough base, for the much underrated **Kevin Martin** and single-seater newcomer **Mark Hadfield**, younger brother of historic ace Simon. During the course of the season, this pair scored no fewer than three one-two finishes for the Scarab equipe and outpointed strong opposition from Scarab customers **Andrew Ingram** and **Andy Storer** — third and fourth in the final reckoning.



Kevin Martin leads Keith Atkins and Mark Hadfield on his way to his second title.

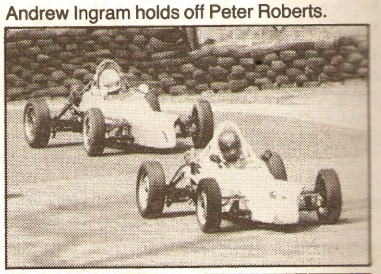
Martin, who claimed his first Autocavan FVee title in 1983 (having graduated from Austin 7 racing, in which he was also a double 750MC national champion!), repeated the feat this season, accruing no fewer than seven race victories in the development Mk2C chassis. Hadfield, well remembered for his dramatic Lotus Elan-rolling escapades in a PHRS race at Thruxton, learned his open-wheeler ropes quickly, the Cobonsite man pushing his team-mate progressively harder as the season unfolded. While he did not win a round, he emerged as a goods prospect for future seasons, and plans to partner Martin in Thundersports.

Ingram, another looking towards the MCD endurance series for '86, put together an excellent season with his self-run Mk2A, rounding it off with a most encouraging victory at the Snetterton finale. Part-time MG Midget dicer Storer was even more consistent in his Mk2, his points total equalled by Irishman **John Mitchell** in his venerable but effectively-driven Austro, fifth overall. Defending champion **Peter Roberts** started out well, winning the opening round after a protracted scrap with Martin, but wound up sixth in the standings, unable to match Kevin's pace.

**Andy Giles**'s interesting Bebob, **Larry Maynard**'s ex-Mitchell Austro (of 1967 vintage), **Keith Atkins**'s beautifully presented Cooper & Morgan-run Belgrave 85B (a brand new car which uses adapted Reynard 83/84 bodywork and **Mike Steley**'s MJS rounded off the top 10 in the championship which was very well supported on occasions. Stalwart competitors **Gordon Rae** (in his faithful 1973 home-brew) and **Liam Sweeney** (KM Druid) were there as ever, Rae finishing third and fourth among the contemporary cars on his three outings, while newcomer **Mark Thomas** (son of series sponsor Geoff) showed promise in the ex-Minhinnick Belgian-built Celi AC10.

**ALAN WARREN**

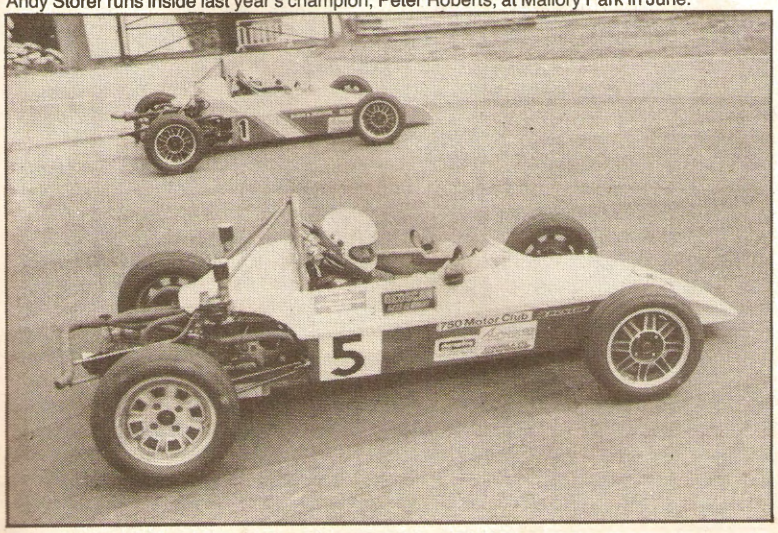
Andrew Ingram holds off Peter Roberts.



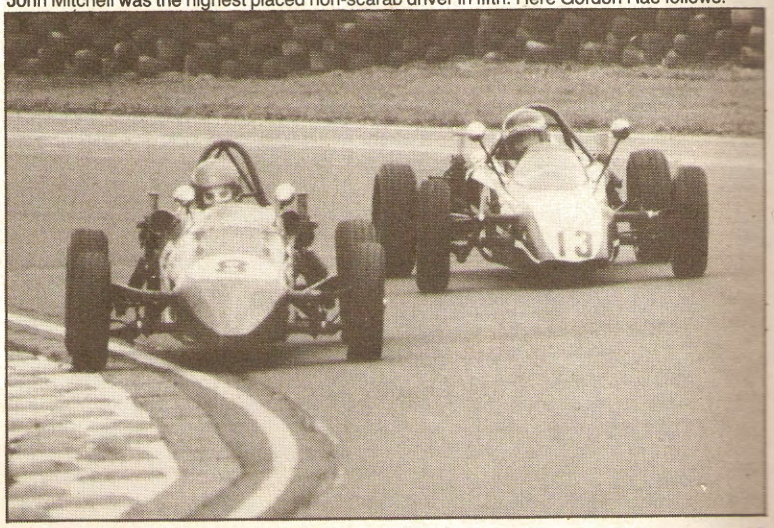
### AUTOCAVAN FORMULA VEE CHAMPIONSHIP

| | | |
|---|---|---|
| 1 | Kevin Martin (Scarab Mk2C) | 97 |
| 2 | Mark Hadfield (Scarab Mk2) | 75 |
| 3 | Andy Ingram (Scarab Mk2A) | 72 |
| 4 | Andy Storer (Scarab Mk2) | 62 |
| 5 | John Mitchell (Austro Mk2) | 62 |
| 6 | Peter Roberts (Scarab Mk2) | 49 |
| 7 | Andy Giles (Bebob V83) | 42 |
| 8 | Larry Maynard (Austro Mkl) | 35 |
| 9 | Keith Atkins (Belgrave 85B) | 33 |
| 10 | Mike Steley (MJS V83) | 28 |

Andy Storer runs inside last year's champion, Peter Roberts, at Mallory Park in June.



John Mitchell was the highest placed non-scarab driver in fifth. Here Gordon Rae follows.



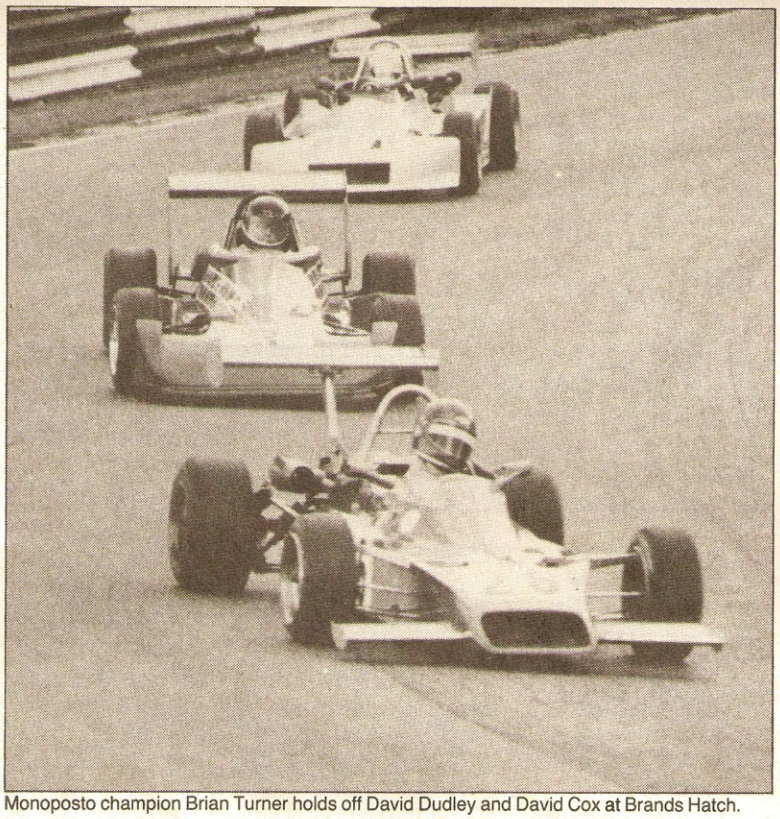
# Turner, at the last

Quality rather than quantity was the order of the day at most rounds of the Monoposto series. The opening round was won, fittingly enough, by reigning champion **George Whitehead** in his WRA but business commitments prevented him from fully defending his title. The contenders were therefore the ever present **David Dudley**, who has been threatening to win the title for years; **John Bradshaw** who grew steadily quicker during 1984 and was always going to be a contender this year; **David Cox**, the 1983 Kent champion now an established frontrunner in his March 793; and series newcomer **Brian Turner** making the move up from F4.

Bradshaw's challenge started early with a good win at the second round at Snetterton, but Dudley proved uncatchable at Silverstone. So, the series looked promising with three different winners in as many races. Dudley stamped his authority at Castle Combe with a second successive win, to lead the championship, but chose not to enter for Cadwell Park — a decision which probably cost him the title. The annual trek to Lincolnshire gave Whitehead a second win, although he was never far ahead of Bradshaw. Turner was third after a slow start and repeated the result at Oulton behind Whitehead and a flying Dudley. Then a testing shunt at Knicker Brook destroyed Bradshaw's Raffo and ended his championship aspirations.

By now Turner was beginning to look threatening — he could not stay with the leaders in the early rounds, but was always there at the flag. The turning point came mid-season at Mallory Park and Donington when two successive wins gave Turner the series lead, one he was never to lose. Brands in August gave Dudley his fourth win of the season, but Turner answered with his third at Thruxton, taken from Dudley's Reynard at the chicane on the last lap after the Tewkesbury butcher had led virtually the whole race. By this stage it was becoming a two man race for the title, although Dave Cox still had other ideas. A change of engine mid-season gave the March an extra edge and at the second trip of the season to Oulton he forced past early leader Turner to take a well-judged win and fastest lap — a lap record at that. Turner had his revenge at Mallory three weeks later and went to Combe with just Dudley between him and the crown.

For the third year in succession the title was to be decided at the final round and, also for the third time, Dudley failed to win at the last hurdle. Star of the day was Cox, winning comfortably on home territory after disposing of the fast starting Turner, but the latter cruised in a safe second to secure the title.



Monoposto champion Brian Turner holds off David Dudley and David Cox at Brands Hatch.

Apart from the above five, **Bob Davis** was quick in his effective self built device in the few rounds he contended; Australian **Tony Green** grew quicker as the season progressed in his smart red March; and **Geoff Jackson** was always there or thereabouts in the Modus.

The inclusion of Pinto engines alongside the all-steel pushrod mills should fill the grids out for 1986 and will provide a more obvious and easier step up for Mono Kent competitors.

## Davey again

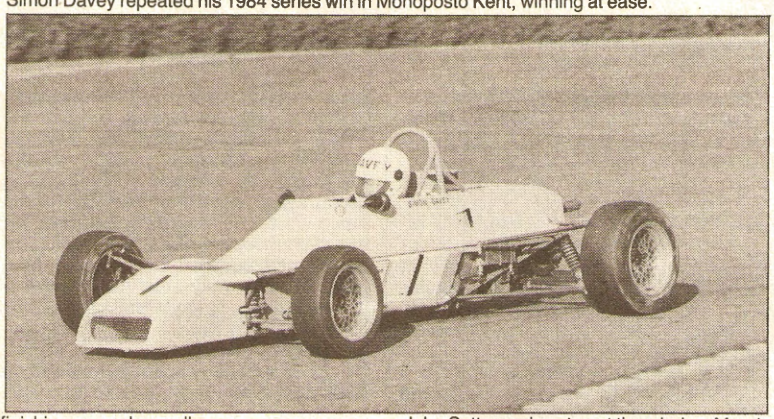
With support from brake pad manufacturers TUK, Monoposto Kent enjoyed a successful season with good-sized, well-presented grids and close racing. For the second year in succession the series was dominated by **Simon Davey**, this year campaigning a Van Diemen based special — the Kinell. The combination proved to be extremely effective from the outset, finishing fourth overall and comfortable class winner at the opening round on the GP circuit at Brands, the only race of the year shared with the quicker Monoposto Formula cars. Simon then proceeded to win every round he entered but, although the result became a foregone conclusion, the remaining places were keenly fought.

Two of the leading protagonists were new, young drivers; **Alan Mugglestone** and **Andrew Broadley**. Mugglestone's pace led to his Merlyn gaining TUK support during the year, a move justified by challenging strongly for the lead in most races in the latter part of the season. Broadley also looked very promising and, although he didn't record any wins, his consistent pace netted him second in the championship and both look potential winners for next season.

Other winners during the year included **Brian Mee** after a magnificent race-long scrap with Mugglestone at Oulton (resolved when the latter failed to get round the outside at Lodge on the last lap) and both **Nick Ashbourne** and **Peter Williams** in Colin Thorpe's indecently quick Lotus 69. Among others to feature were **Simon Sabel** who won the early Silverstone round, **Peter Williams** in his very pretty March 773 and the immaculate Davron of Bristolian **Maurice Cox**.

The season was typified by a six car battle for third place at the final round at Combe. With Williams and Mugglestone away, Messrs Mee, Cox, Broadley and Winston fought with **Tony Broster** (the 1981 Mono champ having come out of retirement in the latter half of the season running in the thick of it immediately) and **Chris Morris**. These six were two and three abreast for the whole race, the verdict eventually going to Mee from Broadley, Cox and Broster, but they were all covered by less than 1sec at the flag after a superb exhibition of clean, close, hard racing. ***PETER VENN***

Simon Davey repeated his 1984 series win in Monoposto Kent, winning at ease.



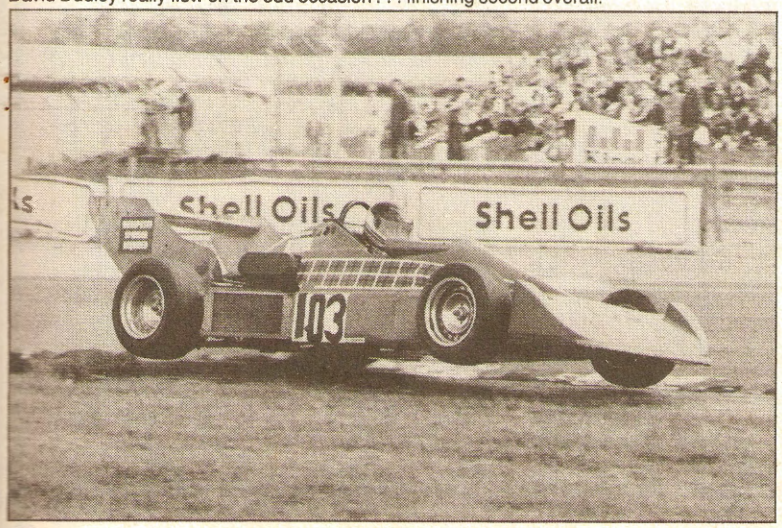
### MONOPOSTO FORMULA CHAMPIONSHIP

| | | |
|---|---|---|
| 1 | Brian Turner (Chevron B47) | 129 |
| 2 | David Dudley (Reynard 77SF) | 127 |
| 3 | David Cox (March 793) | 97 |
| 4 | John Bradshaw (Raffo Mk9) | 86 |

### TUK MONOPOSTO FORMULA KENT CHAMPIONSHIP

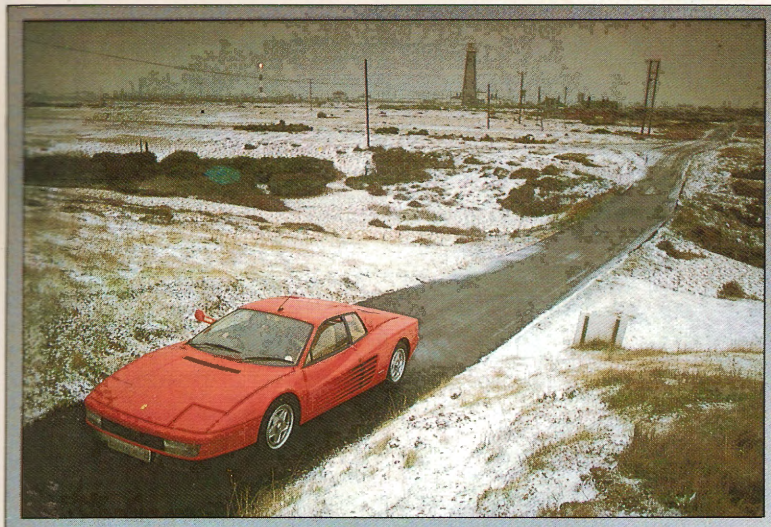
| | | |
|---|---|---|
| 1 | Simon Davey (Kinell 85MB) | 128 |
| 2 | Andrew Broadley (Lola T620) | 99 |
| 3 | Alan Mugglestone (Merlyn Mk31) | 98 |
| 4 | Brian Mee (Royale RP26) | 90 |

David Dudley really flew on the odd occasion . . . finishing second overall.




John Sutton arrives to put the wind up Maurice Cox and a marshal at Castle Combe.

By MIKE McCARTHY



# One of the best

**No marque in the history of motor racing has ever generated the sheer adulation that Ferrari does — the football hooligan-type behaviour of the *tifosi* at Monza bears witness to that. Not surprisingly, the road cars too can create enormous fervour, though more restrained and muted: no Ferrari owner would ever consider wrapping himself up in a Prancing Horse banner and shouting himself hoarse at a Grand Prix, but he does tend to have an attitude to the marque that borders on the religious. This makes the life of a road tester, trying very hard to be totally objective, rather difficult. After all, how can you criticise a car which invariably has stunning looks, a superb specification, a dazzling performance, an impeccable pedigree, and absolute charisma? Take the new Testarossa . . .**

It is too easy to dismiss it as a tweaked Boxer, for it is much more than that, much more than a mere Mk 2 BB. It is Ferrari's mid-eighties supercar, ignoring for the moment the semi-racing GTO. It is Ferrari's answer to that young upstart from Sant' Agata Bolognese, the Lamborghini Countach. It is one of the top three supercars available today.

However, it *is* based on the Boxer. The most important change was the removal of the radiators from the nose to the sides, for a number of reasons: to improve aerodynamics, for more efficient cooling, to avoid long cooling pipe runs under the car, to give a bigger front boot, and to achieve compactness. This, of course, meant a fundamental redesign on the part of those responsible for the car's shape at Pininfarina, and a number of ideas were considered before the final result you see here was chosen. To be honest, when I first saw those swoopy side strakes I wasn't too convinced: some of the purity of the line of the original had gone. However, there's no doubt that they are this year's stylistic hit — you only have to look at the number of Mercedes customisers who have copied them, invariably badly, to see what I mean. The nose has been simplified somewhat, and there is still a grille there, but now it only feeds cool air to the front brakes and the air conditioning system. From the rear the Testarossa looks a million miles wider than the Boxer thanks to those black grille bars which run its width. The Testarossa must be one of the few cars that looks more aggressive from behind. . .

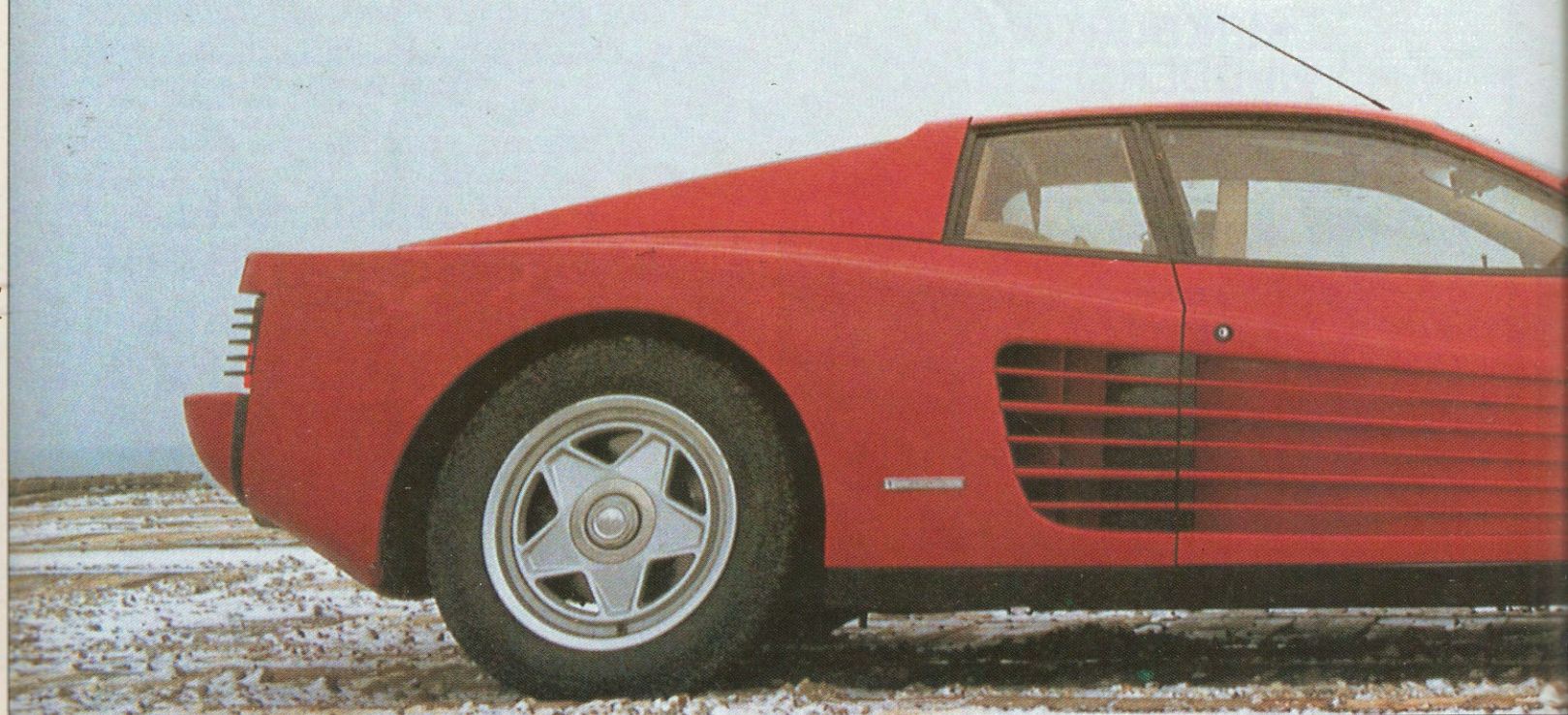
Under the skin there is much Boxer, such as the multi-tubular space frame — the Testarossa being one of the few genuine production cars to carry on with such a design. Wrapped around it is the body, made mostly of aluminium except for cockpit and doors which are steel.

The heart of any car is the engine, and that of the Testarossa is as hearty as you can get. According to Ferrari, the new engine has been completely redesigned compared to that of the BB512, although it does retain the capacity of 4942cc. Ferrari say that it is 'practically the 1985 version of the 3-litre, 12-cylinder Boxer engine with four valves per cylinder and four overhead camshafts used on the Ferrari F1 car which won three World Championships'.

Both block and heads are cast in light alloy, while the pistons and alloy liners are coated with Nickasil. The redesign has produced a reduction in weight of more than 20kgs (44lbs), and is said to be easier to service, though the thought of no less than 48 valves makes you think twice about *that*. Camshaft drive is by toothed belt, fuel injection by Bosch K-Jetronic, and ignition by Marelli Microplex. The power output is an enormous 390bhp (DIN, too) at 6300rpm, and torque no less than 361.3lb ft, also DIN, at 4500rpm. There ain't that many engines around today for which you can quote those sorts of figures, Mary Jane . . .

The engine sits behind the cockpit and on top of the five-speed transmission, a curious arrangement when you think what it does to the C of G of the engine, pushing it right up and negating the effect of the Boxer layout. It isn't as if there's no room for a 'box in the tail, either . . .

Suspension is pure racer, with wishbones and coils at each corner, the latter doubled up at the rear. Steering is by unassisted rack and pinion, though the massive ventilated disc brakes are power operated via hydraulics. Enormous fat Goodyears, 255/50VR16s at the front, 255/50VR16s at the back, are fitted to traditional five-spoke alloy wheels. Standard fittings include leather upholstery, air conditioning, radio, electronically



operated windows, central door locking and an electrically adjustable external mirror.

On climbing into the Testarossa, the first impression is of considerable opulence. There's acres of leather, and plenty of minor controls to keep you occupied in traffic jams, some in a roof console, some on the centre console, and some on the facia. At first the facia looks rather bland until you realise that the radio is hidden under a lid above the air conditioning vents. The gear lever, a thin chromed lever topped by a black ball, pokes out of a beautiful, and *very* Ferrari, chromed gate. All the controls are near perfectly placed, and, with an adjustable steering column and a seat which seems to move in all directions via electric switches down on the side, a relaxed and comfortable driving position is soon achieved, with none of the usual Italian ape problems.

Start up and the Ferrari magic starts as well. The engine catches instantly but, when cold, surges rhythmically for a few moments before settling down to a steady 800rpm or thereabouts. If your idea of 12 cylinders is Jaguar silence, you've got a shock coming with the Testarossa: even at low revs it grumbles and growls and grunts. This is a machine designed for one thing, and one thing only: performance. Refinement is for others. . .

And what a performance! The figures Ferrari quote (though we have yet to see them verified, and in the past their figures have been highly questionable) are a maximum speed of 181mph, a 0-100kph (62.5mph) time of 5.8s, and the standing ¼ mile in 13.6s. (This compares to the Countach's times, as measured by *Autocar*, of 179mph, 4.9s and 13.0s respectively.) Accurate or not, the paper performance is immaterial: the fact is that the Testarossa is a bloody quick machine by any standards.

Take it from a standing start. Pop the clutch, floor the throttle, and before you know what's happened you're pinned back into the seat (the effect on passengers is even more staggering!). The 6800rpm red line has been reached almost before you can catch your breath. Prod clutch, chonk lever through to second, and the impression that you're rocket propelled becomes even stronger. Into third and you're past 100mph with no sense of diminution in the rate of acceleration. On up in the gears, fourth, fifth, and 150mph comes up on the speedo in a breath-takingly short space of time. The power of that Boxer engine is awesome.

And it lets you know it's working. As peak revs are reached it becomes a howling, frenzied animal, bellowing away behind your ears, pure music to lovers of fine engineering. Damn refinement — this is a *Ferrari*, and you know it . . .

And then you hit traffic, and you find another facet to its character. Although it sounds fussy at low revs (after all, there are three times as many explosions inside the cylinders as you find in any four at any given revs) it is totally tractable: feed in the throttle at 1000rpm in fifth and it will amble gently away. No temperament, no fuss. At first the Testarossa is intimidating because you feel you ought to use all the power all the time, but in fact it is as docile as a kitten if needs be. The sense of intimidation soon disappears.

The clutch, for once on a powerful Ferrari, is light, almost delicate, smooth and progressive. The gearchange, in contrast, is heavy to start with, particularly if the car is cold, but improves a little as things warm up — but not very much. First in particular, which is a dog-leg to left and down, can be an absolute pig, with second not much better. On the other hand fourth and fifth are superb, slotting rapidly and easily from one to the other. Each change, incidentally, is accompanied by a distinct 'chonk' as the lever hits the gate — some things never change in a Ferrari. . .

Of course it's no good having all that performance it you can't use it, and — in the dry — you most certainly can with the Testarossa. I had the chance to try it for the first time on a dry, deserted test track, and the impression is that the car simply corners on the proverbial rails. The steering is magnificent, light, direct, absolutely absolutely with feel, twitching in your hands over minor bumps, telling you exactly what the front wheels are doing. On the limit the tail comes gently out, quite controllably, and it is possible to hold this heavy (29.6cwt) car in a neat, clean, old-fashioned drift. In the wet it's another matter: that expanse of rubber at the back acts more like smooth banana skin, and in the snow . . . Just be prepared to be overtaken by gently-driven Morris Minors.

Matching the steering and performance is the braking. At first they seem over-servoed, being very light and dead at slow speed, but their ability to erase speed in an emergency is staggering, with just a touch of front wheel lock-up at the limit.

One of the prices you have to pay for all this, though, is a distinctly harsh ride. Much of the problem lies in those fat tyres and the relatively little compliance included in the chassis to keep the handling taut, with the result that it feels as if the car steam-rollers its way over bumps, flap-flapping over cat's eyes, and roaring loudly on concrete surfaces. Refinement (in the sense of noise suppression) is not a strong point. The lovely sounds from the engine we came to enjoy: less pleasant was the loud wind roar, from speeds of 90mph or so and above, from the wing mirror or door (the mirror, by the way, provides an excellent view rearwards but, most annoyingly, cuts across vision on right hand bends).

No, the Testarossa is not perfect. Treated quite objectively, a Porsche 911 Turbo is a better all-round car, but, compared to the Testarossa, it is soul-less and efficient. The Countach vies with it in looks and straight-line performance but somehow lacks that extra something that you may get with a Ferrari. This gentleman, for one, like all true Ferrari fanatics, prefers red-heads. . . ■

## FERRARI TESTAROSSA

### £62,666

### Specification

| | |
|---|---|
| Cylinders/capacity | Flat 12, 4942cc |
| Bore/Stroke | 82/78mm |
| Valve gear | Twin ohc/bank, 4 valves/cylinder |
| Fuel system | Bosch K-Jetronic |
| Power/rpm | 390bhp(DIN) at 6300rpm |
| Torque/rpm | 361.3lb ft (DIN) at 4500rpm |
| Steering | Rack and pinion |
| Brakes | Ventilated discs |
| Wheels (F/R) | light alloy, 8x16in F/10x16in R |
| Tyres (F/R) | 225/50VR16/255/50VR16 |
| Suspension (F) | Independent by double wishbones, coil springs, anti-roll bar |
| Suspension (R) | Independent by double wishbones, double coil springs, anti-roll bar |

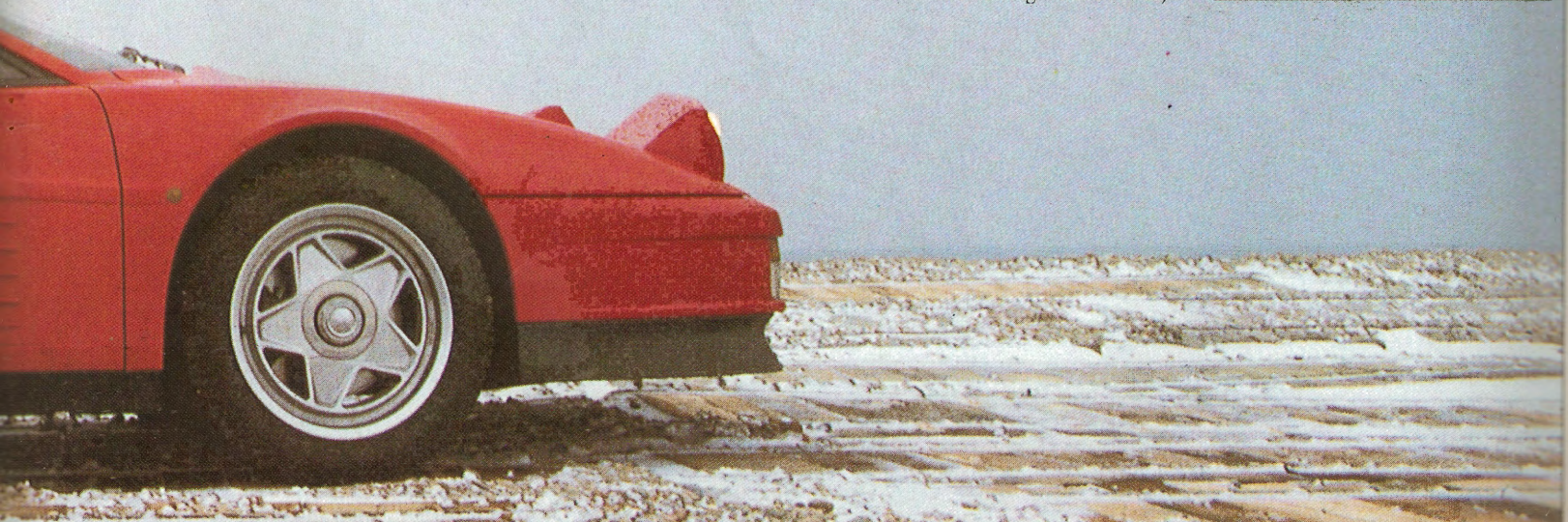
### Dimensions

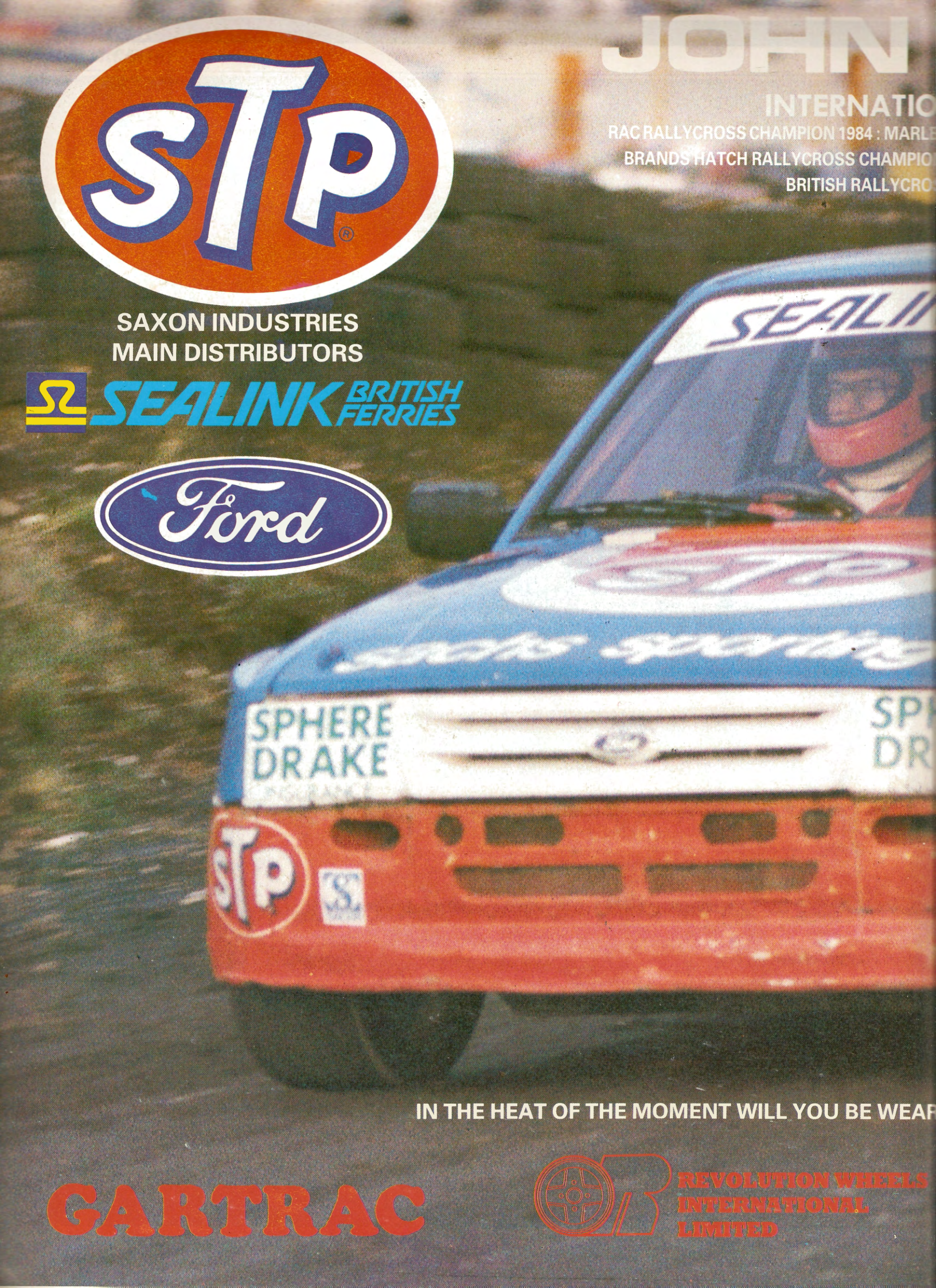
| | |
|---|---|
| Length | 176.6ins |
| Wheelbase | 100.4ins |
| Track (F/R) | 59.8/65.4ins |
| Width | 77.8ins |
| Weight | 29.6cwt |

### Performance

(Manufacturer's figures)

| | |
|---|---|
| Maximum | 180.2mph |
| 0-100kph | 5.6s |
| 50-70mph (4th/5th) | 7.3s |
| Test consumption | 17.8mpg |

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sachs sporting
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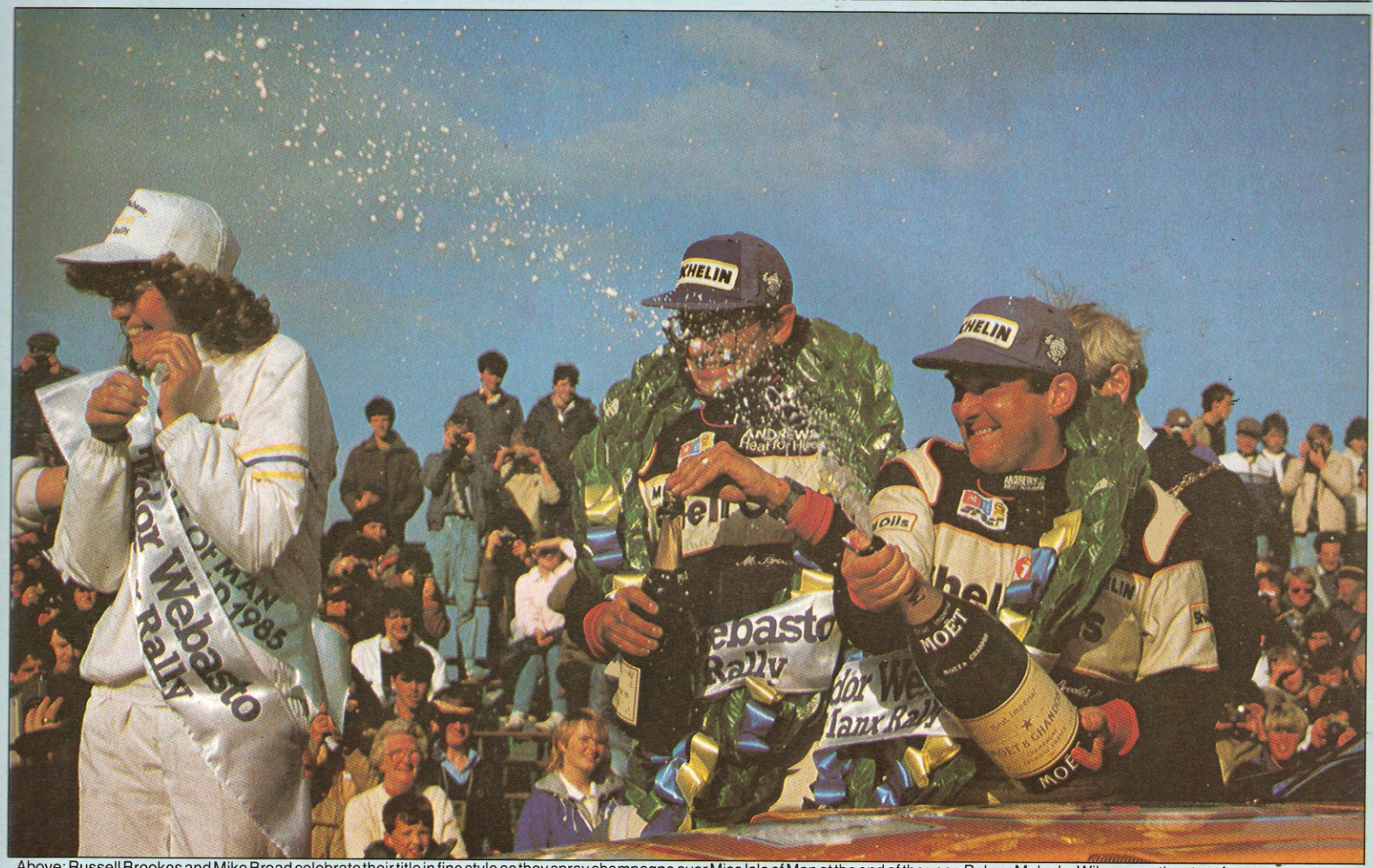
By KEITH OSWIN




Above: Russell Brookes and Mike Broad celebrate their title in fine style as they spray champagne over Miss Isle of Man at the end of the year. Below: Malcolm Wilson was the star of season.

# Russell's title—Malcolm's year

**Looking back on the 1985 Shell Oils RAC Open Rally Championship — the first to bear the name — two drivers emerge as being worthy of particular acclaim. Naturally, Russell Brookes as champion drove well, and with characteristic determination, to beat off the not inconsiderable challenge from the four-wheel drive brigade. But the year also marked the return to form of Malcolm Wilson after too long in the doldrums. He convincingly won all three forest events of the season but ultimately lost out by failing to finish any of the tarmac events, despite having led two of them.**

**But the championship could never be labelled a two-horse race. Right to within three stages from the end, the advantage lay with reigning champion, Jimmy McRae, but a blown headgasket on the Manx ultimately robbed him.**

Above: Didn't Jimmy McRae try hard? Sadly for the Scot, however, he missed out at the final hurdle. Below: Tony Pond came close to taking the Group A title with the big Rover.

Consider, for a moment, the prospects as the teams lined up in Bradford for the National Breakdown Rally. Audi had Michele Mouton on hand to attract publicity and, hopefully, bring the championship title to the David Sutton run equipe, a proposition that has proved rather more difficult than might have been expected. Joining the French starlet was reigning British National Champion, David Llewellin, regarded by most as the hottest property in British rallying at present.

Backing the works effort, albeit privately, was Malcolm Wilson in his elderly, Dunlop shod Quattro. Few expected more than a solidly driven season from the Cumbrian, collecting a few necessary points should the front runners hit trouble.

With that sort of opposition, therefore, who could expect to seriously hamper the German supercar's championship aspirations?

But, with six events and seven months under its belt, the championship had a touch of *deja vu* about it. The supercars had failed once more and the title was being handed to **Russell Brookes**, having driven a canny season with the almost geriatric Manta 400. Reliability had been the key word this year, as often in the past, rather than high power technology.

For Brookes, the year started far better than he ever expected. The National Breakdown Rally—through all its various guises—has never been one of his favourite rallies. Nevertheless, second place behind Malcolm Wilson's ailing Quattro was the result of a determined effort, helped along the way by the retirements of Mouton, Llewellin and McRae. In Ireland at Easter, however, Brookes' hopes of the title took a hard knock in controversial circumstances.

With the edge over team mate, McRae, Brookes looked set to win the Rothmans Circuit of Ireland ahead of the Mantas of McRae and Bertie Fisher. But, with European Championship points at stake, team manager, Melvyn Hodgson, issued team orders that forced Brookes to slow and allow McRae through. As it turned out, the GM Dealersport master plan worked to some degree. Although McRae was eventually unable to amass enough points to gain an A-seeding for 1986, he was on his way at this point in the year. And Brookes now led the Open Championship, the second part of the GM plan.

Wales, however, was the only real set back to Brookes' hopes for the year. Having battled all through the event, first through the dust and then through rain, to fend off the challenge from the Audis. ▶

Something has got to change! Mikael Sundstrom's Peugeot 205 Turbo enters Manx scrutineering but Michele Mouton's Quattro S1 cannot make it up the ramp . . . and not for the first time.

▶▶

Brookes had climbed to second place behind Wilson during the first leg, led into the Aberystwyth halt and then slid off the road into retirement as the rally drew to a close. The Audis had used their wet weather advantage to the full to slip past once more.

From leading the series, Brookes had immediately dropped to third and, with the Scottish Rally next on the calendar, regaining the advantage would probably have to wait. Indeed, that is just what happened as Wilson took the third win of his season, with McRae yet again finishing in runner up slot and Brookes slipping to third by the finish. But this was one of those rallies where the printed results told little of the real story. Driving in some pain with a badly sprained ankle, Brookes had produced an heroic drive to lie second to Wilson during the final night. His position had been boosted by Mouton's retirement with the Sport Quattro but he had been well ahead of Mikael Sundstrom's 205 Turbo 16, seen as a real threat before the event. And, importantly for Brookes, he was ahead of McRae, despite this being a European Championship round . . .

Not unnaturally, the Manta drivers viewed the final two tarmac events with some enthusiasm. The car may lack traction in the forests, but on tarmac, its agility is far superior to all but the very best four-wheel drive cars. It was no surprise, therefore, to see the Mantas stay the course in Ulster as first Mouton — in the latest Sport Quattro S1 — then Wilson and, finally, Sundstrom, slip by the wayside. Of that list, only the Finn actually finished the event, beaten for speed over the final few stages as Brookes and McRae raced ahead, Brookes to cross the line first and to go to the final round in the joint lead of the series with McRae.

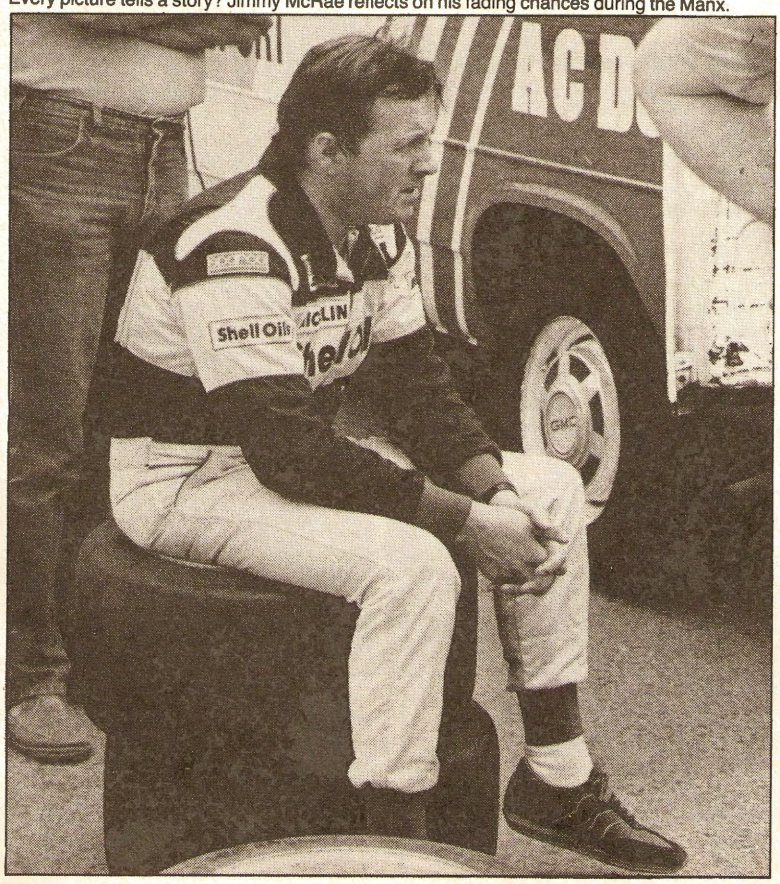
The Tudor Webasto Manx, that traditional carnival of motorsport, was to provide the most tense finale possible as Wilson led before crashing and McRae battled against engine problems due to an early head gasket failure. The gap drew ever closer until, with three stages to go, Brookes was through to take both the event and his second British title. It had been a long, hard season!

For Brookes' team mate, **Jimmy McRae**, the year almost netted him an unprecedented fourth title, that honour denied him at the final hurdle. Indeed, while Brookes' year began well, McRae's could hardly have got off to a more dismal start as a broken camshaft pulley retaining bolt sheared in Dalby, the delay in getting the car going again leaving him free for breakfast while the rest battled on through the National Breakdown Rally. But, while out of favour in Yorkshire, McRae was back in the team's good books by Easter and was on the receiving end of that controversial decision on the Circuit of Ireland. Although grateful for the inherited win, McRae was not entirely happy with the manner in which it had been achieved and his determination was boosted to ensure that the result did not ultimately affect the outcome of the title.

The Shell International Welsh Rally in May saw McRae challenging Brookes once more and, while the Andrews supported driver failed to finish, it must be said that McRae's AC Delco car had not been able to force its way past by that point. Nevertheless, McRae was back in the title hunt in time for his home event, the Lloyds Bowmaker Scottish in June.

One can only be left to wonder what the Lanarkshire plumber has to do in order to be piped onto the rostrum. For the fifth year in succession, he could manage no better than second despite a fiercely determined challenge. On this occasion he had been slowed by a puncture and a broken strut during the final leg of the event but could offer little resistance to Wilson's Quattro.

Every picture tells a story? Jimmy McRae reflects on his fading chances during the Manx.




The British Midland Ulster Rally a few weeks later saw McRae and Brookes battling for seconds as they tore into the lead set up by Malcolm Wilson and, later on in the rally, Mikael Sundstrom. With a handful of stages to go, the Mantas burst past the Peugeot and, by the time that team orders were applied again this year, Brookes was ahead and McRae had to settle for second. This time, it was honours even and both drivers could look forward to a free for all on the Manx in September. They were, after all, tied at the head of the table . . .

The task for McRae was an uphill one from the end of the first day as a blown head gasket had done too much damage in the engine to allow the unit to run on full song all the way to the finish line. While Brookes merely had to drive hard to erase an early, time consuming puncture, McRae was already forced to ease the car towards the finish. With Malcolm Wilson out, McRae's lead was being eaten away by his great rival and the only question that mattered was, "How many miles are left?"

As it turned out, there were just too many and Brookes could not be held back this time. Indeed, a broken rear shock absorber near the end of the final day, probably served to ensure McRae's second place, rather than allowing him to drive the car into the ground. Sadly, however, the seat with the team in 1986 probably depended on the result of this contest, although neither driver could be absolutely certain.

It seems almost cruel to line **Malcolm Wilson** up as only the third driver in this high speed trio. For the Cumbrian driver was undoubtedly the star of the season. Indeed, ask either Brookes or McRae

▶

▶▶ which driver they would have liked to see take the title if they could not have done it themselves, and the choice was unashamedly Wilson.

The opening event in Yorkshire was a triumph of determination over adversity as, having inherited the lead on the seventh stage when Michele Mouton departed the fray, he had to hang on grimly for a further 44 tests until he could spray champagne all over the crowds in Bradford. In the closing hours of the rally, a gearbox change was effected with remarkable co-operation between Wilson's own team and the lads from Audi Sport UK who had to work on an unfamiliar car with very little time available. While the seconds ticked away, co-driver, Nigel Harris, worked wonders with the marshal at the control (!) and the crew departed. Then the front diff failed and Brookes closed dangerously, but the whole thing held together just long enough to notch up Wilson's first international win in Britain.

Wilson's ex-works Quattro is, however, rather long in the tooth and not entirely suitable for tarmac use. Therefore, as Audi UK had brought a Sport Quattro from Germany for Mouton to drive, the spare A2 was released for Wilson's Circuit of Ireland attempt, only to blow the headgasket straight out of Belfast and grind to a halt on stage one.

In Wales, however, it was back to 'old faithful' and Wilson was back on song again, fastest on his sponsors' opening stage, slipping behind Brookes in the dust of the opening leg, and then easing through with Mouton in tow to the Cardiff finish and a 5 point lead in the series.

And who would have anticipated a repeat performance in Scotland? But indeed it was just that, McRae and Sundstrom taking the opening honours in Bellahouston Park, Mouton moving ahead in the Sport Quattro through towards the overnight halt, but being powerless to stop Wilson's storming drive through Drummond Hill into the lead where he remained to the finish. But now, it was tarmac time again. What to do?

With threats of defection to Porsche making the press, Wilson was handed the keys to a full tarmac spec A2 Quattro from the Sutton empire and he made full use of the opportunity in Ulster. He tied on the first stage with Mouton who had been at the wheel of a Sport S1, the winged supercar, but then took over completely until just after half way when the gearbox jammed and he was out. Suddenly, the championship was slipping away and nothing less than a combination of a win, and great luck, could stop the rot. If Wilson won the Manx, neither McRae nor Brookes would have to finish directly behind him. That was how he came to have his greatest opportunity — the Sport Quattro in full 500bhp tarmac trim — for the finale.

And how he tried. In the wet, he played himself in steadily until he powered through at the end of the day one to lead the event. Things were going as well as he could expect but then it all went wrong. A jump caught out the Quattro and it slewed down the road, slammed into a bank and caught fire. Luckily the crew escaped unharmed but their championship was run. But Wilson had also done enough to ensure a place in the Austin Rover team for 1986 . . .

Fourth in this year's series fell to **Bertie Fisher,** another Manta driver who, once again, proved better suited to the tarmac events than those amid the trees. Having said that, fifth in Yorkshire was a creditable drive and fourth in Scotland even better. But on tarmac, Fisher really showed his abilities, taking third on the Circuit — ahead of the two visiting Rothmans Porsches of **Billy Coleman** and **Bernard Beguin** — and on the Manx, with fifth in Ulster slotted in between. With a programme next season that is exclusively tarmac events, his overall position will be hampered, but the style should be entertaining.

Ranged against such developed opposition, it was perhaps asking too much of **Terry Kaby** to expect a threatening role in the Castrol Nissan, but the Towcester driver proved a steady and reliable compaigner for the Shepreth run team. Third in Yorkshire was an excellent start to the season and with steady performances on all but the Circuit, where he crashed, the season must have been satisfactory for all concerned.

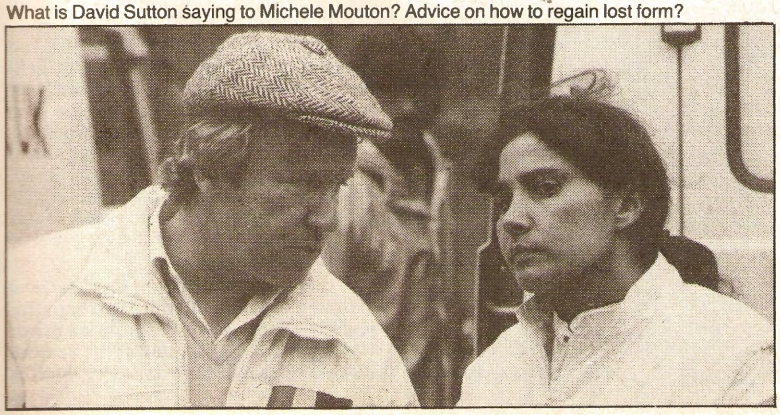
This year's Group A battle looked set to offer far greater entertainment than in previous seasons. There was no doubt that **Per Eklund** and Toyota would not be able to clean up the category with such ease as in the past, especially as Austin Rover were now able to compete fully with the stronger Vitesse.

With this in mind, the Toyota team set about turning their Celica Supra into a rally car but, as the decision to go with the 2.8 litre beast came rather late, 'Pekka' appeared in Yorkshire at the wheel of a new 1600cc Corolla GT instead.

Trailing both Tony Pond and Mikael Sundstrom (in a 205 GTI) at first, once the leaders faltered, the reliable little Corolla was there to start the season as it had hoped — at the head of the Group A table, **John Midgley** following on and **Mick Clark** netting third in the Talbot Sunbeam ti.

But, on the Circuit of Ireland, **Tony Pond's** Rover got its own back as Eklund debuted the big Supra. With the rear suspension still needing development, the Swede could not mount a serious challenge until it was too late. He finished second to the Computervision car and thus retained the Group A lead, but had also been made well aware of another threat to the Group A front runners. **Mike Stuart,** in his privately entered Vitesse, had finished third and it was not the last time that the Chester

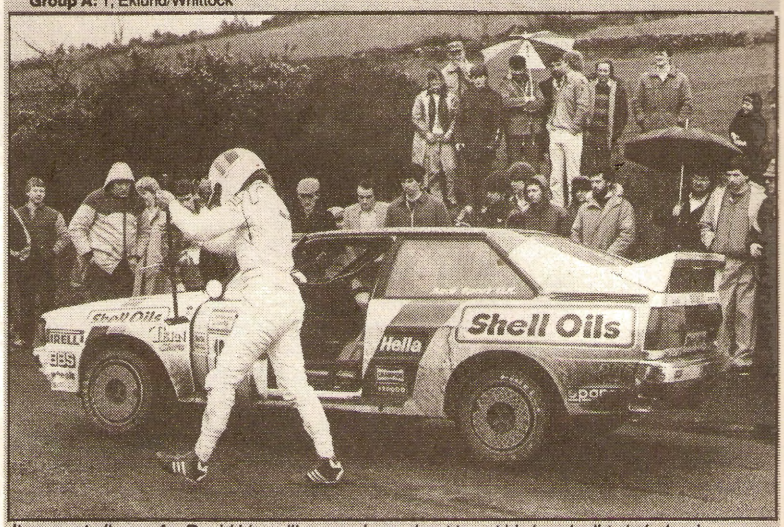
What is David Sutton saying to Michele Mouton? Advice on how to regain lost form?



## NATIONAL BREAKDOWN RALLY
### Feb 23/24

| | | | | |
|---|---|---|---|---|
| 1 | Malcolm Wilson/Nigel Harris | Audi Quattro A1 | B | 4h05m32s |
| 2 | Russell Brookes/Mike Broad | Opel Manta 400 | B | 4h07m29s |
| 3 | Terry Kaby/Kevin Gormley | Nissan 240RS | B | 4h10m21s |
| 4 | Chris Lord/Ron Varley | Audi Quattro A2 | B | 4h11m34s |
| 5 | Bertie Fisher/Austin Frazer | Opel Manta 400 | B | 4h15m29s |
| 6 | Per Eklund/Dave Whittock | Toyota Corolla GT | A | 4h20m15s |
| 7 | Cyril Bolton/John Meadows | Opel Manta 400 | B | 4h26m26s |
| 8 | Andy Dawson/Paul Evans | Ford Escort RS | B | 4h30m09s |
| 9 | John Haugland/Rupert Saunders | Skoda 130LR | B | 4h30m47s |
| 10 | John Midgley/Andrew Bodman | Toyota Corolla | A | 4h31m23s |

**Group A:** 1, Eklund/Whittock




*It was not all easy for David Llewellin, seen here about to get his hands dirty in Ireland.*

## ROTHMANS CIRCUIT OF IRELAND
### Apr 5/9

| | | | | |
|---|---|---|---|---|
| 1 | Jimmy McRae/Ian Grindrod | Opel Manta 400 | B | 7h35m37s |
| 2 | Russell Brookes/Mike Broad | Opel Manta 400 | B | 7h37m35s |
| 3 | Bertie Fisher/Austin Frazer | Opel Manta 400 | B | 7h46m27s |
| 4 | Bernard Beguin/Jean-Jacques Lenne | Porsche 911 SCRS | B | 7h51m15s |
| 5 | Billy Coleman/Ronan Morgan | Porsche 911 SCRS | B | 7h55m21s |
| 6 | Tony Pond/Rob Arthur | Rover Vitesse | A | 7h58m54s |
| 7 | Per Eklund/Dave Whittock | Toyota Supra | A | 8h03m00s |
| 8 | David Llewellin/Phil Short | Audi Quattro A2 | B | 8h07m32s |
| 9 | Ken McKinstry/Mark Crowe | Ford Escort RS | B | 8h14m44s |
| 10 | Cyril Bolton/Derek Ervine | Opel Manta 400 | B | 8h15m46s |

**Group A:** 1, Pond/Arthur

*Malcolm Wilson developed quite a taste for champagne during the season with three wins.*

## SHELL INTERNATIONAL WELSH RALLY
### May 4/5

| | | | | |
|---|---|---|---|---|
| 1 | Malcolm Wilson/Nigel Harris | Audi Quattro A1 | B | 4h05m41s |
| 2 | Michele Mouton/Fabrizia Pons | Audi Quattro A2 | B | 4h09m46s |
| 3 | Jimmy McRae/Ian Grindrod | Opel Manta 400 | B | 4h13m47s |
| 4 | David Llewellin/Phil Short | Audi Quattro A2 | B | 4h13m55s |
| 5 | Tony Pond/Rob Arthur | Rover Vitesse | A | 4h16m16s |
| 6 | Terry Kaby/Kevin Gormley | Nissan 240 RS | B | 4h19m51s |
| 7 | Chris Lord/Ron Varley | Audi Quattro A2 | B | 4h21m52s |
| 8 | Mikael Sundstrom/Paul White | Peugeot 205 GTI | A | 4h22m29s |
| 9 | Per Eklund/Dave Whittock | Toyota Corolla GT | A | 4h25m22s |
| 10 | Andrew Wood/Mike Nicholson | Vauxhall Astra GT/E | A | 4h26m34s |

**Group A:** Pond/Arthur

## LLOYDS BOWMAKER SCOTTISH INTERNATIONAL
### Jun 8/11

| | | | | |
|---|---|---|---|---|
| 1 | Malcolm Wilson/Nigel Harris | Audi Quattro A1 | B | 4h50m28s |
| 2 | Jimmy McRae/Ian Grindrod | Opel Manta 400 | B | 5h03m03s |
| 3 | Russell Brookes/Mike Broad | Opel Manta 400 | B | 5h07m03s |
| 4 | Bertie Fisher/Austin Frazer | Opel Manta 400 | B | 5h09m47s |
| 5 | Tony Pond/Rob Arthur | Rover Vitesse | A | 5h13m56s |
| 6 | Andrew Wood/Mike Nicholson | Vauxhall Astra GT/E | A | 5h17m36s |
| 7 | Terry Kaby/Kevin Gormley | Nissan 240RS | B | 5h18m21s |
| 8 | Saeed Al Hajri/John Spiller | Porsche 911SCRS | B | 5h22m51s |
| 9 | Murray Grierson/Roger Anderson | Ford Escort RS | B | 5h27m27s |
| 10 | David Mann/Bryan Harris | Toyota Corolla GT | A | 5h27m35s |

**Group A:** Pond/Arthur

*Checkover for Louise Aitken-Walker's Peugeot 205 GTi on the Scottish.*

## BRITISH MIDLAND ULSTER RALLY
### Jun 26/27

| | | | | |
|---|---|---|---|---|
| 1 | Russell Brookes/Mike Broad | Opel Manta 400 | B | 3h24m26s |
| 2 | Jimmy McRae/Ian Grindrod | Opel Manta 400 | B | 3h24m45s |
| 3 | Mikael Sundstrom/Paul White | Peugeot 205 Turbo 16 | B | 3h26m14s |
| 4 | David Llewellin/Phil Short | Audi Quattro A2 | B | 3h32m03s |
| 5 | Bertie Fisher/Austin Frazer | Opel Manta 400 | B | 3h32m45s |
| 6 | Austin McHale/Christie Farrell | Opel Manta 400 | B | 3h34m45s |
| 7 | Cyril Bolton/Derek Ervine | Opel Manta 400 | B | 3h34m49s |
| 8 | Tony Pond/Rob Arthur | Rover Vitesse | A | 3h36m31s |
| 9 | Terry Kaby/Kevin Gormley | Nissan 240RS | B | 3h38m07s |
| 10 | Per Eklund/Dave Whittock | Toyota Celica Supra | A | 3h39m25s |

**Group A:** Pond/Arthur

*Harry Hockly's little Opel Corsa is given the once-over during the Manx International.*

## TUDOR WEBASTO MANX RALLY
### Sep 12/14

| | | | | |
|---|---|---|---|---|
| 1 | Russell Brookes/Mike Broad | Opel Manta 400 | B | 5h34m55s |
| 2 | Jimmy McRae/Ian Grindrod | Opel Manta 400 | B | 5h42m24s |
| 3 | Bertie Fisher/Austin Frazer | Opel Manta 400 | B | 5h43m26s |
| 4 | Harald Demuth/Emilio Radaelli | Audi Quattro A2 | B | 5h44m21s |
| 5 | Terry Kaby/Kevin Gormley | Nissan 240RS | B | 5h48m52s |
| 6 | Austin McHale/Christy Farrell | Opel Manta 400 | B | 6h05m24s |
| 7 | Per Eklund/Dave Whittock | Toyota Celica Supra | A | 6h07m16s |
| 8 | Ken McKinstry/Mark Crowe | Ford Escort RS | B | 6h08m34s |
| 9 | Andrew Wood/Mike Nicholson | Vauxhall Astra GT/E | A | 6h11m11s |
| 10 | John Price/Derrick Davies | Renault Maxi 5 Turbo | B | 6h11m26s |

**Group A:** Eklund/Whittock

Problems for Per Eklund as the Supra breaks a propshaft on the first stage in Scotland.

driver would offer excellent support to the works effort, ending the season in a works car.

Also among the Group A contingent this year were a trio of rapidly driven Astra GT/Es, none more so that the Telecom backed example of **Pentti Airikkala.** One often got the impression that, had the reliability been there from the start, the Finn might have produced a top three position at season's end. But gearbox weaknesses ultimately cost several places throughout the year, a problem which also hampered **Andrew Wood** and **Dave Metcalfe** in their similar cars. In Wood, there is a talent which should net honours next season, while Metcalfe's inexperience probably cost a better result or two along the way. Nevertheless, he still brought the Castrol backed car home to second in class behind Wood by the end of the season, GM taking a full house, with the older example of the much travelled **Nigel** and **Keith Beaumont** in third place.

Ford entered the arena in Ireland with their RS Turbo in the hands of **Mark Lovell.** With around 200bhp being pushed through the front wheels, the car was always a handful — often looking more dangerous than spectacular — and lack of development cast the car into the role of white elephant for most of the season. Lovell tried hard at every turn, as did the chaps at R-E-D who had been entrusted with running the brute. But a whole string of niggling defects amid the car's complex engineering brought failure after failure. It was not until the Scottish Rally that the car actually ran in Group A, a protracted and controversial battle for acceptance into the category was as much an embarassment as the actual performance, only an heroic drive through the streaming wet Ulster lanes bringing any sort of result, indeed the only finish of the year.

Peugeot began the season with two Group A 205 GTIs — one for **Mikael Sundstrom** and the other for **Louise Aitken-Walker.** From the start, the Finn was the quicker of the two, actually leading the category on the National Breakdown Rally until suspension failure brought him to a grinding halt, a similar fate befalling his team mate a few stages later. In Ireland, Sundstrom's fuel pump gave up the ghost but Louise shot through to win her class, the start to a campaign which made her a favourite with the crowds and netted a championship later in the year. Indeed, when Sundstrom switched to the team's new 205 Turbo 16 for the Scottish, Louise picked up in both speed and confidence to emerge as a bright prospect next year if someone will give her a drive . . .

With the turbocar on hand, much was expected from Sundstrom. In Scotland, after a cautious start, he clawed his way up the leader board before crashing out of the event after a deceptive brow. In Ulster, Sundstrom was far more confident and pressed the leaders all the way until, near the end, he took the lead. Eventually, however, he had to give best to the flying Mantas of Brookes and McRae and ended the event in third place. A blown engine — before and during the event — kept him out of the frame on the Manx, but the season proved that Sundstrom has the talent to win and, if he gets another chance, could be a title chaser next year.

Before moving entirely away from the Group A category, mention should be made of the Vauxhall Nova/Opel Corsa. **Harry Hockly** began the year in the Vauxhall offering but found himself Opel mounted by season's end due to the homologation saga that left the Nova without the necessary papers. A remarkably rapid little car, Hockly again drove well, backed up by **Russ Swift** in a similar machine. While overall honours are far beyond its capabilities, the small car category offers a great chance for newcomers to make a start at international level.

Malcolm Wilson's efforts with his own Quattro nearly netted him the Open title ▶

this year, a situation which was both pleasing and a touch embarrassing for the official Audi squad. For, they had hoped to make **Michele Mouton** the first woman ever to win the British series and brought a whole range of cars to assist her quest.

The year began with a tried and tested A2 model but also set the pattern for the season in many ways. Continuing apace after suspension failure, inevitably saw the car end the Yorkshire event in a ditch, while complex mechanical maladies sidelined the French girl after just eight stages of the Circuit of Ireland with the factory supplied Sport version.

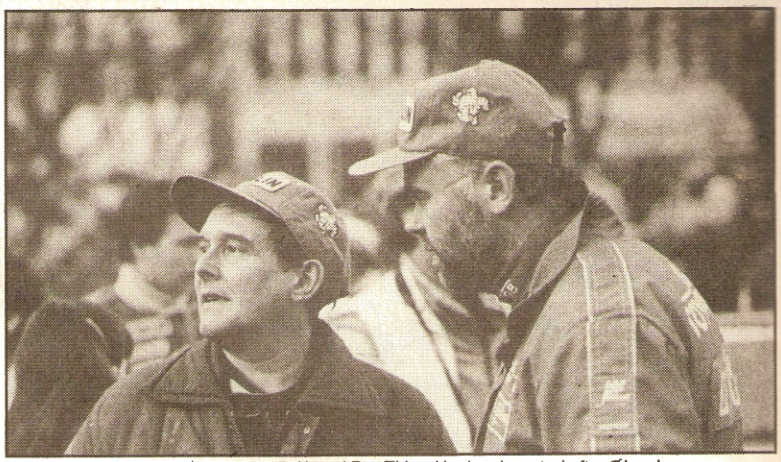
In Wales, however, she produced her only result of the year with an excellent drive in the A2 version to finish second to Wilson. It was an indication of her real abilities but, it must be said, the standard of her driving hardly did her reputation any favours this year. She might, however, have won the Scottish had the Sport's gearbox not seized during the final leg, having led the event for some time, but the final two rounds saw her at the wheel of the multi-winged S1. The results still eluded her but the fans loved the sight of this brutal monster — the car that is! — as it blasted down the lanes. It was a brief sight in Ulster as the car threatened to blow its engine to small pieces after leading on the first stage, but it took an inexplicable accident on the Manx to bring Michele to a halt on the second day, within minutes of Wilson's shunt.

While Mouton may have gained little from the season, team mate **David Llewellin,** gained much. After a steady start, the reigning National Champion sped up to become one of the season long success stories. Nothing from Yorkshire, eighth on the Circuit, fourth on his home event in Wales, an all too short Scottish before the engine let go, fourth again in Ulster and a blown engine when lying third on the Manx was an impressive list of results and one which points the way to next year. At the wheel of a works Metro 6R4 for 1986, he is already high on most people's lists as the next champion . . .

Cameo performances during the year came from **John Haugland** — again — whose Skoda 130LR proved quicker than many expected, to take the Group B small capacity class with ease. **Cyril Bolton** produced a few good results with the Presspart Manta, particularly in Ireland as he chased the STP crown, while similarly mounted, **Phil Collins,** was undoubtedly the unluckiest man of the season as his immaculately prepared car seemed determined to let him down at regular intervals, actually being destroyed in a huge Ulster shunt, having blown its engine apart in Wales.

**Andy Dawson** netted eighth in the elderly Jeff Churchill Escort in Yorkshire, while **Chris Lord** raised a lot of money for charity with his fourth placed Quattro on the same event. **Ken McKinstry** was a hooligan's delight as he threw his Escort about in Ireland and on the Manx, while **David Mann** did a steady job in his ex-Eklund Corolla on several occasions. While Rothmans Porsche were represented on the Circuit by Billy Coleman and Bernard Beguin, the Socttish forests were disturbed by the helicopter that shadowed **Saeed Al Hajri** on his way to eighth — quicker in the day than at night — and annoyed local residents with frequent visits to their back gardens! On the Glasgow based event, the Esso Scottish championship regulars managed to mix it with the stars, **Murray Grierson** finishing ninth, while the final interloper of the season was **John Price** whose Renault 5 Maxi Turbo rounded off the top ten on the Manx.

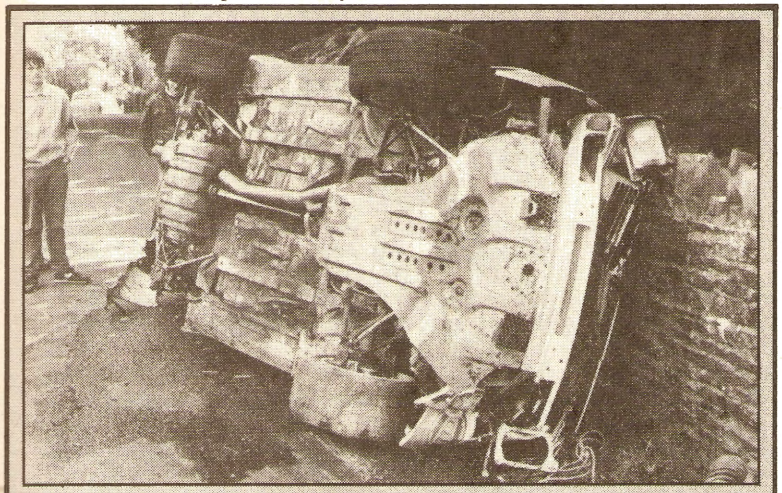
There has never been a more open championship than the one just passed, and that is official. To have to wait until three stages from the end of the final round before the result was known, reflects on a hard fought season with much to shout about. It was a privilege to have been there to see it . . . ■



The champions! Russell Brookes (left) and Per Eklund look exhausted after a hard year.

## SHELL OILS RAC OPEN CHAMPIONSHIP 1985

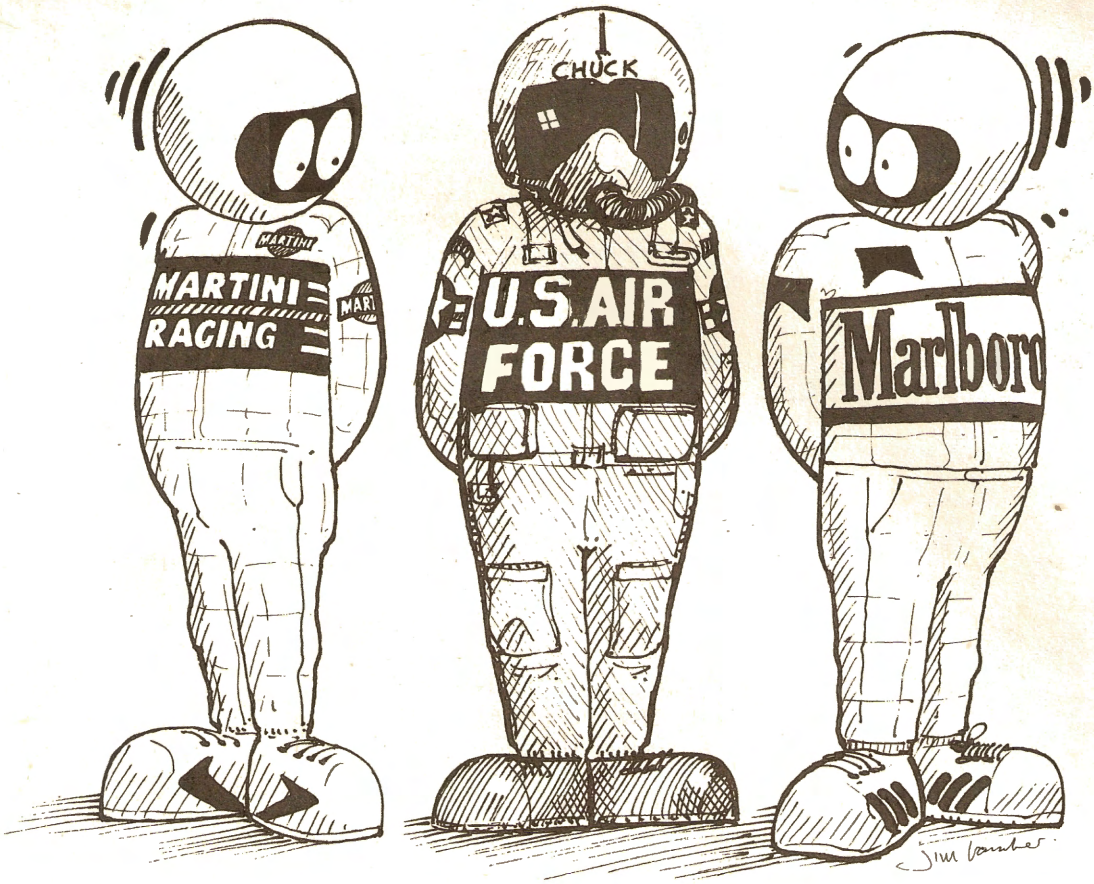
| | Feb 23/24 National Breakdown | Apr 5/9 Circuit of Ireland | May 4/5 Welsh | Jun 8/11 Scottish | Jun 26/27 Ulster | Sep 12/14 Manx | Total points |
|---|---|---|---|---|---|---|---|
| **Drivers overall** | | | | | | | |
| 1 Russell Brookes (Opel Manta 400) | 12 | 12 | — | 10 | 15 | 15 | 64 |
| 2 Jimmy McRae (Opel Manta 400) | — | 15 | 10 | 12 | 12 | 12 | 61 |
| 3 Malcolm Wilson (Audi Quattro A2/Sport) | 15 | — | 15 | 15 | — | — | 45 |
| 4 Bertie Fisher (Opel Manta 400) | 6 | 10 | — | 8 | 6 | 10 | 40 |
| 5 Terry Kaby (Nissan 240RS) | 10 | — | 5 | 4 | 3 | 6 | 28 |
| 6 Tony Pond (Rover Vitesse) | — | 8 | 6 | 6 | 4 | — | 24 |
| 7 David Llewellin (Audi Quattro A2) | — | 5 | 8 | — | 8 | — | 21 |
| 8 Per Eklund (Toyota Corolla GT/Supra) | 5 | 6 | 2 | — | 2 | 5 | 20 |
| 9 Mikael Sundstrom (Peugeot 205 GTI/T16) | — | — | 3 | — | 10 | — | 13 |
| 10 Michele Mouton (Audi Quattro A2/Sport/S1) | — | — | 12 | — | — | — | 12 |
| **Group A overall** | | | | | | | |
| 1 Per Eklund (Toyota Corolla GT/Supra) | 12 | 12 | 10 | (5) | 12 | 15 | 64 |
| 2 Tony Pond (Rover Vitesse) | — | 15 | 15 | 15 | 15 | — | 60 |
| 3 Louise Aitken-Walker (Peugeot 205GTI) | — | 8 | 5 | 6 | 8 | 10 | 37 |
| 4 Andrew Wood (Vauxhall Astra GT/E) | — | — | 8 | 12 | 4 | 12 | 36 |
| 5 Mike Stuart (Rover Vitesse) | — | 10 | 6 | — | 10 | — | 26 |
| **Group N** | | | | | | | |
| 1 Brian Wiggins (Vauxhall Astra GT/E) | 6 | 9 | 9 | 9 | (6) | 9 | 42 |
| 2 Rob Stoneman (Ford Escort RS Turbo) | — | — | — | 6 | 9 | — | 15 |
| 3 Paul Wright (Peugeot 205 GTI) | — | 6 | — | — | 4 | — | 10 |
| **Group A (Up to 1300cc)** | | | | | | | |
| 1 Harry Hockly (Vauxhall Nova Sport) | — | 9 | 6 | 9 | — | — | 24 |
| 2 Russ Swift (Vauxhall Nova Sport) | — | — | 9 | 6 | 6 | — | 21 |
| 3 John Moxon (Vauxhall Astra) | 9 | — | — | 4 | — | 4 | 17 |
| **Group A (1300cc to 1600cc)** | | | | | | | |
| 1 Louise Aitken-Walker (Peugeot 205GTI) | — | 9 | 4 | 6 | 9 | 9 | 37 |
| 2 Per Eklund (Toyota Corolla GT) | 9 | — | 6 | — | — | — | 15 |
| 3 Richard Hall (Talbot Sunbeam ti) | — | 3 | — | — | 6 | 6 | 15 |
| **Group A (1600cc to2000cc)** | | | | | | | |
| 1 Andrew Wood (Vauxhall Astra GT/E) | — | — | 9 | 9 | 4 | 9 | 31 |
| 2 David Metcalfe (Vauxhall Astra GT/E) | — | 6 | 6 | 6 | 6 | — | 24 |
| 3 Nigel Beaumont (Vauxhall Astra GT/E) | 9 | — | 3 | 4 | — | — | 16 |
| **Group A (Over 2000cc)** | | | | | | | |
| 1 Tony Pond (Rover Vitesse) | — | 9 | 9 | 9 | 9 | — | 36 |
| 2 Per Eklund (Toyota Celica Supra) | — | 6 | — | 6 | 6 | 9 | 27 |
| 3 Mike Stuart (Rover Vitesse) | — | 4 | 6 | — | 4 | — | 14 |
| **Group B (Up to 1300cc)** | | | | | | | |
| 1 John Haugland (Skoda 130LR) | 9 | 9 | 9 | — | 9 | 9 | 45 |
| 2 Miles Chamberlain (Citroen Visa) | 6 | — | 6 | — | — | 6 | 18 |
| 3 Drew Wylie (Talbot Samba) | — | 6 | — | — | 6 | — | 12 |
| **Group B (1300cc to 1600cc)** | | | | | | | |
| 1 Geoff Warkup (Lada Riva) | 9 | — | 9 | 9 | — | — | 27 |
| 2 John Lyons (Honda Civic CRX) | — | 9 | — | — | — | — | 9 |
| No other finishers | | | | | | | |
| **Group B (1600cc to 2000cc)** | | | | | | | |
| 1 Ian Holt (Ford Escort RS) | 6 | — | 9 | 9 | 9 | — | 33 |
| 2 Ken McKinstry (Ford Escort RS) | — | 9 | — | — | — | 9 | 18 |
| 3 Kieran McAnnallen (Opel Manta i200) | — | — | — | — | 6 | 6 | 12 |
| **Group B (Over 2000cc)** | | | | | | | |
| 1 Russell Brookes (Opel Manta 400) | 6 | 6 | — | 4 | 9 | 9 | 34 |
| 2 Jimmy McRae (Opel Manta 400) | — | 9 | 4 | 6 | 6 | 6 | 31 |
| 3 Malcolm Wilson (Audi Quattro A2/Sport) | 9 | — | 9 | 9 | — | — | 27 |
| **Manufacturers** | | | | | | | |
| 1 Opel (B) | 12 | 15 | (10) | 12 | 15 | 15 | 69 |
| 2 Toyota (A) | 15 | 12 | 10 | (10) | 12 | 15 | 64 |
| 3 Audi (B) | 15 | 8 | 15 | 15 | 8 | (8) | 61 |
| 4 Austin Rover (A) | — | 15 | 15 | 15 | 15 | — | 60 |
| 5 Peugeot (A) | — | 8 | 12 | 6 | 8 | 10 | 44 |



# End of the challenge

Malcolm Wilson's hopes of winning the title ended in a huge shunt with the Sport Quattro. The car ended its days against a solid wall, having flipped down the road and caught fire on the way. The camshaft was found several yards away — in pieces! Happily, neither Wilson nor Nigel Harris were injured although both were shaken. Photos: Steven Castle.

By THOMAS NUNNS




The shape of things to come *à la* Bamber? Racing cars getting up to 620mph between Abbey and Woodcote and controversy raging in Paris over the dangers of sonic boom . . .

# The sonic boom crisis

**It had to happen. It has been mooted in the motorsports press for 18 months, but of course FISA has put off discussing it until the last moment. Even in May 1992, modern ear defenders just aren't efficient enough to prevent damage to the ear by sonic boom especially when the air turbulence is further affected by the sheer speed of cornering cars.**

The events leading up to the crisis are history, but it is worth mentioning the major factors.

The introduction of Group M sports-cars in 1987 really started it — that, and the availability of the new ceramic engines and the advances in carbonfibre honeybomb bodywork. With the new engines offering over two thousand brakehorsepower, and the car's weight falling to little over half a ton, the designer's new problem was what to do with the unused power.

First attempts to put all the power through the wheels were disastrous, like the now famous day when Senna in the Williams FW13 melted his tyres on pole position in the Dutch Grand Prix — the lights went to green, the wheels spun, the smoke billowed, and the car was left sitting on its rims.

Even when the cars got going, the downforce exerted by the wings had to be so great that suspension breakages in the first five laps of races in the Grand Prix season of 1988 totalled an amazing 73.

But that was Formula 1. In Group M, things were different. Following the trend set by Group C racing in the first half of the eighties, Group M had very few regulations, and those concerned with fuel consumption were easily solved by the 32-bit on-board computers which managed the ignition and fuel systems. So the designers of the 1989 Group M cars had packaged a 1.1-litre, pressure-injected, ceramic power plant producing 2000 bhp into a 700lbs carbonfibre body, and then wondered how to keep it all on the road.

The answer had seemed simple: make the entire body into an inverted wing with inverted, computer-controlled ailerons, and fly the car at the ground.

Wonderful — until Le Mans when the Lancia's control system failed and the entire car lifted at the end of the Mulsanne Straight, reaching an estimated altitude of 240ft before falling back to the ground.

Jaguar was first with the answer and, luckily for them, it took the other teams a while to catch up. After Jaguar's success in 1986-87 they had failed notably in 1988 and were well out of the limelight in 1989. So much so that they developed their new suction unit (without a single whisper of what was going on appearing in any of the racing magazines). The idea was simple: bleed off some of the motive power to drive a suction unit pulling the car onto the ground — with so much power available there was ample to spare for forward motion. When the car appeared in Hong Kong in the winter of 1989 it was sensational, winning the eight-hour endurance race by over 20 laps.

But, as has so often happened, Jaguar's success was short lived. By the start of the 1990 season, Porsche had refined the idea, making the suction inlet angle adjustable (remember the rumours that they had copied the control system from the British Aerospace Harrier?) and adding a second on-board computer to adjust the suction/motion ratio — according to airspeed, cornering angle, track surface and atmospheric pressure.

**Senna in the Williams FW13 melted his tyres on pole position in the Dutch Grand Prix.**

Now, two years later, the systems are even more refined. The on-board computers have gone. Porsche now have three VAX 2084 computers in their service truck, one for each team car. They are connected by radio link to the cars' control systems. Knowledgeable rumour has it that, as each Porsche takes a difficult bend, the computer is passing 2000 instructions a second to the car's suction unit, electonic ignition, self-levelling suspension system, brake balancers, tyre pressure adjusters, variable steering geometry controllers, fuel management system and all-important motion/suction differential unit.

And so to the problem: in two weeks at Silverstone the leading Porsche, Lancia and Mitsubishi works cars are expected to exceed 620mph between Abbey and Woodcote. Although the drivers have more to do between Mach 0.92 and Mach 0.94 (when the turbulence can cause severe steering problems), the spectators' moment will come as each car passes Mach 1.0, pulling its sonic boom behind it. Very efficient ear protectors will be needed at all points on the circuit, and will possibly have to be distributed to local residents as well. At present the organisers are intending to hire them to spectators, in a similar manner to the earphones used for audio entertainment on airliners. But what about the spectators who refuse to pay for protectors? Or those who bring their own, thinking they will be adequate to protect them from the shock wave?

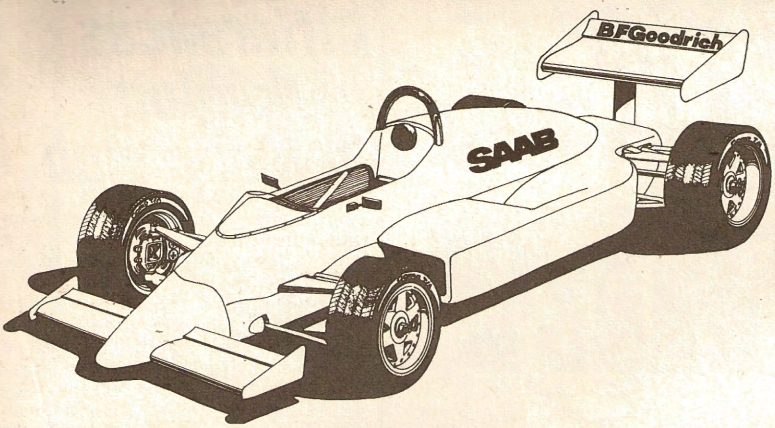
Which is why I am in Paris this week for the Extraordinary Emergency Meeting of FISA. There are three likely outcomes: yet another extra chicane after Abbey, similar to the one installed two years ago on the Hangar Straight; let the organisers try the ear defenders and hope the medical services are not overwhelmed by spectators with broken ear drums; or postpone all future Group M races indefinitely.

It remains to be seen what the future holds. ■

# ANGLO EUROPEAN RACING and MARK BLUNDELL – 1985 BBC GRANDSTAND SERIES CHAMPIONS

## MARK BLUNDELL – REYNARD/NEIL BROWN 84SF

AUTOSPORT



The flat bottomed Mondiale chassis will run control Saab engines and Goodrich control tyres.

Drysdale — a hectic Yuletide.

# Mondiale build new chassis for US Barber Saab Pro Series

The Bangor-based Mondiale Car Company is to supply 30-40 chassis to the United States for use in a newly announced 12-race Barber-Saab Pro Series.

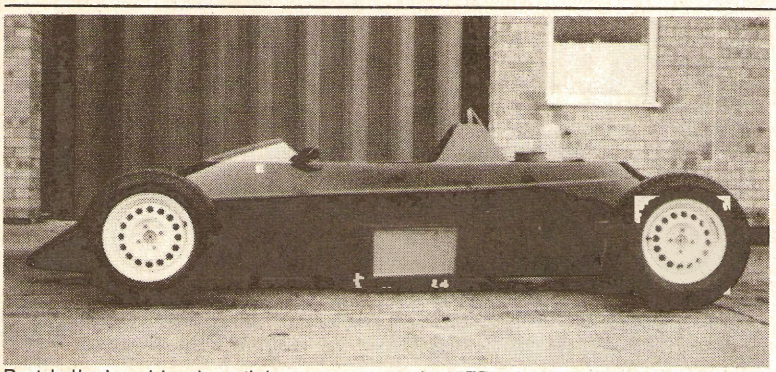
The series is the joint project of Saab-Scania America and the Skip Barber Organisation and is seen by many as an alternative to the USAC's new formula which utilises March chassis and Buick V6 engines. It will run in conjunction with major Indycar and sports car races and will offer a $20,000 purse per race. The announcement comes hard on the heels of Saab announcing their withdrawal from the abortive F3 programme and the engines will be the same basic 16-valve twin overhead camshaft fuel-injected turbocharged units as used in the Saab 900 and 9000 series. Without any modifications save those required for installation, the engines will be restricted to around 210bhp.

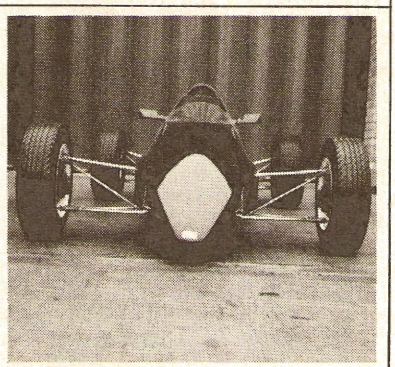
Whereas the USAC is seen as a rent-a-drive formula, drivers having to pay for their own tyres and supply their own crews, Skip Barber claims that the Barber Pro Series "will emphasise driver skill rather than cheque writing ability".

The Mondiale chassis will be of approximately FF2000 dimensions and will run on BF Goodrich Comp/TA tyres with 15in front and 16in rear rims, and, according to Leslie Drysdale will have performance between that of a F3 and F Atlantic car. Flat bottomed, the cars will all be run and prepared by Skip Barber Racing of Lime Rock circuit in Connecticut and the series will take in races all over the USA, with the first round scheduled for Lime Rock Park on May 26. Barber sees the series as likely to cost half as much as a serious Fomula Ford effort and adds that the new series will not replace his existing three Formula Ford championships, but "will expand that concept into the professional arena".

Drysdale has strong American connections from his Crosslé days, and what with producing the Pro Series cars and moving into new premises, Mondiale are guaranteed a hectic Christmas. Already, the company have exported 28 FF1600s to Barber this year and testing of the Pro Series car is expected to begin as early as February. In addition to the Saab-powered cars, Mondiale will continue to produce their proven FF2000 and FF1600 models, updated for '86, with good business reported in Holland and West Germany.

With the demise of Formula Atlantic in the UK and Ireland, FF2000 has taken over as the top club class and although the Mondiale-Saab formula may prove a good substitute for Atlantic on this side of the Atlantic too, it is thought that the cost factor would prove prohibitive.




Restyled bodywork is a dramatic improvement over the 85FF and a much cleaner cockpit section is apparent from a frontal view (right).

# Quest reveals definitive 86FF

Following much on-track testing and development by Johnny Herbert and Gary Ayles, and five months development on the bodywork from Barry Shepherd of Rawlson Ltd, we have recently received details of what must be one of the most attractive Formula Ford chassis to date, the definitive Quest 86FF.

As per the prototype, the car retains the unique anti-roll system using four adjustable independent torsion bars as well as conventional roll springs. Gas adjustable dampers are used in the Quest suspension system that allows the independent adjustment of ride height, rate of progression and spring pre-load. While the sophisticated system allows top teams to undergo their own development programmes, it also gives privateers the facility to easily and quickly set up their cars to suit individual circuit characteristics and driving style. As with the 85FF, the uprights, dampers and hubs are universal, together with the bearings and brakes.

Bodywork styling has been neatened substantially producing a particularly clean line. A neatly swept screen is an addition and the roll-over hoop is now fared in to clean up the airflow aft of the cockpit section.

Quest are determined to stick to their policy decision to construct only 20 chassis so as to be able to provide adequate spares service to their customers.

Interestingly, Quest are to run the American Ivey engines that they used in the latter part of 1985 and are so confident in the consistent quality of the product that they will offer for sale any works engine at any part of the season. The Ivey engine is a touch more expensive than its competitors, retailing at around £3200, but is reckoned to run for longer periods between rebuilds. The move is a commendable one and certainly one which would save a great deal of speculative moaning should other engine builders/teams follow suit.

# Rushen Green quit Britain

Further developments since our story of Dennis Rushen assisting with the running of Richard Spenard in Canada (*Sports Extra*, Dec 12) indicate that Rushen Green Racing will not actually run any cars or drivers in Britain next year.

With Dennis Rushen going to Canada it was hoped to be able to find a replacement to oversee the team's operation in England, but Robin Green has decided that time is insufficient for the team to be able to organise themselves to their usual high standards. Instead, Frank Bradley has signed a gentleman's agreement whereby he will hire out the Rushen Green premises at Snetterton for the '86 season. If, at the end of next season, Rushen returns to the UK, or Green wishes to run a UK team once more, Bradley will vacate the premises. "We've been going since 1978, in which time we've enjoyed a great deal of success, but just now my building company is not allowing me to spend enough time on the racing team. In the circumstances it seems sensible to rent out the premises rather than have to start up again should we decide to in '87. There is no connection between Frank, Swift and us other than the lease agreement, and you could well see us back in '87", said Green when we spoke to him on Monday.

Foulston — can he tame 800bhp?

# Foulston buys Indy McLaren

The McLaren-Offenhauser M15 which we reported as undergoing restoration in the workshops of Michael Cane Racing (*Sports Extra*, Nov 28) has been purchased by HSCC stalwart, John Foulston.

The car is the one raced at Indianapolis by Peter Revson in 1970. Running seventh, it suffered a blown piston. Foulston told us recently that the engine had been rebuilt in the United States and is in first class condition. The car is currently being restored by regular Foulston preparation man, Paul Lanzante with the majority of the work needed in the suspension and braking areas. The car was run with staggered geometry on the American ovals and thus needs resetting to make the handling compatible with road circuits.

Foulston intends to run the car in selected HSCC events next season and both he and Lanzante are confident that the car will be ready for testing by next April. How will the computer magnate fare with 800bhp on tap from the 2.64 litre power unit?

# Improved aerodynamics for '86 Lola S2000 challenger

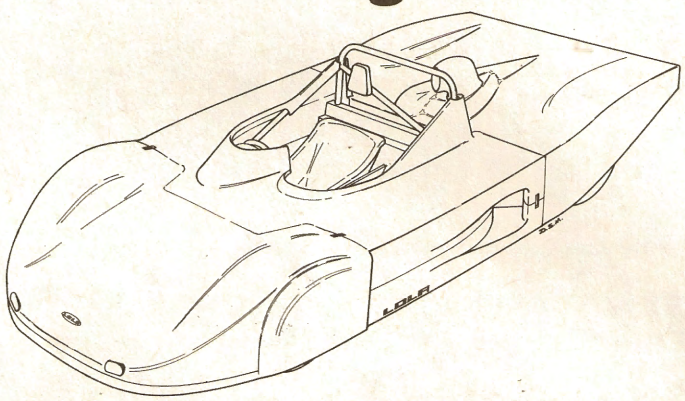
Lola have recently released details of their 1986 Sports 2000 challenger, the T86/90.

The new car will replace the T598 with which the Huntingdon marque has had enormous success in the USA, winning the USA Pro-Sports 2000 series for the third consecutive year with the promising Thomas Knapp at the wheel.

The T598 features fared-in front wheels, and a 'pre-preg' rear under-body with modified tail section to further improve the already excellent drag down-force ratio. These modifications have been effected following extensive wind tunnel tests.

Modified rear suspension employs lighter, stiffer uprights while specially cast gearbox side plates stiffen the transmission casing and provide a stronger, neater mounting for the lower suspension links which are higher than normal to improve the airflow under the car.

The front suspension features detail changes with reinforced lower wishbones and strengthened uprights to assist braking stability. At the rear, Lola utilise their own unique roll-control link which replaces the conventional anti-roll bar and is a system that has been proven on the company's highly successful Indycar designs of the last two seasons.




The Lola T86/90 has fared in front wheels and a revised tail section to assist the aerodynamics.

Speaking about the new car this Monday, Lola's Mike Blanchet expressed more interest in the British market, "Things are looking up on the domestic front and we've got a couple of deals underway which should see a front-runner in the car next year."

Still, though, the United States market is the most lucrative with orders for some 30 cars already received. Lola are most optimistic about the car, having found almost a second in testing with the revised aerodynamics and geometry at Snetterton. Knapp apart, top Lola runners in the USA include Scott Overby, John Fergus and Bill O'Connor (whose wife is a sort of Stateside Val Adaway and is behind the excellent promotion of S2000 over there).

With so much of Lola's resources tied up with American projects, Blanchet ruled out any return to the Formula Ford market for the moment.

# Ratzenburger for UK FF1600 series in '86

Rapid Austrian FF1600 driver, Roland Ratzenburger has been in the UK recently to discuss his plans to contest both the main RAC/TT and the Esso FF1600 championships in 1986.

Ratzenberger showed impressive form at the recent Formula Ford Festival in addition to finishing runner-up in the German Championship this year. and sees Britain as the most proven testing ground. "I've had a couple of attractive offers to do F3 in Germany, but I've spent the last two seasons there and fully realise that there is a strength in depth in England that doesn't exist anywhere else. The whole scene is just that much more professional."

Ratzenburger was second in Germany last year despite winning five of the 10 races to the champion's one, and has a record that boasts 12 race wins from 36 starts since his racing career began at the Nurburgring in 1983. A broken wrist brought to an end his 1984 season which had seen his pace embarrass Gatmo team leader Uwe Schaefer on occasion. Uwe, it will be remembered, finished second to Gerrit van Kouwen in the '84 Formula Ford Festival Final.

Ratzenburger — FF front-runner next year?

Ratzenberger already has an engine deal with Minister and it is believed that he will run a Van Diemen RF86 prepared by Barry Chaplin's Motorsport International concern. Barry it was who ran Mark Blundell's Abbey Life Van Diemen this year after the teenager's split with the works team. Ratzenburger has some backing from Sealink British Ferries, Puma sportswear and was previously supported by TV-AM through their association with a certain furry rodent of similar name. It remains to be seen whether Roland can persuade the Beeb to follow suit!

# Chester confirms added support

Chester Wedgewood, the dynamic Managing Director of the Giroflex office seating company, has confirmed his company's ongoing commitment to national motor sport for 1986. A keen Porsche enthusiast, Wedgewood will again sponsor the PCGB's spectacular Production Car Challenge.

The Porsche championship, in which Chester has raced a very rapid Carrera, really gathered momentum under Giroflex's wing this season, huge fields needing two races at many venues. The London and Swindon-based company's livery was also seen on Chester's ex-Ray Bellm Chevron B36, which AUTOSPORT's Marcus Pye co-drove to second place in the Oulton Park Gold Cup.

In his quest for outright victories in 1986, Wedgewood has bought Peter Lovett's Tiga-BMW TS85 to succeed the Chevron, which is now for sale.

# All tyred and emotional?

A disgruntled Gary Barak (AUTOSPORT ad. man and son of Special GT driver Phil) throws away his chance of glory in the Bald Tyres Kart Challenge at Burgess Park last Saturday. The event was organised by the GLC's Bob Pope who runs the superb facility for local children purely from charity donations. The challenge saw publications *Kart & Superkart* (2nd, with top man Reg Gange taking the individual award), *C and CC* (3rd), AUTOSPORT (4th), *Motoring News* (last, it breaks our heart to report) vying with the Burgess Park team. Victory, however, went to a strong Auto Stores team with ex-kartist Andy Constable their top man.

# Differences of opinion in Mono club

There is currently widespread dissension within the Monoposto club over the introduction of FF2000 engines to the category next year.

Many potential drivers with 2-litre motivated chassis (rumoured to be as many as 24) claim that their cars will be outgunned by regular 160bhp pushrod Monoposto 'A' cars and feel that they should have a separate class with an individual points and prize structure. At the moment, the committee have vetoed the need for separate classes but there will be further meetings in January and at the February AGM when members will vote on a proposal for separate classes that has been stated by Tony Broster.

# Ex-Halliwell Lola for Ware

Canterbury garage owner Peter Ware has sold his FF2000 Reynard and replaced it with the ex-Tony Halliwell Lola T580 for an assault on the BARC's Sabre Fabrications Pre-'80 championship in 1986. Ware, who also raced in Trinidad in '83, and has been offered a drive in the Indian races next spring, is currently seeking sponsorship for his domestic activities with The Motorist's Centre-prepared Lola.

Peter will also contest non-clashing rounds of the Flint Engineers Lydden series, at the wheel of Tony Howard's Delta, driven so successfully at the Kent venue this season by Roger White.

## BRIEFLY

■ Following problems encountered at the opening round of the Shell Oils Rallycross Winter series at Croft, the organisers have announced that all points from the meeting are scrubbed. The series will now be fought out from points gained at the two remaining rounds on Dec 28 and Mar 16. The awarding of half points in classes with a low entry has now been dropped so that competitors have an equal chance of gaining full points.

■ RaceTech Services is a new engineering, race preparation and race hire service set up by Stephen Young. RTS have a pair of PRS chassis for hire in Formula E or local championships and they also plan to field a new chassis due to be announced next year. The team can be contacted on (0664) 60139.

■ First County Garages, West London's leading Fiat agents, are to prepare a 'works' Uno Turbo for use in the Monroe and Uniroyal Production Saloon Car Championships next year. The cost of the cars will be £9995 and it will be announced at the forthcoming motor-sports show.

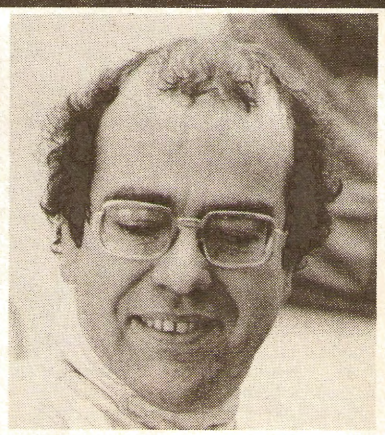
■ ANECC have announced that their '86 Autocross championship will be backed by Chapel Studios of Langley Park, Durham. A launch will take place at Chapel Studios, Quebec Street, Langley Park, Durham and admittance will be through reduced price tickets available at £2.50 from Terry Wright, 98 Ravensdale Road, Darlington. Tel: Darlington 59895.

By PAUL HARMER

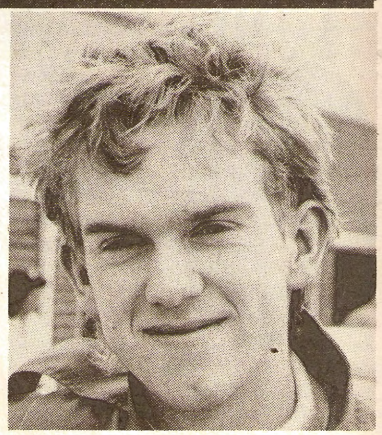
Rod Birley (above) chalked up a quarter century of wins, many in his Sierra (right).

# Britain's winningest drivers

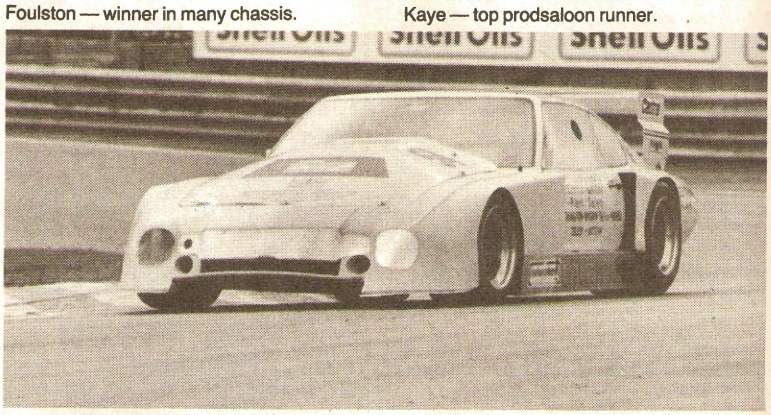
| Pos | Driver | Car(s) | Outright | Class | Total |
|---|---|---|---|---|---|
| 1 | Rod Birley | 3.4 Ford Sierra and 2.0 Ford Escort | 9 | 16 | 25 |
| 2 | Dave Ellis | 5.3 Aston Martin V8 | 20 | 2 | 22 |
| 3 | John Foulston | 5.7 Lola T530, 8.1 McLaren M8D, 3.0 McLaren M19A, 2.0 BRM P61 and 2.5 Ferrari 246 Dino | 16 | 3 | 19 |
| 4 | Bob Berridge | 1.6 Lotus 69 and 1.6 Lola T644E | 17 | — | 17 |
| 5 | James Kaye | 1.3 Vauxhall Nova | — | 15 | 15 |
| 6 | John Brindley | 5.7 Lola T530, 2.0 Brabham BT10 and 3.0 March 821 | 13 | 1 | 14 |
| | Grahame Davis | 1.8 MGB and 3.5 MGB GTV8 | 8 | 6 | 14 |
| 8 | Mark Blundell | 1.6 Van Diemen RF85 | 13 | — | 13 |
| | James McGaughay | 2.0 Lancia Toleman | 13 | — | 13 |
| | Dud Moseley | 2.0 Motus 10XB | — | 13 | 13 |
| 11 | Paul Edwards | 2.3 Porsche 911 | 1 | 11 | 12 |
| | Robb Gravett | 1.5 MG Midget | 4 | 8 | 12 |
| | Bill Griffin | 2.3 BMW 323i | 12 | — | 12 |
| | Graham Scarborough | 2.8 Ford Capri inj | — | 12 | 12 |
| | Andy McLennan | 2.0 Colt Starion Turbo | 11 | 1 | 12 |
| 16 | Colin Blower | 2.0 Colt Starion Turbo | 11 | — | 11 |
| | Simon Davey | 1.6 Van Diemen RF82 and 1.6 Kinell M85B | 10 | 1 | 11 |
| | Mike Harrison | 1.1 Brabham BT2 and 1.0 Ginetta G4 | 3 | 8 | 11 |
| | Tony Ingram | 1.6 Ginetta G4 | 5 | 6 | 11 |
| | Steve Kevlin | 2.5 Porsche 924 | — | 11 | 11 |
| | John Pugsley | 1.0 Bevan Stiletto | 2 | 9 | 11 |
| | Tony Wolfe | 5.0 Chevrolet Camaro | 3 | 8 | 11 |
| 23 | John Atkins | 5.0 AC Cobra | 7 | 3 | 10 |
| | Stuart Beddow | 1.3 Westfield XI | 1 | 9 | 10 |
| | Rob Cox | 1.5 Caterham Superbrick and 1.8 Lotus Elan | 8 | 2 | 10 |
| | Jason Elliott | 1.6 Van Diemen RF85 | 10 | — | 10 |
| | Rob Gray | 1.6 Caterham Super 7 | 8 | 2 | 10 |
| | Karl Jones | 2.0 Fiat Strada | 2 | 8 | 10 |
| 29 | Paul Gibson | 1.7 Vision V85A | 9 | — | 9 |
| | Peter Hiley | 1.3 MG Midget | 8 | 1 | 9 |
| | Stephen Langton | 3.8 Lister Jaguar and 5.0 Lola T160 | 4 | 5 | 9 |
| | Andy Rouse | 2.3 Ford Sierra Turbo | 9 | — | 9 |
| | Paul Taft | 1.3 MG Metro | 9 | — | 9 |
| | Adrian Willmott | 1.6 Van Diemen RF85 | 9 | — | 9 |
| | Reg Woodcock | 2.3 Triumph TR3 | 9 | — | 9 |



Foulston — winner in many chassis.



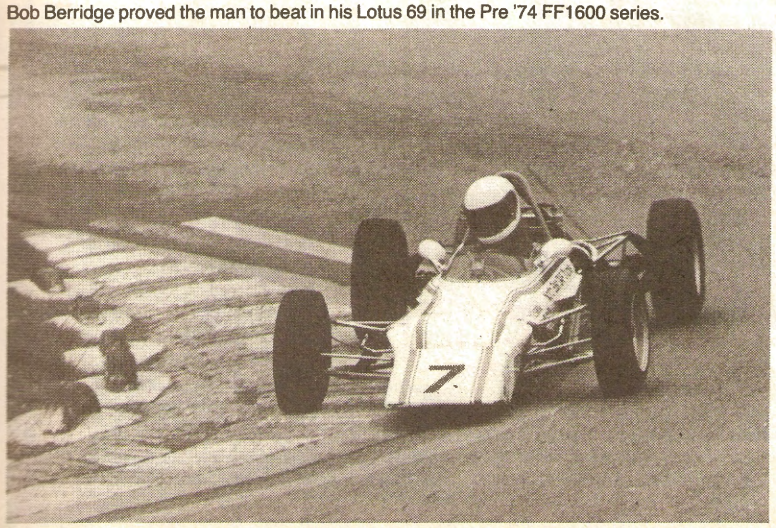
Kaye — top prodsaloon runner.



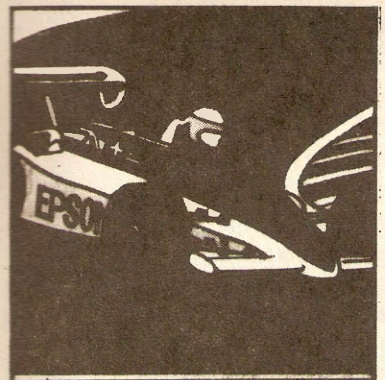
David Ellis's mighty Aston Martin V8 scored more outright wins than anyone else.

| | | | | | |
|---|---|---|---|---|---|
| 37 | Richard Dean | 1.6 Reynard 85FF | 8 | — | 8 |
| | David Enderby | 1.3 VW Karmann Ghia | — | 8 | 8 |
| | Steve Everitt | 1.5 MG Midget | 7 | 1 | 8 |
| | Mike Fry | 1.0 Harris Mini | 8 | — | 8 |
| | Richard Horn | 1.8 MGB | 7 | 1 | 8 |
| | Nick Humphrey | 1.0 Sunbeam Imp | — | 8 | 8 |
| | Ginger Marshall | 1.0 Reliant Kitten | 2 | 6 | 8 |
| | Bob Sands | 1.6 Caterham Super 7 | 3 | 5 | 8 |
| | Terry Smith | 4.2 MGB V8 | 8 | — | 8 |
| | Martin Walford | 1.3 WEV 2B | 7 | 1 | 8 |
| | Peter Walker | 1.1 Lola Mk1 | 1 | 7 | 8 |
| | Andrew Wareing | 1.8 Lotus Elan | 7 | 1 | 8 |
| | Vince Woodman | 3.4 Ford Capri V6 | 8 | — | 8 |
| | Peter Wright | 1.3 Howley Metro | — | 8 | 8 |
| 51 | Jonathan Buncombe | 3.4 Ford Capri V6 | 7 | — | 7 |
| | Peter Boutwood | 2.0 Lola T580 | 6 | 1 | 7 |
| | Martin Colvill | 5.0 AC Cobra | 1 | 6 | 7 |
| | Dave Coyne | 2.0 Van Diemen RF85 and 2.0 Reynard 84SF | 7 | — | 7 |
| | Ernie Frost | 0.7 Hague 78 | 7 | — | 7 |
| | Russell Grady | 0.8 Howley Mini | 7 | — | 7 |
| | Chris Hodgetts | 1.6 Ford Escort RS | — | 7 | 7 |
| | Tony Thompson | 1.6 Lotus Elan | 1 | 6 | 7 |
| | Michael Wright | 0.8 Honda S800 | — | 7 | 7 |

Bob Berridge proved the man to beat in his Lotus 69 in the Pre '74 FF1600 series.



The above list has been reproduced from Paul Harmer's excellent *Racewise* motor race results publication. The sixth and final issue, which will be available in the New Year, takes the total number of races indexed and listed to 1395. The winners of more than 400 of them are featured here.



INTERNATIONAL RACES

# Title chaser

**PUNTA DEL ESTE, Dec 08:** Racing a locally-built South American F2 (1600cc, stock-block) car as a guest of the Uruguayan organising club, European F3 champion Alex Caffi was forced to make a time consuming pit-stop during the Gran Premio de Punta del Este. The 24-year-old Italian had qualified for the event in 12th place and was running sixth at half distance when gearbox trouble intervened.

In spite of losing more than two laps while the problem was fixed, Caffi was finally classified in ninth place overall. He was driving a Berta-VW belonging to three-times (1983/'84/'85) Codasur F2 Champion Guillermo Maldonaldo of Argentina, who also hit gearbox trouble in the race and retired after just two laps.

The Gran Premio, run through the streets of this attractive seaside resort, was the penultimate round of the 1985 South American F2 series. With drivers from four countries from the continent taking part, the Argentinians dominated as has been their wont this year, with Guillerno Kissling of Buenos Aires taking his Berta with its increasingly competitive Renault engine to its third victory of the season. This delighted his new sponsor, John Player Special whose cigarette brand has recently been launched on the Argentine and Uruguayan markets.

Second and third places in the 38-lap race also went to Renault-engined Bertas driven by Argentines: 37-year-old Gustave Sommi was the runner-up, and with one round to go in the championship, he is now one point behind Kissling overall. The 32-year-old Miguel Angel Guerra, — ex of the Osella GP team, albeit briefly — was third overall.

The race attracted a strong field of 25 competitors and was broadcast live on TV to five South American countries. Unfortunately, only 11 drivers were classified after 50 mins of racing, with engine unreliability the single most common reason for retirement. Nevertheless, with its requirement that chassis, engines and tyres be manufactured in South America, the formula is attracting great interest among competitors, organisers and sponsors in this, its third year.

*MIKE DOODSON*

### PUNTA DEL ESTE (U)

**South American Formula 2 Championship, round 11**

1, Guillermo Kissling (Berta-Renault), 50m09.07s, 71.038mph; 2, Gustavo Sommi, (Berta-Renault), 50m12.44s; 3, Miguel Angel Guerra (Berta-Renault), 50m53.68s; 4, Cesar Pegoraro (Muffatao/Berta-VW), 51m26.03s; 5, Fernando Groceri (Berta-VW), 37 laps; 6, Pedro Muffatao (Muffatao/Berta-VW), 36 laps.

**Fastest lap:** Sommi, 1m17.32s, 72.49mph.

**Final round:** Mar del Plata (RA), Dec 15.

NATIONAL RALLIES

# Local boy comes good!

**Dec 14:** Chris Pope/Peter Rose scored a 28sec victory on the final round of the Huw Jenkins Motorsport Stage Rally Championship when Maesteg DMC attracted 40 crews to their multi-venue event in central south Wales.

Rain and fog made conditions unpleasant all day, but right from the start Pope was challenged by Peter Lloyd whose challenge lasted for seven of the 19 stages when the engine died. Fancied crew Ronnie Morgan/Les Skeet survived a roll but lost a lot of time and in a thrilling finish the next two crews dead-heated for second.

### ROMER RALLY

1, Chris Pope/Peter Rose (Ford Escort 1300), 33m44s; 2, Trevor Baynham/Brian O'Flynn (Ford Escort 1600), 34m10s; 3, Alan Evans/Geraint Thomas (Ford Escort 2-litre), 34m10s; 4, Dave Stirling/Gareth Skeet (Ford Escort 1600), 34m38s; 5, Tony Rees/Jeff Tremblett (Talbot Sunbeam), 34m59s; 6, L Taylor/S Rayall (Ford Escort), 35m04s.

# Nothing could stop them

**Dec 14/15:** Despite losing the alternator and having to run on the battery all the second half Graeme Bolt and Graham Lacey still managed to have more than 3mins in hand after a 140 miles route.

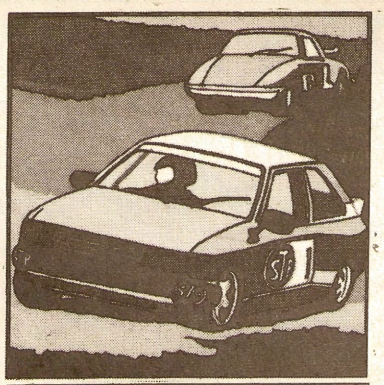
The six selectives event used much of the Blackdown Hills area and at halfway the winners had more than 4mins advantage over Steve Conner/Russ Boulton but were being hotly challenged by Terry Rooke/Andrew Axford and in the second half positions were reversed.

Main challengers for the overall victory were Derek Arnold/Chris White but they went out after crashing into a tree very early on and Fred Camp/Stuart Wood slid into a ditch, lost 13mins recovering and said goodbye to the title.

### TAUNTON RALLY

1, Graeme Bolt/Graham Lacey (Ford Escort RS2000), 14m18s; 2, Terry Rooke/Andrew Axford (Ford Escort RS2000), 17m36s; 3, Steve Conner/Russ Boulton (Peugeot 205 GTi), 18m18s; 4, Ian Short/Andrew Paulley (Ford Escort RS2000), 18m58s; 5, Derrick Rice/Neil Bulley (Ford Escort RS2000), 26m05s; 6, Mike Levick/Neil Gould (Saab 99), 26m15s.

Alan Rawson — runner-up again.



OFF TRACK SPORT

# Gold strike

**GOLD & SILVER TRIAL, Dec 08:** All the top trials drivers turned out at Kings Cliffe near Wansford for this, the highlight of their year. The top 25 English drivers plus three from Northern Ireland contested the Gold Star division, while a further 25 and two aimed for the Silver Star honours.

Chris Highwood set a cracking target with only two penalties after 15 hills in the morning, followed by Alan Rawson on six, with Robin Alexander, Mark Howse, Julian Fack, brother John and Stuart Butterfield in pursuit.

In the afternoon, Rawson tried all he knew to catch Highwood, but the latter, despite running with an engine that was down on power at the bottom end, held on to win. John Fack moved through to third ahead of the much improved Howse in his self-built car. And 1985 RAC British champion Julian Fack also pushed Alexander down the order by claiming fifth place.

The Silver Star battle went the way of Martin Wright from Kim Warwick after a fine scrap, with Ian Bell's new car coming home third.

*DON WILLIAMSON*

### GOLD & SILVER TRIAL

**Gold Star:** 1, Chris & Denise Highwood (Sherpa), 8pts; 2, Alan Rawson/Gary Pogson (Facksimile), 13; 3, John & Jeremy Fack (Impunity), 15; 4, Mark Howse/AN Other (MJH), 16; 5, Julian Fack/Meg Marrion (X Factor), 20; 6, Robin Alexander/John Boswell (JABS), 21.

**Silver Star:** 1, Martin & Barbara Wright (IBEX), 29pts; 2, Kim Warwick/AN Other (Facksimile), 32; 3, Ian & Andrew Bell (Facksimile), 40; 4, Roland Uglow/AN Other (Kernow), 40; 5, Paul & Mike Faulkner (Kincraft), 46; 6, Jerry Walters/John Dewberry (Mandasport), 55.

# Hat-trick man beats the courts

**MONDELLO PARK, Dec 08:** With the future of Mondello Park still uncertain, the Co Kildare MC once again had to apply for a court injunction in order that the third round of the STP Team PR Reilly Rallycross Championship could go ahead. As in the previous two rounds, the winner was none other than Escort driver Fred Crawford, who thus scored his hat-trick in this his very first year of rallycross. Liam Carey followed Crawford across the finish line in the A final, while Mini men Eugene Cahill and Jimmy Peak were third and fourth respectively.

A good drive from John McNiece saw him take victory in the B final from Ed Meredith, but Ken McKinstry was an unfortunate retirement with problems with the oil system. At the start of the second heats McKinstry's Escort had an oil pipe come adrift and the engine never really recovered. An interesting car was that of the C final winner Robert Moffat. Basically, it consisted of a Mk3 Ford Escort with a 3.3 litre Porsche engine shoe-horned into the back! Not only was it novel, but also very quick and could figure well in the future. Alan Fraser was out in the ex-Patterson, ex-Winks Porsche and qualified for the finals despite being unfamiliar with the car and having to cope with a slight misfire throughout. If all goes well at Mondello, the next Rallycross meeting there will be on the Jan 19, 1986.

*BILL MANTOVANI*

### MONDELLO PARK (IRL)

**STP Team PR Reilly Rallycross Championship, round 3**

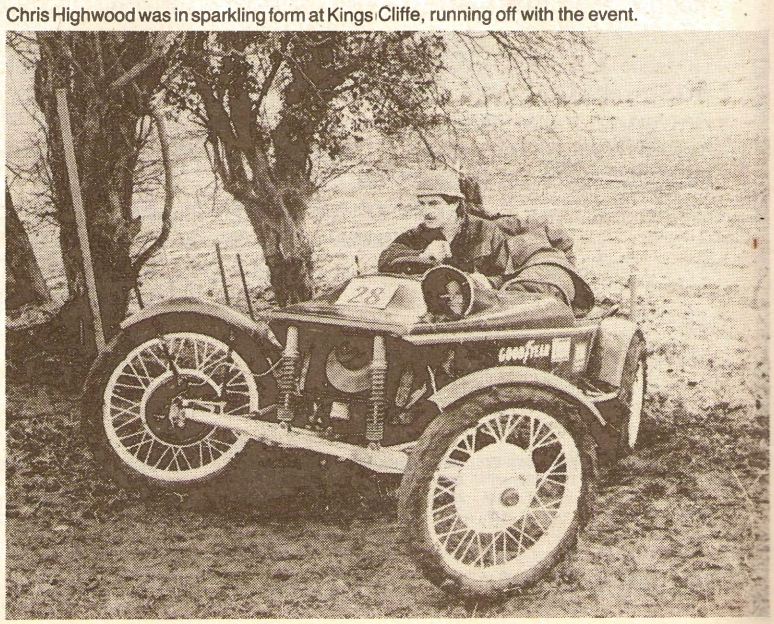
**A final:** 1, Fred Crawford (2.2 Ford Escort); 2, Liam Carey (2.0 Ford Escort); 3, Eugene Cahill (1.5 BL Mini); 4, Jimmy Peak (1.5 BL Mini); 5, John Molloney (2.0 Ford Escort); 6, Tom Farrell (2.0 Ford Escort).

**B final:** 1, John McNiece (1.4 BL Mini); 2, Ed Meredith (1.5 BL Mini); 3, Chris Dunworth (1.3 Fiat 127); 4, Davey Selfridge (1.5 BL Mini); 5, Pat O'Reilly (3.3 VW Beetle); 6, Ken McKinstry (2.0 Ford Escort).

**C Final:** 1, Robert Moffat (3.3 RWD Ford Escort Mk3); 2, Philip Armstrong (2.2 Sunbeam Lotus); 3, David Fraser (2.0 Ford Escort); 4, Alan Fraser (3.3 Porsche 911); 5, Nigel Allen (2.0 Ford Escort RS2000); 6, Pat Harney (1.6 Ford Escort).

**Class winners:** John Dowling (1.3 Fiat 128); Dunworth; Peak; Pat Flynn; (1.3 Ford Escort); Paul Burnett (2.0 Ford Escort RS2000); Crawford.

Chris Highwood was in sparkling form at Kings Cliffe, running off with the event.



## ARMCHAIR ENTHUSIAST
**by Ralph Morton**

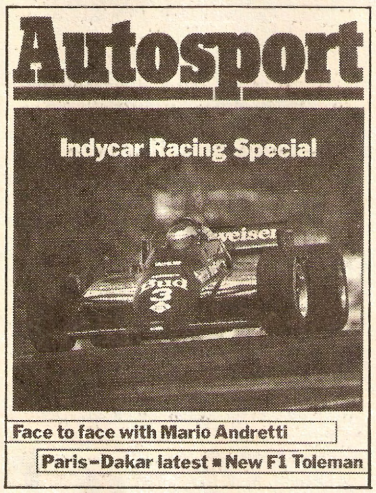
Jan 31, Mar 7, Apr 4, May 2, Jun 6, Jul 4, Aug 1, Sep 12, Oct 10, Nov 7, Dec 5, Dec 19.

## BACKSTAGE


Ari Vatanen (P Foubister) ..... Feb 14
Audi's Blue Max (K Oswin) ..... Mar 07
Timo Salonen (H Milne) ..... Mar 21
Safari Rally (P Foubister) ..... Apr 18
National Breakdown Rally (K Oswin) May 16
Malcolm Wilson (K Oswin) ..... Jun 20
B Seed Problems (K Oswin) ..... Jul 11
New Zealand Notebook (H Milne) ..... Jul 11
Ulster Rally (K Oswin) ..... Aug 08
Chinese Takeaway (P Foubister) ..... Sep 12
Winds of Change (P Foubister) ..... Sep 12
The Black Art (P Foubister) ..... Sep 26
RAC Reflections (K Oswin) ..... Dec 12


## FIFTH COLUMN
**by Nigel Roebuck**


Maranello ..... May 02
Imola ..... May 16
Monaco ..... May 30
Montreal/Detroit ..... Jul 04
Bernie Ecclestone ..... Aug 01
Niki Lauda ..... Sep 05
Alain Prost ..... Oct 17
Au revoir Kyalami ..... Oct 31


## FILE UNDER Q
**by Quentin Spurring**


Mugello ..... Apr 25
Le Mans ..... Jun 27
Danger in the pits ..... Jul 25
Hazards of Mosport ..... Aug 22
An illusion shattered ..... Sep 12
Spreading the net ..... Dec 12


## FROM OUR CORRESPONDENT


Canada (M Kingston) ..... Jan 10
Denmark (M Alstrup) ..... Jan 24
Eire/Ulster (B Foley/R Young) ..... Jan 17
Holland (W Staat) ..... Jan 24
New Zealand-1984 (P Greenslade) ..... Jan 31
New Zealand-1985 (P Greenslade) ..... Dec 12
Scotland (W Henderson) ..... Feb 07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Renault ..... Mar 28
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Williams ..... Apr 11
Ligier & Minardi ..... Apr 18
Portuguese Grand Prix ..... Apr 18
McLaren ..... Apr 25
Brabham ..... May 02
San Marino Grand Prix ..... May 02
Alfa Romeo/Osella/Spirit/Tyrrell ..... May 09
Monaco Grand Prix ..... May 16
Belgian Grand Prix ..... May 30
Canadian Grand Prix ..... Jun 13
Detroit Grand Prix ..... Jun 20
British Grand Prix* ..... Jul 18
European Grand Prix* ..... Oct 03


* indicates special supplement

## HUMBLE PYE
**by Marcus Pye**


Silverstone Racing School ..... Jun 06


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Andy Rouse Engineering (J Saward) ..... Jul 18
Bathurst James Hardie 1000 (J Saward) ..... Oct 03
BBC Ceefax (K Oswin) ..... Jul 11
BF Goodrich (T Needell) ..... Jan 03
Behind the microphone (B Jones) ..... Oct 07(S)
CART (G Kirby) ..... Aug 08
Dark side of the lens (N Mason) ..... Jul 18
Dave Price Racing (J Saward) ..... Apr 18
Fuji 1000 (K Akai) ..... Oct 17
Gould Hillclimb Project (M Pye) ..... Feb 14
Hillclimbs (R Boucher) ..... Jun 06
How Le Mans was won (Q Spurring) ..... Jun 27
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In pursuit of power (D Nye) ..... Dec 19(S)
Indian Summer (T Needell) ..... Mar 07
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Motorcycle Racing Technology (A Cathcart) ..... Apr 11
Motori Moderni V6 Turbo ..... Feb 28
Nissan Sportscar Racing (K Akai) ..... Oct 17
Off Road Racing (M Holmes) ..... Nov 14
Opel Prototype 4WD (M Holmes) ..... Sep 05
Paris-Peking Rally revived (J Porter) ..... May 16
Rally routemaster (K Oswin) ..... Nov 21(S)
Ralt Racing Cars (J Shaw) ..... Feb 28
Saloon Car Racing (J Saward) ..... May 30
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Gerhard Berger (J Saward) ..... May 02
Frank Bradley (M Pye) ..... Jan 24
Gianfranco Brancatelli (J Saward) ..... Sep 19
Russell Brookes (K Oswin) ..... Nov 21(S)
Rory Byrne (I Phillips) ..... Jan 24
Andrew Cowan (M Holmes) ..... Jan 17
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Christian Danner (I Phillips) ..... Oct 03
Derek Daly (G Kirby) ..... Mar 14
Simon Davison (K Oswin) ..... Dec 12
Andrea de Cesaris (D Solloway) ..... Sep 26
Andre de Cortanze (H Milne) ..... May 09
Johnny Dumfries (Q Spurring) ..... Mar 21
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Bertrand Fabi (T Dodgins) ..... Dec 12
Emerson Fittipaldi (G Kirby) ..... May 23
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Ayrton Senna (M Hamilton) ..... Dec 19(S)
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Ken Tyrrell (J Saward) ..... Mar 21
Al Unser Snr & Jnr (G Kirby) ..... Nov 21
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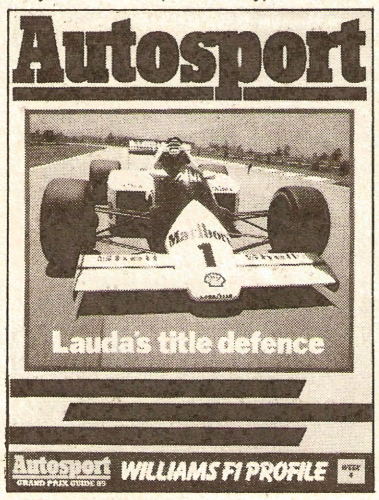
Autosport Golden Helmet (1984) ..... Jan 10
Birmingham GP progress ..... Feb 07
Christmas Quiz (1985) ..... Dec 19
Euro F3 retrospective (J Saward) ..... Jan 03
Euro F3 Half Term Report (J Saward) Aug 15
Frankfurt Show (M McCarthy) ..... Sep 19
Geneva Motor Show (M McCarthy) ..... Mar 14
John Bolster Trophy (M Pye) ..... Aug 22
Motorfair 1985 (M McCarthy) ..... Oct 24
Motor Show 100 (M Gillies) ..... May 30
Old Mo's Almanac (1984/5) ..... Jan 03
Pikes Peak (S Kemper) ..... Jul 25
Preview: ETC (J Saward) ..... Mar 28
Preview: F3000 (I Phillips) ..... Mar 21
Preview: Group A (J Saward) ..... Mar 21
Preview: Marlboro British F3 Championship (J Saward) ..... Feb 28
Preview: Monte Carlo Rally (P Foubister) ..... Jan 24
Preview: Thundersports (M Pye) ..... Apr 04
Preview: World Endurance Championship (Q Spurring) ..... Apr 11
Review: National Rally Championship Update (K Oswin) ..... Aug 15
Sonic Boom Crisis (T Nunns) ..... Dec 19
Tokyo Motor Show (M McCarthy) ..... Nov 14


## NEW RACING CARS


AGS JH20 (F1) ..... Mar 21
Alba Carma AR6 (C2) ..... May 02
Anson SA6 (F3) ..... Mar 07
Anson SA7 (F3) ..... Oct 03
Argo JM19 (GTP) ..... Jul 14
Argo JM17 (FF2000) ..... Feb 28
Arrows A8 (F1) ..... Feb 21
BMW Prototype (GTP) ..... Nov 14
Brabham BT54 (interim) ..... Mar 14
Chevron B62 (GTP/C2) ..... May 16
Citation (FF2000/FF1600) ..... Nov 14
Crossle 60F (FF1600) ..... Mar 21
Eagle DFX (CART) ..... Mar 14
Ecosse (C2) ..... Mar 14
Ford Mustang Probe (GTP) ..... Apr 25
Ford Sierra XR4i (Group A) ..... Mar 28
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Getem GD115 (FF1600) ..... Mar 28
Harvey HR5 (S2000) ..... May 16
Harrier (C2) ..... Oct 24
Jaguar XJR5 (IMSA) ..... Jun 06(S)
Jaguar XJR6 (C1) ..... Jul 11
Laser HD85 (FF1600) ..... Mar 28(S)
Lola Hart THL-1 (F1) ..... Aug 29
Lola T86/00 (Indy) ..... Nov 28
Lola T86/90 (S2000) ..... Dec 19
Lola Nissan T810 (C1) ..... Apr 25
Lola T950 (F3000) ..... Feb 07

Lotus 97T (F1) ..... Feb 07
Lotus Esprit (Special GT) ..... May 02
Lyncar MS83/85 (C2) ..... May 16
Magnum 853 (F3) ..... Mar 07
March 842 (F2) ..... Jan 05
March 85C (Indy) ..... Jan 17
March 85B (F3000) ..... Mar 14
March 86C (Indy) ..... Dec 19
Mennella MH (C2) ..... Mar 07
Minardi (F1) ..... Mar 14
Mazda 737 (C2) ..... Apr 04
Mazda 757 (C2) ..... Dec 12
Osella V6 (CanAm) ..... Jan 24
Osella (F1) ..... Mar 14
OX-1 (FF1600) ..... Mar 14
Quest FF85 (FF1600) ..... Jan 31
Ralt RT30 (F3) ..... Feb 14
Ralt RT30/86 (F3) ..... Dec 19
Ray 86F (FF1600) ..... Dec 06
Royale RP40 (GTP) ..... Jul 11
Royale RP38 (S2000) ..... Jun 13
Renault RE60 (F1) ..... Feb 21
Reynard 85SF (FF2000) ..... Jan 17
Reynard 853 (F3) ..... Feb 14
Reynard-Saab 853 (F3) ..... Feb 28
Reynard 86FF (FF1600) ..... Dec 12
Roni (Thundersports) ..... Nov 21
Roni T85 (F3) ..... Feb 07
Talon FF85 (FF1600) ..... Apr 18
Talon SF86 (FF2000) ..... Sep 26
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Toleman TG185 (F1) ..... Jan 17
Tyrrell 014 (F1) ..... Jun 06
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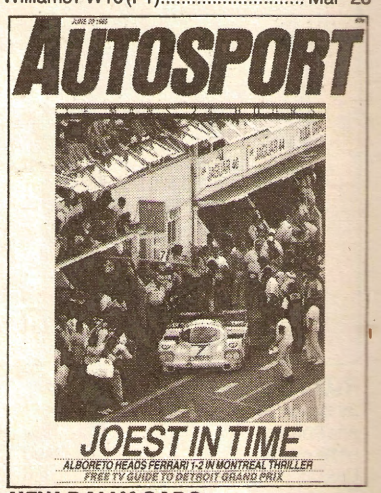
Van Diemen RF82 (F4) ..... Mar 21
Van Diemen RF86 (FF1600) ..... Dec 12
Vector (S2000) ..... Apr 25
Williams FW10 (F1) ..... Mar 28


## NEW RALLY CARS


Citroen BX Turbo ..... Oct 10
Lancia Delta S4 ..... Apr 25
MG Metro 6R4 ..... May 23
Opel Kadett 4S ..... Dec 05
Peugeot 205 GTi ..... Feb 14
Peugeot 205 Turbo-16 ..... Apr 18
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Toyota Supra ..... Mar 14

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Attilio Bettega ..... May 09
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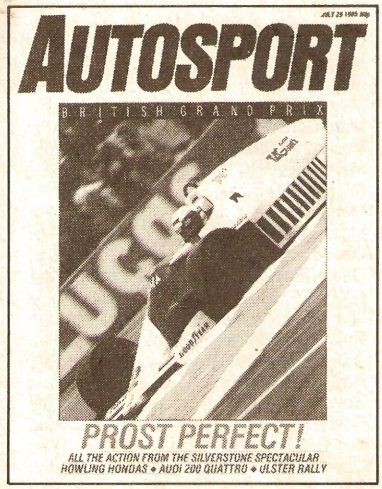
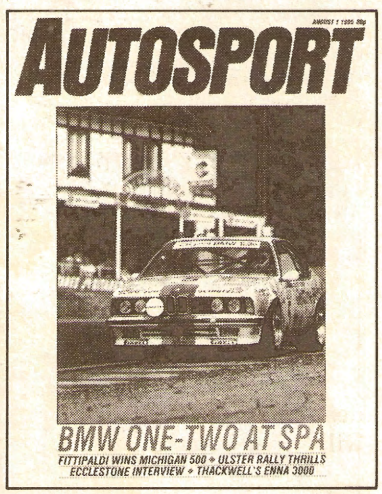



## PURELY PERSONAL


Maurice Hamilton ..... Nov '14
Terry Harryman ..... Jan 03
Gordon Kirby ..... Jul 11
Dave Orrick ..... May 02
Ian Phillips ..... Oct 24
Tony Pond ..... Dec 05
Joe Saward ..... Dec 12
Murray Walker ..... Jan 03


## ROAD CAR

**by Bruce Jones**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BMW 4WD ..... Aug 22
Dax Cobra ..... Jun 27
Ferrari 512BB ..... May 23
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Lancia S4 ..... Oct 03
Lola 'Roadgoing Racer' ..... May 09
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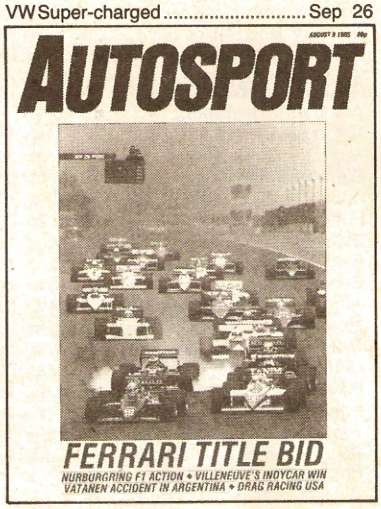
Mercedes 190E ..... Jan 17
Mercedes 190E Turbo ..... Jul 04
Mercedes 560SE ..... Oct 03
Morgan Plus4 ..... Nov 28
NG TCR ..... Jul 18
Porsche 944 Turbo ..... Feb 14
Turbo-Technics Sierra ..... Nov 21
VW Super-charged ..... Sep 26


## ROAD TEST

**by Mike McCarthy**


Audi 80 Sport ..... Mar 07
Audi 90 Quattro ..... May 02
Audi 200 Quattro ..... Jul 25
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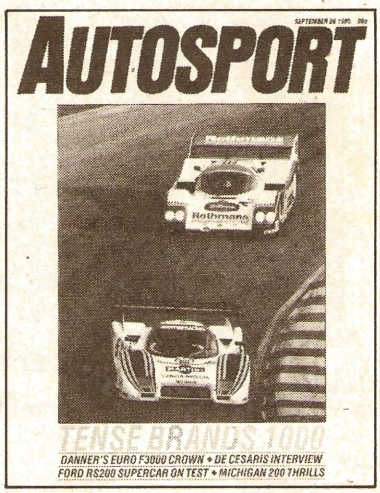
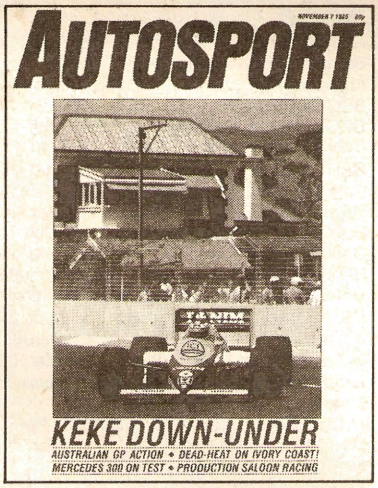
BMW 535i ..... Jun 20
BMW 635CSi ..... Aug 15
Citroen CX25 Turbo ..... Feb 21
Citroen BX19GT ..... Apr 11
Colt Starion Turbo ..... Jan 10



Ferrari Testarossa ..... Dec 19
Ford Capri injection ..... Jan 24
Ford Escort RS Turbo ..... May 30
Ford Fiesta XR2 (CVH) ..... Jan 31





Ford Granada 2.8i Ghia ..... Dec 12
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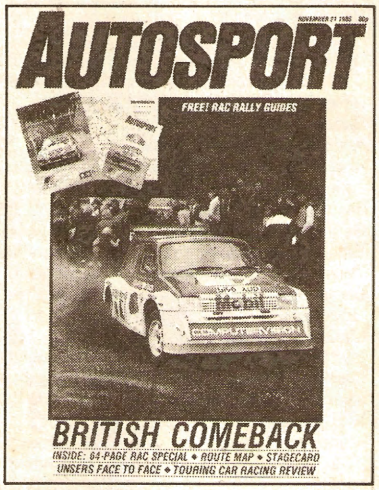
Toyota Celica MkIV ..... Nov 21
Toyota Corolla GT ..... Jan 03
Toyota MR2 ..... Jul 18
TVR 350i ..... Oct 17
Vauxhall Astra GTE (K Oswin) ..... Jun 06
VW Golf GTi ..... Feb 14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Formula Ford 1600 1984 (J Shaw) ..... Jan 03
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Regional Rallies 1984 ..... Jan 10
Club Rallies 1984 ..... Jan 17
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IMSA Camel GT 1984 (S Nickless) ..... Jan 31
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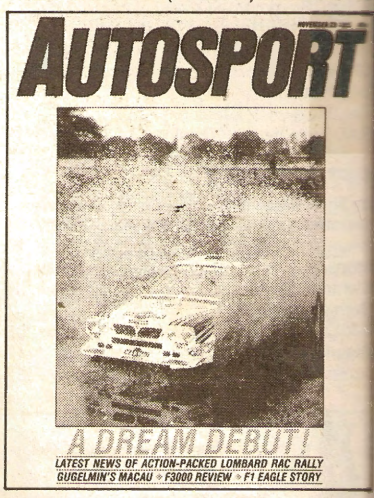
Open Rally Championship (K Oswin) ..... Dec 19
Race Winners 1985 (P Harmer) ..... Dec 19


## SPECIAL SUPPLEMENTS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Sportscar Racing Review ..... Jan 31
International Race Calendar ..... Feb 07
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Uniroyal Production Saloon ..... Feb 28
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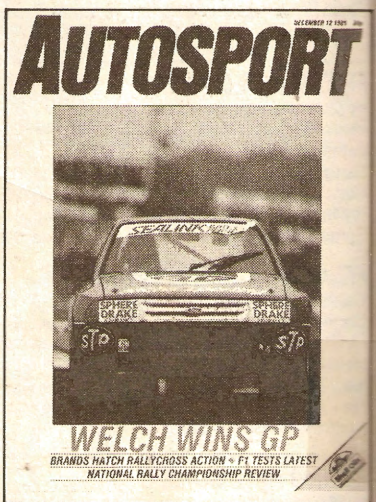
Indy 500 Guide ..... May 23
Le Mans Yearbook ..... Jun 06
British Grand Prix Guide ..... Jul 18
Grand Prix of Europe Guide ..... Oct 07
Formula Ford Festival ..... Oct 21
Lombard RAC Rally Guide ..... Nov 21
FIA Formula 1 World Championship ... Dec 19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Howling Hondas (D Nye) ..... Jul 25
Tyrrell Matras (D Nye) ..... Sep 19
Where Eagles Dared (D Nye) ..... Nov 28

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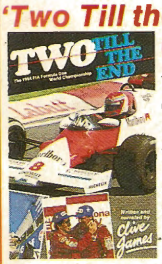


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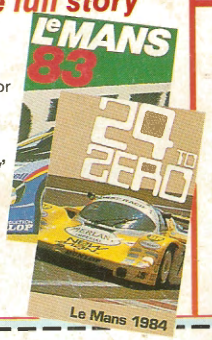


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