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Gerhard Berger (right) was unconscious amid the flames of his blazing Ferrari for over 20 seconds. Photo courtesy of FOCA and BBC.

# Berger escapes Imola blaze

Gerhard Berger was extremely fortunate to escape with his life after a huge crash in the San Marino Grand Prix at Imola last Sunday.

The Austrian's Ferrari was lying fifth on the fourth lap of the race when it went straight on at the high speed Tamburello corner. There is no indication that Berger was able to take any avoiding action before hitting the barrier.

Eyewitnesses at Tamburello report that Gerhard was struggling with the steering wheel just before the impact and that part of the front wing had come adrift, as reported by Thierry Boutsen who was right behind the Ferrari at the time. Berger himself has

indicated that something broke.

The car hit the concrete wall in approximately the same place that Nelson Piquet had his huge practice accident in 1987. The car slewed around and slid along the barrier for nearly 200 metres. When it came to rest, there was a brief instant before it exploded in flames, with Berger unconscious in the car. The race was immediately red-flagged.

The emergency services reacted remarkably quickly, the first marshal on the move well before the Ferrari had come to rest, reaching it around 15 seconds after the blaze started.

Almost simultaneously an Alfa 164 fire unit arrived and the blaze was

extinguished within another 10 seconds. Prof Sid Watkins was on the scene and treating Berger seconds after that.

The Austrian recovered consciousness quickly and was fully aware of the circumstances. The chassis was cut open by the first rescue crew on the scene and Berger was removed from the car and, once stabilised, taken by ambulance to the circuit medical centre where he was treated by the track's chief medical officer, Dr Piana.

His report indicated that Berger was suffering from slight concussion with burns to his hands. He was breathing normally and did not inhale any fumes. Gerhard underwent both X-rays and

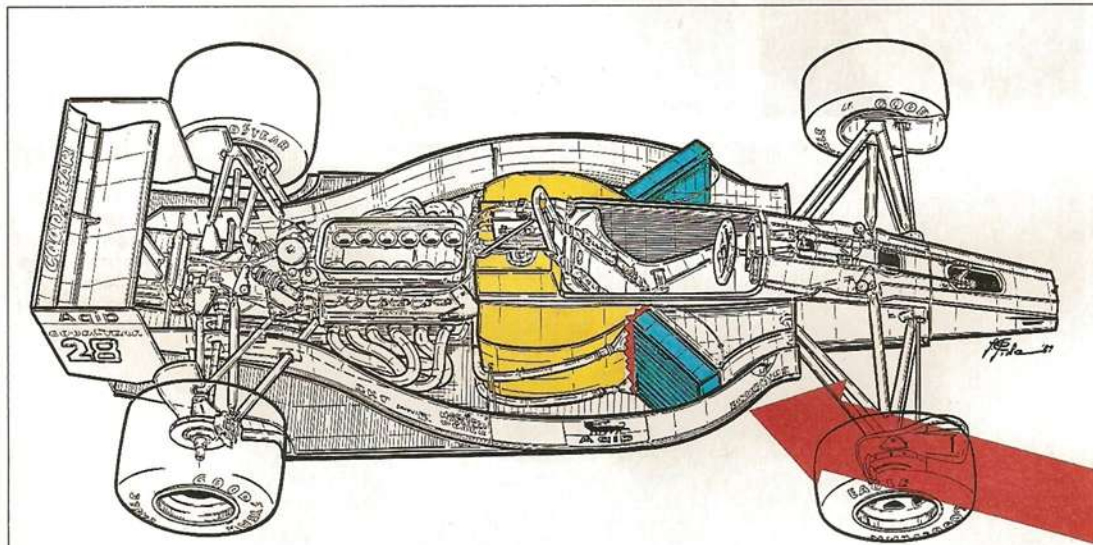
body scans at the circuit before being transferred to the Maggiore Hospital in Bologna.

His injuries include a broken left rib and a lineal fracture of the left shoulder blade, second degree burns to one hand and chemical burns (from the fuel in which he had been soaked) to other areas of his body.

Berger remained in hospital until the evening when he was transferred to Innsbruck in his native Austria.

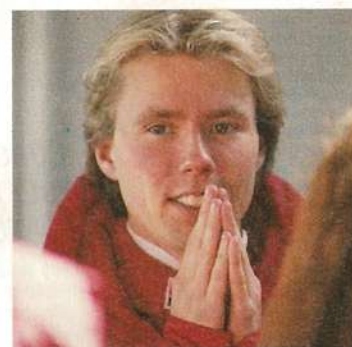
Given the severity of the impact the Ferrari monocoque stood up remarkably well.

Marshals at the scene reported that the fuel tank had been ruptured low down on the right-hand side.



## Berger: how did it happen?

There is no doubt that the immense strength of the Ferrari 640 monocoque saved Gerhard Berger's life and prevented major injury at Imola. Detailed investigations are now being carried out on to establish the cause of the Austrian's accident and the ensuing fire. The cause is unlikely to be known for some time, but eyewitness reports from the marshals indicate that the fuel tank (yellow) was ruptured on the right-hand flank when the radiator (blue) was driven into it by the colossal impact (red). This, of course, remains unconfirmed until after the investigation.



JJ - Monaco GP debut unlikely.

## Lehto's call up?

It is considered unlikely that reigning British Formula 3 Champion JJ Lehto will be called into the Ferrari team to replace Gerhard Berger.

The Austrian is expected to miss the Monaco and Mexican Grands Prix, but debuting Lehto, Ferrari's test driver, around the streets of Monaco in the automatic gearbox F640 is not thought prudent for driver or team.



# Design rethink for F1

FISA has announced plans to introduce major changes to the Formula 1 World Championship regulations, fundamentally changing future design parameters.

The decisions, made at a meeting of the new FISA Design Commission, were announced at the World Motor Sport Council in Paris on April 17, prior to the San Marino GP. They will be finalised during another meeting

before being presented to the F1 Commission in the next few weeks.

The eight basic decisions taken include enlarging the opening giving access to the cockpit, improving rearward visibility, increasing the inner dimensions for all cars and raising rollbars relative to the driver's helmet.

Rollbar safety is to be improved by increasing the calculated loads and carrying out static tests on rollbars,

and improving lateral protection around the driver's shoulders.

As regards structural integrity, there are to be improvements to the dynamic crash test procedure, in particular the testing of the entire monocoque including the fuel tank, and improvement to the protection of the fuel tank.

When the proposals are accepted it will radically change the technical ground rules of the present F1.

## Green light for medical plans

FISA President Jean-Marie Balestre has agreed to ensure sufficient funding for the establishment of a permanent service to control medical installations and facilities at all the major FIA Championship-homologated circuits.

The service is intended to supply

both personnel and equipment and is based on an idea suggested by Alain Prost in the wake of Philippe Streiff's accident in Rio de Janeiro.

Present at a study group meeting were Balestre, Prost, and Profs Watkins, Letournel, Roy-Camille,

Rovelli, Isnard, Cara and doctors Scarlot, Melon and Isserman.

At the same time it was decided to formulate precise medical guidelines for private testing, whereby the organisers and the track users assume the responsibility for safety.

## Russians nominate Leningrad

Plans for a Russian Grand Prix have resurfaced following the submission, by Federacia Automobilnogo Sporta URSS, of Leningrad as a candidate for a Formula 1 event.

This year sees the first FISA-sanctioned event in the Soviet Union taking place at Birkernieki/Riga in

Estonia on July 23, and there has been increasing involvement from the Russians in the international scene, including a Formula 3 car.

In recent years there have been numerous stories relating to a Russian GP in Moscow and, more recently, Estonia, but the Leningrad plan would

appear to be rather more advanced.

Representatives from the Soviet Federation and the City of Leningrad are expected to visit the French GP in July to examine how GPs are staged.

Given the timing of the application for a race, it is likely that the venue would be a street circuit.

## Triple exclusion in San Marino

Olivier Grouillard, Thierry Boutsen and Alex Caffi were all excluded from the San Marino Grand Prix. The former was black-flagged in the race, and the latter two excluded from the results, after a protest from the Ligier team.

The exclusions came as a result of an

infringement to the rules when all three cars were worked on after the race was stopped in the wake of Gerhard Berger's accident. All three had picked up damage; Grouillard breaking an undertray; Caffi and Boutsen suffering punctures.

In the event of a stoppage, the pit

entry is closed immediately and not reopened until the restart. In addition any work on the cars is expressly forbidden on the grid.

The protests against Boutsen's Williams and Caffi's Dallara came from Ligier, the team feeling it was unfair to have been singled out.

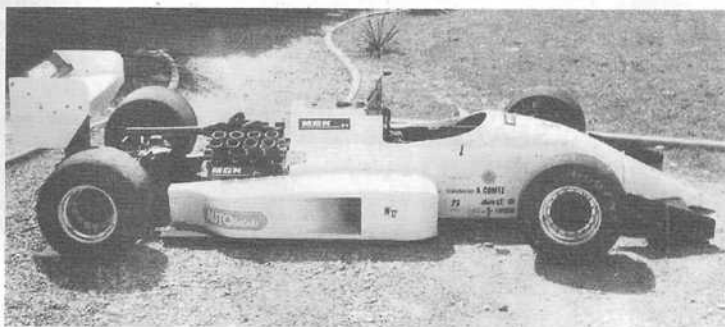
## New Coloni delayed

The new Coloni C3 chassis has been delayed and is not expected to be seen for the first time until the mid-summer, after the three North American races.

The C3, to be designed by former AGS men Christian Vanderpleyn and Michel Costa, will replace the present car which neither Roberto Moreno nor Pierre-Henri Raphanel have been able to qualify thus far this season.

A parallel programme of development will continue surrounding the revision of the old machine.

Moreno - waiting for the new C3.



The unusual Negre W12 engine is to test in the back of an old AGS.

## Negre W12 on again

Guy Negre's MGN W12 Formula 1 engine project has been resurrected, and there are indications that Negre has found major financial backing for the unusual W12 design.

Five examples of the engine have been built and tested successfully on the dyno. One of the units has been fitted into the back of an AGS JH22 and will shortly be seen testing.

## Minardi aims for Mexico

The new Minardi M189 should be seen testing in the next week and is expected to make its debut at the Mexican Grand Prix on May 28.

The small Italian team from Faenza, which did remarkably well to qualify 11th and 15th in the San Marino Grand

Prix, is working flat out on several projects at present. These include the continuing development of the M188, the M189, a transverse gearbox and an interim Subaru-engined test car, which should appear for the first time in mid-May.



Prost - disgruntled at Imola.

## McLaren disharmony?

Alain Prost was clearly annoyed after the San Marino Grand Prix, refusing to attend the post-race press conference and leaving the circuit as soon as he could, after discussions with McLaren team boss Ron Dennis.

Prost would not reveal exactly what had annoyed him, but he indicated that he felt an agreement had been broken.

Dennis has made a specific point of highlighting that McLaren does not have team orders, while Ayrton Senna declined to comment on the matter.

Whatever the reasons behind his anger, Prost refuses to give more details. It will be interesting to see how the two McLaren team mates and their boss get on as the summer progresses. Certainly, all is not entirely happy between them.

## Ilmor's award

Mario Ilmor and Paul Morgan of Ilmor Engineering have won a Queen's Award for Export & Technology for supplying the highly successful Chevrolet Indycar engines which won 14 of the 15 CART races last season.

The company, based at Brixworth, not far from Northampton-based rival manufacturer Cosworth, produced its first engine in 1985 and today makes 18 units a year, priced at £55,000 each.

Ilmor - picking up a Queen's Award.





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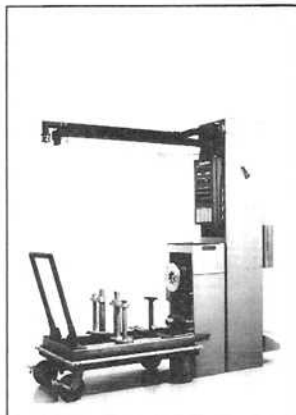
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# Concern over F1 side tanks

There is concern in Formula 1 circles that the latest design parameters have prompted the potentially more dangerous side mounting of fuel tanks.

A number of top designers that AUTOSPORT spoke to earlier this week, highlighted the problem of moving the drivers' feet behind the central line of the front wheels in association with the mounting of multi-cylinder engines. Unless the designer extends the wheel-base, which is not a preferred solution, it is difficult to find sufficient space to locate the fuel in a single cell behind the driver, as has been the case with most chassis in recent years.

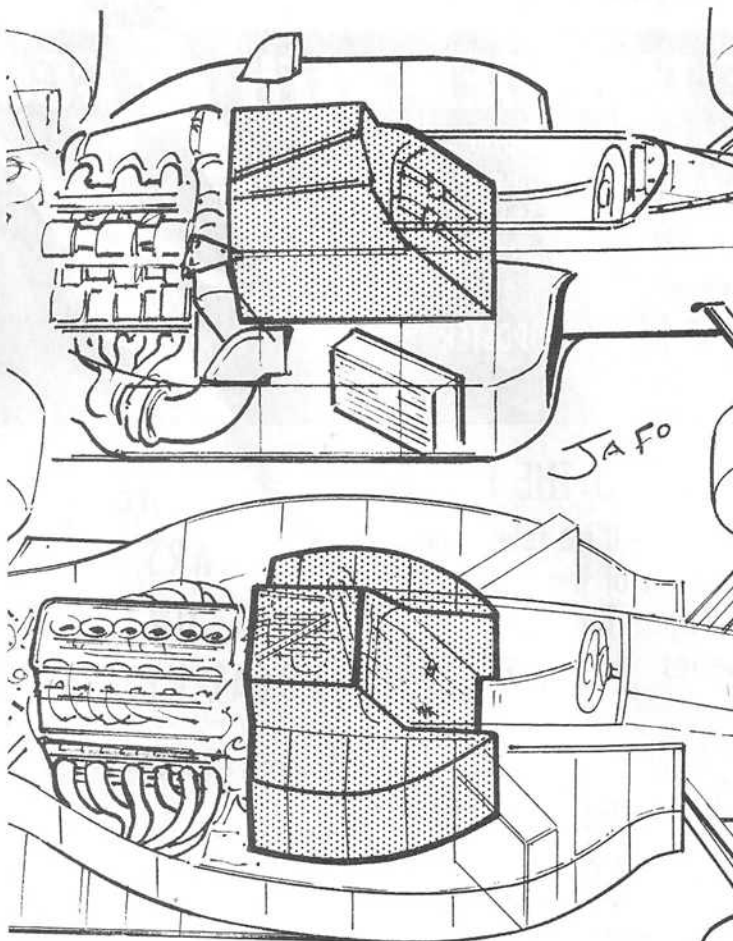
In some instances, the only solution appears to be to have a shorter cell behind the driver and to bring the tank forward alongside the driver. Commenting on that, Tyrrell designer Harvey Postlethwaite told us: "Fortunately with a Cosworth I am not in that situation. If, however, someone told me to install a 14-cylinder engine in a car tomorrow, I would have to think long and hard before putting fuel further forward than the drivers' back-side."

Certain designers have also criticised the Formula 1 crash test procedure in that it only requires the front of the monocoque to be stringently tested. It does not provide as adequately for failures longitudinally around the cockpit which, with fuel now more exposed in that area, are now crucial.

Certainly, this does not seem to have escaped the notice of FISA, which last week published a list of decisions made as a result of a meeting of the World Motor Sport Council (see separate story). Two of these decisions, to be transmitted to a meeting of the Commission in the near future, are as follows:

1) To improve the dynamic crash test procedure, in particular by testing the entire monocoque including the fuel tank.

2) To improve the protection of the fuel tank.



More compact turbocharged engines allowed a fuel cell to be located behind the driver in its entirety (top), but multi cylinder normally aspirated units often dictate that the tank overlaps around the side of the driver (bottom).

Gerhard Berger's accident at Imola last Sunday was admirably dealt with, but it re-awakened many to the hor-

rific dangers of fire in motorsport. At Grand Prix level, there had not been a serious fire for over five years.

## Ratzenberger at Le Mans

Roland Ratzenberger is to make his Le Mans debut this year, handling a Brun Motorsport Porsche 962.

Brun will be overseeing no fewer than five cars in the 24 hours, and Ratzenberger is likely to share an Alpha-backed car with Uwe Schaefer and Walter Lechner. A pair of Repsol cars are to be driven by Carlos Sainz/Jesus Pareja/Massimo Sigala and Oscar Larrauri/Walter Brun/TBN, while another car will run in FromA colours for Japanese series front-runners Harald Grohs and Akihiko Nakaya. Fritz Gebhardt's Hydro Aluminium 962 will also be fielded by Brun, for Stanley Dickens/Harald Huysman/Juha Varjosari.

It promises to be a hectic week for the team...

## Single tyre NASCAR?

NASCAR drivers have expressed disgust with the Goodyear-Hoosier tyre war which has dominated the Winston Cup Championship for more than a year.

This has been sparked by a sharp increase in tyre-related accidents - although Bill Elliott is the only driver to have been injured so far.

Drivers are also concerned about the financial pressures the war has exerted on competitors; longtime NASCAR teams are beginning to fall by the wayside as a result of escalating tyre costs. It has become necessary for drivers to mount both Goodyears and Hoosiers in case one brand proves to be quicker.

NASCAR is being called upon to enact a restrictive single brand ruling.



Grouillard - teamed with Laffite and Martini.

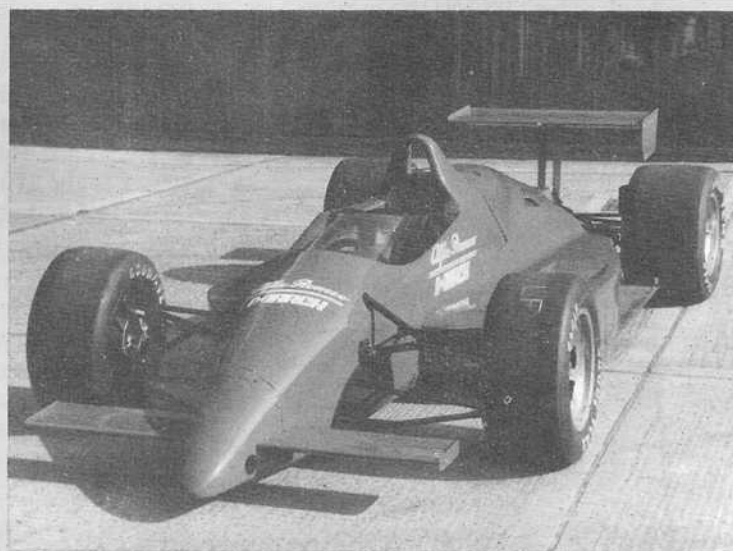
## Bigazzi All Stars

The Bigazzi team, which races no fewer than six BMW M3s in the Italian Touring Car Championship, is to field an all-star driver line-up in the Spa 24 Hours. It has been rumoured that backing will be provided by Belgian cigarette company Bastos.

Olivier Grouillard, Pierluigi Martini and Jacques Laffite will share one of the M3s; Gabriele Tarquini, Eddy Joosen and Jean-Michel Martin will drive the other.

Bigazzi (which also runs a pair of cars in the Italian F3 Championship under the Zasteam banner) is understood to be considering a plan to become involved in Grand Prix racing.

AUTOSPORT, APRIL 27, 1989



## March-Alfa displayed

The first March-Alfa 89CR Indycar chassis left March Engineering's Weybridge factory last Wednesday en route for Italy just seven months after March MD Dave Reeves first visited Milan to discuss the project. The chassis, penned by Maurice Philippe, will have its first outing in the Detroit Grand Prix on June 18. The team's driver, Columbian Roberto Guerrero, has not been able to secure a release from his Alfa contract to take up the offer of a ride in a TrueSports Lola-Judd T89/00.

## AUTOSPORT Supersprint!

AUTOSPORT is to sponsor the BRDC Supersprint at Silverstone on May 13/14.

The SuperSprint, which is the second round of the German Supercup series, will feature Group C1 and C2 prototypes, and most significantly, the new factory-supported Ferrari F40s of the Charles Pozzi team. Two of the fabulous GTC class cars have been registered for the championship, and will be handled by Grand Prix drivers Nicola Larini and Pierre-Henri Raphanel.

A large number of Porsche 962s are also expected, including entries from the Joest and Brun teams, while there is a possibility that the new Nissan R89C may make its debut, a week ahead of its first SP-WC appearance at Dijon.

"Over the years AUTOSPORT has been involved in various types of motor racing sponsorship with considerable success," commented publisher Tony Schulp, "and we see our support of this exciting meeting as a way of furthering our commitment to the sport."



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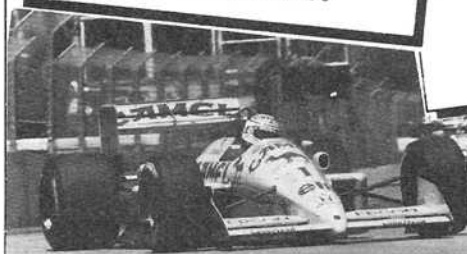


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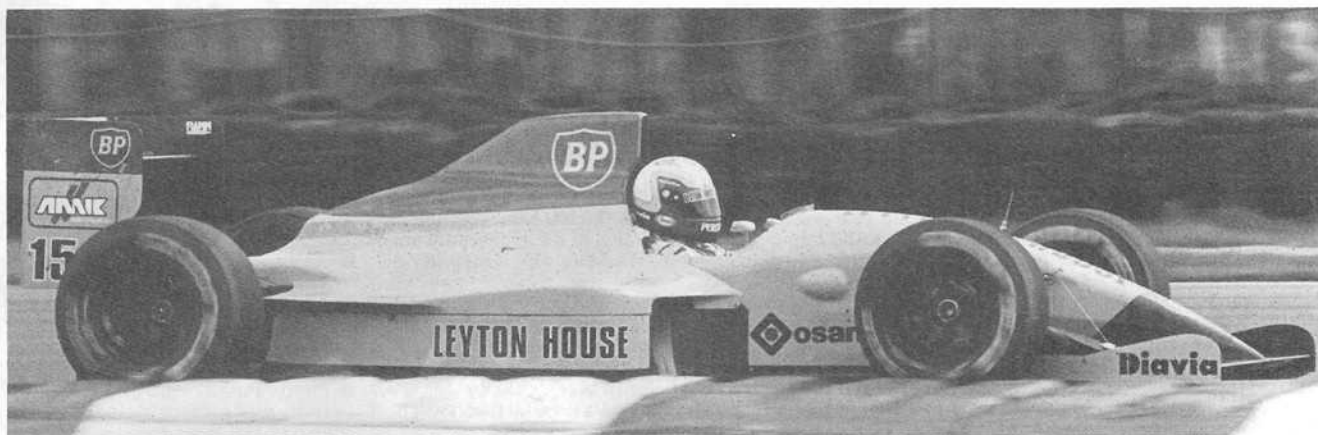
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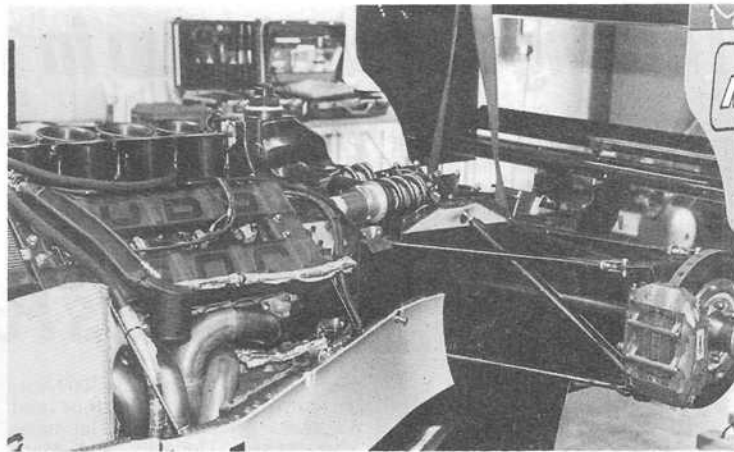
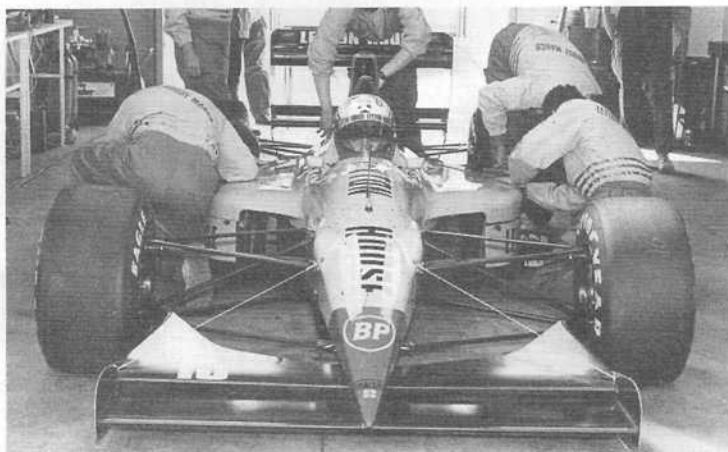
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Left: Mauricio Gugelmin gave the new CG891 a run at Silverstone last week. Below left: The compact trends of the 881 have been followed by designer Adrian Newey, with John Judd constructing a superslim exclusive-to-March V8 (below) for the car.



## New March honours Gariboldi

The Leyton House March team has unveiled its new 1989 Formula 1 challenger—the CG891.

The CG prefix is a tribute to Italian team manager and businessman Cesare Gariboldi who was killed earlier this year in a road accident.

"Cesare was a very special part of the team," explained team manager

Ian Phillips. "Naming the new car the CG891 seemed entirely appropriate."

Designed by a team led by Adrian Newey, the CG891 is even smaller and more compact than last year's effective 881. Newey has concentrated on further advancing the aerodynamics.

"The car is an evolutionary step from last year's 881," explained

Newey. "The 881 performed well in high-speed corners, but often suffered an understeer problem in slower corners."

In an effort to reduce the size of the car as much as possible, Newey convinced John Judd to build a new narrow-angle 'EV' engine of which March has exclusive use this year.

This has been mated to a new longitudinal 6-speed gearbox situated ahead of the rear axle.

The car was shaken down nearly a fortnight ago by Ivan Capelli and has since undergone three tests, in the hands of Mauricio Gugelmin and Gary Brabham (Silverstone) and Bruno Giacomelli at Pembrey last Sunday.

## F3000 test restriction

Formula 3000 teams were informed last week that they may not test on any circuit hosting an FIA International Championship round with the exception of three designated circuits.

The specified venues are Silverstone in England, Vallelunga in Italy and Le Mans in France. Furthermore, where these tracks are concerned, no testing

is permitted within six days of the race.

The decision is, in effect, the reinstatement of a code of practice formerly agreed by the teams in the interests of reduced costs, but one which had been allowed to lapse. However, some F3000 teams have already tested at other race venues, namely Jerez, Enna, Zolder and Dijon.

## Opel F3 unit strong

Opel's Formula 3 engine looks set to change the face of F3 competition.

Developed by the German Gatmo engine preparation company, the Opel HSG 16-valve engine is already producing power figures on the Gatmo

dyno that are superior to the popular Spiess-tuned Volkswagen engine, according to Peter Gartner of Gatmo.

The engine is expected to make its debut in the German F3 round at Mainz-Finthen on May 14.

## Wilson for Team Tui

Allan McCall and Mike Young's Team Tui Formula 3000 operation is planning to debut in the FIA International Championship at Enna, with Rob Wilson driving.

Said McCall: "The biggest problem Team Tui has had since making the commitment to F3000 has been to find

a driver who could get the job done and understand that the team is not the place simply for a Sunday drive."

Team Tui is delaying its start until July so as to accommodate Wilson's Barber-Saab commitments. Rob is currently in the running for the title, along with Justin Bell.

## Percy for Donington

Win Percy is returning from Australia to Britain to head some top class driver combinations in the two-driver per car Esso British Touring Car race at Donington on May 7.

Percy is entered by Andy Rouse Engineering alongside Rouse in the lead Kaliber Ford Sierra RS500, and should be hungry for success.

The Labatt's pairings of Tim Harvey/David Sears and Laurence Bristow/Tiff Needell should push Rouse and Percy hard. Also set to offer a strong challenge are the Cartel NEC Sierras of Robb Gravett/Jeff Allam and Mike Smith/Mike Wilds.

Andrew Gilbert-Scott is joining Dave Brodie in the Atari BBR RS500, and Damon Hill will be partnering Sean Walker in the FAI Automotive Sierra. Another single-seater pilot, Alastair Lyall, will be out with Graham Goode. Ford's rally hope, Mark Lovell, is being entered to drive both with Karl Jones and rallycross ace Mark Rennison.

It's not just in Class A that the entries look strong, with Steve Soper coming home for a bash with the Prodrive team. The Monaco resident will partner current Class B leader James Weaver, the other BMW Finance with Mobil 1 BMW M3 being



Win—joining Rouse in formidable duo.

shared by Frank Sytner and Will Hoy. Gerry Marshall is joining John Llewellyn in the Ronic Sport example.

In Class C, the Vauxhall Astra class as it has become in 1989, John Cleland is sharing his 16-valve Vauxhall Dealer Sport example with Ian Flux. The team's other car has a distinct rally flavour, with Malcolm Wilson joining Louise Aitken-Walker. John Brindley returns to Group A, alongside Alan Minshaw in the Demon Tweaks VW Golf GTI, while Barrie Williams shares John Morris' Listers example.



# Brum looks to GP date

Birmingham City Council is currently seeking an Act of Parliament that will enable it to expand its race meeting organisation to four days.

Les Collins, the council's Assistant Chief Executive, admitted that the application was aimed at the long term hope of a Grand Prix for Britain's second city: "While we acknowledge that such a thing is not likely in the foreseeable future, it is the long term ambition. What we ideally want for the Formula 3000 SuperPrix is three days, and, as legislation is very expensive, we have pressed ahead for four day

approval needed for a GP, now."

Birmingham was originally denied a FISA licence to host this season's FIA International F3000 round, but has now been granted a one year waiver with improvements due to be implemented by next year.

The problem for the F3000 race surrounds double-sided pits which, in the opinion of FISA, were dangerous. To solve the problem temporarily, Birmingham will extend the line of the pits for this year's event. The passing of a new bill would then allow the use of the entire Inner City dual carriage-

way, rather than just one side as is currently the case. That would thus solve any problem of pit crowding.

The City Council overcame the first hurdle when the bill went through its second reading in the House of Commons last Tuesday with a majority of 145:24 with five cabinet ministers among those who voted for it. It must undergo discussion at committee and report stages, a subsequent third reading and then a hearing in the House of Lords before it becomes law.

The Council is hopeful that it will be applicable from early 1990.

## Touring car shake-up in 1990?

An interim touring car formula is likely to be run in Britain next year, if the current discussions of the Touring Car Committee reach fruition.

Plans to adopt the radical one-class formula proposed earlier this year by

the Touring Car Committee (*Pit & Paddock*, March 9) are going ahead. Pending the response of the manufacturers, the new 2.0-litre class is aimed to be run alongside the current Group A specification cars in a two-tier cham-

pionship in 1990, just as Formula 1 was run in 1987.

The committee is discussing the parameters of power, weight and tyre size that will be used should the one-class formula be accepted.

## Simoes to DAD

Anglo Portuguese Racing Team's debut in the Lucas British Formula 3 Championship has been put on hold due to a delay in the delivery of sponsorship money.

Consequently, Andy Dawson of DAD, the team which was to prepare the two cars, has elected to run Antonio Simoes under his own banner.

Simoes will bring his own sponsorship to DAD, and is likely to start his campaign at Brands Hatch on May 21.

Jeremy Payne will continue to race in FF2000.

## Reynard's F3000 records

Last week's hectic Formula 3000 testing programme at Silverstone and Snetterton produced record lap times from Martin Donnelly and Mark Blundell.

Martin Donnelly lapped Silverstone in 1m16.6s last Wednesday, a full 0.8 seconds under the pole position time set by Philippe Favre's Lola in qualifying for this month.

Donnelly's EJ1 Reynard 89D was running with a modified oil scavenger system on its Mugen V8 and he reported a major improvement in performance. Jean Alesi, Donnelly's team mate, set a 1m18.1s, but completed fewer laps.

A two day test at Snetterton earlier in the week saw Frenchman Eric Cheli emerge with a record 53.4s lap which he set on new tyres. His Langford & Peck Cosworth-powered Reynard 89D was able to lap comfortably in the low 54s, and his CDM Motorsport team mate Paul Belmondo clocked a 54.1s on old tyres.

Within three days Cheli's time was eclipsed by Mark Blundell's performance at the wheel of his Middlebridge Reynard. The 23-year-old from Royston set a 53.3s on tyres which had completed more than 100 miles, and he was delighted with the improvement in performance brought about by a series of modifications.

## Ward opts for Alfa

Gary Ward turned up with a new brand of engine fitted to his Mycil RGS Reynard for the Lucas British Formula 3 race at Brands Hatch last weekend.

It was not the Spiess VW engine that had been expected to replace his TOM'S Toyota motor (*Pit & Paddock*, April 13), but an Alfa Romeo engine.

"The deal with Spiess fell through at the last minute," Ron Ward, Gary's father, told us on Sunday, "so we arranged for an Alfa, and Gary is delighted with it. It was only fitted on

Thursday, so this first session is the first time we have run it."

With fourth fastest time in the first qualifying session, Gary had reason to be pleased: "It really is amazing, giving power right through the range, a real push in the back down Cooper Straight. And it makes the car handle so much better, being lighter than the TOM'S, making the tail less likely to snap away."

The engine Ward is using is a 1988 vintage one, with a contemporary one hoped for in the future.

## Inexperience blamed in F3

Small clutches that have been fitted with the current low-line engines have been blamed for the plague of stalling that has afflicted the Formula 3 scene in Britain this year.

The plague struck again at Brands Hatch this weekend; not only did two drivers at the front end of the grid fail to pull off from the line, precipitating an accident that stopped the race, but drivers stalled in each of the two restarts, although fortunately no incidents resulted.

It appears that the main factor is driver inexperience since the stalling

offenders are all new to F3. Dick Bennetts of West Surrey Racing explained that the problem was more complex: "The new engines are mounted one inch lower this year than before, and this requires a smaller clutch: one of 5.5in diameter."

"In fact, we knew about this as long ago as August 1987, when we fitted one to Bert Gachot's car (with the old, high-mounted engine). He stalled in that race, too. Really, these small clutches are a bit like on/off switches now, and it is simply catching out some of the less experienced drivers."

### BRIEFLY

■ The Larrousse-Calmels Lola team has changed its name, and will hitherto be known purely as Larrousse.

■ FISA announced in Imola that it believes that there are five new manufacturers preparing 3.5-litre engines for racing purposes.

■ Several Grand Prix teams and the Nissan WS-PC sportscar are due to test this week at Paul Ricard. Nissan is rumoured to be giving Briton Andrew Gilbert-Scott a run in the car.

■ Piero Fusati, the President of Ferrari, was present at Imola in the course of last weekend's San Marino GP.

■ FISA has clarified its *force majeure* regulations in the wake of Aston Martin's recent fine for missing Suzuka. A damaged car will not be considered good enough reason for the application of *force majeure*.

■ The Mazdaspeed World Sports-Prototype Championship team is due to test at Dijon for three days this week, in preparation for the WS-PC race on May 21. David Kennedy and Pierre Dieudonné will be handling a new Mazda 767B on behalf of the Alan Docking-run team.

■ CART's Chief Steward Wally Dallenbach has informed Al Unser Jr and Mario Andretti that he will have a meeting with the two drivers to discuss their controversial Long Beach incident. The pair will doubtless have their own unofficial meeting while Unser is in Andretti's Nazareth hometown for the second round of this year's IROC series.

■ Mika Hakkinen is the third recipient of the Uniden Award of Merit for the most outstanding performance in qualifying for a Lucas British Formula 3 race, thanks to his sudden discovery of form after a barren patch since his graduation to F3.

## WILSON McCOMB

Wilson McComb, respected motoring writer and former *AUTOSPORT* Assistant Editor, 1953-55, died on April 19, at the age of 62.

Best known as the leading historian of MG, Wilson began his journalistic career for *AUTOSPORT* on events in the province. In this role he did much to publicise the Irish specials scene.

At the end of 1955 Wilson left for the PR department at Castrol, from where he moved on in 1958 to the MG factory at Abingdon, as Editor of the in-house magazine, *Safety East*.

He remained in this post until 1964, by which time he had become General Secretary of the factory-supported MG Car Club, and Press Officer for Abingdon. Both positions were abolished in the 1969 post-takeover purge of MG by British Leyland.

Turning to freelance writing, Wilson produced a history of MG which was first published in 1972 and is today sold as *MG by McComb*. He also wrote books on AC, Mercedes and Aston Martin and contributed to numerous magazines around the world, including *Classic and Sportscar* - last year winning a Jet Media Excellence award for his C&S article on Betty Haig.

JTP



It was hardly surprising that so many of you plumped for Ayrton Senna to win the San Marino Grand Prix. However, all of you who chose correctly fell a long way short in your estimation of the average speed. Closest of all, albeit out by over 2mph, was Michael Butler, a regular competition winner, even he can't spell Ayrton Senna! The bubbly is in the post.

Now it is time to turn your thoughts to the Monaco Grand Prix and guess who will win this extremely difficult round-the-houses race. Hopefully, you will be closer to the mark this time.

Send your entries on a postcard (one per person please) to Moët & Chandon GP Competition, Autosport Editorial, 38-42 Hampton Road, Teddington, Middlesex, TW11 0JE, to arrive no later than Friday May 5.



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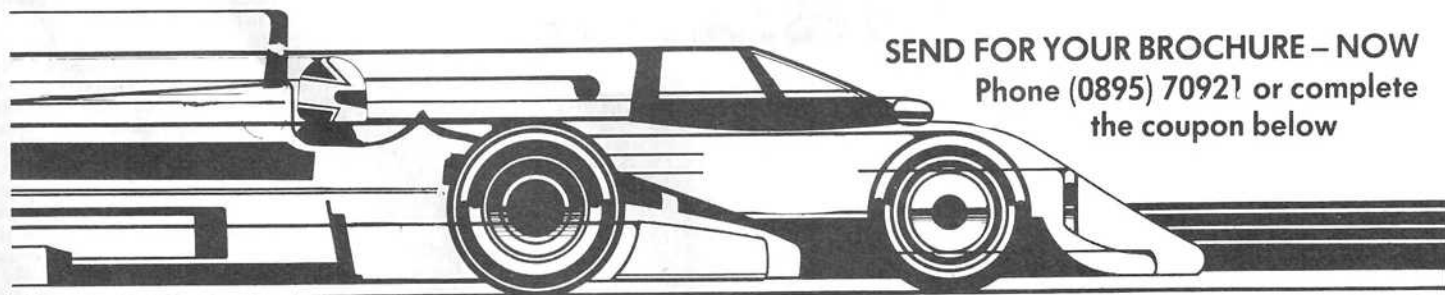
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Allan McNish had a very lucky escape in practice at Brands Hatch, the Ralt RT33's roll hoop being pulled out of position as the car slid through the gravel trap.



## McNish escapes Brands roll

Allan McNish inverted his West Surrey Racing Ralt in practice for the Lucas British Formula 3 race at Brands Hatch last Sunday and only just escaped serious injury when the roll hoop pulled away from its mountings.

McNish's car was pitched onto its roll hoop when it ran into the gravel trap at the Dingle Dell chicane and flipped, slewing backwards and upside down onto the grass verge beyond. The young Scot was then left hanging from his belts until the car could be

righted. His helmet rested on the mud, with the roll hoop having been pushed forward from its normal position, since the aluminium load-spreading panel to which it was mounted – which goes right down to the base of the tub – had sheared.

The Scot was released uninjured, but concern over the strength of the Ralt's roll hoop were expressed. Team Manager, Dick Bennetts, wasn't one of those, however, feeling the roll hoop had "done its job alright".

Ron Tauranac of Ralt hadn't seen McNish's car when we spoke to him on Monday, but considered the reason the roll hoop had been bent forward was due to the unusual, rearwards angle of impact and that it had dug into the gravel bed, jarring the hoop. "We tested loads on the hoops up to the official (4.5 car loads) level on bitumen, and they were perfectly adequate for that. However, the g-force experienced when digging in is much greater than that."

## Negri at Techspeed

Brazilian driver Osvaldo Negri has signed to contest the remainder of the Lucas British Formula 3 Championship for the Techspeed team.

Team manager Marvin Humphries is racing against time to have a Ralt chassis delivered in preparation for the race at Silverstone on Bank Holiday Monday, but delays with the delivery of gearboxes could scupper these plans. If this is the case, then Osvaldo will make his debut at the following round at Brands Hatch on May 21.

## More TV

Television coverage of the Lucas British Formula 3 and Esso British Touring Car Championships is to be extended to Eurosport, Sky Channel's sports service.

The additional coverage supplements the regular BBC slots and will be shown during the 13 weeks leading up to the Silverstone Finals meeting on October 8. Transmission dates and times will be announced at a later date.

## Monaco F3: Artzet again?

Didier Artzet, winner of the Monaco Formula 3 race in 1987, is a surprise entry for this year's prestigious F3 counter. He will be joining the Cellnet Intersport team.

With one win and two pole positions from his three outings in the Principality, the Frenchman must start as favourite, lining up as he does with one of Glenn Waters's Reynard-TOM'S 893s. Paul Warwick will drive the other Intersport car, Vincenzo Sospiri staying at home for the event.

Competition for places was as intense as ever, with 120 drivers applying for a slot among the 40 accepted entries, 26 of whom will be allowed to start.

British teams will be taking six other Lucas British series regulars down to Monte Carlo for the round-the-houses spectacular. British series leader David Brabham is travelling south for the Jewson team, while his closest challenger, Alain Menu, will be present with Racefax, both in Ralts. All the other British entries will be Reynard mounted, with Rickard Rydell (Eddie Jordan Racing), Mika Hakkinen (Dragon Motorsport), and Otto Rensing and Paul Stewart (Camel Paul Stewart Racing). Expect Rydell and Rensing to shine, both having shown



Warwick Jr – going to Monte Carlo.

strongly at the other top street circuit, Macau, in the past.

The strongest of the European series representatives are likely to be Eric Helary, Jean-Marc Gounon and Laurent Daumet from France; with star of the Italian series, Antonio Tamburini, being joined by compatriots Alessandro Zanardi, Giovanni Bonanno and 1988 Italian champion, Emanuele Naspetti; Germany's hopes rest with Michael Bartels, Frank Schmickler and Frank Kramer, the last named looking to put his unusual BSR chassis in among the predominant Reynards, Dallaras and Ralts.

## BRIEFLY



Linda – first lady IMSA winner.

■ Linda Ludemann became the first woman to win an IMSA GT event last weekend, when she co-drove Scott Schubot's Phil Creighton-prepared Spice-Buick to the Camel Lights honours on the street of West Palm Beach, her home town.

■ Bigazzi team owner and sailing businessman Gabriele Raffanelli has been appointed President of the Italian America's Cup challenge.

■ The Peerless Corvette IMSA GTP car, which was crashed in practice at both Miami (Tom Pumpelly) and Road Atlanta (Jack Baldwin) was in the wars again at West Palm Beach. This time Jacques Villeneuve shunted the car before the race, damaging the tub. After repairs the Corvette was finally able to make its first start of the year.

■ Barber Saab driver and British Formula 3 aspirant John Cochran handled a Camel Lights Spice in the West Palm Beach IMSA race.

■ Eric Helary is expected to join Jean Messaoudi's Prototeam for Le Mans France. The Formula 3 pilot was run by Messaoudi in FF1600.

■ Raphael del Sarte failed to show for the Lucas British F3 race at Brands Hatch last weekend. The Parisian rang Techspeed to say that he couldn't appear in his regular Dallara.

■ The RoC Audi team had a disastrous time in last Sunday's French Super Tourisme race at Paul Ricard. Both Quattrone retired on the warm-up lap with identical head gasket failures.

■ BTCC Class D privateer Phil Dowsett has found backing from building contractors Smith & Latimer for the May Day Thruxton Group A event. The support, through former Class C champion Colin Pearcey, could see the pair running together in the Fina TT.

■ Garage du Bac has appointed Alain Mahe as its new team manager. Mahe, the longtime rally co-driver of Bernard Darniche, replaces Jean-Claude Depince who was killed last year in a 'plane crash.

■ Harald Becker – German FF1600 champion in 1983 – is competing in this year's German Touring Car Championship, driving a Schwaben Motorsport-prepared Mercedes 190E 2.3-16 alongside Thomas von Lowis of Menar.

■ The Salzburgring round of the German Touring Car Championship scheduled for August 20 has been cancelled, following a circuit inspection which declared the track to be unsafe.



## PREVIEW: VALLELUNGA F3000



Having won at Silverstone, Madgwick and Thomas Danielsson need to keep the momentum going in Italy.

## Shoot out in Rome

Sunday sees round 2 of the FIA Formula 3000 International Championship, with the field heading to Vallelunga, a two mile venue some 20 miles north of Rome.

The circuit is a combination of a tight mickey-mouse infield and fast outward sections, making set-up a compromise.

Last year's event saw a surprise win for Gregor Foitek, the Swiss driver breaking an Italian stranglehold on the event which had seen Emanuele Pirro, Ivan Capelli and Stefano Modena first past the chequer in previous years.

It would be another surprise if an Italian was to win this year, however. At Silverstone's International Trophy, the opening round of the series, Marco Apicella was first Italian across the line, in eighth place, with one of First Racing's Leyton March 89Bs. Team boss Lamberto Leoni has since registered his unhappiness with the car, however, and Apicella should be seen in a Reynard 89D at Vallelunga.

Mauro Martini turned in a good showing at Silverstone with a year-old March and Lola Motorsport boss Jean Mosnier is hopeful of an even better showing for

Mauro at Vallelunga, behind the wheel of the contemporary March. There was some doubt as to the plans of Mosnier's second driver, Enrico Bertaggia, after the opening round, but it now seems that he will still be with the Frenchman's outfit for a run on home territory. The Q8 twins, reigning Italian Formula 3 Champion Emanuele Naspetti and Andrea Chiesa will both be hoping for a better showing on familiar territory.

Thomas Danielsson silenced any doubters with his Silverstone performance, and Madgwick Motorsport boss Robert Syngé is now looking for a consistent point scoring finish from the Swede to back that up.

Reynard claimed the first battle in the defence of its International F3000 crown and will be looking to the likes of Eddie Jordan Racing duo Martin Donnelly and Jean Alesi to continue its success. The former has recently achieved some stunning testing times at Silverstone (see separate story) and looks well placed.

Furthering the Bicester cause will be the strong Pacific Racing pairing of JJ

Lehto and Eddie Irvine, with similarly Mugen-powered 89Ds. Keith Wiggins' team has tested at Vallelunga and is bound to challenge.

Although Reynard won the opening round, there was no mistaking the strength of the Lola challenge with Philippe Favre taking a fine pole position with GA's car on his F3000 debut and coming home a superb runner-up. Eric Bernard would undoubtedly have been a threat for overall victory but for the intervention of Alesi and a rather sobering shunt.

Stephane Proulx and Eric van de Poele both went well for GA in Northamptonshire and, with Favre, are potential point scorers for Mike Collier's stable.

Chassis variety will be provided by the singleton Footwork of Ukyo Katayama, the Tokyo driver's Silverstone efforts hampered by a wrongly connected Monk rev limiter, the same problem that resulted in Lehto's disqualification.

If we must stick our necks out and go for a winner, let's go for Donnelly, the Ulsterman keen to make amends for a no score at Silverstone.



John - Brands headache.

## Alcorn's escape

John Alcorn was lucky to escape with only a bruised knee from a major accident during Formula 3 testing at Brands Hatch last Wednesday.

The accident occurred at Dingle Dell, and was reminiscent of Michel Trolle's Formula 3000 shunt there last year, the Beesport Reynard hitting the barriers airborne, head-on after attempting to take the corner in fifth.

The 'Essex Jockey's' injuries were fortunately restricted to a bruised left knee and a 'stretched neck', but his car's tub was holed and his helmet is a write-off after hitting the car's screen.

Another driver in the wars at Brands Hatch was Alain Menu, Racefax's Swiss pilot losing control of his Ralt on the exit of Surtees and colliding with the barrier on both sides of the start of the Grand Prix circuit, writing off his car.

Team manager, Mike Baker described the session as "like a Formula Ford test day, with drivers becoming over confident all over the place".



## Nissan programme gathers pace

The new Lola-built Nissan R89C had a very successful run in Arizona last week, on the Japanese giant's US test track. For the first time the car was sporting its spectacular new red, white and blue colour scheme, which is partly intended to give the cockpit a hint of the new ZX road car range. Julian Bailey, Geoff Brabham and Chip Robinson drove the car in the USA, where it notched up an impressive 237mph on the engine it had run with since its Snetterton debut. The R89C underwent a 24 hour test at Dijon earlier this week in the hands of Bailey, Mark Blundell and Martin Donnelly, prior to its planned debut on May 21.

## Simmiss relieved

Craig Simmiss was fortunate to escape with just a bruised back after colliding with Derek Higgins' stalled car on the startline in the Lucas British Formula 3 race at Brands Hatch last Sunday.

The popular New Zealander ploughed into the rear of Higgins when coming through from the back of the grid. He had just changed into fourth gear, believing Higgins was finally on the move, as his arm was no longer raised. Reportedly, Higgins's arm was lowered as he was trying to restart his car. "I was boxed in and realised that I wasn't going to miss him," Craig reported, "so I just tucked up my legs, with no time to hit the brakes."

When he was being removed from the car, he found that he couldn't move the lower half of his body; this sensation was due to the muscles in his lower back being compressed in the impact. After being laid out on the track, feeling came back and Craig was released from hospital after a short stay, his X-rays giving him the all clear.

Although Craig should be fit enough to race again at Silverstone on May 1, his CS Engineering Reynard is unlikely to race again.



# A-seeds for Ari and Carlos



Vatanen returns to the top grade after losing his status in the desert.

Ari Vatanen and Carlos Sainz have been granted honorary A-seedings by FISA. The sport's governing body has seen fit to add the Finn and the Spaniard to the top priority list despite their not having qualified for the honour.

The move follows a similar decision to grant Walter Rohrl - who has apparently retired from active rallying for the moment - the priority grading by virtue of his past results.

Vatanen lost his rating when Peugeot opted out of stage rallying and he did not contest events to reinstate himself. However, he can now obtain better start positions, as can Sainz who is already proving a front runner with Toyota Team Europe.

Inclusion of non-qualifying drivers in priority lists is not new. Following the 1987 season, Alex Fiorio was granted such an honour but his successor, Pascal Gaban, was not...



Sainz will benefit from higher start numbers in his factory Toyota.

# GM plans settled

GM Euro Sport has confirmed its change of World Championship programme (*Special Stage*, April 14) with Malcolm Wilson down to drive in New Zealand, Australia and Britain.

Wilson will be joined by Mats Jonsson in New Zealand, the Swede replacing Sepp Haider who has a clashing German round, while his Australia entry remains provisional as it too clashes with another event, the Manx. For 1000 Lakes, GMES will be represented by Haider and Jonsson in the 16-valve Astra/Kadetts.



Bourne - Argentina Subaru.

# Two new Celicas planned

Toyota is apparently planning to launch not one but two versions of the four-wheel drive Celica later this year. However, only one - the GT-Four as exclusively revealed in AUTOSPORT on February 16 - is expected to rally.

The GT-Four will not, however, feature a supercharger, relying instead on a turbocharged engine giving a quoted 220bhp in standard form.

The other car, coded 2.5 GT-V, has a normally-aspirated 2500cc engine giving 160bhp. The car also features four-wheel steering.

# Eklund forced out by Nissan delay

Per Eklund has withdrawn from this weekend's Welsh Rally as the new Nissan March Super Turbo has failed to meet homologation requirements.

The car, due for its World debut this weekend, should have been granted Group A status on April 1 but, it seems, Nissan was several hundred cars short of the required 5000 at that time. The build run has been completed now but FISA will not grant homologation retrospectively and so the car will not be able to compete until May 1, just two days after the Welsh Rally

begins! Curiously, Lancia was able to get around this regulation at the start of 1987 when FISA accepted a declaration of intent to produce 5000 identical Deltas instead of insisting that the run was completed...

Clarion Team Europe will therefore miss important testing before the car's World Championship debut at the Acropolis Rally at the end of May. Had Nissan admitted the likelihood of the delay, Eklund might have appeared on the Granite City Rally for the necessary experience.

# Possum's Subaru

New Zealand's Possum Bourne and Chile's Jose Celsi are to contest this year's Rally of Argentina in factory Subarus. Both have contested events in the car before but this will mark a real step for the pair as they are the lone representatives of the Japanese marque on this far distant event.



Shaw - Belgian break.

# Euro deal for Shaw

Leo Shaw is branching out into Europe with his Group N Sierra Cosworth. The Magherafelt driver, Ireland's only B-seeded competitor, has been offered a £3000 deal to contest the Haspengouw event early next month.

Shaw's financial worries have been eased this season by support from Business & Scientific Services (a company with close links to Irish rallying) along with Shell Gemini, Pirelli and Lucas.

However, before Shaw can attempt the Belgian rally, a coefficient 5 round of the European series and a counter for both the Belgian and West Euro Cup championships, he must safely complete this weekend's Welsh Rally.



# Corsica survives strike

The Corsica Rally organisers were relieved to see FISA's Guy Goutard flag the leading cars away from the Ajaccio start on Sunday. Although FISA had insisted that it was being supportive of the club through the industrial action that had brought the island to a standstill, the World Motor Sports Council issued a strong statement last week. Having pointed out that National and International sporting authorities have no right to cancel competitions, that decision resting with the organisers alone, it would be forced to exclude the event from the championship if the running of the rally was hampered. The likely replacement would be Goutard's own Garrigues Rally.



Lovell - race date.

# Lovell's race date

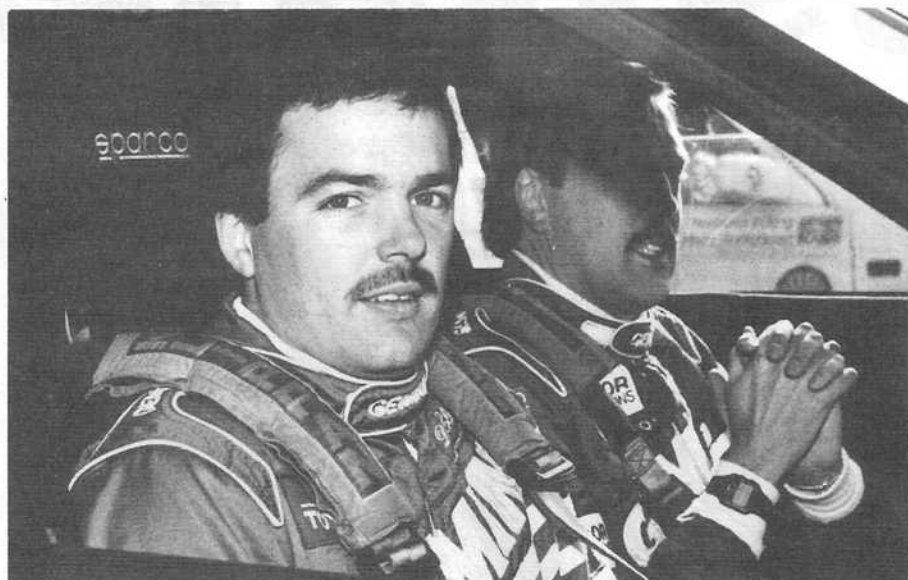
Mark Lovell is turning to the race tracks on May 7 with the Donington round of the Esso British Touring Car Championship.

The Somerset driver has a busy schedule at present although it was eased a little by his early retirement in Corsica after persistent turbo problems. The race will ensure that he is busy immediately after this weekend's Welsh Rally.

There seems to be, however, some debate as to which car Lovell is to drive during the long distance event where two drivers are allocated to each car. Lovell's name appears alongside both Karl Jones and Mark Rennison in separate teams!



## BRITISH RALLY CHAMPIONSHIP: WELSH PREVIEW



David Llewellyn looks relaxed at the prospect of a home win but Phil Short appears to be seeking help from higher quarters!

# David's day?

Can David Llewellyn win the Welsh? That is the question. It is easy to recall the Cartel Rally and suggest that he has the best chance ever of winning his home event but, on this weekend's Fram-backed affair, will he withstand the undoubted pressure of trying to become the first Welshman to win since 1966?

Of course he stands every chance, his Toyota Celica GT-Four likely to be best suited to the conditions if it gets slippery and therefore ideally placed to beat the Cosworth army where his main opposition lies. The Celica has a new engine, boosting horsepower, and so the Phil Collins-run team goes to Cardiff in good shape.

So who might upset the applecart? Ford is clearly the biggest threat and the Jimmy McRae/Russell Brookes duel should be renewed with a vengeance. At the moment, honours are even between the two great rivals with McRae's Irish win

tippling the points balance narrowly in his favour. Brookes enjoys the Welsh and must be a good tip for victory with the Andrews Sykes machine if Llewellyn falters, but McRae's official Ford entry will push it to the limit.

Brookes' team mate, Mark Lovell, has rarely had a good Welsh but will be eager to net a favourable result after his Corsican disappointment but Gwyndaf Evans may be the surprise package on home soil. The Mr Tomkinson car has been getting ever quicker in Evans' hands and the 'home' factor might be enough to push him to a personal best.

The Vauxhall camp will be eager to repeat – at least – its third place of 1988 with Malcolm Wilson and Louise Aitken-Walker chasing honours for Britain and Mats Jonsson lining up for the Swedish arm of the operation. But the team will miss the chance to line up its Nova GT/E

against Per Eklund's Nissan as the Japanese car is not yet homologated (see separate story). And while Vauxhall chases a top place, it will have to watch out for Hakan Eriksson's Peugeot 309GTI which is getting quicker each time out. In the smaller categories, Chris Birkbeck will be out for a result in the 1600cc 205GTI and Simon Davison will try to repeat his giant killing act with the 1300cc Rallye.

Group N could be a battle royal between Pentti Airikkala (fortunate winner in Ireland but dominant in Yorkshire), Graham Middleton (following his Granite City success) and the Cosworths of Steve Hill, Leo Shaw and the drama-prone Colin McRae.

Without the Nissan, Skoda is the only debutant on the entry list with John Haugland and Warren Hunt lining up their 1300cc Favorit 136L models.

## CHAMPIONSHIP POINTS

1, McRae, 44; 2, Brookes, 42; 3, Evans, 36; 4, Lovell, 36; 5, Airikkala, 35.

## LEADING ENTRIES

- 1 –
- 2 Llewellyn/Short..... Toyota Celica GT-Four
- 3 McRae/Arthur..... Ford RS Cosworth
- 4 Wilson/Grindrod..... Vauxhall Astra GT/E
- 5 Airikkala/McNamee..... Mitsubishi Galant (N)
- 6 Eriksson/Johansson..... Peugeot 309 GTI
- 7 Shaw/Boyle..... Ford RS Cosworth (N)
- 8 Haugland/Bohlin..... Skoda Favorit 136L
- 9 Brookes/Wilson..... Ford RS Cosworth
- 10 LKovell/Morgan..... Ford RS Cosworth
- 11 Wallfridsson/Pankhurst..... Audi 80 Quattro
- 12 Jonsson/Nicholson..... Opel Kadett GSi
- 13 Evans/Davies..... Ford RS Cosworth
- 14 Vienmaa/Joannides..... Mazda 323 Turbo
- 15 Ericsson/Willis..... Audi Coupe Quattro
- 16 Metcalfe/Grist..... Vauxhall Nova GT/E
- 17 Aitken/Walker/Morgan..... Vauxhall Astra GT/E
- 18 McHale/Farrell..... Ford RS Cosworth
- 19 Wood/Patterson..... Audi 90 Quattro
- 20 McRae/Ringer..... Ford RS Cosworth (N)

## SPECTATOR INFORMATION

Saturday, April 29.

Start: Cardiff City Hall, 0900.

SS1, Bute Park: Tarmac stage in grounds of Cardiff Castle, 0907.

SS2/3, Llandow: Approach from Cowbridge and via A42868/A4270, 1017.

SS4, Margam: Limited parking for this 11 mile stage, new for the Welsh. Approach via B4282 Maesteg to Cwmaman (near Bryn), 1150.

Service, Margam Park: Access via M4 and A48, 1202.

SS6, Lady Megan: Classic stage, approached via New Inn on A485 and through narrow roads to 146/498354, 1429.

SS9, Llanafan 1: Enter at 135/694716 from 1743.

Service/halt, Aberystwyth: Service at Park Avenue precedes *parc ferme* from 1855.

SS13, Pantperthog: First night stage. Enter via picnic area at 124/757055 and stay clear of main roads, 2238.

Service, Machynlleth: Car park at rear of Wynnstays Arms, 2324.

Sunday, April 30.

SS17, Dyfi: Tough 13-miler run in reverse direction to normal. Enter from A470 to 124/848096 and 846099. Quiet through Aberangell, 0054.

Service/halt, Newtown: Action in Back Lane car park before another brief halt from 0413.

SS21, Sweet Lamb: Open stage in Hafren complex. Approach via A44T and 135/840828, 0700.

SS23, Llanafan 2: Details as SS9, 0824.

SS27, Crychan: 14-mile sting in the tail. Enter at 160/849410 but exercise caution in Tirabad area. Finish: Cardiff City Hall, 1430.



Hakan Eriksson will swap the Group A 309 for a 16-valve development version.

# Eriksson to test 16-valve Peugeot on Manx National

Hakan Eriksson is to drive a factory Peugeot on the Manx National Rally. However, the car will be a development 309 and not his regular Group A version.

The car will be fitted with a 210bhp, 16-valve version of the 1900cc engine from the 405 Mi16 but, instead of injection, it will be carburettored.

Eriksson will drive the car to gain valuable experience in two quarters. Primarily, the entry is a development exercise for

the engine, Peugeot aware that the current 309GTI lacks outright power against its rivals in the 2-litre class, mainly the Vauxhalls. A 16-valve version of the car is to be launched on the continent in June and, although there is no certainty that it will appear in Britain, the team is keen to try the improved power source. Currently, there are no plans to introduce the full 405Mi16 to British rallying, Peugeot Italy entrusted with this car.

## AUTOSPORT NATIONAL RALLY CHAMPIONSHIP End game

James Renwick is planning to tackle just one more round of the AUTOSPORT National series. Unless his fortunes improve, he will put the Escort up for sale after the Kayel Graphics Rally and turn his attention to finding another car for 1990.

After a dismal start to the season, he has decided to miss the Manx round but will close his programme with the south Wales event – which he enjoys – in July.

Renwick – last chance?



## BRIEFLY

■ Murray Grierson produced a storming drive from a start number of 155 to claim his Esso Scottish points. If he had been able to compete in the 'proper' rally, he would have finished eighth but the Opel Kadett 400 must run outside the National series.

■ Alister McRae was the top Esso Challenger on the Granite City. He is currently top Group A driver in the Scottish series.

■ Keith Walton was the lone Lada contender on the Granite City Rally but, despite crashing on stage 6 and dropping to last place, he fought back and claimed not only Lada's £100 finishers award but the Man of the Meeting award for his tenacity.

■ Robbie Head has persuaded his bosses at Park's of Hamilton to back his AUTOSPORT National Championship bid where he is campaigning a Group A Nova.

■ Brian and Liz Patterson were not planning to operate their bulletin service on the Granite City Rally until 4pm last Friday. However, last minute negotiations secured their services, paper was printed in 4 hours, they boarded a ferry from Belfast and eventually arrived in Aberdeen at 2am on Saturday for the 7am start...



# Firestone

**AT BRANDS HATCH**



**CLASS  
A**

**KIETH ODOR**  
"Castrol Syntro X" Janspeed  
Ford Sierra RS Cosworth

**CLASS  
B**

**FRANK CUNDELL**  
ACE Plant  
BMW M3

**CLASS  
C**

**ROGER JONES**  
GTi Eng/Silver Shields/Visashop  
Volkswagen Golf GTi 16V

NB: Race results are provisional

**APRIL 23rd**

**4th Round Firestone  
Production Saloon Car Championship**



**Firestone**

**GROUND CONTROL**



EDITED BY MARCUS PYE

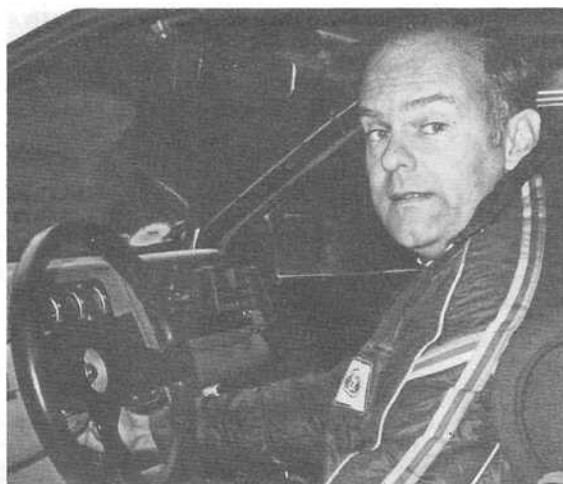
# Stig's works Ford RS200E

Ford Motorsport officially returns to rallycross next month, as entrant of an RS200E for Stig Blomqvist in the Swedish and Finnish rounds of the European Rallycross Championship. And Britons Colin McRae and, perhaps, Mark Lovell may be given runs in the lightweight evolution car later in the season!

Ford's John Taylor confirmed last week that Gordon Spooner Engineering has built a brand new chassis for the programme, and will run it. Back to back testing between Terry Hoyle and Mountune-prepared 2.1-litre BDT engines will be carried out prior to the car's debut at Knutstorp.

Blomqvist, who last rallycrossed an Audi Quattro in the 1985 British GP, has current RS200 experience, of course, as he competes in the Swedish Hillclimb Championship with his own version.

**Pictured aboard the prototype Ford RS200 in 1985, Stig Blomqvist's unrivalled experience of the GpB car will be tapped in the factory rallycross programme.**



## Carter's promotion

Dennis Carter has been appointed Chief Executive of the British Automobile Racing Club, with effect from June 1. Currently employed at Thruxton as Competition Director, 40-year-old Carter will work in tandem with Executive Director Sidney Offord, assuming full responsibilities when the latter retires on October 31.

"I am very pleased with the new appointment," commented Offord on Monday, "which means that Dennis will not, after all, be leaving us to return to industry. It will furthermore ensure that the BARC is able to move forward with continuity, which will fully benefit our centres, membership, competitors, sponsors and circuit owners."

## Clubmen splash out

Enthusiastic clubmen competitors Dave Abbott and Richard Hussey were grinning from ear to ear in the Gurston Down paddock on Sunday evening, having made a snap decision to buy Barrie Dutnall's immaculate Pilbeam-BDA MP50 for a joint assault on hillclimbing's classic 1600cc Racing Car class. Their Mallocks will now be sold to clear the decks.

Kentish motor engineer Dutnall broke a year's lay-off to compete at the BARC SW Centre's season-opener, and proved that none of his flair has been lost, running class victor Ian Cameron close with the ex-Roy Lane chassis.

**Dutnall - last run in MP50.**



## Green light for Pembrey

Motor racing will commence at Pembrey on May 21, subject to a final check of the Welsh Motor Sport Centre's safety facilities by the RAC MSA's Derek Ongaro, the ASN's insurer and BARC representatives early next month.

Ongaro, whose guidelines the Llanelli Borough Council have followed in developing the 1.5-mile track, expects to be able to grant the prerequisite circuit licence thereafter, which will delight the sport as a whole. A definitive calendar will be released shortly.

## Hubbard's record runs

The Prince's Trust - the charity of which HRH Prince Charles is enthusiastic patron - will benefit to the tune of £2500 if Ed Hubbard and his team of drivers succeed in establishing five new UK speed records on the General Motors-owned Milbrook test track next Monday.

Looking at the machinery lined up - CanAm McLaren-Chevrolet M1, IMSA Porsche 924GT and modified BMW M3 all expertly prepared by

Ivan Dutton's concern - averaging from 140mph plus to 160mph plus for 100kms (62 miles) apiece, will not be as challenging as changing the McLaren's engine to suit the 5-litre and 8-litre classes.

Reserve drivers, who may be called upon should the former Waxoyl baron attempt longer-distance marks, are the talented South African Hilton Cowie, Kiwi Norris Miles, and historic racers Paul Alexander and Stanley Mann.



**Nick Wenham had to fight his sleek Turbo SE through the orders at Oulton.**

## Wenham's Turbo stunner

The sensational Porsche 911 Turbo SE of Nick Wenham did not make a dream debut in Saturday's BF Goodrich/PCGB counter at Oulton Park, although it certainly looked the part.

Wenham was relegated from his qualifying position (19th after but four laps) to the back of the grid, due to firewall and battery location irregularities, but pleased his 40 sponsors and their guests by charging through to

15th position in the race.

Later, the combo tackled the Anne Hamilton Trophy event in which the blue droop snoot car was able to run at a considerably lighter weight. Nick shot up from 10th place to second, and set fastest lap in his class while catching the leader, before the interior fire extinguisher was triggered. The car then ran out of fuel, somewhat ignominiously.

### BRIEFLY

■ European Rallycross Champion Matti Alami is to contest the opening round of the European Hillclimb Championship, at Rechberg in Austria this weekend, in his North/Philips-backed Peugeot 205 T16E2. Providing it proves competitive, the Finn is planning to contest later events which do not clash with his rallycross title defence.

■ Modified MG Midget stalwart David Brooker-Carey is raising money for the Save the Children Fund this season, with his Trent Alloys car.

■ The integrity of Ray Rowan's Roman IVH chassis was tested by impact with the tyre barrier at Curborough's tricky opening left-hander on Sunday. Damage was confined to the car's nosebox and a master cylinder. Ray was unscathed.

■ Lacking windscreen wipers, and with conditions wet, MGB GT V8 racer Colin Horsley opted for a novel solution at Donington on Sunday. He removed the car's front and rear screens!

■ Clubmans driver Paul Scally rushed to London's Guys Hospital from Brands Hatch after practice on Sunday, just in time to see his wife give birth to a son. He then returned to the track, to finish eighth in his wet race.



**Woodcock - back to fitness.**

■ Kurt Luby Motorsport will be up to full strength for next Monday's round of the Dunlop-AUTOSPORT 'Star of Tomorrow' FF1600 series at Mallory. Now recovered from a recent road accident, Garry Woodcock will be back in the fold, alongside Rod Macleod and Peter Willson in their new Van Diemen RF89s.

■ In addition to Rusty French (separate story), Perth's Paul Smith is set to represent Australia in the Autofarm/PCGB Modified Porsche event at Snetterton on Bank Holiday Monday. Smith will drive his 924 Turbo GT.

■ Set to debut his McLaren M8C CanAm car in HSCC and Steigensberger races this season, following a prolonged bout of ill health, is former Historic GT champion Chris Beauvoisin. The ex-Lothar Motschenbacher machine has been rebuilt by Cedric Selzer and, latterly, Racing Fabrications in Bury St Edmunds.

■ Gerald Fitzalan Howard, brother of keen racer Eddie Arundel, has taken over the motor engineering company in which he has been involved for the past two years. Now trading as Grey-stoke Automotive, the former Prowess Racing concern will continue to specialise in Ferrari and Aston Martin restoration work, from workshops on the imposing Tynley Hall estate in Hampshire.



# Marshall's power pack

The formidable partnership of Gerry Marshall and Gerry Johnstone, which achieved phenomenal success in the 1970s with Dealer Team Vauxhall's Firenza special saloon, and later the fearsome V8-engined VX4/90 'Big Bertha' and Firenza 'Baby Bertha' super saloons, is to be reunited in the Thundersaloon series this season.

As suggested recently, Marshall is to team up with Nick Oatway for the remainder of the BRSCC's Johnson Tiles-backed series, in the latter's fabulous Opel Manta-Pontiac V8. The car has been rebuilt and further developed by Johnstone, who built it while working as Safety Devices. Marshall's old sponsor Teroson UK is the team's major backer. The combination's first outing will be at Oulton Park this weekend.

Part of the American WR Grace & Son empire, Teroson supplies sound deadening materials, underseal and adhesives to many of the world's leading motor manufacturers.

This year will indeed see a "return to power" for Gerry, whose race pro-

gramme includes 'double driver' outings in John Llewellyn's BTCC BMW M3 and Aston Martin fun in Marsh Plant's 520bhp V8 Inter-Marque contender, although he has now cancelled

his order for a TVR Tuscan. Marshall has also tested Nick Mason's ex-Fangio Offenhauser-engined Indycar, and may apparently race the 600bhp beast on occasion.

Big Gerry's participation in the Teroson Manta is a new Thundersaloon boost.



## Dron happy with ABS

The AFN-entered Porsche 928 S4, pedalled so competently by Tony Dron in the BF Goodrich/PCGB Championship, raced with its ABS anti-lock braking system connected for the first time at Oulton on Saturday.

Following winter testing, suspension improvements now mean that the complex electronic controls are less confused by the messages received under racing conditions. Dron is looking forward to a wet race or two or the full advantages to become apparent.

## Snetterton rained off

The 750MC abandoned Sunday's race meeting at Snetterton, following the spectacular demise of leader James Buckton's Westfield 11 during the second of the scheduled eight events.

Buckton's car aquaplaned on the start straight and slewed heavily into the pit barrier, spinning like a top back into the path of its pursuers. The experienced Yorkshireman alighted unhurt.

Continuous rain since Friday evening had rendered conditions difficult from the outset (surface water at Coram and on the straights being treated with circumspection by competitors), although general caution saw qualifying pass without major incident.

With quicker Monoposto and F1300 cars among those still to race, however, Clerk of the Course Ian Curtis and the stewards had little hesitation in calling a halt following Buckton's shunt.

Despite Snetterton's ill-founded reputation for bad weather, this was the first meeting to be abandoned at the Norfolk venue for many years.

## First BES Renault ready

The first Renault-powered chassis is due to run in the QED Historic 1600cc F3 round at Mallory Park next Monday, installed in place of the Ford/Lotus twin-cam unit in David Jackson's ex-Peter Westbury Brabham BT38.

Built up by Mike Chenery of Billingshurst Engine Services, the French engine is currently in wet sump form, although dry sump development versions are in the pipeline. Jackson has yet to try the car in this guise.

Originated by Chenery, Jackson and fellow driver Nigel Fright last summer, the project has gained some

invaluable input from Bernard Dudot, the engineer who developed the original Renault F3 units for the 1971-3 formula.

Subject to satisfactory performance, further Renault engines are expected to follow in the Classic F3 Association's category, in Fright's March 733 and the Ensign recently unearthed by Tony King.

Chenery, intriguingly, will be back in action himself this year, having traced, bought and restored the 500cc F4 Tecno which he raced in the mid-1960s. He plans to hillclimb the extraordinary device.



## Heavy plant for Lydden

Brian Davis and Alan King, both central to the new RJB Plant Hire Formule Libre promotion, showed off their machinery at host circuit Lydden last week. King, manager of the sponsoring company, does not rate his chances in the forklift, but Autoquip boss Davis should find his ex-Joe Sposato March 79B (now with 2-litre Cosworth BDG power) ideally suited to the venue. Circuit widening will allow grids of 18 cars when the series opens during Monday's Invicta Radio Motorfair meeting. Outright lap record holders Tony Trimmer and Eddie McLurg are expected to run, while Lydden regular Tony O'Neill is due out in one of his F1 Arrows-Megatrons this year!

### BRIEFLY



Hazleton - Texaco star.

■ Northern Ireland Beginners Autotest champion Robert Hazleton has attracted Texaco backing for his assault on this year's senior title. Hazleton's special lightweight 1.4-litre Mini has been built in County Tyrone by Sam Bowden, himself an expert 'tester'.

■ The North Devon MC is seeking a qualified scrutineer for its RAC/BTRDA/ASWMC Autocross Championship counter at Sugworthy, near Barnstaple, on June 18. Offers, please, to "Hobbit" Hannam on (023 72 73573).

■ Special Saloon racer Paul Soames turned up at Silverstone last weekend, unaware that the circuit's round of the BARC's ailing championship had been cancelled in a late programme revision. Soames and Maguire Mini were heading homeward by 11am following the unfortunate breakdown in communications.



Wood - Guinness genius!

■ Source Racing's Don Wood will defend his HSCC F1 title this year at the controls of the ex-Derek Daly Guinness March 811. One of Wood's Beatrice-Hart turbocars is also scheduled to appear later in the season.

■ A quartet of Darrian T9s will be seen regularly in south western competition circles this season, the cars of Mike Tregoning, Roger Hearn and the Jarman brothers joining Phil Gale's version which was debuted last year.

■ Andrew Marler has acquired the ex-John Piper/Soames Langton/Mark Williams Martin BM8 for Historic GT racing this season, having sold his Liberty Taverns Chevron B19 to former works Abarth driver Ed Swart, the Dutchman now resident in California. Andrew will also wheel out his McLaren M8E occasionally during the year.

● Blue Arrow plc, the world's largest employment services group, is joining Radial Ltd, P&D Plant Hire and Mobil in backing Richard Gamble Racing this season. Gamble and Malcolm Paul are sharing Peter King's Tiga-Hart in Thundersports, while the Markyate man will also be a strong Churchill Construction GT contender in his March-based Lotus Europa. Pete Mulberry of Abraxas Racing prepares both cars.





With nowhere to run his superb Porsche 935 back home, '83 Australian champion Rusty French has brought it to the UK.

## French set for UK debut

No fewer than three Porsche 935s are entered for Monday's Autofarm/PCGB Modified championship round at Snetterton, with Australian ace Rusty French set to join Brits John Greasley and John Goate in their Kremer K3 versions for the first time.

The Melbourne plant dealer and motor trader, who finished ninth at Le Mans in 1984 (in a Kremer Porsche 956 with Tiff Needell and David Sutherland), now finds his machine ineligible for racing back home, thus has opted to air it in our club series.

The black and gold supercar was shipped last month, after a test session at Philip Island, and was due in England earlier this week. French's challenge – a major boost to the series – will be managed in this country by expatriate Aussie Charles Ivey.

## CS first!

Robin Gray and Mike Jordan scored the first race victory for Porsche's latest 911 Club Sport model in the double driver Ann Hamilton Trophy race at Oulton Park on Saturday.

The Team Eurotech/Superjet/Shell Oils/Fireguardian entry left the grid in 18th place (when the Scot forgot to engage first gear on the line!), but he handed over the lead to Jordan after a hustling drive through the field.

## Agg's CanAm M8 circus

CanAm McLaren pilot Charles Agg is hoping to run two more 'batmobiles' alongside his ex-Denny Hulme M8F in the forthcoming Historic racing season. A long time supporter of SuperSports and Steigenberger events in Europe (initially with an M1B/C), the Sussex man may also take in some HSCC meetings, now that an over 5-litre class has been added to the GT series.

Paul Lanzante is currently preparing the ex-Teddy Pilette VDS chassis (which has graced Agg's father Peter's magnificent Effingham Park collection for many years), and the last works M8 (with twin-turbo 6-litre engine and special bodywork). He has dispensation to race the latter on the continent, and plans to run all three machines, with suitably qualified drivers aboard the 'new' ones.

## Scottish blasters

In addition to backing the RAC British Hillclimb Championship for a new term, Guyson Beadblast is to sponsor the Scottish Sprint Championship, which opens at Knockhill this Sunday. Guyson Chairman Jim Thomson, a keen speed event competitor in Scotland, will himself contest some events in the B1000s.

## Overland with Jamun

Mark Marchant will return to the FF1600 fray with a semi-works Jamun M88/9 at Brands Hatch on May 9, his F3 plans having fallen through for this year. The circuit school instructor has lined up sponsorship from Bryan Meredith's Overland Freight Forwarders concern, and will use the Connaught engine from father Len's Brabham. A new Staffs gearbox is currently being grafted into the Jamun.

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## Patis' safety scheme

In a concerted effort to curb Brazil's appalling traffic accident record, long-time F1 GP organiser Mario Pati (right) and his son have founded the Playcar/Clube Pilotagem do Futuro driver training facility for youngsters at Morumbi, south of Sao Paulo. Pati Jr, who raced in British F3 events in 1977-8, taught 1200 children to drive mini-cars between 1971-3, and many more (including, significantly, Chico Serra and Maurizio Sandro Sala), between 1973-8 through the Bardahl Racing Drivers' School which he bought from sports car racer Pedro Victor Delamare. Already, another 1000 have been trained through the new project, which also offers a kart racing course.

### BRIEFLY

■ Reigning Dunlop Historic Saloon Car champion John Searby is putting fellow Austin A40 pilot David Lewis in his car for Castle Combe's round on May 1, in an effort to match the pace of John Lockwood's Imp. Searby's 1964 machine is powered by a 1000cc short-stroke engine this season, which revs to 9500rpm!

■ The BARC-run Budget Rent-A-Car Modified Production Saloon Championship continues to go from strength to strength, no fewer than 72 entries justifying twin capacity grids and entertaining racing at Silverstone's second round on Sunday.

■ Sometime F5000 driver Nick Overall's Guildford Estates team is again supporting the Muscular Dystrophy campaign through its Historic racing activities. New to his Cooper Motor-sport-run stable this year is the ex-Nick Atkins/Simon Hadfield/Alex Seldon Taydec Mk3, which will be run alongside the property developer's Brabham BT35, Diva 10F and Marcos GT.

■ Sussex-based genetic toxicologist (!) Ian Mitchell was delighted with third place at Brands on Sunday in the latest evolution of his 10-year-old self-designed and built IM Mk1D. Mitchell started his Clubmans sport back in 1965 with a Lotus 7, and progressed to his own device via a series of Centaurs.



Oxborrow – undeterred.

■ Despite our picture sequence of John Oxborrow's dramatic roll at Brands Hatch (*Sports Extra*, April 13), his sturdy OX-2 is alive and well! With re-jigged chassis, a new subframe and replacement suspension indeed, the unique machine was back in action there on Sunday.

■ A second Argo JM3 should make its Toyota F3 debut at Snetterton on Mayday, the Environmental Building Maintenance entry in the hands of former karter Justin Boyce.

■ Growing machine tool dealer Barrie Lines, forced to use the 1400cc engine in his glorious Alpine-Renault A110S at Gurston on Sunday (his potent 1550cc unit blew recently at Ragley), reports that good progress is now being made with his Leda-Chevrolet F5000 chassis.

■ Chevron enthusiast Peter Grant's B31, pictured in *Sports Extra* last week, is the December 1974-built chassis with which Tony Charnell, Richard Jones and Robin Smith won the 2-litre G6 class at Le Mans in '79. The Congleton wood flour miller, who has previously run Derek Bennett's classic B8 and B16 designs, plans to use the Hart-powered machine in Thundersports with David Lomas. In B31/36 form, it previously ran in the series with the teams of Ray Bellm, Chester Wedgewood and Guy Binns.

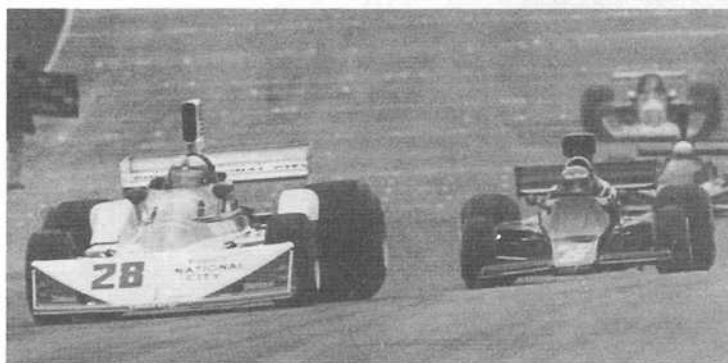


# F1 Penske for Baillie

Historic racing car restoration specialist Alan Baillie, who won five successive national titles between 1974-8 (three in the Bill Longley-designed Viking chassis, then a pair with a Formula Junior Lola), is to join the HSCC's Historic Formula 1 Championship contenders this season, at the wheel of a very original Penske PC3.

Still resplendent in the livery of First National City Travelers Checks, as raced by John Watson in 1976, the Reading ace acquired the car (one of two built) from Howden Ganley last summer. Having raced an F2 March in Aurora events, Alan had yearned to drive a Cosworth DFV-powered single-seater for more than a decade when he persuaded the Kiwi to part with the Penske.

Baillie is also close to finishing the rebuild of a Lotus-BRM 24 with a



Triple Mono champion Baillie is running the ex-Watson PC3 in Historic F1.

peculiar life story. History maintains that after its F1 career, the ex-Parnell team spare became the first Dulon

FF1600 car (designated LD1), before being converted to a weird bicycle-winged road car in Scotland...

## Harper's bazaar

Former BRSCC National Libre champion Roger Orgee is the managing director of Harper's Hospitality, a new company in the field of corporate entertainment and location catering which will debut at Mallory Park on Mayday.

Chef Paul Harper, renowned for his craft at society functions, is a key figure in the organisation, which has luxuriously equipped its own double-decker bus from which as many as 200 people can be served.

Orgee, currently campaigning an F3000 Reynard on behalf of his sponsors, will promote the business through his sport. Full details can be obtained from Lyn Orgee on (0934) 852847.



Al Hajri kicks up the dust in the Rothmans Audi. Will Lane do the same?

## Lane joins Quattro club

Hillclimb veteran Roy Lane has joined the Audi Quattro set in speed events, having bought the ex-Saeed Al Hajri A2 version from David Sutton. The Warwick engineer was extolling the virtues of last year's Dubai Rally-winning machine - particularly the acceleration of its Lehmann-built engine with short, 116mph maximum,

gearing - at Pembrey recently.

With Audi UK backing the British Leaders Hillclimb Championship this year, expect to see the combo running against Graham Galliers' similar Rothmans-liveried car, and Tom Hammonds in the fearsome bewinged S1 which is due to supersede his Sport Quattro soon.

## Goodwood battles on

A recent report in a local newspaper has highlighted Chichester residents' renewed campaign against noise at the Goodwood aerodrome and motor circuit. Testing activities and sprint meetings have been severely cut back at the Sussex venue in recent years, and the motor clubs which have secured fixtures are increasingly worried about the famous track's future.

## Sprint DFX

The Woodhouse brothers, Roy and Doug, are planning to install a Cosworth DFX Indy V8 in one of their machines for the watercure British Sprint Championship this season, although the Judd-built engine selected has not yet arrived from the USA.

As a stopgap, however, the indefatigable duo (formerly formidable motorcycle sidecar racers) have built a twin-turbo set-up for the Rover V8 engine in their grand old 77/782. The methanol-guzzling device devoured a piston at Curborough on Sunday.

## Saphir: mixed racing menu

John Saphir has a busy season ahead of him, having bought PC Automotive's Argo JM19 to contest the BRDC C2 series, on top of his Historic racing

programme with Williams FW07 and Lola T160 chassis. Saphir and John Piper will also team up in the ex-Arundel/Pool Chevron B26/36.



## Martek's V8 innovator

Martek, the expanding Redruth-based company which develops and produces innovative products in the DIY and leisure markets, is sponsoring John Meredith's hillclimb exploits for a third season. The Truro garage proprietor, now in his 22nd year of speed events, is unbeaten to date with his latest Skoda. Based on the ex-Richard Brown Martin BM24 sports car, rebuilt from its spaceframe chassis upwards by John and his son Karl over the winter, the Kevlar/fibreglass-bodied Czechoslovak clone is motivated by a 4.5-litre NCK Rover V8 engine developing a whopping 391bhp. The original Hewland FGA gearbox is retained for the Special Saloon which is being campaigned in the Leaders, Gurston and Midland series.

### BRIEFLY



Cave round Karousel in the Chevron.

■ Roger Cock and Mark Cave debuted the ex-Stefan Johansson/Richard Brown/John Forsyth Chevron-BDA B47 at Gurston Down last weekend, the car's bold new colour scheme apparently inspired by a Hamlet cigar packet! Clutch mechanism problems sidelined the Yeovil pair.

■ Cedric Selzer and Michael Strauss took their 'twin' 1.5-litre Coventry Climax V8-engined F1 Lotuses to Silverstone for last week's HSCC test day. The ex-Jim Clark monocoque 25 should be seen in selected European events this year, while the ex-Trevor Taylor '24, is now in "semi-retirement".

■ Anyone who tests at Goodwood is used to seeing aeroplanes at close quarters, but not embedded in the bank at Madgwick corner! Last week a Piper Cherokee overshot the runway at the Sussex airfield, and was thus arrested. Its occupants were mercifully unhurt.



Piper - playing Toyota F3 tune.

■ In addition to contesting the World Sports Prototype Championship with a Spice-Cosworth SE88C, and HSCC F1 events with the Texas-backed Theodore, PC Automotive's Richard Piper is joining the Toyota F3 ranks this year with a Ralt RT1.

■ The traditional Cheshire Cats 100-mile production sportscar event at Oulton Park was run for the first time, on Saturday, as the Anne Hamilton Trophy race, in memory of Jaguar racer Malcolm Hamilton's wife who died of cancer last year. A collection for the St Ann's Hospice was made during the event.

■ Formula E administrator Ian Smith had a hectic trip to Brands last weekend, for his Renault 11 Turbo road car not only shed part of its exhaust *en route*, but also chose to blow its turbo just before he entered the Dartford Tunnel. On emerging from the bore in Kent, Smith was met by police, who

■ Gil Duffy, Chris Hart, Dave Alender, Jasper Barden, Margaret Yeardon and Alistair Courtney were all removed from the results of Sunday's Standard Midget and Sprite Challenge event at Donington, for what Clerk of the Course Brian Wright would only describe as regulation irregularities.



## INTERNATIONAL RACING

## APR 30, VALLELUNGA (I)

FIA International F3000 Championship  
Thomas Danielsson proved he was the right stuff at Silverstone, Martin Donnelly, JJ Lehto, Philippe Favre and Eric Bernard will be out to beat him.

## APR 30, WILLOWS SPRINGS (USA)

Toyota Formula Atlantic (Pacific Division)  
The old Cosworths kept ahead at Long Beach, but the new Toyota engines are on the pace.

## APR 30, NÜRBURGRING (D)

SAT 1 Supercup; German F3 Championship; German Touring Car Championship; German Formula Vauxhall Lotus Championship

A bumper event for German motor racing fans. Main attraction is the first round of the Supercup series while Klaus Ludwig and Johnny Cecotto will be looking to repeat their third and fourth round touring car victories.

## APR 30, MISANO (I)

Italian F3 Championship  
Antonio Tamburini has won the first two rounds and taken a commanding lead in the championship. Can he make it three in a row?

## APR 30, MUGELLO (I)

Italian Touring Car Championship  
Johnny Cecotto has so far dominated the Italian Touring Car Championship but the likes of Gabriele Tarquini, Emanuele Pirro and Jacques Laffite are close behind.

## APR 30, MALLALA (AUS)

Australian Touring Car Championship  
Will Dick Johnson win again or will someone change the record?

## MAY 1, MAGNY COURS (F)

French F3 Championship;  
Super Tourisme Championship  
Reigning FF1600 Champion Eric Helyar leads the F3 series, while former F1 drivers Beltoise, Jarier and Jabouille will be handling the new Citroën Super Tourisme cars.

## NATIONAL RACING

## APR 29, SILVERSTONE (nr Towcester, Northants)

Mini 850s; Mini Miglias; F4; Formula Vee; Road Saloons; Classic Saloons; Formula Libre; MG Maestros  
Practice: 0915; Racing: 1400.  
Admission: Adults, £4.00; Children free.  
A varied day's club racing including a non-championship Maestro Challenge race - for the fun of it.

## APR 30, DONINGTON PARK (nr Castle Donington, Leics)

HSCC Road Sports; JDC Pre-'68 Challenge; Historic Replicas; Jaguar, XJ Challenge; TRs; Morgans; Anglo German Saloons; HSCC Classics  
Practice: 0900; Racing: 1200.  
Admission: Adults, £5.00; Children, free.  
The Jaguar Drivers Club holds its first meeting of the year. A must for all Jaguar fans.

## APR 30, BRANDS HATCH (nr Fawkham, Kent)

FIA Historic; Gordon Russell Intermarque Challenge; Formula Juniors; Vintage Aston Martins; Post-War Aston Martins; HSCC Standard Road Sports; Pre-'60 Sports Cars  
Practice: 0930; Racing: 1400.  
Admission: Adults, £6.00; Children, free.  
The Aston Martin Owners Club hosts the first round of the FIA Historic Car Championship. As ever there will be plenty of exotica including a collection of Le Mans Ferraris.



## APR 30, INGLISTON (nr Edinburgh, Scotland)

Shell Gemini FF1600s; FF2000s; Scottish GTs; Road Saloons  
Practice: 0930; Racing: 1330.  
Admission: Adults, £4.00; Children, free.  
Cameron Binnie and Colin Harper are the men on form in the Scottish FF1600 Championship.

## APR 30, LYDDEN HILL (nr Canterbury, Kent)

Mini Sevens; Mini Miglias; Modified Saloons; Special GTs; Formula Libre  
Practice: 1230; Racing: 1350.  
Admission: Adults, £4.00; Children, free.  
Day one of Lydden's Bank Holiday extravaganza.

## MAY 1, LYDDEN HILL (nr Canterbury, Kent)

Mini Sevens; Mini Miglias; Modified Saloons; FF1600s; Pre-'57 Classic Saloons; Special GTs; Formula Libre  
Admission: Adults, £4.00; Children, free.  
Day two features much the same line-up plus a number of other attractions including a parachute drop and a special Rallycross display.

## MAY 1, CADWELL PARK (nr Louth, Lincs)

Road Saloons; PCGB Porsches; Sports GTs; Champion of Cadwell FF1600; Formula E  
Practice: 0900; Racing: 1330.  
Admission: Adults, £5.00; Children, free.  
Bob Berridge and Colin Verity should provide most of the action in the FF1600s at the challenging Lincolnshire circuit.

## MAY 1, SILVERSTONE (nr Towcester, Northants)

Lucas British F3 Championship; Esso FF1600; MIL Clubmans; Uniroyal Prodsaloons; BMW M3s; Esso Metros  
Practice: 0900; Racing: 1400.  
Admission: Adults, £6.00; Children, free.  
With two out of three F3 races to his credit, David Brabham has taken an early season lead.

## MAY 1, CASTLE COMBE (nr Chippenham, Wilts)

BRSCC Modified Saloons, Formula Forward; MGs; Forwell Group K Sportscars; Historic Saloons; Special GTs; Combe FF1600s  
Practice: 0830; Racing: 1330.  
Admission: Adults, £4.00; Children and OAPs, £1.50.

Castle Combe will be bursting with over 300 entries. Mark Peters is the man on form in Formula Forward. Can he make it three in a row?

## MAY 1, OULTON PARK (nr Tarporley, Cheshire)

Thundersaloons; Formula Vauxhall Lotus; Formula First; Star of Oulton FF1600; St Helens XR Challenge; P100s  
Practice: 0830; Racing: 1345.  
Admission: Adults, £5.00; Children, free.  
Kurt Luby is the man to beat in Formula Vauxhall Lotus having already won the Spring Cup.

## MAY 1, MALLORY PARK (nr Hinckley, Leics)

Design Fireplaces Single-Seaters; Dunlop/Autosport Star of Tomorrow FF1600; Historic F3s; CCC Caterham 7s; BMWs; Star of Mallory FF1600s; Pre-'85 FF1600  
Practice: 0930; Racing: 1400.  
Admission: Adults, £4.00; Children, free.  
Rob Cox debuts his ex-Larousse-Calmels Lola in the single-seater race. Will the lap record of 10 years standing finally fall?

## MAY 1, THRUXTON (nr Andover, Hants)

Thundersports; Formula Renault; FF2000; Esso British Touring Car Championship; Ford Credit Fiestas; MGs  
Practice: 0900; Racing: 1400.  
Admission: Adults, £6.00; Children, 50p.  
British Touring Cars are the main attraction with Andy Rouse as ever the man to beat. Be sure to watch the Fiesta race from the chicane as they tend to go through on their roofs!

## MAY 1, SNETTERTON (nr Thetford, Norfolk)

Chris Knott Alfa Romeos; Pre-'74 FF1600s; Modified Porsches; Toyota F3; BRSCC Super Road Saloons; Italian Intermarque Challenge; P&O Champion of Snetterton FF1600  
Practice: 0930; Racing: 1330.  
Admission: Adults, £5.00; Children, free.  
Snetterton's May Day meeting features the ever-competitive Toyota F3s plus a good supporting cast from the varied Italian Intermarque Challenge to the mighty modified Porsches.

## OFF TRACK SPORT

## MAY 1, CROFT (nr Darlington, Co Durham)

RAC British Rallycross Championship  
Practice: 1100; Racing: 1230.  
Admission: Adults, £5.00; Children, free.  
Championship leader Michael Shield will be looking to do well on his home circuit.

## MAY 1, LE VAL DES TERRES (St Peter Port, Guernsey)

Guernsey MC&CC Hillclimb  
Practice: 0930; Timed Runs: 1100.  
Admission: Free.  
The enthusiastic Guernsey club has 96 entries (cars, karts and motorcycles), with Geoff Guille (Mallock), Colin Le Maitre (Ralt) and John Robinson (Royale) in the running for FTD.

## APR 30, KNOCKHILL (nr Dunfermline, Scotland)

Guyson Beadblast Scottish Sprint Championship, round 1  
Practice: 0930; Timed runs: 1300.  
Admission: free.  
The Glenrothes MSC hosts the series opener on the tricky Fife circuit.

## APR 30/31, WISCOMBE PARK

(nr Honiton, S Devon)  
Saturday: Shell Oils ASWMC Hillclimb Championship  
Sunday: Guyson Beadblast British Hillclimb Championship, round 2  
Practice: 0845; Timed Runs: 1330 (both days).  
Admission: Adults, £2.00 + programme; Children, free (each day).  
Woolbridge at Wiscombe, always one of the season's best supported weekends, brings bumper entries for both regional and national 'climbs.

## INTERNATIONAL RALLYING

## APR 28/30, NIEDEROSTERREICH RALLY (A)

Austrian Championship, round 2  
Can anyone challenge Franz Wittmann?

## APR 28/31, VOLTA GAP A PORTUGAL (P)

European Championship, coefficient 10  
First of three Portuguese Euro rounds.

## APR 29/30, RALLY DELLA LANTERNA (I)

Italian Championship, round 6  
Dario Cerrato bids again for the home crown.

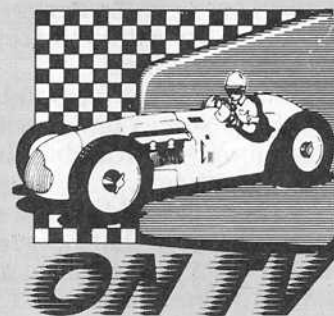
## APR 29/30, SANTANDER RALLY (E)

Spanish Championship, round 3  
Will Josep Bassas win again or can Jesus Puras hit back with his Sierra?

## NATIONAL RALLYING

## APR 28/30, FRAM WELSH RALLY (GB)

Shell Oils British Championship, round 3  
Also counts for Skoda Trophy (3), Lada Challenge (4) and Esso Metro Super Challenge (3). See Special Stage for full preview.



## BBC1

Saturday, Apr 29: 1305, Grandstand - Round 2 of the British Touring Car Championship from Silverstone.

## BBC2

Tuesday, May 2: 2030, Top Gear.

## LWT

Saturday, Apr 29: 0400, NASCAR Winston action from 1988.

## SCREENSPORT

Thursday, Apr 27: 1730, NASCAR-Winston Cup 500 from Martinsville.  
Sunday, Apr 30: 1500, NASCAR-Winston Cup 500 from Martinsville.  
Tuesday, May 2: 1745, Powersports International.

## SKY

Thursday, Apr 27: 1800, Mobil Sports News.  
Friday, Apr 28: 1030, Mobil Motor Sports News.  
Monday, May 1: 1800, International Motor Sport.  
Tuesday, May 2: 1030, International Motor Sport.



# Warning signs

Ayrton Senna quite rightly thanked the Imola fire marshals whose swift action saved Gerhard Berger's life at the San Marino Grand Prix. We echo that sentiment.

We add that much of the credit for Berger's escape must go to John Barnard and his designers at Ferrari for building a car with the technology capable of withstanding such a violent impact.

A few years ago nothing would have saved Gerhard in such an incident and while it is the time to recognise the advances in the strength of the cars and the efficiency of the marshals, it is not the time to become complacent.

There will always be another accident, perhaps even more violent.

Let us continue to look for further ways in which to keep the dangers to a minimum.

In the days before the Imola accident the FISA Design Commission (consisting of the men who actually build the cars and know the problems involved) met to discuss F1 safety. They came up with a number of recommendations.

It is good to see FISA accepting that it needs help from these men to fully understand the effects regulations can have on the design of the cars. These recommendations should be studied carefully.

The drivers themselves should take note of Berger's crash. In recent years there has been considerable complacency over the danger of fire. Medical air bottles are compulsory within the regulations, but these do not have to be connected.

Similarly many drivers today prefer to wear teeshirts rather than Nomex underwear beneath their overalls. It may be more comfortable, but it is considerably more dangerous in a fire.

The circuits should also be alerted by the accident. We are not convinced that Berger would have survived if the same accident had occurred at all the circuits visited by the World Championship. Changes need to be made, and personnel trained.

Some may call it a miracle that Berger survived, but motor racing should be aware that miracles do not happen every day.



## NEXT WEEK

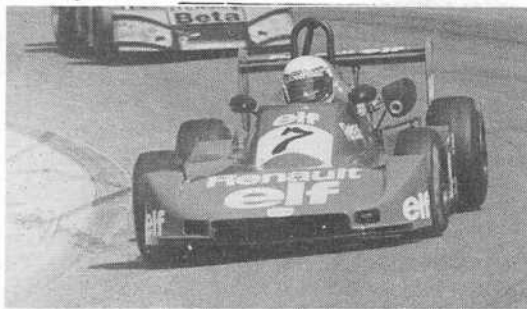
Full coverage of the Vallelunga round of the F3000 Championship – World Championship rallying from Corsica, the final story – Welsh Rally – Silverstone F3 – Croft rallycross – Oulton Park Thundersaloons – plus all the Bank Holiday motorsports news.\*

\* Contents correct at time of going to press.

10

Ten years ago this week (AUTOSPORT, April 26, 1979), young Frenchman Alain Prost, (pictured), was showing the sort of form that has made him the world's most renowned racing driver in recent years. Prost, then in his first season of European Formula 3, won at both the Österreichring and at Zolder, to take a commanding lead in the European Championship.

The Safari Rally had run its course and the winner for the second time was Shekhar Mehta who surprisingly thwarted the major works efforts from Mercedes, Peugeot and Fiat. Mehta, partnered by Mike



Doughty and driving a humble Datsun 160J led for the first three legs but was delayed due to repairs to his suspension, claiming he had been run off the road by Timo Mäkinen. Mehta was soon back in the lead, however, when the Mercedes and Peugeots dropped back with various problems. The Mercedes of Hannu Mikkola eventually finished second and the Fiat of Markku Alen back in third.

Pentti Airikkala won the Circuit of Ireland, an event with over 600 miles of stages.

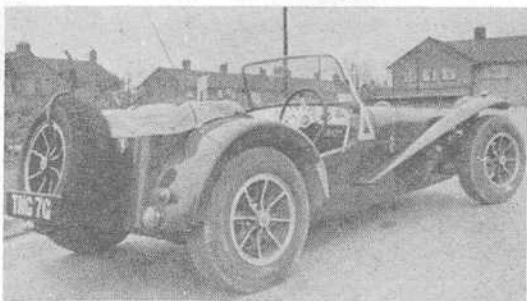
20

Twenty years ago this week (AUTOSPORT, April 25, 1969), Jochen Rindt yet again showed just why he was called the king of F2 with a dominant drive at the picturesque Pau circuit. Rindt, driving a Lotus 59, led from the first corner to the finish, pulling away all the time to win with consummate ease. Jackie Stewart gave chase in the early stages but retired at half-distance leaving second place to Jean-Pierre Beltoise.

On the news front it was rumoured that Toyota was on the verge of entering F1 with an all new V8 engine. Toyota was, of course, well aware of the sales

and competition value of F1 and was also keen for a Japanese driver to lead them on a path to success. The likely combination was a Toyota-powered Brabham to be driven by Tetsu Ikuzawa.

The Lotus 7S got the AUTOSPORT road test treatment from Simon Taylor and was predictably given its seal of approval. The 7S (pictured) was the ultimate fun car of its day and not far removed from today's Caterham Super Seven. As with any Seven it had typical giant killing performance.



30

Thirty years ago this week (AUTOSPORT, April 24, 1959), a good selection of F1 machinery lined up on the grid for the Aintree International '200', (pictured), including works entries from Ferrari, BRM and Cooper. British hopes for victory lay with the ever-quick Stirling Moss and Masten Gregory in the Cooper BRM and Cooper Climax respectively. Unfortunately their challenge never materialised and both cars retired with transmission failure. The BRMs flattered only to deceive, and both drivers, Jo Bonnier and Harry Schell retired.

This really left the whole race wide

open for Ferrari with Jean Behra crossing the line in front of 'flying dentist', Tony Brookes.

Aston Martin's GP challenger made its first appearance in the pages of AUTOSPORT, first impressions being of a workmanlike car, if not a little conservative. The car was front-engined despite the fact that the mid-engined format of the Coopers was showing great potential. The car's debut race would be the International Trophy race at Silverstone in the hands of Shelby and Salvadori.





## Going the same way

After reading the John Macdonald interview (April 6), I begin to see why the World Sports-Prototype Championship plans have come in for so much criticism. He has confirmed my worst fears that the series will be a mirror image of Formula 1, rapidly losing its identity and moving into the 'big bucks or die' area.

There has to be a place in international racing for the small guy with a limited budget and sportscars have always provided that.

To a man who appears to have visited just one WS-PC event last year (at Spa), I say let go of Bernie Ecclestone's apron string and give us back real sportscar racing.

J G JONES  
LANCING, W SUSSEX

## Term of endearment

I read with interest John Macdonald's comments in your recent article in which he states that sportscar racing was a 'shitty' show. I am sure that will endear him to Jaguar, Porsche and Mercedes who have provided the excitement in motor sport these last eight years.

S G CRONIN  
WINCHESTER, HANTS

## Silverstone future

Having been a competitor and spectator at Silverstone for over 20 years, and never having liked the place in either capacity, I was only mildly surprised on visiting the recent International Trophy that they have transformed it into 'Stalag' Silverstone.

Only the towers and searchlights are missing. Perhaps race entry fees will be increased yet again to pay for them.

While driving home, having extricated my car from the bog (sorry, car park), I had a wonderful thought. Wouldn't Silverstone make an ideal site for London's third airport?

PHILIP CONN  
LONDON W12

## ...and Oulton

I was quite happy to part with £6 and a further £2 paddock charges at the recent Oulton Park F3000 meeting, even though I knew that less than ten F3000 cars would be present, com-

pared to the 40 at Birmingham last year for the same price. I would, at least, be able to see the cars in the paddock which is just as important as seeing them on the track.

However, I was disappointed to discover that all the F3000 cars were locked away in the new pit garages. A pit walkabout was hastily organised after protests from 'Joe Public' but this only partially compensated.

Could Mr Webb please confirm if the locking away of cars is to continue at Oulton Park? If it is, I will not be attending further meetings.

GEOFFREY WARBURTON  
RADCLIFFE, HERTS

## Lucky Brits

I am motivated to write after reading two views in *Correspondence* (April 6) on Murray Walker's apparently biased commentary on BBC's *Grand Prix*.

I am on vacation from America where I work on a TransAm team. I would like to inform the authors of those letters (and anyone else with similar views) that the British viewing public should be proud of the level of enthusiasm, knowledge and ability to communicate that Murray and James Hunt have.

When I listen to the appalling American commentaries from people who don't seem to know the difference between a modern Formula 1 car and a chariot, it makes me realise just how lucky the British are to get *Grand Prix*.

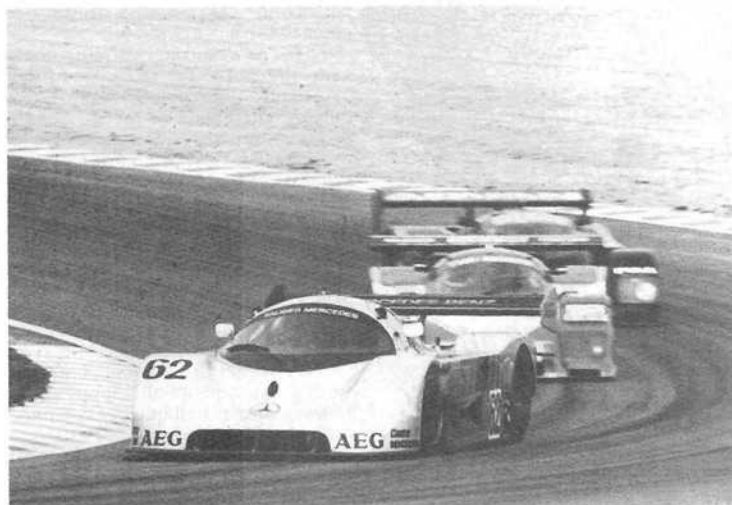
I MATTHEWS  
NEW JERSEY, USA

## Don't miss Brands

Regarding the recent coming together of the BMWs of Frank Sytner and James Weaver, I wonder how many read the Mobil 1 preview given out to spectators at the Silverstone meeting. Frank commented: "The Class B race will be close stuff, lap after lap. For real excitement, watch the chicane two laps from the flag..."

Was Fearless Frank's assault on James premeditated? If so, don't miss Brands Hatch on July 23, therefore, for Frank says: "The new Dingle Dell chicane is scary. If you have an accident there, you just go straight in..."

JON EVANS  
NOTTINGHAM



## Green party

It was nice to see the factory Mercedes appear at Suzuka in the traditional silver livery. Would it not be even better to see the Jaguars turn out in British Racing Green?

RORY PETERS  
UPPER SWELL, GLOS

## Mr and Mrs

Mr Average would like to take Mrs Average and Master or Miss Average to the British Grand Prix for the three days, including seats or paddock transfer (two days) and a couple of programmes. The cost? £350.

Mrs Average wants to go in a deluxe six-berth caravan at a holiday park in Cornwall for the same week. The cost? £270.

Mrs Average is giving Mr Average some pocket money this week... he is off to the shops for a blank video tape!

B CHARLTON  
LOUGHBOROUGH, LEICS

## The answer is...

I would like to answer your question posed on the cover of the April 6 issue... 'Can Warwick win this year?' For a driver with eight years' experience and NO wins, driving for a team in its (I believe) eleventh season with NO wins, there can only be one answer!

ANDREW NUTT  
BICESTER, OXON

Is Group C going the same was as Formula 1...?

## Mind bender

To while away those boring days between Grands Prix, fellow Armchair Enthusiasts might enjoy employing their grey matter in devising anagrams from drivers' names.

To start the ball rolling, I suggest:  
SORT IN A LAP - Alain Prost  
QUIT POLE SENN - Nelson Piquet  
PACE VILLAIN - Ivan Capelli

ADRIAN BRODWIN  
LONDON N2

## Name that camera

Joe Saward's *Insight* of April 6, invited suggestions to name the television camera on board Formula 1 cars. Here is a brief selection from the many letters we have received.

Track Cam  
Car Cam  
Bernie Cam  
FOCAM (careful how you say that one!)

Not particularly inspiring, maybe, but we did like Janice Hume's suggestion that the device should be called Kibosh as most camera cars break down or are crashed. Janice reckoned Ron Dennis' reaction would be amusing if the cameramen asked, "Can we put the Kibosh on your car?"

## CATCHPOLE

By BARRY FOLEY

HI 'COMPO', HOW WAS THE BRANDS F3 RACE - WAS THE TRACK VERY CROWDED?



THE TRACK? - NO, THE TRACK WAS EMPTY NOT A SOUL IN SIGHT....



....THE BARRIERS, THE CATCH FENCES, THE BANKS - THEY WERE PACKED.





# 5TH COLUMN

## Starting afresh

Ken Tyrrell was in very fine form on Sunday evening. Everyone, of course, was relieved and happy about Gerhard Berger's remarkable escape, but at the airport in Bologna Ken was giggling a lot, and clearly the whole team felt a little light-headed after the mighty impressive debut of 018, which finished fifth after starting stone last. Twenty-four hours earlier, the faces in the Tyrrell motorhome had been long.

In Michele Alboreto's hands, the new car had failed to make the cut, and Jonathan Palmer admits that the post-session motorhome ambience on Saturday was hardly upbeat. "Let's face it, 017 wasn't exactly a great car, and we all had tremendous hopes for the new one. Now it hadn't qualified..."

Palmer hadn't driven it at this stage, of course, but nonetheless it was decided he should race it the following day. "To do anything else would have been a waste of time," he said. "I just couldn't get excited about the thought of pounding round in 017, and maybe picking up a 13th place. It was obvious that the new car needed miles on it, and the sooner we got stuck into it the better, so why not start now?"

Tyrrell and Harvey Postlethwaite felt the same way, and within 15 minutes of the end of qualifying the decision was taken. Even if it meant pitting in the race a few times – essentially treating it like a day's testing – it was going to be worth it.

"I'd listened in on the debriefings with Michele throughout the weekend, although not in any great detail," Jonathan took up the story. "Once I knew I was driving it, we went over the whole thing again. Through practice the biggest problem had been understeer – that seems to be a basic trait of the car – but Harvey came up with a further development of the set-up for the race morning warm-up, which was when I drove it for the first time. It wasn't a radical change, but it was a significant one."

"We'd arrived at Imola with the wrong wing for old 017, which I wasn't very thrilled about, quite honestly. It was two sizes up on the one we ran there last year, which is why I was bog slow in a straight line in practice."

"On the other hand, because of the big wing, it did have a bit more downforce than usual. But when I asked Jean-Claude Migeot about the relative downforce of 017 and 018 – as we were running them at Imola – he said they were about the same. Well, if that's the case, I thought, then we're really looking good, because all through practice Michele had been nearly 15kph quicker than me through the speed trap. So if there was that much more straightline speed, with the same downforce, then we had to be in good shape. It was just a matter of trying to

balance the car properly. I felt it was going to work."

To the race morning warm-up, then, with the car's set-up now further evolved from the practice days. It was Palmer's first time in the car, and it obviously felt very different, but in no time he felt he was beginning to understand it. Through the morning he ran with 100 litres of fuel, and on well-scrubbed tyres. By the end of the session he had done a 31.5 – eighth fastest, and within three-tenths of Alboreto's best time in qualifying. In 017, with those tyres and that much fuel on board, Jonathan felt he'd have been pushed to get into the 33s.

"I knew that this car had at least as much grip as the old one, if not more, and was sure as hell quicker down the straight."

"For the race we made another change to the set-up – and that made it oversteer too much, to the extent that I spun at Tosa on the second lap. It was the first time I'd driven it on full tanks, of course, and it just caught me out."

"Then the race was stopped, of course, and for the second race we changed the balance again. And now it was very, very, good. I took four or five laps to settle in, and then started putting on the pressure."

**"I feel as though I've had the ball-and-chain cut from my leg!"**

"There's no doubt we've got some work to do on the car. Aerodynamically, it's excellent, but there is an understeer problem with it, particularly in slow corners, and we've got to work on that. But in the high-speed stuff it's fantastic. I could see that I was going pretty well, but the car was also lovely to drive."

In every respect. Many drivers complain that this year's cars are extremely uncomfortable, and Postlethwaite put a lot of time and effort into ensuring that 018 had a good driving position. "Last year's 017 was very cramped, particularly around the steering wheel," commented Jonathan. "I made the mistake – which I think a lot of drivers have made – of allowing myself to be too compromised in the cockpit. So this time we were determined that it was going to be comfort-

able to drive. And it is. Within 10 laps I felt at ease with the car, but by mid-race I could have gone quicker. To be honest, I didn't find the limit in the quick corners; I didn't want to risk finding that maybe it *did* bite badly, and perhaps throwing it all away with a spin or something."

"Normally one has qualifying in which to push a car really hard. Then you've got the excuse to have a moment, but I hadn't driven it in qualifying, and I felt the race wasn't the right time to explore the limits."

Mechanically, the car ran absolutely perfectly throughout. Not one glitch all afternoon, which is remarkable in itself. And Palmer picked off a lot of cars. Twenty-fourth, and last, at the end of the opening lap, he was up to 10th by lap 31, into the points by the 47th.

"I really enjoyed the scrap with Brundle," he said. "He did the best job he could in keeping me behind, and made his car as wide as it could be, but he did it absolutely fairly, and I'd have done the same thing."

"Taking your line, moving across the road, that's fine. I wouldn't argue with that. What I think shouldn't be tolerated – in any category of racing – is the situation where you get alongside someone, and then he moves across, pushing you off the road. That's happened to me lots of times in the past: I've been alongside someone, and they've squeezed me, not given me a car's width of room. That's got nothing to do with motor racing whatever, in my book. But Martin never did anything like that."

Recently, Jonathan said at Imola, people have been sympathising with him about the car's being late, but he wasn't too concerned about it. Far more to the point was that when the car did arrive it should be good. By mid-season who remembers when a car made its debut? What matters is the place it occupies in the pack.

"I take my hat off to everyone at Tyrrell, because I think they've done a superb job all the way down the line. The most important aspect of a car now is its aerodynamics – and if you haven't got a competitive lift/drag, you're not going to be in the picture. That was one of the problems we had with 017. That's your basic building-

**The Tyrrell 018's aerodynamic package is streets ahead of the 017's, helping the car to be infinitely quicker in a straight line, making overtaking a distinct possibility.**



After Imola, Jonathan Palmer is delighted to report that he has a competitive Formula 1 car for the first time in his career.

block now. After that, it's a matter of trying to balance it, make full use of your downforce."

"The McLaren-Honda is certainly quicker than anything else. No question about that. When Senna and Prost lapped me in the race, they both drove by in a straight line, along the pit straight and into Tamburello – and they seemed to have no need to tow up on me, either. Mighty impressive. But nothing else I came up against seemed too daunting."

The 018 is the most complicated car Tyrrell has ever built, without a doubt, and although that's delayed its completion a bit, Jonathan reckons, the design team have stuck by their policies: "I must say I'm absolutely thrilled with the design team at Tyrrell now. Everything's been done as they wanted it. And all credit to them, and everyone in the factory. I mean, *nothing* broke on that car all weekend – there were no 'new car' problems. The mechanics had a different car to work on, with every excuse for little mistakes here and there, but it ran perfectly."

"The car was so wonderful..." Palmer was sounding almost lyrical now. "I feel as though I've had the ball-and-chain cut from my leg! For the first time in my Formula 1 career, I've got a car which is as quick as most in a straight line, and as quick as most round the corners. For the first time I can actually *race*! I've never really been able to do that in Formula 1 before – it's always been sort of limping round to the best of your ability."

"I've had five years in some fairly indifferent cars," Jonathan concluded. "I've gathered experience, confidence, racecraft and everything else; and now finally I'm convinced I've been provided with a truly competitive car. And I reckon I'm in the best possible shape to take advantage of it. Perhaps it'll all go wrong, but right now I'm too excited about Monte Carlo to dare talk about it..."

As in Rio, Jonathan's overalls at Imola were completely devoid of patches, just as the new Tyrrell was plain blue. There's a lot of hype in F1, a lot of money wasted in silly places. Some could be spent to good effect right here and now, on a British car and a British driver. When you look at some of the dross at a Grand Prix meeting, it's a poor joke that Tyrrell doesn't have a sponsor. Perhaps, when Palmer gets on a rostrum for the first time, someone somewhere will reach for a chequebook. My hope is it won't be long. My bet, too.

NIGEL ROEBUCK

AUTOSPORT, APRIL 27, 1989





# The Canon WILLIAMS team, the WILLIAMS RENAULT car, the WILLIAMS Collection



Team up with Williams Renault this season with their new, exclusive range of designer clothing.



Replica Team Anorak, multicoloured 24 caret Tactel



100% combed cotton sportshirts with contrasting trim



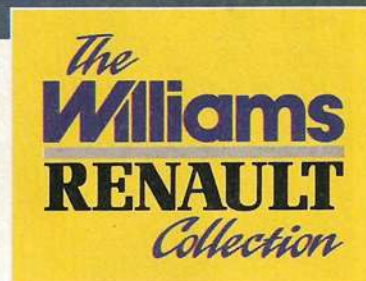
Distinctive trim in cuffs of these cotton-rich sweatshirts



Cotton-crinkle jackets with coloured pocket trim and adjustable cuffs



Sturdy multi-panel golf umbrellas with printed logos



- 1 'Canon Williams' Team Jacket (TJ). 24 caret Tactel, navy with red trim. A lightweight travel jacket as worn by the 'Canon Williams' team. Generously cut for comfort with zip-out hood, adjustable cuffs and drawstring waistband.  
Adult sizes only: S, M, L, XL. Each £59.50

- 2 'Canon Williams' Replica Team Anorak (TA). 24 caret Tactel, multicoloured with studded patch pockets, side hand-warmer pockets, adjustable cuffs and tuck-away hood.  
Adult sizes only: S, M, L, XL. Each £59.50

- 3 'Williams Renault' Padded Jacket (PJ). New 'cotton-crinkle' fabric, grey with yellow trim, studded patch pockets, side hand-warmer pockets, adjustable cuffs and concealed hood.  
Adult sizes: S, M, L, XL. Each £49.00  
Childrens sizes: 28", 30", 32". Each £30.00

- 4 'Williams Renault' Summerweight Jacket (SJ). New 'cotton-crinkle' fabric, grey with yellow trim, studded patch pockets, side hand-warmer pockets and adjustable cuffs.  
Adult sizes: S, M, L, XL. Each £37.50  
Childrens sizes: 28", 30", 32". Each £25.00

Lambswool Sweaters (LW). 100% pure new wool, V-neck, long sleeved.

- 5 'Canon Williams' in Navy or Red.  
Adult sizes only: 36", 38", 40", 42", 44", 46", 48". Each £26.50

- 6 'Williams Renault' in Grey or Yellow.  
Adult sizes: 36", 38", 40", 42", 44", 46", 48". Each £26.50  
Childrens sizes: 28", 30", 32". Each £19.00

PK Sportshirts (PK). 100% cotton, short sleeved with three button fashion placket and alternating trim in sleeves.

- 7 'Canon Williams' in Royal Blue (red trim) or Red (royal blue trim).  
Adult sizes: S(36"), M(40"), L(44"), XL(48"). Each £16.50  
Childrens sizes: 28", 30", 32". Each £9.50

- 8 'Williams Renault' in Grey (yellow/black trim) or Yellow (grey/black trim).  
Adult sizes: S(36"), M(40"), L(44"), XL(48"). Each £16.50  
Childrens sizes: 28", 30", 32". Each £9.50

All items are manufactured to the highest standards from quality materials and each garment is personalised with embroidered logos. Available only from Williams Renault.



Designer Sweatshirts (SS). Cotton-rich, crew neck, drop-shoulder style with alternating trim in cuffs.

- 9 'Canon Williams' in White (royal blue trim) or Royal Blue (red trim).  
Adult sizes: S(36"), M(40"), L(44"), XL(48"). Each £16.75  
Childrens sizes: 28", 30", 32". Each £11.15

- 10 'Williams Renault' in Grey (yellow/black trim)  
Adult sizes: 36", 38"/40", 42"/44", 46", 48". Each £16.75  
Childrens sizes: 28", 30", 32". Each £11.15

- 11 100% Cotton Shirt (CS), designed exclusively for 'Williams' with long sleeves, button-down collar and patch pocket with discreet self-colour embroidered logo on pocket. Available in White or Navy.  
Sizes: 14, 14½, 15, 15½, 16, 16½, 17. Each £25.00

- 12 Corduroy Baseball Caps (BC). Adjustable back (one size fits all). 'Canon Williams' logo printed on front in Navy (red/white logo) or Red (white/navy logo). Each £4.25

- 13 Golf Umbrellas. Sturdy twin-rib framed with moulded grip handle and gilt trim. 'Williams' (WU) in alternating navy and white with printed logo and coachline detail. 'Williams Renault' (WRU) in alternating grey, navy, yellow and black with printed logo. Each £12.50

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# As you were...

Sunday at Imola was virtually a carbon copy of 1988. Senna and Prost qualified first and second, and there they finished in the race. The switch from turbo to normally-aspirated has caused not the slightest glitch in the McLaren-Honda winning machine. Neither Ayrton nor Alain won at Rio, true, but no one came to Imola with any illusions. After a devastating accident in the early going, Gerhard Berger was fortunate to leave Imola with his life.







Above: The aftermath of Berger's accident. Prost and Senna confer on the reformed grid under the red flag. Left: The fanatical Italian crowd was silenced by the incident, the tifosi gathering around TVs and radios for any news of the Ferrari driver who had been quickly removed to hospital (far left). Right: Once the race was restarted, it was all McLaren, Senna showing Prost the way home. (Photo Zoom)





## QUALIFYING

### It was clear that Mansell and Berger wanted pole for the tifosi

It was the Italian guy whistling 'Land of Hope and Glory' that really drove the point home. Nigel Mansell had won for Ferrari in Brazil and, for the tifosi, the red cars were going to do it again at home in Ferrari country.

The tifosi came in their thousands, crammed into beaten-up Fiats and rusting Lancias, blocking the autostrada or winding in convoys round the mountain roads on secret, fast routes through the vineyards to the Autodromo.

They came lugging their scaffolding and Prancing Horse flags, singing and laughing as they pushed and shoved to get into the track, their Ferrari caps perched on their heads.

And this was at 8am on Friday morning...

When you feel your enthusiasm for motor racing slipping, there is an easy answer. Head for Italy to recharge the batteries. It is contagious, the place bubbles with scarcely-suppressed joy. When an Italian wandered by singing opera, I wanted to join in.

It was cool and hazy at 8am on Friday and, down in the pitlane, marshals kick-started their lungs with a quick cigarette as the pre-qualifiers headed out for their hour of hope and (possibly) glory. The race against the electronic clock on the startline gantry began.

It was moderately chaotic. Team managers from the wrong end of the grid were screaming at mechanics who were trying to put tyres on back to front, and everyone fell over each other as hundreds of photographers packed into the pitlane.

There were no Ferraris to watch at this point, but the tifosi had the exploits of the local boy from Modena - Stefano of that name - to keep an eye on. And he put on a good show. The lap times came down into the 1m27s; Modena clipping a tenth off here and there with each lap - it looked like he was showing off. After 45 minutes, desperation was setting in elsewhere. The Brabhams were through as were Alex Caffi's Dallara and Larini's Osella. No big surprises really.

The crazy quarter of an hour was still to come as out they came for their last chances. Pierre-Henri Raphanel bounced his Coloni into the wall and Bertrand Gachot and Gregor Foitek were getting wide-eyed as the clock ticked away.

Stefan Johansson was away in the boonies at Tosa by now and Ghinzani had popped and banged his way out of the action. Winkelhock and Weidner never looked like making it and assorted problems made the task easier to explain away. And ZakSpeed-Yamaha? Well, put it this way. Honda is a little further ahead just now.

For the boys at the back, the first hurdle remains the highest. Gachot and Foitek would have made the race if they had made the pre-qualifying. Such is the way of this rather bizarre little world.

As it turned out Friday proved little - thanks to the climate - exciting though the action was. Free practice had an alarmingly familiar ring to it; Alain Prost and Ayrton Senna were months clear of the rest.

Ostensibly the car was much the same as Rio, but vast amounts of work had gone into turning it into another



winning-machine.

Hindsight being as it is, the rain in the afternoon session made it something of a lottery in the drying moments at the end, but it was certainly exciting.

For a start both McLarens spun (along with many others) to the delight of the tifosi.

The end of the session brought the inevitable gung-ho hero stuff (topped this time by the irrepressible Berger) although the order prior to the last moments had been rather more unusual featuring such as Larini, Modena, Caffi, Brundle and de Cesaris, Sala and Martini. The Pirelli wets were clearly good.

Elsewhere, Mansell was in trouble, stuck in 22nd having been victim of a strange handling bug. "We know what it is," he said in the evening after a monster debrief. "One of the shock absorbers was seized." The complicated Ferrari front suspension still has grey areas - even for the team.

Accompanying Mansell was Thierry Boutsen, "running very conservatively". Thierry had bottled on new rubber in the closing minutes, but hadn't found any temperature in the laps available. Right at the back was Johnny Herbert who had clouted the wall very early on while "pottering about".

Alas, poor Johnny. The marshals, being helpful, spotted the driver hobbling. Despite protests Herbert was bundled into an ambulance and taken off to the medical centre. Being unable

to speak Italian Johnny couldn't point out that actually he always walked like this!

Also, strangely, faraway from the pace were the Marches. Waiting on the new car now, the team clearly found that Imola did not suit the 881. All weekend it was a struggle for grip and balance.

Up front we had Eddie Cheever - fourth fastest in the Arrows A11, specially expanded to get extra space

### Herbert was bundled into an ambulance, unable to explain he always walked like this!

for the American to work in. "At least I can drive it now!" he explained.

By Saturday afternoon Eddie's ebullience was somewhat dented and the sharp end of the grid looked a little more predictable: Senna-Prost-Mansell-Patrese-Berger-Boutsen. Multicylinders one and all.

Tifosi or no tifosi, McLaren-Honda was streets ahead of the rest, the prospects for the race did not look like producing anything different from the norm. McLaren sailed on like a huge majestic ocean liner, a minor irritation brushed aside. A problem? Good

heavens, no!

If the result was as expected (others may prefer the term 'feared') the final qualifying session was action-packed from end-to-end. Beginning with a bang and ending, 40 seconds before time, with a red flag - the second of the session.

From the word go it was clear that Berger and Mansell wanted pole for the tifosi. The provisional pole had raised the enthusiasm level another notch and both were going for it - absolutely. Berger seemed forever kicking up the dirt as he attacked the grass, while Mansell exhibited a hairy blind faith as he dived passed pottering cars.

The times tumbled quickly from the start, but 13 minutes into the session Senna delivered the goods - 1m26.010s not close to his time in testing but a second under his turbo pole lap last year.

Prost was not far behind his Brazilian team mate, but if it all looked part of some Dennis masterplan, there were certainly problems: both tweaked pull-rods. A kerb? Well, no, the official story (and there was no evidence to disprove it) suggested that the cars coming in on qualifiers were so tightly pulled to the ground that when the mechanics jacked the car up, the tyres refused to let go of the tarmac. Rubber bent metal. The team was unmoved.

Senna lost the final few minutes of the session as a result and so his best





Above: Berger was on the ragged edge during qualifying, taking to the grass on a couple of occasions. He was fastest of all in Friday's wet session. Above right: The rain rendered first practice meaningless. Right: Grouillard was mighty in the Ligier, practising 10th in both wet and dry.





# Setrab



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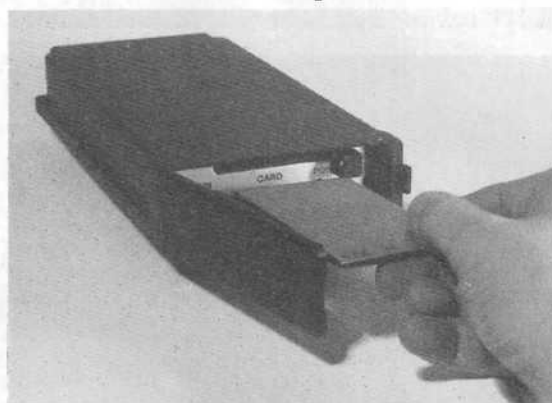
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►► time was recorded on race tyres (even more worrying for the other teams). Prost for his part was disrupted on his run by a red flag after 25 minutes after Luis Sala had landed his Minardi atop a kerb.

If McLaren coolness dominated in that pit, down at Minardi they were bubbling. "We are happy persons," explained Sala graphically (returned from his kerb-sitting). The cars were 11th and 15th on the grid... and it has to be said the Minardis did look good. No, not McLaren-beaters, but well up there in the V8 struggle.

The multi-cylinder mob from McLaren, Williams and Ferrari filled the top six positions, with Sandro Nannini leading the V8 battle for Benetton in seventh.

After being pressed hard in Brazil to contain the talented Herbert, Sandro seemed well under control at Imola. Every day the story was the same, "Ees okay, only leetle problems..."

Herbert for his part didn't seem as hosed as he had in Brazil. He looked perfectly relaxed, but he almost didn't seem hungry, unable to get into the groove, chasing handling problems.

From the first unofficial session it was clear that the V8 battle would be close, Friday morning seeing 15 V8 runners all covered by a single second. Formula Three and a Half Thousand!

The order switched with the sessions giving some moments of hope and glory, before plunging them into despair.

Brabham was an example. After running well throughout, that Saturday afternoon was pure misery as Modena lost two engines and had to resort to sharing Brundle's car. Martin came in and Stefano went out. At the end of the session they were 17th and 22nd.

Rial was another sufferer. Danner had shown well throughout, but when the red flag came out with 40 seconds to go his fast lap was ruined.

"I'm gigantically pissed off," he explained. "We've proved we're fast enough already, it just all fell apart."

The reason for Danner's depression was Gerhard Berger, who had tried too hard and pirouetted at Piratella, coming to rest alongside the barrier, without too much damage.

It was at this point that Rene Arnoux had had a huge accident in the morning session. The JS33 spun on oil and was destroyed as a tyre was pushed back and through the side of the monocoque. Rene was lucky to escape with just bruises. In the spare car in the afternoon he would again miss the cut, while his young charging team mate Olivier Grouillard showed Rene the way. It must have been galling; Arnoux, after all, had once been a Ferrari driver.

It was a bad time for all ex-Ferrari drivers: Johansson didn't get through pre-qualifying and both Arnoux and Alboreto failed to qualify.

The Tyrrell pit was kept busy as Palmer did what he could with an old 017B and Michele ran the new 018 with its multitude of new car troubles. While JP made the race, Michele did not, bumped in the dying seconds of the last session by the Lola of Dalmas which had barely run at all throughout the qualifying. If the Tyrrell team thought it had problems with the new car, a visit to Lola would have cheered them up. Lola did get what Lola wanted - two cars qualified - but it was only by the skin of the teeth.

In the middle order it was similarly frantic. Piquet ended a frustrating two days with the developing Lotus 101 by setting eighth best time, while Nakajima, who had done well in the wet, was down in 24th.

Cheever suffered a hero-to-zero attack, dropping from fourth on Friday to 21st, the victim of a gear problem which meant using whatever he could get in his 'box to set a time. "I didn't get one corner right!" Team mate Warwick was less up and down, but troubled nonetheless.

Caffi in the Dallara ended up ninth on the grid, having been 20th the day before and he was overjoyed while Larini was disappointed with 14th and Tarquini reckoned he was better than his 18th suggested.

When the frantic final minutes of qualifying ended, the tifosi shrugged and began to traipse off home. Some stayed as they always do and late into the night they sat across from the Ferrari pit, cheering every movement. Well, almost every movement. When a couple of Japanese mechanics start-

**Modena again had no troubles pre-qualifying the Brabham, setting a time that would have been good enough for third on the grid. Problems in qualifying meant he started in 17th place and retired in a fairly spectacular manner on lap 19.**

ed waving Honda flags, I'm not sure the Italians understood the Japanese sense of humour. Outrunning Ferraris on the track is bad enough. *Domani*, of course, things would be different, the tifosi were hoping for glory.

## RACE

### *From the stands, a cry came, clearly audible above the engine noise*

Not so very many years ago a period of mourning would have been the inevitable consequence of an impact as severe as Berger's. As it was, the Austrian, hurt but cogent, was able to give a thumbs-up from the ambulance as it pulled into the paddock. Knowing what he'd recently endured, it took some believing.

Qualifying was all McLaren, and so was the race day warm-up. This time - as is so often the case on Sunday

mornings - the name of Prost topped the time sheet, with Senna just five-hundredths away. After more than a second-and-a-half we found Mansell, third.

"I only did one lap with my car," Nigel said. "The alternator belt broke, so they're changing the engine for the race. The T-car ran quite well, but then I had a gearbox problem with it, so the signs aren't too encouraging for this afternoon. Mind you," he added, "I thought that in Rio..."

Mansell was given a fantastic ovation as he left the pits for the final warm-up laps later. Logic told the fans this was unlikely to be a Ferrari day, but what they love in Italy more than anything, they love a fighter, and now they have two in the red cars.

The build-up to the start was a little messy, thanks to the Lola-Lamborghini, both of which were in electronics trouble. Dalmas's car failed to fire on the grid, and Alliot's would be into the pits after a single lap.

Senna didn't waste his pole position. At the green light he was smoothly away, heading the field through Tamburello, leaving Prost to fight off the advances of Mansell, who took an unsuccessful run at him on the approach to Tosa. That was as close to a threat as either McLaren would face all afternoon.

After the first lap Ayrton led by more than 2 seconds, and Alain was now a safe distance clear of the Ferrari, with Patrese's Williams-Renault fifth, then Berger, then Boutsen and Capelli. The last-named, however, we never saw again, for the March slithered off at Rivazza on someone's oil. Exit one fancied local.

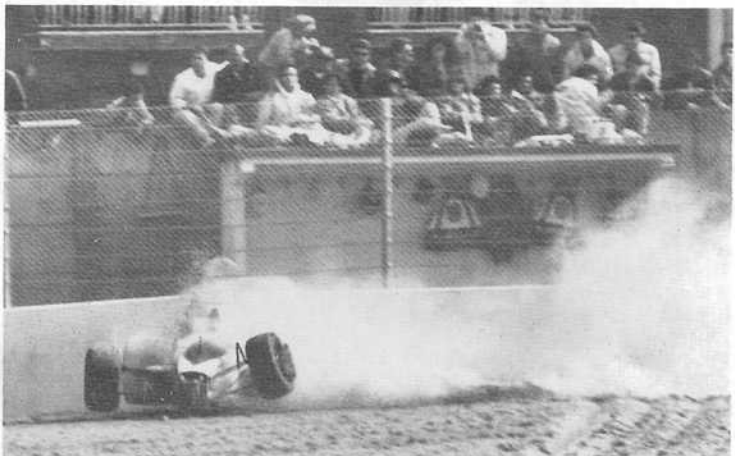
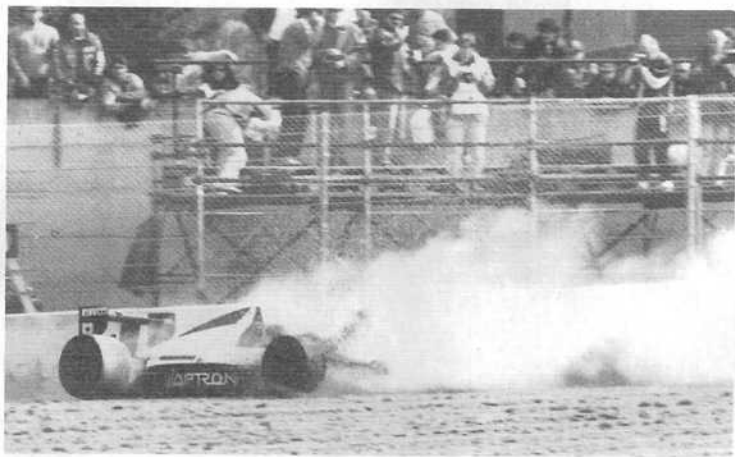
Two laps, and now everyone knew qualifying had neither deceived nor exaggerated: this was strictly a McLaren-Honda match race. Mansell had the Ferrari in a comfortable third, but was falling away from Senna and Prost; and Berger was intent on separating Patrese from fourth place, keen to latch on to his team mate.

As the frontrunners disappeared through Tamburello to begin their fourth lap there came from the stands a cry clearly audible above the engine noise. And it was a cry not of exhilaration, but of anguish, such as I recall at Monza in 1978, the day Ronnie Peterson lost his life. And quickly the track commentary told us that Berger had crashed heavily; then that the race was being stopped. The Ferrari, it said, had simply failed to take the corner, gone straight on, into the guardrail.

In the circumstances we had to be fearful for Gerhard, particularly when they said there was fire. Two years ago, in qualifying, Piquet crashed at the same spot, felicitously escaping with concussion, albeit severe. And Nelson, we remembered, had spun into the guardrail, hitting it broadside rather than nose first.

The Ferrari seemed to lose no pace at all as it hurtled towards the wall, which had a pinball effect, deflecting the car's trajectory, spinning it away down the barriers. Such as wheels and wings were pitched into the air, and a lot of debris came down on the track. And when it finally came to rest, the car was instantly engulfed in flames. Berger was unconscious in the cockpit, and it made for an appalling sight.

Much later, at the post-race press conference, Senna paid generous tribute to the fire marshals and medics - and rightly so. They were on the scene with remarkable alacrity, and knew precisely what to do when they got there. The fire was swiftly extinguished, and within a short time Berger began to come around, thrashing a little at first, then becoming calm.





## 1 Senna McLaren-Honda

Still with Phase 1 MP4/5s. Confident after recent Imola testing. Second in lottery for wet first session had a quick spin when fumbling a gearchange. Dominated qualifying on Saturday but missed the final minutes with a tweaked pull-rod. Despite this took pole number 31 – using race tyres. Led every lap in both sections of the race, despite suffering small brake problem.

## 2 Prost McLaren-Honda

Fine tuning the car. Went off into a sandtrap in T-car on Saturday afternoon when a brake locked. Switched to race car but not happy with the handling in the wet conditions. Suffering upset stomach on Saturday. Lost time with a pull-rod change and a qualifying lap disrupted by a red flag, but still second on the grid. Ran second to Senna in both parts of the race, suffering from a brake problem. Spun on lap 46 and had to settle for second. Furious after the race.

## 3 Palmer Tyrrell-DFR

Stuck with the old 017B in qualifying and handicapped by lack of suitable wings. Throttle mechanism broke in final minutes of Friday session when track was at its quickest so 24th overnight. Found balance on Saturday but still only 25th on the grid. Used 018 in the race, having his first run in it during the warm-up. Suffered oversteer and spun on lap 2 of the race at Tosa. Ran strongly in second part, finishing sixth on the road.

## 4 Alboreto Tyrrell-DFR

Used the new 018 for the first time and suffered many new car problems. Understeer on Saturday afternoon so failed to make the grid, being bumped at the last minute by improvement from Dalmás. Happy with the potential of the new car.

## 5 Boutsen Williams-Renault

Reported car very nervous to drive on Friday. Much happier on Saturday but suffered misfire in the morning and traffic in the afternoon. Sixth on the grid. Running strongly in the race but suffered puncture, possibly from Berger's accident, and pitted. Restarted from pitlane. Understeer and brake problems followed by clutch difficulties but finished fourth. Disqualified for changing tyres during stoppage.

## 6 Patrese Williams-Renault

A general lack of traction on Friday continued into Saturday with a spin in qualifying. Happy with race set-up. Qualified fourth and chased McLarens in second part of the event, fighting with Mansell until lap 22 when his Renault engine blew without warning.

## 7 Brundle Brabham-Judd

Made it through pre-qualifying easily despite long brake pedal and engine stopping in final minutes. Did not make most of tyres on Friday afternoon, but still sixth quickest. Saturday was less successful, Martin having to share his car with team mate Modena in the official session. Qualified a lowly 22nd. Suffered brake problems in the race, but struggled on looking for a finish until fuel pressure dropped and he retired on lap 52.

## 8 Modena Brabham-Judd

Breezed through pre-qualifying again without using qualifiers. Car felt good in the wet on Friday afternoon but only 18th overnight. Broke two engines on Saturday afternoon and was forced to share Brundle's car until clutch went in closing minutes of session, so only 17th on the grid. Ninth in the warm-up. Ran consistently until lap 19 when car slewed off the road at Rivazza. A heavy accident.

## 9 Warwick Arrows-DFR

Trying to find a balance on Friday, the A11 going from understeer to oversteer with only the smallest changes. 13th overnight. Happier with car on Saturday morning using full tanks. Tried two sets of qualifiers to take 12th on the grid. Gear selection problems from early in the race and then the exhaust broke, cutting power. Leaking oil profusely in closing laps but fifth on the road.

## 10 Cheever Arrows-DFR

Happy with modifications made to fit him into the A11. Traction problem in the dry, but happy in the wet on Friday afternoon setting fourth fastest. Blew engine on Saturday morning and late out for qualifying, experiencing serious gearbox problem, but making the grid in 21st. Disappointed. Suffered broken exhaust early in the race and struggled home to finish ninth on the road.

## 11 Piquet Lotus-Judd

Still developing the 101. Water pump leak and electrical problems meant only nine laps on Friday morning. Frustration continued in the afternoon when caught out by the end of the session. Only 16th overnight. Eighth on Saturday despite traffic problems. Much happier. Ran fourth but engine blew on lap 27.

## 12 Nakajima Lotus-Judd

On the track at the right time on Friday afternoon and ended up seventh overnight. Suffered engine failure on Saturday morning and late out for qualifying. Only 24th on the grid. Electrical problem in the race saw pit stops, but still running at the finish, albeit a long way down.

## 15 Gugelmin March-Judd

March not suited to the Imola track, lacking grip. Spun off in final minutes of Friday's wet official session so only 26th. Major changes overnight, but little improvement. Another spin on Saturday morning. Used spare in the afternoon but this was unbalanced. 19th on the grid. Clutch problems early on, followed by puncture after Modena's accident. Retired on lap 39 with gearbox failure.

## 16 Capelli March-Judd

Similar handling trouble to Gugelmin, compounded in the wet of the afternoon. 17th overnight. Much better on Saturday but still only 13th on the grid having found traffic. Made a fine start to be seventh at the end of the first lap. Spun off at Rivazza on lap 2 (possibly because of oil), damaging the car quite severely.

## 17 Larini Osella-DFR

Using repaired car from testing accident. Made it through pre-qualifying but managed just four laps on Friday morning. Fine performance in the afternoon netting 12th, and 14th on Saturday. Ran strongly in the race to sixth until suspension vibration set in when car grew lighter as the fuel was used up. Dropped back and crashed on lap 53 when a hub broke. A fine showing.

## 18 Ghinzani Osella-DFR

Engine never ran cleanly in pre-qualifying, suffering an electrical gremlin and Piercarlo failed to make the cut.

## 19 Nannini Benetton-DFR

Understeer on Friday, but fifth fastest nonetheless despite traffic problem and a spin. Quickest V8 runner on Saturday and happier with balance. Seventh on the grid. Moved up to third and stayed there, despite serious vibration in closing laps.

## 20 Herbert Benetton-DFR

Lacking grip which resulted in an accident on his third lap on Friday afternoon. Returned to pits but car had to be changed from Nannini's settings. Johnny had only time to do one lap before the chequered flag. Vibration problems on Saturday in repaired car, ran full tanks with spare. Set best time in the afternoon on race rubber. A lowly 23rd on the grid. Spun on lap 34 at Tosa and landed in sandtrap trying to spin the car back. Ran well thereafter but had lost too much time. Frustrated at his mistake.

## 21 Caffi BMS Dallara-DFR

A comfortable pre-qualifier and happy with the car despite not making the most of drying track in closing minutes of Friday official. 20th overnight. Suffered clutch trouble on Saturday morning, so qualified with spare car and set remarkable ninth best time. Delighted. Dropped back in first part of race, and suffered puncture in Berger incident. Pitted for new tyre. Ran consistently, enjoying battle with Tarquini to finish seventh. Disqualified for changing rubber during stoppage.

## 22 De Cesaris BMS Dallara-DFR

Very few laps on Friday afternoon after undertray broke so 27th overnight. Suffered misfire on first set in Saturday qualifying and spun off on dusty track, avoiding slow car in closing minutes of session. 16th on the grid. Made a good start for second part of race, keeping others at bay for several laps before dropping back. Spun on lap 44 but kept going until the flag, 10th on the road.

## 23 Martini Minardi-DFR

Playing about with setting on Friday and a splendid ninth on the grid after the wet afternoon session. Dropped to 11th on Saturday but still 11th on the grid. Minardi team ecstatic. The race was shortlived, Pierluigi retiring with gearbox trouble on lap 6.

## 24 Sala Minardi-DFR

Slight understeer on Friday, but Minardi team in good shape and Luis was eighth

overnight. Made a mistake and spun in Saturday official, bringing out red flag having become stuck on kerbing. 15th on the grid. Suspension broke in warm-up, so raced badly balanced spare. Spun avoiding de Cesaris on lap 44.

## 25 Arnoux Ligier-DFR

Still trying to get to grips with the JS33. 15th overnight. Crashed heavily on Saturday morning after hitting oil at Piratella. The monocoque was destroyed and Rene badly bruised. Switched to spare after X-rays. Failed to qualify with an engine problem and a rev limiter cutting in early.

## 26 Grouillard Ligier-DFR

Continuing his impressive progress as an F1 new boy. Tenth in both official sessions and felt he could have gone faster. Running 10th when he ran over wreckage from Berger's accident. Undertray and rear wing replaced during stoppage. Restarted from the pits, but blackflagged soon afterwards.

## 27 Mansell Ferrari

Happy with revised Moog gearchange electronics which allowed 33 laps without trouble on Friday morning. Had an awful time in the afternoon with a mysterious handling problem which turned out to be a stuck shock absorber. Not helped by the T-car being down on power. 22nd overnight. Improved to third on Saturday afternoon! Ran third in early part of the race, but retired with gearbox failure on lap 24. The tifosi went home...

## 28 Berger Ferrari

Brake problems on Friday morning, but took provisional pole with a blinder of a lap in the last seconds of the first official session in the drying conditions. Suffered alternator belt trouble on Saturday morning, switched to spare. Wild in second qualifying taking to the grass several times, spun at the end and brought out final black flag. Fifth on the grid. Running fifth when car crashed heavily and caught fire at Tamburello. (See Pit & Paddock).

## 29 Dalmás LC Lola-Lamborghini

Yannick's new Lola LC89 was only finished at the end of the first unofficial session, which meant only one lap at the very end. Engine blew in the afternoon so 28th overnight. Time lost on Saturday with electronic pick-up problems and loose underbody. Took the final grid slot with just minutes to go on Saturday afternoon. Car would not start on the dummy grid.

## 30 Alliot LC Lola-Lamborghini

Gear trouble on Friday, so late out in the afternoon as new gear linkage was fitted. 29th overnight. Spun on cold tyres on Saturday afternoon and could not get back to pits in time to improve his time. 20th on the grid. Did one lap after starting from the pits. Tried again at the restart, but retired after one more lap.

## 31 Moreno Coloni-DFZ

The old Coloni has reached its ultimate potential but extreme effort in the wet on Friday (including an off at Tosa caused by a slow puncture) Roberto was 23rd overnight. On Saturday morning a fire in the alternator meant a switch to Raphanel's repaired car for the afternoon. This did not handle and Roberto failed to qualify.



## 32 **Raphanel** **Coloni-DFR**

Pierre-Henri had difficulties with a new engine (close to DFR spec) and switched to DFZ-powered machine which was set-up for the much smaller Moreno. Did only two lap before he ran over a kerb, smashing the undertray. Failed to pre-qualify.

## 33 **Foitek** **EuroBrun-Judd**

Used qualifiers for the pre-qualifying session and Gregor felt he had done well, but the old EuroBrun has reached the limit of its potential. Failed to pre-qualify.

## 34 **Schneider** **Zakspeed-Yamaha**

In order to improve reliability Yamaha has reduced the power of its engines, resulting in a loss of straightline speed. Failed to pre-qualify after a misfire problem and a broken halfshaft.

## 35 **Suzuki** **Zakspeed-Yamaha**

Suffered an engine misfire throughout pre-qualifying and failed to make the cut.

## 36 **Johansson** **Onyx-DFR**

Had a new chassis following destructive accident in testing at Misano. Car not finished until 10 minutes into pre-qualifying session on Friday. Numerous problems including tight steering and brake balance, which caused odd braking points and an off at Tosa. Failed to pre-qualify.

## 37 **Gachot** **Onyx-DFR**

Learning the track and how to use carbon brakes. Suffered gear selection problems. Pushed hard but missed the cut.

## 38 **Danner** **Rial-DFR**

10th quickest on Friday morning and happy with set-up, 14th overnight. Saturday afternoon was a disaster with clutch trouble on the race car. A loose intercom tangled the pedals in the T-car. Last minute dash thwarted when Berger spun off in final minutes bringing out red flag. Missed out undeservedly.

## 39 **Weidler** **Rial-DFR**

A tale of endless woe in pre-qualifying, resulting in Vblker jogging in early in session after a wiring problem. Valve problem in spare so switched to Danner's car. Ran out of time and failed to pre-qualify.

## 40 **Tarquini** **AGS-DFR**

First race with AGS. Happy with the balance of the car. Lost clutch on Friday afternoon as track dried. Engine broke on Saturday morning and ran into traffic in afternoon. 18th on the grid. Delayed behind de Cesaris, but finally moved through to eighth by the finish (despite losing clutch in final laps). Promoted to sixth for his first championship point.

## 41 **Winkelhock** **AGS-DFR**

AGS team still awaiting its new JH25 chassis and Winkelhock is struggling with old JH23. Failed to pre-qualify.

JOE SAWARD

speaking lucidly, able to tell them where he was hurting.

Body scans and X-rays at the track's medical centre revealed that his deliverance had been indeed miraculous: there was slight concussion, a broken rib and shoulder blade, and burns to his back and, more seriously, hands. But he had not, the doctors stressed, inhaled either flames or fumes. The relief around the track – tinged with a measure of incredulity – was palpable. Survival of such an accident had seemed almost inconceivable, and not too long ago would have been.

The cars had come to a halt on the grid, and everywhere there were different stories, opinions about what had happened, and how. The question of driver error needed no discussion: no man of Berger's ability and experience could have made a mistake at a point like Tamburello – and, besides, the car had gone off like an arrow, with no attempt by the driver to spin it, even swerve. Which pointed inescapably to the fact that he could do nothing. *Something*, somewhere, had broken. Gerhard could only say that suddenly "the car had become uncontrollable."

Boutsen, following the Ferrari at the time, was adamant that it lost its right front wing immediately before leaving the road, but that, in itself, would not have caused the car to go straight on. Warwick, a little further back, felt sure the right rear suspension had broken, and others inclined to this view.

There were suggestions, too, that maybe the semi-automatic gearbox had changed down, rather than up, as it has been known to do. On the grid Berger had complained of gearbox problems during the warm-up laps. But generally the feeling was that suspension failure of some kind – robbing the driver of his ability to steer or

brake properly – was the most plausible cause of the shunt.

John Barnard, quite understandably, said he didn't want to speculate; a full examination of the wrecked car would be carried out.

Fifty minutes later the race was restarted. Imola's mood now subdued, if comforted by news of Berger's relatively light injuries. It had been stopped, technically, at the end of the third lap, and it was decided to run another 55 racing laps, results to be determined on aggregate.

Prost had been 3 seconds down on Senna when the red flag came out, and clearly wanted to win them back as soon as possible. At the signal to go Alain got the drop on his team mate this time, but out of Tamburello Ayrton was right in the tow, and on the approach to Tosa he jinked left to claim the inside line into the corner. It looked so simple. And by the end of the lap he was more than a second to the good.

This time, though, he wasn't to get away so easily. For a long time Prost sat there, sometimes closing, sometimes dropping back a little, always stalking.

"Not easy," Ayrton said, "when you have the same car behind you, with the

same engine, and Alain Prost driving it! You know you can't afford one mistake, but at the same time I didn't want to compromise my brakes and tyres – not when we were heavy with fuel. So I didn't want to drive harder than necessary."

Like that, the McLaren-Hondas ran away, at more than a second a lap. For Patrese, Mansell, Nannini, Piquet, Warwick and co, this was sobering.

There really seemed very little between the leaders. By lap 17 (lap 14 since the restart), they were right together in an awesome blur of colour and sound. Prost really had the hammer down at this point, and was pushing hard. Routinely, they were lapping 2 or 3 seconds faster than anyone else, and anything worth calling opposition was fading away.

By lap 25 Mansell, Patrese and Piquet were gone. With the circumstances leading to Berger's accident unknown, for Mansell even to take the restart was an act of great fortitude, and typically he had gone for it wholeheartedly, running the Ferrari a solid third – until the gearbox broke. Again. With one hero in hospital and the other parked by the trackside, many of the fans began heading for the exit.

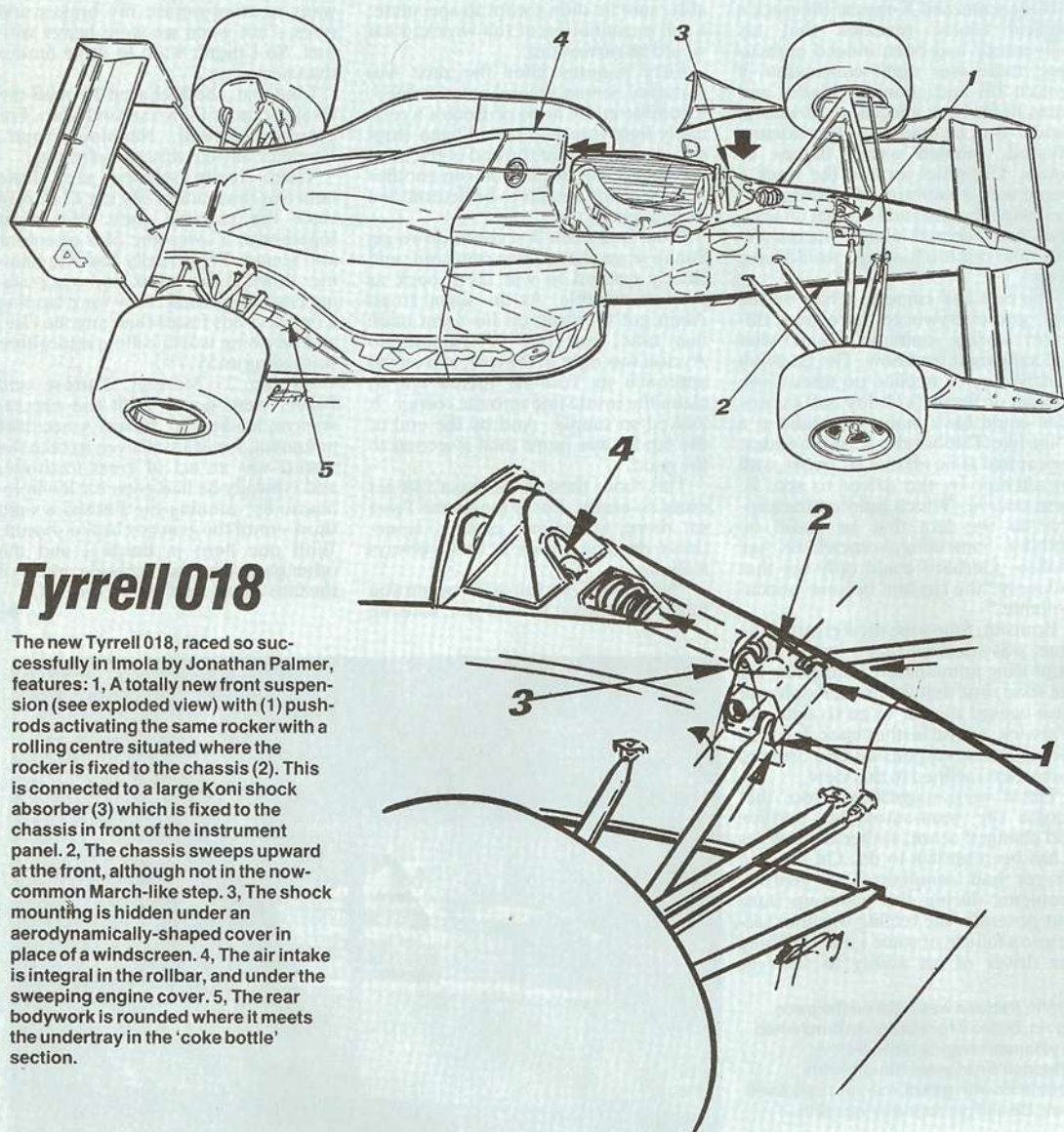


Right: Patrese was right on the pace again, but had to retire from third when his Renault engine blew. Below: Warwick's race was fraught with problems with gears, exhaust and an oil leak. He still managed to take fifth.





## TECHNICAL FOCUS



## Tyrrell 018

The new Tyrrell 018, raced so successfully in Imola by Jonathan Palmer, features: 1, A totally new front suspension (see exploded view) with (1) push-rods activating the same rocker with a rolling centre situated where the rocker is fixed to the chassis (2). This is connected to a large Koni shock absorber (3) which is fixed to the chassis in front of the instrument panel. 2, The chassis sweeps upward at the front, although not in the now-common March-like step. 3, The shock mounting is hidden under an aerodynamically-shaped cover in place of a windscreen. 4, The air intake is integral in the rollbar, and under the sweeping engine cover. 5, The rear bodywork is rounded where it meets the undertray in the 'coke bottle' section.

►► Patrese had fought the good fight with Mansell, but after 22 laps the Williams-Renault pulled off, engine comprehensively blown. It had been running perfectly, he said, with no sign of anything wrong. Then the oil light came on, giving Riccardo only 300 yards' notice of intent.

It was the same for Piquet, who drove something like his old self at Imola, and had the Lotus-Judd up in fourth place: "No problems at all, no high temperatures, then *bang!* A pity,

because the car was running well."

As they fell by the wayside, Nannini assumed an unthreatened third place, the Italian driving the kind of pacy, slick, race we came to admire in 1988.

Ah, but who would get the nine? After the halfway mark – when lapping traffic became a frequent factor – Senna, as is his wont, pulled away. No one threads through backmarkers like Ayrton, a fact of life readily acknowledged by Prost. Given clear laps, though, Alain would begin once more to claw back the time, and on lap 45

produced a stunning 1m26.795s, only half a second shy of his qualifying time. No one else got below 1:27, only Senna under 1:28. And only four others managed to beat 1:30...

The game went firmly Senna's way when Prost was held up by Boutsen for more than a lap. Thierry was into his own dispute for fourth place with Warwick, and not surprisingly had little interest in backing off for the convenience of a McLaren driver.

Lap 47 settled it. At the chicane before the end of the lap Alain spun.

Yes, you read it right. It seemed like a trick of the light, but it happened. A tyre had blistered, and he had momentarily locked the brakes. He kept the engine alive, of course he did, but now Ayrton was 20 seconds up the road.

Afterwards I saw Prost in the paddock, and began to ask about his race. "Please," he said, "I'm not being rude, but I don't want to say anything about this race today. Nothing." His face was serious, quietly livid, and when Ron Dennis arrived in the McLaren transporter Alain clearly had something to discuss. Very obviously, they were not telling jokes in there.

So what was the problem? "If it was anything to do with the car," Gordon Murray said, "he didn't mention it on the radio through the race." Did Senna have anything to say on the subject? "I'd rather not comment," he replied.

Later, as he prepared to helicopter out of the circuit, Prost said simply this: "The orders were not respected."

All very mysterious. Alain has ever been a paragon of graciousness in both victory and defeat, so there is more here than merely the loss of a Grand Prix win. Stay tuned.

For now, though, it was a matter of yet another 1-2 for McLaren-Honda, and a disturbing pointer towards a repeat of last year's domination. Nannini took third, with Boutsen fourth after a fine drive which had started from the pit lane, then Warwick, always in the picture but increasingly hampered by a failing engine and broken exhaust (this problem also affected team mate Cheever), and Palmer, a remarkable sixth in the new Tyrrell 018.

"That's without doubt the best racing car I've ever driven," Jonathan beamed afterwards. "There's much more downforce than on the old car, and it's also *much* quicker in a straight line. We just guessed at settings for the race, so in the circumstances I'm delighted, after starting right at the back."

An hour or so later he was promoted to fifth, with Gabriele Tarquini claiming the final point in the AGS. In response to a protest from Ligier, Boutsen's Williams had been disqualified from fourth. Caffi's Dallara from seventh.

After the race had been red-flagged, Caffi spun into Grouillard's Ligier, damaging its rear wing and undertray. This last the mechanics changed on the grid, and to do so they had to remove the rear wheels – which is not allowed when a race is stopped. Ligier knew it, and admitted it, but it was that or withdraw. Soon after the restart, Grouillard, outstanding throughout qualifying, was disqualified.

Which is why Ligier protested Boutsen and Caffi, both of whom had punctures. "Their cars were pushed to pit lane, punctured tyres replaced," said Ligier's Dany Hindenoch, "and on the restart they left from pit lane. But the rules say that no car is allowed in pit lane when a race is stopped. We admit we broke the rules; we'd like to know why only we were black-flagged..."

He was right. Cars are not allowed in pit lane when a race is stopped. The Williams and Dallara were therefore also disqualified. Their team managers have appealed against the decision, and who can blame them? They were directed to change tyres in the pit lane by none other than the FISA Steward at Imola...

Not a desperately memorable race, this. It was too straightforward for the McLarens, although there remains the mystery of Prost's displeasure afterwards. But the main thing about Imola '89 is that Gerhard Berger is still with us.



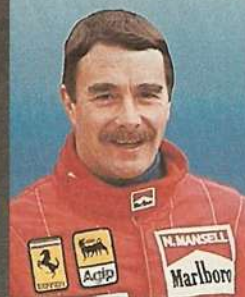
Capelli's disappointing weekend came to an end on lap 2 at Rivazza.





# Agip SINT 2000

HIGH PERFORMANCE MOTOR OIL  
AT A PRICE YOU CAN AFFORD



EXCLUSIVELY USED BY NIGEL MANSELL IN THE 1989 FORMULA 1 FERRARI



**AGIP Sint 2000** is used by the Ferrari Formula One team and is exclusively recommended for the world's fastest production car, the Ferrari F40. However, you will find that its 10W/40 grade is recommended for most of today's standard and high performance petrol vehicles. Its synthetic base, in addition to new AGIP Petroli additives, gives long lasting high temperature protection comparable with lubricants of a 10W/50 specification.

If you are using a regular quality oil then the extra cost of Sint 2000 will not break the bank. However, if you are already using a synthetic base motor oil, then change to Sint 2000, and use the £'s you save towards a ticket to watch Nigel put Sint 2000 through its paces at the British Grand Prix.

**SPECIFICATION:** SAE 10W/40 API Service SG/CD, will mix with all mineral, semi-synthetic and synthetic motor oils.

**Recommended by** – Ferrari, Rolls Royce, Alfa Romeo, Lamborghini, Maserati, De Tomaso and Nuova Innocenti.

**Approved by** – Austin Rover Group, Daimler Benz, Porsche, AB Volvo, Saab Scania, Seat, Vauxhall-Opel and V.W. Group.

**AGIP Sint Turbo Diesel** is designed to meet the very special requirements of today's diesel and turbo charged diesel engines. Diesel engines require more frequent oil changes than petrol vehicles. Although AGIP recommend you to comply with manufacturer's service intervals, AGIP Petroli guarantee that Sint Turbo Diesel, with its synthetic components, will give complete protection far beyond these recommendations.

**SPECIFICATION:** SAE 10W/40 API CD/SF service.

**Approved by** – Daimler Benz and V.W. Group.

**AGIP Super Motor Oil F1** is a high specification 15W/50 motor oil. It is designed to match or out-perform the very best mineral based motor oils previously available in the U.K. You will find it priced well below the most popular oils in this category. **AGIP Super Motor Oil F1 available from Summer 1989.**

**SPECIFICATION:** SAE 15W/50 API service SF/CC.

**Approved by** – Austin Rover Group and Daimler Benz.

**Where to find AGIP Motor Oil** Most independent car accessory shops stock AGIP motor oils. Amongst these are the A1 Motor Stores Group, Les Smith, Motorlands and many others. Trade customers can contact their local Brown Brothers, Cash & Carrys and Motor Factors.

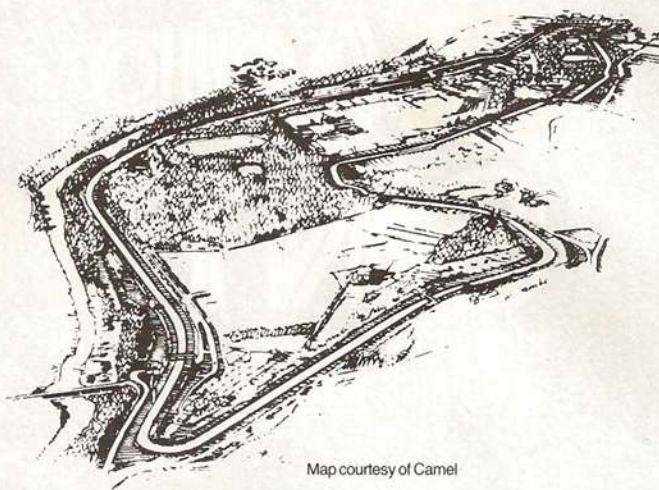


**Agip**

For more information, write to:  
Saxon Automotive, Lower Everlands Road, Hungerford, Berks.  
Part of H Young Holdings PLC, a British Public Company.



<b>Winner:</b>	Senna, McLaren MP4/5/1	125.479mph
<b>Previous result:</b>	Senna, McLaren MP4/4	121.640mph
<b>Fastest lap:</b>	Prost, McLaren MP4/5/3	1:26.795, 129.893mph
<b>Existing record:</b>	Piquet, Williams FW11	1:28.667, 127.151mph



Map courtesy of Camel

No	Driver (Nat)	Car/Chassis (Spare)	Engine
1	Ayrton Senna (BR)	McLaren MP4/5/1	Honda V10
2	Alain Prost (F)	McLaren MP4/5/3 (T:MP4/5/2)	Honda V10
3	Jonathan Palmer (GB)	Tyrrell 017B/4	Ford DFR V8
4	Michele Alboreto (I)	Tyrrell 018/1 (T:017B/5)	Ford DFR V8
5	Thierry Boutsen (B)	Williams FW12C/9*	Renault V10
6	Riccardo Patrese (I)	Williams FW12C/7 (T:FW12C/6)	Renault V10
7	Martin Brundle (GB)	Brabham BT58/03	Judd V8
8	Stefano Modena (I)	Brabham BT58/02 (T:BT58/01)	Judd V8
9	Derek Warwick (GB)	Arrows A11/2	Ford DFR V8
10	Eddie Cheever (USA)	Arrows A11/3 (T:A11/1)	Ford DFR V8
11	Nelson Piquet (BR)	Lotus 101/3*	Judd V8
12	Satoru Nakajima (J)	Lotus 101/1 (T:101/2)	Judd V8
15	Mauricio Gugelmin (BR)	March 881/06	Judd V8
16	Ivan Capelli (I)	March 881/05 (T:881/03)	Judd V8
17	Nicola Larini (I)	Osella FA1M/5	Ford DFR V8
18	Piercarlo Ghinzani (I)	Osella FA1M/4	Ford DFR V8
19	Alessandro Nannini (I)	Benetton B188/9 (T:B188/7)	Ford V8
20	Johnny Herbert (GB)	Benetton B188/8 (T:B188/7)	Ford V8
21	Alex Caffi (I)	BMS Dallara BMS189/6 (T:BMS189/4)	Ford DFR V8
22	Andrea de Cesaris (I)	BMS Dallara BMS189/5	Ford DFR V8
23	Pierluigi Martini (I)	Minardi M188B/5	Ford DFR V8
24	Luis Sala (E)	Minardi M188B/1 (T:M188B/4)	Ford DFR V8
25	Rene Arnoux (F)	Ligier JS33/1	Ford DFR V8
26	Olivier Grouillard (F)	Ligier JS33/2 (T:JS33/3)*	Ford DFR V8
27	Nigel Mansell (GB)	Ferrari 640/109	Ferrari V12
28	Gerhard Berger (A)	Ferrari 640/108 (T:640/107)	Ferrari V12
29	Yannick Dalmas (F)	Lola LC89/02	Lamborghini V12
30	Philippe Alliot (F)	Lola LC89/01	Lamborghini V12
31	Roberto Moreno (BR)	Coloni FC188B/1	Ford DFR V8
32	Pierre-Henri Raphanel (F)	Coloni FC188B/2	Ford DFR V8
33	Gregor Foitek (CH)	EuroBrun ER188B/04 (T:ER188B/5)*	Judd V8
34	Bernd Schneider (D)	Zakspeed 891/03 (T:891/01)	Yamaha V8
35	Aguri Suzuki (J)	Zakspeed 891/02	Yamaha V8
36	Stefan Johansson (S)	Onyx ORE 1/3*	Ford DFR V8
37	Bertrand Gachot (B)	Onyx ORE 1/2	Ford DFR V8
38	Christian Danner (D)	Rial ARC2/2	Ford DFR V8
39	Volker Weidler (D)	Rial ARC2/3 (T:ARC2/1)	Ford DFR V8
40	Gabriele Tarquini (I)	AGS JH25/33	Ford DFR V8
41	Joachim Winkelhock (D)	AGS JH25/33	Ford DFR V8

- New car



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

GRID ORDER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48		
SENNA	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
PROST	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
MANSFELD	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
PATRESE	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
BERGER	28	28	28	28	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	
BOUTSEN *	5	5	5	5	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	
NANNINI	19	19	19	19	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	
PIQUET	11	19	11	11	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
CAFFI *	21	11	9	9	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	
GROUILLARD	26	9	26	26	22	22	22	22	22	22	22	22	22	22	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
MARTINI	23	26	21	21	23	23	10	10	10	10	22	22	22	22	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
WARWICK	9	21	17	17	10	10	40	40	40	40	20	20	22	22	22	22	22	15	15	40	21	21	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22	22
CAPELLI	16	17	22	22	40	40	8	20	20	20	40	21	21	21	21	21	21	15	22	40	15	22	22	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
LARINI	17	22	40	23	8	8	20	8	21	21	40	40	40	40	40	40	21	21	22	22	7	7	24	24	24	24	24	24	7	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
SALA	24	40	23	40	21	20	21	8	8	8	8	8	8	8	8	8	8	15	40	40	21	21	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
De CESARIS	22	23	8	8	20	21	15	15	15	15	15	15	15	15	15	15	8	8	8	8	7	7	24	24	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
MODENA	8	8	10	10	15	15	12	12	12	12	12	12	12	12	12	12	12	12	12	12	7	7	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
TARQUINI	40	10	20	20	12	12	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7		
GUGELMIN	15	20	15	15	7	7	24	24	24	24	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
ALLIOT	30	24	24	24	24	24	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
CHEEVER	10	15	12	7	26	3	3																																											
BRUNDLE	7	12	7	24	3																																													
HERBERT	20	7	3	3																																														
NAKAJIMA	12	3																																																
PALMER	3																																																	
DALMAS	29																																																	



## LAP TIMES

PRE-QUALIFYING		FRIDAY		SATURDAY		WARM-UP		RACE	
Cool, overcast		Wet, drying		Warm, windy		Cool, overcast		Warm, sunny	
1	Modena.....1:27.350	1	Berger.....1:42.781	1	Senna.....1:26.010	1	Prost.....1:28.566	1	Prost.....1:26.795
2	Brundle.....1:28.197	2	Senna.....1:42.939	2	Prost.....1:26.235	2	Senna.....1:28.571	2	Senna.....1:27.273
3	Caffi.....1:29.346	3	Prost.....1:44.558	3	Mansell.....1:27.652	3	Mansell.....1:30.147	3	Boutsen.....1:29.571
4	Larini.....1:29.787	4	Cheever.....1:45.375	4	Patrese.....1:27.920	4	Patrese.....1:30.531	4	Mansell.....1:29.849
5	Gachot.....1:30.384	5	Nannini.....1:45.536	5	Berger.....1:28.089	5	Berger.....1:30.596	5	Nannini.....1:29.868
6	Foitek.....1:30.620	6	Brundle.....1:46.279	6	Boutsen.....1:28.308	6	Boutsen.....1:30.722	6	Patrese.....1:29.959
7	Ghinzani.....1:30.631	7	Nakajima.....1:46.483	7	Nannini.....1:28.854	7	Piquet.....1:31.272	7	De Cesaris.....1:29.995
8	Johansson.....1:30.647	8	Sala.....1:46.800	8	Piquet.....1:29.057	8	Palmer.....1:31.508	8	Palmer.....1:30.164
9	Winkelhock.....1:32.071	9	Martini.....1:47.321	9	Caffi.....1:29.069	9	Modena.....1:31.637	9	Tarquini.....1:30.364
10	Raphanel.....1:32.267	10	Grouillard.....1:47.371	10	Grouillard.....1:29.104	10	Nakajima.....1:31.693	10	Caffi.....1:30.371
11	Suzuki.....1:32.287	11	Patrese.....1:47.486	11	Martini.....1:29.152	11	Grouillard.....1:31.778	11	Cheever.....1:30.728
12	Schneider.....1:32.855	12	Larini.....1:47.577	12	Warwick.....1:29.281	12	Warwick.....1:31.798	12	Warwick.....1:30.749
13	Weidler.....1:36.480	13	Warwick.....1:47.859	13	Capelli.....1:29.385	13	Cheever.....1:32.068	13	Piquet.....1:30.771
14		14	Danner.....1:47.967	14	Larini.....1:29.488	14	Martini.....1:32.224	14	Herbert.....1:31.020
15		15	Arnoux.....1:48.091	15	Sala.....1:29.503	15	Brundle.....1:32.246	15	Larini.....1:31.791
16		16	Capelli.....1:48.178	16	De Cesaris.....1:29.669	16	Caffi.....1:32.292	16	Sala.....1:31.948
17		17	Modena.....1:48.415	17	Modena.....1:29.761	17	Tarquini.....1:32.489	17	Nakajima.....1:31.970
18		18	Tarquini.....1:48.795	18	Tarquini.....1:29.913	18	Capelli.....1:32.504	18	Gugelmin.....1:32.038
19		19	Caffi.....1:48.868	19	Gugelmin.....1:30.168	19	Nannini.....1:32.537	19	Brundle.....1:32.189
20		20	Boutsen.....1:49.451	20	Cheever.....1:30.233	20	Gugelmin.....1:32.553	20	Modena.....1:32.618
21		21	Mansell.....1:49.665	21	Brundle.....1:30.271	21	Larini.....1:32.749	21	Berger.....1:33.319
22		22	Moreno.....1:50.947	22	Herbert.....1:30.347	22	Herbert.....1:32.874	22	Grouillard.....1:34.472
23		23	Palmer.....1:51.229	23	Nakajima.....1:30.697	23	Sala.....1:33.630	23	Martini.....1:34.525
24		24	Alboreto.....1:51.329	24	Palmer.....1:30.928	24	De Cesaris.....1:34.017	24	Capelli.....1:42.912
25		25	Gugelmin.....1:52.119	25	Dalmas.....1:31.137	25	Dalmas.....1:34.607		
26		26	De Cesaris.....1:53.681	26	Alboreto.....1:31.206	26	Alliot.....1:35.649		
27		27	Dalmas.....1:58.083	27	Arnoux.....1:31.268				
28		28	Alliot.....2:00.293	28	Danner.....1:31.342				
29		29	Herbert.....2:05.126	29	Moreno.....1:31.775				

## STARTING GRID

No	Driver	Time
1	Senna.....	1:26.010
2	Prost.....	1:26.235
27	Mansell.....	1:27.652
6	Patrese.....	1:27.920
28	Berger.....	1:28.089
5	Boutsen.....	1:28.308
19	Nannini.....	1:28.854
11	Piquet.....	1:29.057
22	Caffi.....	1:29.069
26	Grouillard.....	1:29.104
23	Martini.....	1:29.152
9	Warwick.....	1:29.281
16	Capelli.....	1:29.385
18	Larini.....	1:29.488
24	Sala.....	1:29.503
21	De Cesaris.....	1:29.669
8	Modena.....	1:29.761
40	Tarquini.....	1:29.913
15	Gugelmin.....	1:30.163
30	Alliot.....	1:30.168
10	Cheever.....	1:30.233
7	Brundle.....	1:30.271
20	Herbert.....	1:30.347
12	Nakajima.....	1:30.697
3	Palmer.....	1:30.928
29	Dalmas.....	1:31.137
NQ	4 Alboreto.....	1:31.206
NQ	25 Arnoux.....	1:31.268
NQ	38 Danner.....	1:31.342
NQ	31 Moreno.....	1:31.775

## RESULTS - 58 LAPS (55 + 3)

Pos	No	Driver	Car	Laps	Time/Retirement
1	1	Senna.....	McLaren-Honda.....	58	1h26m51.245
2	2	Prost.....	McLaren-Honda.....	58	1h27m31.470
3	19	Nannini.....	Benetton-Ford.....	57	
DQ	5	Boutsen.....	Williams-Renault.....	57	
4	9	Warwick.....	Arrows-DFR.....	57	
5	3	Palmer.....	Tyrrell-DFR.....	57	
DQ	21	Caffi.....	Dallara-DFR.....	57	
6	40	Tarquini.....	AGS-DFR.....	57	
7	10	Cheever.....	Arrows-DFR.....	56	
8	22	De Cesaris.....	Dallara-DFR.....	56	
9	20	Herbert.....	Benetton-Ford.....	56	
R	17	Larini.....	Osella-DFR.....	52	accident
R	7	Brundle.....	Brabham-Judd.....	51	fuel pump
NC	12	Nakajima.....	Lotus-Judd.....	46	running
R	24	Sala.....	Minardi-DFR.....	43	accident
R	15	Gugelmin.....	March-Judd.....	39	gearbox
R	11	Piquet.....	Lotus-Judd.....	29	engine
R	27	Mansell.....	Ferrari.....	23	gearbox
R	6	Patrese.....	Williams-Renault.....	21	engine
R	8	Modena.....	Brabham-Judd.....	19	accident
R	23	Martini.....	Minardi-DFR.....	6	gearbox
R	26	Grouillard.....	Ligier-DFR.....	4	blackflagged
R	28	Berger.....	Ferrari.....	3	accident
R	16	Capelli.....	March-Judd.....	1	accident
R	30	Alliot.....	Lola-Lamborghini.....	0	engine
DNS	29	Dalmas.....	Lola-Lamborghini.....	0	engine

## CHAMPIONSHIP POSITIONS

DRIVERS	
1	Prost.....12
2	Mansell.....9
	Senna.....9
4	Warwick.....5
	Nannini.....5
6	Gugelmin.....4
7	Herbert.....3
8	Palmer.....2
9	Tarquini.....1
CONSTRUCTORS	
1	McLaren-Honda.....21
2	Ferrari.....9
3	Benetton-Ford.....8
4	Arrows-DFR.....5
5	March-Judd.....4
6	Tyrrell-DFR.....2
7	AGS-DFR.....1

49	50	51	52	53	54	55	56	57	58
1	1	1	1	1	1	1	1	1	1
2	2	2	2	2	2	2	2	2	2
19	19	19	19	19	19	19	19	19	19
5	5	5	5	5	5	5	5	5	5
9	9	9	9	9	9	9	9	9	9
3	3	3	3	3	3	3	3	3	3
21	21	21	21	21	21	21	21	21	21
40	40	40	40	40	40	40	40	40	40
17	17	17	17	10	10	10	10	10	10
10	10	10	10	22	22	22	22	22	22
22	22	22	22	20	20	20	20	20	20
7	7	7	20						
20	20	20							





# **FIT BFGOODRICH. THE RESULTS SPEAK FOR THEMSELVES**



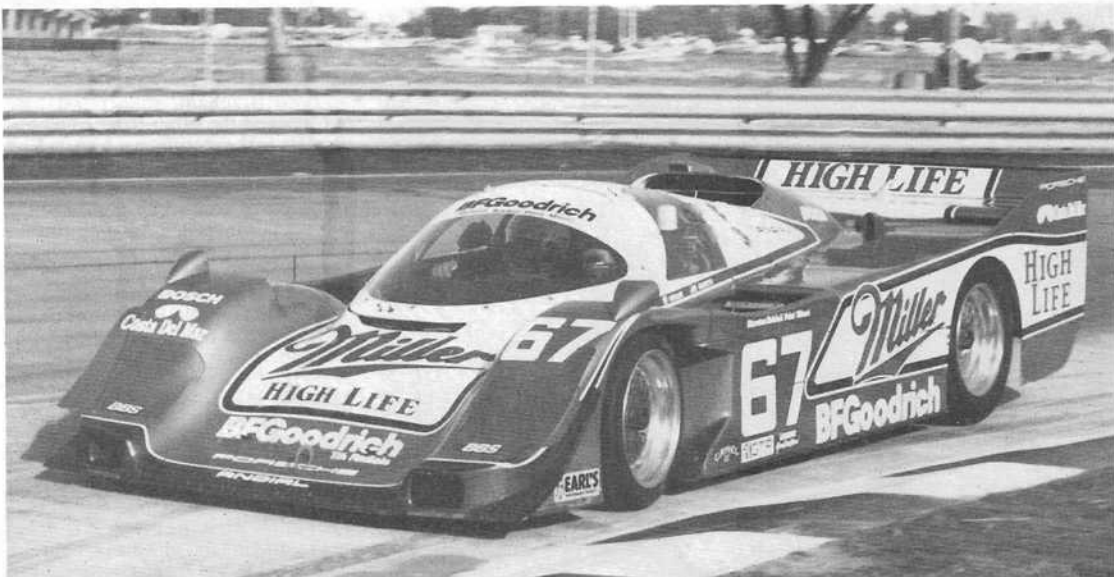
**WINNERS, PONTIAC GP OF PALM BEACH  
FLORIDA, 23 APRIL  
BOB WOLLEK/JOHN ANDRETTI  
(MILLER HIGH LIFE/BFGOODRICH PORSCHE 962)**

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Bob Wollek, teamed with John Andretti, made up for his injured thumb by taking the GTP victory.

## In the mood

Bob Wollek is known as a moody Frenchman. At West Palm Beach, Wollek's mood was darker than ever, with an injured thumb swollen to twice its usual size. But driving the Busby Team's Porsche 962, Wollek teamed with an equally impressive John Andretti to post victory over John Nielsen and Price Cobb. The Nissan GTP expired on lap 4...

### QUALIFYING

Not surprisingly, a return to Florida rejuvenated the dwindling IMSA GTP entry list, because more Camel Lights cars were entered and the Toyota Eagle returned to action. And not surprisingly, the Nissan of Electramotive driven by Geoff Brabham took its fourth pole of the season.

Again the Nissan demonstrated better throttle response off the corners, and more power. The lighter Toyota 88C of the All American Racers team again charged to a near pole, lacking just 0.027 second. After Drake Olson's two crisp solo laps in the Toyota, Brabham banged the rev limiter and became the second (after Olson) to break the 100mph average barrier in official qualifying on an IMSA temporary circuit.

Surprising to some not taking in his progress, Costas Los led the non-turbo teams in the 5.0-litre Pontiac-powered Spice Firebird. The Greek lost a couple of tenths in the hairpin preceding the timing beam, but retained third over the Jaguar of Jan Lammers, with a splendid lap of 58.530s, just behind the boost brigade.

Lammers again won the style points contest in driving his XJR9 to fourth, a tenth off the time of the lighter Pontiac. Again Jan took a little weight, in the form of paint on the wing end plates, off his car. But the carbon fibre brakes became a bit sketchy, grabbing in the wrong places.

Streetmeister Bob Wollek took the Miller Porsche to fifth, rounding out the top five variety show. The Busby team's 962 just did not have the low-end oomph. Setting up for the race, John Nielsen took the No 61 Jaguar to sixth, the final position determined by the solo session. Giving the field six different manufacturers in the top seven, Bob Earl drove the Spice-Chevrolet of Jim Miller to seventh, followed by Derek Bell, joining the Moretti 962 after helping out at Sebring. Unfortunately, the promising

new Eagle failed to register a qualifying time, due to three broken turbos.

### RACE

## On lap 4, however, the Nissan's engine went bang

The morning warm-up produced two significant changes to the field at West Palm, a busy 1.6-mile, 11-turn course of asphalt and cement. Wollek practically broke his thumb while practising pit stop driver exchanges, while the Toyota Eagle had to be withdrawn with a leaking fuel cell.

The Nissan of Brabham and the Toyota of Drake Olson maintained a two-by-two start through the two hairpins leading to the front straight. On lap 4, however, the Nissan's engine

went bang, ending the team's three race winning streak. Electramotive promptly sent Chip Robinson out in the back-up chassis that had been entered but not started, joining the field seven laps down.

Also departing early, Jan Lammers parked the No 60 Jaguar with a transmission problem after just 27 minutes. With the Nissan gone, Olson led by 3.5 seconds at the end of 30 minutes, electing to pit under the second yellow period for fuel, relinquishing the lead to Nielsen.

On the restart, both Wollek and Robinson stormed past Costas Los' Firebird, having trouble getting grip on cool tyres. Wollek then passed Nielsen by smart use, or abuse, of a yellow flag at Turn 1, where a Camel Lights Tiga had spun. Leader Nielsen slowed to first gear, but as soon as they had passed the disabled car, Wollek accelerated by into Turn 2, technically not a violation of the yellow.

Seven laps down, the Nissan also passed Nielsen. When Wollek pitted at 71 minutes for Andretti, Nielsen returned to the lead for two laps before Los ducked underneath at the first hairpin, giving Spice USA its first overtaking move for the lead since the team joined the GTP ranks. It also gave the race five different leaders

under green. Nielsen pitted on the same lap for Cobb, tyres and fuel, leaving only the Pontiac without a pit stop.

Los pitted after 17 laps in the lead with a 22 second margin over Olson's Toyota. The exchange to Jean-Louis Ricci proved disastrous for Spice when the Parisian spun at the pit exit, costing four laps when the nose had to be replaced, and spoiling Los' efforts.

Andretti passed Olson on the same lap that Los pitted. The Toyota had begun to understeer, gradually depleting Olson. Although Andretti nearly matched Wollek's times while leading, the Busby team's victory would not come easily. Just before the end of the second hour, a full-course yellow appeared, erasing the team's 12 second margin over the Toyota and a 22 second edge on the Jaguar. Since the Porsche could not yet pit and make it to the finish on fuel, Olson and Cobb both came down pit road on the second lap of yellow, with the TWR team's excellent stop sending Cobb out on fresh tyres and full tanks ahead of the AAR Toyota, which was delayed by a problem with a wheel change.

When Andretti pitted for Wollek on the first available lap that would allow the team to go the distance, Cobb took the lead. Once under green, Wollek passed the Firebird and the Momo Porsche, then joined Brabham's Nissan wedging underneath Chris Cord's Toyota at the first hairpin. At the second hairpin, Wollek's braking caught Cord out and the Californian tapped the Porsche and spun.

When the lapped Nissan of Brabham passed Cobb, the duel for the lead came to Cobb and Wollek. With his Goodrich tyres coming in more quickly, Wollek took the Jaguar at the off-camber, uphill, bumpy exit of the second hairpin. Wollek nudged inside between Cobb and the kerb, then took the outside, faster line into Turn 1.

From there, Wollek maintained a lead of 1 to 3 seconds, depending on traffic. When Brabham spun trying to dodge a backmarker (Robinson has spun twice earlier), and then re-passed Cobb 10 minutes from the finish, the final winning margin of the Porsche was extended. An exhausted Cord was eventually lapped by the leaders, finishing third.

In Camel Lights, Scott Schubot and Linda Ludemann, the first woman to win a Camel GT prototype race, drove their Spice-Buick to a one-lap victory over the Spice-Buick entry of Tom Hesser and Charles Morgan. Early leader Dan Marvin fell out with a broken cylinder in his Pontiac-powered Spice.

### WEST PALM BEACH (USA)

April 23, Pontiac GP of Palm Beach, IMSA Camel GT Championship, round 5, 162 laps - 262.440 miles

Pos	Drivers (Nat)	Team/Sponsor	Class	Chassis-engine	Result	Qual	Pos
1	Bob Wollek (F) John Andretti (USA)	Busby/Miller	GTP	3.0t Porsche 962	3:00:49.972	59.013	5
2	John Nielsen (DK) Price Cobb (USA)	TWR/Castrol	GTP	6.0 Jaguar XJR9	3:00:50.753	59.230	6
3	Drake Olson (USA) Chris Cord (USA)	AAR/Toyota	GTP	2.1t Toyota 88C	161 laps	58.079	2
4	Bob Earl (USA) Jim Miller (USA)	Miller/MTI	GTP	5.5 Spice-Chevrolet SE89	160 laps	59.143	7
5	Costas Los (GR) Jean-Louis Ricci (F)	Spice USA	GTP	5.0 Spice-Firebird SE89	158 laps	58.530	3
6	Chip Robinson (USA) Geoff Brabham (USA)	Electramotive/Nissan	GTP	3.0t Nissan GTP	155 laps	58.052	1
7	Jim Adams (USA) John Hotchkis Sr (USA)	Hotchkis/Wynn's	GTP	3.0t Porsche 962	155 laps	62.143	12
8	Scott Schubot (USA) Linda Ludemann (USA)	S&L/Quaker State	CL	3.0 Spice-Buick SE88	153 laps	62.139	11
9	Charles Morgan (USA) Tom Hesser (USA)	Essex/Axiom	CL	3.0 Spice-Buick SE88	151 laps	62.201	13
10	Howard Katz (USA) Jim Downing (USA)	Downing	CL	1.3r Argo-Mazda JM19	149 laps	65.249	17
11	Martino Finotto (I) Uli Bieri (CH)	Bieri	CL	3.0 Tiga-Ferrari GT286	148 laps	65.297	18
12	Ferdinand de Lesseps (F) John Cochran (USA)	Winters/Whitehall	CL	2.7 Spice-Pontiac SE86	147 laps	64.065	15
13	Brent O'Neill (USA) Bob Stevens (USA)	Performance Tech	CL	3.0 Argo-Buick JM19	148 laps	63.097	14
14	Gianpiero Moretti (I) Derek Bell (GB)	Gebhardt/Momo	GTP	3.0t Porsche 962C	143 laps	59.676	8
R	Dan Marvin (USA)	Huffaker	CL	3.0 Pontiac-Spice SE86	87 laps - engine	62.101	10
R	Justus Reid (USA) Michael Dow (USA)	Essex	CL	3.0 Tiga-Buick GT288	57 laps - engine	67.699	9
R	Jacques Villeneuve (CAN)	Peerless/Bravo 3	GTP	6.0 Corvette-Chevrolet GTP	44 laps - engine	60.886	9
R	Ken Knott (USA)	Racecraft	CL	3.0 Spice-Pontiac SE87	24 laps - electrical	67.808	20
R	Jan Lammers (NL)	TWR/Castrol	GTP	6.0 Jaguar XJR9	22 laps - transmission	58.623	4
R	John Gunn (USA)	Gunn	GTP	5.5 Phoenix-Chevrolet	5 laps - accident	64.370	16
R	Geoff Brabham (AUS)	Electramotive/Nissan	GTP	3.0t Nissan GTP	4 laps - engine	58.052	1

Winner's average speed: 82.18mph. Fastest lap: Wollek, 59.023s, 98.808mph (record). Lights: Schubot, 63.961s, 91.180mph (record). Note: Brabham drove two cars - not eligible for points. Championship positions - GTP drivers: 1, Cobb & Nielsen, 85; 2, Robinson, 77; 4, Brabham, 71; 5, Wollek & Andretti, 53; 7, James Weaver, 35; 8, Hotchkis Sr & Adams, 33; 10, Bell, 30, etc. Manufacturers: 1, Jaguar, 75; 2, Porsche, 72; 3, Nissan, 67; 4, Pontiac, 30. Next round: Lime Rock, May 29.





At the third time of asking, the race was on, Brabham working his way by Hakkinen to win. Salo and Schonstrom follow.

# Gravel mania

To finish first, first you have to finish. However, to finish at all, first you have to start. And therein lies the rub for F3 at the moment. Starting, blasting off, getting away are all the same thing. Stalling, though, is quite the opposite and a real pain in the backside. Literally.

## QUALIFYING

At last, the British Formula 3 competitors had two dry practice sessions. Yes, two whole half hours in which to find their balance, learn their way and dial in, as they have all been trying to do thus far this season. And how this changed the face of things.

Pole position after the first session was the property of Derek Higgins in the Uniden coloured West Surrey Ralt, his time of 1m22.74s being an impressive 0.43 second clear of the next man. This performance can't have gone unnoticed by those in power at Uniden, those with the say over whether he will be made to hand over the car when his four races in the prize-seat are up.

Highlighting how a team's fortunes can be diverse, Allan McNish failed to finish the first session in the other West Surrey car, the young Scot inverting his Marlboro Ralt at Dingle Dell. It was quite a shunt, too, the car's roll-hoop shearing in the sequence of events. McNish, fortunately, was unscathed: "Every racing driver has one big accident. I pray that this was mine. Coming up the hill towards the chicane, I hooked a wheel onto the dirt on the left, and this brought the tail round, making me arrive very sideways. The car flipped when I hit the gravel and then ran along on the hoop and the back of my helmet until it stopped on the grass. And you don't have to tell me I was upside down for a long time..." With the roll-hoop broken, the fuel tank beneath it was ruptured and Allan was lucky not to be drenched in petrol, most of it trickling past him as he waited to be righted. Though uninjured, he would not race.

Behind Higgins on the time sheets, then, was Mika Salo, but the Finn was removed from the list, as was Richard Dean, for overtaking under the yellows that were hung out after McNish's inversion. In their defence, they both

overtaken other cars at Dingle Dell when they crested the brow and found drivers 'rubber necking' at McNish's

car, leaving them the choice of running into the rear of them or nipping by.

In the second half hour, it was the time of the Scandinavian charge, Mika Hakkinen hitting the form he had found for Dragon during mid-week testing, with Niclas Schonstrom chasing him round. Both held pole at some point, but Hakkinen was the man with the smile at the close of play, the GM/



Lotus Euroseries Champion finally showing the sort of form he displayed in 1988, his best time being 1m22.16s, 0.52 second under the lap record.

David Brabham, winner last time out, bagged the other front row position late in the session, his Jewson Ralt just pipping Schonstrom's Swallow Reynard. Higgins had to make do with fourth place, while Salo started afresh and his performance was meritorious with fifth place on the grid.

As times were swapped late in the session, Steve Robertson bagged sixth place, with Gary Ward the final driver into the 1m22s bracket, his drive highly commendable considering his recent engine change (see *Pit & Paddock*). In fact, the Mycil backed driver was a most impressive fourth fastest in the first session.

The final order also left several usual front runners near the back, with Gary Ayles a despondent 16th: "I don't know what the problem is, maybe I'm running too much wing, but the car is terrible. If I try any harder, I will throw it at the wall." Paul Warwick was 18th after blowing a head gasket, John Alcorn was 19th, still recovering from his testing shunt (see *Pit & Paddock*), and Otto Rensing was 21st, his Camel Paul Stewart Racing Reynard having come second in a tangle with the barriers on the entry to Dingle Dell after dropping a wheel on the dirt.

## RACE

*Like lemmings, or perhaps in sympathy, four others joined him*

The weather was grey but dry at the start of the race, but the possibility of two dry sessions followed by a dry race was too much to consider. And so it proved.

As the lights turned to green, Hakkinen made a great getaway to head Brabham, but both Higgins and Salo behind them made no movement at all, this being Salo's third botched start in three races despite Alan Docking having taken him to Santa Pod to practice getting off the line. In fact, Mika had hooked third gear instead of first. With this pair forming a chicane, it was inevitable that carnage would occur. Yet, somehow, it looked as though everyone had scraped by when Craig Simmiss steamed straight into Higgins's gearbox. There was no option but to stop the race.

Both Higgins and Salo made it back to the grid under their own steam, but Higgins's rear wing was crumpled and he would take no further part. Nor would Simmiss, who was suffering a back injury from the impact. Warwick Rooklyn joined them in retirement, his throttle having stuck open.

And so, after the obligatory delay, a new race, now scheduled for 16 laps rather than the original 20, got under way. And, like the first, Hakkinen made a super start from Brands Hatch's notoriously slippery pole, leading away from Brabham.

All was not well behind, though, Robertson stalling for the second race in succession, proving how difficult some drivers are finding the combination of on-off clutches, the number of

Gravel proved a major attraction. Above left: Mika Salo runs past Mika Hakkinen and out of the race, joining the cars of Vincenzo Sospiri, Gary Ward and Minoru Tanaka (left) in the gravel bed at Druids.



revs and traction. Mercifully, no one hit his Midas Ralt. His engine was dead, so Robertson has still officially to complete a race lap this season...

Schonstrom, Salo, a charging Alain Menu, Rickard Rydell and Ward chased the leading pair out into the country. However, the makings of the next disaster were already in the air: light rain blowing in from the north.

It didn't take the track long to become a little damp, causing both Hakkinen and Brabham to twitch when they didn't want to.

Hakkinen got to grips best of all, though, and was starting to eke out a comfortable margin when disaster hit the tail of the leading pack. Running hard in fifth place, Menu found Salo lifted more than he had reckoned he would running into Westfield. He managed not to hit the Finn, but when the same happened at Clearways, the Swiss, erstwhile series leader, had to dive to the outside and found a greasier bit of the circuit, this causing him to spin his Racefax Ralt into the tyres at Clark Curve. Like lemmings, or perhaps in sympathy, four others joined him. These were Rydell, Dean, John Estupinan and Warwick, Minoru Tanaka managing to drive in and out again.

The race was stopped again, the positions declared after three laps, this

**Right:** Aiming to make the most of the dry conditions for qualifying, Rickard Rydell lines up first for the restart of the first session. **Below:** Craig Simmiss is helped from his car after hitting Higgins on the grid.



**Above:** Erstwhile championship leader, Alain Menu listens to advice from Racefax's Paul Jackson. **Left:** Philippe Adams drove a strong race to secure his first points of the year.



incident having happened on the fourth. Of the errant quintet, only Estupinan would take part in the eighth lap second part of the race.

And, so, third time lucky, with the field bolstered to the full 30 starters permitted by the three reserves – Marco Amorim, Stephen Hepworth and Alan Tulloch, who had waited patiently in the pitlane through the first two starts – were off. Not without stallers, of course. This time it was Tanaka, the Japanese pilot eventually away without damage.

What was notable, however, was that the two enforced delays had allowed the wet weather to close in, all the cars being changed to wet tyres on the grid. And it soon became apparent that Brabham was the driver with the car most suited to the wet.

At the start, he dived round the outside of Salo through Paddock Hill



Bend and was going sufficiently fast to have a look at passing Hakkinen, too. He tried again at Graham Hill Bend before the young Australian worked his way into the lead at Surtees. It was a very impressive first half lap. Now he had to pull out a margin of over 1.8 seconds to be sure of beating Hakkinen on aggregate. At the end of the first lap, his advantage was 2.77 seconds...

## CLASS B



Ken Bowes—a worthy winner.

## Bowes lion

Following his form at Silverstone, it was expected that Craig Simmiss would dominate at Brands Hatch. Indeed, watching his red TW Robinson-backed Reynard in qualifying, this was the state of play after the first session, the Kiwi finishing over half a second clear. But then the challenge was issued.

Fernando Plata surprised all and sundry by posting fastest Class B time in the second session. None more so than Ken Bowes, who had been presented with the cheque from Champion Spark Plugs for this feat before Plata's late time came onto the screens... This left Bowes second and Simmiss third, with Paul Smith, Warwick Rooklyn and the (very different looking) Jim Lee Racing twins, Scott Stringfellow and Charles Rickett, close behind.

In the original plan of things, Eddie Kimbell was the only other qualifier, 30th overall, but Guido Basile was elevated with McNish not starting, Marco Amorim, Stephen Hepworth and Alan Tulloch eventually making the cut for the second restart.

The first start meant tragedy for Simmiss, his Reynard ploughing into the gearbox of Higgins's stalled Ralt, bringing the race to a halt while he was removed. Injured, but not seriously, he would not take part in the restart.

And so the mantle of class leader was left to fall upon the shoulders of Plata, the Mexican holding off the best Bowes could throw at him. And this is how they were placed when the race was stopped for the second time, Smith next up as the Jim Lee lads rotated down the order together.

With a soaking track for the eight lap second part of the race, Bowes took command, jumping ahead of Plata on the first lap and pulling ever further clear, trailing Gary Ayles's Class A car for seventh place on the track until he dropped to 10th on the final tour. Plata was never far behind, though, and so Bowes had to keep his wits about him, doing enough to win the class by 3.42 seconds on aggregate. This time, he didn't have to hand over the prize money.

Stringfellow moved up to third, extending his points lead, ahead of Smith, Rickett disgracing himself with two more spins, so Kimbell and Basile claimed the final points.



As the drivers struggled in the wet, the gravel trap at Druids became the hip place to be. Vincenzo Sospiri went in there first time round. Then, on lap 2, Schonstrom slipped in too. He kept his foot in, though, just missed Sospiri's car and rejoined. Ward, behind, was not so lucky, and stuck there. Salo had just demoted Hakkinen to third on lap 3 when he, too, went and stuck in the gravel, just missing Tanaka's Ralt that had been dumped there since Salo had passed last time round.

And so the race unfolded, most of the front runners despatched already. Brabham was in a class of his own as he motored on to his second win on the trot, and left the circuit clutching his garland and a box of wine glasses

More gravel visitors, this time at Clark Curve, as Minoru Tanaka narrowly misses the beached cars of Rickard Rydell, Richard Dean, Alain Menu, John Estupinan and Paul Warwick.

"which will certainly be full tonight."

Then Schonstrom recovered to bag second place, closing on Brabham over the last couple of laps, no doubt rueing his excursion. With his car set far too stiff for the wet, Hakkinen teetered through the bends for an increasingly distant third, while Julian Westwood drove a mature race for fourth place, keeping clear of the duelling Adams and Alcorn. The English driver pulled ahead of the Belgian in his patriotic British Racing Green

Becsport Reynard, but Adams's Bowman Ralt claimed fifth on aggregate. Ayles was left powerless to do anything about it in seventh, regretting undoing the rear anti-roll bar for the wet, this making the car worse rather than better.

Perhaps the drive of the second part of the aggregate race, though, was from Rensing, the German spinning down to the tail of the field on the first lap after another driver pulled over on him at Surtees, forcing him to climb from 17th to eighth, something he did with gusto, although he dropped back behind Estupinan on aggregate by a fraction.

Ken Bowes, in 10th overall, was outstanding in Class B.

## BRANDS HATCH (GB)

## April 23, Lucas British F3 Championship, round 4

## 11 laps—28.60 miles

Pos	Driver (Nat)	Team/Sponsor	Chassis-Engine	Result	Best lap	Qual	Pos
1	David Brabham (AUS)	Bowman/Jewson	Ralt-Spiess VW RT33	18:13.83	1:24.57	1:22.35	2
2	Niclas Schonstrom (S)	Swallow/Rugby Finance	Reynard-Spiess VW 893	18:25.90	1:24.92	1:22.37	3
3	Mika Hakkinen (SF)	Dragon/Marlboro	Reynard-TOM'S Toyota 893	18:35.57	1:24.31	1:22.16	1
4	Julian Westwood (GB)	Racefax/Datamatic	Ralt-Spiess VW RT33	18:51.69	1:25.73	1:23.31	12
5	Philippe Adams (B)	Bowman/OCCCH + Nashua	Ralt-Spiess VW RT33	18:55.03	1:25.68	1:23.64	14
6	John Alcorn (GB)	Becsport	Reynard-TOM'S Toyota 893	18:58.04	1:26.60	1:24.16	19
7	Gary Ayles (GB)	Jack Brabham/Rouse + ICS	Ralt-Spiess VW RT33	19:03.41	1:26.29	1:23.69	16
8	John Estupinan (COL)	Bowman/Cafe de Colombia	Ralt-Spiess VW RT33	19:07.96	1:25.99	1:23.65	15
9	Otto Rensing (D)	Paul Stewart/Camel	Reynard-Mugen Honda 893	19:08.55	1:26.51	1:24.38	21
10 (B1)	Ken Bowes (GB)	Hi-Tech/Sovereign	Ralt-TOM'S Toyota RT32	19:17.90	1:29.14	1:25.35	24
11 (B2)	Fernando Plata (MEX)	Bowman/Armados de Acera	Ralt-Spiess VW RT33	19:21.32	1:27.82	1:25.19	23
12	Paul Stewart (GB)	Paul Stewart/Camel	Reynard-Mugen Honda 893	19:28.67	1:28.85	1:24.31	20
13 (B3)	Scott Stringfellow (GB)	Jim Lee/Hippodrome	Reynard-VW 883	19:40.69	1:29.75	1:26.12	28
14 (B4)	Paul Smith (GB)	Techspeed	Reynard-VW 873	19:48.48	1:29.01	1:26.03	26
15 (B5)	Eddie Kimbell (GB)	Peter Lea/Penman Group	Reynard-Swindon VW 873	20:05.55	1:30.56	1:27.37	30
16 (B6)	Guido Basile (I)	Terropol	Ralt-VW RT32	20:28.81	1:30.59	1:27.41	31
17 (B7)	Marco Amorim (P)	START	Reynard-VW 883	10 laps	1:32.43	1:27.78	32
18 (B8)	Alan Tulloch (GB)	Peter Lea/Llewelyn	Reynard-VW 883	10 laps	1:36.26	1:29.16	34
19 (B9)	Stephen Hepworth (GB)	Driver/Specialised Coatings	Reynard-VW 883	10 laps	1:33.28	1:28.80	33
R	Charles Rickett (GB)	Jim Lee/OCS + Central	Reynard-VW 883	7 laps—accident	1:29.53	1:26.13	29
R	Mika Salo (SF)	Alan Docking/Colt	Reynard-Alfa Romeo 893	5 laps—spun off	1:25.68	1:22.62	6
R	Minoru Tanaka (J)	TOM'S GB/Leyton House	Ralt-TOM'S Toyota RT33	4 laps—spun off	1:25.97	1:23.77	17
R	Gary Ward (GB)	RGS/Mycl	Reynard-Alfa Romeo 893	4 laps—spun off	1:25.66	1:22.82	7
R	Vincenzo Sospiri (I)	Intersport/Celnet	Reynard-TOM'S Toyota 893	3 laps—spun off	1:25.64	1:23.30	11
R	Alain Menu (CH)	Racefax	Ralt-Spiess VW RT33	3 laps—accident	1:25.72	1:23.24	10
R	Rickard Rydell (S)	Eddie Jordan/Talkland	Reynard-Spiess VW 893	3 laps—accident	1:25.70	1:23.02	8
R	Richard Dean (GB)	Jim Lee/Panasonic Batteries	Reynard-Spiess VW 893	3 laps—accident	1:26.00	1:23.19	9
R	Paul Warwick (GB)	Intersport/Celnet	Reynard-TOM'S Toyota 893	3 laps—accident	1:26.70	1:23.80	18
R	Kenny Brack (S)	Exclusive Autosport/SKF	Reynard-Spiess VW 893	2 laps—spun off	1:26.23	1:23.59	13
R	Steve Robertson (GB)	Bowman/Midas	Ralt-Spiess VW RT33	0 laps—engine	—	1:22.77	6
NS	Warwick Rooklyn (AUS)	Bowman/Driza-Bone	Ralt-Spiess VW RT32	0 laps—throttle	—	1:26.09	27
NS	Derek Higgins (GB)	West Surrey/Uniden	Ralt-Mugen Honda RT33	0 laps—accident	—	1:22.49	4
NS	Craig Simmiss (NZ)	CS Engineering/TW Robinson	Reynard-Swindon VW 883	0 laps—accident	—	1:25.43	25
NQ	Juan Serda (E)	Roger Cowman/Motul	Ralt-Nil Brown VW RT30	—	—	1:30.45	35
NQ	Tony Davies (GB)	Driver	Ralt-VW RT31	—	—	1:31.45	36
NQ	Geoff Janes (GB)	C & G Janes/Autospeed	Reynard-VW 873	—	—	1:32.35	37
NQ	Steve Maxted (GB)	Driver/Dianetics	Ralt-VW RT30	—	—	1:33.36	38
NQ	Duncan Gray (GB)	CS Engineering/Prose	Reynard-VW 873	—	—	1:35.71	39
NQ	Gary Thomas (GB)	CS Engineering/Cystic Fibrosis	Reynard-Swindon VW873	—	—	no time	40

Winner's average speed: 94.13mph. Class B: Bowes, 88.92mph. Fastest lap: Hakkinen, 1m24.31s, 111.02mph. Class B: Plata, 1m27.82s, 106.58mph. Championship positions: 1, Brabham, 18; 2, Menu, 12; 3, Rydell & Schonstrom, 9; 5, Ayles, 6, Alcorn & Hakkinen, 5; 8, Westwood, 4; 9, McNish, 3; 10, Adams, Higgins & Salo, 2; 13, Rensing, 1. Class B: 1, Stringfellow, 16; 2, Plata, 14; 3, Kimbell & Simmiss, 11; 5, Bowes, 9; 6, Thomas, 4; 7, Rooklyn & Smith, 3; 9, Mears & Rickett, 2; 11, Basile, Hepworth & Tulloch, 1. Next round: Silverstone, May 1.

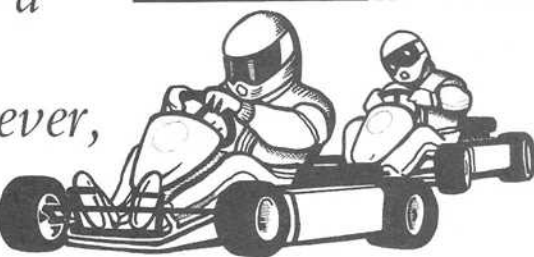


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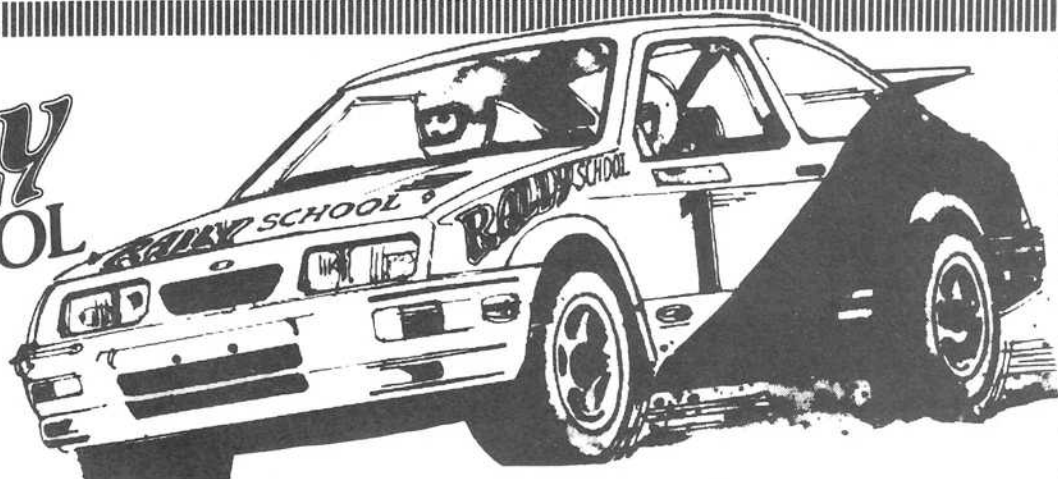
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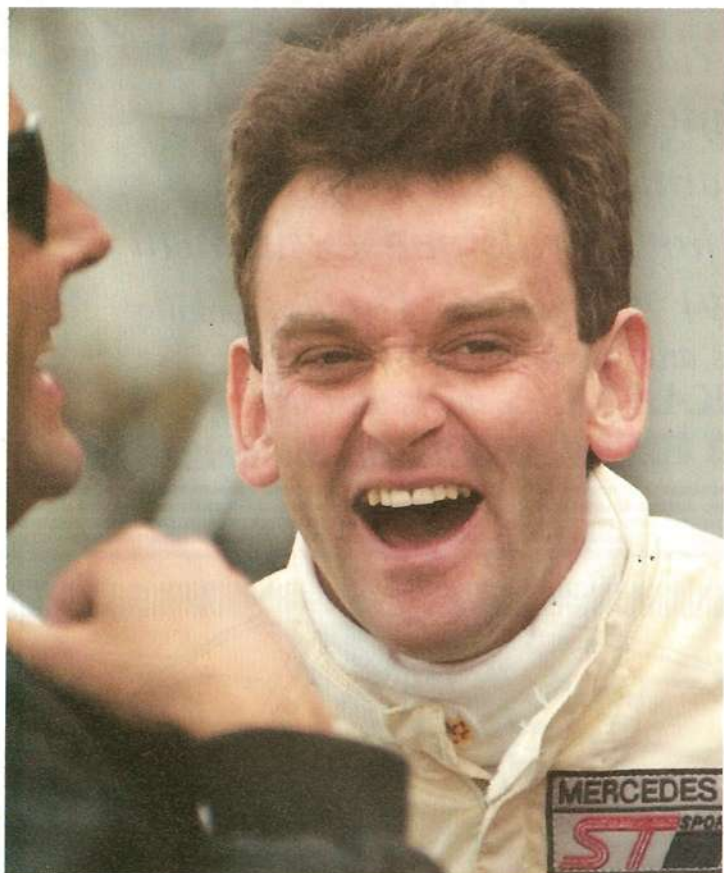
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# Back in the high life

Ten years ago Kenny Acheson was one of the hottest properties on the British F3 scene, widely tipped as a star of the future. The Ulsterman did get to Formula 1 - briefly - but he was in the wrong place at the wrong time. He's had a tough time since then, but with Sauber-Mercedes he's in the right place at last. And the time is right as well...



There were a few raised eyebrows when Sauber-Mercedes announced that Acheson would be a full-time driver in '89, joining Jean-Louis Schlesser, Jochen Mass and Mauro Baldi. Sauber had been expected to sign a 'name' like Klaus Ludwig or Bob Wollek, or even an F1 megastar, but instead plumped for a man who had almost been forgotten in Europe, after several seasons racing in Japan. Kenny silenced any critics with a brilliant performance at Suzuka a fortnight ago; he drove superbly from the back of the grid to second, just behind the sister car of Baldi and Schlesser, after a solo run of nearly three hours. He even had the cheek to pass Jean-Louis for the lead, until team orders intervened!

**"We've just got to win the next eight races as well!"**

It was just what Acheson needed. It confirmed that Mercedes had made the right decision, and firmly established him within the team as a man capable of doing the job. And his phone has been busy ever since.

"Everybody's been saying 'Really well done, it's fantastic'," explains Kenny, "so I'm nearly getting embarrassed now. But I shouldn't get too carried away. It's very nice to start off like that, and at least it means I've proved something. We've just got to win the next eight races as well!"

The Suzuka performance has attracted the sort of attention that Kenny received back in 1978, when as a fresh-

faced 20-year-old he appeared on the British FF1600 scene with his Rory Byrne-designed Royale, having won the Northern Irish title the year before. He dominated the season, winning all three major championships and the premier Grovewood award.

The following season he ran his own under-financed team in F3. He was one of the pacesetters, once he'd switched from an old Ralt RT1 to a March 793, although his only wins came in non-championship races. For 1980 he teamed up with Murray Taylor, and led the British series for most of the season, until a late run of retirements coincided with a string of wins for the new Ralt RT3 of Stefan Johansson, who clinched the title at the final race.

Only 22, Acheson was a hot property, and he was on the lookout for an F1 seat for 1981.

"I got a lot of offers. If I had money, there were offers! But I didn't have any, and that was that. I talked to people like Tyrrell, Fittipaldi, Arrows. I think everybody was interested, but in those days they were really struggling to find enough money. And I wouldn't say I was the most professional driver around, as I didn't have a manager or anything."

Eventually Kenny secured a deal to drive an F2 Toleman for Docking-Spitzley Racing. It was a last minute arrangement on a low budget, but Kenny put in some strong performances in the early races, although the car often hit mechanical problems. Things started to come right at Pau, where he qualified an excellent second. He chased the Minardi of leader Michele Alboreto in the early laps, until the two had a controversial coming together.

"He made a mistake in the first corner, and I went up the inside. Instead of us just going up the hill together, he decided I wasn't going to pass, and put me up against the bar-

Right: Kenneth Acheson had a lot to smile about after Suzuka, where he impressed the Sauber-Mercedes team with a fine drive. Below: The car had the name of Jochen Mass on the door, but Acheson drove alone...





rier. So I went up the hill accelerating, second, third, fourth, fifth, and then at the top I thought he was bound to move over, as our wheels were interlocked. I couldn't go any further to the right, because if I braked he'd crash. I thought he must move – but he didn't. So when he braked, I tried to brake, only you don't stop so well if you've got two wheels on the footpath!"

The result, witnessed from behind by third placed Geoff Lees, was horrific. Acheson had a huge accident, which totally destroyed the Toleman. Alboreto got away unscathed.

"I broke my leg in six or seven places," recalls Acheson. "I had 19 screws in it, and a 10-inch plate. But I didn't damage any ligaments or anything like that, so compared to Johnny Herbert it was a tea party."

"I think Alboreto was more in the wrong than me, but I guess both of us were in the same situation. We'd both gone very well in F3, and we were close to F1 – he'd already driven the Tyrrell by then – and we weren't really in the best-financed F2 teams. We were trying to make an impression. But that's racing. You can't go around in life holding a grudge against people. I'm sure I was a bit to blame."

Acheson was nearly out for the season, although he returned for a very brave race to third in the season finale at Mantorp Park, on the point of collapse at the flag. The result showed

## "You can't go around in life holding a grudge against people"

what he could have achieved without the Pau interruption, but typically, Kenny refuses to blame the accident for anything that happened afterwards.

"I suppose it didn't help, because all of a sudden people were saying 'Oh well, that accident, he's not the same driver any more'. I think it was a lot of nonsense really. I don't think I'd be stupid enough to say that the reason I didn't go straight to F1 was because of that accident. I would say at the time I was very immature. I think when I was doing F3 against Johansson, Guerrero, Mansell and Serra I could drive as well, but perhaps I really didn't have the strength of character of other people. That comes with experience."

He'd done enough to earn a place in the Ralt-Honda team for '82, alongside Jonathan Palmer, fresh from F3 success and much-publicised F1 test drives. Lees had won the title the year before for Ralt, and the cars would go on to win in both 1983 and '84. Unluckily for Kenny, the '82 car was a disaster. Acheson admits that while he was regaining full fitness, Palmer took the initiative.

"It took me a little while to recover, and in the first few races Jonathan was quicker than me without a doubt. He was the great British hope out of F3, and he seemed to get on well with Ron Tauranac. Again, maybe I was too shy and not pushy enough."

There were some good races, notably on his return to Pau, but on the whole it was a fraught year.

**AUTOSPORT, APRIL 27, 1989**



Above: Acheson has kept his hand in with strong performances in Japanese F3000. Right: Austria 1985, and Kenny handles the RAM-Hart on his return to Grand Prix racing. It was not a successful association.

"I was very short of offers for '83, and over the next few years they became even fewer! I was going to do F2 with Alan Docking again, but in the end Paul Owens came up with a Maurer deal. We had Heidegger BMW engines; the year before they'd been good, but they had a lot of people to look after. I think in seven races we did 23 engines. It was unreal!"

Kenny's fortunes looked on the up at mid-season. A vacancy arose at John Macdonald's RAM F1 team after Eliseo Salazar went home, and Acheson was able to find some backing from long-time supporters RMC. He made his debut at the British GP meeting, after a brief test at Donington the week before. He was in at the deep end. The RAM was not a bad car, but the hard Pirellis were next to useless, and Macdonald's engines were no match for the 'screamers' used by the other Cosworth cars. Kenny persevered to the end of the season, just missing the cut at every race until Kyalami, when only 26 cars turned up.

"I think it's fair to say I didn't really make much of an impression. I don't think the car was so good. I was at F1 races, but I might as well have been driving a go-kart. Nobody took a blind bit of notice of you. That's the way F1 is. What do you do now if you don't pre-qualify? You go home and nobody even knows you were there."

"Kyalami was one of those vintage races where you just drive round and finish a great 12th, six laps behind the winner! I think that says enough. I drove round and kept out of everybody's way. I never really blocked anybody in '83, and that was quite an accomplishment when there was six or seven seconds difference."

So what were the options for 1984?

"A little bit less than the year before! Things were not looking rosy, so I went to America. A few people had promised me Indycar drives."

Kenny followed a path trodden by dozens of redundant F1 drivers since the early eighties, and apparently





landed on his feet when he signed a contract to race a new Lola. Alas, the man who put the deal together did not come up with the goods.

"The only other person who had a Lola at that time was Mario Andretti, and he won the first race at Long Beach. I thought, 'What the hell have I been doing in Europe?'. So then I went to do the Indianapolis rookie test, and they turned up with this 1981 Eagle-Chevy! I think the whole budget to prepare the car for the test was \$1000, and that included painting it. So I said 'I don't think I'm that desperate'. In the end the new Lola went to Doug Shierson for Danny Sullivan, and he was quite successful."

Kenny arranged to test for a couple of more serious teams, and had his first oval experience running a VDS Penske at Phoenix, but his only race of the whole season came with an old low budget March at the Meadowlands. "The gear ratios were wrong, so I came in during practice and told them. They said 'Well Ken, we've only got seven ratios, and five of them are in the 'box. I decided that the five in the 'box would be alright after all!'"

"So I came home from America having done just one race in '84. By this time there were even less options than at the beginning of that year, and I thought, 'Right, I'll give up, I'm quitting'."

Acheson's fortunes were at their lowest ebb when the chance came up to go to Japan, where he'd done three F2 races in 1981/2, courtesy of Alan Docking and Honda. Stefan Johansson had run in Japanese F2 in '84, but with the Toleman F1 deal in the offing, he went back to Europe for '85. He suggested Acheson as a replacement, and the Nova/Advan team agreed.

It was to be a busy year. He scored one race win and took third place in the Japanese F2 series with the Nova March-Honda, and also had a difficult baptism in Group C. He shared a brakeless Fitzpatrick Porsche 956 with Jo Gartner at Monza ("I really did not enjoy it!"), and had four laps of practice with the same team at Le Mans, before Dudley Wood put the car over the barrier at the Mulsanne Kink. The Fuji 1000Kms with Richard Lloyd's team looked more promising, but the European teams withdrew from the monsoon-hit event.

Kenny also found himself back in F1 with the RAM team at the Austrian GP, after Manfred Winkelhock's death at Mosport.

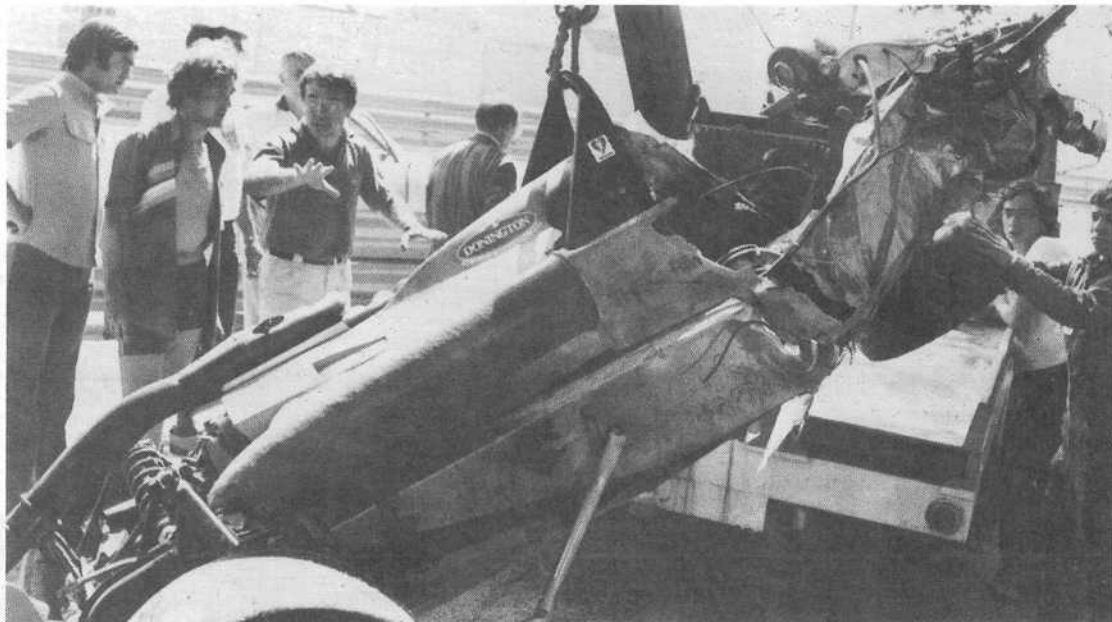
"At the beginning of the year John Macdonald said, if there were any bits and pieces to do in England, he'd like me to do them. And then when Manfred unfortunately got killed, I think John had everybody ring him up, asking for the drive. And I didn't – so he rang me."

"The car was really good; it was designed by Gustav Brunner and Sergio Rinland, so it can't have been that bad! But Brian Hart's engines were absolutely and totally useless. You used to do six laps and they would break. I'm sure if we'd had the same engines as Benetton, we wouldn't have been that far behind."

After three difficult races he announced he'd had enough. Having struggled to get a berth in F1 for so long, it was a brave decision.

"I just thought there was no point. Spa was just after Monza, and we had four engines left for two cars. We used about four engines a day, per car! So it just wasn't worth it."

"It's nice to be in F1 I'm sure, but when your spending more time standing at the pit wall than in the car, it's not funny. I guess at the moment there are seven or eight teams at most with



The crash at Pau nearly ended Acheson's career back in 1981. Little remained of the Toleman...

any sort of chance of winning. And unless you're in one of those, I don't think it's worth doing just to be a member of the club. So I said 'No thanks', which I think shocked a lot of people. But it was the right thing to do."

"I don't think I drove badly in '83, but nobody knew I was even there. It was the same in '85. Just to drive round and try and finish the races – that's not racing. Who knows if you're good or bad? Nobody knows."

It was back to Japan for 1986, and a season with Team Ikuzawa's Dome-Toyota in the local Endurance series. In one of the Fuji rounds Kenny had a huge accident on the main straight

### **"I just drove and I won – and I don't know why I won"**

when a tyre blew, again with Geoff Lees following ("I wave him by now if I see him in the mirrors!"). He nearly suffered a repeat at the World Championship round at the same circuit, but just held on to the three-wheeler on this occasion.

A few good results with the Dome earned a ride with Nova's Advan March F3000 car and Porsche 962 for 1987. Sharing with the vastly experienced Kunimitsu Takahashi, Acheson won two Endurance races and a share of the Japanese title, and put in a good performance at the Fuji WS-PC race. Further variety was provided by Group A outings in an outdated Rover Vitesse, including the Fuji WTCC race.

Kenny continued his busy Japanese programme in 1988, combining a Group A BMW M3 ride with Stanley Dickens with a Team Kitamura March-Mugen F3000 drive and a place with Vern Schuppan's expanding Porsche team, partnering Price Cobb.

Unlike permanent resident Lees, Acheson has commuted from England throughout his spell in Japanese racing, staying in the legendary President Hotel in Tokyo, temporary home for many a European driver. He has thoroughly enjoyed his time there, particularly the camaraderie among the visitors:

"The thing about Japan is that everybody is friendly and helpful. Whenever you get back from the race, you all go out and have a laugh and a few drinks. If you can help each other you do. And all the people I've driven

for in Japan have treated me very nicely; it's a great experience. And when I got the Mercedes drive, everybody was really happy for me."

Kenny's first experience of Sauber came at Le Mans last year, having been recommended to the team by its former driver and longtime Japanese commuter Mike Thackwell.

"I said after the Fitzpatrick drive in '85 that I wouldn't go back to Le Mans, but then the Sauber came up. I think they were under the impression that I'd raced there a couple of times, otherwise they wouldn't have taken me. I didn't know about that until afterwards. But I'd only done those four laps with Fitz; they never asked so I never said!"

"I remember James Weaver telling me that in the fast corners the car was terrific, but in the slow ones it would show you where you'd been coming from. I did five laps to run it in, and I was about eighth or ninth quickest. I hadn't really tried, so I thought this is alright, wait until I get stuck in!"

He didn't get the opportunity, as after co-driver Klaus Niedzwiedz suffered a puncture on the straight, Sauber withdrew, leaving Acheson a spectator. But he was to get a second chance at Fuji in October. The team needed five drivers to ensure the maximum number of permutations which would enable title chaser Schlesser to get into the winning car. This time Acheson got to drive in the race, and was able to show the team what he could do, holding onto the lead handed to him by Jochen Mass – despite the fact that he hadn't practised that particular chassis in the dry. After the car hit trouble, it eventually managed fifth place.

"It was very enjoyable, and I think I did a good job. At one stage I thought I was going to finish first and second, as I was supposed to drive both cars! Nobody at Sauber really knew much about me, but after Fuji they seemed quite interested."

"Over the winter I didn't think I'd get a full time drive for '89. I rang up and told them I'd love to do Le Mans, and some testing, and if there were one or two other races where they needed somebody, I'd be happy to do it. But in the end they seemed very keen to have me for the year."

Kenny had other options in Group C, but the chance to drive for Mercedes was one he couldn't turn down.

"It's good to come back to race in Europe after so long away. I'm not there to be the star of the show or any-

thing like that. I look upon my job as trying to help Mauro with the World Championship."

Ten years ago this week Acheson was at Zolder, contesting a Euro F3 round against the likes of Prost, Alboreto and Boutsen. How does he regard those days now, when success led to acclaim at an early age?

"For me, driving was very easy. I just drove and I won – and I don't know why I won. Okay, the equipment was good, but it just wasn't difficult. And then all of a sudden you get to F2, and you don't have the right budget, or the right car, and you struggle. You think 'Oh God, what's wrong with my driving?', and you drive too hard. And if you go and talk to people you can't say the reason I'm not winning is this or that, because when you're winning you don't have to make excuses..."

As a rising F3 star, Grand Prix racing was inevitably Kenny's goal. Still only 31, does it have any place in his future?

"Well, maybe if I keep up the good work, something might happen in a year or two in F1. And then I would have the very nice job of deciding if I wanted to do it. At the moment I'm not going to go chasing F1. I don't know if I would enjoy it. I guess if I was in a good car in a good team and well paid... But I don't see why I should drive for a small F1 team when I can drive for Mercedes-Benz. It's as simple as that."

Kenny is a very contented man at the moment. He's got the best drive he's ever had, and no worries away from the track. He won't miss the red-eye flights to Tokyo, and he'll have more time to spend at home in sunny Wiltshire with his wife Fiona, who is expecting their first child.

"I guess I should have gone on and driven in umpteen Grands Prix. I suppose the potential was there, but for whatever reason, I didn't do it. You can think that you've been cheated, but really I'm happy with what I've got. Ten years later I'm still racing, and I'm driving for a really good team. I'm enjoying life, I'm happily married and I've got a lot of friends in racing and out of racing."

"It's really good fun at the moment. Sauber are the people who've given me the chance to come and race in Europe again, and I suppose took a risk. I think a lot of people thought they were off their heads when deciding to have me for a full season. But I hope they'll be proved right. I'll be doing everything I can..."



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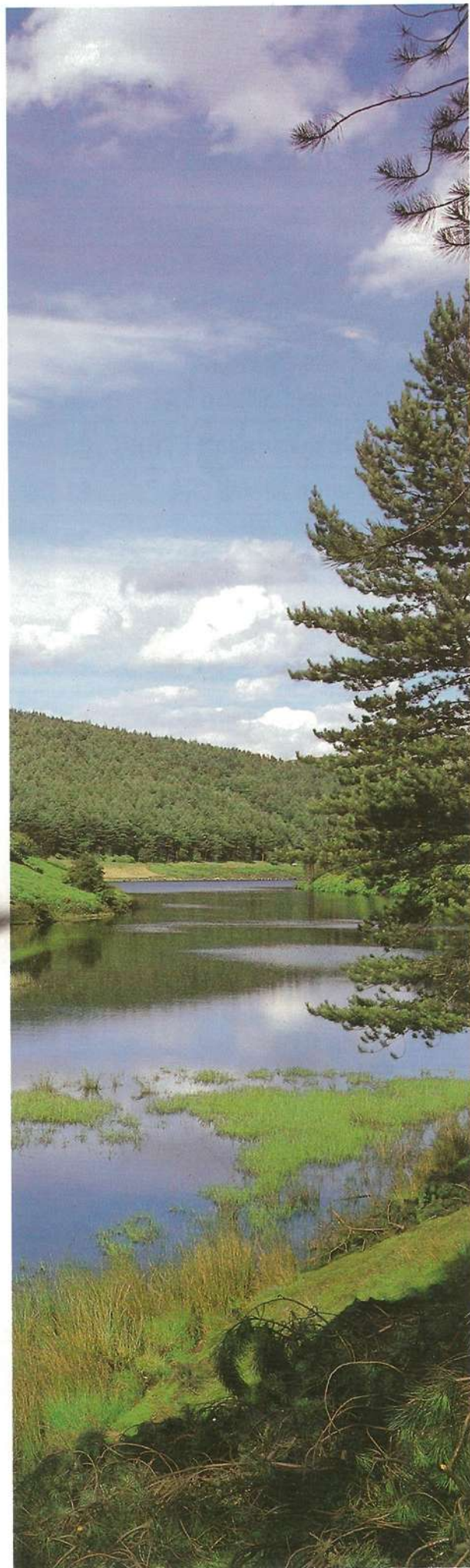
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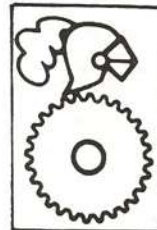
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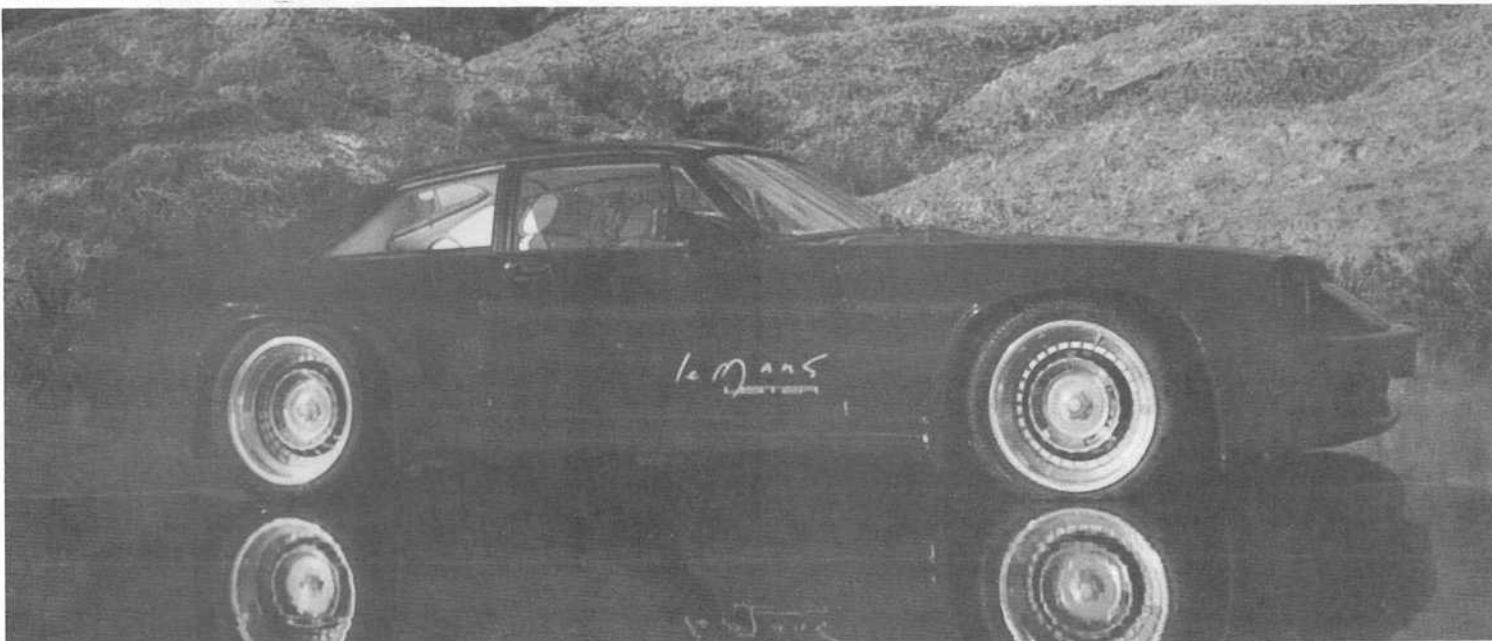
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# AUTOSPORT



EDITED BY BRUCE JONES



That WP Automotive's Lister Le Mans conversion of the XJS is striking, there is no doubt. Mean, powerful, ugly even, it is a supercar without question.

## The ultimate Jaguar conversion

A 500bhp Jaguar that reaches 100mph in 10.8s and then an estimated 200mph? That's what you get in the Lister Le Mans, reckon its constructors WP Automotive.

To achieve it the familiar V12 engine is opened up to 7-litres and modified to the extent that it pumps out a

stunning 496bhp at 6200rpm and a thundering 800lb/ft of torque at 3850rpm.

To get this power onto the road, both front and rear suspensions have been heavily reworked – the rear, for example, is now by wishbones and radius arms, and the brakes have been

moved out-board, while tyres are massive Pirelli P Zeros, 245/40s up front and 335/38s at the back.

The most obvious and visual change is to the exterior skin, designed using CAD. There's an extended nose and the 'sugar scoop' boot lid has been filled out to give a fast-back shape,

finished off with a 959-like full width fared-in spoiler. One advantage of the tail changes is a 20% bigger rear window and an increase of 3 inches in rear seat legroom. Considering its supercar performance, the Lister Le Mans must be cheap at £121,000 including taxes.

## A change for the good

Nissan's 200SX effectively replaces the unloved Silvia Turbo, but is more than just another rather boring, though technically, advanced Japanese 2+2: its spiritual ancestor is the famous 240Z of the early seventies. It's all-new, good to look at, has the performance to match, and is now available in the UK, reasonably priced at £17,000.

More than adequate power – 171bhp at 6400rpm and 168lb/ft of torque at 4000rpm – is generated by a 1809cc four-cylinder engine, decked out with all the expected power enhancers such as a turbocharger plus inter-cooler, twin cams operating four valves per cylinder and a sophisticated micro-chip engine management system. This is fed to the rear wheels via a 5-speed gearbox or an optional 4-

speed, electronically-controlled automatic with lock-up torque convertor.

Suspension up front is conventional by struts with built-in anti-dive, but at the rear there's a multi-link system, basically a lower semi-trailing arm and an upper wishbone; this is engineered to give user friendly toe out when cornering. Springing is by coils all round, and there's an anti-roll bar at each end. ABS is standard, steering is by power-assisted rack and pinion, and tyres are 195/60VR15s on light alloys.

The svelte body has a Cd of 0.30, which no doubt helps the 200SX to reach its claimed maximum of 140mph and to reach 60mph from a standstill in a shade over 7 seconds. Naturally it comes pretty well equipped, with central locking, a sun-roof, electric windows and rear view mirrors.

Certainly the most attractive Nissan for a long while, the 200SX looks a winner.



### BRIEFLY

■ Lancia is making a pitch at the saloon market with the launch of a new model, the Dedra (below). Aimed at the BMW 3 Series, the Dedra fits into the Lancia range between the Prisma and the Thema, offering four engines, ranging from 1.6 to 2.0-litres in capacity, the most powerful of which can reach 124mph.



■ Hot on the heels of the launch of Renault's 19 model range, the French manufacturing giant has announced a saloon version to complement the hatchback. Like the hatchback, the saloon version (above) to complement the hatchback. Like the hatchback, the saloon comes with a choice of three 1.4-litre 'energy' engine. The saloon should be available in Britain by the end of the year.



## Growing with the years

Westfield's version of the famous Lotus 7, like the original, was never noted for its capacious cockpit, but the new SEi goes some way towards enhancing life for the taller or more corpulent: an extra 3 inches in width and 3 inches in length have been added, giving a bigger cockpit but with no increase in track. Body and chassis have also been re-engineered to take the Ford ohc 2-litre engine, due to public demand. Component price is £1700 plus VAT, and is only available in SEi (independent rear suspension) form.





# Heaven and hell

The Camel Trophy, part adventure, part rally, celebrated its 10th anniversary by fighting through one of the most sensitive and spectacular parts of the planet: the Amazon rain forest. For 17 days competitors from 14 countries performed in Special Tasks (like rally special stages) and between them faced the biggest challenge of all – travelling the 1300kms between the first and last Special Task.

To travel from Alta Floresta in Mato Grosso state to Manaus in Amazonas the 14 competing yellow Land Rovers, with eight support Land Rovers, had to face conditions that included liquid mud up to the windows, broken bridges, bogs of mud seven kilometres long, constant driving for 60 hours at a stretch to keep on schedule, and yet more mud and torrential rain in temperatures that were often as high as 90° at night.

Each Land Rover turbo-diesel 110 had four participants, two team members who had been selected after national trials and two chosen journalists or photographers in the back. The

English team comprised brothers Rob and Joe Ives, farmers from Hampshire, photographer Marc Payne, normally an industrial pipe freezer, and journalist Mike Calvin from *The Daily Telegraph*. Both brothers are obviously used to the outdoor life and, more importantly, both are very close, a steady partnership that was to prove decisive, while the two in the back provided continual support and some wacky humour.

The whole circus landed in Alta Floresta, a new agricultural and gold mining town that declared a public holiday as plane-loads of crews, journalists, photographers, vehicles and

high-tech equipment poured into town.

A year's planning and organisation on the scale of international army manoeuvres got into gear and the first Special Task began. The Tasks were designed to test the competitors' skills in driving, manoeuvring, navigating and time-keeping, and included following a route round muddy ground, rivers and forest tracks as well as frequent use of the winches and sand ladders.

The major surprise of the third Task was when the vehicles hurled themselves down a jungle track, through two rivers, and then ground to a halt. A competitor then had to leap out, swim across a river, retrieve two 'timber dogs' and swim back. Under normal circumstances some may have hesitated to leap into an unknown Amazonian river but the competitors were so pumped up that each one just dived in. Much to everyone's disappointment none of the competitors had to grapple with an Anaconda or

fight off piranha on the way.

After this first day the fine driving of Bob Ives and the good teamwork meant that the English were in first place, ahead of Holland in second and

***The vehicles hurled down a jungle track, through two rivers, and then ground to a halt***

Germany and Spain tying for third. This suited Joe Ives nicely: "Originally we wanted to get onto the trip just for the adventure, but now we just want to win the damn thing." Said Bob, who was now 29, "It's been a great first day and the best birthday present I've ever had." But it wasn't over yet. After this long day's work the whole convoy left

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Left: Conditions were never easy in the Amazonian rain forest, but many parts were all but impassable. Except if you were driving a Camel Trophy Land Rover... Right: "Someone's been following us for miles!" Below: Winning for Britain, the Ives brothers.



the journalists behind and crossed on the River Teles Pires ferry at the start of the long journey up to Santarem, a whole adventure away.

The next 11 days and nights were the toughest that many of the competitors will see in their entire lives. That first day, after a full day of Special Tasks, they drove till nearly dawn, the start of a fatigue that many didn't get over until the whole event was finally won or lost. Almost immediately they discovered just what an Amazonian rainy season can do to a dirt road. The muddy sections got longer and longer until they found themselves in huge bogs several kilometres long, and feet deep in thick, rutted mud and stagnant water.

Imagine ploughing along in a crowded, filthy Land Rover, swaying, slithering and grinding its way along through a Somme battlefield. Eventually the mud, now nearly up to the windows, sucks you to a halt and you sit there, sweating in the heat and







**Above:** Worse than the car park at your local race circuit after a wet meeting, the Japanese entry is towed out of the mire. **Left:** Over the bridge and far away...



was taking 30-40, if making it at all. They were filthy, they smelled awful, their eyes were dark with fatigue, they were bitten, ulcered, burnt, gaunt, covered in reddy brown from head to boot and they were happy. They had done it. Yugoslavian Robert Kasca summed up the general feeling: "28,000 applied for the Camel Trophy in my country (roughly the same as in the UK). I am very lucky; I have been dreaming of doing something like this

with little rest. The worst was a long draw up a muddy slope, just passable in the dry but a cloudburst after the Germans had passed turned it into the proverbial slippery slope, with contestants having to wait or else help the vehicles in front to winch up. The British got a puncture and then lost nine minutes waiting and helping other crews up the slope, but at the end of the day they still had a nine point lead. Behind them, Brazil had made a fantastic charge up the field, getting up to second place ahead of Turkey. These three were the only ones capable of winning the Trophy the next day, but there was still a lot of pressure on other teams for second and third places.

## After 17 hours of solid work in the mud, the convoy moved three kilometres

The final Task was over a rancher's land, where grass grew around the blackened trunks of what had once been rich jungle canopy. Skinny cattle grazed on the grass that in a couple of years will be gone, leaving red dust behind, since nothing can survive long on this thin soil once the sustaining and sheltering jungle canopy has gone. Through this tragedy charged the competitors, running a tight speed and time course with the help of their Terratrips. Turkey lost third when they panicked and turned right instead of left. Germany won, Brazil came second and the British third.

for 15 years." Turk Yusuf Avimelek expressed what many thought once they had recovered a little: "Mud, mud and more mud - now we want more Special Tasks."

After another day of Tasks the Spanish moved up from fourth to joint first with the English. This was all the more creditable as they had rolled their vehicle the night before, bending nearly every panel, losing the windscreen and battering the crew.

The Brits were happy to keep their lead, albeit having to share it, and decided that, whatever happened they would keep to their plan. Their main tactic was to be well placed in every event, not to try some of the gambling tactics used by other crews, who might win one Task but then crash or come last in the next. It seemed to be working, as the crews got on a barge for a two-day trip to Itapiranga and more Tasks.

The pressure was on for these next four Special Tasks and it began to tell on the crews, after nearly a fortnight

It was enough, and the British had won the Camel Trophy with a slender six-point lead over Brazil and Spain, who snatched third in their battered and bent Land Rover. The important Team Spirit Award, voted for by the crews for the team that behaved in the best spirit of the event, went to the Belgians.

Trail Director Jim Slade was happy to admit that this was the best and hardest Camel Trophy ever. Creative photographer Nick Nichols, like many, came away impressed: "I came into this thinking that I'm not going to like these assholes 'Ramboing' in the jungle and instead they were really great, really soft people. This event became bigger than the PR, and the teams working together, out there on the road, made it happen."

It was an epic, international event and four fine Englishmen won it in a manner of which we can all be proud. ■

►► humidity, gasping for breath. You have to get out and winch and, as you open the door, the muddy water rushes into the vehicle, swamping up over the seats. You struggle out, up to your waist and grope around in the slime for the winch, which you then have to slop off with to a convenient winching point - often a stranded lorry in up over its axles, where it will stay for days. You play variations on this game, working with the other teams to clear a way, putting down sand ladders, digging, pushing, pulling, being towed through the worst bits by four-wheel drive tractors, and finally heaving out onto solid mud. You then have to sleep for a few hours in, or on, the Land Rover and carry on, day after day in the

continual heat and humidity.

At one point, after 17 hours of solid work in the mud, the convoy moved three kilometres. But they kept at it, working and sleeping and, amazingly, enjoying it, developing a camaraderie that should last them for life. They made progress, past tiny villages of mud huts with palm thatch roofs where the children waved and smiled at the bizarre sight, past gold-mining towns - where men went armed and a Belgian radio journalist, on the flight home, had two bodies dumped beside him, both shot dead - continuing on for days with nothing but the jungle either side of the track. Past snakes, birds, tarantulas, lizards and monkeys.

And they made it to Santarem on time, in 11 days when anything else



*We're so excited, we can hardly wait until next week...*

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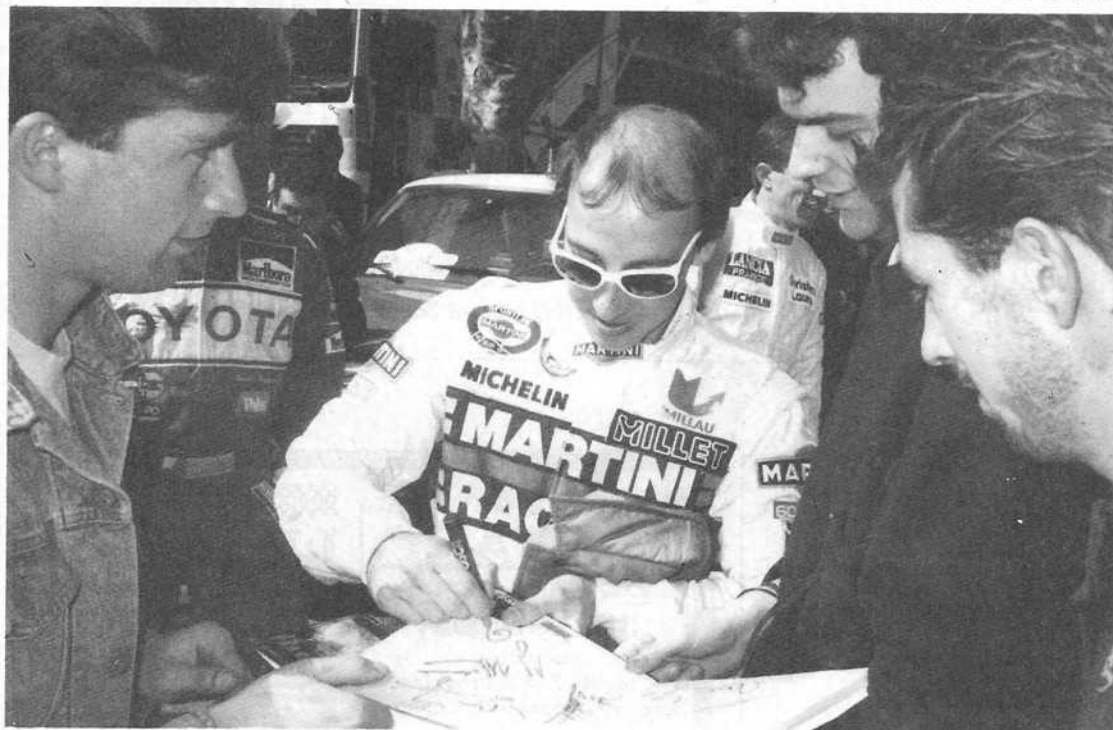
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The rally leader happily signs autographs now that he has passed Chatriot.

# Auriol clear

For a while it seemed that this could be 'The year of the Cat' as Francois Chatriot hung on to a narrow lead in Corsica. But, as the weather broke on Tuesday morning, Didier Auriol forced his Lancia past to a clear lead by the rest halt at Corte. It had been a desperate struggle for supremacy between the pair before the rain came after two blistering days.

Corsica was the rally that was never expected to be held. However, with the arrival of bright, sunny conditions, life on the island suddenly changed.

Amid rain and snow a week earlier, there was every expectation that the civil disputes on the island would halt the event. Should that happen, the internal conflict of French motorsport authorities over which event should represent the country at World Championship level would be fuelled. While advocates of the rival Garrigues Rally were waiting for the event to self-destruct, heartened by radio news bulletins that the event had actually been cancelled, the striking union bosses told regional authorities that there would be problems if the event did not happen!

Only on Thursday afternoon were the local prefecture authorities of Bastia and Ajaccio convinced that enough officials could be mustered from the civic authorities for the event to run.

Lancia had worked hard in recent weeks to produce a car capable of winning the one manufacturers' event that had so far eluded the Delta.

Lighter, the cars had been fitted with bigger brakes and work had been carried out to improve the handling. And initially, it seemed that it had been a worthwhile effort.

Didier Auriol - winner here a year ago - powered through the first stage and shared the lead with Bruno Saby whose Lancia was run by the French importer but with some assistance from the works team. However, the car's engine lost compression shortly afterwards and, although he struggled through the first day's four stages, he was worried about the time lost.

Only BMW seemed capable of living with Lancia (whose cars were soon showing brake wear and, in the case of Corsican Yves Loubet, too soft a tyre choice for the hot tarmac) and by the second and third stages, Francois Chatriot stormed to the front. Team mate, Marc Duez, damaged a wishbone on the first stage and was therefore down the order a little.

Last year's winning team, Ford, knew that its drivers were far too inexperienced to win this time out, but Gianfranco Cunico used his Italian knowledge to good effect on his first

Corsican event. He would finish the first day in fourth place, the striking Q8 Oils car 39 seconds from the lead. However, team mate Mark Lovell was struggling with low turbo pressure throughout the day, finishing 10th alongside Duez.

Toyota, still chasing that elusive first world series win, was in trouble with suspension. Juha Kankkunen complaining that the Celica was too hard all day. Carlos Sainz changed the front shock absorbers to improve things while the Bastos car of Patrick Snyers found its units too soft and there were no alternatives! Sainz ended the day in sixth place, just a couple of seconds clear of Kankkunen.

The day ended with Auriol banging in a quick time on the final stage to wrest the lead back - by a single second - from the flying Chatriot with Loubet third. But that was after just four stages and there was a long way to go...

Clear skies welcomed the 69 crews who restarted the rally on Monday morning, led by Auriol. But that lead was short lived when brake problems slowed him near the end of the first stage and allowed Chatriot (increasingly being known as 'The Cat') ahead again. The BMW had received a new radiator on the way to the stage but this switch had been done well and he was fastest. Team mate, Beguin, had dropped a chunk of time after selecting D3 Pirellis instead of D5s, finishing 26 seconds down on the leader.

Loubet had stopped with a puncture earlier in the event and was still taking time to regain his rhythm while Lovell's turbo problems continued.

But Lovell's hassles were tiny compared to those that suddenly befell Cunico. Emerging from the stage, his co-driver sent him the wrong way and the Q8 car slammed headlong into Paola de Martini's chase car, damaging the front wing and clocking up 13 minutes penalty while the repairs were effected. After the first day's problems, Bruno Saby had restarted in 50th place and now Cunico, as high as fourth at one stage, was further behind than that.

Lancia was having brake troubles all the time, it seemed, but for Toyota it was the front suspension keeping Sainz and Kankkunen from making a real challenge for the moment. But things were gradually improving. In the

BMW camp, it was rear suspension under scrutiny, Beguin complaining that his was worsening after every stage and Chatriot rummaging his very hard in order to improve traction. "But on bumpy stages, the cars is jumping very much," he explained.

Lovell's rally was soon over. The turbo and intercooler were changed but after stage 6 the car was withdrawn when engine damage was diagnosed.

"Je suis heureux comme chat," exclaimed the rally leader when interviewed by French journalists, a phrase translated as "I am as happy as a cat!" By contrast, Lancia was as sick as a pig about its brake problems. Both Auriol and Loubet had new discs changed but only Auriol seemed to benefit. Despite this, Loubet was gradually climbing the leaderboard, ninth after stage 7, while Auriol sliced Chatriot's lead to just 3 seconds after stage 9.

Beguin was also struggling for stopping power, especially when a caliper broke at the flying finish of stage 13 and the pedal went straight to the floor! But Chatriot managed to extend his lead again and by the first Corte halt he was 32 seconds clear of his shadow. Beguin was 2m13s off the lead and the first Toyota - Sainz - was a couple of seconds further back.

But BMW suddenly had dramas of its own on the restart for both Chatriot and Beguin lost third gear. The leader dropped 15 seconds, Beguin lost 36 and dropped to fifth. Loubet climbed to seventh and Saby was now 12th despite driving easily for fear of further delays leaving him at service without factory assistance. Chatriot seemed to have got away with his problem but Beguin's car was leaking oil and there were suspicions that the 'box might not last much longer.

Toyota began to hit back, Sainz was fastest on stage 13 to secure third place, and some were predicting that the rally could still go their way. Jean-Pierre Manzagol had been leading Group N in his Sierra Cosworth but a broken hub on Monday's final stage handed the advantage to Jean-Pierre Deriu's Sapphire version. Alain Oreille's Renault 5 GT Turbo was third despite hitting a pig.

The event was turning into the widely anticipated race with three different makes in the top three and only one Michelin-shod car in the top six. With Lancia in trouble with brakes and BMW with gearboxes, only Toyota reached Monday's rest halt at Alba Serena with confidence...

Ajaccio may have been hot and sunny on Tuesday morning but up in the mountains, where the day's action would take place, things were very different. Fog and rain made the going treacherous and it was not long before Auriol was past the BMW and away into a clear lead for the first time.

Others were not to experience the conditions for long or, in the case of Patrick Snyers, at all. His Toyota gearbox failed before the first stage of the day and he was out. That first stage also saw the end to Bruno Saby's run in the Lancia France entry when the clutch let go, but the biggest drama was left for the Cosworth of Cesar Baroni, driving with an injured wrist.

It failed to negotiate a wet left-hander and the driver was taken to hospital immediately. Happily, he survived without further injury - good news from an event where accidents can happen amid frighteningly sheer drops off the road.

The rally finished in Ajaccio yesterday (Wednesday) and the full story will appear next week. But, as we closed for press on Tuesday afternoon, we could not help but wonder if Auriol had finally cracked Lancia's Corsican jinx.

## CORSICA RALLY (F)

### Positions at Corte, 19 stages, Tuesday 1230

Pos	Drivers	Car	Result
1	Didier Auriol/Bernard Occelli	Lancia Delta Integrale	3h55m50s
2	Francois Chatriot/Michel Perin	BMW M3	3h56m58s
3	Carlos Sainz/Luis Moya	Toyota Celica GT-Four	3h57m52s
4	Juha Kankkunen/Juha Piironen	Toyota Celica GT-Four	3h58m07s
5	Bernard Beguin/Jean Bernard Vieu	BMW M3	4h00m39s
6	Yves Loubet/Jean Marc Andrie	Lancia Delta Integrale	4h01m02s
7	Marc Duez/Dany Colebunders	BMW M3	4h03m39s
8	Francois Delecour/Tilber	Peugeot 309 GTI	4h11m54s
9	Patrick Bernardini/Jose Bernardini	BMW M3	4h12m00s
10	Gianfranco Cunico/Massimo Sghedoni	Ford RS Cosworth	4h12m48s





Above: Gianfranco Cunico rattled the establishment in the early stages, but was delayed by a road incident. Inset: Early leader, Francois Chatriot, with the Prodrive BMW M3. Right: Last year's winner Didier Auriol is with Lancia for 1989, and again challenging for honours.





Graham Middleton's first National Championship victory was also the first for the four-wheel drive Toyota Celica GT-Four.

## Toyota derby

After one hundred miles of competitive motoring on the Cordiners Granite City Rally on Saturday, Graham Middleton and Paul Watkins brought their Toyota Celica GT-Four back to the finish for their first National Championship success, just 11 seconds in front of the similar car of Jimmy Girvan and Campbell Roy.

The Granite City Rally, celebrating its twenty-first anniversary, and sponsored by Ford dealers, Cordiners, for the second consecutive year, has a reputation as being a tough event, and this one was no exception. From the 7am start in the centre of Aberdeen the first stage, Correnie saw Middleton immediately quickest followed by Andy Elliott's Manta 400. Pete Slight's Lancia was third and Sean Lockyear's Golf just one second behind it.

The second stage had been cancelled in the days leading up to the rally and so next on the agenda was Tornasheen, a five and a half miler in which Clinton Smith proved that he is very rapidly getting the hang of the Marmion Cosworth by taking fastest time from Middleton. Punctures were to prove a decisive factor during the day — John Cleary's Toyota holds the unofficial record of eight. Trevor Smith emerged from SS3 with a split in one of his rear tyres but, luckily, it had remained inflated. Not so fortunate was Jimmy Girvan who had had punctures on both the first two stages, keeping him out of the top 10 times on both occasions. James Renwick's Escort suffered the same fate at a cost of 20 seconds, but his rally was to finish altogether shortly afterwards when electrical problems sidelined the car. Problems of a different nature were affecting Middleton, who had experienced smoke in the cockpit when some sealant had found its way on to the exhaust of his new car and Pete Doughty, whose McIntyre Cosworth had broken a driveshaft, managed to limp out of the stage. Dave Metcalfe

was having to contend with handling problems in his Astra which had been hastily rebuilt after its Skip Brown accident. The rear suspension was higher on one side than the other and, as if this was not enough, the car was the subject of very close scrutiny by the noise marshal.

The state of the first couple of stages had not met with universal acclaim from the drivers and, although a tyre change had been in order after them, three more stages had to be completed before the first proper service halt at Battlehill. These included two in the infamous Clashindarroch Forest, the second of which was 21 miles long!

Depending on how they fared, the drivers either loved or hated it. Trevor Smith had to stop and change a puncture, only to find that the jacking point was damaged. It was more than 4 minutes before he was on his way again, and any change of making it three AUTOSPORT Championship victories in a row had disappeared. Colin McRae, on the other hand, thoroughly enjoyed the stage and set fastest time by nearly 20 seconds. This group of stages had seen him take the lead from Middleton who was, by now, suffering from rear end steering and required a full spanner check underneath the Toyota to cure the problem.

Ian Robertson was, by his own admission, off the pace in Scotland and then, when a puncture on the long stage took 7 minutes to change, his rally was almost over. He eventually

**Girvan's second place, in another Celica GT-Four, strengthened his Scottish Championship lead.**



retired when his Cosworth's exhaust manifold split. David Gilanders, out once again in the Malcolm Wilson Motorsport Sierra Cosworth, had crossed the flying finish of the same stage backwards while indulging in a moment! Metcalfe's ill-handling car went from bad to worse when one of the steering arms came loose, causing infinitely variable tracking of the front wheels. However, he had fought his way up to fifth place, just in front of George Marshall's Mazda.

It was not a good day for Darrians north of the border — Steve Davies' example was the first to go when it broke two wheels in Clashindarroch. Then Dominic Frattaroli's Taylors Oils car succumbed to a misfire at the

## The gap between Middleton and Girvan had not been more than 20 seconds

same time as Jan Churchill's new baby — Marion the Darrian — had its clutch slave cylinder fail. The sole survivor of the marque was that of Allan McLeary which struggled hom in 62nd place.

Two more stages in Ballock Wood and Aultmore passed relatively quietly, but it was in the next batch of six, which completed a loop back to Battlehill that the retirement list increased dramatically. Metcalfe had a drive-shaft break, and could not get part of it out of the diff. Ian Hughes' Mazda began smoking badly and he decided to call it a day before any further damage was caused, and Ian Wilson and Donald Milne joined Clinton Smith and Richard Mawson who had already retired.

As the rally wound its way through Ordequish, Wood or Orton, Rosarie and two stages in Bin the list of walking wounded was also on the increase. McRae had holed the sump of his Rallypart Cosworth and had surrendered the lead to Middleton who, by now, had got his car sorted out. A bent propshaft was changed and the handling was as it should be. Steve Hill had arrived at the end of Aultmore to find the car in front of him still at the control. Only by spinning the Riggblast car had he managed to avoid a coming together, but he was able to continue unscathed. Phil Walker's Escort was very obviously troubled with a blowing exhaust — a problem which would eventually cause retirement due to lack of time to effect repairs, and Kenny McKinstry was worried about his Escort's back axle. A large rock had bent the prop shaft, and the resultant vibration had damaged a bearing in the differential. He was continuing on a wing and a prayer and was, indeed, very pleased to finish. Nigel Warwick had changed his Cosworth's gearbox during the morning, but it had been done in such a hurry that the exhaust had become detached soon afterwards, and the gear stick had also come out. The car had been plagued with a misfire for the entire event and so he was another one who was extremely relieved to see the final control. Glyn Jones' Audi had suffered the ignominy of having the bolts holding the front sub-frame in place coming out of the start of a stage. The steering rack had been damaged and the whole of the stage had been completed with one-wheel steering! As a quick repair the sub-frame had been welded to the bodywork to keep it in place, and that is how the car finished the event! Pete Slight's Direct Win-



dows Lancia had also got a loose steering rack and the driver described the stages as being like his back garden – rough!

After Battlehill there remained three stages before the finish back in Aberdeen and one could be forgiven for thinking that it would just be a case of maintaining station until then. However, the rally was not over by a long chalk. SS13, unlucky for several, contained in a particularly nasty yump which caught out a lot of people and ended the hopes of three Cosworth drivers. McRae landed to the tune of his differential breaking – ironically the only fully Group A part of his car – and his rally was run. It had looked for much of the event that he was going to take his maiden national victory, but he will have to wait a little longer for this pleasure. David Gillanders also spent some time airborne and when he came back down to earth the axle and the engine were both damaged badly enough for him to have to retire on the spot. Completing the trio was Pete Doughty who was unable to continue after his flying lesson – all in all, a very expensive array of damaged cars for the following competitors to view as they landed! Just to be different, Steve Hill survived the yump, but chose somewhere else to have a moment. He clipped a pile of logs while travelling at a fair rate of knots, spinning the car through a full 360° and inflicting some body damage, before carrying on. From his stage time, no one would think that there was anything amiss, but the car bore witness to its lucky escape.

## Hill clipped a pile of logs, spinning a fair rate of knots

Since the ninth stage, the gap between Middleton and Girvan had not been more than 20 seconds. A few seconds were taken here and given there, but one false move from either driver could cost dearly. Hill was 2½ minutes in arrears, and involved in his own battle with McKinsty and Dyne. However, in comparison to some of the incidents of the day, the final two stages passed relatively uneventfully, although Girvan had not given up and set fastest times on both of them. He closed to within 11 seconds of Middleton at the finish, strengthening his position in the Esso Scottish Championship in the process.

Dunlop serviced the Granite City with two trucks and 750 tyres, and should be well pleased that four out of the first five cars were using their products. Trevor Smith maintains his lead in the championship, but by a reduced majority, and Middleton, Girvan and Hill are snapping at his heels. No one can afford to take it easy as we ap-

proach the halfway point in the season.

Of the 152 cars that left Aberdeen on Saturday morning, only 77 survived to return to the finish and those that did were left in no doubt that the Granite City had lived up to its reputation again this year. Aberdeen and District Motor Club put on an ambitious event that is the longest forest

**Above: The first GpA car was the RS Cosworth of Paul Dyas. Below left: In third was the GpN car of Steve Hill.**

rally in the championship. The fact that it was running an hour late by the end of the day may point to the fact that it could do with being cut down in length somewhat. Running so many competitive miles means that some of the rougher elements could be dis-

pensated with, and one would still be left with a rally well worthy of national championship status.

It was a very popular victory for both Middleton and Toyota and very encouraging to see a new car on the winners' rostrum. The next round of the series is the all-tarmac Manx National and it will be interesting to see how the four-wheel drive machines fare against the Cosworths there. ■

### CORDINERS GRANITE CITY RALLY (GB)

**April 22, AUTOSPORT/RAC MSA National Rally Championship, round 3**  
**Esso Scottish Rally Championship, round 3**

Pos	Drivers	Car	Class	Result
1	Graham Middleton/Paul Watkins	Toyota Celica GT-Four	N	112m14s
2	Jimmy Girvan/Campbell Roy	Toyota Celica GT-Four	N	112m25s
3	Steve Hill/Brian Goff	Ford RS Cosworth	N	115m13s
4	Ken McKinsty/Robbie Philpott	Ford Escort RS	O	115m49s
5	Paul Dyas/Stuart Derry	Ford RS Cosworth	A	115m51s
6	Colin Valentine/Neil Ewing	Mazda 323 Turbo	N	116m28s
7	Pete Slight/Joyce Champion	Lancia Delta Integrale	N	116m42s
8	Glyn Jones/Dave Nicholson	Audi Coupe Quattro	A	117m06s
9	Eynon Price/Jon Joannides	Mazda 323 Turbo	N	117m58s
10	Jim Bothwell/Chris Jones	VW Golf GTI	A	118m04s

**AUTOSPORT/RAC MSA National Rally Championship:** 1, Smith, 63pts; 2, Middleton, 61; 3, Girvan, 54; 4, Hill, 52; 5, Dyas, 44.

**Esso Scottish Rally Championship:** 1, J Girvan, 90; 2, W Girvan, 57; 3, Gnierson, 54; 4, Wilson, 51; 5, Walker, 50.





# Filming on the move

Since its spectacular debut at Mosport Park, in the August of 1985, I have been angling to race, drive or test one of the Tom Walkinshaw Racing Jaguar XJR sports-prototypes. Successive editors have pleaded my case and *Top Gear* producers have pestered Jaguar. At the beginning of 1987 Pierre Dieudonné 'scooped' the journalistic world and his track test appeared in *AUTOSPORT*, so a new 'angle' had to be found.

Finally, as I trust you all saw, *Top Gear* producer Ken Pollock and TWR's new press and PR man Richard West got together and my wishes came true... on a flooded Silverstone Grand Prix circuit.

I first worked with Tom Walkinshaw when I drove for the Toleman F2 team at the end of 1978 – he had rented them a workshop in his modest premises tucked away in the corner of a Kidlington industrial estate. Tom helped manage the team and I was happy to listen to his words of wisdom. In '79 he supported my efforts in a 'one-off' at the Donington F2 race and I showed my gratitude by writing off one of the BMW County Championship cars he ran for those two superb series in '79 and '80. Perhaps that's why it's taken so long to get in one of his Jaguars!

In 10 short years, the growth of the TWR empire had been phenomenal both in the racing field and in road car development. Success on the track with Group A Mazdas, Rovers and Jaguars brought TWR to the fore but its success with the Group C Jaguars has spread the name across the world.

TWR won 15 of the 35 world championship events it contested to the end of 1988 and added to that are two victories in its first season of IMSA racing.

In the World Championship, TWR has taken the Teams title and the Drivers title for the past two years. In 1989 it faces its toughest opposition yet, with the revamped sports-prototype series seeing an even stronger challenge from Mercedes and a multitude of Porsche privateers, all now armed with the latest 1.7 Motronic engine management that so nearly stole Jaguar's glory when it was introduced by the works at last year's Le Mans 24 Hours.

The chassis I drove on *Top Gear* is perhaps nearer a museum than the world championship and, as I write this just before my departure to Japan to partner Derek Bell in the Richard Lloyd Racing Porsche 962, there is great mystery surrounding the exact specification of the Jaguars that will see them defend their crown.

The main purpose to this test was to convey to *Top Gear*'s four million viewers the essence of Group C racing and a feeling for driving the Jaguar, but getting that story on the screen is a story in itself.

My own association with *Top Gear* coincided with the launch of Formula First. Regular presenter Chris Goffey was lined up to test the car but, unfortunately, broke his leg ice-skating and, in true theatrical style, the leading man's misfortune was my golden opportunity. Having heard my voice commentating on *Grandstand* and read my words of wisdom in *AUTOSPORT*, I was the obvious choice! Mind you they did manage to keep my face off the screen for that first episode, restricting my exposure to the

not – this is a style we have tried to keep (technology permitting). While this does mean that some of my words of wisdom are hard to hear, we do feel it gives a better atmosphere to the test – and keeps the sound men alert.

Working under normal BBC budget restraints means that we have to have all our recorders on the car we're testing. The superb Bathurst coverage, that has led the field, and the modern Grand Prix coverage is all done by transmitting the signals to a helicopter hovering permanently overhead, maintaining an unbroken 'line of sight'. For both Formula Fords and Rallycross at Brands Hatch, the *Grandstand* team have worked with a radar dish on top of the hospitality suites 'tracking' the camera car, but still we often suffer from a flicker of break-up behind the trees at Druids.

With the cameras, 'money' means

you can produce a streamlined unit that separates the normal 'single camera' jobs of firstly capturing the light and then secondly processing the picture. Naturally we've been restricted to the single larger unit but, even so, we've had some excellent pictures. Most cameras of this type are based on the Sony DXC 101P surveillance cameras which typically spend their lives perched up in the air scanning Spaghetti Junction, with no real demand for a quality picture, and hence the development of specialists, optimising the performance of these units.

We began by using the services of David Earl's TV2 business, which has been at the forefront of the British in-car camera development, before moving 'in house' to John Osten's BBC special facilities unit at Ealing. Unfortunately our single-seater 'super test' at Snetterton destroyed four of poor John's cameras and gave him a better 'picture' of the vibrations existing on board these modern rigid racing cars. In fact, with generous help from John

**As we were learning about cameras, we were also learning about sound**

Webb, who provided us with Snetterton for a second day, Mike Earle and Eddie Jordan we had to go back to TV2 for a re-take, while John Osten went back to the drawing board.

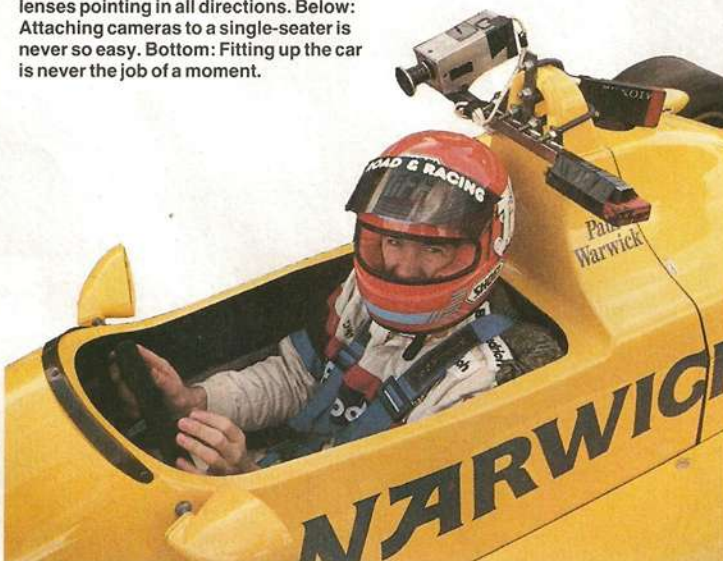
At the same time as we were learning about cameras, we were also learning about sound. Our Pebble Mill sound crews were forever adapting the standard equipment at their disposal in an effort to bring you my words crisp and clear – while I was learning that talking with the wind pressing against the helmet usually meant chewing away the inside of my cheeks at the

back of my helmet! Gradually I have been entrusted with more and more responsibility – including such 'star' tests as the Reliant Robin – and now I am most happy to be a regular member of the *Top Gear* team.

## Wisdom on the move

When Ken Pollock first contacted me to 'do the driving' for Chris, it was his ideal for me to comment on the car as I drove it, and – whether you like it or

**The joys of in-car cameras. Opposite: The Jaguar XJR9 provides plenty of space for the multiplicity of camera gear, lenses pointing in all directions. Below: Attaching cameras to a single-seater is never so easy. Bottom: Fitting up the car is never the job of a moment.**









►► same time! Obviously we haven't always been that happy with the results, but we've stuck with the idea.

With the scoop of the Jaguar test in the offing, we were all determined to get it right for this big occasion. Immediately, our gratitude went to Jaguar Cars, Dunlop and Castrol for covering the not inconsiderable costs of hiring Silverstone, insuring a half a million pound plus machine.

### Preparing for the XJR9

Three weeks before the test Ken Pollock, myself, John Oaten and his team all met at TWR's base to get together with Richard West and 'our' XJR9.

John had so many different cameras, and ideas of where to put them, that we were spoiled for choice. My job of checking the seat fitting was one of the easiest I've ever had. I simply sat in the seat provided, did up the seat belts and had the perfect driving position! Now that may sound simple and obvious but, believe me, it's designers that provide just such attention to every detail that produce winning machines.

The strength of carbon fibre allows a much thinner construction than that obtained from conventional aluminium honeycomb designs so that, with the regulation external dimensions being the same, there's a great deal more room inside. In particular it was nice to have my heels slightly below my seat – as in a road-going sportscar – and access to the pedals for my size

**"I was trying to steer and change gear with a wet chamois leather in my right hand"**

elevens was unrestricted. Around the steering wheel I could swing from lock to lock without digging myself in the ribs or elbowing the monocoque. In general, the Jaguar offered a relaxing cockpit area making life as easy as possible for the hard worked driver.

To try to improve our sound quality we had turned to Ken Rumbold's MRTC company, which had fitted my helmet with microphone and earphones for the radio link from Richard Lloyd's Porsche 962 that I had raced at Silverstone last year and which I was to race in this year's World Sports-Prototype Championship. We discussed our problems and he came up with the latest in 'nasty noise' avoidance and gave us the best on-board sound recordings that we've ever had.

Even though we had planned exactly what we needed to get on tape and were working to a rough script that Ken and I had put together, we still needed virtually the entire day to get through what we wanted. Apart from the set pieces to camera, the director is forever trying to make sure he has enough shots to link the set pieces together and thus produce a flowing, finished article. Odd close-ups of a hand shutting a door or my finger pointing at some relevant item seem strange things to record, but they all piece together in the finished item.

### Rain, rain, rain

Having had my first drive of the year only the day before, when we ran the Porsche Cars Great Britain sponsored Richard Lloyd Racing Porsche 962 for the first time, I was really depressed by the constant rain – and occasional snow – that greeted our day. With the



Porsche we got down to a competitive 1m19.2s on race boost and I was well 'in the groove' eagerly anticipating a direct comparison driving the Jaguar. As it was, conditions were such that a race meeting may well have been cancelled.

Knowing that I would get soaked driving the car, we did all the pieces to camera first, and, even so, we were freezing to death in the relative shelter of the garages! With so many people huddled in the garage I felt more like I was on a stage as I fluffed my lines more often than usual – 'Take Four!'

The real frustration is when you finally get the words just right and the cameraman decides it might look better from another angle! It's an interesting experience doing these pieces because you find yourself thinking of the next sentence to come while the voice reels off the previous line. Sometimes you can continually make the same error because you never 'hear' the words you are saying. I still don't really enjoy doing these pieces –

I just want to get on with the driving! – but it certainly gets that buzz of adrenaline going.

Finally we got to the part when I could drive the Jaguar – by which time I was so cold and nervous about doing a 'silly' in the conditions that I had little enthusiasm for the experience. To make matters worse I had discovered that 'our' XJR9 was the Watson/Boesel/Pescarolo 'low downforce' Le Mans chassis with short circuit 'high downforce' bodywork on top of it – they really were determined not to give away any secrets!

All this mattered little when I finally ventured out onto the circuit. As you saw on the film, conditions were terrible, but the Jaguar gave instant confidence. Memories of my days in front of an Aston Martin engine returned, reminding me of the huge engine deceleration provided by large atmospheric engines. Lift off in fourth gear at 7000rpm and it feels as though you've put the brakes on. Instant throttle response with loads of torque

Above: Ken Pollock (left) oversees operations as Tiff lines up for another sound check, a necessary part of putting *Top Gear* together. Left: One of John Oaten's cameras prepares for a shaking fitted to a Vauxhall Lotus chassis.

means the engine is so much more 'driveable' than the peaky turbo power and thus ideal for these conditions.

The braking power in such conditions was perhaps the most surprising thing of all, with a firm brake pressure producing good feedback and impressive retardation. The steering weight and feedback were also good, but there was one major design drawback – the car simply filled with water! The footwell was awash and, worst of all, the front of the door lined up perfectly with the gear lever. When braking for the corners the water rushed forward off the bodywork, and drained through the door frame straight onto the hand that was changing gear! Within two laps I was trying to steer and change gear with a wet chamois leather in my right hand!

### All-round ability

With the filming more important than my enjoying the driving our few laps were in and out of the pits, but not before the XJR9 had left me with a very favourable impression of the all-round ability of this championship winning machine.

The concentration needed to simply stay on the circuit meant that the words had to come from an automatic memory storage, so I hope they made sense! By the end of the day I was drained by the concentration demanded both on track and off but I hope it gave the armchair enthusiasts a better insight into the world of endurance sportscar racing.

I know the BBC 'only' give us every Grand Prix, all the Esso British Touring Car Championship, most of the Lucas British Formula 3 series, a few rallies, the Formula Ford Festival, some rallycross, the occasional look at the World Sports-Prototype Championship... and really they deserve many many more of those critical 'letters to the editor' but, even so, I would like to thank *Top Gear* Executive Producer Tom Ross, his producers Ken Pollock and John Bentley and all the enthusiasts on the *Top Gear* team who have given me the opportunity to bring a 'little' more motorsport to the television viewers.



*Congratulations to  
Graham Middleton and  
Paul Watkins*

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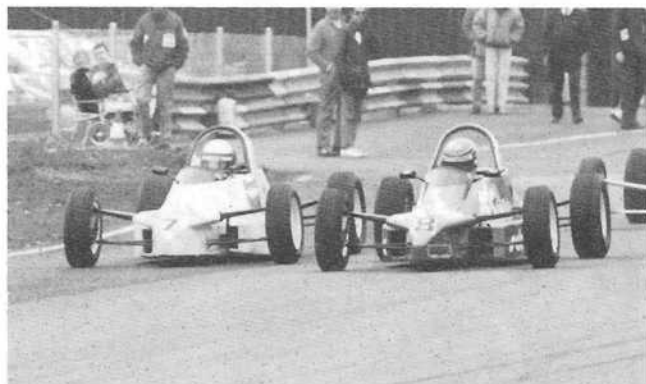
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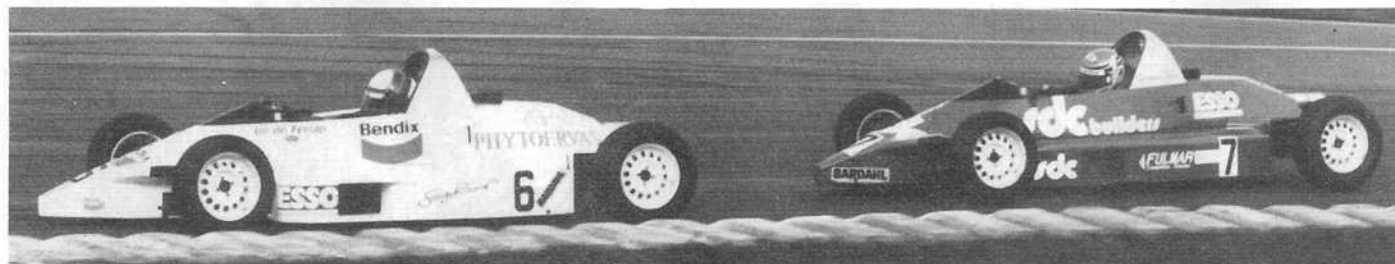
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*"Part exchange welcome against new cars"*





There is a massive prize fund on offer, almost £70,000 when Peugeot's own purse is topped up with the bonuses on offer from Shell Oils, Hella and Michelin.

But what do the drivers think? Most share the same opinion that the scheme is the best starting point they could have wished for. From the outset, each of the 40 drivers is being watched by a manufacturer and that is

**"There is a massive prize fund on offer... almost £70,000 with bonuses"**

something that would be impossible to achieve in the secondhand Escort we spoke about earlier. And at the recent tarmac training day - where Chris Birkbeck, Warren Hunt and Simon Davison taught driving technique, Duncan Forrester guided crews through the intricacies of the co-driver's role while Dave Whittock and Roger Jenkins taught the fledgling crews about pace notes - Birkbeck admitted that his own career would have taken off much quicker had this scheme been around when he first started.

Some will point to the fact that the series leaders have already gained experience elsewhere. Paul Frankland won the Astra Challenge while Graeme Bolt came from Fiat's series. And the fastest driver of the series so far, Kevin Furber, is another recruit from the Vauxhall camp. If he is fastest, why isn't he leading? Frankland won the Longleat round and Furber was fastest on the Panaroud Stages. However, he was found to have disconnected his anti-roll bar on the event and, under the terms of the series, that act was illegal. The regulations decreed that he should lose his points from that round and all previous events. He was excluded by the organisers for illegal servicing in Yorkshire and so goes to the Manx with no points at all...

However, Furber remains enthusiastic about the series. "I can't win now, but if I gave up, I would miss out on so much. There is a lot to learn from this challenge."

Peugeot's motorsport director, Des O'Dell, is delighted with his brainchild which evolved from the three car team of Group N 309s on last year's AUTOSPORT National Championship, but he knows he faces a dilemma. How can he balance the three different cars against the level of experience of the registered drivers? It will be interesting to see how he solves that one...

## The right approach

There are many ways of starting a rally career. The choice of cars, events and championships is enormous and yet, until experience has been gained, rewards are few. Indeed, on a shoestring budget, even reaching the finish is beyond some cars chosen by fledgling drivers. Yet the situation can be improved.

Imagine, for a moment, that you have two options. You can buy a 'second hand' rally car, a 2-litre Escort that has already won events, and head off to a typical club event 100 miles away from home. It is your first rally and you cannot hope to pick up an award. The entry has cost £100, fuel for your service van and rally car matches it and you have forked out a similar figure for accommodation and other necessities.

Your other option is to get hold of a one-make challenge car and enter the same event. You still won't win but, if you are a reasonable driver, you will stand the chance of a share of the company's bonus money, lessen the risk of major engine rebuilds, have plenty of people in a similar situation with technical advice offered by the company. And, if you have chosen the Peugeot option, you will get start money as well - somewhere between £80 - £90 per round at the current rate. What was that about options?

Several companies offer low budget one-make rally series - Skoda and Lada were the first with Vauxhall, Fiat and Peugeot coming along later - but only Vauxhall and Peugeot have thrown large lumps of money at the promotion of their babies. Vauxhall's series is long established and has already produced budding future works drivers. But Peugeot has taken the idea several stages further.

Some early one-make series used cars that were not internationally homologated. This has happily changed and Peugeot offers no less than three Group N cars (the 1600cc and 1900cc 205 GTI models and the 309GTI). But so far, no-one has offered the scale of package that the Coventry-based operation has put forward for consideration. There are

eight events on the calendar: tarmac and gravel rallies at all levels of British competition plus an overseas event in Belgium, with a rallycross meeting and a circuit race to add a little spice.

In order to maximise drivers' enjoyment of the series, each discipline has a training day set aside where experts explain the techniques needed for success. The mechanics have not been forgotten either; a workshop training day took place before the season and, in order that sponsors could get some benefit from the support they are giving to the drivers, a press and PR seminar was arranged between the second and third rounds.

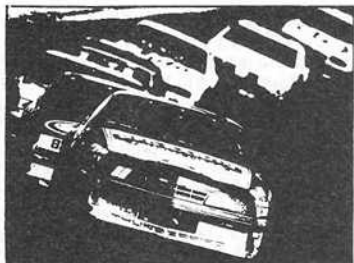
In all, there are 92 members of the club, the youngest being 20-year-old Martin Elliott from Antrim, the oldest being 82-year-old co-driver, Ralph Stokes!



Above: Top co-driver, Dave Whittock, passes on advice and experience about pace notes to a young lady navigator. Below: Paul Frankland leads the series after three rounds. Bottom: The challenge began with the Longleat Stages in February.







## INTERNATIONAL RACES

## No zero for Pacifica Hiro

**LONG BEACH, Apr 16:** Hiro Matsushita won the inaugural round of the Toyota Atlantic Championship at Long Beach, forging his Panasonic Swift-Cosworth DB4 to a 7secs victory over Jocko Cunningham.

Cunningham had qualified his Swift-Cosworth third behind polewinner Scott Goodyear's similar car, and the works Swift-Toyota of Mark Dismore. He took over the lead on lap 8 when locking brakes got the best of Goodyear and landed him in a tyre wall.

With Matsushita constantly nibbling away his advantage, despite bent suspension from a brush with the wall, Cunningham held on until the Japanese driver finally nipped by at Turn 1 on lap 27.

Rusty Scott drove well in his mishandling Swift to claim the final spot on the rostrum, while Colin Trueman brought the Budweiser Swift home fourth.

First Toyota-powered finisher was Jeff Andretti in one of the works Reynard 89Hs, Adrian Reynard himself overseeing the car's competition debut. It was the drive of the race from Andretti, forced to start 33rd and last after an accident in qualifying left him with no time.

JOHN ZIMMERMAN

### LONG BEACH (USA)

#### SCCA Toyota Atlantic Championship (Pacific and Atlantic Divisions), round 1

##### 37 laps - 61.79 miles

1, Hiro Matsushita (Swift DB4), 47m18.976s, 78.353mph; 2, Jocko Cunningham (Swift DB4), 47m25.729s; 3, Rusty Scott (Swift DB4), 37 laps; 4, Colin Trueman (Swift DB4), 37; 5, Jeff Andretti (Reynard 89H), 37; 6, Riley Hopkins (Ralt RT4), 37; 7, Curtis Farley (Swift DB4), 37; 8, Robert Kanada (Swift DB4), 37; 9, Freddy Rhemrev (Swift DB4), 37; 10, Sandy Dells (Swift DB4), 37. **Fastest lap:** Not given.

**Next round:** Willow Springs, Apr 30 (Pacific Division) or Mid-Ohio, Jun 4 (Atlantic Division).

Bell and Cochran had another big Saab battle, which the English youngster won.



Long Beach saw the debut of the Toyota Atlantic engine. Hiro Matsushita (0) charged to lead from fifth place.

## Justin time

**WEST PALM BEACH, Apr 23:** Justin Bell followed up his recent Silverstone Vauxhall/Lotus win with a well-judged victory in the Barber Saab counter at West Palm Beach.

Bell just pipped Rob Wilson for pole, the pair lining up ahead of John Cochran and Robbie Buhl. The race started in dramatic fashion, when series leader Wilson tangled with local man Cochran on the first lap, and was dispatched into the tyre wall.

Bell then held the lead from Cochran for the first 21 laps, until the pair traded places. Bell got back through on lap 35, only to lose the lead again a lap later! On the penultimate lap he repassed Cochran, who suddenly slowed with an engine breakage.

Brian Till thus took second, ahead of Buhl and Swiss F3 driver Bernard Santal. Bell now leads the series from Buhl and Wilson.

### WEST PALM BEACH (USA)

#### Barber Saab Pro Series, round 3

##### 38 miles - 61.560 miles

1, Justin Bell, 45m05.904s, 81.901mph; 2, Brian Till, 45m15.527s; 3, Robbie Buhl, 38 laps; 4, Bernard Santal, 38; 5, Jim Pace, 38 laps; 6, Ian Ashley, 38; 7, Andy Pilgrim, 38; 8, Jeff Boyce, 38; 9, Gilberto Jimenez, 38; 10, Bob Reid, 38. **Fastest lap:** Bell, 1m05.404s, 89.168mph.

**Next round:** Lime Rock, May 29.

## Darrell again

**MARTINSVILLE, Apr 23:** Darrell Waltrip won his third NASCAR Winston Cup race of the year on the tiny 0.526-mile Martinsville oval in Virginia.

The Daytona 500 winner was a convincing victor after team mate and early leader Geoff Bodine was caught out by a multi-car accident at one-quarter distance. Second place went to Dale Earnhardt, who continues at the top of the points standings. Earnhardt had retaken the points lead from Bodine by winning the previous weekend's race at North Wilkesboro, and was aided further by Bodine's misfortunes. Bodine managed to rejoin the race and finish five laps back in 16th place.

Two other leading championship contenders also had trouble. Alan Kulwicki's Thunderbird was slowed by overheating, and finished many laps behind in 22nd place, while Rusty Wallace's Pontiac dropped out with a blown engine. Losing all hope of being an '89 championship contender was Bill Elliott, who made it home in 24th place after losing 20 laps to accident damage.

Waltrip beat Earnhardt by 6.7secs, the pair of Chevrolets dominating the day in company with Bodine's similar car. A fine third, unlapped by the winner, was veteran Dick Trickle who continues to do excellent work aboard the injured Bobby Allison's Buick. Rick Wilson had a rare trouble-free run, beating Terry Labonte's Ford in fourth place.

### MARTINSVILLE (USA)

#### Pannil Sweatshirts 500

#### NASCAR Winston Cup, round 8

##### 500 laps - 263 miles

1, Darrell Waltrip (Chevrolet Monte Carlo) 3h19m41s, 79.02 mph; 2, Dale Earnhardt (Chevrolet Monte Carlo), 500 laps; 3, Dick Trickle (Buick Regal), 500; 4, Rick Wilson (Oldsmobile Cutlass), 499; 5, Terry Labonte (Ford Thunderbird), 499; 6, Mark Martin (Ford Thunderbird), 498; 7, Ken Schrader (Chevrolet Monte Carlo), 498; 8, Sterling Marlin (Oldsmobile Cutlass), 498; 9, Dave Marcis (Chevrolet Monte Carlo), 497; 10, Neil Bonnett (Ford Thunderbird), 496; etc.

**Championship positions:** 1, Earnhardt, 1229pts; 2, Geoff Bodine, 1171; 3, Alan Kulwicki, 1147; 4, Waltrip, 1139; 5, Rusty Wallace, 1099; 6, Marlin, 1078; etc.

**Next round:** Talladega, May 7.



Pirro - second in Sugo's GC round.

## Grand Geoff

**SUGO, Apr 23:** Geoff Lees scored an impressive flag-to-flag victory in the second round of the Japanese Grand Champion series at Sugo.

Bodywork modifications to his F3000 Reynard-based MCS9 saw Lees on pole, thanks to increased downforce, and he had little trouble winning the 50-lap race. He was pursued initially by Masanori Sekiya, but the Leyton House man was passed by Emanuele Pirro, who chased Lees to the line.

First round winner Takao Wada started from seventh, and rose to third despite a collision which affected his handling. Eje Elgh dropped out of eighth place with engine problems.

NAO MURASE

### SUGO (J)

#### All-Japan Grand Champion Series, round 2

##### 50 laps - 115.75 miles

1, Geoff Lees (Reynard-Mugen 89D-MCS9), 1h05m06.280s, 106.68mph; 2, Emanuele Pirro (Reynard-Mugen 89D-MCS9), 1h05m07.470s; 3, Takao Wada (Lola-Mugen T88/50-Mad House F4), 1h05m26.370s; 4, Kazuyoshi Hoshino (Lola-Mugen T88/50-MCS8), 1h05m27.100s; 5, Masanori Sekiya (Leyton March-Mugen 89J-LM), 1h06m09.650s; 6, Keiji Matsumoto (Lola-Mugen T87/50-MCS8), 1h06m11.390s; 7, Kunimitsu Takahashi (Lola-Mugen T88/50-Cerumo 89GE), 1h06m11.390s; 8, Hideki Okada (Leyton March-Mugen 89J-LM), 49 laps; 9, Kazuo Mogi (March-Cosworth 86B-MCS7), 49; 10, Tetsuya Ota (Lola-Mugen T87/50-MCS8), 49. **Fastest lap:** Wada, 1m17.060s, 107.55mph.

**Next round:** Fuji, Jun 4.





Ferté - winning in tin-tops again.

## Try a 2CV...

**PAUL RICARD, Apr 23:** The new works Citroën Super Tourisme cars made a disastrous debut at the two-driver Paul Ricard race which was dominated by BMW M3s. Victory went to Jean-Pierre Malcher and Alain Ferté.

The Danielson-built works Citroën BX 4x4s finally appeared after missing the first two rounds, but one car didn't run as it had hydraulic steering trouble, while the other suffered clutch and gearbox problems. Neither started, much to the frustration of Jean-Pierres Beltoise, Jarier and Jabouille. There was further drama on the warm-up lap when both RoC Audis expired.

That left the Motul/Infotec M3 of Malcher and Ferté to win from the similar car of Fabien Giroix and Patrick Gonin by a margin of just 20secs after a close race. The works Renault 21 Turbo had a strong run, but blew up with two laps to go.

**JEAN-CLAUDE BARAT**

### PAUL RICARD (F)

#### French Super Tourisme Championship, round 3

**69 laps - 129.75 miles**

1, Jean-Pierre Malcher/Alain Ferté (BMW M3), 1h30m03.91s, 86.49mph; 2, Fabien Giroix/Patrick Gonin (BMW M3), 1h30m23.65s; 3, Michel Maisonneuve/Claude Basso (BMW M3), 68 laps; 4, Lucien Guitteny/Gerard Bleynie (BMW M3), 68; 5, Bernard Salam/Jean-Pierre Destic (BMW M3), 67; 6, Jean Ragnotti/Jean-Louis Bousquet (Renault 21 Turbo), 67. **Fastest lap:** Bousquet, 1m23.16s, 89.22mph.

**Next round:** Magny-Cours, Jun 1.

## Allard at home!

**ZANDVOORT, Apr 23:** Cirrus driver Allard Kalff scored a fine home victory in the first round of the Benelux Opel/Lotus series at Zandvoort, setting a new lap record along the way.

Kalff qualified on pole, ahead of Stephane Cohen, Frans Vöros and Frank Eglem. Cohen made the best start, and led from Kalff, Peter Kox, Eglem and Vöros. However, Kalff got by on lap 4 and proceeded to pull away to a comfortable win. Cohen then battled with Kox, but the dice ended with both men in the sand on the penultimate lap.

That allowed Eglem to inherit second, although he was lucky not to be disqualified as his car exceeded the local noise limit. Vöros took third, while Klaus Panchryz and Patrick Dewulf had a good scrap for fifth behind fourth man Magnus Wallinder.

The second round of the Dutch Touring Car Championship saw victory for the Camel Ford Sierra of Jeroen Hin.

**WILLEM STAAT**

### ZANDVOORT (NL)

#### Benelux Opel/Lotus Championship, round 1

**15 laps - 39.63 miles**

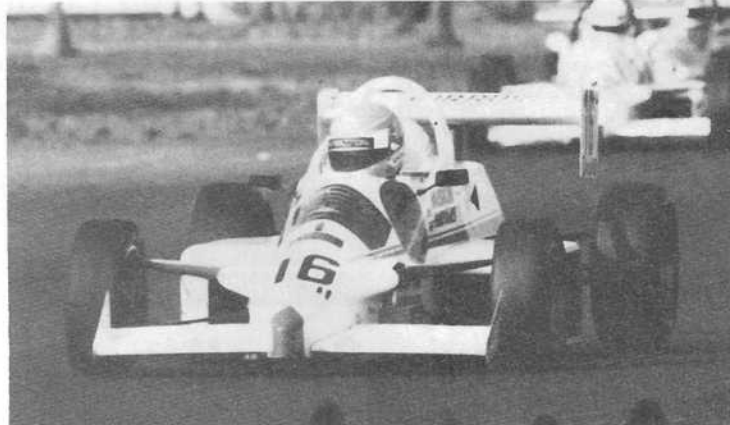
1, Allard Kalff, 24m14.116s, 98.12mph; 2, Frank Eglem, 24m23.544s; 3, Frans Vöros, 23m25.770s; 4, Magnus Wallinder, 24m32.315s; 5, Klaus Panchryz, 24m34.431s; 6, Patrick Dewulf, 24m34.779s; 7, Peter Olsson, 24m36m400s; 8, Hans-Bernd Kamps, 24m42.258s; 9, Fons Taelis, 24m43.178s; 10, Alain Plasch, 24m44.103s. **Fastest lap:** Kalff, 1m35.905s, 158.4mph (record).

**Next round:** Nürburgring, Apr 30.

## Martiga OK!

**QUERETARO, Apr 23:** Gerardo Martinez scored his second Mexican Formula K win of the season at Queretaro, after experiencing problems in practice. His Martiga team mate Oscar Manautou, who changed three engines during the weekend, finished second.

Martinez took the lead at the start of the race, and soon opened out a gap which he held to the end of the 60 lap event. Carlos Guerrero held second place until lap 30, when he succumbed to pressure from Manautou. Aurelio Lopez took fourth, ahead of first



Allard Kalff scored a home win in the opening Benelux Opel/Lotus round.

round winner Fernando Guerrero. The only major incident was a crash involving Alfonso Toledano, who spun into another car while climbing from a low grid position.

The Martiga team has a commanding lead in the championship after only four rounds.

**PATRICIA BRAULT**

### QUERETARO (MEX)

#### Marlboro Cup Formula K, round 4

**60 laps - 52.2 miles**

1, Gerardo Martinez (Martiga 88), 49m10.30s, 63.92mph; 2, Oscar Manautou (Martiga 88), 49m15.32s; 3, Carlos Guerrero (Dacia 88), 49m32.53s; 4, Aurelio Lopez (CDD Lider 88), 49m36.42s; 5, Fernando Guerrero (CDD Lider 88), 60 laps; 6, Mario Castillo (CDD Lider 88), 59 laps; 7, Javier Campos (CDD Lider 88), 59; 8, Antonio Garza (CDD Lider 88), 59; 9, Enrique Contreras (Enco 88), 59; 10, Carlos Vieyra (CDD Lider 88), 59.

**Championship positions:** 1, Martinez 360pts; 2, Manautou, 275; 3, C Guerrero 206; 4, Claus Schinkel, 195; 5, F Guerrero 171; 6, Castillo, 167; etc.

**Next round:** Chihuahua, May 14.

## Andersen tails

**RING DJURSLAND, Apr 23:** The 1989 Danish racing season kicked off at Ring Djursland last weekend.

In FF2000 the former triple Danish champion Henrik Larsen made a return in an old Reynard. The diminutive Dane was third in the ill-handling car, and any chance of challenging Jens Andersen and Jesper Villumsen was lost with a sudden fall of hail 10 minutes before the start. In the damp

conditions Villumsen made a superb start to lead Andersen, Finn Ebbesen, Larsen, Thomas Mullin and Leif Jørgensen. Villumsen led until lap 3, when Andersen moved by. Behind them Larsen was soon back in third, as Ebbesen fell back, eventually finishing sixth behind Jørgensen and Mullin.

Former champion Steen Hinge made a comeback in the FF1600 race after a one year lay-off. Last year's runner-up, Carl Bjarne Pedersen, qualified on pole, and went on to win after dropping to third at the start. Hinge took second after overcoming a strong challenge from Jan Keinicke.

**MORTEN ALSTRUP**

### RING DJURSLAND (DK)

#### Danish FF2000 Championship, round 1

**15 laps - 16.33 miles**

1, Jens Andersen (Reynard-Neil Brown 87SF), 15m15.48s, 64.22mph; 2, Jesper Villumsen (Reynard-Zagk 86SF), 15m22.66s; 3, Henrik Larsen (Reynard-Zagk 84SF), 15m24.16s; 4, Leif Jørgensen (Reynard-KWS 84SF), 15m28.48s; 5, Thomas Mullin (Reynard-Zakspeed 84SF), 15m36.89s; 6, Finn Ebbesen (Reynard-Nelson 84SF), 15m54.77s; etc. **Fastest lap:** not given.

#### Danish FF1600 Championship, round 1

**15 laps - 16.33 miles**

1, Carl Bjarne Pedersen (Van Diemen-Scholar RF85), 14m09.49s, 69.20mph; 2, Steen Hinge (Van Diemen-Zagk RF85), 14m10.79s; 3, Jan Keinicke (Reynard-Zagk 84FF), 14m20.94s; 4, Torben Petersen (Van Diemen-Scholar RF86), 14m21.64s; 5, Svend Erik Sørensen (Royale-DIY RP21), 14m32.26s; 6, Keld Jensen (Van Diemen-Nelson RF85), 14m32.30s; etc. **Fastest lap:** not given.

**Next round:** Jyllands-Ring, Apr 30.

## 21 today

**IMOLA, Apr 23:** The new Renault 21 Turbo series kicked off at Imola on Sunday.

Replacing the long-running Alpine series, the 21s feature many of the same faces among the drivers, and Italian Massimo Sigala ran out winner of a processional race. Fellow Renault veterans Marco Spinelli and Joel Gouhier took second and third in the lacklustre field.

### IMOLA (I)

#### Renault Elf Europa Cup, round 1

**16 laps - 50.11 miles**

1, Massimo Sigala, 32m42.019s, 91.94mph; 2, Marco Spinelli, 32m45.104s; 3, Joel Gouhier, 32m45.586s; 4, Pierre Thibault, 32m53.203s; 5, Maurizio Salvadori, 32m54.782s; 6, Wolfgang Schütz, 33m01.992s; 7, Tomas Saldana, 33m14.171s; 8, Paolo Cutrera, 33m15.390s; 9, Dirk Wagner, 33m15.450s; 10, Franz Fuchs, 33m19.23s. **Fastest lap:** Thibault, 2m00.791s, 93.34mph.

**Next round:** Monaco, May 7.

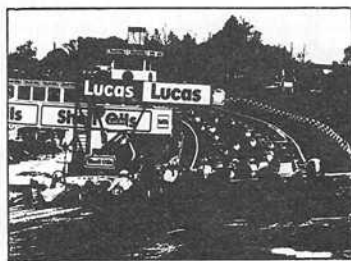
A field of Renault 21 Turbos presented a new sight at Imola. But it's the same old faces behind the steering wheels...







NATIONAL RALLIES



NATIONAL RACING

## Snook on top

**Apr 16:** The tie decider had to be brought into action to determine the runners-up after Steve Snook and Roger Duckworth ended the EMCOS club's stages event at Down Ampney airfield near Gloucester with Snook coming out on top. But there was no doubt about the winner for Dick Mauger dominated proceedings and after eight stages he was 45secs ahead.

### EMCOS STAGES

1, Dick Mauger/Fred Coombes (Ford Escort), 2498s; 2, Steve Snook/Brian Hedges (Ford Escort), 2543s; 3, Roger Duckworth/Tim Hackett (Ford Escort-Cosworth), 2543s; 4, Peter Ridler/Ricks Lees (Ford Escort), 2609s; 5, Trevor Dunstan/S Bache (BMW 320), 2649s; 6, K Bennett/Wilson (Ford Escort), 2555s.

## Peter perfect 1

**Apr 23:** It was success first time out for Peter Lloyd and his Metro 6R4 at the Bridgend AC event which comprised 20 stages at Llandow, Stormy Park and Margam Park and was attended by 42 crews.

Throughout the day he was under constant pressure from Steven Sofroniou in a similar car and the margin at the finish was a mere 4secs. The battle for the best performance by a conventional car was won by Chris Ball in a very isolated third spot. He won the previous year when the 4WD cars were absent.

### BRIDGEND FORD DIRECTORS STAGES

1, Peter Lloyd/Rhian Jones (MG Metro 6R4), 47m45s; 2, Steve Sofroniou/Andrew Lees (MG Metro 6R4), 47m49s; 3, Chris Ball/Brian Jones (Ford Escort), 50m31s; 4, Neil Jones/Malcolm Arnold (Triumph TR7 V8), 51m40s; 5, Huw Jenkins/Kevin Thomas (Ford Escort), 51m40s; 6, Jeremy Trussler/Lyn Rees (Ford Escort), 51m54s.

## Peter perfect 2

**Apr 23:** While Peter Hodgson dominated the event from start to finish there were keen battles down the field when Glossop DMC entertained 57 crews over 10 stages at RAF North Coates, near Cleethorpes.

Several entries made the cross Penines trip from north Wales for the ANWCC series counter and Emlyn Wynne picked up useful points when he finished runner-up a mere 2secs ahead of Paul Cooper. Andrew Wight and Tony Lynch were fourth and fifth, only 15sec apart.

### HOB HEY 88 STAGES

1, Peter Hodgson/A Fletcher (Ford Escort), 3092s; 2, Emlyn Wynne/Chris Kinnair (Ford Escort), 3186s; 3, Paul Cooper/Terry Andrew (Ford Sierra Cosworth), 3188s; 4, Andrew Wight/Duncan Wight (Vauxhall Chevette), 3242s; 5, Tony Lynch/Paul Barton (Ford Escort), 3243s; 6, Mike Barber/Martin Pettitt (Vauxhall Nova), 3254s.

## Odoration

**BRANDS HATCH, Apr 23:** The BARC's first visit of the season promised much, but it will be remembered for a twice-stopped F3 race and a general lack of urgency by the organisers as the proceedings went on well into the gathering gloom.

The best race was a keenly contested Firestone Production Saloon round. Kieth Odor planted his Sierra on pole, a full 1.3secs faster than Mark Hales in the Firestone Sapphire. Occupying the other front row spot was Grahame Davis in yet another Sierra. An equally strong Class C entry saw Roger Jones head Andy Middlehurst and Nick Baughn.

As the lights blinked green it was Hales who got the drop on the run to Paddock with Davis also getting across to head Odor, although Kieth soon redressed the situation at Druids. Odor took the lead at Druids on lap 3, and gradually opened a cushion to Hales, who had Davis seeking a way past. The midfield battles became the focus of attention, Roger Jones spinning away his class lead, and Alan Hassell's Sierra trading paintwork with Peter Clarke's similar car.

With Jones spinning, the Class C lead passed to Middlehurst, who was to retain it to the end. Jones fought back past Baughn, but Middlehurst was long gone. Post-race scrutineering saw Middlehurst excluded, so Jones won after all.

The afternoon had opened with the Champion of Brands FF1600 contenders, and paddock talk was of pole man Andy Charsley. Andy was never headed, his well-sorted Ray edging away from Scott Lakin, who was far from happy with his Reynard. Championship leader Chris Hall was left behind although he was well clear of the scrapping Clifford Lawrence, Trevor Stiles and John Hayden. Drive of the race came from young Chris Goodwin, whose front row spot was annulled for a yellow flag incident. Starting with a 10secs penalty, Chris battled through to seventh.

### BRANDS HATCH

**P&O European Ferries Champion of Brands FF1600 (8 laps):** 1, Andy Charsley (Ray-Searle 89F), 12m47.71s, 97.54mph; 2, Scott Lakin (Reynard-Scholar 89FF), 12m52.37s; 3, Chris Hall (Jamun-Connaught M89), 13m03.59s; 4, Clifford Lawrence (Van Diemen-Auriga RF89), 13m12.23s; 5, Trevor Stiles (Van Diemen-Connaught RF88), 13m12.49s; 6, John Hayden (Van Diemen-Connaught RF87), 13m12.69s. **Fastest lap:** Charsley, 1m34.53s, 99.02mph.

**Firestone Production Saloons (10 laps) - overall and Class A:** 1, Kieth Odor (2.0t Ford Sierra Cosworth), 17m48.92s, 87.57mph; 2, Mark Hales (2.0t Ford Sapphire Cosworth), 17m55.53s; 3, Grahame Davis (2.0t Ford Sierra Cosworth), 17m56.34s; 4, Steve Monk (2.0t Ford Sapphire Cosworth), 18m18.22s. **Fastest lap:** Odor, 1m45.73s, 88.53mph. **Class B:** 1, Frank Cundell (2.3 BMW M3), 19m16.05s, 80.97mph; 2, Vaughan Richmond (1.6t Ford Escort), 19m25.56s; no other starters. **Fastest lap:** Cundell, 1m51.98s, 83.59mph. **Class C:** 1, Roger Jones (1.8 VW Golf GTI), 18m47.63s, 83.01mph; 2, Nick Baughn (1.8 VW Golf GTI), 18m51.30s; 3, Brian Cox (1.8 VW Golf GTI), 19m08.11s. **Fastest lap:** Jones, 1m50.13s, 84.99mph (record).

**Renault 5 Elf Turbo Cup (10 laps):** 1, Niki Phillips, 20m28.18s, 76.21mph; 2, Kevin Glynn, 20m40.77s; 3, David Grimshaw, 20m41.35s; 4, Chris Lewis, 20m53.33s; 5, Steve Jones, 20m54.13s; 6, Charles Tippet, 21m10.43s. **Fastest lap:** Phillips, 2m00.85s, 77.45mph.

**BARC Sports 1600 (5 laps):** 1, Glenn Eagling (Mallock-Scholar Mk20), 9m52.28s, 79.02mph; 2, Paul Webb (Mallock-Minister Mk23), 10m14.69s; 3, Ian Mitchell (IM-Minister Mk1D), 10m55.50s; 4, Geoff Sturtivant (Phantom-Ford P80), 10m59.99s; 5, Keith Whyman (Mallock-Billinge Mk27SG), 11m00.02s; 6, Mike McDermott (Mallock-Minister Mk20), 11m26.04s. **Fastest lap:** Eagling, 1m54.84s, 81.51mph.

**London Motor Fleet Formula E FF1600 (5 laps):** 1, Nick Hammerton (Van Diemen-Swindon RF80), 10m43.12s, 72.77mph; 2, Ian Slater (PRS-Scholar 81F), 11m05.57s; 3, Laurie Hughes (Van Diemen-Minister FA73), 11m29.52s; 4, John Gilbert (Van Diemen-Auriga RF81), 11m34.28s; 5, Charles Jordan (Crossle-Scholar 30F), 11m50.95s; 6, Mark Stirling (Ray-Auriga 82F), 11m53.96s. **Fastest lap:** Hammerton, 2m06.40s, 74.05mph (establishes record).



Roger Jones (84) Firestone Class C winner in pursuit of the Sierras.

After the F3 race, the Renault turbos were eagerly anticipated, although it seemed hard to believe that this was race 4 and it was now 6.10pm! Unfortunately a number of spinners at Druids and Graham Hill Bend split the field on the first lap and some of the sting was taken out.

Defending champion Niki Phillips showed that he won't relinquish his crown easily and pulled out an impressive lead. Second-placed Chris Lewis overcame the challenge of Kevin Glynn and David Grimshaw but undid all his good work with a spin at Paddock on lap 8, resuming fourth and leaving second and third to Glynn and Grimshaw.

With the rain increasing and the light fading, the Sports 1600 race was slashed from 8 to 5 laps. Welcome returnee Glenn Eagling surged ahead on the run to Paddock and that was the last his rivals saw of the Norfolk man. Pole man Paul Web drove a sensible if lonely race to second spot, most of the others spinning on the slippery circuit. One to avoid any excursions was Ian Mitchell in his self-constructed IM, which took third, clear of the battling Geoff Sturtivant and Keith Whyman.

It seemed likely that the LMF Formula E FF1600 runners would lose their race, but after an inspection by the stewards it was given the go-ahead. Fastest in practice, Austin Kinsella was relegated to start at the rear for a yellow flag infringement. It was nearly the undoing of Kinsella, who arrived on Brabham Straight to meet a wheel from the Van Diemen of Mike Breslin which had tangled with Kevin Williams. Kinsella was lucky to avoid injury as the wheel flew high in the air before striking his car. Former champion Nick Hammerton made winning look very easy as he stretched away from Ian Slater.

### DUD CANDLER

### BARC

## Pullman watches points

**LYDDEN, Apr 23:** Seven entertaining races marked the first meeting to be organised by the BRSCC at Lydden. Perhaps the best was the Hawk Racewear FF1600 event for Pre-'74 cars, when Derek Pullman scored a decisive victory over his near neighbour, Billy Burke.

Although Pullman was on pole position it was Burke who made the best start. Indeed, Pullman was boxed in behind Stuart Tilley and Gary Pearson at the first corner, but he put the power down early and emerged in second place, some six lengths behind Burke. By lap 3 Pullman was past Burke, selling him a dummy on the approach to the Devil's Elbow and then forging through on the inside as they accelerated away. Pullman steadily increased his lead with a fine display of on-the-limit driving, and he went on to win by more than 4secs. Stuart Tilley was third, not far ahead of Pearson, and Vince Horsley.

The first Super Road Saloon event was for Class C and D cars. Andy Pyke's Swadkin-tuned Mexico was quickest in practice, but a problem just before the start necessitated a hasty departure from the infield after everyone else was well on the way towards the first corner! Peter Edwards' XR2 took the initiative, chased by Philip Clark and Keith Fishenden, but Pyke was already picking off the midfield runners and by lap 3 he was up to third place. On the following lap he disposed of Clark and began to gain on the leader, finally slipping past on the inside at the Devil's Elbow when Edwards left his braking too late. Richard Monk-Smith put in a late burst and claimed fourth place, just a length adrift of Clark.

Tony Pettet's glorious-sounding Lancia Stratos should have stroked home to victory in the Italian Inter-marque Challenge, but Troy Dunlop's smoking Monte Carlo clung on tenaciously throughout, just a length or so behind. Alan Marshall's Alfaud circulated impressively in a lonely third place, well clear of the championship leader, John Day, whose Beta was delayed slightly when it nudged the rapid Italtune Uno of Barry Waterhouse into a half-spin at the Devil's Elbow on lap 2.

The Renault 5s were predictably spectacular, as they jockeyed for position driving on three wheels at the slightest provocation. Peter Mockler led away, chased by the championship leader, Ray Ledwith, and Michael



►► Brown with Ledwith spinning out of contention twice at the Devil's Elbow. Paul Donantantonio inherited third spot after Ledwith's demise, although only just behind him Shane Perkins, Martyn Hathaway and Stefano Proietti were locked in combat. Mockler held on to win by 1sec from Brown, Donantantonio and Perkins.

Classes A and B of the Super Road Saloons were combined for the next race, and Ray West ran out a worthy winner. His Opel Ascona was comfortably the fastest in practice, but was beaten at the start by Derek Wileman's Capri. It was only a matter of time before West caught the leader, and as they dived into Chesson's together on lap 5 Wileman was obliged to take to the grass. From then on the Opel was home and dry. David Tetley's rumbling Rover was holding a spectacular third place until it got away from him at the exit of Pits Bend and he careered down the top straight on the grass! Francis Butcher's similar Rover and the Lotus Sunbeams of Graham Millward and Michael Seaman nipped past before he regained the track, and then David Thomas sped by as well while Tetley was still picking up speed. Thus Tetley could only salvage seventh place.

The Special GT event soon developed into a first-class duel between Robert Bridger's Toyota Starlet-Ford

which usually wins at Lydden, and Bob Jarvis' Ray Stiletto-Ford which usually wins everywhere else! While Bridger and Jarvis were swerving towards each other at the start, Chris Welfare temporarily snatched the lead with his rapid Metro. But Jarvis and Bridger overhauled him before the end of the first lap. Although Jarvis might have been quicker through the corners, Bridger enjoyed a power advantage at the end of the straight. With four laps to go Bridger swept past on the Dover Straight and, although Jarvis drew alongside again twice as they lapped backmarkers, he eventually spun at the Hairpin on the last lap but still managed second place behind Bridger. Ron Greenfield's Imp wrestled third place from Welfare in the closing stages.

Practice for the second Italian Inter-marque Challenge saw the Belle Vue Motors Fiat Strada Abarths of Bill and Danny Stilwell record identical fastest laps, so they both started from the front row. Danny got away first to take the lead but Bill piled on the pressure relentlessly until he found a way past on lap 3 and went on to win. Paul Edwards' Alfasud rubbed wheels with Martin Parsons' similar car as he slipped through to third place, but a lap later his engine went sick, and he dropped back to finish fifth behind Parsons and Mike Clark.

KERRY DUNLOP

Robert Bridger's Toyota Starlet won the Special GT event at Lydden.



## LYDDEN

## BRSCC

**BRSCC Super Road Saloons - Classes C & D (10 laps) - overall:** 1, Andy Pyke (1.6 Ford Escort Mexico), 8m58.5s, 66.85mph; 2, Peter Edwards (1.6 Ford Fiesta XR2), 9m00.9s; 3, Phillip Clark (1.6 VW Golf GTI), 9m03.5s; 4, Richard Monk-Smith (1.6 Ford Fiesta XR2), 9m04.0s. **Up to 1300cc:** 1, Jason Dickens (1.3 MG Metro), 9m54.1s; no other starters. **Fastest lap:** 55.6s. **1301-1800cc:** 1, Pyke; 2, Edwards; 3, Clark. **Fastest lap:** Pyke, 51.4s.

**BRSCC Italian Inter-marque Challenge (10 laps) - overall:** 1, Terry Pettit (2.4 Lancia Stratos HF), 8m14.7s, 72.77mph; 2, Troy Dunlop (2.0 Lancia Monte Carlo), 8m15.1s; 3, Alan Marshall (1.6 Alfa Romeo Sud Ti), 8m20.5s; 4, John Day (2.0 Lancia Beta Coupe), 8m23.8s. **Modified over 2000cc:** 1, Pettit; no other starters. **Fastest lap:** 48.2s. **Modified 1801-2000cc:** 1, Dunlop; 2, Day; 3, Paul Brace (2.0 Lancia Monte Carlo). **Fastest lap:** Day, 48.1s. **Modified 1401-1800cc:** 1, Marshall; 2, Nigel Cottey (1.5 Alfa Romeo Sud Ti); 3, Nick Broomhall (1.5 Alfa Romeo 33). **Fastest lap:** Marshall, 48.6s. **Standard over 2000cc:** 1, Piero Pesaro (2.5 Alfa Romeo GTV6); no other finishers. **Fastest lap:** 53.1s. **Standard up to 1400cc:** 1, Bruce Kennedy (1.3 Fiat X19); 2, Richard Dewby (1.3 Fiat Uno); 3, 'Premium' Bond (1.3 Alfa Romeo Sud Ti). **Fastest lap:** Kennedy, 55.9s.

**Hawk Racewear FF1600s (10 laps):** 1, Derek Pullman (Merlyn-Minister Mk20A), 7m43.0s, 77.75mph; 2, Billy Burke (Merlyn-Swadin Mk20A), 7m47.2s; 3, Stuart Tilley (Merlyn-Scholar Mk20A), 7m50.9s; 4, Gary Pearson (Hawke-Jondel DK11), 7m52.4s; 5, Vince Horsley (Nike-Homebrew N6), 7m57.3s; 6, Mark Swales (Crossle-Minister 20F), 7m57.6s. **Fastest lap:** Pullman, 45.2s.

**Mita Copiers Renault 5s (10 laps):** 1, Peter Mockler, 9m14.2s, 64.96mph; 2, Michael Brown, 9m15.2s; 3, Paul Donantantonio, 9m15.8s; 4, Shane Perkins, 9m24.9s; 5, Stefano Proietti, 9m25.4s; 6, Martyn Hathaway, 9m25.8s. **Fastest lap:** Donantantonio, 54.3s.

**BRSCC Super Road Saloons - Classes A & B (10 laps) - overall:** 1, Ray West (2.4 Opel Ascona), 8m28.2s; 70.84mph; 2, Derek Wileman (3.0 Ford Capri), 8m36.3s; 3, Francis Butcher (3.9 Rover SD1), 8m41.3s; 4, Graham Millward (2.2 Talbot Sunbeam Lotus), 8m44.9s. **2301-4000cc:** 1, West; 2, Wileman; 3, Butcher. **Fastest lap:** West, 49.6s. **1801-2300cc:** 1, Millward; 2, Michael Seaman (2.2 Talbot Sunbeam Lotus); 3, Steve Savage (2.0 Triumph Dolomite Sprint). **Fastest lap:** Millward, 51.6s.

**Drivers Car Phones/Radio Kent Special GTs/Mita Copiers Renault 5s (10 laps) - overall:** 1, Robert Bridger (2.3 Toyota-Mass Ford), 7m30.2s, 79.96mph; 2, Bob Jarvis (1.7 Ray Stiletto-Ford), 7m39.6s; 3, Ron Greenfield (1.0 Chrysler Imp), 8m10.2s; 4, Chris Welfare (1.3 MG Metro), 8m12.1s. **Over 1300cc:** 1, Bridger; 2, Jarvis; 3, Mike Scott (1.8 Ford Anglia-Cosworth). **Fastest lap:** Bridger, 43.2s. **1001-1300cc:** 1, Welfare; 2, John Flack (1.2 Maguire Mini-Imp); no other starters. **Fastest lap:** Welfare, 47.7s. **Up to 1000cc:** 1, Greenfield; 2, Andy Gill (1.0 Maguire Imp); 3, John Dewing (1.0 Chrysler Imp). **Fastest lap:** Greenfield, 47.4s. **Renaults:** 1, John Bailey; 2, Martin Howell; 3, Steve Hughes. **Fastest lap:** Bailey, 54.3s.

**BRSCC Italian Inter-marque Challenge/Faron X1/9s (10 laps) - overall:** 1, Bill Stilwell (2.0 Fiat Strada Abarth), 8m50.1s, 67.91mph; 2, Danny Stilwell (2.0 Fiat Strada Abarth), 8m53.7s; 3, Martin Parsons (1.5 Alfa Romeo Sud Ti), 9m02.7s; 4, Mike Clark (2.0 Alfa Romeo GTV6), 9m03.0s. **Standard 1801-2000cc:** 1, B Stilwell; 2, D Stilwell; 3, Parsons. **Fastest lap:** B Stilwell, 52.2s. **Standard 1401-1800cc:** 1, Parsons; 2, Paul Edwards (1.5 Alfa Romeo Sud); no other finishers. **Fastest lap:** Edwards, 52.9s. **Faron X1/9s:** 1, Alan Ponting (2.0 Fiat X1/9); no other starters. **Fastest lap:** not given.

## CAVENDISH FINANCE FORMULA FORWARD CHAMPIONSHIP



Mark Peter made it three in a row at a sodden Silverstone.

## Mark's hat trick

A 15 minute practice session gave the Formula Forward entry precious little time to learn the new Silverstone National circuit on Sunday and their task was made even harder when the rain began to fall as they waited in the assembly area. The circuit had started to dry out and, of the 16 cars present, 14 went out on slicks at the start of the session. Only Adrian Wood and Andrew Guye-Johnson chose wets from the start but their decision was vindicated as they duly took the two positions on the front row with Wood taking pole with a best lap of 1m23.62s. Championship leader Mark Peters who had benefited from a test session on Friday quickly switched to wets and did a 1m23.66s to bracket the first three within 0.004sec!

Simon Sutton joined Peters on the second row but was 1.5secs away and there was then a 2sec gap to Martin Jones in his Fortec Motorsport car, the quickest of those to stay on slicks for the whole session. Richard Green did likewise and set a best of 1m27.71s to complete the third row while the fourth row was made up of Marc Chauveau and Tony Hancock. Chauveau had never seen the new loop before and then stopped early to change to wets. Hancock's team mate Heather Baillie, and Charlie Burt rounded off the top 10 runners.

The Forward race was the last of the day and the track was thoroughly soaked by the time the cars lined up for their race

which had been shortened to just 8 laps. Even then it was after 6pm by the time the green flag lap was completed. Wood suffered as had those before him by starting from the wettest side of the circuit and it was Peters who led by the time they reached Becketts after a strong start from the second row. Jones had been equally quick off the line and moved into second. This pair soon established an advantage over Guye-Johnson, Sutton, Wood, Green and Hancock.

Things settled down for a couple of laps but then Sutton deranged the nosecone on his car and headed for the pits on the third lap, promoting everyone from fourth onwards. Jones was still chasing Peters but the real progress was being made by Guye-Johnson who was catching Jones and mounted a challenge at Becketts on lap 6. The pressure on Jones allowed Peters to make good his advantage but second place was far from settled. On the penultimate lap Guye-Johnson tried the inside at Brooklands and Jones slipped wide while defending but managed to recover without losing his place.

Peters duly reeled off the last lap for his third win in three championship races but Guye-Johnson lined up for one more try at Jones. Into Brooklands for the final time he was not quite close enough but out to the right-hander at Bridge he made a big effort and almost succeeded in opening up a gap. However, despite being less experienced, Jones defended strongly and held his line, sprinting to the line half a second ahead of Guye-Johnson. Wood toured home a comfortable fourth but Green had to work hard to fend off Hancock for fifth and Chauveau was similarly pressured by Baillie across the line.

PAUL LAWRENCE

## SILVERSTONE

### Cavendish Finance Formula Forward Championship, round 3

8 laps - 15.30 miles

Pos	Driver	Team	Result	Best lap	Qual	Pos
1	Mark Peters	First Time Racing	1m37.63s	1m25.35s	1m23.66s	3
2	Martin Jones	Fortec	1m41.14s	1m25.62s	1m27.13s	5
3	Andrew Guye-Johnson	Driver	1m41.64s	1m25.30s	1m23.64s	2
4	Adrian Wood	Driver	1m46.58s	1m25.74s	1m23.62s	1
5	Richard Green	Cadwell Park/Touraco	1m58.55s	1m27.78s	1m27.71s	6
6	Tony Hancock	Fast Forward	1m58.89s	1m27.09s	1m28.92s	8
7	Marc Chauveau	Pine City	12m14.34s	1m28.82s	1m28.40s	7
8	Heather Baillie	Fast Forward/BHR	12m14.38s	1m27.96s	1m30.79s	9
9	Charlie Burt	Burtpower	12m16.89s	1m28.69s	1m32.17s	10
10	Andy Gregory	Sidlow	12m18.49s	1m27.60s	1m43.19s	14
16	Simon Sutton	Driver	6 laps	1m25.38s	1m25.08s	4

**Winner's average speed:** 78.97mph. **Fastest lap:** Guye-Johnson, 1m25.30s, 80.73mph (establishes record). **Championship positions:** 1, Peters, 46pts; 2, Guye-Johnson, 31; 3, Jones, 21; 4, Hancock, 17; 5, Green, 16; 6, Chauveau and Wood, 15.

**Next round:** Castle Combe, May 1.



# Coulthard shines

**SILVERSTONE, Apr 23:** The great British spring did its best to spoil yet another race meeting on Sunday when steady rain and gloom descended over Silverstone.

The second round of the FF2000 championship was, at 12 laps, the longest race of the day and, thanks to some rather ambitious planning, had to be combined with the URS Pre-'83 FF2000 race to give the BARC any chance of getting through the afternoon before it got dark. With 13 cars arriving for the main series and 20 for the Pre-'83 section the wet track was extremely busy for the 30 minute practice session. Jeremy Payne set the early pace in the Pine Cliffs Swift FB88 but then went off into the gravel trap at Copse after six laps, leaving José Cordova no opposition for pole. Payne took second slot on the front row with Dominic Chappell next best, before a sensational performance from Jeff Gresswell in his Van Diemen RF82, by far the best of the URS contestants.

It was properly wet by the time the capacity grid lined up and Payne, starting in less of a puddle than Cordova, was able to put the power down more efficiently and he beat the Reynard to Copse. Cordova quickly latched onto Payne and had a look down the inside at Brooklands first time through. For five laps the pair were nose-to-tail and pulled rapidly away from the rest of the field, both drivers making light of the dreadful conditions. Cordova dogged Payne's every move and, when they started to lap a group of Pre-'83 cars on lap 6, took the lead in a startling move, diving through a gap while Payne was picking through backmarkers. Cordova was then able to pull gradually away and three laps later Payne struggled into the pits with the engine cutting. With a lead that was out to 45secs at the finish, Cordova reeled off the remaining laps. Chappell ran third initially with Mike Hardwicke and John Quartermaine chasing. Chappell held off the challenge until half-distance when his engine started to misfire, and he was forced to pit, while Quartermaine squeezed past the impressive Hardwicke to move into second. Geoff

Kennedy fell back in fourth from Mark Newman and a closing Nick Owen. The URS Pre-'83 section was convincingly won by Dave Nicholls who did not realise that he had won such was the difficulty in reading pit signals. Mike Gardiner, Mark Grant and Richard Samulis were next up from Gresswell who lost a lot of time on the first lap.

Opening race of the afternoon was the smaller Budget Modified Production Saloons. Keith Notley got the drop at the lights from fellow Fiesta drivers, John Hammersley and Michael Helm, and headed into Copse. Helm deposed Hammersley at Brooklands first time through and started to challenge the leader, in turn under pressure from Hammersley. Second place changed hands several times but on lap 6 Notley made a mistake at Becketts letting Hammersley and Helm slip through. On the next lap Hammersley got the break, and took a slight advantage, while going into lap 9 Helm suddenly slowed. Notley charged past, but Hammersley was 2secs clear and held on to win while the unfortunate Helm coasted to a halt with half a lap to run. Clive Knight got the better of a good scrap for third and headed Ron Field and Gordon Luxford home.

Another capacity grid contested the first round of the Agip/MGOC championship which turned into an absorbing contest between the MGB of Nigel Petch and the Maestro of Darryl Davis. Petch led away while Davis got past Noel Wincote on the first lap and the leading pair then pulled away from the field. Petch had the better straight-line speed but the Maestro was quicker on the new twisty section. Several times they were side by side towards Copse but every time Petch held the right line. Finally, on lap 7 Davis made a decisive move. Looking at the inside into Brooklands, the Maestro slipped back in behind but then surprised Petch by nipping down the inside into Bridge. Davis then charged through the chicane to consolidate his position before the straight. In the three remaining laps Davis pulled out a 7secs lead. Jimmy Adamson worked hard to pull his Maestro up from the fourth row of the grid to dispute third with Wincote. The MGB grabbed the upper hand on the final lap only to slide wide at Brooklands and hand it back to Adamson who duly finished third.



Another masterful drive – David Coulthard splashes round at Silverstone.

The Vauxhall Finance Sports race was another two horse race in ever-worsening conditions. At the end of the green flag lap poleman Vernon Davies pulled as far to the left of the circuit as possible but it was Nick Bridge from the middle of the front row that got the drop and Davies could only slot in behind. The pair of Mallocks were soon lapping far more rapidly than anyone else and pulled well away from the rest to finish in that order. Nigel Carr survived a quick spin at Bridge *en route* to third in his Vision, which sounded rougher and rougher as the shortened race wore on, surviving to head Keith Runnacles who was penalised for missing the chicane on one lap.

While their senior counterparts are attracting attention for the wrong reasons, the Junior FF1600s raced with commendable common sense and there was only one retirement from the 25 starters despite a hard-fought race in difficult conditions. David Coulthard set pole but a storming start from the second row put Terry Fullerton into the lead in his Sonic RF89. Coulthard nipped briefly ahead at Brooklands first time round but Fullerton grabbed it back at Bridge before the Scot finally went through into Copse. The leading pair were joined by Kelvin Burt who put Fullerton under pressure. Although Fullerton and Burt closed on the leader again, the race was settled by a backmarker on lap 5. Coulthard put the backmarker between himself and Fullerton just before the chicane and added a couple of seconds to his lead at a stroke. Fullerton was delayed and was almost caught by Burt but recovered to make sure of second behind Coulthard. Burt was chased over the line by Graham Fennymore, before a gap to Bobby Verdon-Roe and Mark Albon.

After some confusion on the grid while cars were moved around, the second Budget Modified Production Saloon race got underway with the rear of the grid still in disarray. Angus Mackay knew that he was in the middle on the front row and stormed off the line while poleman Jonathan Woodward spun the wheels on his Sunbeam Lotus and lost many places. Mackay, able to see where he was going, had little difficulty in stretching a commanding lead and kept it. Initially, as many as eight cars fought over second with Mark Pollard and Tony Lees at the front, but a recovered

Woodward dived into second at Becketts on lap 5. Beaumont further demoted Lees on lap 7 and chased after Woodward, snatching second at Becketts on the last lap and earning the Driver of the Day award for his efforts. Lees just held off the Sierra XR4i of Andrew Mackenzie for fourth while Pollard dropped away in sixth.

PAUL LAWRENCE

## Rain men

**SNETTERTON, APR 23:** Only one and a half races were run at Snetterton before the organising 750MC abandoned the meeting on the grounds of safety. The circuit was saturated after continuing rain (see *Sports Extra*).

The only race to be completed was for the Triumph Sports Six Club Challenge, with 12 cars contesting half as many classes. Pole had been claimed by Tony Lindsey-Dean who had lapped his modified Vitesse almost 3secs quicker than the rest. At the start Lindsey-Dean led into Riches, but ran wide handing Eddie Wilkins a lead he was never to lose.

On the soaking wet surface the driving conditions were very difficult and the engine note of the cars could be heard to rise and fall as they traversed the large puddles that had accumulated. In these circumstances Wilkins' performance was impressive, as he splashed his way to victory by over 50secs.

Reg Dixon ran consistently to finish second after holding off a late challenge from Kevin Ginger. The sight of this pair looming in his mirror was the last straw for Lindsey-Dean, who also had to cope with a sticking throttle. He spun on the penultimate lap and could only resume fourth.

Brothers Derek and James Buckton occupied the first two positions on the grid for the smaller classes of the Forwell Group K Sports Challenge. From pole Derek maintained the advantage for two laps, until James stormed past his younger brother, whose car had become waterlogged – opposite the pits. Three laps later at the same spot, with the charging Iain McBay closing rapidly, the leader's car aquaplaned and crashed heavily. The race was immediately stopped, and soon after the whole meeting was abandoned.

ANDY LEEDER

## SNETTERTON

750MC

**Triumph Sports Six Club Challenge (10 laps) – overall:** 1, Eddie Wilkins (Spitfire Mk4), 18m04.4s, 63.64mph; 2, Reg Dixon (Spitfire), 18m56.6s; 3, Kevin Ginger (GT6), 18m58.5s; 4, Tony Lindsey-Dean (Vitesse), 19m21.6s. **Class A:** 1, Stephen Antolic (Spitfire Mk3), 19m24.0s, 59.28mph. **Fastest lap:** Antolic, 1m51.7s, 61.78mph. **Class B:** 1, Dixon, 60.71mph. **Fastest lap:** H Shakeshaft (Spitfire), 1m49.3s, 63.13mph. **Class C:** 1, Wilkins. **Fastest lap:** Wilkins, 1m44.4s, 66.10mph. **Class D:** 1, Ginger, 60.61mph. **Fastest lap:** Ginger, 1m48.8s, 63.43mph. **Class E:** 1, Kevin Williams (TR7), 19m47.6s, 58.11mph. **Fastest lap:** Philip Crutwell (TR6), 1m48.5s, 63.60mph.

## SILVERSTONE

BARC

**Budget Modified Production Saloons – Class C (10 laps):** 1, John Hammersley (Ford Fiesta XR2), 16m01.57s, 71.62mph; 2, Keith Notley (Ford Fiesta XR2), 16m03.18s; 3, Clive Knight (Ford Fiesta XR2), 16m29.88s; 4, Ron Field (Hillman Avenger Tiger), 16m31.75s; 5, Gordon Luxford (Ford Fiesta XR2), 16m32.19s; 6, Shaun Blake (Ford Fiesta XR2), 17m13.21s. **Fastest lap:** Hammersley, 1m33.34s, 73.78mph (establishes record).

**BARC/MGOC (10 laps):** 1, Darryl Davies (MG Maestro), 17m30.70s, 65.54mph; 2, Nigel Petch (MGB), 17m38.66s; 3, Jimmy Adamson (MG Maestro), 17m43.98s; 4, Noel Wincote (MGB), 17m46.10s; 5, Jason Moses (MG Midget), 18m02.77s; 6, Richard Bennett (MG Midget), 18m05.88s. **Fastest lap:** Davis, 1m42.18s, 67.39mph (establishes record).

**URS Pre-'83 FF2000 (12 laps):** 1, Dave Nichols (Van Diemen RF82), 18m16.08s, 75.39mph; 2, Mike Gardiner (Van Diemen RF82), 11 laps; 3, Mark Grant (Delta T81), 11; 4, Richard Samulis (Royale RP30), 11; 5, Jeff Gresswell (Van Diemen RF82), 11; 6, Mark Storer (Lola T580), 11. **Fastest lap:** Gardiner, 1m28.16s, 78.11mph (establishes record).

**BARC FF2000 (12 laps) – overall:** 1, Jose Cordova (Reynard-Neil Brown 89SF), 16m50.97s, 81.74mph; 2, John Quartermaine (Swift-Neil Brown FB88), 17m36.33s; 3, Mike Hardwicke (Reynard-Neil Brown SF86), 17m40.94s; 4, Geoff Kennedy (Swift-Nelson FB88), 17m47.27s; 5, Mark Newman (Reynard-Nelson SF84/6), 17m53.63s; 6, Nicholas Owen (Reynard-Neil Brown SF86), 17m54.25s. **Class A:** 1, Cordova; 2, Quartermaine; 3, Kennedy. **Fastest lap:** Cordova, 1m21.66s, 84.33mph (establishes record). **Class B:** 1, Hardwicke, 77.89mph; 2, Newman; 3, Owen. **Fastest lap:** Owen, 1m25.47s, 80.57mph (establishes record).

**Vauxhall Finance Sports (8 laps):** 1, Tony Bridge (Mallock Mk27SG), 11m15.51s, 81.55mph; 2, Vernon Davis (Mallock Mk28V), 11m18.51s; 3, Nick Carr (Vision V89), 11m49.58s; 4, Keith Runnacles (Vision V89), 12m07.71s; 5, John Counsell (Mallock Mk28), 12m10.51s; 6, Paul Burt (Vision V89), 12m34.85s. **Fastest lap:** Bridge, 1m22.51s, 83.46mph.

**P & O Junior FF1600 (8 laps):** 1, David Coulthard (Van Diemen-Scholar RF89), 12m04.37s, 76.05mph; 2, Terry Fullerton (Van Diemen-Scholar RF89), 12m07.43s; 3, Kelvin Burt (Van Diemen-Minister RF89), 12m09.47s; 4, Graham Fennymore (Reynard-Scholar 89FF), 12m10.31s; 5, Bobby Verdon-Roe (Swift-Minister FB89), 12m14.86s; 6, Mark Albon (Reynard-Scholar 89FF), 12m18.14s. **Fastest lap:** Coulthard, 1m29.32s, 77.10mph.

**Budget Modified Production Saloons – Classes A and B (8 laps) – overall and Class A:** 1, Angus Mackay (BMW 323i), 13m10.87s, 69.66mph; 2, Robert Beaumont (Sunbeam Lotus), 13m13.57s; 3, Jonathan Woodward (Sunbeam Lotus), 13m14.41s; 4, Tony Lees (BMW 320), 13m19.54s. **Fastest lap:** Woodward, 1m35.38s, 72.20mph (establishes record). **Class B:** 1, Mark St John Taylor (Toyota Corolla), 13m28.53s, 68.14mph; 2, Andy Britnell (Ford RS2000), 13m31.23s; 3, Mark Smith (Ford RS2000), 13m38.05s. **Fastest lap:** St John Taylor, 1m38.25s, 70.09mph (establishes record).





Truly awful weather at Donington did little to dampen the enthusiasm of the MG racers.

## McCarthy into Top Gear

**DONINGTON, Apr 23:** It was cold throughout and rained for most of the MG Car Club's nine race programme. The conditions seemed to suit Roy McCarthy down to the ground. After winning the MGA/Pre-'66 race in his MGA he immediately came out and won the Class B BCV8 event in his MGB. The same car appeared later to take the laurels in the first round of the *Top Gear* Heritage Team Challenge, which was the highlight of the day.

The idea of teams of a certain make competing against each other has proved to be successful in the Inter-

Marque Challenge, and judging by the first round the *Top Gear*/British Motor Heritage supported Team Challenge will do likewise. Teams of Austin Healeys, Jaguars, MGs, Morgans and Triumphs assembled for the 10 lap race.

The Triumph TR4 of Conoley won the sprint to Redgate, and opened up quite a margin over the first lap. This was the MGCC's day though, and Roy McCarthy's B was making rapid progress from the second row, closing in on the leader on lap 2 and taking the lead on the next. First and second were now set for the race, and comfortably so. It was quite different in third, however. Richard Tyzack spun his Jaguar at the old Hairpin on lap 3, and dropped to the back of a six car train. This was headed by Kelvin Laidlaw's

Morgan Plus 8, but Mike Ridley's Plus 4 was moving up and took third on lap 5, pulling away thereafter. The latter half of the race saw some very frenetic action as Tyzack moved up to fourth. David Robinson's E-type to fifth while Laidlaw and Howard Morgan both fell three places to sixth and seventh respectively.

Tony Whitehead had taken the first victory of the day, his Midget well clear of the other Cockshoot Cup runners. Mark Ashworth's MGB was put under varying degrees of pressure by Stuart Peter's Midget, but was unable to set by. Andrew Booth charged through from the back of the grid to place his Midget fourth. Andrew Hiley's similar car losing the place on lap 9.

The Modified Midget field was headed throughout by Howard Reeve, but Graeme Adams spent laps 4 to 8 on his rear bumper. James Thacker was a distant third.

Twenty seconds after the Midgets were let loose, Class D of the BCV8 Championship left the grid. Malcolm Beer and Richard Horn fought tooth and nail for the lead until the latter spun out at McLeans on lap 4, Beer comfortably lapping the three other class finishers.

Having found some more suitable tyres to the slicks he used in practice Roy McCarthy was looking to move up from last-but-one on the MGA/Pre-'66 grid. As early as lap 3 he led, but could not put an inch between himself and Neil Cawthorn, and the two crossed the line just 0.3sec apart.

The five Class C entries in the BCV8 Championship were tacked on to the back of the grid but finished first. A terrific dice between Mark Ashworth and Tony Price was decided when Ashworth, who had been second up to that point, nudged Price at the Old Hairpin on the last lap. Price still had time to spin at the chicane before

finishing second.

Roy McCarthy made a quick dash to his MGB to take up fifth position on the grid for the Class B BCV8 race. Again he was leading by lap 3, and this time was able to pull away. Barry Siderly-Smith, Phil Conn and Bill Hewitt, all in MGBs, were evenly matched but never changed position finishing second to fourth.

Peter Hiley took the Sprite/Midget race, but only after Tom Wood had spun in the Craner Curves on the penultimate lap. Wood had led up until that point but now had to settle for second with Alan Meadows all alone in third.

The Class A BCV8 race was dominated by Peter Hall who ran out a 24secs victor. Robert Hall's BGT never moved out of second place, while a spin at the chicane saw Allan Paterson's hopes of putting his MGB in third at the expense of Lew Bergonzi disappear.

The T-type and Triple M race was decided when leader Julian White made a mess of the Old Hairpin on lap 3. Gus Gregory completed the lap in front, and that was the way it stayed. White got his TC back in to second, then had a terrific dice with George Edney's TB. The latter had the upper hand on the penultimate lap but White found the inside line at the chicane and finished second.

The meeting ended on a still damp track with the Phoenix Petroleum Challenge. Duncan Drye stormed through from the second row to lead at Redgate, that was as close as the field got to his BV8. Steve Westwood's Midget gave chase in vain. The Midgets of Alan Meadows and Peter Coates had a good close dice for third, decided when Coates lost control of the car at McLeans on the last lap, although he was still able to finish fourth.

RICHARD WRIGHT

### DONINGTON PARK

### MGCC

**Cockshoot Cup (10 laps) – overall and Modified:** 1, Tony Whitehead (Midget), 16m38.9s, 70.52mph; 2, Mark Ashworth (MGB), 16m53.5s; 3, Stuart Peters (Midget), 16m54.1s; 4, Andrew Booth (Midget), 17m03.1s. **Fastest lap:** Booth, 1m38.0s; 71.88mph (record). **Standard:** 1, Steven Bennett (Midget), 9 laps, 62.56mph; 2, Paul Hurst (Midget), 9; 3, Allan Paterson (MGB), 9. **Fastest lap:** Paterson, 1m49.6s, 64.28mph (record).

**Modified Midget Championship (10 laps) – overall and Fully Modified:** 1, Howard Reeve, 16m15.8s, 72.19mph; 2, Graeme Adams, 16m20.7s; 3, James Thacker, 16m30.1s; 4, Lawrence Cutler, 17m14.4s. **Fastest lap:** Adams, 1m43.8s, 74.31mph. **Race Modified:** 1, Steve Westwood, 17m17.6s, 68.10mph; 2, Tony Griffiths, 9 laps; 3, David Croft, 9. **Fastest lap:** Westwood, 1m42.2s, 68.93mph.

**Wilky BCV8 Championship Class D (10 laps):** 1, Malcolm Beer (GTV8), 15m42.3s, 74.76mph; 2, Keith Gerrier (GTV8), 9 laps; 3, Bob Luff (BV8), 9; 4, Duncan Drye (GTV8), 9; no other finishers. **Fastest lap:** Beer, 1m30.5s, 77.84mph.

**MGAs and Pre-'66 Challenge (10 laps) – overall and MGA Modified:** 1, Roy McCarthy, 17m23.3s, 67.52mph; 2, Neil Cawthorn, 17m23.6s; 3, Robert Inness Ker, 18m00.5s; 4, Spike Milligan, 9 laps. **Fastest lap:** Cawthorn, 1m41.7s, 69.27mph. **MGA Standard:** 1, Mark Dollimore, 9 laps, 62.38mph; 2, Charlie Hayter, 9; no other starters. **Fastest lap:** Dollimore, 1m50.0s, 64.04mph. **Pre-'66 Classic Sports Cars:** 1, Richard Evans (MG Midget), 9 laps, 63.15mph; 2, Tony Barnard (Elva Courier), 9; 3, Andy Hart (MGB), 8. **Fastest lap:** Barnard, 1m48.2s, 65.11mph.

**Wilky BCV8 Championship Class C (10 laps):** 1, Mark Ashworth (MGB), 15m55.8s, 73.70mph; 2, Tony Price (MGB), 16m09.9s; 3, John Chadwick (MGBGT), 16m53.6s; 4, John Griffiths (MGB), 9 laps; 5, Rod Longton (MGB), 9; no other starters. **Fastest lap:** Ashworth, 1m32.3s, 76.32mph.

**Wilky BCV8 Championship Class B (10 laps):** 1, Roy McCarthy (MGB), 17m08.9s, 68.47mph; 2, Barry Siderly-Smith (MGB), 17m27.0s; 3, Phil Conn (MGB), 17m27.9s; 4, Bill Hewitt (MGB), 17m28.3s; 5, Bill Kirkpatrick (MGB), 17m47.3s; 6, David Saunders (MGB), 17m48.3s. **Fastest lap:** McCarthy, 1m40.9s, 69.82mph.

**Standard Midget and Sprite Championship (10 laps):** 1, Peter Hiley, 17m37.7s, 66.60mph; 2, Tom Wood, 17m41.0s; 3, Alan Meadows, 17m48.0s; 4, Peter Coates, 18m10.2s; 5, Ian Northey, 18m11.6s; 6, David Ecob, 18m41.4s. **Fastest lap:** Hiley, 1m42.8s, 68.53mph.

**Top Gear Heritage Team Challenge (10 laps) – overall and Road Going Modified:** 1, Roy McCarthy, 17m12.5s, 68.23mph; 2, C Conoley (Triumph TR4), 17m26.3s; 3, Mike Ridley (Morgan Plus 4), 17m35.0s; 4, Richard Tyzack (Jaguar C), 17m40.1s. **Fastest lap:** Tyzack, 1m40.2s, 70.31mph. **Standard:** 1, David Robinson (Jaguar E-type), 17m43.1s, 66.27mph; 2, Mike Tye, (Jaguar E-type), 18m17.7s; 3, Nigel Grant (Austin Healey 3000), 18m27.9s. **Fastest lap:** Robinson, 1m39.9s, 70.52mph.

**Wilky BCV8 Championship Class A (10 laps):** 1, Peter Hall (MGB), 17m24.9s, 67.42mph; 2, Robert Hall (MGBGT), 17m49.1s; 3, Lew Bergonzi (MGB), 17m51.9s; 4, Allan Patterson (MGB), 18m09.1s; 5, Geoff Pyke (MGB), 18m14.6s; 6, Jonathan Wheeler (MGB), 18m19.1s. **Fastest lap:** Peter Hall, 1m42.9s, 68.46mph.

**T-types Championship and Triple M (10 laps) – overall:** 1, Gus Gregory (MG-TB), 17m53.5s, 65.62mph; 2, Julian White (MG-TC), 17m59.4s; 3, George Edney (MG-TB), 17m59.7s; 4, Barry Foster (MG Montherly), 18m07.5s. **Road Going Modified:** 1, White, 65.26mph; 2, Edney; 3, John Evans (MG-TA), 18m08.6s. **Fastest lap:** Edney, 1m45.1s, 67.03mph. **Fully Modified:** 1, Gregory; 2, Brian Sayers (MG-TC), 18m09.9s; 3, Anthony Atkins (MG-TV), 18m10.9s. **Fastest lap:** Gregory, 1m45.0s, 67.09mph. **MMM:** 1, Foster, 64.78mph; 2, John Seber (Wolseley Hornet), 19m12.8s; 3, Mike Allison (MG Magnette), 9 laps. **Fastest lap:** Foster, 1m45.5s, 66.77mph.

**Phoenix Petroleum Challenge (10 laps) – overall:** 1, Duncan Drye (MGB V8), 16m33.9s, 70.88mph; 2, Steve Westwood (Midget), 16m39.4s; 3, Alan Meadows (Midget), 16m55.4s; 4, Peter Coates (Midget), 17m06.6s. **Modified:** 1, Drye, 2, Westwood; 3, Peter King (MGB), 17m14.3s. **Fastest lap:** Drye, 1m36.5s, 73.00mph. **Standard Midgets, Sprites, Metros and Maestros:** 1, Meadows, 69.38mph; 2, Coates; 3, Andrew Hiley (Midget), 17m09.0s. **Fastest lap:** Hiley, 1m37.8s, 72.03mph. **Standard MGA, MGB, MGC, T Types and Z Types:** 1, Julian White (MG-TC), 17m24.5s, 67.45mph; 2, Jonathan Wheeler (MGB), 17m34.3s; 3, George Edney (MG-TB), 17m35.3s. **Fastest lap:** White, 1m42.2s, 68.93mph.

### HONDA CRX CHALLENGE



Local man Frank O'Rourke took the CRX celebrity car to sixth place.

## Emerald Taft

Paul Taft was the conquering hero when the Honda CRX Challenge circus arrived at Mondello Park last Sunday. He planted the Edenbridge CRX on pole, scraped through a first corner barging match unscathed and led every one of the 20 laps, adding a bonus point for fastest lap to his tally, to leave him 2 points clear at the head of the Championship from previous leader Graham Churchill.

Mike Callaghan headed the pursuit for 3 laps until he was overhauled, first by Ian Taylor and then by Dave Loudoun. Callaghan then fell foul of Rob Hall's tactics which took the pair of them off and into retirement. Taylor and Loudoun held second and third places to the finish, with Stephen Waudby strongly challenging for third place, but not quite able to get by Loudoun.

Local saloon ace Frank O'Rourke

drove the Honda UK celebrity car this time, coming through the field in fine style from the back of the grid in a highly creditable fifth place by lap 9, then holding at bay a three car group for most of the remaining laps.

However Graham Churchill, trying hard to hold onto his points lead, finally took fifth place four laps from the end. Andy Ackley followed suit one lap later but O'Rourke retaliated and retook sixth – a good drive on his first Honda outing.

COLM DOHERTY

### MONDELLO PARK

#### Honda CRX Challenge, round 4 20 laps – 24.80 miles

1, Paul Taft, 22m51.87s, 65.08mph; 2, Ian Taylor, 22m59.33s; 3, Dave Loudoun, 23m02.47s; 4, Stephen Waudby, 23m03.32s; 5, Graham Churchill, 23m13.17s; 6, Frank O'Rourke, 23m14.13s. **Fastest lap:** Taft, 1m07.25s, 66.37mph



## RAC BRITISH FF1600 CHAMPIONSHIP



Gil de Ferran leading a hungry pack at Oulton.

## Ferran fantastic

The works Fulmar Reynards enjoyed a fine 1-2 success in the second round of the RAC British FF1600 Championship with Niko Palhares in the Duckhams Van Diemen their closest challenger in the early stages.

Indeed, it had been Palhares who had set the testing pace during midweek running at the circuit. However, due to the recent carnage seen in FF1600, not everybody was lucky enough to be able to drive in the week leading up to the race, and a number of drivers had to admit to a lack of track knowledge, a major handicap at this drivers' circuit.

"Brilliant!" was Gil de Ferran's comment about his car after practice. Claiming that it had perfect balance, he took pole by 0.3sec and was justifiably confident about his chances in the race.

Sitting alongside him on the grid was team mate and first round winner Bernard Dolan, who also had a trouble-free qualifying session. Next up was Palhares, in touch, but disappointed at not being on the front row following his encouraging testing performances. Also pleased with his car was Jonathan McGill, qualifying fourth, after very little testing.

A good fifth on the grid was top Swift runner Tim Sugden, followed by Mexican Adrian Fernandez. Giampiero Simoni qualified his works Van Diemen seventh on his first acquaintance with Oulton, his confidence growing all the time. A disappointed eighth was Dave Coyne, as following the previous week's accident he had not had a chance to test his repaired car which was not quite to his liking, but was confident of improving come the race. Dutchman Michael Vergers was suffering from power understeer but was still a second better than in testing to start

ninth. Spanish coming man Jordi Gené was back in 10th spot suffering from the aforementioned lack of circuit knowledge and traffic on his best lap.

All eyes were on the first corner at the start, de Ferran, Dolan and Palhares all going into Old Hall side-by-side, Dolan seemingly with the advantage. But it was de Ferran who emerged in the lead, as Dolan missed a gear, allowing Palhares to claim second. McGill held fourth from Sugden, Fernandez and Coyne.

At the end of the first lap Palhares was on the tail of de Ferran and, going into Cascades, he made what both de Ferran and Dolan thought was an impossible bid for the lead. There simply wasn't the room and slight contact was made between the leading duo. De Ferran carried on regardless, but the moment allowed Dolan to reclaim second.

Palhares was soon back on terms with Dolan, setting a new lap record in his pursuit. Into Knicker Brook on lap 4 and Palhares tried to overtake Dolan. Again contact was made, only this time Palhares was not to recover, going straight into the barriers and damaging two corners. With Niko gone the two Reynards were left to win as they pleased, Dolan unable to bridge the gap to the Brazilian.

Behind, the battle for third was really heating up, with a train of six cars involved. McGill withstood great pressure from Sugden for most of the race but these two allowed Fernandez, Coyne, Gené and Lopez to catch them. Coyne was past Fernandez at the start of lap 8 and then took fourth from Sugden.

Going into Cascades on the last lap McGill suffered a recurrence of a practice problem as his car jumped out of gear; this was all Coyne needed to relieve the Irishman of third place. McGill continued to finish a disappointed fourth ahead of Sugden, Fernandez and Gené, these four covered by just 1sec at the finish. Lopez lost his eighth place with a spin at Foulstons on the last lap.

MARK JONES

## Roger, Clark!

**OULTON PARK, Apr 22:** An ambitious eight race programme was on the agenda at Oulton last weekend, and apart from the RAC FF1600 event all races were for sports cars, principally Porsches and Jaguars.

Setting the day in motion were Classes A and B of the BF Goodrich Porsche Championship. Off the line Chris Millard beat pole man Pete Clark and Bill Taylor into Old Hall. In an all-action first lap Clark moved past Millard into Cascades prior to Millard returning the favour at Knicker Brook. Meanwhile Chris Banks had moved ahead of Taylor with Class B leader Brian Robinson in fifth spot and Tony Dron sixth.

Up at the front Clark retook the lead going into Knicker Brook on lap 2. The two then circulated together allowing Banks to close. Millard dropped off the leader's pace as the laps rolled by, falling to 11th place with rocker problems. This let Banks, Taylor and Dron follow Clark home.

Class C of the Porsche series comprised the second race. Peter Tyson made a good start from the middle of the front row to lead Dave Horsley as far as Cascades on lap 1, where Horsley overtook. One lap later and Tyson was back in the lead with Paul Edwards also moving past Horsley on the same lap. Edwards then set about leader Tyson, passing him at Shell on the fourth lap and taking a lead he was to keep to the finish. Horsley fell right back to fifth as Bob Watson and David Lees moved into third and fourth places respectively.

Following the lunch break and the FF1600 race was the Gordon Russell

Inter Marque 10-lapper. Malcolm Hamilton made a good start from pole and made it look very easy until the driver's door on his modified E-type started to come adrift. This occurred at half-distance and close scrutiny by the observers resulted in the combination being allowed to continue. With the door almost horizontal Hamilton continued to pull away from the field to win by 25secs from the Porsche of Mike Holland. An oil-smeared windscreen cost John Starkey third place, allowing Gideon Hudson through on the last lap.

The Pre-'68 Jaguar event got off to a dramatic start as front row man Les Ely stalled and was left on the grid. Rob Buck took the lead from Peter Gascoigne. Brian Stevens, George Page and Jim Gallie. As Buck pulled away Ely started carving his way through the field and was up to seventh at the end of lap 2.

At the start of lap 4 Gallie passed Page, and then Stevens. At Shell next time round Page and Stevens spun, both able to continue but losing places. Ely was now fourth, and when Gallie also gyrated at Cascades, he was third. Gallie rejoining fourth. Going into Knicker Brook on lap 6 Gascoigne moved to the head of the field, Buck stopping in the pits at the end of the lap, reporting a clip coming off a pipe to the carburettor, dumping fuel everywhere. Ely was now second, and followed Gascoigne home.

The 100-mile Anne Hamilton Trophy race saw the Steve Cole/Malcolm Hamilton TVR on pole by more than 2secs, but it was to get no further than Druids on the first lap, where Hamilton spun off. This left Tim Sissons in a RAM Cobra in the lead and, after fending off an early

### OULTON PARK

**BF Goodrich Production Porsches (10 laps) - overall and Class A:** 1, Pete Clark (2.7.91 Carrera), 18m55.91s, 87.75mph; 2, Chris Banks (2.5.944TSE), 18m58.86s; 3, Bill Taylor (2.7 Carrera RS), 19m03.38s; 4, Tony Dron (5.0.928S4), 19m08.80s. **Fastest lap:** Banks, 1m51.94s, 89.05mph. **Class B:** 1, Brian Robinson (3.0 Carrera), 19m32.16s, 85.04mph; 2, Jon Fletcher (3.0.911SC), 19m46.85s; 3, Serge Davis (3.0 Carrera), 19m50.00s. **Fastest lap:** Robinson, 1m55.03s, 86.65mph.

**BF Goodrich Production Porsches (10 laps) - Class C:** 1, Paul Edwards (3.0.911SC), 19m40.60s, 84.43mph; 2, Peter Tyson (2.4.911E), 19m41.26s; 3, Bob Watson (2.4.911E), 19m52.07s; 4, David Lees (2.4.911E), 19m54.50s; 5, Dave Horsley (2.4.911E), 19m58.44s; 6, Keith Norman (2.4.911E), 20m09.94s. **Fastest lap:** Edwards, 1m56.60s, 85.49mph.

**Gordon Russell Inter Marque (10 laps) - overall and fully modified:** 1, Malcolm Hamilton (7.0 Jaguar E-type), 17m56.92s, 92.56mph; 2, Mike Holland (3.5 Porsche RSR), 18m22.05s; 3, Gideon Hudson (3.5 Porsche 911T RSR), 18m44.77s; 4, John Starkey (3.2 Porsche Carrera RSR), 18m47.23s. **Fastest lap:** Hamilton, 1m44.87s, 95.05mph. **Mildly Modified:** 1, Peter Lee (3.2 Porsche 911 RS), 19m14.61s, 86.33mph; 2, Mike Golding (3.0 Ferrari 308 GTB), 19m26.73s; 3, Jim Berman (3.0 Ferrari 308 GTB), 19m27.27s. **Fastest lap:** Lee, 1m52.83s, 83.34mph. **Standard cars:** 1, Jim Ablett (2.7 Porsche Carrera), 9 laps 82.93mph; 2, Ron Lea (4.5 LM D-type Replica) 9 laps; 3, Jon Chappell (2.4 Porsche 911), 9 laps. **Fastest lap:** Ablett, 1m57.10s, 85.12mph.

**Pre-'68 Jaguar Saloons (8 laps) - overall:** 1, Peter Gascoigne (4.2.420), 17m40.02s, 75.23mph; 2, Les Ely (3.8 Mk2), 17m42.89s; 3, Laurence Bailey (3.8 Mk2), 18m13.32s; 4, Nick Smith (3.8 Mk2), 18m14.30s. **Over 3500cc:** 1, Gascoigne; 2, Gallie; 3, Smith. **Fastest lap:** Jim Gallie (3.8 Mk2), 2m09.59s, 76.92mph. **Under 3500cc:** 1, Tony Moore (3.4 Mk1), 18m29.25s, 71.89mph; no other starters. **Fastest lap:** Moore, 2m15.76s, 73.42mph (record). **Production Cars:** Ely, 75.02mph; 2, Ben Sill (3.9.340), 19m04.01s; 3, Toby Dalton (3.9 Mk2), 10m05.19s. **Fastest lap:** Ely, 2m09.21s, 77.14mph (record).

**Anne Hamilton Trophy Race (36 laps) - overall:** 1, Robin Gray/Mike Jordan (3.2 Porsche 011CS), 1h9m42.16s, 85.80mph; 2, Jim Ablett (2.7 Porsche Carrera), 1h10m22.51s; 3, Mike Youles/Martin Sledmore (2.7 Porsche Carrera), 1h10m38.37s; 4, Bill Taylor (2.7 Porsche Carrera RS), 1h10m40.36s. **Class B:** 1, Paul Edwards/Serge Davis (3.0 Porsche Carrera), 35 laps, 82.00mph; 2, Jamie Mazerati/Bob Watson (2.0 Porsche 911E), 34 laps; 3, Tim Seward (1.6 Caterham S7), 33 laps. **Fastest lap:** Jez Coates/Reg Price (1.7 Caterham 7), 1m57.12s, 85.11mph (record). **Class C:** 1, Ablett, 84.98mph; 2, Youles/Sledmore; 3, David Lees (2.4 Porsche 911E), 34 laps. **Fastest lap:** Youles/Sledmore, 1m54.07s, 87.38mph (record). **Class D:** 1, Gray/Jordan; 2, Taylor; 3, Nigel Rice (2.5 Porsche 944T), 34 laps. **Fastest lap:** Gray/Jordan, 1m53.99s, 87.44mph (record). **Class E:** No finishers. **Fastest lap:** Nick Wenham (3.0 Porsche 911 Turbo SE), 1m52.71s, 82.44mph (record).

**MGCC Cockshoot Cup (4 laps) - overall and modified:** 1, Mark Ashworth (2.0 B), 7m53.76s, 84.16mph; 2, Andrew Hiley (1.5 Midget), 8m11.95s; 3, Ian Hodgkinson (2.0 B), 8m12.09s; 4, Stuart Peters (1.4 Midget), 8m12.57s. **Fastest lap:** Ashworth, 1m56.57s, 85.57mph. **Standard:** 1, Allan Paterson (1.8B), 9m10.97s, 72.36mph; 2, Paul Hurst (1.3 Midget), 9m12.50s; 3, Robert Nettleton (1.3 Midget), 9m12.81s. **Fastest lap:** Nettleton, 2m12.75s, 75.09mph.

**BF Goodrich Production Porsches - Class D, Standard Jaguars and Modified Jaguars (3 races running concurrently) (7 laps) - Porsches:** 1, Brian Robinson (2.4.911T), 14m31.65s, 80.05mph; 2, Graham Leask (2.4.911T), 14m31.78s; 3, John Collings (2.4.911T), 15m46.25s; 4, Peter Chatten (2.0.924), 15m47.25s; 5, David Bowden (2.3.911T), 15m48.28s; 6, Caroline Lucas (2.4.356A Carrera), 16m32.27s. **Fastest lap:** Leask, 2m02.57s, 81.32mph. **Standard Jaguars overall:** 1, Andrew Hannah (5.3 XJ12), 15m35.98s, 74.55mph; 2, Rob Buck (3.8 Mk2), 15m36.09s; 3, Les Ely (3.8 Mk2), 15m40.51s; 4, Duncan Styles (5.3 XJS), 15m53.43s. **Class A:** 1, Buck, 74.54mph; 2, Ely; 3, Brian Stevens (3.8 Mk1), 16m10.50s. **Fastest lap:** Buck, 2m08.80s, 77.39mph (record). **Class B:** 1, Hannah; no other starters. **Fastest lap:** Hannah, 2m09.35s, 77.06mph (record). **Class C:** 1, Styles, 73.18mph; no other starters. **Fastest lap:** Styles, 2m10.51s, 76.51mph (record). **Modified Jaguars overall:** 1, Malcolm Hamilton (7.0 E-type), 15m23.21s, 75.58mph; 2, Anthony Taylor (3.8 Aristocrat XK120), 15m49.28s; 3, Melvin Hooker (5.3 XJS), 6 laps; 4, Mark Pearman (5.3 XJS), 6. **Class A:** 1, Hooker, 67.72mph; no other starters. **Fastest lap:** Hooker, 2m20.08s, 71.16mph (record). **Class B:** 1, Taylor, 73.50mph; no other starters. **Fastest lap:** Taylor, 2m08.04s, 77.85mph (record). **Class D:** 1, Hamilton; 2, Pearman; no other finishers. **Fastest lap:** Hamilton, 2m06.27s, 78.94mph (record).

### OULTON PARK

April 22, RAC British FF1600 Championship, round 2

10 laps - 27.69 miles

Pos	Driver (Nat)	Chassis/Engine	Result	Best lap	Qual	Pos
1	Gil de Ferran (BR)	Reynard-Minister 89FF	17:05.99	1:41.41	1:41.15	1
2	Bernard Dolan (IRL)	Reynard-Minister 89FF	17:08.27	1:41.60	1:41.45	2
3	Dave Coyne (GB)	Swift-Nelson FB89	17:16.88	1:42.15	1:42.54	8
4	Jonathan McGill (GB)	Mondiale-Loynings MS89	17:17.21	1:42.22	1:42.95	4
5	Tim Sugden (GB)	Swift-Nelson FB89	17:17.39	1:42.41	1:42.23	5
6	Adrian Fernandez (MEX)	Van Diemen-Scholar RF89	17:17.96	1:42.44	1:42.42	6
7	Jordi Gené (E)	Van Diemen-Minister RF89	17:18.10	1:41.76	1:42.93	10
8	Giampiero Simoni (I)	Van Diemen-Minister RF89	17:23.71	1:42.74	1:42.43	7
9	Michael Vergers (NL)	Van Diemen-Scholar RF89	17:24.84	1:43.32	1:42.66	9
10	Victor Lopez (E)	Van Diemen-Scholar RF89	17:26.13	1:42.04	1:43.01	11
R	Niko Palhares (BR)	Van Diemen-Scholar RF89	3 laps	1:41.36	1:41.69	3

Winner's average speed: 97.15mph. **Fastest lap:** Palhares, 1m41.36s, 98.34mph (record). **Championship positions:** 1, Dolan, 35pts; 2, de Ferran, 30; 3, Coyne, 24; 4, Palhares, 15; 5, Fernandez, 14; 6, McGill & Gené, 10; 8, Sugden, 8; 9, Lopez, 5; 10, Simoni & Richard Reynolds, 3; etc.





Putting down the power - Porsches at Oulton Park.

challenge from Mike Youles, Sissons was able to pull out a good lead. Once the race settled down the order behind the RAM was Youles, Chris Banks, Jim Ablett and Nick Wenham, all in Porsches of various types. As Wenham worked his way into second, Ablett made his pitstop at the earliest opportunity, jumping out of the car and then back in again!

Lap 15 saw Sissons, Wenham and fifth-placed Banks pit, none of them changing drivers. New leader Youles pitted on the next lap to hand over to Martin Sledmore. This left Robin Gray in a 911SC in the lead. Banks then retired when his clutch failed. With Sissons expecting to take the lead when Gray pitted, he was to be disappointed when his gearbox exploded coming over Hilltop. This allowed a charging Wenham into second, but it also let Gray come into the pits and change to Mike Jordan without losing the lead.

Wenham's race was not to last much longer, for an extinguisher discharged itself just before the tank ran dry. Bill Taylor was now in second but he still hadn't stopped. A brief pit call on lap 30 saw the Syntro-X Porsche drop to fourth at the finish. Jordan completed the race at the head of the field, while Ablett worked his way into second with Sledmore third.

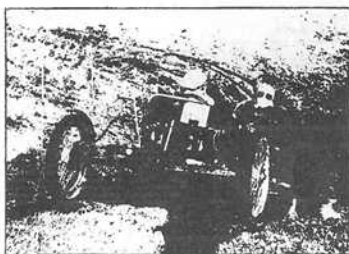
Penultimate race of the day was for the MGCC's Cockshoot Cup. Again there was drama at the front of the grid as Martin Richardson could not get his Roadster into gear, everybody managed to miss him before he finally chugged off in fourth gear. The race for the lead was between Mark Ashworth and Tony Whitehead, with the two of them swapping places throughout the first three laps, until Whitehead's Midget lapsed onto two cylinders. The gaggle behind these two was tightly-knit, comprising Andrew Hiley, Ian Hodgkinson and Stuart Peters, all of whom moved up on Whitehead's demise. Unfortunately the race was stopped on the fifth lap when sixth placed Adam Eager spun and hit the barriers at Dear Leap, blocking the track. The marshals removed the unconscious Eager to an ambulance, which whisked him to hospital for a night's observation. Due to the proximity of the curfew and the desire to run the last event it was decided not to restart the MG race and the results were taken at 4 laps.

Three races were to run concurrently to finish the day, involving Class D Porsches, and Modified and Standard Jaguars, with the Modifieds starting after a delay. However the race was stopped after only one lap. Brian Robinson and Graham Leask led across the line, but the next three contrived to come together at Old Hall. Jamie Maserati lost control forcing John Edwards and Ian Hewart to take avoiding action, unsuccessfully.

AUTOSPORT, APRIL 27, 1989

Only Maserati's car was mobile after the incident, the other two being rather battered. With the mess cleaned up the grid reformed. Again Robinson and Leask led away, and they were to go unchallenged. Top Jag was Malcolm Hamilton well ahead of the other Modifieds. At the head of the Standard race it was a close-run thing between Andrew Hannah and Rob Buck, just 0.11sec separating them at the finish, which came one lap early.

MARK JONES



## OFF TRACK SPORT

## Pook to plan

**CRICKET ST THOMAS, Apr 16:** A record crowd of over 2100 people watched Colin Pook take up where he left off last season, the hill record holder invincible in drying conditions in his Dorchester Planning Consultancy 'pink panther' Mallock.

Poole refrigeration expert John Forsyth also had a good day at the Taunton MC-organised hillclimb, winning the sports racing car class with his BDG-engined U2 and supervising 17-year-old son James in his first event with the Reon-Reliant F750 car.

Best of the roadgoing cars was the superb Lotus Europa of Tony Bond, which barked its way through the Chard wildlife park for the second major pot.

John Frampton debuted his re-engined Phoenix IX02H with a win at Gurston.



## CRICKET ST THOMAS

## Taunton MC Hillclimb

**FTD:** Colin Pook (1.7 Mallock-Ford/Beattie U2 Mk23/25), 38.34s. **Road cars:** Tony Bond (1.7 Lotus-Ford/Wills Europa), 41.69s.

**Class winners:** Derek Mullis (1.3 Mini), 42.36s; Jim Morris (1.6 Ford Escort), 43.99s; Victor Vann (1.6 Ford Escort RS Turbo), 44.31s; Paddy Keates (1.3 Mini Cooper S), 41.63s; Steve Elliott (1.6 VW Golf GL), 43.83s; LeRoy Bray (2.0 Ford Escort), 41.17s; Geoff Bird (1.3 GTM-BLMC), 43.64s; John Turpin (3.0 Porsche Carrera), 43.94s; Phil Brown (1.3 Mini Marcos), 42.62s; Tim Pitfield (1.6 Mallock-Ford U2 Mk17B), 40.76s; John Forsyth (2.0 Mallock-BDG/Jones U2 Mk24), ????

## Goulds on top

**GURSTON DOWN, Apr 23:** David and Sean Gould showed their class with a useful one-two while testing their marvellous self-built machine for next month's Guyson British series counter, suppressing the shared Pilbeam-Hart of Steve Allen and Martin Middleton on the partially resurfaced, but dusty course.

Highlight of the first Hendy Ford Gurston Down Championship round, the super new 'clubbie' fixture which opened the BARC SW Centre's 23rd season on the Hitchings Brothers' hill was, however, the fiercely competitive Sports Racing Car class, in which John Frampton fought his Phoenix to the head of a frenetic foursome, blanketed by a scant 0.08sec at close of play.

Andrew Parffrey seized the advantage on the first of the two runs, but first Hedley Hutchins and then partner Frampton succeeded the Krone Mallock-BDA which, despite a 0.02sec improvement, lost out also to ASWMC series leader John Forsyth's Newtown Self Serve Mallock. The 2-litre BDG-engined car slotted into the vacant hundredth between Hutchins and Parffrey, whose co-driver Simon Andrews finished fifth, 2secs down.

Keeping up his seasonal momentum, the evergreen Colin Pook found a wedge of time to grab Clubmans honours from Dr Richard Thompson, the latter having had a practice moment when one of his Mallock's new Kevlar pods collapsed, jamming its throttle.

Among the Touring cars, Tony Bonfield overhauled leader Derek Mullis second time up, leaving the 1985 Gurston champion to pull out all the stops for victory. Andy Matthews, the 1300cc record holder, debuted his smart Talbot Samba to good effect, finishing third within a second of the pace.

Michael Perry always had the measure of David Greenway's well-driven VW Golf GTI in the 1600cc split, while Charles Barter looked as unflurried as ever as he stroked Ray Payne's Peugeot to the big class honour.

Graham Rudge had one of the longest non-damaging excursions on record in trying to match the maestro in his X-packed Ford RS2000, Roger Gillham duly closing up in his Renault 5GT Turbo.

John Meredith's arms were surely longer at the end of the afternoon, the Cornish garageite having wrestled the mighty Martek Skoda V8 from lock to lock all day (and survived a hairy high-speed spin through the finish in practice)! Phil Oram chased hard in his Dark Arch Inn Riley Elf turbo, well clear of John Smith's Mini.

An off at Ashes put the wind up Tony Bond first time up, but the Paignton man's bravado in his pristine Gold Leaf Lotus Europa saw him oust pal and erstwhile pacesetter Andy Pegg's JPS-liveried version for the first Marquee Sports pot. Paul Blair excelled to go sub-40s both times up in his Triumph TR5, while John Turpin had no real opposition.

Andy Russell did brilliantly to get the better of Phil Gale's much improved Darrian at the sharp end of the 15-car 1600cc Modsports category, but then along came Simon Durling who fairly threw his Turner to the top, leapfrogging the energetic Ginetta driver.

A leisurely Allan Carruthers saw off Maurice Davey's Lotus 7 S4, while John Reeve trundled his ex-Paul Tankard TVR (with 580bhp apparently on tap!) into third spot in the large capacity class.

Jedi chief John Corbyn howled his Yamaha-powered machine up to modern 500cc single-seater victory, pursued by Chris Steel's Martlet and Johnny Perkins with his Jedi-Suzuki. Just 0.65sec covered the next five, with Sarah Line doing a great job to get in among the lads with the Perkins car. 'Mad Max' Batten narrowly defeated John Walter as the Alan Walter Timber Cooper-Japs enjoyed an entertaining tussle as the only traditional 500 combatants.

Another Jedi, with a 1-litre Yamaha engine crammed in, carried the intrepid Chris Johnson to a comfortable 1100cc victory, while Ian Cameron bested welcome returnee Barrie Duttall's Pilbeam (see *Sports Extra*) and Dave Whitehead's Oyez Chevron in the 1600cc group.

David Gould's attempt to pile-drive FTD under the 30sec barrier ended in drama, when the rear wing mount of his supercar collapsed on the approach to the finish, dragging the exhaust with it. He needed all his reflexes to catch the 'tankslapper' safely, but son Sean inherited the class award without being able to take his second run. Barry Groombridge pipped the McBeath brethren to be top 2-litre finisher in his ABM/Leyton House Modus-Hart.

MARCUS PYE

## GURSTON DOWN

Hendy Ford Motorsport  
BARC 'SW'Hillclimb Championship,  
round 1

**FTD:** David Gould (2.8 Gould-Hart 84/6), 30.78s.

**Class winners:** Derek Mullis (1.3 BMC Mini), 40.80s; Michael Perry (1.6 Ford Escort Mexico), 43.29s; Charles Barter (1.9 Peugeot/Hartwell 205GTI), 40.24s; John Meredith (4.5 Skoda/Martin-Rover/NCK S110R), 35.09s; Tony Bond (1.7 Lotus-Ford/Wills Europa), 37.77s; John Turpin (3.0 Porsche Carrera 911), 40.87s; Simon Durling (1.6 Turner-Ford MkII), 37.74s; Allan Carruthers (3.9 Datsun-Rover/JE 260Z), 38.69s; Colin Pook (1.7 Ford/Beattie Mk25), 32.86s; John Frampton (1.6 Phoenix-BDA 02H), 33.96s; Max Batten (500 Cooper-JAP Mk6), 41.38s; John Corbyn (500 Jedi-Yamaha/Dyson 1/88), 34.76s; Chris Johnson (1.0 Jedi-Yamaha Genesis 10/87), 34.39s; Ian Cameron (1.6 Ralt-BDA RT3C), 33.12s; Sean Gould (2.8 Gould-Hart 84/6), 31.05s.



## Maximum control

**CURBOROUGH, Apr 23:** With right-foot sensitivity and car control at a premium on a treacherously greasy track, Nigel Bigwood tiptoed the 'Rowan Racehire' Toleman-Hart to FTD in the closing stages of the run-off as another top class Warecrete field provided dramatic entertainment for the second week in succession. The Bristol driver moved to the head of the points table in the process, but a gritty drive kept Pembrey winner Terry Clifford in the joint championship lead.

Never headed once points were at stake, Bigwood even had the answer to a strong challenge from a revitalised Roy Lane, the big Pilbeam-DFL hitting the infamous marker cones on both runs to incur half-second penalties. Even without them he could not match the flying Toleman, but Clifford's second attempt kept the pressure on and was only just quick enough to stave off a charging Jackie Harris, the Ulsterman leaping from seventh to fourth place.

Following its stunning Prescott debut, the brand-new Pilbeam MP43C sportsracer, in the hands of David Grace showed its sprinting hand, the Yorkshireman setting a virtuoso performance for fifth place, an improvement of over 1sec easing out a far from happy Chris Hill, the Chevron never really looking at home.

Top marks for determination must go to Peter Harper, for after a high speed first run excursion into the ditch, he hauled the Vision out, dusted it down and bounced back into the fray to close to within 0.09sec of Hill. That same bend, the fast left-hander after the start, almost proved the undoing of Jim Robinson in the Pilbeam sportsracer as he put four wheels on the grass and abandoned the run in favour of composure, a steady eighth place the final result.

The battle for the last couple of points was just about the closest of the day. David Render, the Toleman having slipped its cam belt in practice, was aboard Ray Rowan's Roman for the day. Fifth after the first runs he found himself right down in the final scoring spot at the end, Robin Boucher stealing 0.03sec from him in the Chevron second time around. A reply by Render was out of the question, Ray having put himself and the Roman firmly in the tyre wall and out of the contest, following a rather optimistic attack on the first bend. With no points scored he joined Steve Jewell, who at least completed the course but failed to catch the Warecrete sponsor by a mere 0.01sec.

Never noted for its abrasive qualities, the Staffordshire course was at its most slippery in the continual drizzle, a record number of offs kept the Midland Automobile Club busy all day. The difficult conditions favoured the more tractable cars and certainly aided Mike Bowen's Stiletto in his successful attempt to stay clear of Bob Perkins' BDH Skoda in the small special saloon class. Graham Hickman's effective RWD Escort BDA only just managed to keep clear of the massive Escort Chevy of John Churchley in the next group.

Graham Oates had no problems keeping his fleet Modsports Lotus Europa ahead and eased into a joint Edwards Championship lead, but the larger division was quite a tussle. Although Mike Hall's sizeable Morgan hung onto his lead, a big sort-out behind saw Will Cole thunder the vast



Peter Harper was seventh at Curborough despite a first run excursion into a ditch.

6.9 Jaguar E-type through into second, with Bob Dayson finding good second run pace to demote John Bowman and Craig Jones and snatch third with the Caterham. Deryk Young came under pressure from Curborough specialist Paul Bason, but he managed to hold the Lichfield man off in the end to take the class and move alongside Oates at the head of the Leaders table.

Richard Homer is another well versed in the intricacies of the deceptive track, and he led the 1100cc Racing Class in the Delta Imp with Patrick Wood on his tail in the potent Cosworth BDJ version. But that man Tony Tewson was there again, a tardy first run followed by a blistering second as he slammed into the lead by the best part of 1sec.

Easter Harewood winner Roger Kilty had it all to do in the 1600 class – his HS/88 BDD Atlantic-powered car spinning out initially and leaving Barry Goode's Argo to dispute the honours with Mike Hardiman in the Spartan. But Hardiman followed suit later. Kilty, not making the same mistake twice, came through to comprehensively annex the 1600 class.

The big single-seaters, intent on qualifying, were all in the queue behind Roy Lane. Back on form with a vengeance, the experienced campaigner showed them all the way home to lead by almost 1sec, with Rowan in a clear second place ahead of Bigwood.

JERRY STURMAN

### CURBOROUGH

#### Warecrete British Sprint Championship, round 2

FTD: Nigel Bigwood (2.5 Toleman-Hart TG280), 32.55s.

**Warecrete British Sprint Championship Top 12 Run-Off:** 1, Bigwood, 32.55s; 2, Roy Lane (4.0 Pilbeam-Cosworth DFL MP58-4), 33.18s; 3, Terry Clifford (2.5 Toleman-Hart TG280H), 33.89s; 4, Jackie Harris (2.5 Ralt-Hart RT3/4), 33.99s; 5, David Grace (2.5 Pilbeam-Hart MP43C), 34.33s; 6, Chris Hill (2.5 Chevron-Hart B40), 34.74s; 7, Peter Harper (1.7 Vision-Ford/Beattie V86), 34.83s; 8, Jim Robinson (2.5 Pilbeam-Hart MP43C), 34.99s; 9, Robin Boucher (2.0 Chevron-Hart B48), 35.15s; 10, David Render (2.8 Roman IVH-Hart), 35.19s; 11, Steve Jewell (2.0 Chevron-Hart B48), 35.20s; 12, Ray Rowan (2.8 Roman IVH-Hart), DNF.

**Class winners:** Mike Bowen (1.0 Sunbeam Stiletto), 41.35s; Graham Hickman (2.0 Ford Escort BDA), 41.51s; Graham Oates (1.6 Lotus Europa Ford/Twincam), 40.54s; Mike Hall (4.4 Morgan Plus 8), 40.33s; Harper, 37.39s; Deryk Young (1.6 Vision-BDA V87HS), 39.26s; Grace, 36.77s; Tony Tewson (1.1 Pilbeam-BDJ), 37.72s; Roger Kilty (1.6 HS/88-BDD), 38.78s; Lane, 34.58s.

## King of grunt

**ST EVAL, Apr 23:** Roger Jordan's Chevron-Rover B42 took FTD in the opening Threemilestone Service Station-supported sprint challenge round, with class winners Mark Haynes and Don Statton snapping at the big car's heels as the weather in North Cornwall turned bitter.

The best class battle was fought out

among the large-capacity road and rally cars, with the Jarman brothers' Ford Pinto-powered Darrian emerging on top in Richard's hands, after Chris' initial advantage was negated by Dave Harris' Vauxhall Chevette HSR.

LeRoy Bray sportingly loaned his Escort Mk1 to rival Tony Jones when the Evans Halshaw Mk2 sprang an oil leak, and was pushed hard for class honours thereafter. After battling to get the ex-Meredith Skoda (now with 1300 BDH power) running, David Datson beat brother 'Larry' in the smaller Special Saloon division.

PAT JENNINGS

### ST EVAL

#### Newquay MC Threemilestone Service Station Sprint

FTD: Roger Jordan (3.5 Chevron-Rover B42), 97.84s.

**Class winners:** Rob Lane (1.0 Hillman Imp), 125.45s; Roger Claydon (1.6 Chrysler Avenger), 120.65s; Richard Jarman (2.0 Darrian-Ford T9), 113.2s; David Datson (1.3 Maguire Skoda-BDH), 105.63s; LeRoy Bray (2.0 Ford Escort Mk1), 110.09s; Roger Hearn (3.5 Darrian-Rover T9), 107.81s (record); Mark Haynes (1.7 Mallock-Ford U2 Mk23), 100.71s; Roy Sims (1.0 Royale-Imp RP33M), 113.4s; Don Statton (1.6 Pilbeam-Hart MP45 BDA), 100.78s.

## Martin motors

**NORDEMEDE RING, APR 23:** Martin Schanche took the second round of the European Rallycross Championship in Austria last Sunday, driving the Sachs/Shell Ford RS200E to his first 'EC' win of the year, despite having to work hard against turbo problems all weekend.

In Division One there was a fairytale first 'EC' win for Kenneth Hansen, the Swede having his first run in his untested Duckhams Ford Sierra RS500. Sierra Cosworths completely dominated Division One, only Anders Norstedt managing to break the stranglehold by snatching the fastest run in the second heats in his Saab Turbo. Roger Sandberg headed the first, winning one of the easiest races of the day.

The third heats saw Björn Skogstad take the fastest time, the Camel-

Schanche – rallycross win.



backed defending champion using the final heats to move ahead and lift the 'A' Final pole at the last gasp.

Lining up alongside was Hansen, third in the last heat and fourth in each of the others. Kenneth was having a good day, and one which was to get better. Amazingly Ludvig Hunstbedt was third on the grid, the Norwegian managing a very good run with his BMW 325i and running quickly all weekend. Norstedt was alongside the BMW, the Saab driver using his new 900 Turbo to good effect.

In Division Two it was Herbert Breiteneder who ran out the quickest, taking the 'A' Final pole in just two heats, his 2m13.97s first heat and 2m11.75s second being enough to do the job, although Schanche took over in the third heat and left FTD at 2m10.29s.

Terje Schie and Will Gollop shared the second row, these two having equal points but with Schie taking third on the grid by virtue of a faster time. Pekka Rantanen was the last direct qualifier in the 'A' race, the Finn having a troubled Saturday, but getting things together on Sunday.

The start of the Division Two 'A' Final was close, Hansen making a fantastic getaway from the second row and edging ahead into the first turn only to be nudged by Skogstad. Hansen managed to hang onto the sliding Sierra well and, using the dramas behind, was able to build a handy lead to emerge victorious first time out.

Skogstad was helped into a spin in the chicane by Norstedt, the Saab man then recovering to take a safe second place with his new car.

Josef Etzelsdorfer was again in top form and used Skogstad's delay and a spin by Hunsbedt to move up to third place. Skogstad could not improve on fifth place at the flag, but was not desperately unhappy with his performance, being the only one of the finishers to have points from Spain.

The Division One 'A' Final had a clean start, Breiteneder leading into the first turn, with Schanche, Gollop, Rantanen, Schie and Mayer all clamouring for the places behind. Gollop was shoved down to fifth by Rantanen in the third turn, with Schie back in sixth, while much to the crowd's disappointment Schanche passed their hero, Breiteneder, and took up the lead.

From there on Schanche was in command, driving just fast enough to take the win while Breiteneder collected another second place, picking up the series lead after two rounds.

Rantanen managed to hang onto third place until the end, having a fairly lonely run as Schie and Gollop battled it out at the end of the field, the Peugeot driver assisting the Metro into a close inspection of the guardrails and causing Gollop to drop another place. At the flag it was Schanche with Breiteneder second from Rantanen, Schie and Gollop, the end to a good close event, for the start of the 'proper' Championship.

TIM WHITTINGTON

### NORDEMEDE RING (A) European Rallycross Championship, round 2

**Division One 'A' Final (6 laps):** 1, Kenneth Hansen (2.0t Ford Sierra RS500 Cosworth); 2, Anders Norstedt (2.0t SAAB 900 Turbo 16); 3, Josef Etzelsdorfer (2.0 Audi Coupe); 4, Günther Gerhartinger (1.8 VW Golf GTI 16v); 5, Björn Skogstad (2.0t Ford Sierra RS500 Cosworth); 6, Ludvig Hunstbedt (2.5 BMW 325i).

**Division Two 'A' Final (6 laps):** 1, Martin Schanche (2.1t Ford RS200E); 2, Herbert Breiteneder (2.2t Audi Quattro Sports S1); 3, Pekka Rantanen (2.3 Ford RS200E); 4, Terje Schie (1.7t Peugeot 205 T16E2); 5, Will Gollop (3.0 MG Metro 6R4); 6, Walter Mayer (2.3t Ford RS200E).



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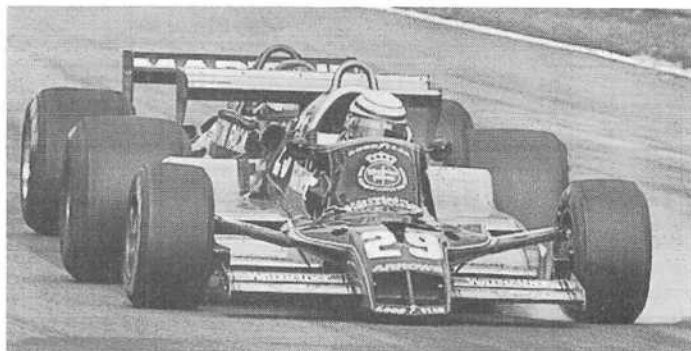
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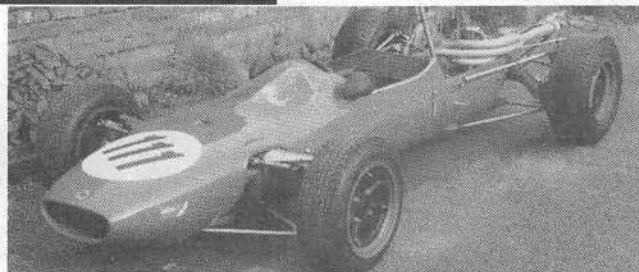
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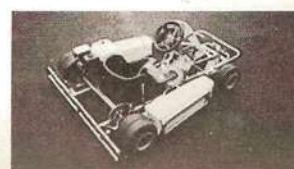
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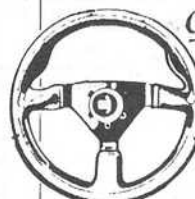
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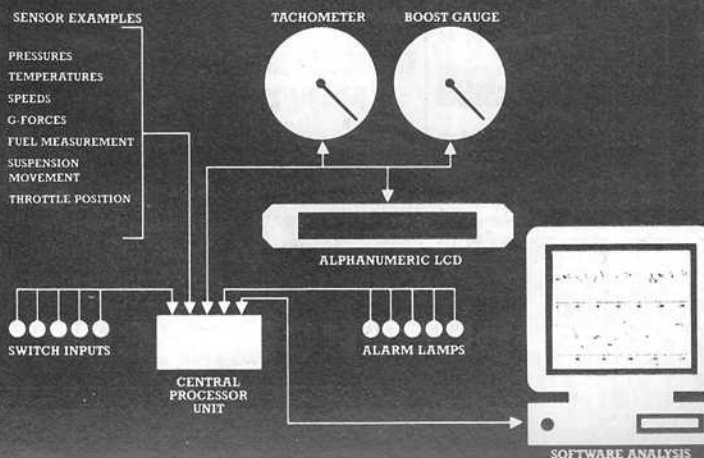
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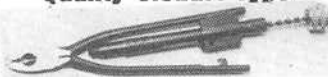
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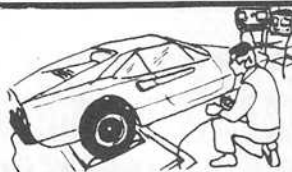
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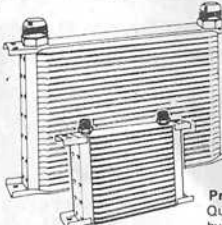
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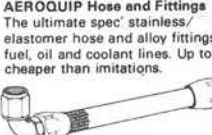
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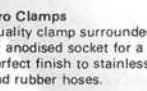
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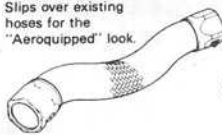
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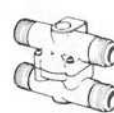
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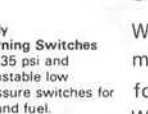
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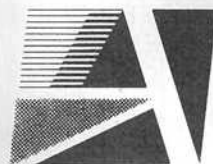
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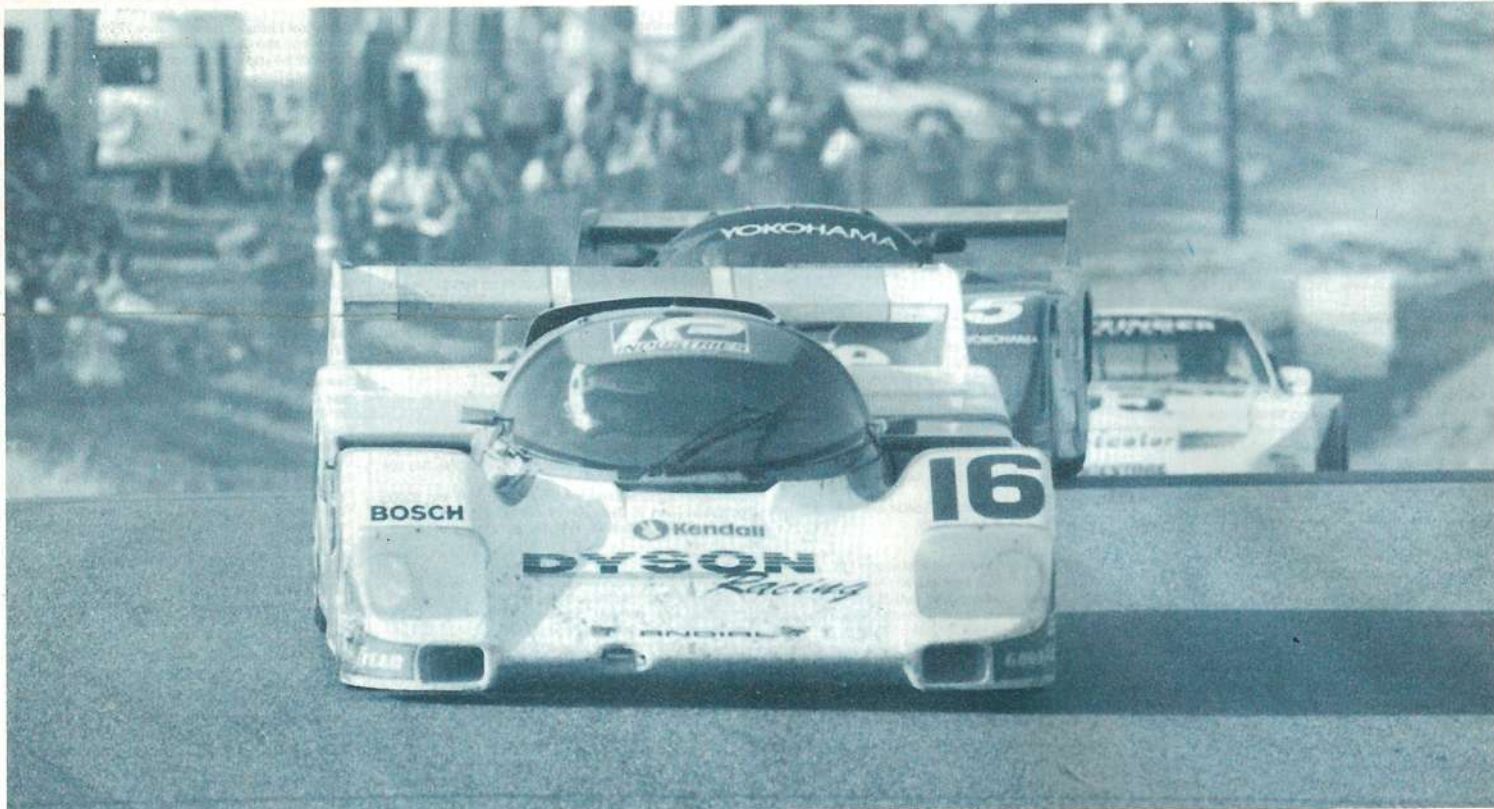
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## ROB DYSON

**Los Angeles Times GP  
IMSA Camel GT Championship  
Riverside  
April 27th, 1986  
Porsche 962**

The race I remember most was the *Los Angeles Times* 6 Hour Grand Prix in 1986. It was a very prestigious IMSA race and, in fact, it was the last 6 hour race held at Riverside. We were running a brand new car – our regular car had been crashed two weeks earlier at Road Atlanta – and it wasn't even completed until we arrived at the track.

Price Cobb had joined our team the previous year at Columbus, but this was the first opportunity we had to really work together with the car. We had wanted to race together ever since we met at the Bondurant driving school in 1973. In fact, we were the last students at the Ontario Motor Speedway, which has long since been torn down.

The car finally turned a wheel right at the end of the first day of practice. And just as Price was ready to pull out of the pits, they flew the chequered flag! So the only things we knew were that the engine started, the instruments worked and that the car seemed to roll forward in first gear!

The next morning we started going fairly well. It was our first time at Riverside – only Price had been there before – but we qualified 10th and all aspects of the car were good.

During the morning warm-up, I improved my times by about 4 seconds a lap and we were definitely in the hunt. I think I was seventh or eighth fastest; the car felt good and I was enthused about the race.

Price started out, and when the time came for me to get in the car, I felt very calm and confident; it was almost like things were coming our way. It wasn't as a result of any revelation or a whole

lot of attrition – at least not at that point – but what impressed me was the fact that the crew was working so well and that Price seemed so confident.

I was able to circulate around, feeling quite competitive. After a while Doc Bundy blasted past me in the Corvette – he'd had a problem and was several laps down – and as he went into Turn 1 he set off a chain reaction crash. It was one of the worst car wrecks that I'd ever witnessed.

I was next on the track and I could see Chip Robinson's Jaguar coming to a landing – wheels down, fortunately – way over on the right by the spectator area. And one of the Ford Probes was upside down, completely engulfed in flames. It was Lyn St James' car, but I

didn't know who was driving at the time. The flames were way above the car, and it was really frightening.

Anyhow, 'Smitty' (my crew chief Pat Smith) came on the radio after a couple of laps and told me that everybody was alright; the cars were bent up but nobody was hurt.

Later on there was another full-course caution and again I was at the wheel. I found out during the yellow that I was able to learn the course even better. Mentally, I got a better sense of where the dips and small bumps were on the course.

It took a while to clear up the wreckage, and during that time the crew brought me in for fuel and tyres. As I was coming in I said, "Do you

want me out?" And they said, "No, stay in." Smitty was so self-assured, so positive about it.

We had a terrific pitstop and I picked up the tail end of the pack. Then the green flag fell and I started to run the car a little bit harder. I passed several people and soon noticed that I was picking up on Derek Bell, who was leading in the Holbert car. I was also catching the Ford Probe.

Well, lo-and-behold, the Probe stopped in front of me and I finally caught Derek. Just as I was about to overtake him I guess his transmission failed. I almost hit him in the rear because he slowed so dramatically.

That put us in the lead! Price got in for the final stint and I remember strapping him in, tapping him on the helmet and saying, "Let's win this race, let's put it away." He just gave me a thumbs-up sign and it was such a confident gesture, so matter-of-fact: "Hey, it's in the bag, don't worry about it. We've got it made."

We ultimately won by more than a lap, and after the race I learned I had won the Norelco Cup, awarded by the press to the driver of the race. They announced it in the pit area and everyone started slapping me on the back; I was really happy, especially at being so proficient.

It was a real thrill for me in several respects. It was the first time that Price and I were victorious together. Of course, I felt good to have my first GTP win, and to get the Norelco Cup; but the biggest satisfaction was that we had overcome such adversity in making a car that was literally a pile of parts seven to 10 days previously into a reliable, winning race car.

It showed me that all the faith I had in the guys in the race team had paid off.

**Rob Dyson was talking to Jeremy Shaw**

**NEXT WEEK  
NICK BRITTAN**

***"As he went into Turn 1 he set off a chain reaction crash. It was one of the worst car wrecks I ever witnessed"***



Rob Dyson (42) is a successful businessman, based in the New York area, with extensive interests in broadcasting and electronics. He started racing in 1974, won the SCCA's GT2 National Championship in 1981 and then moved into professional racing by switching to IMSA's Camel GT series. Dyson started out in the GTU class but by 1985 had graduated into GTP with his own Porsche 962. Dyson Racing made a storybook debut, winning at Lime Rock, with Drake Olson at the wheel, and since then has scored a total of 10 wins. In addition to Olson, Price Cobb, Vern Schuppan, James Weaver, Johnny Dumfries and Dyson himself have all scored their maiden GTP victories with the team. This year he is running a Lola Indycar for Weaver. Dyson (left) is seen celebrating with Cobb after the Riverside victory, three years ago today.



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