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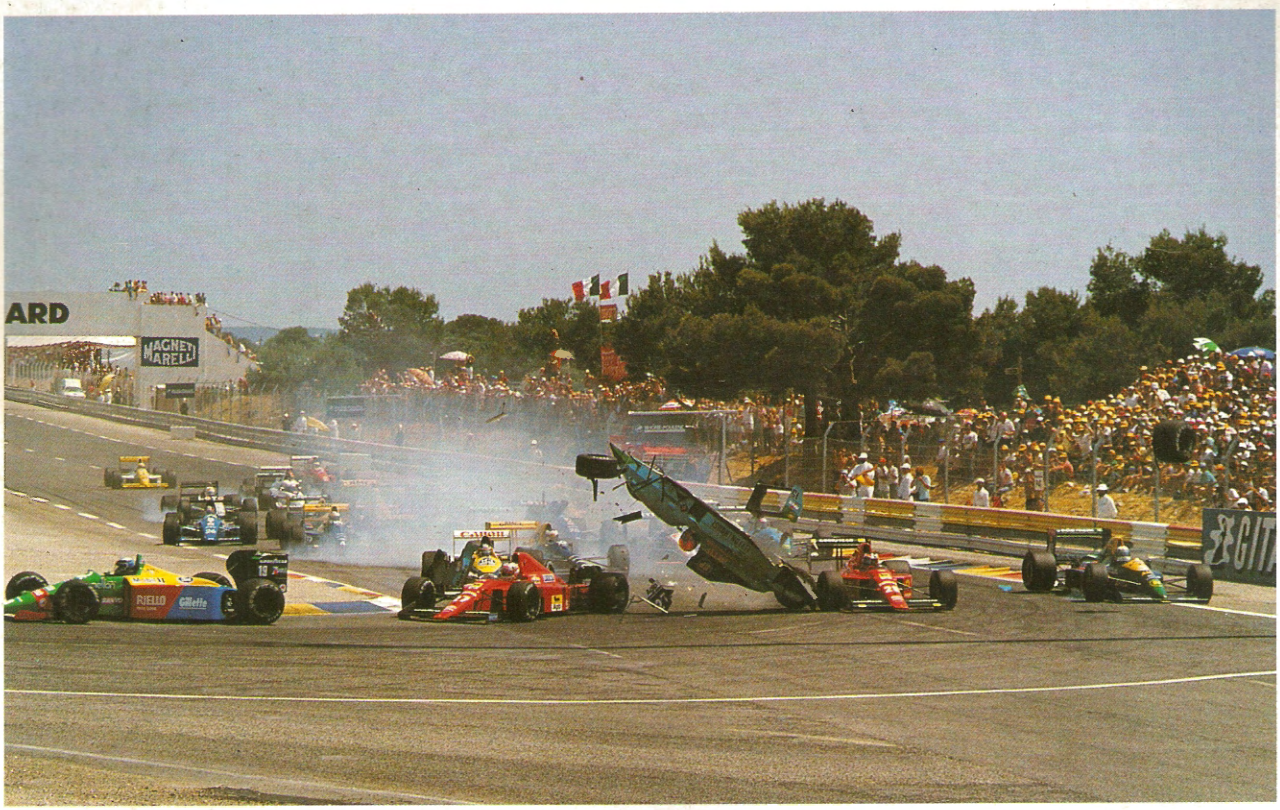

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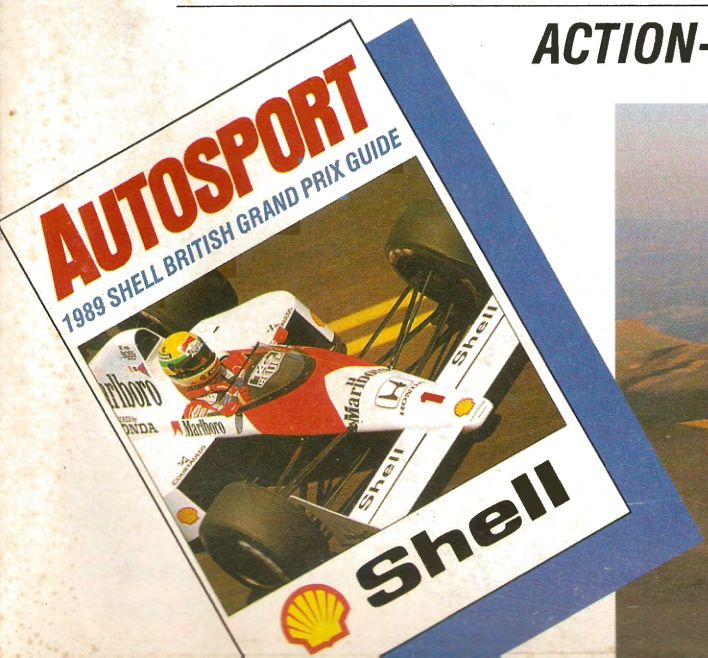

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WHAT A DIFFERENCE A RACE MAKES

A string of new drivers made their mark on Grand Prix racing at Paul Ricard last weekend, Tyrrell's substitute Jean Alesi hitting second at one point. But it was Alain Prost who won and Nigel Mansell who put in a storming performance to take second. **26**

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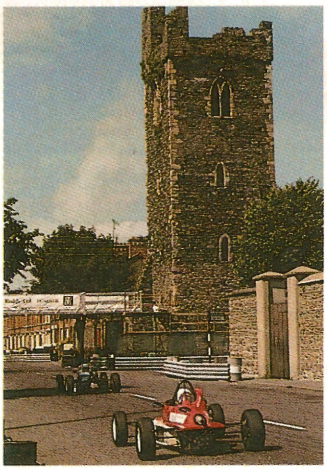
Traditional Irish hospitality was a key part of last weekend's Dundalk Classic, which saw clubmans motorsport back in town. **74**



PROST AND McLAREN: TRIAL SEPARATION

The combination that has won two World Championships is to end. Alain Prost, talking to Nigel Roebuck in *Fifth Column*, explains how he cannot cope with Ayrton Senna as a team mate. **24**

PIKE'S PEAK: MADNESS ON THE MOUNTAIN

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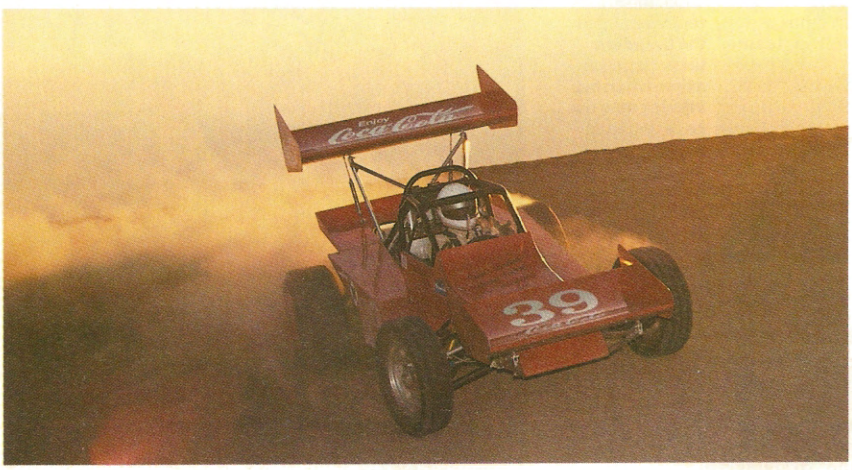

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Prost quits McLaren

Alain Prost is leaving McLaren after six years and two World Championship titles.

"It was not a very easy decision," he said at Paul Ricard. Ron (Dennis) and Mansour (Ojjeh) wanted a quick decision and I was not very comfortable to take it at this time of the year. From a racing point of view, and a human point of view, I've had a fabulous time at McLaren. We want to part with dignity – in a good manner. There will never be a problem between McLaren and Alain Prost."

At the moment, Prost has not revealed his plans for next year: "I want to concentrate on the championship. Ron and Mansour have promised me that they will do their best, and give me exactly the same equipment. I will fight until the last race."

Dennis thanked Prost on behalf of the team and explained why the team had pressured Prost into a decision he was not ready to make.

"One of McLaren's philosophies is to try to win all the races," he said. "There comes a time when you have to put friendship aside and think of the best interests of the team.

"We have a very difficult supply and demand situation on Grand Prix drivers at the moment and therefore it was necessary for us to ensure the future of McLaren – to ensure that we could field two cars next year in the most competitive manner. It was important to have an answer from Alain to ensure that situation.

"The decision is principally to benefit the team. It is not benefiting Alain Prost and that's a strange situation, but that's the truth."

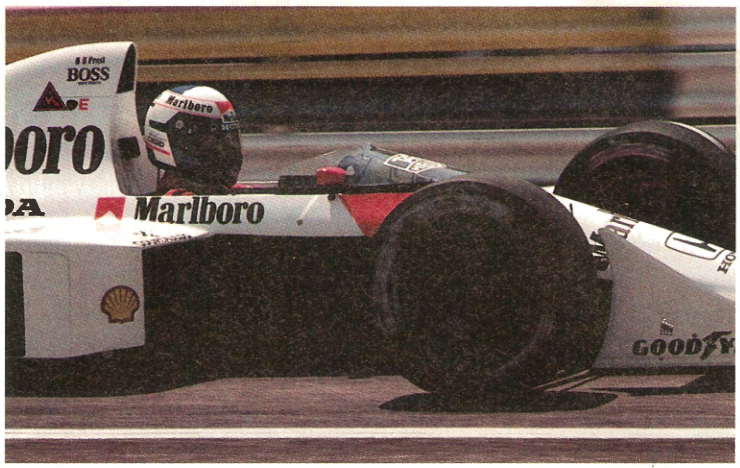
Dennis added that the Prost/McLaren partnership may not be over for good.

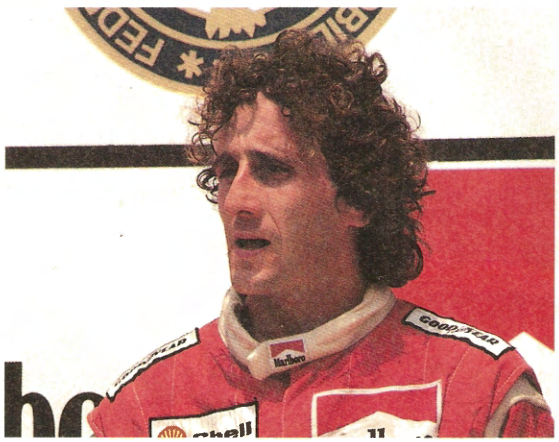
"We are talking about a decision for next year," he said. "We are not talking about a decision for the complete future. We are long term thinkers, so perhaps it is not all it seems...

"There's a big difference from saying 'I don't want to drive for McLaren'. It (Prost's decision) is saying, 'If you need a decision today this is the only one I can give you.'

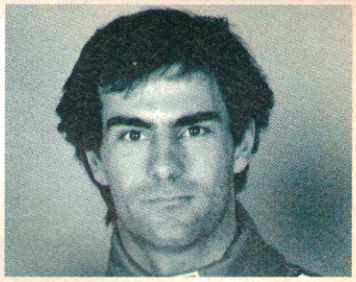
"I think there is a distinct possibility that Alain will drive for us again in the future. That's certainly what we want."

Asked whether he would have stayed with McLaren if Ayrton Senna was leaving, Prost replied: "I cannot answer that question."





Pushed for a decision by McLaren, Prost could only make a negative one. It will end a six year association.



Emanuele – Grand Prix man at last.

Pirro to Benetton

Benetton Formula has replaced Johnny Herbert with Emanuele Pirro in its Formula 1 driver line-up.

"We have no intention of releasing Herbert from his contract," said Benetton team manager Peter Collins. "We are convinced of his long term potential."

The Benetton team contacted a number of drivers but struck a deal with Pirro, who was looking likely to replace Yannick Dalmas in the Lola-Lamborghini.

"I was not committed to Lola in a formal way," explained Pirro. "I said it was 99% that I would race for them.

"The Larrousse team has been good because they gave me a lot of time to think about it. Unfortunately they gave me too much. The offer came from Benetton and it was a little more interesting. I tested the Lola and I was happy. It has big potential. But Benetton has a new car and a bigger programme and team.

"Everyone I was contracted to has been extremely good: Ron Dennis, Honda, everybody."

Although the official line is that Herbert will return to action after three months, it is believed that Pirro is likely to stay on until the end of the season – with Herbert possibly making a return in 1990.

What now for Herbert?

Johnny Herbert's Grand Prix career was dealt a heavy blow last week. Italian driver Emanuele Pirro has now replaced him in the Benetton team (see separate story).

Herbert started his Grand Prix career in tremendous style with a fourth place in Rio, but since then has struggled with the injuries sustained in his Formula 3000 accident at Brands Hatch last August.

"Basically the decision has been made to rest me and try to get the feet right," Johnny explained. "The main problem is under braking when I have to put strong pressure on the ball of my foot. I need to build up my calf muscle as well and the trouble with the race programme is that there is insufficient time available for progress to be made in the healing process.

"I was OK in Rio because nowhere do you break really heavily, the corners at the end of the straights being quick ones. Similarly, in Mexico, I was closer to Sandro Nannini for that same reason. We know from taking split times that I'm losing out a lot under heavy braking.

"What's a bit upsetting is that most of the circuits where I thought I might struggle are now behind us. The new car is definitely better and I was hopeful of going very well at Silverstone."

Johnny Herbert feels that his replacement in the Benetton team comes at a time when his injuries may not have impeded him as markedly. He now faces intensive physiotherapy.

Herbert will now undergo a programme of intensive daily phsyiotherapy and has been retained by the team in a testing capacity. It is then expected that a decision will be taken in three months time regarding Johnny's return to the Grand Prix line-up.

Michele suspended

Michele Alboreto was sensationally replaced at Tyrrell by French Formula 3000 star Jean Alesi last weekend.

The Alboreto/Tyrrell split came about as the team announced a sponsorship deal for the rest of the season with Camel cigarettes.

Alboreto has long been a Marlboro driver and is unwilling to break with the company. As a result he stood down, ostensibly for the one race, while a compromise was sought. Michele, who was briefly at Ricard on Thursday, indicated that he was unhappy with the pressure on him to break his contract.

"The seat is there for Michele if he wants it," commented Ken Tyrrell on Sunday, "but at the moment I do not know who will drive at Silverstone. We must make a decision by Thursday (today)."

Prior to the public split with Tyrrell, there were strong rumours that Alboreto had been talking to Benetton about replacing Johnny Herbert. Although this is also a Camel-supported team, the seat went to Emanuele Pirro – another long-time Marlboro man.

Team Lotus boss charged

The Chairman of Camel Team Lotus, Fred Bushell, has been arrested and is to face a charge of conspiring with John DeLorean, the late Colin Chapman and others to defraud the DeLorean Motor Company.

Bushell was taken into custody in London on Monday and was due to appear in a Belfast court as we were closing for press.

When Chapman died at the end of 1982 Bushell replaced him as chairman of the Lotus Group for less than a year, although he stayed on as a Team Lotus principal.

The racing team has been separate from the Group since Chapman floated the company in the late sixties. When General Motors took over the Group in January 1986, the team was effectively divorced from its parent.

"The team really doesn't have any comment to make," said a spokesman when asked on Tuesday about the Bushell affair. "The directors have not yet had time to discuss the matter in any detail."

The future of the team has looked shaky in recent months. There have been no results and no sign of a new engine deal with a major manufacturer. In recent weeks there has been increasing speculation that Camel will pull out of the team at the end of the season.

There were rumours last year about takeover bids for the team. At Paul Ricard, these were stronger than ever, with renewed suggestions that Greg Norman and Peter Windsor, who tried to buy the team last year before moving on to Brabham, may be negotiating again.

Camel Team Lotus Chairman Fred Bushell was arrested early this week and faces charges relating to the DeLorean Motor Company.

The twist in the tale, however, links the Australian duo to Indycar team owner, car constructor and magnate Roger Penske, who is understood to be evaluating a return to F1.

The connection, say the gossips, is through Penske's involvement with Hertz which uses Norman as an international promotional ambassador for the company.

Penske's connections with General Motors would also be a logical source of an engine deal and would re-align the team with its parent company.

Jackie – long term thinking.

F1 plans for JYS

Jackie Stewart is looking at establishing his own Formula 1 team in the future.

The three-time World Champion has admitted that he has long term plans for Paul Stewart Racing.

"Next year we will probably have a FF1600 team to run with the F3 team. We may even do F3000. I've just two more stages to go after that."

When asked about F1, Jackie admitted that, "I'd like to look at it."

Current F1 speculation suggests that Stewart could enter Grands Prix in 1991 in association with Camel, Ford, Reynard and Bridgestone tyres.

There has also been speculation that PSR may buy (or buy into) an existing team, as happened when it set up its F3 operation from the assets of the GEM F3000 team.

One rumour has linked Stewart with Ken Tyrrell, the man who masterminded Jackie's highly successful racing career, who is still working harder than ever. Ken is now 65 and has admitted that eventually he will have to let new blood run the team.

Rosberg looks to F1 comeback!

Keke Rosberg, the 1982 World Champion, is angling for a Formula 1 drive – two and a half years after he quit the Grand Prix scene!

Keke was in contact with Benetton last week when it became clear that Johnny Herbert was being replaced.

Benetton also had discussions with several other drivers before deciding on Emanuele Pirro.

Nicola Larini was on honeymoon in Bermuda when he received a call sounding him out on the subject, while Michele Alboreto was also in consultation with Benetton personnel.

McLaren inequality?

At a Paul Ricard press conference Alain Prost expressed fears about the inequality of equipment being supplied to him and his McLaren-Honda team mate Ayrton Senna.

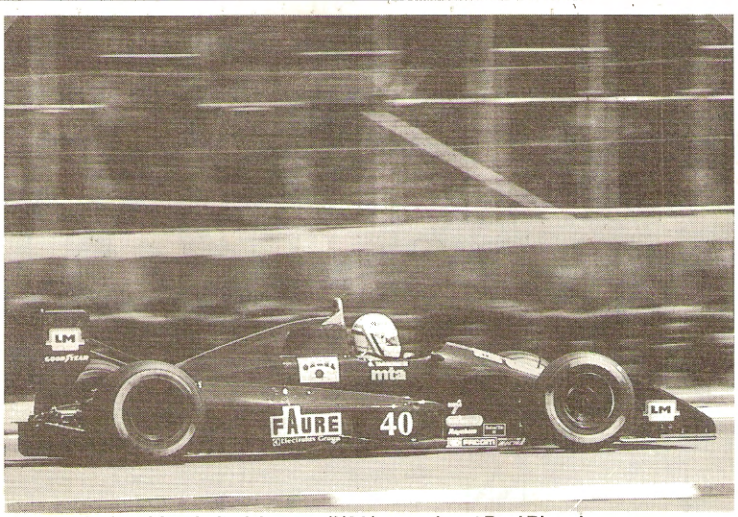
Prost outlined particular worries about fuel consumption.

"There's been tremendous speculation and comment about Honda's ability to provide the same engine and whether there is any differential," replied Ron Dennis, "and I think it is important to us as a team that we comment on that.

"There have been times this year when there have been results coming from engines that have made us query their performance, for example, fuel consumption between Alain and Ayrton has often been different.

"We and Honda have been working on this difference since it became apparent after the Brazilian GP. It's a difficult subject to understand if you are putting everything together from an engineering point of view.

"I can assure everyone, as I have been assuring Alain, that we work on any differences and try to understand them. They are not planned."



An electrical problem halted the new JH24 in practice at Paul Ricard.

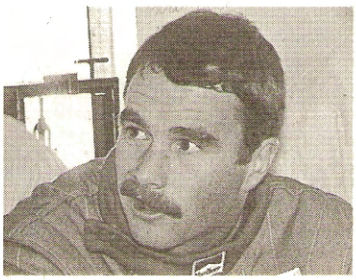
Brief debut for AGS

The new AGS JH24 was officially launched last week at the team's 'home' circuit at Le Luc, in the south of France.

The new car was shaken down briefly by Gabriele Tarquini during the recent Silverstone test, but it suffered serious overheating problems and was modified before its second run.

The car is the work of AGS Technical Director Claude Galopin and features a neater rear end and lower sidepods, although the chassis is essentially the same design as the JH23.

The car ran briefly in Saturday's free practice at Paul Ricard, but it stopped after just two laps with an electrical problem.



Mansell – closer to the McLarens.

Our Nige at home?

Nigel Mansell heads to Silverstone this weekend after an encouraging showing in France.

The Ferrari star was third on the grid, closer than normal to the all-conquering McLaren-Hondas. At the first start he was hit by Mauricio Gugelmin's errant March.

Nigel was towed back to the pits and took over Gerhard Berger's race car, which the Austrian had decided against using during the recognition laps.

Nigel charged through the field to finish second and should be well worth watching at Silverstone this weekend.

Porsche set for F1 return

Porsche is set to embark on a new 3.5-litre normally-aspirated engine if Grand Prix teams agree to finance the project.

The German manufacturer is planning a similar programme to the highly successful TAG-financed, Porsche-built, turbo engines used by McLaren between 1983 and 1987.

Several teams are believed to be talking to the German manufacturer. Moneytron Onyx and Ligier have both been mentioned.

"The team is negotiating on the possibility of competing with a Porsche engine," said a Moneytron spokesman, "but this will only happen if there is a top driver in the team."

Upmarket moves by Moneytron Onyx

The Moneytron Onyx team is looking to sign a top-line Grand Prix driver next season.

It has been suggested that a vast retainer be paid to attract a star to the fledgling outfit.

Speculation indicates that an offer has been made to double World Champion Alain Prost, who is without a 1990 seat, after deciding to leave McLaren (see separate story).

Such a development might seem strange but, with the team negotiating for Porsche engines and Alain's successful relationship with the German manufacturer (through the TAG engines which powered his McLarens to two World Championships), it may not be outlandish.

In an extraordinarily revealing press statement Moneytron has detailed the ambitions of the Onyx team. A 40% scale wind tunnel is to be built shortly and the team's own composite facility has already been started. Both of these will eventually be available for the use of other teams.

This autumn the team will try both Eric van de Poele and Harald Huysman, with a view to hiring one or the other as a permanent test driver.

Who will stay in '89? Stefan Johansson's two points at Paul Ricard last weekend gives him a slender advantage over team mate Bertrand Gachot.

As to the present team drivers, Stefan Johansson and Bertrand Gachot, the team has admitted that one will be replaced at the end of '89.

An agreement has been reached within the team that whichever driver achieves the best results at the finish line, will continue next season.

Berger still favourite at Woking

Gerhard Berger is the most likely candidate to fill Alain Prost's McLaren seat next season.

"Our options are open," said Dennis. "We will make a decision and announce that some time in the future. We are under no pressure."

Some sources at Paul Ricard suggested that a deal was already done, but Berger denied this.

"It's a difficult situation," he said. "I like Ferrari, but for the last year McLaren has had the best car. I have a good possibility to go to McLaren because Alain is stopping, but I was speaking with them before Alain knew he would stop.

"Now we have to find a way where everyone is happy. That's not so easy.

"I think 90% of the drivers would like to go to McLaren for free. That's not possible for me.

"Ron Dennis knows I can do a good job. I think in the end we will find a way. If you want to be World Champion you have to beat Ayrton Senna. It's difficult to get a better car than the one he has."

Ferrari team boss Cesare Fiorio, however, insists that Berger may yet stay with the team.

"We are still discussing with Gerhard. He is talking with other teams and we are discussing with other drivers. There's really no point in saying anything more."

Refuelling rebuffed

Plans for mid-race refuelling stops in Formula 1 next season have been axed.

In an unusually low-key announcement, during the driver's briefing at Paul Ricard, FISA President Jean-Marie Balestre said that "refuelling is not about to be reintroduced to F1."

The President did, however, indicate that major steps are being taken to re-site the fuel tanks in F1 cars.

More for Bernard?

Eric Bernard may continue with the Larrousse team for the rest of the season, after an impressive Grand Prix debut at Paul Ricard.

Bernard replaced Yannick Dalmas, who was fired by the team last week, for the French GP. Emanuele Pirro was to take over the drive from the British GP onwards, but Pirro's sudden decision to join Benetton leaves Larrousse without an obvious driver other than Bernard.

Bernard won the Formula 3000 event at Jerez and, although he is only fifth in the championship, he has been a pace setter all season.

Unfortunately, there are three clashing events between F1 and F3000 in the coming months and DAMS is keen to hold on to its youngster.

"I have a contract with DAMS and I am in a good position in F3000," explained Eric, "but if Larrousse asks me to drive for the rest of the season, I will do it."

Dalmas, meanwhile, has not been entirely forgotten by the team.

"I have proposed that Yannick handle testing programmes," explained Gerard Larrousse at the weekend.

Derek or Martin?

Martin Donnelly made his Grand Prix debut last weekend, standing in at Arrows for the injured Derek Warwick.

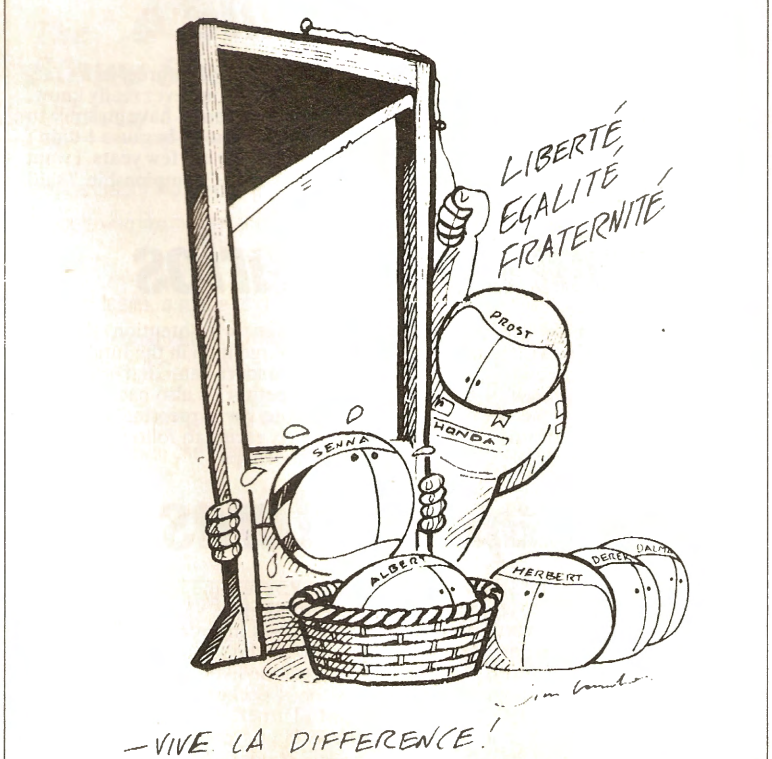
Donnelly was temporarily released from his obligations as the Camel Lotus team's test driver.

The Ulsterman had a troubled race, becoming involved in the first corner accident and having to start from the pitlane in the spare.

"I enjoyed it," said Martin, "but it was not really very satisfying. I enjoyed the qualifying, but the race was frustrating because the car wasn't set up for me."

Warwick was disappointed to miss the GP, but hopes to be well enough to compete at Silverstone. "I could have raced in France," said Derek, "but it would have been painful and the risk was that, in returning to the car too quickly, I could do real long-term damage."

As we were closing for press it was still unclear whether Derek would be at Silverstone this weekend. If he does not compete, Donnelly will take his place again.



Jean – hoping to stay at Tyrrell.

Inspired Alesi

French Formula 3000 ace Jean Alesi made a stunning Grand Prix debut at Paul Ricard last Sunday.

The Avignon driver was called upon to replace Michele Alboreto in the Tyrrell team (see separate story) and ran as high as second(!) before finishing the race on the same lap as winner Alain Prost, in fourth place.

The immediate destiny of the Tyrrell seat next to Jonathan Palmer remains undecided. "I don't know if I will race at Silverstone," said Alesi on Sunday. "I'd like to race with Tyrrell for the rest of the year if possible."

WS-PC Peugeot next year

Peugeot has definite plans to contest a single round of the World Sports-Prototype Championship next year.

Speaking at Pikes Peak last weekend, Peugeot boss Jean Todt explained that the one event will be a forerunner to a full sportscar programme in 1991. "It's very complicated. We have to build the gearbox, engine and chassis, all from scratch. This will take one hundred per cent of our motivation and abilities."

What is not clear is how the French manufacturer will succeed in appearing at a lone round of next year's championship in the light of FISA's recent announcement that participation in all championship rounds will be mandatory in 1990. This was made at the June Paris World Motor Sports Council meeting.

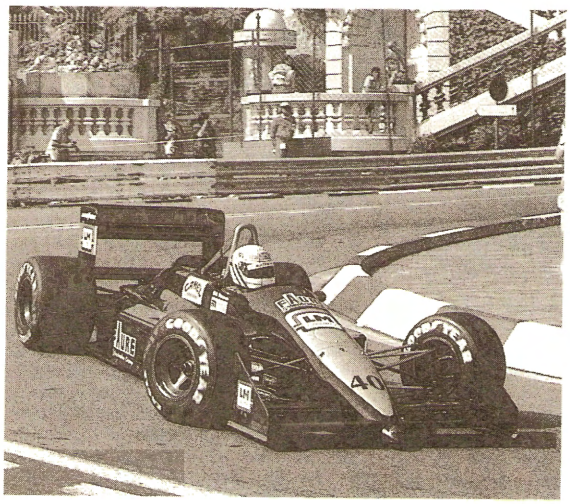
Onyx escapes pre-qualifying

The Moneytron-Onyx drivers should not have to pre-qualify after this weekend's British GP after Stefan Johansson's fifth place at the French Grand Prix.

The teams needing to pre-qualify change after the Silverstone event with the points (or best positions below that) gained by teams in the last two half-seasons added together and the top 13 teams on the new list automatically gaining access into the official sessions.

Prior to Paul Ricard, the AGS team was safe as the 13th-ranked team with the one point gained by Gabriele Tarquini in Mexico. Johansson's two points in France mean that AGS is now ranked 14th.

The Larrousse and Minardi teams, which have not yet scored, must gain two points or more to retain their present automatic qualifying status, while Coloni (Roberto Moreno) and AGS (Tarquini) must do similarly to avoid losing their automatic places.



Gabriele Tarquini will have to pre-qualify the AGS – unless he scores points at Silverstone.

Both Brabham drivers, Dallara's Alex Caffi, Johansson and Bertrand Gachot and Volker Weidler from Rial should move up.

Monza is given FISA approval

The 60th Italian Grand Prix has been given the go-ahead to take place at Monza now that FISA is satisfied that the pits will be finished on time.

The new pit complex at the parkland circuit is a non-permanent structure of 196m in length, capable of housing 16 two-car teams.

A press room, press grandstand and administration offices are to be situated on the first floor above the pits, but the press room won't be completed in time for the Grand Prix in September.

As well as the pit facility, 14 billion Italian Lire is being invested in updating the circuit, improving safety facilities, including a medical centre and triple-level guardrails, as well as covered grandstands, three giant screens and 48 sound-proof TV booths.

Weidler – the next to go?

Weidler threatened

Volker Weidler will have to step up his performance if he is to stay with the Rial team.

Weidler has failed to pre-qualify at all the races this year, but after the British Grand Prix will gain an automatic qualifying place thanks to the performance of his team mate Christian Danner, who finished fourth in the American GP in Phoenix.

The team is planning to give Weidler a couple of chances, until after the Hungarian GP, to show his true potential, but if he is unsuccessful a replacement will be sought.

Michele Alboreto is a Malboro man presently out of work...

Gerhard's deadline

Gerhard Berger has set himself a deadline in which to win the World Championship – or quit racing.

The Austrian Ferrari driver revealed in Paul Ricard that he does not intend to be a Grand Prix driver for an infinite length of time.

"I will do another three years racing," he said. "You never really know, but that's the plan. I have to look to win more races now, because I didn't win enough in the last few years. I want to win the World Championship," said Gerhard.

Special envoy Carlos

Carlos Reutemann has been appointed a special envoy by Argentina's new President Carlos Menem.

Reutemann's will liase with Formula 1 officials and the soon-to-be-nominated sports authorities in the new government.

It is Menem's intention that F1 return to Argentina in the future. The avid motorsport fan, and sometime rally competitor, is also backing plans to promote an Argentine driver to Grand Prix racing to follow in Reutemann's footsteps.

Many happy returns...

Ford threw a party at the Savoy Hotel in London on Monday, to celebrate 30 years since Keith Duckworth borrowed an Anglia engine from Ford and turned it into the first Cosworth unit.

This turned into a farewell to the recently-retired Walter Hayes, who in the sixties persuaded his fellow directors at Ford to invest a mere £100,000 in what became the most successful Grand Prix engine of all time, the Cosworth DFV.

The guests included an extraordinary who's who of motor racing and rallying of the sixties and seventies.

After speeches from Duckworth, Stuart Turner, Jackie Stewart and others, Hayes pointed out that Ford was still waiting for the return of that original Anglia loan engine.

BRIEFLY

■ Philippe Streiff is still in rehabilitation, four months after his dreadful accident in Rio testing. Streiff is in the Institution Nationale des Invalides in Paris and making constant progress. He has regained some feeling in his arms.

■ Grand Prix speculation suggests that Guy Ligier is once again keen to add Gerard Ducarouge to his design team.

■ The new EuroBrun ER189 will not be ready in time for the British Grand Prix, but should make its first appearance at the German GP on July 30.

■ Jean-Marie Balestre recently sold his Ferrari F40 in a Paris auction for FF6 million.

■ USF&G Asset Management is to continue its sponsorship of the Arrows team for the 1990 season. This will be the Baltimore-based company's fourth consecutive year with the team. USF&G is currently discussing co-sponsorship opportunities with several major corporations.

■ The Larrousse team has signed a technical partnership agreement with the Unisys Corporation. The computer multi-national will supply the team with Computer Aided Design (CAD), equipment for complex calculations, on-track assistance and administrative follow-through.

■ Sauber Mercedes driver Kenny Acheson skipped the first day of Group C testing at Brands Hatch last week – because of an early addition to the Acheson household! His wife Fiona gave birth to a bouncing baby girl, Jessica, on July 4, a few weeks earlier than expected.

■ Bruno Giacomelli and Massimo Monti are due to drive Gianni Mussato's Lancia LC2 at the Brands Hatch WS-PC race on July 23. Giacomelli has raced for Mussato on several occasions since 1986, but Formula 3000 driver Monti will be making his Group C debut.

■ Chris Hodgetts, IMSA GTP class winner at Le Mans, is hoping to contest the Brands Hatch round of the WS-PC in a C1 car.

■ Tony Trimmer was due to test Richard Lloyd's Porsche 962GTI at Donington on Tuesday. The former British Formula 1 Champion has never raced a Group C car, but has extensive experience in open Group 6 machinery.

■ NASCAR Winston Cup entrant Billy Hagan believes his team personnel is being poached. It is rumoured that driver Sterling Marlin is being approached by other teams with offers of a seat for 1990. Marlin says he has no intention of leaving, but lead mechanics in the team are linked with a team that is being created by Terry Labonte.

■ The Winfield School enjoyed a remarkable French Grand Prix with its former pupils winning the GP (Alain Prost), scoring a 1-2 in the Formula 3 race (Ludovic Faure and Frank Freon), and cleaning up 1-2-3 in Formule Renault. In addition three Winfield pupils made their F1 debuts: Jean Alesi, Eric Bernard and Bert Gachot.

■ Road Atlanta has a new landlord. The entire town of Braselton and its surrounding countryside was recently bought by film star Kim Basinger, who is a local Georgia girl.

Schlesser escapes shunt

Sauber Mercedes driver Jean-Louis Schlesser escaped unhurt from a large accident during testing at Brands Hatch last Wednesday.

Schlesser's Sauber C9-88 left the road at Westfield, ran across the grass for some 50 metres, and hit the barrier in similar fashion to Johnny Cecotto's Toleman Formula 1 car in 1984. Fortunately Schless struck a glancing blow, and the car slid along the barrier before coming to a halt at the bottom of the hill towards Dingle Dell.

The front and left side of the car stood up very well to the heavy impact, but the front left suspension chassis pick-ups were damaged. The brand new tub, C9-88/06, will be out of action for some time, causing a hiccough in Sauber's plans for the remaining WS-PC rounds.

Schless indicated that something had gone wrong on the car, but the team was unable to pinpoint a cause.

Ricky – unhappy.

Rudd to move on

NASCAR Winston Cup frontrunner Ricky Rudd is to split with his team at the end of the season. He notified team owner Kenny Bernstein after the recent Pepsi 400 at Daytona.

Rudd is reportedly unhappy with the team's performance, having scored just one win to date this season.

Bernstein was shocked by the decision, but is already shopping around for a new driver. Rumour has it that he will also have to shop around for a new sponsor and a new manufacturer, to replace Quaker State and Buick.

Reshuffle at Dallara

Scuderia Italia has reorganised its management structure. The Board of Directors will now operate as a separate entity to the racing team.

Vittorio Palazzani has been appointed President of the Board, while Remo Ramazzani, in his role as the team's general manager, has overall responsibility for the ever-improving team's activities.

Patrizio Cantu remains in his position as sporting director with responsibility for the day-to-day running of the team, and Gianpaolo Dallara continues in charge of all technical matters.

Beekhuis for Toronto

Jon Beekhuis, the reigning HFC American Racing Series champion, is set to make his CART debut in the PPG Indycar World Series race at Toronto on July 23.

The talented Californian impressed during his Rookie Test trial at Indianapolis Raceway Park in April, driving Tony Bettenhausen's '87 Lola-Cosworth.

When Tony concluded an arrangement with electronics giant Sony for the race in Toronto, he invited Beekhuis to drive the car again.

The 29-year-old Beekhuis elected not to defend his ARS title this season, preferring instead to concentrate his effort on moving up into the Indycar ranks.

"I'm really excited about it," says Beekhuis. "It's an opportunity to get out there and get the feel of it."

Ten Cate in Whitehall

Dutchman Hendrick ten Cate has signed to compete for Whitehall Motorsport for the remainder of the IMSA season, driving in the Camel Lights class.

After running in the series already this year, driving a Spice-Pontiac for Racecraft International, ten Cate will team up in a similar Spice with Ken Knott, starting at Elkhart Lake this Sunday. He started from pole two years ago at this circuit when he was racing in the Barber Saab series. Ferdinand de Lesseps and John Cochran are driving Whitehall's other car.

Backing for the programme comes from API Neon Signs, a Dutch company.

AUTOSPORT Telephone information

AUTOSPORT this week announces the introduction of four new telephone services to complement the existing Grand Prix line, which has proved so popular already this season.

Operating on a regular weekly basis, the new services will offer up-to-the-minute news and results from major race and rally championships at home and abroad. In addition to the three news lines, there will be a weekly 'What's On' service, suggesting likely venues for a day out with a motoring theme, from Grands Prix to Classic Car shows.

The two racing lines will feature a preview of the weekend's racing which will be updated with race results on Saturday and Sunday evenings, allowing readers the chance to to keep in touch with the fortunes of all their favourites as the news comes in.

The rally service will cover all the top British rallies, together with selected European and all World Championship events. Again, a preview will operate before the event, supplemented by daily updates of the leaderboard and news of all the major incidents.

All four new services will be in operation from today (Thursday) with previews for the weekend's action, and the results of the first day's stages from the New Zealand rally this evening. The numbers you will need are as follows:

International Racing Line 0898 654314
National Racing Line.....0898 654315
Rally Line 0898 654316
Events Line 0898 654317

Calls are charged at 25p per minute (off peak) and 38p per minute (peak).

You can, of course, still read the full story of the events each week in AUTOSPORT.

Laffite – keeping his word.

Honest Jacques

Thierry Boutsen received a very special trophy from Jacques Laffite at Paul Ricard last weekend.

Some years ago at the annual F1 skiing event in Sestriere, Boutsen won a watch in a prize draw. Since he had had to rush off to test, the draw was held again and Laffite was the lucky man.

Laffite told Boutsen that he would only give him the watch if the Belgian won a Grand Prix.

True to his word, Laffite delivered the prize to Boutsen last weekend for his victory in Montreal.

Acres CART programme

A new team, Acres Racing, will contest next season's CART/PPG Indycar World Series.

Formed by ex-patriate Briton Steve Acres and Jeff Hawke, a flying sequence organiser for the film industry, the team will run a single Lola, taking in all the rounds of the 1990 championship. Acres plans to employ a driver with Indianapolis 500 experience for the races on the ovals, and is currently talking to several Formula 3000 drivers about filling the seat for the road course races.

"Finances are still being finalised," Acres reported at the end of last week, "and the choice of engine has still to be made, but this is a serious venture that we intend to be a long-term project. We are keen to start with a top package."

Sturtz goes IMSA

Sturtz Motorsport has plans to expand its racing programme beyond the SAT 1 German Supercup series. The team will enter its latest SM chassis for the last three Camel IMSA GTP Championship races of the season, starting at Sears Point in September.

Peter Sturtz's tidy new chassis was finished just prior to the Supercup race at Norisring at the end of June and has been designed to suit IMSA regulations rather than C2 ones.

It is fitted with a turbocharged 2.0-litre BMW straight four that pushes out 710bhp at 2.2 bar qualifying trim, but will be reduced to around 600bhp when fitted with the IMSA restrictor. Harald Grohs is scheduled to do the driving Stateside.

Grohs – 'Stateside chance.

Ivan – good bet at 50:1?

Latest GP odds

Ladbrokes are offering the following odds for this weekend's British GP:

8-11	Senna
13:8	Prost
10:1	Mansell
20:1	Berger & Patrese
25:1	Boutsen
33:1	Nannini
50:1	Capelli, Gugelmin & Palmer
66:1	Alesi, Brundle, Pirro & Piquet
80:1	Modena & Warwick
100:1	Bar

Moneytron Ferraris at Spa

Onyx Formula 1 sponsor Moneytron has announced that it is to enter a two-car Group N Ferrari Mondial team in the Spa 24 Hours.

The cars are being prepared in Belgium by Mauro Bianchi and former Aurora British Formula 2 pilot Pascal Witmeur. The latter also slated to drive in the classic Belgian event, which takes place on July 22/23.

Rumours on the contintent have suggested that Stefan Johansson, Bertrand Gachot, Harald Huysman and even perhaps Derek Bell had been approached to drive, but this has been denied by Moneytron.

Details of the driver line-up are due shortly.

Danielsson quick in Monza test

Thomas Danielsson emerged fastest from Monza Formula 3000 testing last week.

Reynard personnel were heavily in evidence as the Bicester manufacturer arrived with a number of tweaks to try following Eric Bernard's convincing victory Lola in the previous championship round at Jerez.

Danielsson lapped in 1m36.2s on the second of a two day test, with Finn JJ Lehto just a fraction slower. Martin Donnelly had been quickest on the opening day but suffered an 'off' at the Parabolica.

"We tried a very effective new rear wing on Thomas's car and a revised floor section," explained Madgwick boss Robert Synge. "Hopefully we are in very good shape for Enna."

Danielsson's time, however, was not as quick as that recorded by Andrea Chiesa in the Roni Q8 Team Ford Reynard at Monza recently.

Favre tries Docking Mazda 767B

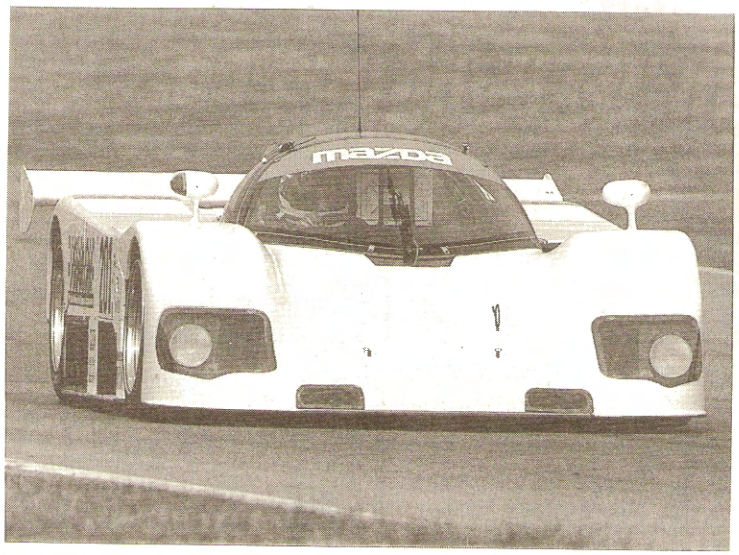
Swiss Formula 3000 driver Philippe Favre had his first Sports-Prototype experience at Brands Hatch last week, when he was invited to test the works Mazda 767B.

The opportunity arose because all Mazda's regular drivers were busy in Japan, at a Le Mans celebration organised by Mazda! Favre was called up by Alan Docking, the boss of Mazda's European team, and for whom Philippe drove in the 1988 British Formula 3 Championship.

Favre acquitted himself well, soon getting down to representative times. However, the team went home on Thursday morning after he was caught out by a change of wing settings, and hit the tyre wall at Dingle Dell, damaging the front of the chassis.

Despite the off the team was happy with his performance, and Favre is hoping for a long term WS-PC involvement. "It was much more like a single-seater than I expected," he explained, "And I would really like to get some more experience, because a 10 race F3000 programme is so short."

Philippe Favre acquitted himself well and is seeking a WS-PC involvement.



Costas – Brands drive.

Ricci cuts his Los

Costas Los is expected to drive France Prototeam's C1 Spice-Cosworth SE88C at the Brands Hatch Trophy WS-PC race on July 23.

He will be partnered by veteran Claude Ballot-Lena, who will be stepping down from the Joest Porsche team for the weekend.

Los has been increasingly impressive of late in the works Spice IMSA team, and has been invited to drive the DFZ-equipped Prototeam car by its owner, Jean-Louis Ricci. Earlier this year Los led the West Palm Beach IMSA street race, until co-driver Ricci spun leaving the pitlane...

Toyota knocks new GTP

Toyota, unsurprisingly, is the main dissenter to IMSA's proposed new rule changes for GTP cars (see *Pit & Paddock* last week).

"There's no way that our engines, at 2.1-litres, can compete with an additional 100 pounds," said Toyota's Lee Unger, who reckons that any small displacement turbo will have reliability problems at a heavier weight.

There is hope for the Toyota team in that IMSA officials are prepared to negotiate. Speaking on behalf of Nissan, Kas Kastner commented: "They still have the Nissan rule," referring to the 54mm air restrictor for production turbos, where only the Nissan qualifies.

Kastner is predicting that Nissan will be able to run a twin turbo with its current two-valve head, even though it is not a production configuration. Electramotive would prefer to save time and money by converting its two-valve head to a twin turbo. Kastner says that this would not be an unfair advantage since the four-valve head is already considered the best configuration. "There is an inequity in the rule for four-valves" he said.

It does not appear that the weight reduction for the 3.5-litre atmospheric racing engine will draw any new cars or teams for the 1990 season. "It needs to go below 1700 pounds," said Julian Randles of Spice USA.

Tony Dowe, TWR team manager, likes the weight reduction for overhead cam production engines such as the Jaguar V12. "It's something to think about for 24 hour races."

At Watkins Glen recently, Jim Miller's Spice SE89 used a 6.0-litre Chevrolet V8. In one practice session he ran at the proposed 1990 weight and placed second on the time sheets. Competitors may choose to employ the 1990 weights at Portland on July 30.

Lights out for Downing

Jim Downing was the only disillusioned player in the Camel Light field regarding the 1990 IMSA rules.

"If you run a rotary motor you can go home," said Downing, a factory Mazda man. "At the weight the V6 Buicks are currently running you can use a twin cam 4-valve engine. And the Buicks have all had reductions in weight. If their (IMSA's) intention is to get rid of the rotaries, then this is the way to do it."

BRIEFLY

■ Chuck McCarty has stood down from being Ralt's concessionaire in Italy, after holding the post for 15 years.

■ Michel Ferté will replace brother Alain in the Cobra Motorsport team for the Enna round of the FIA International F3000 Championship. Ferté A will be driving for TWR Jaguar in the clashing World Sports-Prototype Championship event at Brands Hatch on July 23. Cobra has been able to make the switch courtesy of FISA's newly-introduced F3000 reserve driver ruling.

■ Trakstar's Sierra RS500s have been declared legal after official investigation of the fuel they used in the Esso BTCC round at Silverstone on June 4, when Robb Gravett won and Mike Smith finished fourth.

■ Alan Kulwicki will continue to run his own team in NASCAR's Winston Cup Championship in 1990. Rumours have it that Junior Johnson is keen on signing him, but Alan has bought some land close to Charlotte Speedway on which to build his own preparation shop.

■ Rebuilding work at the Mugello circuit in Italy has led to some Formula 3 and CIVT touring car rescheduling. Races due to take place there will now be held at Misano on August 27 and September 3 respectively.

■ Vincenzo Sospiri will not race for Alan Docking's Formula 3 team at Silverstone this weekend. Docking had applied for an entry for the Italian, but this was a purely speculative move.

Sospiri – Silverstone spectator.

■ Horse racing will not take over from motor racing at Wisconsin State Fair Park. This announcement follows a unanimous vote delivered by the park's board after a meeting to discuss whether Milwaukee's 1 mile paved oval would be converted into a horse racing facility.

■ Junior FF1600 runner, Gary Woodcock, had his first taste of Formula 3 power recently when he tested Playscape's Ralt-Judd VW RT31 at Pembrey.

■ Heinz-Harald Frentzen and Manuel Reuter have not been entered for the Macau Grand Prix, contrary to rumours. The reason for this, Barry Bland reports, is that the entry list has not yet opened and won't do so until the end of August.

■ Jim Hall II, son of the creator and driver of the Chapparal CanAm car Jim Hall, has started his racing career, competing in the Russell Pro' Series. The karting world title holder has become a frontrunner.

■ The BRSCC will be holding a 'Meet the Drivers Forum' on Friday July 21 at the new Hailwood's club house at Brands Hatch. Several top WS-PC drivers are expected to take part, including Julian Bailey, John Watson, Tiff Needell, Derek Bell and Andrew Gilbert-Scott. The action starts at 8pm.

BRANDS HATCH SPORTSCAR TESTING

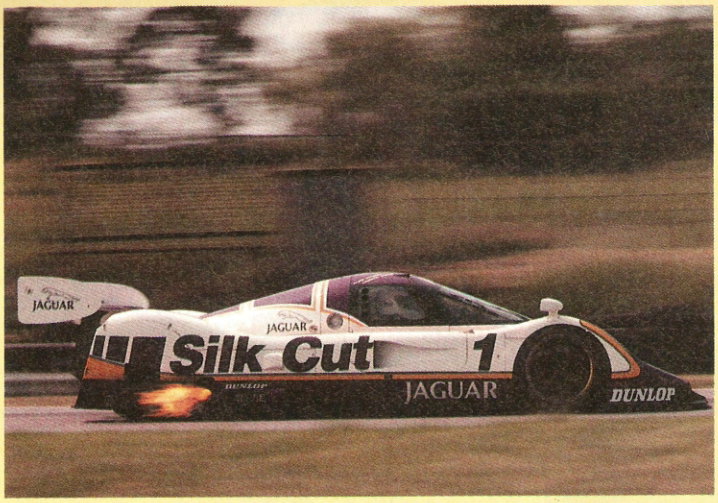
The cat roars

The turbocharged Jaguar XJR11 gave TWR some cause for optimism last week, when Andy Wallace emerged quickest from two days of Group C testing at Brands Hatch, held in preparation for the fully-subscribed WS-PC round on July 23.

After concentrating on the IMSA version of the new turbo car, the XJR10, Silk Cut Jaguar has only recently been able to put its full resources behind the new Group C car and its 3.5-litre engine, which is substantially different from the version which runs in the US. Driven by Wallace and Jan Lammers, the car ran without major mechanical dramas over the two days at Brands, Wallace setting a best of 1m14.9s. The time was set on 'higher than race boost', but with race radials, and compares favourably with Mauro Baldi's 1988 pole of 1m14.17s. As yet no decision has been made as to whether an XJR11 or two will form part of TWR's three car onslaught in the Brands WS-PC race, but the drivers are certainly keen to give the new car a run. Neither Wallace or Lammers was able to better 1m17.3s with a V12-engined XJR9 (the Ferté Le Mans chassis), whether it was running on radials or crossplies...

Sauber Mercedes had two cars for extensive Michelin tyre testing, but one was lost on the first day when Jean-Louis Schlesser had a big off at the Westfield Bend (see separate story). At that stage Schless went home, leaving the remaining C9-88 to Mauro Baldi and Kenny Acheson. The car never went out in pukka qualifying trim, but Baldi recorded a best of a 1m15.2s. The team was very pleased with what had been learned, and the car was able to run very quickly in race tests.

Nissan was experimenting with its singleton R89C, most notably with carbon brakes. These proved to be a vast improvement on the previous set-up, with which the drivers had never been happy, and which caught Julian Bailey out at Le Mans so publicly. The team also tried 19ins Dunlop rear tyres, in place of the regular 17ins. These produced a spectacular plume of smoke when rubbing on the bodywork, and in order to continue the test, TM Keith Greene invited Andrew Gilbert-Scott to run without a tail section! A back-to-back test with the older tyres in this configuration showed the 19ins rubber to be beneficial. Julian Bailey set the car's best time, with a 1m15.8s recorded on the first day, with a tail...



The new Jaguar XJR11 gave TWR considerable cause for optimism at Brands...

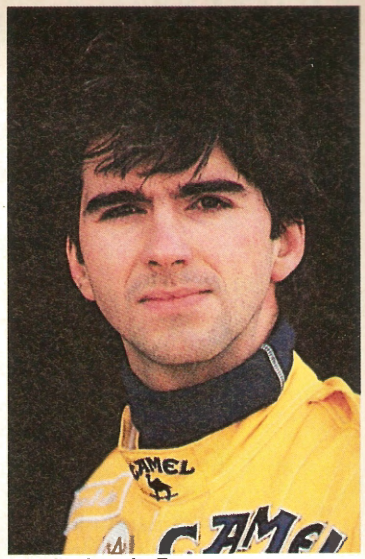
Richard Lloyd Racing ran its newer Hill/Hobbs/Andskar Le Mans chassis for two days, with Derek Bell, James Weaver and Tiff Needell all putting miles on the 962GTI. The tests provided a lot of useful information, and Tiff got down to 1m15.9s right at the end, on sticky rubber.

Spice Engineering had one car, shared by Ray Bellm, Wayne Taylor and Tim Harvey. The car was not as comfortable round Brands as some had expected it to be, but Bellm recorded a very promising 1m16.6s. Among the tweaks tried was a big wing with huge endplates, which was only seen briefly...

Toyota's test ended early on the second day when Johnny Dumfries had a big accident after a misunderstanding at Dingle Dell with Michael Roe's Aston. The Irishman was on the way back to the pits, and Dumfries hadn't expected him to slow down and move over. The two made contact at the entry to the tight, blind corner, the Toyota being launched over the top of the Aston and nearly flipping. The front left of the chassis was badly damaged, and the remains are being shipped back to Japan. Until the off the team had been satisfied with progress, and Johnny had recorded 1m17.2s in race trim, with the planned qualifying runs thwarted by the accident.

The Aston's rear bodywork was badly mauled in the incident, and valuable track time was lost before it reappeared. However Roe and Ray Mallock were satisfied with the car's performance, setting times in the 1m21s bracket. At the very end of the session Brian Redman was allowed a handful of laps in the car. He hadn't driven round Brands Hatch at all since 1974, when he finished third in the British Airways 1000kms with Peter Gethin...

Also present was Mazdaspeed, with guest driver Philippe Favre turning in a 1m18.9s before shunting the 767B.



Hill – back on the European scene.

Damon's Footwork

Damon Hill is to drive the Footwork Formula MC041 in the remaining rounds of this year's FIA International Formula 3000 Championship.

Hill replaces Japanese driver Ukyo Katayama who will now concentrate on his Japanese commitments in both F3000 and Group A racing.

Manager of Footwork's European operation, John Wickham explained the rationale behind Katayama's replacement: "We were not unhappy with what he was doing, but it soon became apparent that it was impossible to expect one driver to complete racing, testing and development work on both cars, so the decision was taken to employ a second driver."

Hill will make his debut with the team at Enna on July 23.

Green light for split class British Touring Car Championship in 1990

The British Touring Car Championship will run to a revised, two-class format in 1990. This was approved by the RAC MSA's Touring Car Committee last week.

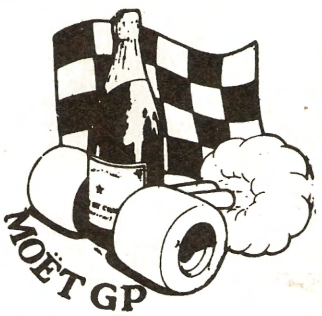
The championship will be divided into a class for Group A cars running to existing technical regulations, ie the series-dominating Ford Sierra RS500s, and a new category for 2-litre saloons. The latter will run to a formula devised by the RAC MSA, the regulations for which will be released later this month.

The new class will allow engine modification, as outlined previously (*Pit & Paddock*, March 9 and May 25).

"Our aim is to build on the strengths of the current championship," reported the RAC MSA's marketing director, Jonathan Ashman, "in which the racing is better than for some years. We wish to promote even closer racing and attract a wider range of manufacturers than is currently involved."

As a means of balancing the performance of the two classes, it's likely that the Group A cars will be compelled to make a compulsory pitstop during the race.

The currently dominant Ford Sierra RS500s will contest a separate class in 1990.



Thierry Boutsen's victory in Canada clearly encouraged many of you to be bold and plump for someone other than either of the McLaren drivers as a potential winner of the French GP.

However, almost inevitably, a McLaren driver took the spoils, and the closest estimation of Alain Prost's race-winning speed, 115.475mph, came from Ulrich Schindler in Germany.

Now, turn your minds to this Sunday's extravaganza at Silverstone. Last year was very wet, remember. A more accurate guide to the likely winning speed can be gauged from the fact that Prost's quickest lap in recent testing was equal to 153.878mph.

So answers should be sent on a post card to Moët et Chandon Competition, AUTOSPORT Editorial, 38-42 Hampton Road, Teddington, Middlesex TW11 0JE. They must be with us by Friday, July 14.

Tony Fall pleads guilty

Tony Fall pleaded guilty to charges against him but was released as he has already served 11 months of the 2-year sentence. However, he remains on probation.

Tony Fall pleaded guilty last Tuesday to charges of misappropriating company funds during his time as Competitions boss at Opel.

The court in Darmstadt heard the 48-year-old Yorkshireman admit to the charges, concerning DM130,000.

Fall was sentenced to two years in prison but, as he has already served 11 months while waiting for the court hearing, he was released to complete the sentence on probation.

Opel had hoped to recover the money taken by Fall but a spokesman for the Russelsheim company told us: "He explained to the court that he was broke and that there was no means to pay the money back. As far as Opel is concerned, that seems to be the end of the matter."

Home run for new Integrale

Lancia's Integrale 16v will make its World Championship debut at home on the Rally d'Italia.

A spokesman for the team told us on Monday that the event had been chosen for marketing reasons, although rumours have already pointed to production delays threatening any possibility of an earlier debut in Finland.

At the launch of the car, team boss, Claudio Lombardi admitted that he was not sure whether the car would first appear on 1000 Lakes or Rally d'Italia.

Peugeot delays Paris-Dakar decision

Peugeot is delaying its decision over Paris-Dakar for a while, allowing time to assess the practicalities of entering the marathon event while preparing for a Sportscar programme in the future.

Speaking at his team's post-Pikes Peak press conference, PTS boss Jean Todt explained, "If we do compete in next winter's Paris-Dakar, it will be the last time we compete in long distance rallying."

Peugeot is to enter one Sports Prototype race next year (see *P&P*) and considers that it may be best to concentrate on one project. Equally, no decision has yet been made whether the team will again bid to lower the Pikes Peak record to under 10m30s. Although Robby Unser won this year's race, Ari Vatanen's 1988 record remains intact (the first time in five events that the record has not been lowered).

While Todt deliberates whether to return to Paris-Dakar or Pikes Peak, he revealed that the Pioneer cars will compete on the Spanish Baja and the Pharaohs marathons as revealed earlier this season.

Aussie title for Carr

Greg Carr has clinched his third Australian Rally Championship title. By winning four qualifying rounds in succession (concluding with the weekend's Festival State Rally), Carr has 80 points compared to outgoing champion, Murray Coote who has 54. Ed Ordynski surprised the regulars by beating Coote on this latest round and moves to third place.

However, plans for the new champion to take his Lancia Delta Integrale to the New Zealand Rally have been scrapped due to lack of a sponsor. He will nevertheless enter the Rally Australia and, as part of a three car team supported by event sponsor, Gudang Garam (including Franz Wittman and Rod Millen), contest the Rally of Indonesia.

Oman Rally cancelled

The Middle East Championship continues to collapse with the cancellation of the Oman Rally.

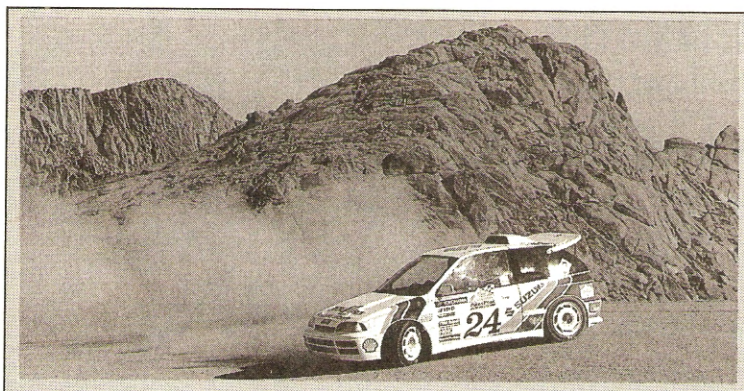
Organisational problems with the series opener in Qatar saw points halved and a few weeks ago, Jordan withdrew its planned date in August. The loss of Oman – apparently due to lack of a sponsor – reduces the poorly supported series to just four rounds, assuming the controversial Lebanese event takes place this year...

There was a time when the Middle East series was aiming to promote at least one event to World Championship status but this latest set back further damages the image of the series.

Sepp tops

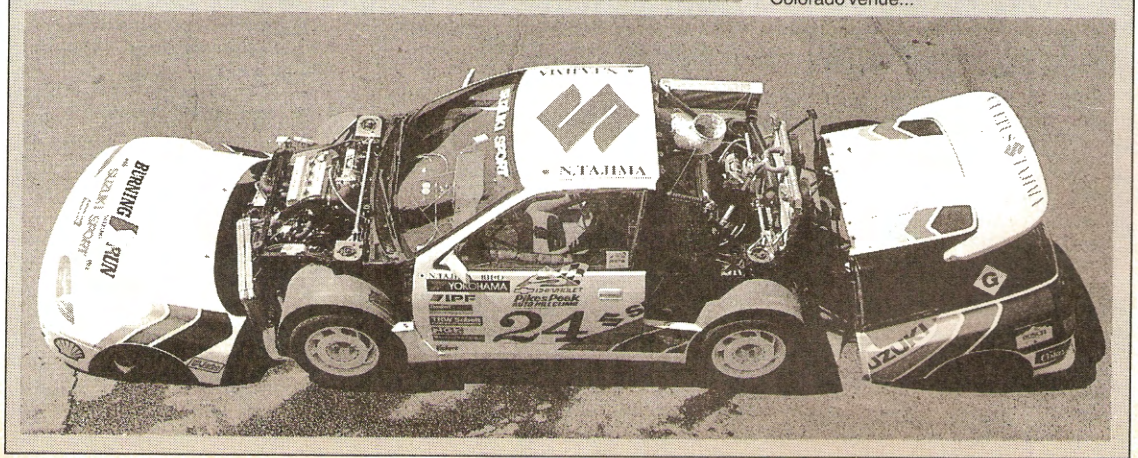
Sepp Haider's decision not to defend his New Zealand Rally victory proved justified at the weekend.

By finishing second on the Hunsruck Rally, the Opel driver managed to consolidate his position at the head of the German Championship, helped by the demise of Ronald Holzer with an early differential failure.



In a spin

Nobuhiro Tajima's bid to challenge Peugeot on Pikes Peak came to nought with a spin and stall (left) on raceday. It was not the first excursion for the twin-engined Suzuki but, when the engines would not restart, the Japanese driver decided that he must sit out the competition. However, the car caused quite a stir among the regulars who were impressed with the quality of engineering. Suzuki has a five year development plan for the car, culminating in an outright win at the Colorado venue...



Droogmans – Euro leader.

Droogmans goes clear

Robert Droogmans continues to extend his lead at the head of the European Rally Championship, having won last weekend's Polish Rally.

The Belgian is now 200 points clear of Corsican, Yves Loubet. The pair are, in turn, 620 points ahead of third placed Liatti. The rest of the championship favours Droogmans' Fina backed Cosworth as tarmac events prevail. Loubet, on the other hand, is going to have to do well in Halkidiki and Cyprus if he is to maintain Lancia's domination of the European series.

WORLD RALLY CHAMPIONSHIP: NEW ZEALAND PREVIEW

Brits' big chance

"I just hope that I get further than I did last year...not that that would be difficult!" Jimmy McRae set off for New Zealand recently, eager to make the most of his best chance of a FISA A- seeding this season.

But it will not be as easy as a year ago, when McRae's Sierra 4×4 broke within yards of the start. Although he now has a Sierra Cosworth, others have realised that this Drivers' Championship event is less competitive than most in the series. Mazda fields Ingvar Carlsson, Ray Wilson and Neil Allport while Lancia has Pascal Gaban and Fredrik Skoghag. Audi can call on Malcolm Stewart while Mitsubishi's powerful Galant VR-4s will be in the hands of Ross Dunkerton, Toshiaki Endo and Kenjiro Shinozuka. The Vauxhall/Opel camp is sending Malcolm Wilson and Mats Jonsson to try and retain the team's crown while Paddy Davidson has one of Nissan's March Super turbos, albeit in Group N.

So McRae knows that things will not be easy and, indeed, he may face a real challenge from an unexpected quarter... his son! For the first time, Jimmy and Colin compete on the same event in comparible machinery and the youngster will be quick at least. And there will be little patriotic support from Malcolm Wilson who also chases that coveted seeding. The Vauxhall is a remarkable car and, if reliability becomes as important as it was a year ago, he cannot be discounted.

Above: Can Jimmy McRae gain an A-seeding or will Malcolm Wilson (below) be the top Brit in New Zealand.

TIMETABLE

First etape: Leave Auckland at 1205 on Saturday, July 15 for 8 stages (total 77.70kms in 274.43kms route) and halt at Auckland Airport Travelodge, 1914.
Second etape: Leave Travelodge at 0940 Sunday July 16 for 11 stages (116.31kms in 511.29kms route) to Rotorua at 2158.
Third etape: Leave Rotorua at 0800 Monday July 17 for 11 stages (207.17kms in 561.99kms route).
Fourth etape: Leave Rotorua at 0700 Tuesday July 18 for 12 stages (194.12kms in 619.96kms route) to Auckland at 1929.

LEADING ENTRIES

1	Carlsson/Carlsson	Mazda 323 Turbo
2	R Wilson/Lewis	Mazda 323 Turbo
3	Stewart/Parkhill	Audi Coupe Quattro
4	Gaban/Chevaillier	Lancia Delta Integrale (N)
5	J McRae/Arthur	Ford RS Cosworth
6	Millen/Sircombe	Mazda 323 Turbo
7	M Wilson/Grindrod	Vauxhall Astra GT/E
8	Shinozuka/Meadows	Mitsubishi Galant VR-4
9	Bourne/Freeth	Subaru RX Turbo
10	Meekings/March	Toyota Corolla
11	De Mevius/Lux	Mazda 323 Turbo (N)
12	Inoue/Kokubo	Mitsubishi Galant VR-4 (N)
13	–	
14	Strong/Grove	Daihatsu Charade (N)
15	Roestenburg/Smith	Daihatsu Charade (N)
16	Al Hajri/Bond	Ford RS Cosworth
17	Allport/Haldane	Mazda 323 Turbo
18	Jonsson/Backman	Opel Kadett GSi
19	C McRae/Ringer	Ford RS Cosworth
20	–	

BRIEFLY

McRae – latest Tour entry.

■ The Autoglass Tour received a welcome boost to its 'star' entries last week with the addition of British Rally Champion, Jimmy McRae.

■ John Wells drove a bizarre version of his Wells Coyote on Pikes Peak this year. Our front cover photo shows the Open Wheeler under braking with the wings cranked up to increase downforce. When the brakes were let off, the wings reverted to their normal angles for high speed.

■ The Pikes Peak Hillclimb Association opened the Pikes Peak Museum in Colorado Springs last week. Audi has donated the car which Walter Rohrl drove to victory in 1987.

■ Matthias Moosleitner leads the Mitropa Cup with his BMW M3. The next round is this weekend's Bohemia Rally at Skoda's home town of Mlada Boleslav.

■ Twelve marshals attended Bill Gwynne's Rally School recently, claiming their award for the 'Stage of the Day' on this year's Fram Welsh Rally.

AUTOSPORT RALLY LINE 0898 654316

AUTOSPORT is pleased to announce great news for rally fans. Following the success of our Grand Prix Line, we are extending the coverage to top line rallying with the cream of World, British and National Championship events.

The service begins with the Rothmans Rally of New Zealand with daily reports from 'down under' as the action unfolds. Dial up the service immediately for an event preview and then follow the fortunes of Ingvar Carlsson, Rod Millen, Jimmy and Colin McRae plus Malcolm Wilson and the rest. The first of our nightly reports will be on Saturday, and the coverage will close on Tuesday, July 18 with the final day's results and overall placings. The number to call for this exciting new service is:

0898 654316

The service costs 25p per minute (off-peak) and 38p per minute (peak).

Ulster Rally line-up

Jimmy McRae heads the entry for this year's British Midland Ulster Rally and his rivals are a familiar bunch. The top seeds are regular Shell Oils British Championship contenders with no visiting superstars for the occasion.

However, this year's Ulster may not turn into the Cosworth benefit that might have been predicted earlier in the season.

David Llewellin's performance in Donegal showed that Toyota has managed to sort the tarmac performance of the Celica GT-Four. If it continues in this manner, Llewellin could catapult himself to the head of the championship table and set up an easy run to the title.

Crews will face a difficult time when pace noting the route as only one of the 21 stages are familiar. There is no double usage of the roads and so most crews will be pushed into making fresh pace notes for the entire rally which covers a large area of Northern Ireland.

Scrutineering takes place on July 27 at Olympia Leisure Centre, Belfast before the start on Friday at 1400. The first leg of eight stages concludes with Nutts Corner, just before the 2200 finish. As is traditional, the final leg of 13 stages begins at 0400 on Saturday and concludes around 12 hours later.

Llewellin – tarmac winner?

LEADING ENTRIES

1	McRae/Arthur	Ford RS Cosworth
2	Llewellin/Short	Toyota Celica GT-4
3	Wilson/Grindrod	Vauxhall Astra GT/E
4	Airikkala/McNamee	Mitsubishi Galant (N)
5	Shaw/Boyle	Ford RS Cosworth (N)
6	Eriksson/Johansson	Peugeot 309GTI
7	Haugland/Bohlin	Skoda Favorit 136L
8	Brookes/Wilson	Ford RS Cosworth
9	Lovell/Morgan	Ford RS Cosworth
10	Evans/Davies	Ford RS Cosworth
11	Fisher/Frazer	BMW M3
12	Morgan	Vauxhall Astra GT/E
13	-	
14	McRae/Ringer	Ford RS Cosworth (N)
15	Metcalfe/Grist	Vauxhall Nova GT/E
16	McKinstry/Philpott	Ford RS Cosworth (N)
17	-	
18	Wood/Paterson	Audi 90 Quattro
19	Lundquist/Cullen	Vauxhall Astra GT/E
20	Morgan/Panaro	Mercedes 190-2.3

Maestro!

Silverstone Circuits and Austin Rover have confirmed their three car entry for the Autoglass Tour.

Ken Wills, Paul Northall and Mike Capon will compete on September's event by virtue of being the top three drivers, currently, in the Esso MG Maestro Challenge.

Wills and Northall actually share the lead while Capon only just qualifies for the entry as he is 15 points adrift and narrowly clear of David Crofts.

DENZIL McKIMMON

We regret to record the death of Denzil McKimmon (37) last Thursday in a tragic accident while working on his rally car at home in Omagh. The quiet and unassuming driver began competing in 1973 with a Riley Elf on the Syonfin hillclimb. By 1985 he was Northern Ireland Navigational Rally Champion and was leading his class in this year's stage championship when the tragedy occurred. AUTOSPORT sends condolences to his wife, Joan, and children Rachel (5) and David (1).

BP

Hitch for Hunt Centre

Work on the James Hunt Racing Centre in Milton Keynes (AUTOSPORT, June 29) has stopped, pending a change of major building contractor, although Peter Wardle of Concession Racing Car Centres/Fran & Co – the conglomerate behind the venture – is adamant that its facility will open as projected next March. Kimbell Construction has removed all its equipment from the site.

"Problems in obtaining assurances from CCRC have prevented us from continuing with the project," commented Mr Carvell, Kimbell's marketing manager last week, "but I hope it does go ahead."

"We are basically swapping one contractor for another," explained Wardle, "and are in the process of setting up our own operation to take over.

"With 12-15 centres planned in this country, we are able to take an overview and wish to maintain closer control of the situation. There are no problems either internally or externally, and everything is going forward very well. Reaction to the Milton Keynes centre has been amazing, from both the public and within the sport, and we are gearing up for March."

Burt – first corner collision.

Welch lucky at Lydden

Rallycross ace John Welch has accelerated the build programme for his new Gartrac/Xtrac Vauxhall Astra GTE, in the immediate aftermath of the horrific accident which destroyed his Paris-Dakar rally shelled Opel Kadett GSi turbocar at Lydden on Sunday.

Incredibly, the former British champion escaped major injury, despite the magnitude and violence of the rearward impact with the barriers at the paddock exit.

Stabilised and extricated from the wreckage with great patience and skill by the medical and rescue crews, John was transferred to Canterbury Hospital, where X-rays of his back and neck, over which particular concern had been expressed, revealed no broken bones. John, indeed, was well enough to be allowed home, with friends, that evening.

Recuperating in Fleet on Monday, Welch was laying plans to return for the RAC British Championship round at Swindon, four weeks away. On behalf of his many fans, AUTOSPORT extends best wishes to John for a speedy return to full fitness.

PES FF1600 is illegal!

The Performance Engineering Services-built engine, used by Steven Deeks to win the Champion of Mallory FF1600 round on June 25, was declared illegal by RAC MSA Technical Commissioner Peter Riches last Tuesday, July 4, following a protest by Jonathan Lewis, principal of JLR Racing with Mobil 1. Deeks has therefore been disqualified from the result, team-mate Mark Cole inheriting the spoils.

Lewis, entrant of a five RF89s in the Dunlop AUTOSPORT 'Star of Tomorrow' round on the same day, had been operating a speed trap during practice for the event, noting points leader David Coulthard (Eternit RF89) on 102mph, his own car of Kelvin Burt and Gary Lingham's Swift FB89 on 101mph, and the PES Van Diemens of Deeks and Cole on 106-7mph consistently. It was on this basis that he lodged his protest fee.

"I wanted to protest them both," said Lewis this week, "but needed another team to share the risk, in case my theories were wrong. Nobody came forward, so I nominated Deeks' engine."

Since the case was brought, PES team owner Paul Yorke-Wade has taken the extraordinary step of venting his ire in a letter to JLR's corporate sponsor. His equipe was noticeable by its absence from last Sunday's Dunlop AUTOSPORT championship round at Donington Park.

Golden days for 750MC

The 750 Motor Club celebrated its 50th Anniversary at Mallory Park last weekend, with a social gathering on Saturday, prior to the special Golden Jubilee race meeting.

As the club was originally formed around the ubiquitous Austin 7, Sunday's feature event was a 25-lapper for derivatives of the model, which necessitated the fitment of long-range fuel tanks in place of the tiny 'sprint' units normally used in most cars.

The race, filmed by BBC TV's *Top Gear* programme as part of a feature by presenter Tom Boswell, fell to Nigel Cowley who elected to start from the back to enliven proceedings in his Cowley Mk3, an early F750 contender.

Novice aces excluded

Novice FF1600 title protagonists Kelvin Burt and David Coulthard were both excluded from the results of Sunday's Dunlop AUTOSPORT 'Star of Tomorrow' FF1600 round at Donington. Neither would cede on the initial charge into Redgate, and Burt squeezed the Scot onto the grass. Coulthard was put out on the spot, with a damaged upright, but the Englishman's superb recovery drive to second place was wasted...

'Fonz' out?

Brazilian Formula Vauxhall Lotus pilot Affonso Giaffone has vacated his seat at Christal Racing, and will shortly be returning home in search of the finance to continue. He currently lies joint fifth in the British championship, with a second and three fourth places on his slate.

Team owner Chris Smith offered 'Fonz' a free ride in this weekend's Euroseries counter, at the British GP meeting, but the youngster turned it down.

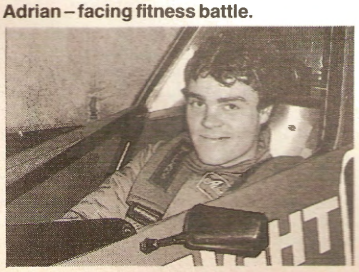
Cottrell's bad break

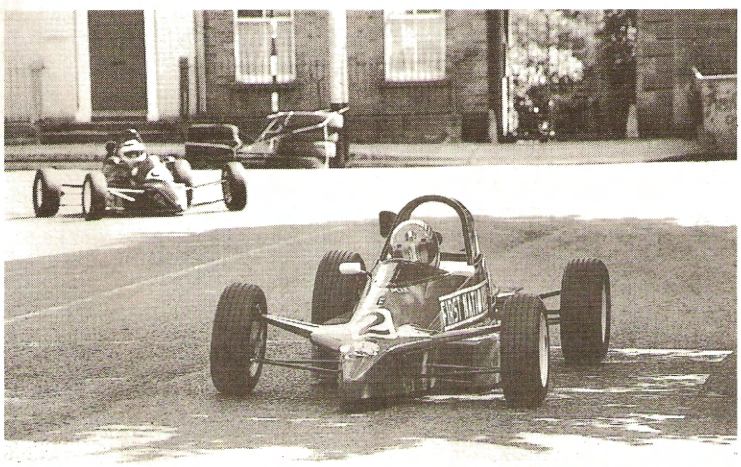
Adrian Cottrell, who currently lies second in the Formula Renault UK Championship with Fulmar Racing's Reynard, may be forced to miss the next round (at Donington on July 23) having broken his left leg last Friday.

Cottrell was working at Ian Taylor's Thruxton School when a guest drove into him on a kart, inflicting a fracture just above the ankle.

While doctors at Winchester Hospital have told him that full recovery may take eight weeks, Adrian remembers Russell Spence seizing the Donington FF2000 record with an ankle in plaster back 1982.

Adrian – facing fitness battle.





Fionn Murray added Dundalk laurels to those earned at Kirkistown and Mondello.

Murray's grand hat-trick

Although he scored his third win in as many starts with his new Reynard 89FF in Dundalk, Ballinfull's Fionn Murray and his crew had their work cut out to reach Sunday's grid, following a huge shunt in qualifying earlier in the afternoon.

"I made a bad mistake, trying too hard," admitted Murray, who wiped both front corners from the First National Building Society car, and collected Colin Lees' Mondiale on the rebound from the tyre wall, unfortunately putting his closest challenger out for the day.

Stoic work by Fionn, his girlfriend Jessica ("my chief mechanic," the Sligo man added proudly), brother Ron and company had the Reynard back together with very few minutes to spare. A hurried "it'll do" set-up sufficed for the race...

Brum return for 6R4s

An invitation race for MG Metro 6R4s will again feature on Birmingham's Superprix bill this season. A maximum of 26 cars will start the 10-lapper, with classes for 2.8-litre Clubman spec cars and 3-litre versions fitted with the Clubmans induction system. Although it has non-championship status, preference will be given to Esso Metro Super Challenge competitors.

Prize money will be paid down to 10th place, with £500 to the winner. All registered Super Challenge drivers will receive £350, with many other cash awards on offer. Rick Smith has full details on 01-773 3404.

Spectacular Metros on the streets.

Aintree School tragedy

A tragic accident at Aintree Circuit last Tuesday, July 4, claimed the life of a driver undergoing race training at the Aintree Racing Drivers' School.

John Ashley (49), of Hillingdon, Middlesex, had graduated from personal instruction in a saloon car, and was undertaking a lapping session in a Formula Ford 1600 single-seater when the incident occurred, on his 42nd lap.

Liverpool Police, called to the scene of the freak accident, heard that Mr Ashley skidded off the track (narrowly missing a marshal) and collided with the school's truck which was in the infield, behind the pit lane.

He did not appear to brake, although thorough examination of the chassis by a Police Officer (who is also an RAC MSA Scrutineer), revealed that it had not suffered a component failure.

Mr Ashley was removed from the cockpit (which remained intact), but died before reaching hospital.

Aintree Circuit, in its original long form, hosted the British Grand Prix five times between 1955 and '62. Club races were staged on the short track until the early 1980s.

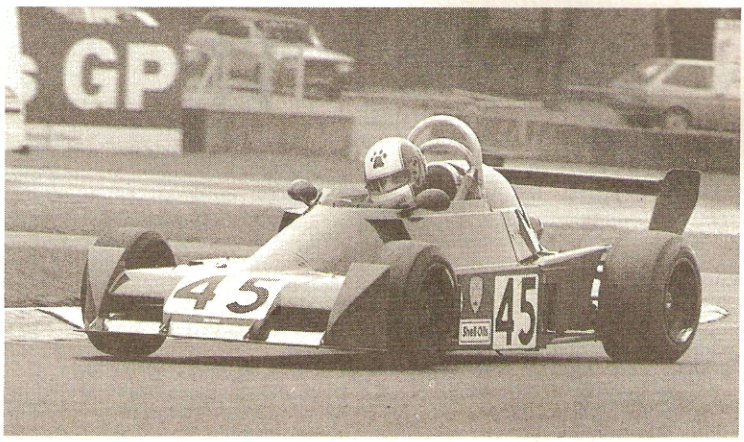
Schanche's Fiesta plan

Four times European Rallycross Champion Martin Schanche is pursuing his plans to build an Xtrac Fiesta-BDT for 1990, and last week submitted proposals to Ford Norway, his major backer, "outlining the technical and promotional advantages of running a modern, high volume, production car" in the sport.

Tele-Acorn

Tele-Nova Ltd, market leader in the field of in-car radio paging since 1958, is backing Mark Williamson and the hard-trying Acorn Motorsport team in Sunday's GM Euroseries support round to the British GP.

Williamson (24), who came to Britain last year with a strong racing pedigree in karts and the ex-Malcolm Oastler Bowin P6 FF1600 chassis, met Acorn partner Colin Painter through hiring his Modus M1 Toyota F3 car last year, and has a 100 per cent finishing record in the ex-Philippe Adams Formula Vauxhall Lotus in the eight races contested to date.



Mike Littlewood made the newly restored Technic TT773 go like never before.

Technically Littlewood

Mike Littlewood provided some welcome variety in Sunday's Toyota Formula 3 results at Donington, finishing third in the Toleman Technic of Mike Murphy and Dennis Chorley, thus earning the marque's first 'podium' in the four-year history of the Classic F3 Association's popular category.

Historic ace Littlewood, who made his series debut in the Peter Denty-restored machine at Silverstone, delighted its owners by getting in among the Chevrons, Marches, Ralts and Argos while on a sorting mission.

Designed originally by Len Terry as the Rotel Hi-Fi Viking of 1975, the Malem & Terry-built machines were driven by Conny Ljungfeldt, Anders Olofsson and Slim Borgudd in their original guise. The project was later acquired and rebuilt by Toleman Motorsport, for Rad Dougall to drive. It was discarded after failing to qualify for the 1977 Monaco F3 event, and the team subsequently announced an F2 programme for '78.

Daly calls in Sheehan

Vivion Daly was unable to defend his Irish FF1600 Championship lead at Dundalk last weekend, having broken two bones in his wrist on falling from the back of his truck after testing at Mondello Park last Friday.

Determined to race the Xtra-vision Reynard 89FF on the streets, the Dubliner presented himself, with some of the plaster cut away to aid mobility, but the chief Medical Officer refused to pass him fit for competition.

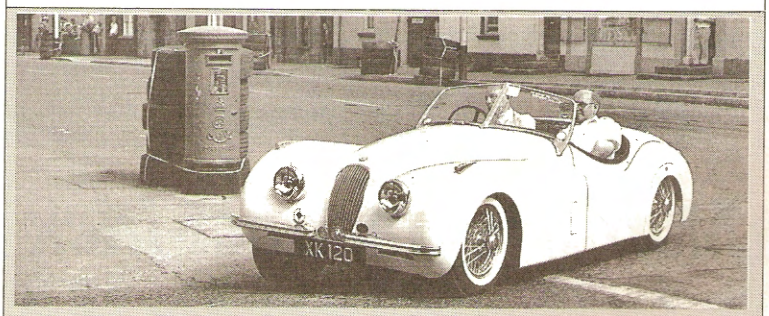
CART driver Derek's younger brother duly appointed Rathfarnham's Denis Sheehan as understudy, and the FF2000 man did not disappoint with a hard-earned third place.

Vivion – broken wrist.

Lingham's funds run dry

Promising former motorcycle racer Gary Lingham, who has shown increasingly good form of late in the Dunlop AUTOSPORT 'Star of Tomorrow' FF1600 Championship, will be forced to withdraw from the BRSCC series after one more race, unless sponsorship can be found to bolster his own meagre funds.

Gary – who finished third in the 1979 FIM 500cc World Championship 'bike event at Spa – won the wet qualifying race most impressively in his self-run Swift FB89 at Donington on Sunday. He subsequently led most of the final, only to be pipped by Graham Fennymore in the BRSCC novice points counter.



Stirling's Jaguar demo

Stirling Moss relived the early days of his racing career in Dundalk last weekend, when he was invited to drive John Dickinson's fabulous Jaguar XK120 on the streets of the Irish border town. Hugely popular with racegoers, Stirling twirled the big machine round with great verve, and also raced his unique Widi with youthful abandon in the Classic car event.

BRIEFLY

■ There is much better news of Dominic Murphy, Leinster MC's senior official who was injured in a car crash last month. After 18 days in a coma, he came round on the eve of last weekend's Dundalk street races, and doctors predict a complete recovery.

■ Adrian Fernandez destroyed his newly rebuilt Van Diemen RF89 against Colin Verity's stranded Swift while testing at Cadwell Park last Friday. The Mexican's JVA team mate narrowly avoided the melee seconds later. Verity's machine was patched up for a good circuit championship round win on Sunday.

■ The Suzuki Swift battle for class D Uniroyal prodsaloon honours at Cadwell Park on Sunday ended with reigning champion Alastair Davidson's Wix Racing/StarVision '89 car embedded in the barriers, following a coming together with regular sparring partner Brett Darrall's Hewgate/NCB '88 version. Davidson protested his rival, and the in-car video should, apparently, be well worth watching...

■ A ban on tyre warmers, and restrictions on the use of transmission rollers are being considered within British Formula C rallycross circles for 1990. Such moves, if adopted, would meet the approval of most competitors, and reduce the cost of running competitively.

■ Our correspondent's phone lines from Sweden were crossed last week, as Olle Arnesson (using a 10-valve TransAm engine in his Audi Quattro, not the 20- valve Lehmann unit as stated), nudged Martin Schanche back to third place at the Holjesbanan rallycross event.

■ Rallycrosser Bob Smith won the Sevenoaks & DMC award at Valence hillclimb last weekend, his spectacular ascents in his rear-wheel-drive Ford Escort Mk3 (captured on in-car video) raised a large sum – believed to be in excess of £1000 – for the host school's fire appeal fund.

■ Sunday's Harewood Modsports class win and long-sought record for the ever-improving Leon Bachelier not only marked a major success for the Seba Developments boss, but also another feather in Allan Staniforth's cap. The latter's Pateley Bridge-based Terrapin Services concern was responsible for the 1989 modifications which have transformed Leon's 1600cc Caterham 'White Brick'.

■ Entry forms for the LuK RAC British FF1600 Championship round at Kirkistown, Northern Ireland, on August 26, are now available from Formula Services on (0933) 222903.

■ Although Irish production saloon regulations currently preclude the admission of Ford Sierra Cosworths, current speculation suggests a change of rules for 1990 – and as many as eight of the turbocars likely to make the running, with top pilots aboard.

■ Connaught Engines boss Phil Price was fortunate to escape major injury when he totalled his ex-Creighton Brown/Chris Hill/Alan Lloyd/Dave Abbott Mallock U2 Mk21/25 against a tyre-clad lamp post at Valence on Saturday. The chassis was split across the front by the impact, which ripped the engine and gearbox from their mountings. Phil escaped with heavy bruising to his right arm.

Martin Dawes (right), "the way it is in communications" for Kurt Luby.

Luby the communicator

Martin Dawes, the Warrington-based cellular communications giant, has made the excellent decision to sponsor Kurt Luby's entry in the GM Lotus Euroseries race during this weekend's British GP meeting at Silverstone. It is hoped that the company's first involvement with the Lancastrian will encourage the company to launch a major pan-European marketing strategy centring on the 1990 championship.

Kurt, reigning Dunlop AUTOSPORT 'Star of Tomorrow' and BARC Junior FF1600 champion, currently lies third in the domestic Formula Vauxhall Lotus series with Amco Motorsport's chassis. As Mobil Vauxhall Spring Cup winner earlier this year, he already has a fine record in the 145mph category, and should be a leading contender for victory in front of his 100,000-strong home audience.

The Martin Dawes Group offers many cellular facilities, including the OKI portable phone and an exclusive 'in house' airtime system.

Lightning strikes Chris

Chris Needell, brother of track, screen and AUTOSPORT star Tiff, has graduated to FF1600 with former FSV champion Dave Greenwood's Van Diemen-equipped team. Graham Reed, who previously raced the RF88, has switched to Multisports and has arranged that Lightning Despatch's backing is extended to cover both cars.

Formula First driver Needell is now contesting the Dunlop AUTOSPORT 'Star of Tomorrow' and P&O European Ferries Junior championships in Lightning's red, white and black colours. Continued support will also come from *Sponsorship News*, Harrier Computer Systems and Brands Hatch Racing.

INSIGHT: KART WORLD

Andover on karting map

Indoor karting centres seem to be hot property at the moment, with new ones springing up all over the country to satiate the public's current craze for this exciting leisure pursuit.

Naturally, facilities vary, but Kart World's new circuit in Andover, Hampshire, certainly rates as the best we have tried to date.

Run by Paul Bowler, the well presented operation centres upon a challenging course set out in a bright warehouse at Weyhill. Co-director of the concern is Ian Taylor, whose Racing Drivers' School at nearby Thruxton is an established market leader.

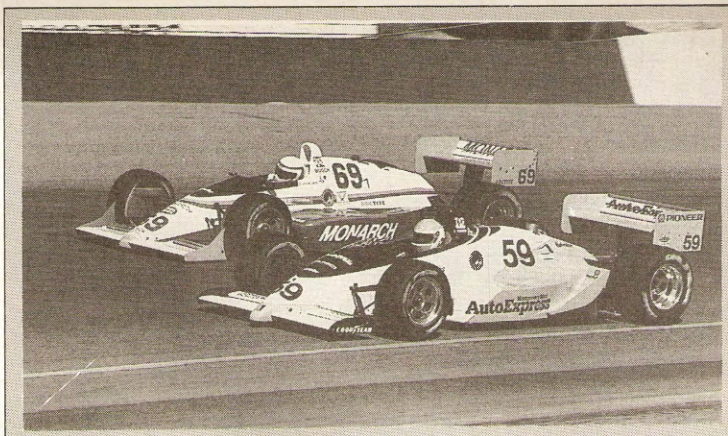
A dozen new Honda-powered Kart-Pro Stratos chassis form the racing fleet, and meetings are most professionally run, with the emphasis very firmly placed on entertainment with safety.

I was invited to compete during an exclusive evening booked by friends (29-41 people can be accommodated per session), and was impressed not only by the standard of instruction, but also by the attitude of the staff.

That a couple of raw novices were coached into consistent race winners was an indictment of the system's success.

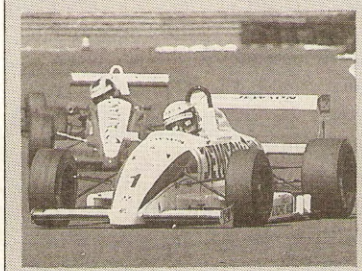
Rates are thoroughly competitive and represent excellent value. As the first such amenity in the south west, Kart World fills a gap in the market, and sets targets for others to achieve.

MAWP



INTERNATIONAL RACING

JUL 16, SILVERSTONE (GB)
FIA F1 World Championship; GM Lotus Euroseries; Lucas British F3 Championship; Esso British Touring Car Championship; Esso Metros; Peugeot 309 GTIs.
Practice: (Fri) 0800; (Sat) 1000; (Sun) 1000.
Racing: 1425 (Sat); 1050 (Sun).
Admission: Friday, £10.00; Children, £3.00. Saturday, £15.00; Children, £3.00. Sunday, £35.00; Children, £5.00.
See our comprehensive preview, free with this issue.



JUL 16, MEADOWLANDS (USA)
CART PPG Indycar World Series; HFC American Racing Series.
With a 27 point lead over Rick Mears in the Championship Emerson Fittipaldi would appear to be unstoppable in his pursuit of the Indycar title.

JUL 16, ELKHART LAKE (USA)
Camel IMSA GTP Championship; IMSA GTO/GTU series; Barber SAAB Pro-Series.
The Electramotive Nissan team is in dominating form but the new Jaguar turbo is threatening.

NATIONAL RACING

JUL 15, PEMBREY (nr Llanelli, Wales)
Intermarque Challenge; Formula Junior; Austin Healeys; Start-Up Porsches; Jaguars; Aston Martins; Pre-'74 Classic Saloons.
Practice: 0900; Racing: 1400.
Admission: £5.00; Children: £3.00.
The Jaguar Car Club hosts an alternative to the British GP practice with a varied line-up of racing including an Aston Martin v Jaguar event.

INTERNATIONAL RALLYING

JUL 13/16, NEW ZEALAND RALLY (NZ)
World Rally Championship for Drivers, round 7; Pacific-Asian Championship, round 1.
Full preview in Special Stage.

NATIONAL RALLYING

JUL 15, JIM CLARK MEMORIAL RALLY (Kelso)
Esso Scottish Championship, round 6; Esso Metro Super Challenge, round 6.
The last big Scottish Championship round to host the Metros this season sees Bill Barton head north to take on the locals. But can Murray Grierson or Jimmy Girvan snatch honours once again? Starts from Kelso town square at 1000 with spectating at Bowmont (3 miles south of Kelso at 74/728340 with action from 1040 and 1615). Alternatively, try Newcastleton (4 miles south of Newcastleton at Kershope Bridge, 79/502833, at 1220).

BBC 2
Sunday, Jul 16: 1415, British GP; 2135, GP Highlights.

SCREENSPORT
Thursday, Jul 13: 0700, Powersports International.
Friday, Jul 14: 1500, Powersports International.
Saturday, Jul 15: 0900, NASCAR-Pepsi 400; 1830, Powersports International.
Sunday, Jul 16: 0400, World Sports Car Championship from Jarama.
Monday, Jul 17: 1200, Powersports International.
Tuesday, Jul 18: 0700, Powersports International; 1200, Drag Racing–NHRA from Columbus.

EUROSPORT
Thursday, Jul 13: 1030, Mobil Motor Sport News; 1400, Indy-CART from Cleveland.
Sunday, Jul 16: 2100, British GP.
Monday, Jul 17: 1800, International Motorsport.
Tuesday, Jul 18: 2200, British GP Highlights.

Secretaries of Meetings are requested to forward full details of spectator events (including entry lists, starting times and admission prices) to Steve Bennett, AUTOSPORT, Haymarket Magazines Ltd, 38-42 Hampton Road, Teddington, Middx, TW11 0JE. Previews must reach the Editorial Office by the Thursday prior to publication date.

Looking forward

The Formula 1 season reaches its mid-point at Silverstone this weekend.

On the face of it, this year has been the same old story with the McLaren-Hondas of Ayrton Senna and Alain Prost dominating. But, despite this, there is a distinct feeling of excitement about the present state of F1.

Perhaps it is the strengthening position of Alain Prost at the head of the points table – despite Ayrton Senna's obvious extra speed. Perhaps it is the promise shown by Nigel Mansell's Ferrari at the French GP. There is the ascendancy of the new teams to consider and the string of fresh faces who debuted so impressively in France last weekend.

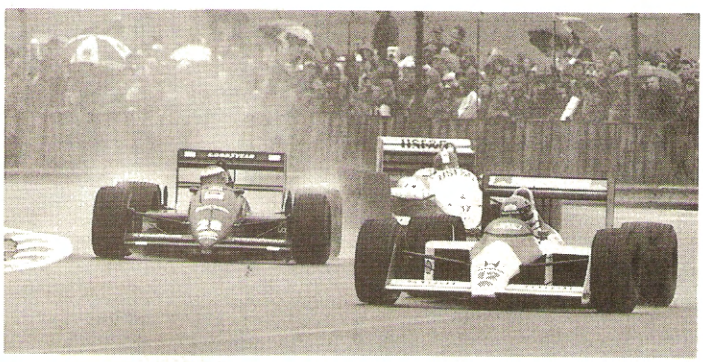
For the spectator, therefore, there is much to look forward to this weekend. Certainly, McLaren must be the favourites for success, but Ricard underlined the potential which brews elsewhere in the pitlane.

An entrance ticket is more expensive than it used to be, but Silverstone is constantly improving the show. There is a strong programme of events, backed up by air displays. You will find better spectator terraces and no fewer than five huge Star Vision screens.

The French are mightily upset about this. It is the bicentennial weekend of the revolution and every Star Vision screen in Europe will be at Silverstone. The French cannot get hold of even one for the celebrations in Paris!

F1 is a world-class show, to rank with any of Britain's other great cultural and sporting events and Silverstone has a long-term programme to ensure that the spectators get a good deal for their money. It cannot all happen overnight, but it is happening.

Yes, there will be complaints about traffic, facilities and wire fencing but remember this: you will be watching the best drivers in the world in the most technically advanced machinery. You will see Ayrton Senna at the absolute peak of his driving powers, and you will hear the noise of the new generation of Grand Prix engines. It'll be worth it.



NEXT WEEK

Comprehensive colour coverage of the **British Grand Prix** and its support races – **CART/PPG Indycar** action from Meadowlands – **IMSA GTPs** from Road America – **World Championship rallying** from New Zealand – Preview to the Brands Hatch **World Sports-Prototype Championship** race at Brands Hatch – Plus all our usual news and features.*

* Contents correct at time of going to press.

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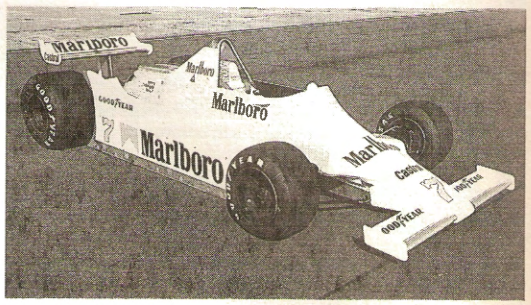
Ten years ago this week (AUTOSPORT, July 12, 1979), Alan Jones staggered the Formula 1 establishment by taking his Williams FW07 round the Silverstone GP circuit in 1m12.7s – an average speed of more than 145mph – in preparation for the forthcoming British Grand Prix. The Australian's mark, set on Goodyear's control race rubber, eclipsed Niki Lauda's tyre testing best with the Brabham-Alfa Romeo BT48, and reinforced Frank Williams's long held belief that his marque's first F1 win was imminent.

John Watson, Britain's only driver in its annual contribution to the FIA World Championship (on FISA's refusal to issue Tiff Needell with a Superlicence), was set to debut McLaren's Gordon Coppuck/John Baldwin-designed M29 (pictured). The Ulsterman had, unsurprisingly, deemed it an improvement over the far from gainly M28 straight out of the box, although it was 2.2 seconds shy of the flying Williams in testing.

Neil Bonnett (Mercury) won Daytona's fastest ever motor race, NASCAR's Firecracker 400, at 172.890mph, while Emilio de Villota took Nogaro's Aurora F1 counter.

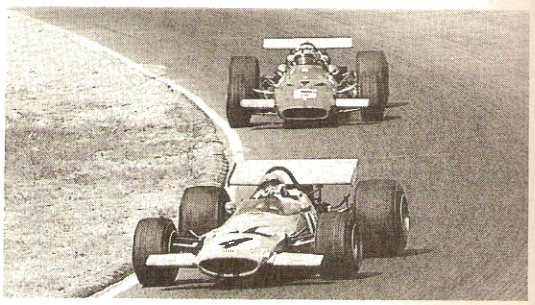


20

Twenty years ago this week (AUTOSPORT, July 11, 1969), Jackie Stewart headed a Matra 1-2 in the French Grand Prix. Jean-Pierre Beltoise was the darling of the partisan crowd though, joining his team leader on the rostrum after settling a major scrap with Jacky Ickx's Brabham (with which he had duelled for half the race) on the run in to the finishing line. The McLaren M7s of Bruce McLaren (pictured) and Vic Elford (Colin Crabbe Antique Automobiles Racing), and Graham Hill's Lotus finished a lap down.

David Piper/Chris Craft won the weekend's big sportscar race – a six-hour number on the streets of Villa Real in Portugal – in the former's Sandeman port-sponsored Porsche 908. The Brits enjoyed a great dice with Mike de Udy's Grand Bahama Racing Team Lola T70 Mk3B, in which Frank Gardner set the lap record at 104mph.

Having won the FIA Sportscar Manufacturers' title, Porsche withdrew its works Gp4 and Gp6 machines from competition, and also left its rally programme in the hands of privateers. The 908 sports racers were sold off for £13,800 apiece...



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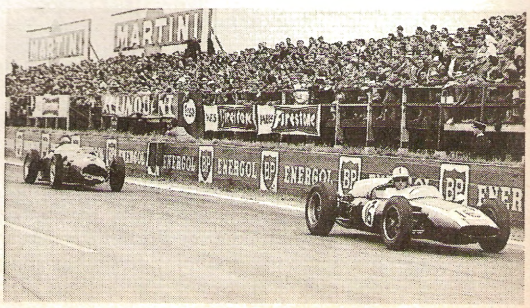
Thirty years ago this week (AUTOSPORT, July 10, 1959), Tony Brooks's complete mastery of France's Rheims-Gueux circuit saw the British dentist score his second successive Grand Prix d'Europe victory. Brooks's Ferrari made the perfect getaway, outdragging Phil Hill and Jack Brabham (pictured) to lead from flag to flag, and emulate his late compatriot Mike Hawthorn's 1958 result. Stirling Moss was catching the other front row men when he slithered off at Thillois in the BRP BRM.

Douglas Hull won the VSCC's Richard Seaman Trophy race in Arthur Jeddere-Fisher's ex-Peter Bell ERA. Hull had no respite from the attacks of Bill Moss (the '57 and '58 winner in Sid Day's ERA, and the Hon Patrick Lindsay, new owner of the successful ex-Bira/Moss 'Remus') early on, but they both fell out, leaving Jim Berry's ably-driven Bugatti T35B second.

"Short, sweet, and lacking excitement as a motor race," the first Monoposto Formula event drew six starters at Brands Hatch. The historic win went to C Scott MacArthur's BMC-powered Saxon, from Frank Tiedeman's Millecent-Ford.



To B189 or not to be?

Peter Collins is an honourable man. He has relieved Johnny Herbert of his racing commitments to allow him to make a full recovery from last year's horrific injuries.

The team owners and sponsors are very understanding. They have allowed a major driver change mid-season. At a time when success for Johnny was most likely with a return to the fast European racing circuits and the debut of the B189.

Herbert is a brave man letting go of a major Grand Prix seat after working so hard to secure it.

However, I hope I am not naive believing all this. If such circumstances occurred in a certain other Italian owned camp, we would assume a scapegoat had been found for the team's disappointing performance in the season so far. We would also have known it had thrown away valuable Championship points at Paul Ricard and at Silverstone this weekend...

Anyway, good luck to Alessandro and Emanuele in the new car. Johnny, may you fully recover over the next few months, I look forward to seeing you in B189 at Japan in October!

JONATHAN C DAVIES
TWICKENHAM, MIDDX

As seen on TV

First of all, carry on the good work BBC! And ditto to Murray Walker and James Hunt. But things should be improved, certainly. As a few points to consider I offer the following:

1) Show the start – the sudden explosion of power and speed, from the *side* as well as head-on – it is the one part of the race that is never done full justice.

2) Have one or two remote-control cameras at track-side viewpoints with cars passing close and fast *at eye level* – well employed in American Indycar coverage.

3) Improve the sound quality – sometimes the cars seem to be racing in near-silence!

4) Have a third person – a layman – asking Murray and James questions about the race and the cars, to draw out their knowledge.

5) Interview team managers in the pits during the race!

Herbert: Rest period or the end of a career?

6) My main point – *show the crowd*! A visit to a Grand Prix is all about noise, atmosphere and crowds – it is a carnival to bring it alive. You *must* have crowd reaction and noise to build up the occasion for a solitary viewer at home.

I hope something is done – I can see Formula 1 disappearing from the TV schedules altogether if it doesn't improve and that would be a disaster.

R A HUME
SANDY, BEDS

On the power

A modest proposal, sparked off by Nigel Roebuck's superb new book, *Inside Formula One*.

Nigel was musing that the best racing seemed to stem from more power than the chassis could handle. Meaning the old days when Moss and Fangio fought wheel to wheel, sliding sideways through Copse, catching Collins. Or Rosberg setting that 160mph lap at Silverstone. Now Formula 1 cars, wondrous though they are, are virtually aircraft with wheels, aerodynamically confined to single racing line. It's a bit like watching a fly-by.

Think for a moment if FISA banned wings and cut the tyre width in half (say to a reasonable road-going width). Ignore the objections for a moment. Think of the shapes of the cars. Think of Mansell and Prost, sliding sideways through Copse, catching Capelli. And Senna, practising the art of steering 700 horsepower with the throttle...

BOB JUDD
LONDON NW3

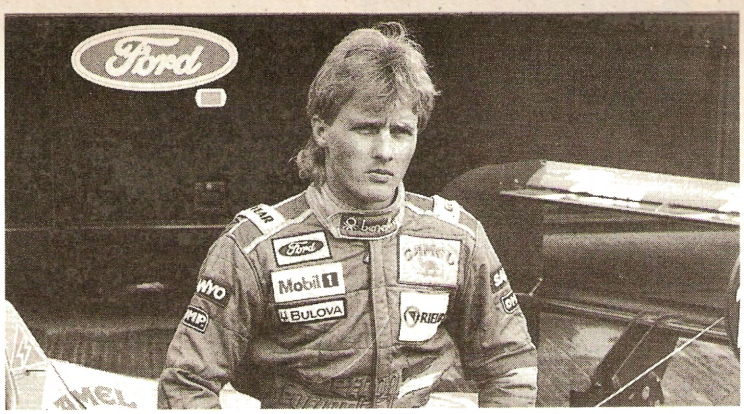
The new boys

The French Grand Prix threw lots of new names (not to mention bits of bodywork and whole cars) at us but, when I opened my *Daily Express* on Monday, I spotted two more.

With the British Grand Prix looming, it is not unnatural that Fleet Street takes more interest in Formula 1, but this time it managed to create something of a stir.

Perhaps I missed something in France so, could someone please tell me, who *are* Jean Laesi and Keith Donnelly who apparently finished fourth and 12th respectively?

I M BRIGHT
WATFORD, HERTS



Psychic preview

Congratulations, you are psychic! In your preview for the French GP (*Pit & Paddock*, July 6), you stated: "Expect Leyton House to make a leap forward." Should you not have imparted your knowledge to Gugelmin before the start? It would have saved many headaches.

COLIN LEWIS
LONDON E11

American interest

It amazes me that the combined intellectual might of FISA has still not solved the conundrum of the US Grand Prix.

If there were no Ferraris at Monza, then surely the place would be about as popular as a race along Wigan pier in March. If there were no Britons driving at Silverstone this weekend, I feel FISA would have to pay the average spectator to attend.

Has the cent dropped? Potential solutions are simple:

1) Each of the top 10 teams is asked to make its second driver stand down for the US GP in favour of the top 10 CART or NASCAR drivers.

2) Each of the top 10 teams is asked to enter a third car for the top 10 CART or NASCAR drivers.

3) Bring F1 and CART regulations into line so that F1 cars can enter the Indianapolis 500 and the CART cars the US GP.

It is the major European and Japanese sponsors who stand to gain the most from American interest in F1, so they should use their financial muscle to steer FISA in some different directions.

JOHN LUKE
CHANDLERS FORD, HANTS

Bubble car racing

1990: 3½ hrs = 480 Kms
1991: 2½ hrs = 350 Kms
No four-wheel drive.
Regulations "in line" with Formula 1.

Isn't the WS-PC going to be F1 racing in a plastic bubble? It's a far cry from the spirit of Le Mans!

EDWARD PILLING
CASSINGTON, OXFORD

Note of caution

Please be aware that at a recent Snetterton meeting, a number of competitors were approached by a gentleman offering video filming services. They were foolish enough to part with money on the promise that half an hour or so after their race, he would deliver to them a video of their race. Needless to say, they never say him again.

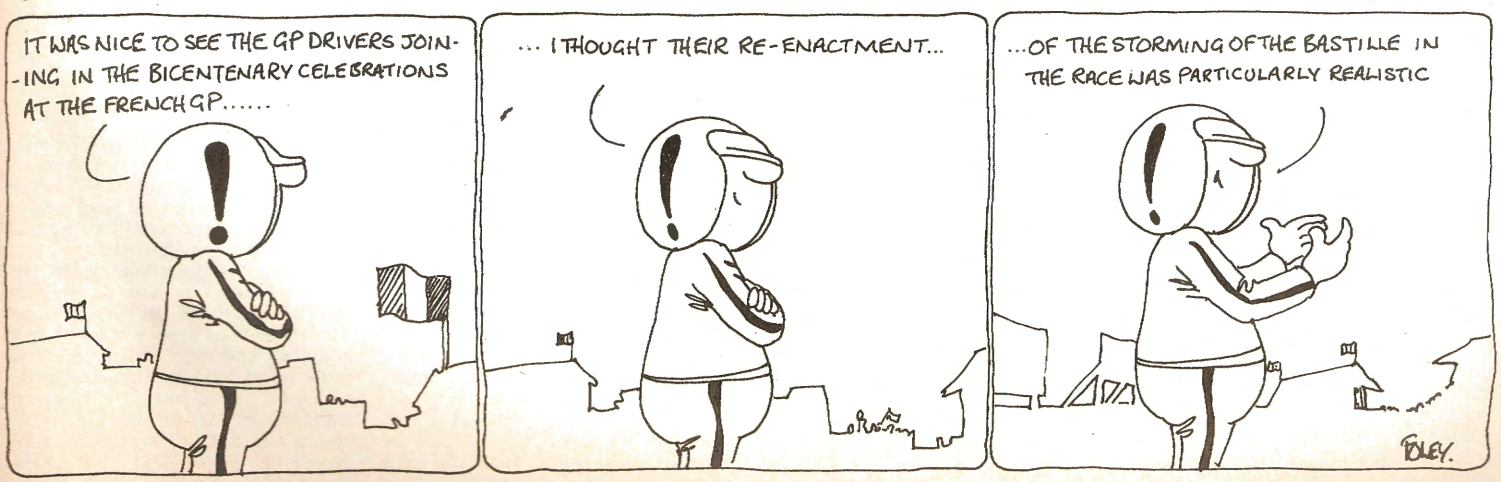
This gentleman appeared a week later at Brands Hatch and caught out a few more competitors.

Perhaps you would be kind enough to publish this word of warning...

JOHN SYMES
BRANDS HATCH

CATCHPOLE

By BARRY FOLEY



5TH COLUMN

A sorrowful decision

Alain Prost doesn't whinge, that's the first thing you need to understand about him. I've known him long enough now to accept that without question. When Keke Rosberg decided he was retiring, and Ron Dennis was casting about for a replacement, the name of Nelson Piquet came up. There were odd factions within McLaren keen on the idea. Prost didn't say no to the suggestion, merely made it clear that he would prefer someone else as a team mate. Anyone else, in fact.

It wasn't – God knows! – that Alain saw Piquet as a threat. Anyone with insecurities of that nature might have baulked at the prospect of Senna as a team mate. No, Prost didn't want Piquet because he didn't especially like what he knew of him. On a personal level, he didn't think it would work.

"The first target in motor racing – for me, anyway – is enjoying it, you know," he said the other week. And the presence of Piquet in the team, he clearly felt, might militate against that.

We were talking at Silverstone during the week of testing. It was raining, as it did for much of that week. Depressing for the teams, who were there to work, to prepare for the British Grand Prix; manna for journalists, who found drivers with time on their hands, time to chat. And Prost, in any case, chats more readily than most. This is a man at peace with himself.

We were a week away from The Big Decision, and Alain was still into constant discussion with Ron Dennis. He'd run a few laps in the dry, stopped as the rain began, immediately headed for the Marlboro motorhome with his boss.

Look, I said in the course of our conversation, this is very confusing. You don't get along with Senna, and there are aspects of your treatment from that you find... difficult to understand, let's say. Ayrton will be at McLaren next year, and so will Honda. It looks clearcut. What can you be discussing at such length?

He laughed. "One day I'll tell you the whole story, but for now all I can say is that it's much more complicated than it looks..."

Despite the apparent pressures upon him, Alain was very *dégagé* at Silverstone. If he didn't want to answer a question, he said when I first knew him, he wouldn't, and he'd say so. But if he did, he'd speak the truth. And that has stood us in excellent stead ever since.

"A big problem in motor racing, hein?" he said. "You can't tell anything true without starting a big polemic..." And he's right. Unretouched truth and Formula 1 are bedfellows as natural as fur coats and compassion.

So you admit you've lost some motivation for what you're doing, I said. For the first time in your career. Yet still you're leading the World Championship, so...

"It's Senna," he said, knowing full well that some will assume he's getting beaten, and he can't stomach it. But Prost is more mature than that. There were times aplenty last year when he finished second to Ayrton, and from their demeanour at the post-race press conference you'd swear they had finished the other way round. Being beaten, fair and square, he can live with.

"I don't like the way things are at the moment," he went on. "Here, testing, I'm happy, working with the team, doing a real job." Left unsaid was that Emanuele Pirro was working with him, that Senna was back home in Sao Paulo. "At a race weekend the atmosphere is... awful. I think maybe Senna is trying to create some motivation for himself, because he does not talk, does not smile...

"For me, it's very different. I've always said, you know, that McLaren is like my family. I've been here six years, trying to build something, trying to have a good relationship with everyone. OK, I understand, from the outside, McLaren may not look like that, may seem a little rigid, but really it hasn't been that way. At the moment, though, it's not good – I don't enjoy it..."

PROST: "I first work for the team, he first works for him"

So when did you stop enjoying it? I asked. From the beginning of Senna's time at McLaren? After all, you got along fine with Lauda, with Rosberg, Johansson. But the relationship with Ayrton was never easy. In Estoril last year, he swerved at you as you took the lead from him, and afterwards you had words.

"Sure, but that wasn't a big thing. Things like that can happen, and I understand it. No, no, that was OK. The end of last season was fine, and we started this one quite well. But it changed at Imola. Something was broken there."

At the time, we didn't know what to make of it. I saw Prost immediately after the race, but he didn't see me. He didn't see anyone. "Please understand," he said, "I don't want to speak about the race today. Not at the moment." As Ron Dennis appeared, Alain led him to the back of the transporter for a very frank discussion. We were mystified.

"I'm not going to talk about it," Dennis said afterwards. "If Alain wants to say anything, it's up to him." But at the time Alain didn't. He skipped the press conference (incurring a hefty FISA fine), and went for his aeroplane.

And, in time, details of 'The Arrangement' emerged. Senna, it transpired, had proposed to Prost that they didn't dispute the first corner: whoever led in should lead out. Prost agreed, led in – and was passed.

"After the race I thought it was better not to talk just then. I thought he hadn't been honest, and I was mad. But worse was that, in Monaco, he denied he had ever proposed the idea! Fortunately for me, John Hogan of Marlboro was there when he said it..."

There is nothing prissy about Alain Prost, but an abiding principle of his racing career is that integrity is not negotiable. At an informal Monaco press conference Ron Dennis said, sorry chaps, there's no story for you here; bit of a tiff, nothing more, all resolved now. Well, sorry Ron, but we weren't convinced.

"What do you do in this kind of situation?" Alain mused. "I mean, I could have hit him – that would have been one solution. I'm not joking!

PROST: "I could have hit him – that would be one solution"

Maybe that would have been the best way to resolve it – between men, you know. Would have been quick, and perhaps we could have been friends afterwards, I don't know..."

Given the utterly disparate nature of your personalities, though, surely you and Senna were never going to be friends, I said. He paused a moment: "You're right. Absolutely. But still I hoped we could work together well."

OK, you're very different types, I said. That apart, what's the major difference in your ways of working?

"Oh, that's simple," Prost answered at once. "I first work for the team; he first works for him. But I really don't want to get into character differences, personal things, because then the ambience would start to be really bad..."

Everyone thought – hoped – that winning the World Championship would mellow Ayrton, lighten him up, as it did for Prost four years ago.

"I thought he'd have been better," Alain agreed, "and at the beginning of the season he was. But already, if I'm honest, I was a little bit annoyed because he won the championship, then said, 'OK, now I want three months' holiday', and he went home. In fact, he did the same the year before – before he'd ever driven a McLaren.

"So they ask me to test in November and December, and I said OK, I'd do it. If you ask Ron Dennis, he'll tell you that, in six years, I have never once refused to test. All right, Ron and I are good friends, so maybe it's different...

"It annoys me that I'm testing or doing promotion work, while he's in Brazil, having holidays, then coming back with a fresh mind – he wants to test only when it's very important. Is he here at Silverstone? No. Was he at Ricard the other week? No. Things are not equal between us, I don't think.

"Ayrton... is a fantastic driver. No question about it. but that's only part of it. One of Ron's favourite expressions, you know, is 'the tip of the iceberg', and people only see that at the moment. Maybe, in the future, they will realise."

On to your respective abilities in the car, I said. What are Senna's greatest strengths?

"On one lap," Prost replied, "he's the quickest driver I've ever seen. That's his big advantage – especially when there's no strong competition from outside. When the race is between two guys, in the same car, starting first makes a big difference. For sure, his pole positions help him a lot, but he really deserves them."

Niki Lauda, I mentioned, used to say the same about you five years ago. Your qualifying laps amazed him; also the gaps you'd go through – gaps he wouldn't even look at.

"It's true," he nodded in agreement. "You drive much more, you know, with your head than your hands. Sometimes, if I feel good, I'll try to beat him for the pole, but look at Monaco, for example. Senna did a lap – an unbelievable lap. Most of the time I was a bit quicker than him, but then suddenly he did this time. Just one.

"I said, 'OK, for a lap like that, you must have a clear track, you must drive 100%, get very close to the guardrails... maybe I can get within two tenths of him, at best'. I know how Ayrton can drive at a track like that, and I considered, OK, he has done the pole. I was quite happy, no problem, but sometimes, when you say something like this, people say you're accepting defeat already. Not true. It's a question of being realistic – about his strengths and your own."

So what are Senna's weak points? "One of them," Alan replied, "is that – because of his character – he doesn't drive consistently, all the time. And very often he gets confused about set-up. If we are testing somewhere, and I go a bit quicker, then he will push and go quicker – because he has to be quickest everywhere, all the time. But he doesn't know if the changes on the car worked or not, because he found the speed in himself."

Prost, as I said earlier, is not a whinger, and if his words come across that way in cold print, well, you had to be there, to hear them spoken. He never raised his voice, and there was no particular rancour at any point in our conversation. He's more than aware that some will mutter about sour grapes, but that's a consequence of giving straight answers. Dissatisfaction with his lot is a cumulative thing, a number of factors which add up to unacceptable. In motor racing terms, he is far from a political animal – perhaps he has the self-assurance to speak his mind.

We move on to the subject of Honda. In the past Rosberg complained of unfair treatment from them, and so did Mansell. Prost is a little more circumspect, but there have been incidents he has found, er, difficult to comprehend.

"First of all, I'm not saying anything has been done on purpose, OK? I just want to understand a bit better.

"For sure, the way I drive is very different from how Ayrton drives, and for that reason there's always been a small difference in our fuel consumption figures. With the turbos, last year, that was to my advantage, of course. But in Japan – where the championship was decided – it was suddenly the other way round. At Suzuka I was 8% on the wrong side, which meant I couldn't use more boost. I was f...finished.

PROST: "After Imola I almost retired, I can tell you"

"This year, with the atmospherics, I use much less fuel than him again – sometimes 7 or 8%. And with atmospheric engines, that can only be because I have less power. I think it was worst in Mexico. In the race we were both running 11,800 revs on the straight – but I was right behind him, in his slipstream! And no way could I pass. Later in the race he drove past me on the straight – like that!

"Honda tried to tell me it was driving style again – how I used the throttle. But that I can't accept. Then they recognised there was a problem, admitted it to me – but never to the press, nor even to the McLaren team.

"Look," Alain went on, "I understand it's difficult for them to say the engine was bad or... we gave a better engine to Ayrton. And I don't mean that, anyway: I know they don't build

Above: Prost announces to the assembled press his decision to quit McLaren at the end of this season, flanked by Ron Dennis and Mansour Ojjeh. Photo: Allsport/Pascal Rondeau. Left: Ayrton Senna played a small role in the French GP, but it is his presence at McLaren that has prompted Prost's departure.

engines for Senna and engines for me. The engines are the same, for sure, but that's not the whole story. There is the management system, too, the chip..." Prost is leaving, though, essentially because of Senna. He doesn't want to leave, and neither does the McLaren team want him to go. "This is a very sad day," one of the directors said to me last Friday. "It won't be the same without him – in fact, I can't imagine McLaren without him."

"The day after Imola," Alain said, "I called Ron, and said I needed three days to think things over, that probably I was going to retire for the rest of the year. I remember too much of Imola seven years ago, of Villeneuve and Pironi. I was a close friend of Didier, and even more with Gilles. And the week before he died, Gilles called me often – I was trying to help his brother in F3.

"We spoke several times, and all the time he was talking about Didier. He was so angry, I couldn't believe it. Even now, I shiver when I think about it. And when the accident happened, I was absolutely sure why.

"I told Ron I wasn't going to react to Senna, but I felt so bad, so demotivated, I thought I might stop for this year. And I almost did it, I can tell you."

After announcing his decision, he said he felt better, looser. At Montreal he had felt better about his driving, too, and about his service from Honda. After taking the pole, his smile was wider yet. And on Sunday afternoon he grinned and said that, yes, maybe the motivation was coming back. For much of the outside world, he is still the pivotal force in his team. For many at McLaren, too. Even if they whisper it.

"You might not believe it," Ron Dennis said at the press conference, "but Alain, if anything, has taken this decision more for the team than himself. We've always been friends, and we'll remain friends." No one doubted him. And no one doubts, either, that McLaren will be somewhat different in 1990. A chord, Prost said, was broken at Imola. Another will go when Alain steps from his car in Adelaide this autumn.

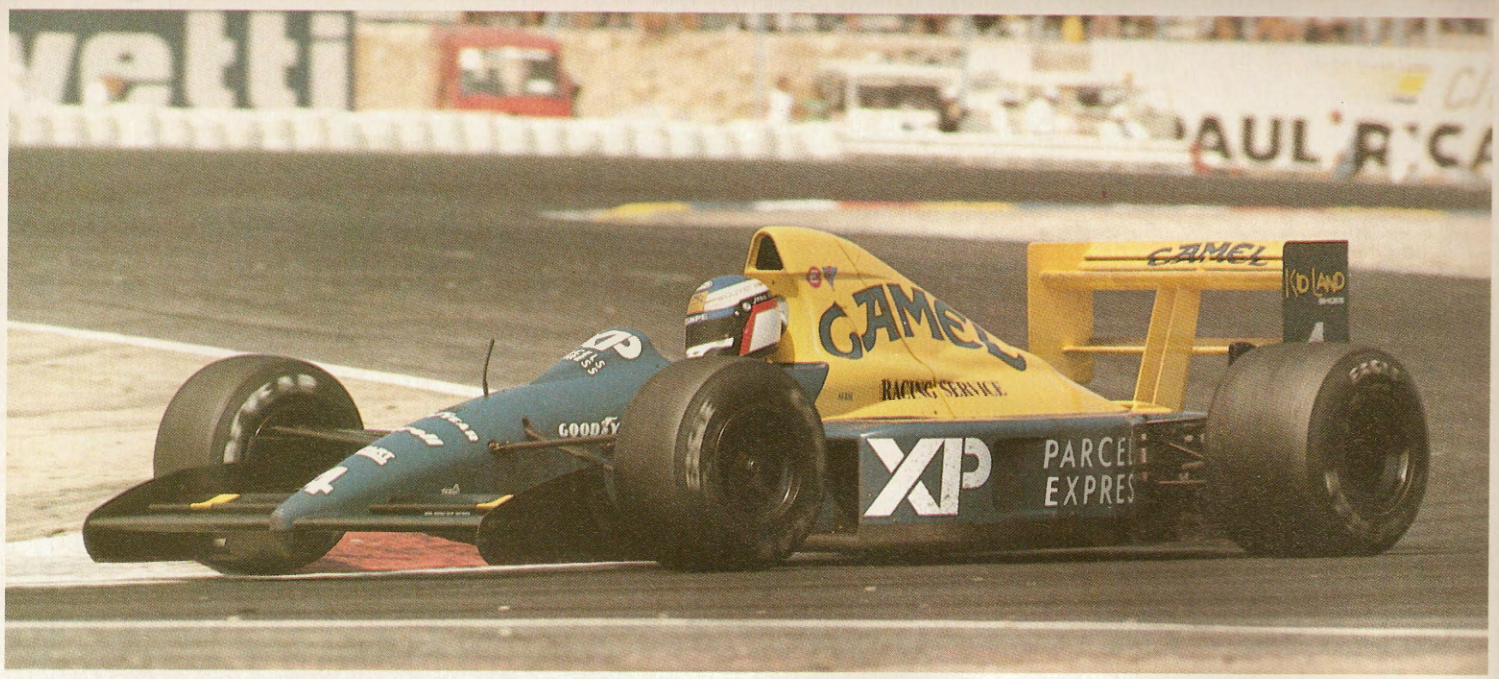
NIGEL ROEBUCK

REPORT: NIGEL ROEBUCK; QUALIFYING: JOE SAWARD – PHOTOGRAPHY: JEFF BLOXHAM

Vive la revolution

Over the Ricard weekend Alain Prost was visibly more relaxed than for a while. He had made his decision, announced it: he would not be driving for McLaren in 1990. In his head, probably, he decided a long time ago, but leaving McLaren – "my family" – after so many years was hard to face. In the end, he couldn't face another season with Ayrton Senna, and that was that. Next day he took pole, and the day after he won the race. Yes, he grinned afterwards, maybe some of the old motivation was filtering back…

The field scatters at the first corner as Gugelmin takes flight, clouting Mansell's rear wing. Palmer is assaulted by Arnoux while the new boys avoid the trouble.



QUALIFYING

BOUTSEN: "Arnoux should not be in F1, he should be on the beach!"

Formula 1 had something of a revolutionary feel to it last weekend. Everywhere there were dark rumours of teams collapsing, of sell-outs and buy-outs, of guillotines hanging over exposed necks.

Most F1 observers reckoned that they had never known a week like the one leading up to Paul Ricard. Teams were hiring and firing with a revolutionary enthusiasm of which Robespierre would have been proud.

"This is what happens when the teams get time to think," said an old Grand Prix stager, as he viewed the carnage which had once been the entry list. "They've been so busy in recent months, no one has had much of a chance to do anything."

After its tour of the Americas, F1 came down to earth in Europe with a bump: Yannick Dalmas had gone from Lola, but it wasn't Emanuele Pirro who appeared in his place. No, it was Eric Bernard, Pirro (the McLaren test driver) was at Benetton, standing in for the 'resting' Johnny Herbert.

Derek Warwick was out of action following his karting accident and Arrows had the Lotus test driver Martin Donnelly instead.

The biggest surprise, however, was at Tyrrell. There was no Michele Alboreto, and in his place came F3000 whizzkid Jean Alesi.

On top of all this, Alain Prost announced he was leaving McLaren at the end of the year and the continental press went mad.

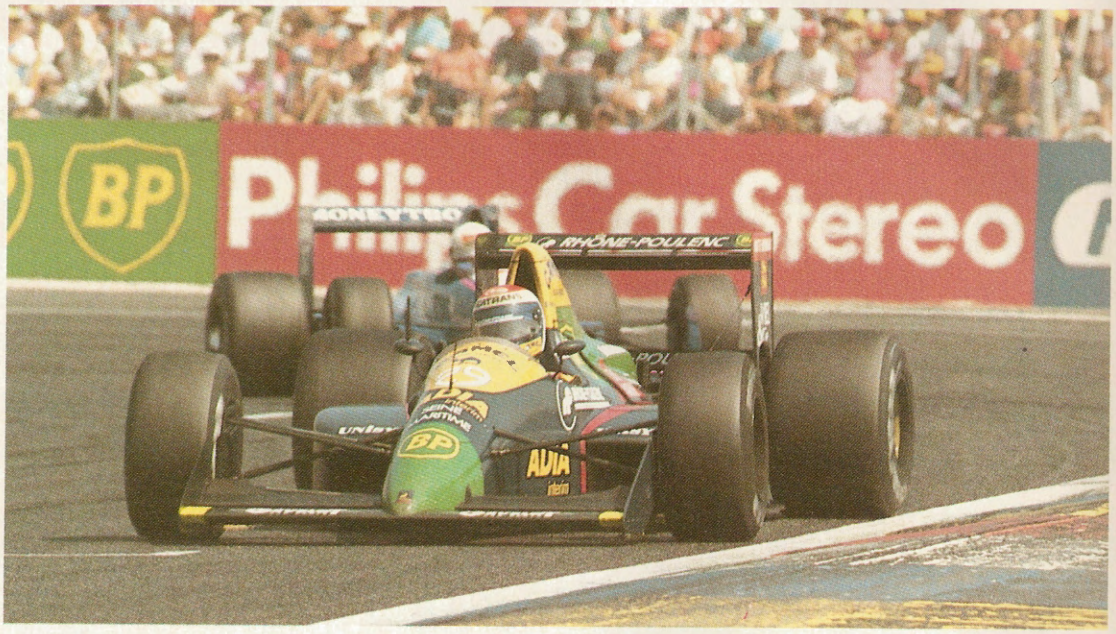
It was all very silly. This is still July, the season is only four months old...

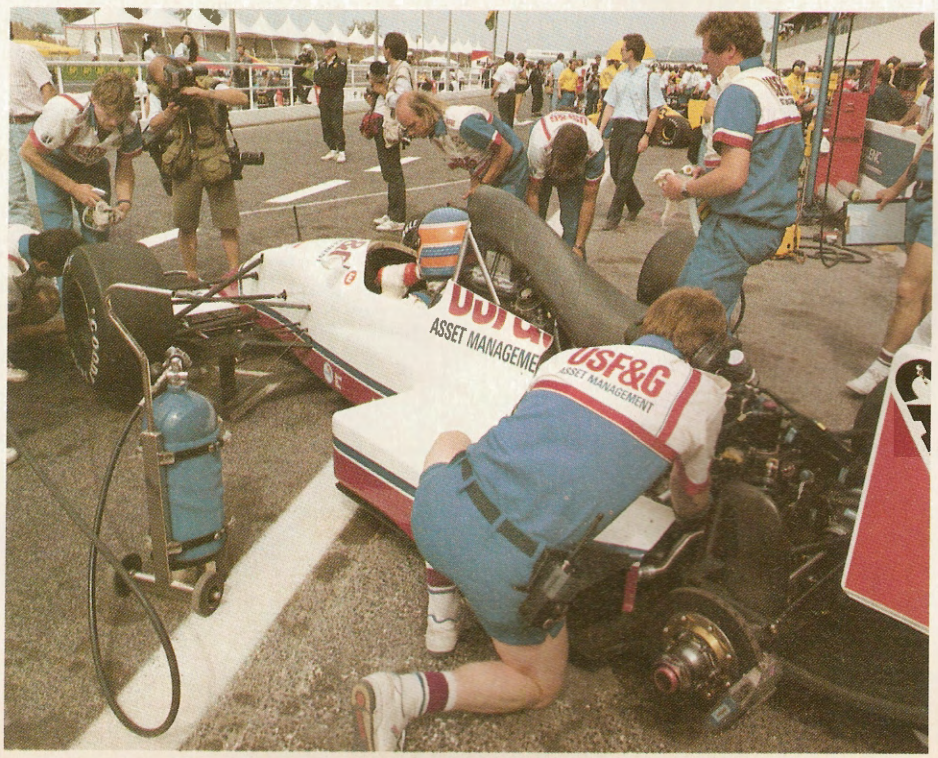
Each cleverly-worded (or downright lie-filled) announcement underlined the fact that these are desperate times. The problem is that no one seems to know why.

But, what better place to go mad than in the south of France?

It may be a dull circuit, but Paul Ricard does have a few much-appreciated bonus points.

The track is up on the dusty, pine-covered plateau, inland from the





New boys in town. Top: Jean Alesi impressed greatly in his first run in an F1 car, having the Tyrrell up in second place briefly. Above: Eric Bernard took over Yannick Dalmas's seat and was running seventh when he retired. Left: Martin Donnelly teamed up with Arrows, but started his first Grand Prix in a car set up for Cheever.

Provencal coast, with its cliffs, coves and fishing ports. A few minutes down the twisty roads are Cassis, Bandol, Hyeres and such spots where all of Grand Prix racing's neuroses are quickly forgotten; where you can feel at peace.

The mighty McLaren didn't look very peaceful; Alain and Ayrton Senna both stumbled through qualifying. Of course, the pair still took the front row. It would truly have been a French revolution if they had not.

In the end it was, more or less, as normal, but you couldn't shake off the feeling that it was messy.

"I made a mistake", "That spoilt my chances" and "It's still not quite right" all seemed most un-McLaren-like.

"Obviously it's good to be on pole again," summed up Ron Dennis after qualifying, "but I think we will have to try harder at Silverstone. Too many people are getting too close."

Ron was right (as ever). F1 is used to McLaren's total domination, anything else is a little unsettling.

Pre-qualifying was much the same. It wasn't what was expected. Pirelli men whispered on Thursday that they were worried, on Friday they were very worried. The Italian rubber just did not work on the Ricard track.

Onyx which, at best, has struggled thus far all season, emerged from the pre-qualifying session with Brabham-like domination, but only after Bert Gachot and Stefan Johansson had scrabbled, sharing a car after they had each encountered problems.

Martin Brundle came unstuck again, even Stefano Modena made it by only the skin of his teeth.

"The clutch broke with 15 minutes to go," said Brundle, "I had no time for anything and I was history. It's so frustrating. I'm going through a bad patch."

As the big guns came rolling out, the strange uneasiness continued.

Funnily enough, Ferrari, so often the nervy team, seemed more at peace. Nigel Mansell and Gerhard Berger were more content than they have been all season. The alternator problem was solved. The red cars were edging closer to McLaren pace.

After the 1-2 in Canada, Williams too seemed somewhat rejuvenated.

Larrousse, the crisis centre of F1 in recent weeks, looked better than ever. March was getting up there again. It was all most unlike the season so far.

When practice ended, the man who had finished third in Montreal hadn't even qualified, while a man who had never previously made it through pre-qualifying was 11th.

Ultimately, it was Prost who took the pole – in front of his home crowd. "I'm obviously happy to be on pole here in France," he explained. "It's a matter of honour for me. I am also happy for the team because it proves to them I am still highly motivated even though I am leaving at the end of the season."

Senna pushed Alain very close, but it was the turn of the little Frenchman to lead the way.

A little Frenchman of a different ilk caused the placid Thierry Boutsen to rant and rave after Friday's action, when the Belgian wound up only 0.3 second from the provisional pole. Yes, our old friend Rene Arnoux, who obstructed Thierry somewhat.

"I cannot believe the way he is acting," said Thierry. "I twice had to go off the circuit completely to avoid him. I cannot believe a guy like this is in F1. He should go to the beach!"

Further troubles on Saturday meant that both Thierry and Riccardo Patrese would start the race from positions lower than they would have hoped: fifth and eighth.

On to the start straight for another lap, Patrese hounds one of the Marches on his way to third place.

The Ferraris were third and sixth. Philippe Alliot's Lola was seventh and the new Benetton-Ford B189 of Sandro Nannini was fourth. It was impressive and, in the words of Ford's Michael Kranefuss, "an encouraging start".

The removal of Herbert had obviously caused some disputes within the various interested parties at Benetton-Ford, but at last there was something to cheer about.

Emanuele Pirro did the best he could in the circumstances, which involved intercontinental flights, old cars, hurried tests and midnight phone calls. He would start 25th, but wasn't unhappy. A new car will come later.

Gachot, the hero of pre-qualifying, continued his progress and ended up 11th

Alliot's performance, tinged perhaps with a hint of desperation, was not unexpected, because the car is obviously good and the engine powerful. It was just a matter of getting everything to work at the same time. On Saturday it did.

The presence of Eric Bernard helped, the cool calm youngster who impressed everyone with his applicaton, technical feedback and speed. This is a man of the future.

But then the weekend was all about men of the future. The midfield was positively peppered with the bright new sparks. Bertrand Gachot, the hero of pre-qualifying, continued his progress to end up 11th, behind Jonathan Palmer and Mauricio Gugelmin.

Palmer didn't have a particularly successful two days of qualifying. A fire on Friday meant that the two drivers had to share one Tyrrell for a qualifying session. But Jonathan, you sensed, was happy to see off young Mr Jean Alesi, who had wowed everyone with a truly remarkable performance in practice on Friday morning.

Jean had never sat in an F1 car before and yet there he was seventh on the timesheets. Like The Ghost of Christmas Future, he rattled some of the old Scrooges who have been knocking round F1 for too long.

He wasn't out of control either. He wasn't a wild youngster. It all seemed to be carefully planned and orchestrated. On Saturday he would slip down the timesheets, to be overshadowed by other newcomers, but on Friday morning, Jean was untouchable.

March's efforts this year have been frustrated (at best), but the team always said that come the faster tracks, the lurid green cars would be back in the hunt – and surely they were, with young guns Ivan Capelli and Mauricio Gugelmin out to re-establish the reputations they built last season. The collective memory of F1 is short, but these two should not be overlooked with the rush of even younger blood to the head of the field.

Olivier Grouillard also put the disaster of non-qualifying in Canada behind him. He had the Ligier in the top 10 on Friday morning. Arnoux, for his part, complained of traffic. This was worse than ridiculous.

Elsewhere it was business as usual with the exception of Pirelli which squeezed just three men into the race, Stefano Modena, the leading representative, was 22nd on the grid.

In the annals of the company's racing history, this event will not rate a mention.

Dallara will not remember this event fondly either: Alex Caffi took the last grid position; Andrea de Cesaris didn't even make it. The faces in the team's pit, spoke of resignation – without good tyres what else could they expect.

And Lotus? The brave new world with Tickford started off slowly: Satoru Nakajima was 19th, Nelson Piquet 20th.

Coloni and AGS struggled with new cars; everyone else down the back struggled with older ones.

McLaren, a scrappy performance or not, is still there, still the team to aim at. The French revolution didn't come in a week, and nor will a similar event in F1 but, certainly, the wind of change was noticeable on the Mistral Straight, ruffling the feathers of the establishment.

RACE

Then there was mayhem, dust, bits, flags, people running

At the drivers' meeting, on Sunday morning, Jean-Marie Balestre spoke glowingly of the Circuit Paul Ricard, praising particularly the safety improvements, the huge increase in the number of corner workers. Very pleased, he was, but the drivers failed to applaud. Perhaps they'd noticed the relative absence of serious fireproof clothing for the corner workers. The track's rescue record is not one of which to boast.

In fact, on Sunday afternoon it became swiftly clear that the massive new intake of officials was primarily present for a purpose far more vital than mere safety. Indeed, many of them at the first turn devoted strenuous effort to moving us from a safe place to a dangerous one.

Why? Because – *Mon Dieu!* – we were standing in front of an advertising hoarding, obscuring it from the gaze of the TV camera. It was for Ford, actually. Later in the afternoon, when Sandro Nannini's Benetton retired after a superb run, I was sorry. But not as sorry as I might have been.

In addition, as he addressed the drivers, the FISA President complimented them on their avoidance of any accident at the first corner in Monaco, then reminded them that Ricard – in its present 'club circuit' layout – also has an extremely tight first turn. Be careful, gentlemen, he said.

Down to the first corner they streamed, Senna nicking the lead from poleman Prost, who spun the wheels too much as he got away. Ayrton led in, followed by Alain ... and then there was mayhem, dust, bits, flags, people running.

Into the turn it looked as though Gugelmin's March had a stuck throttle. In the pack it locked its wheels, darted suddenly right.

▶

1 SENNA
McLaren-Honda

Setting the pace as ever, taking provisional pole on Friday, despite an off on his second set of qualifiers in the afternoon session. Altered settings in Saturday morning's session and second to Prost – a situation repeated in the afternoon. Leading the race when the first start was aborted. Retired at the second start when differential failed – narrowly avoiding being hit by several cars behind.

2 PROST
McLaren-Honda

Brand new chassis for Alain. Working on handling through Friday, resulting in second quickest. Optimistic of improvement on Saturday. Lost first set in qualifying session with a slow puncture and ran wide at one corner on second set, but still took pole. Fastest in the warm-up. Beaten off the line by Senna at the first start, but led from flag to flag after the restart (pitting on lap 34). Took his 37th victory with relative ease.

3 PALMER
Tyrrell-DFR

Reasonably happy with balance on Friday morning, but then a fuel injector pipe came off, causing a fire. Car not ready for afternoon session, so shared Alesi's car. Gearlever position no good with first set and the second spoiled by traffic, so only 12th overnight. Worked on race settings on Saturday morning and duly took ninth in the afternoon. Sixth fastest in the warm-up, but car damaged by Arnoux's Ligier in the first start. Rudimentary repairs effected, but damaged undertray made car difficult to drive. Made five pit stops (being waved through once) and finished 10th.

4 ALESI
Tyrrell-DFR

Standing in for Alboreto and Friday morning was his first run in an F1 car. Seventh quickest in the session! Dropped to 10th in the afternoon, sharing his car with Palmer. Failed to improve on Saturday (with different settings) and held up in traffic, so dropped to 16th on the grid. Brushed with Grouillard at the first start. Suspension parts changed before the restart. A fabulous debut saw Jean running as high as second. Pitted on lap 48 for new rubber, rejoining fourth. Stayed there until the flag.

5 BOUTSEN
Williams-Renault

Setting up the car on Friday, but troubled with engine vibration and lack of grip. Seriously held up by Arnoux on his qualifying run. Furious, but third – just a fraction slower than Prost. Still searching for a good set-up on Saturday morning, but also tried Renault's development engine in the spare. Improved time but dropped to fifth on the grid. Used new power unit in the race. Hit by Gugelmin at the first start. Car repaired, but the handling was awful and Thierry had to drive round the problem. Retired on lap 50 with gearbox trouble.

6 PATRESE
Williams-Renault

Searching for a good balance but progress slowed on Friday by engine vibration. Sixth overnight. Lost much of both Saturday sessions with gearbox trouble. Used spare (set-up for Boutsen) in the afternoon, but dropped to eighth. Tried development Renault engine in warm-up, but stopped with an electrical problem. Sensor failure stopped him on the final warm-up lap. When race was stopped he took over spare (with standard engine). Survived a spin to take third place.

7 BRUNDLE
Brabham-Judd

Not happy with set-up. Ran over a kerb in final minutes of pre-qualifying – losing his clutch master cylinder. Returned to pits for T car, but had no time to use qualifiers properly. Frustrated at failing to pre-qualify.

8 MODENA
Brabham-Judd

As with all Pirelli runners Stefano was in trouble all weekend. The final pre- qualifier. Worked to find a good setting, but could do no better than 22nd on the grid – the highest Pirelli runner. Fought off a train of cars early in the race for 14th, but slipped back gradually. Retired when engine tightened up on lap 68. An unhappy weekend.

9 DONNELLY
Arrows-DFR

Drafted in to replace the injured Derek Warwick. Spent Friday learning the car and Paul Ricard. Oversteer caused problems and struggled to set 22nd overnight. Improved to 14th on Saturday and convinced further improvement was not far away. Suspension damaged in the first corner accident when he hit the rear of Capelli. Switched to spare, but had to start from the pits. Car was set for Cheever and did not have a drink bottle, but he struggled on, spinning once to finish 12th.

10 CHEEVER
Arrows-DFR

Using a brand new chassis. Handling not good on Friday and felt engine was down-on-power. Unit changed for the afternoon and Eddie set 13th overnight. Brake balance problems on Saturday morning followed by a fuel leak in the spare. Lost his times in the afternoon when rear wing was found not to conform to the regulation size. Made a good start, but trapped behind Modena for much of the early race. before battling with Piquet. Finished seventh, a lap down.

11 PIQUET
Lotus-Judd

Using new Tickford-head Judd engine. Throttle problems meant there was little time to find a set-up. Set 15th overnight in the standard-engined car. Further engine trouble on Saturday morning with Tickford, so used regular engine in the afternoon. Upset by traffic so 20th on the grid. Used standard Judd in the race. Changed a wheel after the Gugelmin shunt, but car unaffected. Held up behind Modena and then battled with Cheever. Pitted twice but caught Pirro on the last lap to take eighth.

12 NAKAJIMA
Lotus-Judd

Blew a standard Judd on Friday morning and late out for qualifying. Suffered throttle problem – similar to that of Piquet – and only 27th overnight. Used Tickford engine on Saturday but switched to Piquet's car in the afternoon when his own car lost power. Set 19th best time despite these adventures. Used standard Judd engine for the race and ran steadily. Lost side bodywork at high speed, but battled on until lap 50 when the engine stopped for no reason.

15 GUGELMIN
March-Judd

Gearbox problems on Friday morning meant Mauricio spent most of the day in the team's spare. Disappointed in the afternoon after getting stuck in traffic while on his flying lap. Thirteenth overnight. Used spare again on Saturday afternoon when his own car had an electrical problem. Improved to 10th. Went for a closing gap at the start and ended up bouncing down the road upside-down. Took spare (actually his race car) and started from the pit road. But this was misfiring as it had been for much of the weekend. Pitted to solve the problem and then set fastest lap before he lost his clutch. Unclassified.

16 CAPELLI
March-Judd

Happy to be on the quicker tracks which suit the March better. Sixth fastest on Friday morning as he set the car up and eighth in the afternoon, having been held up in traffic. Spun trying to get out of Moreno's way! Understeer on Saturday morning and dropped to 12th in the afternoon with a shock absorber problem. Fifth in the warm-up. Made a good start to run seventh moving up to second by lap 40. Four laps later his engine blew up in spectacular fashion.

17 LARINI
Osella-DFR

Had no complaints with his car, but suffering with Pirelli tyres. Wanted harder rubber as qualifiers lasted just one lap. Failed to pre-qualify.

18 GHINZANI
Osella-DFR

Failed to pre-qualify – as is now normal.

19 NANNINI
Benetton-Ford

Oversteer problems with the new B189 on Friday morning. Went the wrong way on settings so ninth in the afternoon. Still not totally happy with the car on Saturday but fourth and delighted with the new car/engine combination. Moved to second by lap 12 and returned to that position after pit stop. On lap 41, however, something in his suspension broke and he went off at high speed at the end of the front straight – narrowly missing Nakajima's Lotus in the accident.

20 PIRRO
Benetton-DFR

Replacing Johnny Herbert at Benetton. Used old B188. Tested at Silverstone on Thursday (having flown in from Japan). Very tired and had to relearn Paul Ricard after a five-year absence. Clutch problems on Friday morning meant little track time so only 25th overnight. Once rested he dialled in his race car in the morning and set 10th quickest time. Spare had arrived overnight and happier with its engine, although handling not so good. Only 25th on the grid. Still lacking power on Sunday, and stuck behind Modena early on. In the closing laps fought off Piquet, but slid on oil on the last lap and Piquet slipped by to take eighth.

21 CAFFI
BMS Dallara-DFR

Made it through pre-qualifying without problems, but handicapped by Pirelli rubber refusing to perform. Car worked well in Friday morning session, but hopeless in the afternoon, leaving Alex confused. Lost time on Saturday morning with clutch failure and car not set up well in the afternoon. The final qualifier. Ran at the tail of the field – way off the pace – until a ride over the kerbs deprived him of a clutch and led to retirement on lap 28.

22 DE CESARIS
BMS Dallara-DFR

A dismal weekend for Andrea. Damaged his car on the kerbs at Signes on Friday. A new monocoque was sent from Italy, but an engine blow-up on Saturday morning meant he went into qualifying late without a set-up. Failed to qualify.

23 MARTINI
Minardi-DFR

Another Pirelli victim. Once he had a good set-up on Friday Pierluigi was confused by lack of speed. Saturday was scarcely better and he ended up 23rd on the grid – the second Pirelli runner. Ran at the back behind Modena until overheating led to his retirement on lap 32.

24 SALA
Minardi-DFR

Completely confused by handling on Friday. The car felt good but refused to be quick. Suffered sticking throttle and clutch trouble on Saturday afternoon and although he improved his time, he failed to qualify.

25 ARNOUX
Ligier-DFR

Had the first JS33 built at the team's Magny-Cours base. Gearbox problems with box this and the spare on Friday morning. Complained of traffic in the afternoon (although most complained about him). Nineteenth overnight. Tried different set-ups on Saturday and 18th on the grid. Hit Palmer during the first start and switched to spare, but this was misfiring and Rene retired on lap 13 with gearbox trouble.

26 GROUILLARD Ligier-DFR

Did well on Friday morning, setting 10th best time, but delayed by traffic in the afternoon. Only 14th overnight. Saturday was ruined by a gearbox problem in qualifying and Olivier had to settle for 17th on the grid. The race saw untold dramas with tyres shot and gearbox playing up, but Olivier worked his way into the points and ended the race in sixth. His first F1 point.

27 MANSELL Ferrari

Things looked better at Ferrari with Nigel happier with the car and some reliablity found after all the recent alternator problems. Searching for better handling. Had an off in qualifying, avoiding another car, but fifth overnight. Fastest on Saturday morning and delighted to be so. Ended Saturday afternoon session with a spin, but third on the grid and second quickest in the warm-up. Hit by Gugelmin at the first start and switched to Berger's race car for the race. Started from the pits and charged through the field. Second at the flag and might have been even better...

28 BERGER Ferrari

Looking for a good set-up on Friday and pleased with progress: fourth overnight. Dropped to fifth on Saturday, suffering a vibration with one set of qualifiers which forced him to use a mixed set for his best time. Sixth on the grid. Stranded on track in the warm-up with a gearbox problem. Switched to spare because of an oil leak on recognition laps. Made a fine start but hit by Gugelmin's careering March. Tyres changed on the grid. Took second at the start and held on until he made a mistake on lap 12 and dropped to fourth. Dropped back with a pit stop for tyres, but charging again until his retirement on lap 29 with an oil leak.

29 BERNARD LC Lola-Lamborghini

Replacing Yannick Dalmas, Eric made a favourable impression. Friday was difficult with a gearbox problem in the morning and an engine failure in the afternoon. Thirtieth overnight. Ran uninterrupted on Saturday morning and set ninth quickest time. The afternoon was troubled with a gearbox problem and a number of mistakes, but he qualified 15th. Ran well – and carefully – in the race, running as high as fifth until his engine blew up mightily, when Eric was seventh, two laps from the flag.

30 ALLIOT LC Lola-Lamborghini

Worked on set-up on Friday morning and his endeavours paid off with seventh quickest in the afternoon. Race-tested on Saturday morning and suffered a suspension problem. In the afternoon, however, he was seventh again. Ran in the top six from the start, but retired on lap 37 when his engine lost power and blew up.

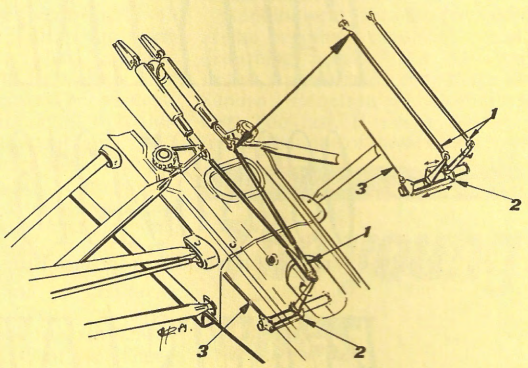
31 MORENO Coloni-DFR

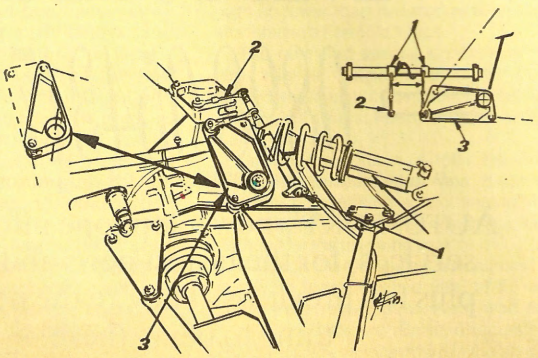
His new Coloni was not finished on Friday morning and with Raphanel's car having suffered engine damage, Roberto failed to set a time in the morning. New car was ready halfway through afternoon and without any setting-up he set his time in the afternoon, a lowly 29th overnight. Trying to make up for lost time on Saturday, but with Pirellis so far from the pace he had no chance and failed to qualify.

32 RAPHANEL Coloni-DFR

Pierre-Henri's engine ingested some debris when the Frenchman was on his flying lap. Engine was damaged and Raphanel failed to pre-qualify.

Ferrari's suspension changes: On right-hand side of the drawing is the old system. Gerhard Berger tested the new system on Friday and for Saturday both cars used the development. In place of the old dual-rod system, the new unit has only one link (1). This operates a central shaft linked to the middle of the anti-roll bar (2). As with the old system this has a driver-adjustable mechanism (3). For the first time this year Ferrari used a rear anti-roll bar. This was fixed directly to the gearbox (1). It featured two link rods (2) operating new fabricated rockers (3) which were wider than those used previously.





33 FOITEK EuroBrun-Judd

Having no real problems with his broken finger. Team worked on settings, but went the wrong way and Gregor failed to pre-qualify when the time ran out.

34 SCHNEIDER Zakspeed-Yamaha

Happy with the balance of his car, and reckoned that Yamaha engine had improved. Bent his rear suspension in a kerb-hopping moment and failed to pre-qualify.

35 SUZUKI Zakspeed-Yamaha

No problems with his Zakspeed – and fastest through the speed trap on the Mistral Straight. While the Yamaha's top-end power is fine, its response and pick-up is not. Failed to pre-qualify.

36 JOHANSSON Onyx-DFR

Spun off with a brake problem in pre-qualifying, so switched to the spare (which he had to share with Gachot), but made the cut nonetheless. Suffered traffic problems in the afternoon (including a spinning Danner) but 17th overnight. Improved to 13th on Saturday and delighted with progress, although wheelbearings remained a worry which restricted action in the warm-up on Sunday. Suffered a left rear puncture in Gugelmin's accident, but handling unaffected after second start. Throttle linkage, however, was a problem and he went off twice in the race. Despite this he nursed his car home to take fifth – and save Onyx from pre-qualifying.

37 GACHOT Onyx-DFR

Suffered wheelbearing trouble which sent him and into a tyre barrier in pre-qualifying. Switched to the spare car with a few minutes reamining and promptly set the fastest time. Sixteenth on Friday afternoon and delighted with progress. Took 11th on the grid on Saturday. Drove conservatively and moved up through the field to be sixth on lap 44. Then the car cut out at the last corner (due to an overheating battery). Bert pitted and lost several laps, but he made it to the finish in 13th place.

38 DANNER Rial-DFR

A tale of woe throughout qualifying with handling problems and a lack of speed on all parts of the circuit. Christian failed to qualify – and was not surprised.

39 WEIDLER Rial-DFR

Suffered clutch trouble after three laps, so switched to Danner's car. Had to run-in gearbox, but when he went with qualifiers he was held up on each fast lap. Failed to pre-qualify.

41 WINKELHOCK AGS-DFR

Suffering from sciatica since Phoenix and in considerable pain. Learning the circuit and trying to sort the car. Failed to pre-qualify again.

▶▶

Ahead Boutsen and Berger were running side by side, with Mansell immediately in front of them. The March clipped the back of both cars, vaulted over them, twisted onto its side – and came down on the second Ferrari.

As the red flag was waved, and the dust lifted, drivers clambered from varying degrees of wreckage. There was concern, obviously, for Gugelmin, whose car had come down so hard on its rollover bar, settled to rest finally on its side. The car was doused in extinguisher powder, and Mauricio clambered out. His day, astonishingly, was not done.

In hostile circumstances Nigel Mansell usually thrives

Involved in the fracas were Donnelly, Piquet and Pirro, who were unable to drive their cars back for repairs or alternative transportation. Mansell, although moving, was not moving quickly. And Arnoux, further back, had his own private little accident, unhappily using Palmer's Tyrrell to check the Ligier's pace.

"The mechanics were able to get the car ready in time for the restart," Jonathan said, "but the rear undertray was damaged, so the car wasn't exactly at its best, aerodynamically..."

Worst affected, though, in terms of what might have been was Mansell. "I just couldn't take in what had happened," he said. "There I am, just turning into the first corner – and something comes out of the air, and slams into me. It gave me a hell of a belt, too; my helmet snapped back into the monocoque, and for a while I really couldn't see very much. That cleared, but it left me with a bad headache."

Finally, he abandoned his damaged car, running down the pit lane for the spare – which he discovered had been comandeered by Berger, who suspected an oil leak on his own.

Understandably, Mansell wasn't thrilled. His race car had been set up to perfection, and now there was only one alternative for him: he had to take Gerhard's car, complete with possible oil leak.

"They'd changed the belts and seat and things for him to take the T-car," Nigel went on, "so his car didn't even have any belts at that stage. In fact, we should have driven it out as it was, then finished the bits and pieces on the grid, but they worked on it in the pits – and by the time it was ready, pit lane was closed..."

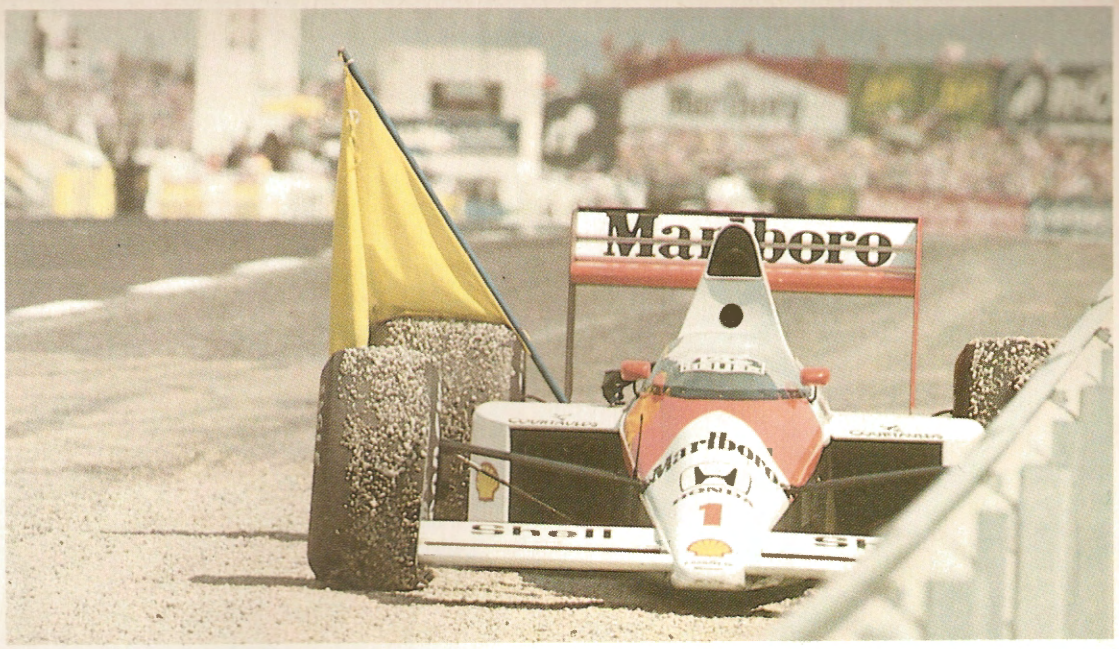
Now Mansell was fit to be tied. Through no fault of his, he would start the French Grand Prix from pit lane in an unfamiliar and suspect car. But in hostile circumstances he usually thrives, and he would do so again this day.

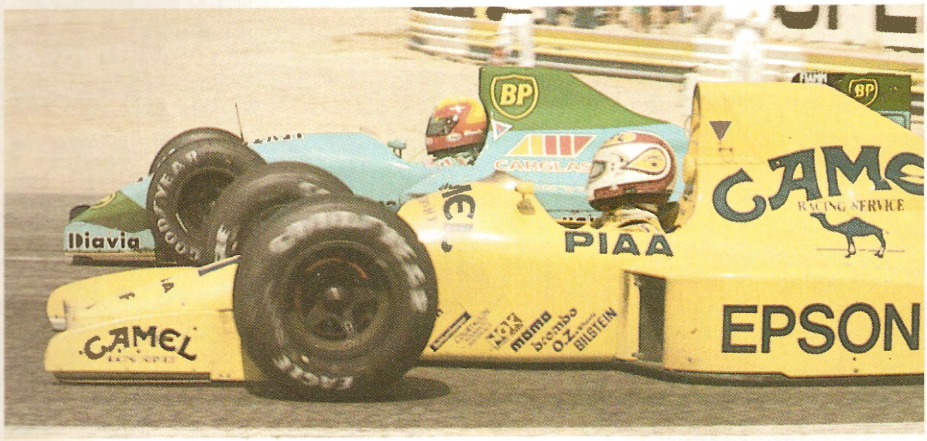
To the restart, then, a completely new race over the full 80 laps. Apart from those using T-cars as a consequence of the accident, Patrese was in the spare Williams, his own having expired on the warm-up lap with an electrical failure.

For Senna, the second start was far less satisfactory than the first. The No 1 McLaren barely got on its way before abruptly slowing, then pulling off, second gear stripped. "All the drive disappeared," Ayrton said. "Must have been one of my shortest ever races..."

Prost had no such problems, though.

▶





Above left: At last, a wheel for my car! Above: Senna's run of bad luck continued in France, his driveshaft snapping. Right: Two Brazilians with contrasting fortunes. Gugelmin was fastest of all after his first start aerobatics, while Piquet was again undistinguished.

►► From pole he led away, and there he stayed for the rest of the afternoon. No arguments there. "I didn't have any real pressure from anyone," he remarked late, "but Berger, Nannini, Capelli and others were not too far behind in the early part of the race, so I had to concentrate on keeping a rhythm – and conserving the tyres properly, because this place is so abrasive." Indeed, Alain, and not only the track surface. At first Berger ran second, followed by Nannini, Boutsen, Alliot(!), Patrese and Capelli. Then we had the Tyrrells, new man Jean Alesi already tailing Palmer's hobbled car. And the Onyx pair also circulated together, Gachot in front of a circumspect Johansson, whose throttle was sticking from the word go.

There were few order changes in the first few laps, although Capelli dealt with both Patrese and Alliott to move up to fifth. And, from his pit lane starting position, Mansell was already making fine progress.

Team mate Berger went briefly off the road on lap 12, dropping from second to fourth, so that Nannini's new Benetton-Ford B189 was now headed only by Prost. The package may be late, but its debut – at this point, anyway – was encouraging.

Berger dropped back further on lap 15, when he was the first of the significant runners to pit for new tyres. From 12th he began carving back, passing car after car, including team mate Mansell, in messy, wheel-locked, over-kerb, fashion, into the first turn. It didn't seem like a recipe for a long race, but he got back to sixth before quitting on lap 29. Gearbox. There had been smoke from the back of the Ferrari for some time. Gerhard has still to score a point this year.

Both Ferraris had been necessarily hurrying after their early delays, and Mansell was in for new tyres on lap 21. "By that time I'd destroyed the first set," Nigel said. He was into a quite sensational drive, perhaps as great as we have ever seen from him.

Tyre stops were coming in earnest now. Nannini was in on lap 24. Patrese on 29, Boutsen on 31, and Prost, finally, on 34. Alain's lead had grown, but for several laps before his stop he had been working through a bunch of squabbling backmarkers, each of whom was into his own private scrap, and not about to oblige the McLaren-Honda.

Prost picked his way patiently and decisively though, but his advantage had been trimmed, and when he came back out after the tyre stop Nannini was but 5 seconds adrift. The McLaren, though, picked up its pace, disappearing up the road. No one would challenge today.

Nannini went from the proceedings at the beginning of lap 41 – and in disturbing fashion. As Nakajima's Lotus approached the first turn, Sandro's Benetton was closing on it fast. Too fast. It was a moment to freeze you, one of those when a racing car suddenly doesn't behave as it should.

Momentarily, it looked sure that Nannini would run into the back of the Lotus, but the Benetton veered left, hit the kerbing, which pitched it off the ground. But there was no accident, the car eventually spinning to a halt in the escape road.

The left-hand rear suspension had failed, and Sandro will have rejoiced that it happened where it did, rather than somewhere like Signes, the flat-in-sixth turn at the end of the back straight.

"I felt it go," he said, "and my main concern was to avoid Nakajima." Not to denigrate Nannini's abilities, it was the purest luck, really, for the left rear wheel, flopping loose, dictated the course the car would follow. Still, the new car and engine had shown well.

Its exit put Capelli's March into second place, but the luckless Ivan blew up after only three more laps. ►

THE NEW BOYS

The young ones

The French Grand Prix saw an unusually large turnout of Grand Prix debutants – with no fewer than five men making their first start in a Formula 1 race.

The race had special significance for the Winfield Racing School at Paul Ricard, three of its 1984 Pilote Elf finalists driving in their first Formula 1 race on the same day.

Back in the autumn of 1984 Eric Bernard outran Jean Alesi and Bertrand Gachot in the racing school final to win himself a fully-sponsored ride in *Formule Renault* for the following year.

Eric won the title while Alesi, running in a private team, finished fifth. In F3 the roles were reversed as Alesi won the 1987 French title (with Bernard second).

Gachot, who finished third in the school run-off, moved to Britain, winning titles in both FF1600 and FF2000. He moved into F3, coming second to Johnny Herbert in the British series in 1987.

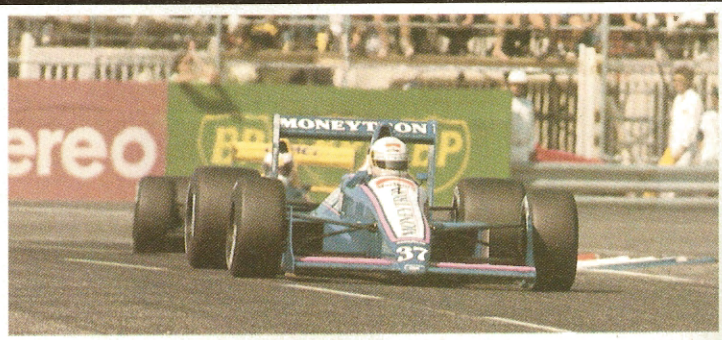
At Paul Ricard last weekend qualifying saw Gachot (26) turn the tables on his old rivals, as he qualified his Onyx 11th on the grid. Bernard (24) was 15th and Alesi (25) 16th.

In addition to the three ex-Winfield school men, the race also saw the F1 debuts of Martin Donnelly (25) and Emanuele Pirro (27).

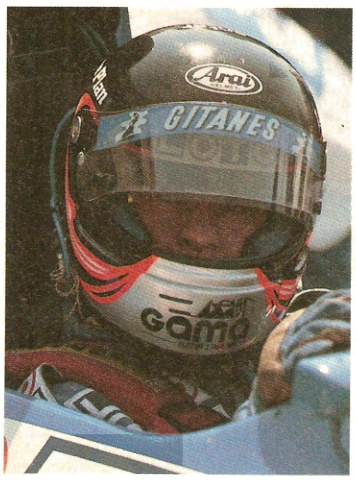
With just a couple of laps to the finish all five were still running – Alesi having been as high as second – but the 100% record was ruined when Bernard's Lamborghini engine blew up in sight of the finish.

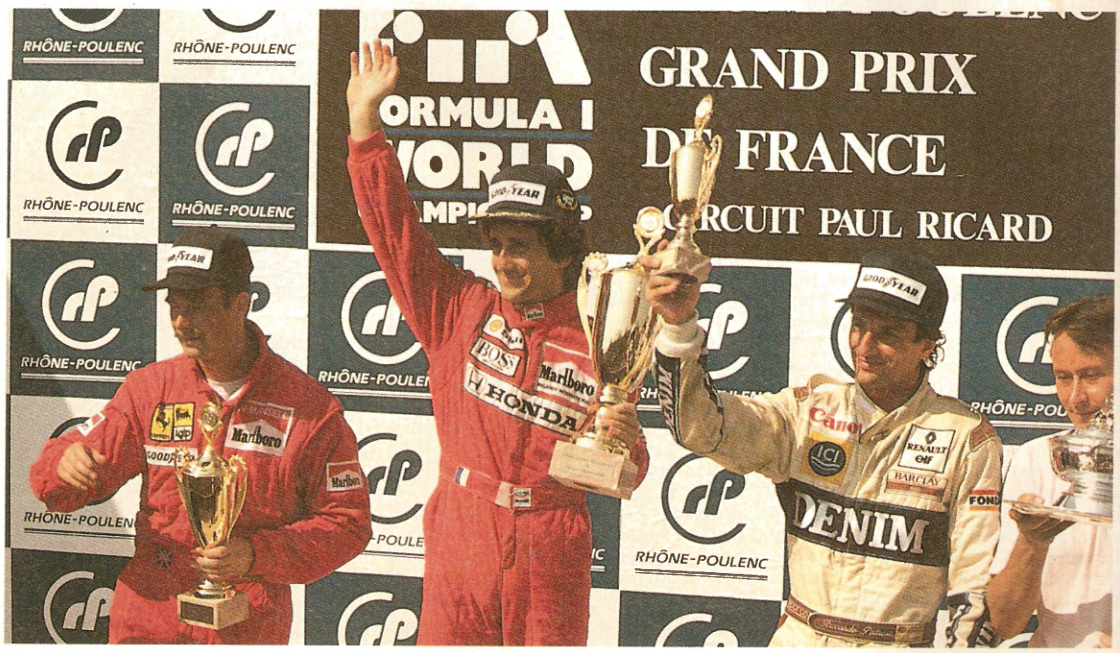
Only Alesi scored points for his fourth place, but the entire group gave notice that they will all be men to watch in the future.

JOE SAWARD



Bertrand Gachot was one of the quintet of first timers at Ricard.





Top: With Senna already out, Prost leads Berger, Nannini and a locked-up Boutsen. Above: Grouillard stayed out of trouble to score his first point. Right: Happy faces. Mansell, Prost and Patrese at the end of their days' work.

▶▶

And now, second, we had ... Alesi! This was a Grand Prix debut from the top drawer.

The Sicilian-born Frenchman had yet to stop for tyres, true, but he had run in the top 10 since the start. "I felt so good in the car," he enthused, "that I didn't really want to come in..." Looked that way, too. He was quick, neat, almost unobtrusive in this drive. When he pitted finally, it cost him a couple of places, but fourth is a fine place to finish in your first Grand Prix.

Impressive, too, were other debutants. Eric Bernard looked very composed in the second Larrousse Lola, and was unfortunately to blow up massively right at the end, while chasing Palmer's ill-handling Tyrrell. And Gachot showed a deal of panache for Onyx, robbed of a good finish by a long stop for a battery change.

Lap 50: Prost, better than half a minute clear of Patrese, who now had the inspired Mansell closing in on his second place; then, fourth, was Alesi's Tyrrell, followed by Bernard's Lola and Grouillard's Ligier. Johansson's Onyx still had the chance of a points finish, a long way clear of Messrs Piquet and Cheever.

Lap 50 was also the end of Boutsen's race. He had coped well with handling problems, which were the legacy of the first corner accident: "When Gugelmin flew over me, a front wishbone was bent, and also a rear pull-rod. They were changed, but we couldn't set the car up properly afterwards, and the balance was very bad at first. But by the time of my tyre change I was up to second, and was driving around the problem. Then I lost my second gear, and later sixth..."

The other Williams-Renault made it through to the finish, although Patrese had his troubles. "It was the T-car, and it was set up for Thierry. I found it oversteered too much, and once I lost the car and went off, fortunately without hitting anything."

This was lap 61, when Riccardo was under great pressure from Mansell, so the Ferrari was now through to second.

This was yet another might-have-been race. In his own car, Mansell might have hassled Prost; without his gearbox problem, Senna almost certainly would have. But Alain had been decisively quickest in the warm-up, and, just as last year, it seemed like one of those weekends when he had everyone handled. On set-up, he reckoned before the race, he was in better shape than Ayrton. "But I know what to expect from him," he said. "More worrying, in a way, because it's more uncertain, is what the Ferraris and Williams might do – Nigel, particularly."

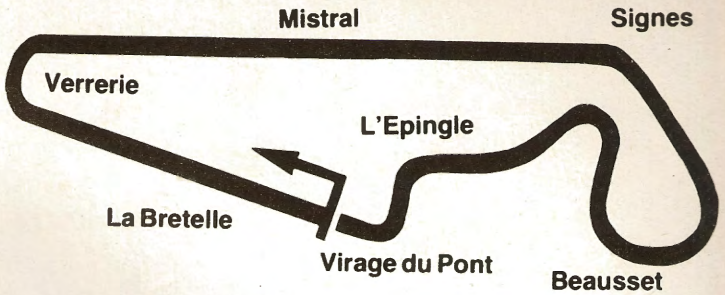
ALESI: "I felt so good in the car that I didn't really want to come in..."

In the circumstances, Mansell said, he was happy indeed to be second. We shall remember Ricard '89 as one of his greatest races, but shall we over time come to remember it primarily as the first time we saw Jean Alesi in an F1 car? Perhaps so.

And we'll remember, too, the courage of Gugelmin. In some disbelief, we saw him walking quickly back to the pits after being released from the wreckage of his original March. Yes, he told the team, he was fine, wanted to drive. And calmly he settled himself into the spare car.

He started from pit lane on the second start, of course, and was hampered for a while by a misfire. But they sorted that out, and then, Mauricio said, the car felt fantastic. He lost his clutch, but he's got used to that over the last 18 months, and it didn't slow him. At all. We had watched his car tumbling through the air, and were worried for him. By the end of the race, we were reeling from the news that he had set fastest lap, his first in F1. Next weekend, at Silverstone, the Marches will be right there, he feels. Mansell feels he will be, too. And Nannini, and the Williams pair. Let's hope. ■

July 9, 1989
FIA Formula 1 World Championship
Round 7
Rhone-Poulenc Grand Prix de France
Circuit: Paul Ricard

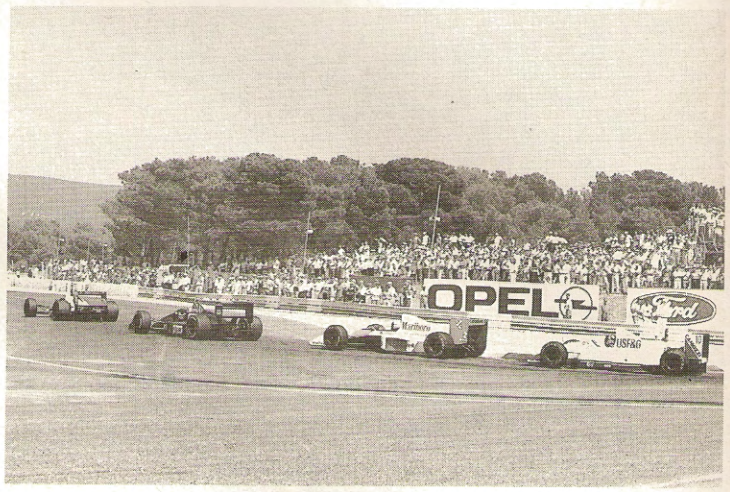


Race data:	80 laps of a 2.369 mile circuit	
Weather:	Hot sunny	
Distance:	189.543 miles	
Winner:	Prost, McLaren MP4/5	115.400mph
Previous result:	Prost, McLaren MP4/4	116.495mph
Fastest lap:	Gugelmin, March CG891	1:12.090, 118.245mph
Existing record:	Prost, McLaren MP4/4	1:11.737, 118.899mph

ENTRIES

No	Driver (Nat)	Car/Chassis (Spare)	Engine
1	Ayrton Senna (BR)	McLaren MP4/5/4	Honda V10
2	Alain Prost (F)	McLaren MP4/5/5* (T:MP4/5/3)	Honda V10
3	Jonathan Palmer (GB)	Tyrrell 018/1	Ford DFR V8
4	Jean Alesi (F)	Tyrrell 018/2	Ford DFR V8
5	Thierry Boutsen (B)	Williams FW12C/9	Renault V10
6	Riccardo Patrese (I)	Williams FW12C/7 (T:FW12C/10)	Renault V10
7	Martin Brundle (GB)	Brabham BT58/03	Judd V8
8	Stefano Modena (I)	Brabham BT58/04 (T:BT58/02)	Judd V8
9	Martin Donnelly (GB)	Arrows A11/2	Ford DFR V8
10	Eddie Cheever (USA)	Arrows A11/4* (T:A11/3)	Ford DFR V8
11	Nelson Piquet (BR)	Lotus 101/4*	Judd V8
12	Satoru Nakajima (J)	Lotus 101/2 (T:101/3)	Judd V8
15	Mauricio Gugelmin (BR)	March CG891/03	Judd V8
16	Ivan Capelli (I)	March CG891/04* (T:CG891/02)	Judd V8
17	Nicola Larini (I)	Osella FA1M/6	Ford DFR V8
18	Piercarlo Ghinzani (I)	Osella FA1M/4 (T: FA1M/5)	Ford DFR V8
19	Alessandro Nannini (I)	BenettonB189/3* (T:B189/2)	Ford V8
20	Emanuele Pirro (I)	Benetton B188/9 (T:B188/8)	Ford DFR V8
21	Alex Caffi (I)	BMS Dallara BMS189/5 (T:BMS189/4)	Ford DFR V8
22	Andrea de Cesaris (I)	BMS Dallara BMS189/7	Ford DFR V8
23	Pierluigi Martini (I)	Minardi M189/3	Ford DFR V8
24	Luis Sala (E)	Minardi M189/1 (T:M188B/2)	Ford DFR V8
25	Rene Arnoux (F)	Ligier JS33/5*	Ford DFR V8
26	Olivier Grouillard (F)	Ligier JS33/2 (T:JS33/4)	Ford DFR V8
27	Nigel Mansell (GB)	Ferrari 640/109	Ferrari V12
28	Gerhard Berger (A)	Ferrari 640/110 (T:640/111*)	Ferrari V12
29	Eric Bernard (F)	Lola LC89/03	Lamborghini V12
30	Philippe Alliot (F)	Lola LC89/02 (LC89/04*)	Lamborghini V12
31	Roberto Moreno (BR)	Coloni FC189/2*	Ford DFR V8
32	Pierre-Henri Raphanel (F)	ColoniFC189/1	Ford DFR V8
33	Gregor Foitek (CH)	EuroBrun ER188B/04	Judd V8
34	Bernd Schneider (D)	Zakspeed 891/03	Yamaha V8
35	Aguri Suzuki (J)	Zakspeed 891/02 (T:891/01)	Yamaha V8
36	Stefan Johansson (S)	Onyx ORE 1/3	Ford DFR V8
37	Bertrand Gachot (B)	Onyx ORE 1/4* (T: ORE 1/2)	Ford DFR V8
38	Christian Danner (D)	Rial ARC2/2	Ford DFR V8
39	Volker Weidler (D)	Rial ARC2/3 (T:ARC2/1)	Ford DFR V8
40	Gabriele Tarquini (I)	AGS JH23/36 (T: AGS JH24/37*)	Ford DFR V8
41	Joachim Winkelhock (D)	AGS JH23/34	Ford DFR V8

* New car



TECHNICAL DATA

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

GRID ORDER

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
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
SENNA	1	28	28	28	28	28	28	28	28	28	28	28	19	19	19	19	19	19	19	19	19	19	19	5	5	5	5	5	5	(5)	19	19	19	19	19	19	19	19	16	16	16	4	4	4	4			
MANSELL ●	27	19	19	19	19	19	19	19	19	19	19	5	5	5	5	5	5	5	5	5	5	16	16	16	16	(16)	19	19	19	16	16	16	16	16	16	16	16	4	4	4	6	6	6	6				
NANNINI	19	5	5	5	5	5	5	5	5	5	5	5	28	28	28	16	16	16	16	16	16	16	16	16	(19)	6	19	19	19	(6)	16	16	4	4	4	4	4	4	4	4	6	6	6	27	27	27	27	
BOUTSEN	5	30	30	30	30	16	16	16	16	16	16	16	16	16	16	(28)	6	6	6	6	6	6	6	6	6	19	6	6	6	16	4	4	5	5	5	5	5	5	5	5	5	27	27	5	5	5	5	
BERGER	28	6	6	6	16	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30	28	28	4	30	3	3	3	3	3	6	6	6	6	6	27	5	5	37	37	37	29	
ALLIOT	30	16	16	16	6	6	6	6	6	6	6	6	6	6	6	6	3	3	3	4	4	4	4	4	4	4	28	30	4	30	3	6	6	6	6	6	27	27	27	27	27	29	37	37	29	29	26	
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GUGELMIN ●	15	4	37	37	37	37	37	37	37	37	37	37	37	37	37	37	27	27	37	28	28	37	37	37	37	37	37	37	37	(37)	27	29	12	12	12	37	37	26	26	26	26	36	36	36	12	12	12	12
GACHOT	37	36	36	36	36	36	36	36	36	36	36	36	36	36	27	27	36	36	28	27	37	(27)	36	36	36	36	36	36	36	36	26	12	37	37	37	29	26	36	36	36	36	12	12	12	11	11	11	11
CAPELLI	16	26	26	26	26	26	26	26	26	26	26	26	27	27	36	36	28	28	36	36	36	36	26	26	26	26	26	27	27	27	29	26	26	26	26	36	36	12	12	12	12	11	11	11	10	10	10	10
JOHANSSON	36	25	25	25	25	25	25	25	25	25	27	27	27	26	26	26	26	26	26	26	26	26	29	29	29	27	27	26	26	26	12	37	36	36	36	12	12	3	3	10	11	10	10	10	20	20	20	20
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BERNARD	29	29	29	29	29	8	8	27	29	29	29	29	29	25	12	12	12	12	12	12	12	12	27	27	27	27	12	12	12	12	8	10	9	9	9	9	9	11	11	8	8	20	8	8	9	9	9	3
ALESI	4	12	12	12	12	12	27	8	8	12	12	12	12	12	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	10	9	8	20	20	20	11	8	8	3	20	9	9	9	3	3	3	9	
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ARNOUX	25	10	10	10	27	40	40	40	40	40	40	40	40	40	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	20	11	11	8	8	8	20	20	9	9	9	15	15	15			
NAKAJIMA	12	11	11	27	10	10	10	10	10	10	10	10	10	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	9	40	23	15	15	15	15	15	15	15	15							
PIQUET	11	23	27	11	11	11	11	11	11	11	11	11	11	11	23	23	23	23	23	23	23	23	23	23	23	23	23	9	9	11	11	15																
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PIRRO	20	15	9	9	9	21	21	21	21	21	21	21	21	21	21	15	15	15	15	15	15	15	15	15	15	15	15	15	15																				
CHEEVER	10	9	15	15	15	15	15	15	15	15	15	15	15	15	15																																		
CAFFI	21	MINUS ONE LAP																																															

● STARTED FROM PIT LANE

LAP TIMES

	PRE-QUALIFYING Sunny, cool		FRIDAY Hot, sunny		SATURDAY Hot, sunny		WARM-UP Hot, sunny		RACE Hot, sunny	
1	Gachot	1:09.617	Senna	1:07.920	Prost	1:07.203	Prost	1:10.400	Gugelmin	1:12.090
2	Johansson	1:09.668	Prost	1:08.285	Senna	1:07.228	Mansell	1:10.894	Nannini	1:12.406
3	Caffi	1:09.726	Boutsen	1:08.299	Mansell	1:07.455	Senna	1:10.951	Prost	1:12.500
4	Modena	1:09.917	Berger	1:09.011	Nannini	1:08.137	Berger	1:11.350	Mansell	1:12.542
5	Lanni	1:09.989	Mansell	1:09.030	Boutsen	1:08.211	Capelli	1:11.747	Piquet	1:12.723
6	Brundle	1:10.181	Patrese	1:09.326	Berger	1:08.233	Palmer	1:11.857	Capelli	1:12.737
7	Weidler	1:11.059	Alliot	1:09.478	Alliot	1:08.561	Boutsen	1:11.883	Boutsen	1:12.755
8	Schneider	1:11.098	Capelli	1:09.569	Patrese	1:08.993	Gachot	1:11.921	Berger	1:12.937
9	Ghinzani	1:11.528	Nannini	1:09.615	Palmer	1:09.026	Nannini	1:11.966	Alesi	1:12.964
10	Raphanel	1:11.953	Alesi	1:09.668	Gugelmin	1:09.036	Gugelmin	1:12.175	Patrese	1:12.977
11	Suzuki	1:12.031	Gugelmin	1:10.122	Gachot	1:09.122	Piquet	1:12.262	Bernard	1:13.144
12	Foitek	1:12.179	Palmer	1:10.238	Capelli	1:09.283	Johansson	1:12.297	Cheever	1:13.171
13	Winkelhock	1:13.173	Cheever	1:10.372	Johansson	1:09.299	Alliot	1:12.405	Johansson	1:13.175
14			Grouillard	1:10.410	Donnelly	1:09.524	Bernard	1:12.556	Palmer	1:13.262
15			Piquet	1:10.473	Bernard	1:09.596	Cheever	1:12.670	Gachot	1:13.358
16			Gachot	1:10.564	Grouillard	1:09.717	Grouillard	1:12.830	Grouillard	1:13.399
17			Johansson	1:10.600	Alesi	1:09.909	Alesi	1:12.862	Nakajima	1:13.657
18			Martini	1:10.640	Arnoux	1:10.077	Arnoux	1:12.866	Pirro	1:13.712
19			Arnoux	1:10.725	Nakajima	1:10.119	Martini	1:12.895	Alliot	1:13.719
20			Modena	1:10.910	Piquet	1:10.135	Nakajima	1:13.090	Modena	1:14.137
21			Tarquini	1:11.136	Tarquini	1:10.216	Pirro	1:13.117	Donnelly	1:14.538
22			Donnelly	1:11.223	Modena	1:10.254	Donnelly	1:13.330	Martini	1:14.631
23			Caffi	1:11.409	Martini	1:10.267	Tarquini	1:13.701	Caffi	1:14.789
24			Sala	1:11.539	Pirro	1:10.292	Caffi	1:13.986	Arnoux	1:14.956
25			Pirro	1:11.566	Caffi	1:10.468	Modena	1:14.131	Tarquini	1:15.437
26			De Cesaris	1:12.078	De Cesaris	1:10.591	Patrese	6:32.292		
27			Nakajima	1:12.125	Sala	1:11.079				
28			Danner	1:12.569	Danner	1:11.178				
29			Moreno	1:14.746	Moreno	1:11.372				
30			Bernard	1:25.401						

STARTING GRID

No	Driver	Time
2	Prost	1:07.203
1	Senna	1:07.228
27	Mansell	1:07.455
19	Nannini	1:08.137
5	Boutsen	1:08.211
28	Berger	1:08.233
30	Alliot	1:08.561
6	Patrese	1:08.993
3	Palmer	1:09.026
15	Gugelmin	1:09.036
37	Gachot	1:09.122
16	Capelli	1:09.283
36	Johansson	1:09.299
9	Donnelly	1:09.524
29	Bernard	1:09.596
4	Alesi	1:09.668
26	Grouillard	1:09.717
25	Arnoux	1:10.077
12	Nakajima	1:10.119
11	Piquet	1:10.135
40	Tarquini	1:10.216
8	Modena	1:10.254
23	Martini	1:10.267
20	Pirro	1:10.292
10	Cheever	1:10.372
21	Caffi	1:10.468
NQ 22	De Cesaris	1:10.591
NQ 24	Sala	1:11.079
NQ 38	Danner	1:11.178
NQ 31	Moreno	1:11.372

RESULTS – 80 LAPS

Pos	No	Driver	Car	Laps	Time/Retirement
1	2	Prost	McLaren-Honda	80	1h38m29.411s
2	27	Mansell	Ferrari	80	
3	6	Patrese	Williams-Renault	80	
4	4	Alesi	Tyrrell-DFR	80	
5	36	Johansson	Onyx-DFR	79	
6	26	Grouillard	Ligier-DFR	79	
7	10	Cheever	Arrows-DFR	79	
8	11	Piquet	Lotus-Judd	78	
9	20	Pirro	Benetton-Ford	78	
10	3	Palmer	Tyrrell-DFR	78	
R	29	Bernard	Lola-Lamborghini	77	engine
12	9	Donnelly	Arrows-DFR	77	
13	37	Gachot	Onyx-DFR	76	
NC	15	Gugelmin	March-Judd	71	running
R	8	Modena	Brabham-Judd	67	engine
R	5	Boutsen	Williams-Renault	50	gearbox
R	12	Nakajima	Lotus-Judd	49	electrics
R	16	Capelli	March-Judd	43	electrics
R	19	Nannini	Benetton-Ford	40	suspension
R	23	Martini	Minardi-DFR	31	overheating
R	30	Alliot	Lola-Lamborghini	30	engine
R	40	Tarquini	AGS-DFR	30	engine
R	28	Berger	Ferrari	29	oil leak
R	21	Caffi	Dallara-DFR	27	clutch
R	25	Arnoux	Ligier-DFR	14	gearbox
R	1	Senna	McLaren-Honda	0	differential

CHAMPIONSHIP POSITIONS

DRIVERS

1	Prost 38		Caffi 4
2	Senna 27		De Cesaris 4
3	Patrese 22	15	Piquet 3
4	Mansell 15		Danner 3
5	Boutsen 13		Alesi 3
6	Nannini 8	18	Arnoux 2
7	Alboreto 6		Johansson 2
8	Herbert 5	20	Palmer 1
9	Warwick 4		Tarquini 1
	Gugelmin 4		Brundle 1
	Modena 4		Grouillard 1
	Cheever 4		

CONSTRUCTORS

1	McLaren-Honda	65
2	Williams-Renault	35
3	Ferrari	15
4	Benetton-Ford	13
5	Tyrrell-DFR	10
6	Arrows-DFR	8
	Dallara-DFR	8
8	Brabham-Judd	5
9	March-Judd	4
10	Lotus-Judd	3
	Rial-DFR	3
	Ligier-DFR	3
13	Onyx-DFR	2
14	AGS-DFR	1

48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80
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
6	6	6	6	6	6	6	6	6	6	6	6	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27	27
4	27	27	27	27	27	27	27	27	27	27	27	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
27	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
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26	26	36	36	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	29	10	10	
36	36	5	11	11	11	11	11	11	11	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	11		
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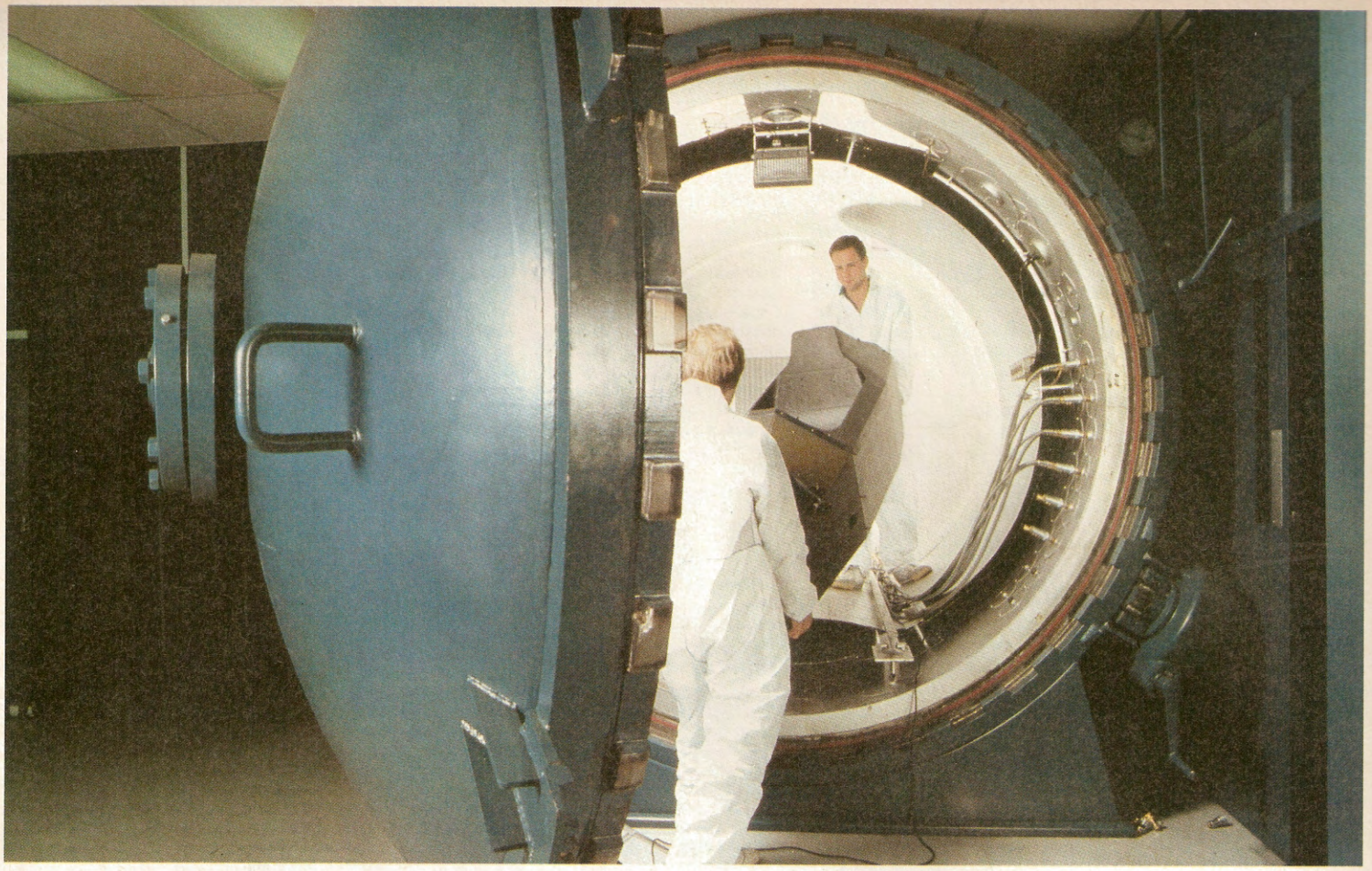
11	11	10	20	20	20	20	20	20	20	20	20	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	3		
10	10	20	8	8	8	8	8	8	8	8	8	8	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3			
20	20	8	3	3	3	3	3	3	3	3	3	3	8	8	8	8	8	8	9	9	9	9	9	9	9	9	9	9	9			
8	8	3	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	37	37	37	37	37	37	37	37	37					
3	3	9	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37	15	15	15	15										
9	9	37	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15													
37	37	15																														
15	15																															

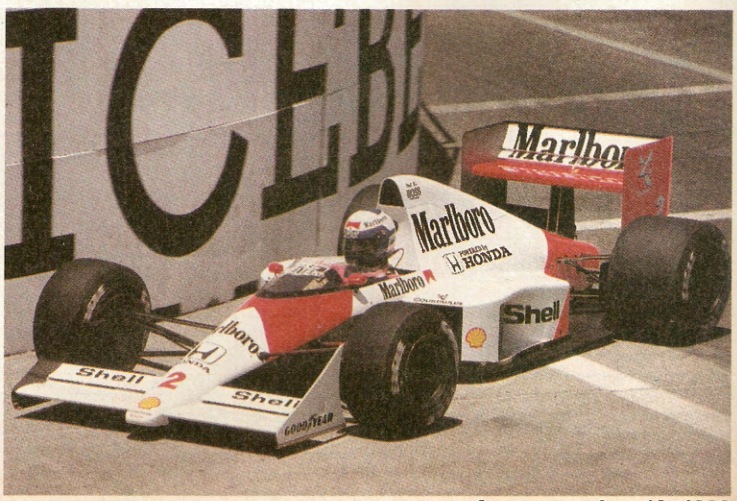
○ INDICATES PIT STOP FROM WHICH CAR RETURNED TO RACE

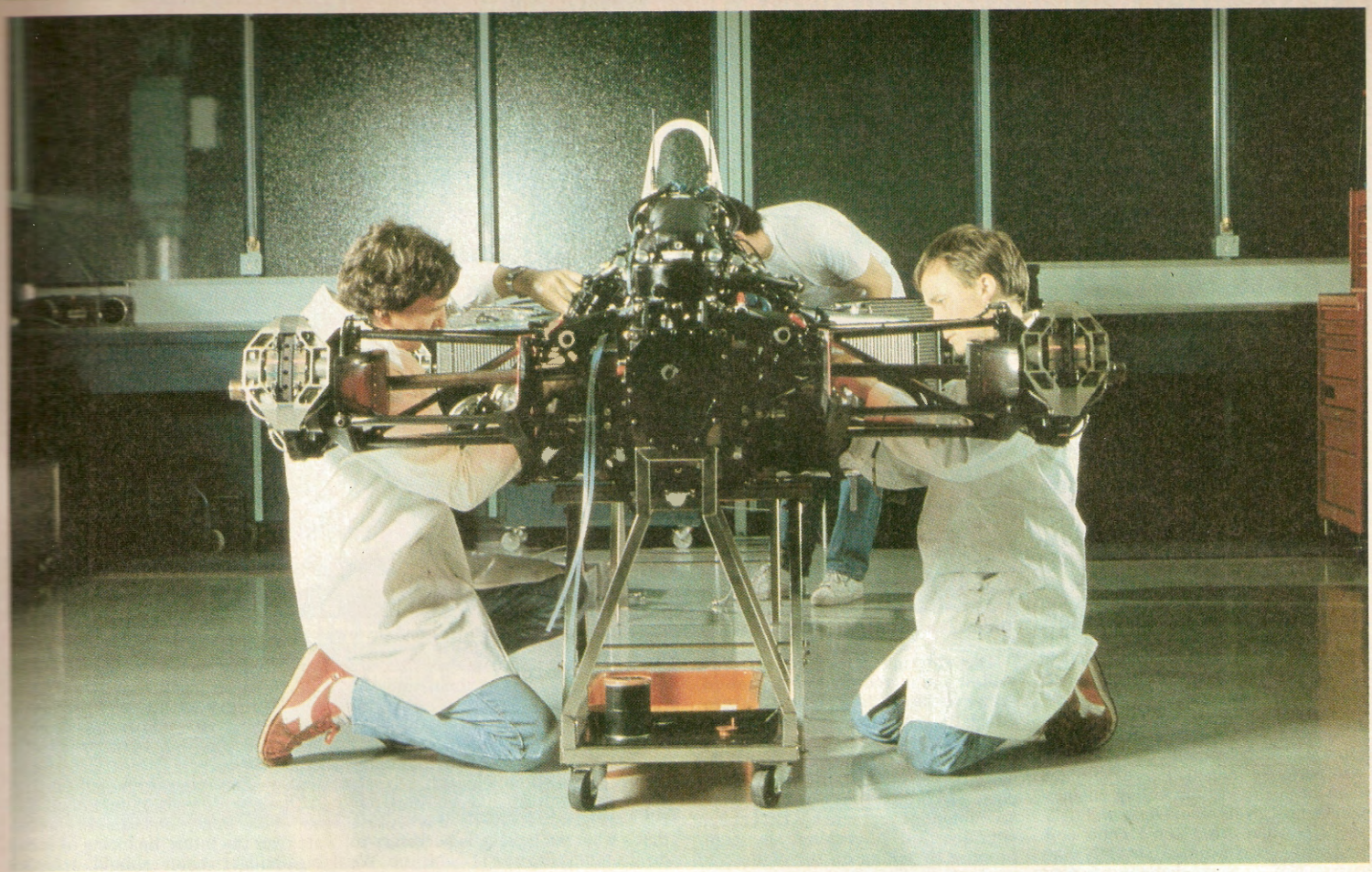
By ALAN HENRY



McLaren's magic

As Nigel Mansell is so fond of pointing out, there is no magic involved in motor racing. And he's right. As in any other walk of life, good results are simply the product of a job well done, properly thought out and executed with adequate attention to detail. I offer this truism as an answer to those people who inquire, quizically, "what makes the McLaren team so very special?"





Top left: Autoclave ovens were fitted last year enabling complete chassis manufacture in-house (right). Far left: The fabrication department; computer-controlled equipment and modern facilities – the Grand Prix effort (below left) wants for nothing. Above: The working areas, both for production and racebuild, are spacious and congenial.

People have short memories in the Grand Prix game. I often feel, as I stroll round the pit lanes, that some of the opposition has already psychologically surrendered to Senna, Prost, McLaren and Honda even before the cars roll out onto the circuit. Make no mistake, I don't bracket Williams, Ferrari – or, funnily enough – Benetton in this group. They are all dead set on not just pushing the McLaren-Hondas, but finding a way of beating them. Fair and square. But many teams have stopped even bothering to make any sort of pretence that they can register more than a pin prick on their outwardly impregnable armour.

History teaches us plenty of lessons on this score, of course. Look back over the past 30 years and you will note that various teams have enjoyed phases of domination. A key to McLaren's sustained success can be learned from examining the manner in which the fortunes of those other famous teams were finally eclipsed.

Ignore Mercedes-Benz, if you will, who simply came, saw and conquered. And Vanwall, whose star dimmed with the declining health of their patron Tony Vanderwell. But by all means consider Ferrari's occasional flourishes of success, the ups and downs suffered by Lotus, Renault, Tyrrell and even Williams. Their common failing, it seemed to me, was a tendency towards underestimating what the opposition might come up with.

If McLaren, in its post-1981 guise, ▶

►►

has exerted any fundamental advantage over its opposition, then it has been in its far-sighted approach to future developments. Two spectacular examples of this have been its engine supply arrangments with Porsche and Honda. The TAG-financed V6, combined with John Barnard's superb chassis, re-wrote the parameters of F1 car performance in 1984, and then repeated the exercise when they switched to Honda power in the post-Barnard era.

In purely technical terms, success in F1 has always been about keeping several very well-defined variables under control. In order of importance, I suppose these can be listed as engine, chassis, tyres, technical back-up and drivers – although I suspect Ayrton Senna and Alain Prost might not totally agree with that positioning. Some teams have got three, or perhaps four, of those variables well under control and, for many years, that has proved sufficient to win at least one Grand Prix. Take the Nelson Piquet/Brabham-BMW partnership in 1985, for example. With due respect to Pirelli, they had everything going for them except consistent tyre performance. But that didn't prevent the Brazilian from winning the French Grand Prix on the day that the rubber worked perfectly in particularly hot conditions.

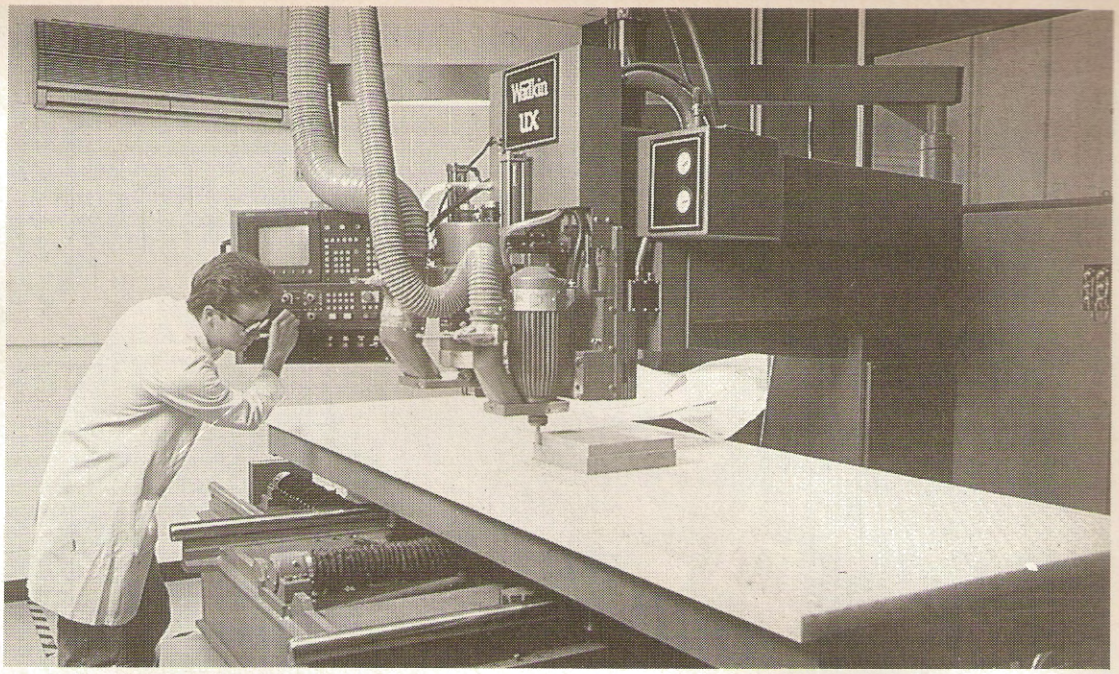
McLaren's decision to switch from Honda to TAG power, for example, was perfectly judged. Forget the fact that the team was discarding engines which most rivals would have willingly sacrificed and arm. Ron Dennis and his colleagues concluded correctly that circumstances were changing. It was no longer adequate to use an engine which had been specially commissioned by the team as merely the paying client of a motor manufacturer. A much closer partnership was needed. Honda provided it.

Dennis has a number of theories applying to F1 in the eighties

At the end of the 1987 season the team moved into an impressive new factory on Albert Road Industrial Estate in Woking. An ominous-looking tinted glass oblong, its only identification is a small red TAG/McLaren sign on the right-hand extremity of its roofline. Inside, all is grey leather and partitions. A bit of a contrast with Ketteringham Hall, you might say, but then perhaps that's no bad thing in view of Lotus's recent form.

Dennis's mania for well-ordered surroundings hasn't quite reached Bernie Ecclestone's legendary levels – Brabham old-timers still titter with nervous amusement when recounting how BCE ripped a phone off the wall because the flex looked untidy. That little story may be apochryphal, but, fact or fiction, I can't quite imagine it taking place at Woking. But some would say there is an antiseptic feeling in the McLaren factory and although it's probably not the warmest environment in F1, it's certainly a good deal more congenial than its detractors would have you believe.

Technically, of course, the factory wants for nothing. For some years the team relied on Hercules Aerospace to manufacture its carbonfibre panels, which the team then bonded together, but last year autoclave ovens were fitted for the first time, enabling the complete chassis manufacturing process to be continued in-house.



The mass use of carbon composites has led to the in-house installation of a carbon rowter.

The working areas are spacious, well-lit and incredibly well organised. As far as the machine shop is concerned, all the computer-controlled equipment is used exclusively on the Grand Prix build programme. Although there has been spare capacity here in the past, which might bring a tear to any accountant's eye, there has never been any question of risking any compromise by taking on sub-contracted work of any sort. With the imminent development of McLaren's high performance, exclusive road car, the team obviously has scope for feeding in machining work required for the new project during slack periods where the F1 team will not be applying the pressure for its own use.

Dennis has a number of home-spun theories which he applies to the way in which F1 operates in the eighties. One of them is what he calls the 'Billy Butlin' approach and he often brings it up in conversation if anybody hints that, in some way, McLaren's facility is a bit over the top. After all, to the uninitiated eye, it does seem an enormously elaborate enterprise simply to field just two racing cars in 16 Grands Prix.

"Alright," he says, "let's consider my Billy Butlin theory. Just after the war Billy Butlin was very successful using what amounted to old army huts for holiday camps at the seaside. He did very well out of them and the reason for that is they were absolutely right for their time. But nobody would dream of going to stay in an old army hut now, would they. Times have changed considerably, people's expectations expand. It's like that today in F1. This factory is the way it is because that's what we believe is necessary to do absolutely the best possible job. We are intent on creating the correct image, one which sponsors will feel comfortable about paying to be associated with."

Put like that, it seems disarmingly straightforward. Success clearly breeds success and, more importantly, the necessary financial wherewithal to make the next quantum leap forward. Designer Steve Nichols puts it down to Ron's uncanny ability to get the whole package together; to keep the show on the road in the wake of John Barnard's departure; to get Honda to come aboard; and to recruit Senna to run alongside existing incumbent Alain Prost.

Dennis had been keen to get Senna from as early at 1983, when he proposed that he finance his F3 season in return for an option on his future services. But Ayrton was able to get his own deal together and wasn't to be beholden to the McLaren boss. Dennis approved of such initiative, targetting the Brazilian early enough to ensure that, when he left Lotus at the end of 1987, McLaren would be the one berth he would consider. It was all part of thinking ahead.

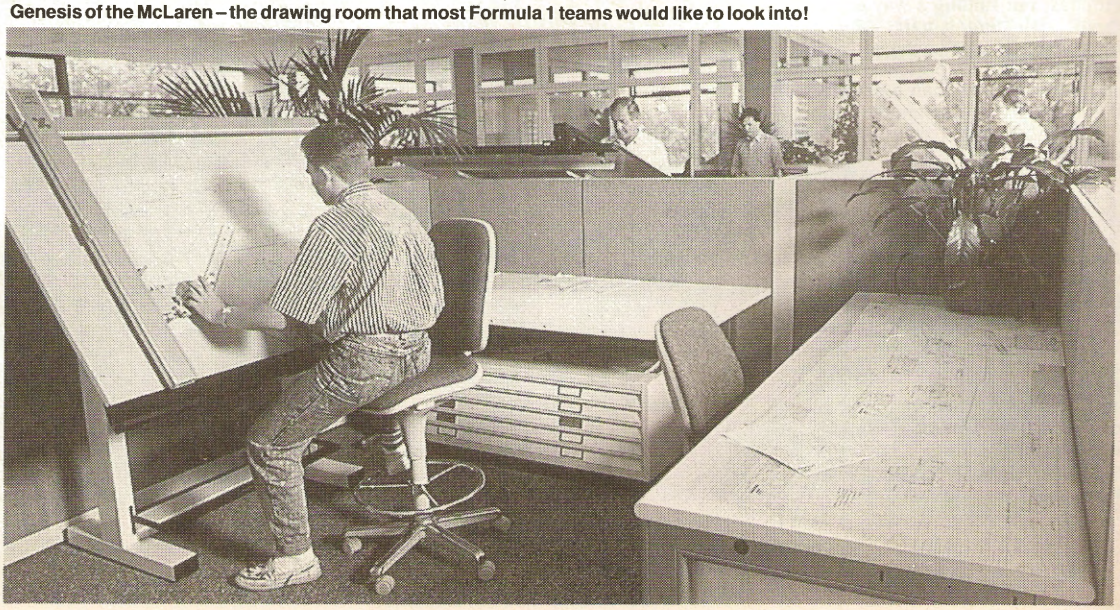
It is the same with sponsorship. Although it's not something talked about too freely, one can only speculate over the future financing of such a big budget team should televised sports sponsorship by tobacco companies be further restricted in the early nineties. Although Dennis won't say, it's inconceivable that the team hasn't thought that one out well in advance. All they will say is that they feel 'confident' about the future.

If they stay at, or around, the top, it will be through lack of complacency. Like Honda, they do not believe they are unbeatable, realising that everyone is watching to see if they fall off the high wire.

Honda's Nobuhiko Kawamoto comments: "Everybody in Grand Prix racing knows what is involved in being successful. Overcoming problems and challenges, step by step, is all that we are doing. It involves total commitment. But everybody has the same possibilities to achieve this. We are not doing magic."

Perhaps not; it just looks that way sometimes. ■

Genesis of the McLaren – the drawing room that most Formula 1 teams would like to look into!



REPORT: TIFF NEEDELL – PHOTOGRAPHY: JOHN COLLEY

Labatt's – le best

I didn't really want to get up on England's first sunny Sunday of the year: I'd battled round the M25, up the M1 and back the day before; I'd had a couple of practice sessions in a Ford Sierra RS500 that didn't really want to do what I wanted it to do; and I'd had to console a younger brother who'd severely damaged a Formula First.

The actual idea of winning the fourth round of the Esso British Touring Car Championship, partnering Laurence Bristow in the two driver, 1 hour Donington race, simply didn't enter my head. It was going to be one of 'those' weekends!

The lack of confidence really stemmed from the fact that the car seemed to have changed since an encouraging test session at Donington a couple of weeks earlier. The fact that Laurence had qualified the car within three-tenths of the similarly-tyred Andy Rouse didn't seem to sink in, we were sixth on the grid, 1.3 seconds behind the Yokohama'd Robb Gravett.

"When the phone call came from Team Labatt's I was delighted"

When the phone call came offering the chance to join Team Labatt's for Donington, I was delighted with the opportunity to finally get to drive one of the all-conquering Sierras – especially one prepared by Andy Rouse Engineering. It was great too to be involved with a new, fresh sponsor to British motorsport and intriguing to drive alongside the enigma of Laurence Bristow.

Laurence seems to be someone who is unable to shake off the image of the enthusiastic amateur. Whenever he is up the front it seems to be a surprise to everyone and yet now he is *regularly* up the front. I imagine the image of being the 'son of Bristow Helicopters' and the fact that he began his racing career later than most – he's 36 now – has meant that people can only believe his speed is due to money but, in the company he now keeps, no amount of money can get you on the pace.

Lawrence's racing career took off in 1983 when he started running Metros. With guidance from friend Tim Harvey, he progressed rapidly and moved to a production saloon Sierra in 1987. Tim Harvey Motorsport ran the Production Sierra and helped find some of the running costs. Both men now have motor sport companies named after them and their projects seem intertwined: LB engaged TH to drive for Team Labatt's while LB owns the C2 Spice-Cosworth that TH funds to be run by John McNeil Engineering. Confused? So am I!

At the beginning of '88, Laurence moved into Group A, calling on the services of Andy Rouse Engineering to run a Sierra Cosworth for him. With backing from CAM Shipping, Laurence was on a steep learning curve. The learning began with cold slicks and a visit to the Copse gravel trap on lap 1, having qualified an excellent fourth, only half a second from Rouse's pole.

For round two he qualified third, ran third and... bust a driveshaft. But not before fastest lap *and* a new lap record were his. The immediate promise sadly failed to materialise into solid results; there was a good second to Rouse and Sears, sharing his Sierra in the two-driver Donington round with... you've guessed... TH, but after that the season only produced a couple of thirds and a couple of fourths – still not bad for an amateur!

After the season, Lawrence's '88 car was sold to Japan and he resolved to launch a fresh attack in '89 with a fully professional outfit. His business dealings had taught him how to put together a well-presented business proposal, and CSS International Ltd were impressed. Aided by the superb BBC television coverage the championship had received, they forged a deal for Bristow with Labatt's.

Labatt's is no stranger to motor sport: it sponsored the Canadian Grand Prix for a decade and has supported the careers of Canadians such as the late great Gilles Villeneuve and, more recently, Indycar driver John Jones. However this is its first venture into British motorsport and it intends to continue with the same drink driving campaign it has in Canada. 'Please Do Not Drink and Drive' – 'Be a Better Driver'. These are the messages Labatt's hope to spread across the UK.

Our test day at Donington was my first acquaintance with a circuit racing 'evolution' Sierra Cosworth – the RS500 tag differentiating it from the rally legal version that I tested last year (AUTOSPORT, November 10, 1988). These circuit racing specials run 2.0 bar boost against the rally version's 1.5 and this, allied to various other permitted modifications, ups the power from 300bhp to around 500!

Last year I raced a TOM'S Toyota Supra Turbo, partnering Geoff Lees in the Japanese series, so I'd already had an introduction to large Group A machines and knew a little of what to expect! The problem for a Group C driver is that he's well used to that sort of power, and a lot more, so the power doesn't inhibit you but the lack of grip... well! The art of Group A, which drivers like Steve Soper, Win Percy and Andy Rouse have mastered so well, is not to be able to handle the power but to be able to make the most use of it.

Around the sweeps of Donington the Sierra consistently betrays its basic characteristic: understeer in and oversteer out. The problem is made worse by the fact that both are available in rather excessive amounts, brake late and try to turn in a bit quicker and you plough past the apex. Get greedy for just a little more power on the exit and – wop – you've lit up the rear tyres and armfuls of opposite lock are required. To confuse matters even more the Sierra displays power *understeer* at higher speeds when the massive rear 'wing' pushes the back down so the right hand approach to the critical left hander in the middle of Craner Curves becomes a high speed understeer pushing you wider and wider from the hoped for path!

Adding to the confusion of sorting out a handling balance, Laurence and I needed to spend the test day deciding which of Pirelli's compounds to race on – and the compound may well vary on each corner! Nobody wanted to have to change any tyres in the middle of the race so the choice was critical. Hard D2s were considered too slow, D3s all round appeared a safe bet. Rouse was setting up with soft D5s front and D3s rear, but we opted to stick to D3s all round and start playing with the springs, anti-roll bars and shock absorber settings.

By the end of the day we felt well pleased with our efforts, the balance seemed improved and we were the fastest D3 runners – only a tenth or two from the D5 users. At the second gear Chicane and Redgate there was still plenty of oversteer available for the heavy footed but we'd reduced the 'squat' understeer in the high speed sweeps and part way neutralised the handling through the third gear Old Hairpin, McLeans and Coppice. On a new set of rubber Laurence had recorded a 1m13.8s – 0.4 second under the record and we could both run comfortable mid 14s.

Off the track, I really could not fault the preparation of the Sierra. Despite being in the rather strange situation of being prepared by the employees of one of the drivers in a rival 'team', Andy himself was only too pleased to compare his set-up with ours and prevent us wasting time chasing a path of development that he had already tried and found not to work. When it comes to getting results we are still all part of one team.

"The learning curve began with a visit to the Copse gravel"

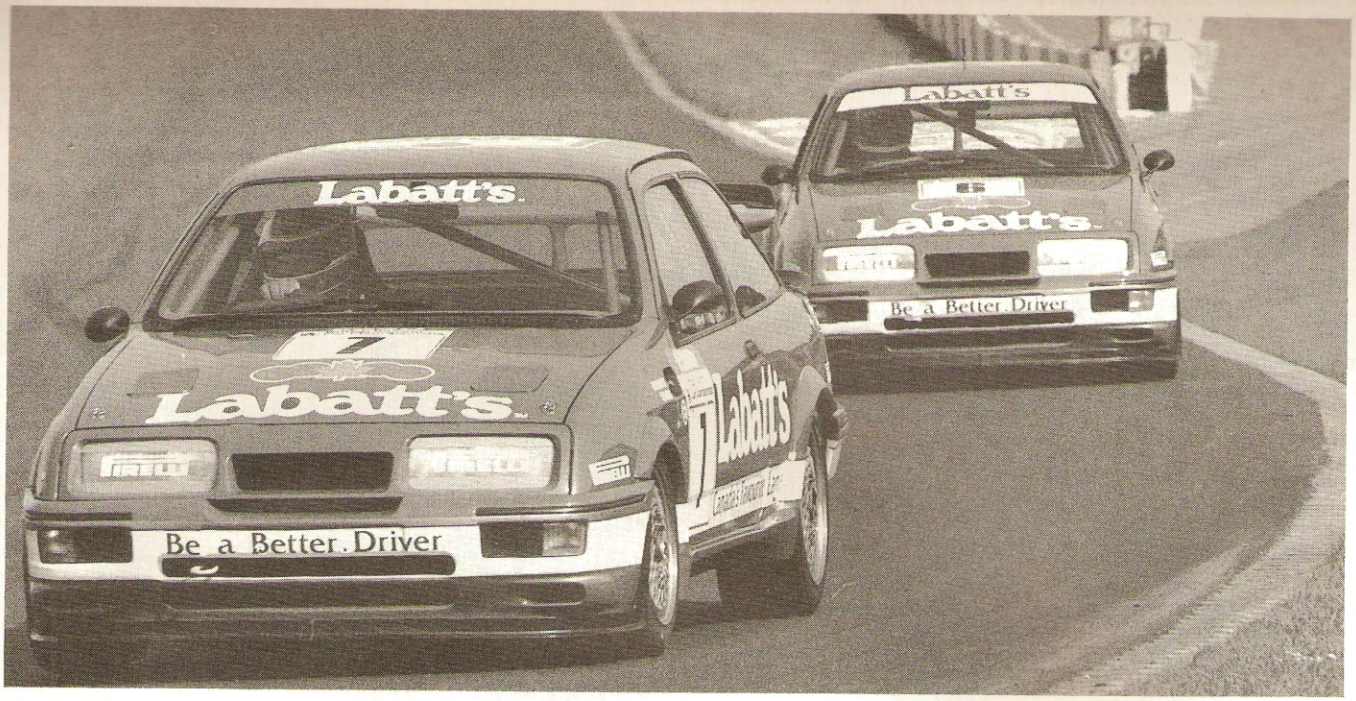
Immaculate both inside and out, Pete Henaghan and Dave Homer – on 'our' car – and Graham Wilcock with Roger Williams – on Tim's – can be proud of the turn-out at Team Labatt's. John Dorrans in charge, Mark Dorrans sorting out all our tyres and Judy on the clocks, completed 'La Team'.

For the technically minded the 16-valve turbocharged engine, developed by Andy Rouse Engineering has Zytec engine management for its 2.0-litres. Fuel consumption is around 4.5mpg so we'd be using around 20 of the 26 gallon tank for the 1 hour race. Weight is 1100kg and there's a quoted 0-60mph in just over 3.5 seconds on the way to a top speed somewhere in the region of 180mph. The gearbox is a 5-speed Getrag unit with viscous coupling limited slip differential while Spax provide the fully adjustable shock absorbers, BBS the wheels and Pirelli that final crucial contact.

Official qualifying was two, short 30 minute sessions the day before the race. I was first out, to qualify myself and bed in a set of D3s, and all the excesses of handling seemed to have returned! Trying to get a feel for what the car was doing, while avoiding all the traffic *and* looking to slot in a reasonable time suddenly made it a different game to the relaxed calm of a test day. We apparently had a different 'chip', with more mid-range power, and, on reflection, I think that, added to a hotter and more slippery track surface, brought back those excesses that we'd spent all day ironing out.

I'd managed a 1m15.1s in my four laps and Laurence fared little better before switching to a set of D6 qualifiers. The resultant 1m14.2s put us third after that first session but we'd expected a low 13 on such rubber, nearer Gravett's 1m12.96s pole. In the afternoon I had a crack on new D6s and scrambled a 1m14.4s full of frustration – which was heightened by Brodie, Rouse and the Labatt's ▶

Tiff (above left) didn't really want to get up on that sunny morning. By the end of the day he was glad that he had, taking victory in the Esso Touring Car round at Donington (above) with Laurence Bristow (right).



Left: With the Sierra at the head of the field our man suddenly realised he might win. Tension and panic began to creep in – hence the relief and delight at victory (below).

►►

'Junior Team' of Harvey and David Sears bumping us down to sixth on the grid.

While both Laurence and I scratched our heads in a vain attempt to pinpoint a problem – if indeed there was one – brother Chris surveyed the results of a low flying experiment in his Formula First which hadn't succeeded; and the world of motor sport turned on a face that leaves one with a feeling of total helplessness and frustration. We resigned ourselves to leaving the car as it was because, without any positive ideas, we needed testing time to try alterations. We forgot about the set-up and channeled our efforts into practising the driver change...

With the race due at 4.00pm and a half hour warm-up at 10.15am, Laurence kindly volunteered to check the car out and give me a Sunday morning lie-in! Arriving at the circuit I found him with a new air of optimism – he'd thrown our steady D3s all-round plan out of the window and bedded-in some D5 fronts! He wasn't 100% sure he'd done the right thing but I was all for a 'nothing ventured nothing gained' approach. The theory was that, on the slippery surface, the D5s would give a better turn-in which would lessen the severity of the mid-corner swap from understeer to oversteer. But if you got greedy and asked too much they wouldn't last an hour!

With the 'Captain' starting I would be due in any time from 20 to 40 minutes into the race. With the unknown tyre wear I had to be ready for an early change but otherwise we planned for a mid-race changeover; our die was cast but still nobody had mentioned 'winning'!

The rolling start went according to plan and the Sierra 'train' settled into grid order, 'super smooth' Bristow nursing 'his' tyre choice with a delicate touch. Indeed the 'train' settled into conservative lappery in the mid 15s, Gravett taking fastest lap of 14.9 on lap 2, Laurence our best – only 0.2 seconds down on Robb – three laps later. By then drama had already occurred. Rouse had been in the pits with an engine problem, Brodie had a tyre change and Sears (opening for the 'Juniors') had a grassy moment lapping a backmarker. Gravett, Edwards and Bristow ran virtually nose-to-tail with Sears a few seconds in arrears.

Sitting comfortably observing these antics from the pits, it suddenly dawned on me that we might, just... win! Tension and panic began to creep into my relaxed state. 'King' Andy was out, the Trakstar team had the speed but it's still a new team with teething troubles. Johnny Dumfries had been even more confused than me by the antics of a Group A Sierra and, really, the Labatt's 'Juniors' on D3s all round

"What's that fluttering black and white thing? We've... won!"

– with Tim leaping up and down the Pit Lane having just flown in from leading the first half of the Brands C2 race – looked to be the greatest 'opposition'.

With Laurence locked-in to a five lap countdown I began to pace the pit lane myself, the 'Captain' had done his job well and it was down to me to carry on the good work. As he peeled off the circuit we had a final panic discussion as to whether we should jack the car up to look at the tyres but the 'all or nothing' approach prevailed.

Open door – unplug radio – into seat – fix lap straps – engage first gear – other hands plug in shoulder straps – door closes: go.

The board says we're second, a lap later Judy jumps up with a single finger raised. Mike Wilds is just ahead, a lap behind in the troubled Mike Smith car, but there's *no one* in my mirrors! Where the hell is everyone? For a couple of laps I'm kept busy trying to pass Mike, who is spraying me with sparks and blobs of molten metal as he drags his exhaust system below him.

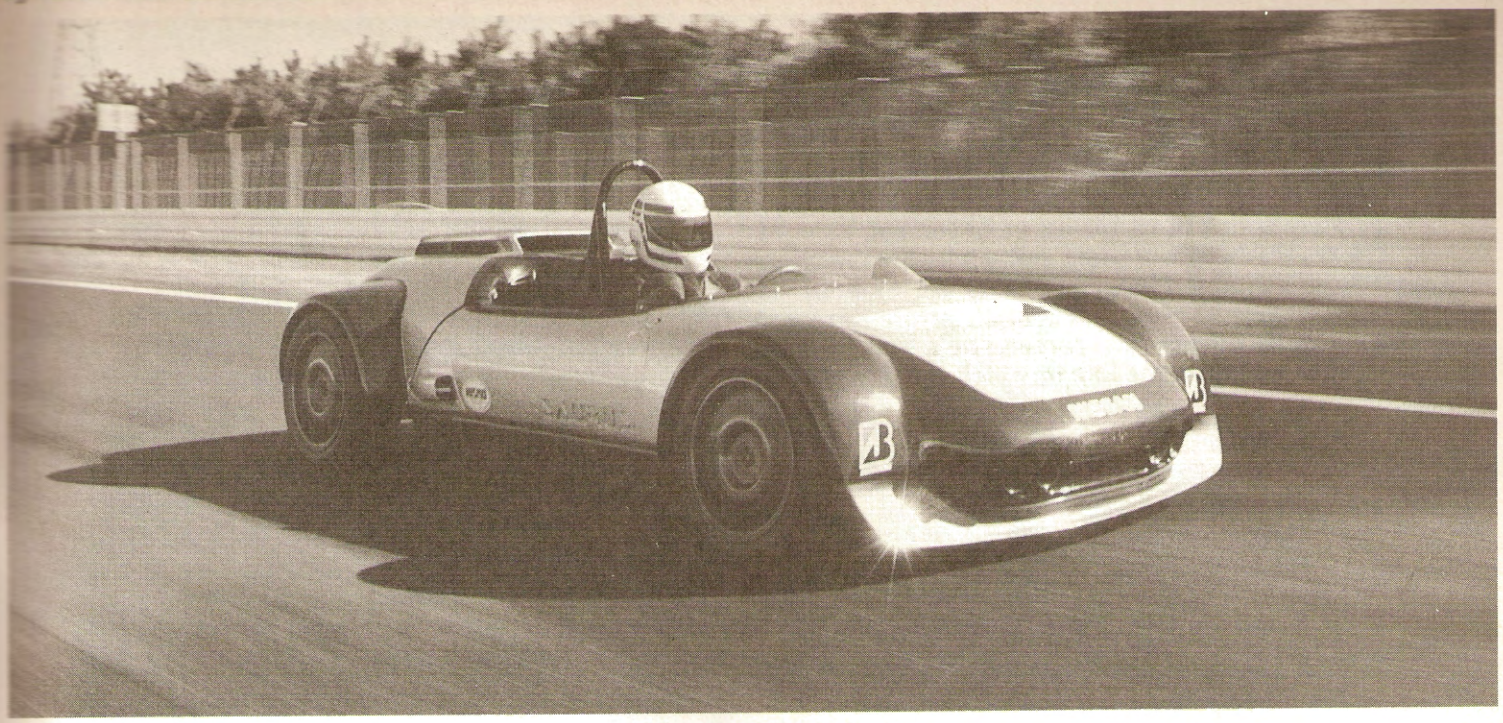
Past Mike and into clear air. The board says P1 +6s. In my mirrors I finally find a blue blob following me onto the straight – the Juniors! Now why didn't we discuss team orders – like 'age before beauty'! Still my steady pace keeps the gap at +6s and the startline clock ticks past 1.15pm. Suddenly it's +5s and then +1s! I go back to the mirrors and the blue blob has been replaced by a distinctly larger red and white version – bloody Allam!

Having to up the pace is probably the hardest thing to do. I was in a nice rhythm and knew that the tyres, the 'Captain' had kept in such good shape, would go the distance. Up the pace and it can destroy the tyres. I realised we weren't destined to win after all: it was another cruel trick. Still I decided to give it a go.

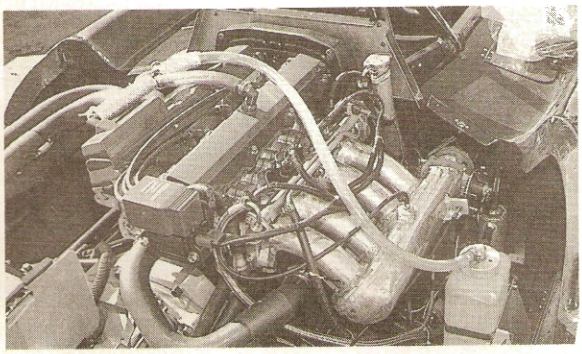
The gap had sunk to 3 seconds but the tyres came up trumps and responded to the increased demand. A little more lock was needed from time to time but the gap stayed at 2 seconds. Even with the pressure on, the problem with Group A is that you still need great self discipline to hold yourself back getting into the corners – never has 'slow in, fast out' been more appropriate. Concentration is at a premium to keep as smooth an approach as possible.

Even with two laps to go I felt disaster was around the corner, a puncture, a backmarker, a sump full of oil. Into the chicane with a lap left and the challenge has faded, Jeff has problems of his own. Out of the chicane, where's the pit board with the gaps? Why are they jumping in the air? What's that fluttering black and white thing? We've... won!

With the race being an hour long the team had given me an extra lap – to be sure. The relief was immense, the feeling wonderful. Smiles all round. The first victory for Team Labatt's and a delighted Laurence Bristow who I honestly give the credit to for setting up our win. Nothing beats the exhilaration of winning a hard fought race – especially as an 'underdog' – and I can still remember some young boy winning a Formula Ford with a slogan that said "The close competition, the intense concentration and the satisfaction of success. That makes motor racing worthwhile". ■



Ready to race



Above: Nissan's sporty Saurus is fitted with the 135bhp 1600cc unit (left) Bottom: The training car uses the 1800cc engine.

One of Japan's sportiest new cars has been given its own racing series. Nissan's facelifted Saurus which was launched not as a road car, but as a domestic single-seater, do-it-yourself racer, has been taking to the race tracks around Japan this season to contest Nissan Motorsports' brand new Saurus Cup.

Organised by Nissan Motorsports and based around the little Saurus sports car which was shown as a prototype at the 1987 Tokyo Show, this is a seven-round, single-seater series tailored mainly for aspiring Satoru Nakajimas and Aguri Suzukis.

The idea behind the Saurus Cup is basically that of a different, low-cost alternative to Formula Japan, so Nissan Motorsports has kept to the straight and narrow, deliberately eschewing anything that is expensive or complicated.

The basic profile is still the same as the old car: the slim, low-slung open body; the lines curving gently all the way round; the symmetry broken by large wheel arches, back and front. There are no doors or hood and, ahead, just a tiny flimsy windscreen.

Weight for the racer is put at just 9.8cwt and the car is capable of pushing out 275bhp/ton. With standard 5-speed gearing (via a Subaru Leone gearbox, albeit with closer ratios), that gives a potential 137mph, says the man from Nissan Motorsports.

Using a simple spaceframe chassis, with pressed steel tub and subframes either end for the suspension, the Saurus is a neat, compact car. Lift-off panels front and rear (made of glass-fibre, like the centre body) reveal Nissan Motorsport's 1 test thinking in geometry and alignment.

The trainer uses a complicated set up of unequal-length links at each wheel and at the front, inboard coil spring/damper units ahead of the pedal box.

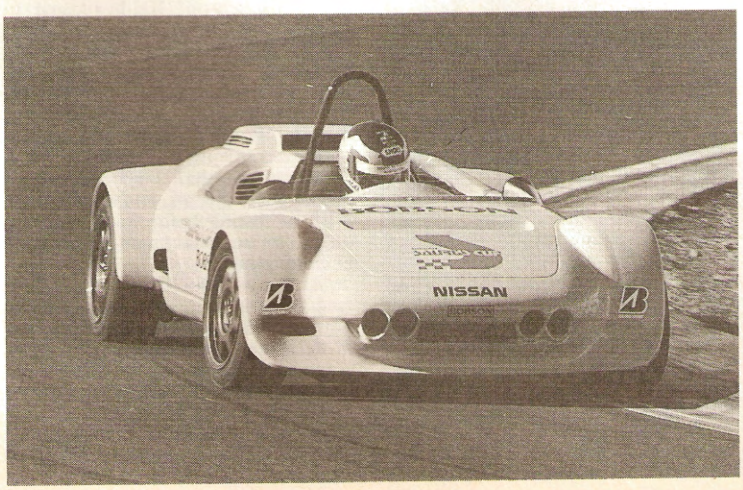
For the race, more conventional double wishbones have been chosen along with outboard dampers and large, adjustable roll bars. It's all easier to align, says Nissan Motorsports – and you can see its point.

Brakes are solid discs all round, outboard-mounted. Steering is simple rack and pinion, but with a high ratio giving around half a turn, lock to lock.

Powerplants for the series are production four cylinder units: for the 'training' car, you get a 1.8-litre, twin cam 16 valver from the current Japanese Bluebird, while a smaller, 1.6-litre version of the same engine sits in the back of the racer.

If that seems the wrong way round, the lesser Sunny based engine actually has more power (an official 10bhp, to be exact), pushing out 135bhp at 6800rpm. It weighs less too, so it makes sense to use that for the race series. Like the 1.0, it has management-controlled fuel injection, but no turbo, and comes completely standard save for blueprinting and new exhaust manifold.

The idea behind the new Saurus Cup is that of a low-cost alternative to Formula Japan



Virtually all aspects of preparation will be handled by Nissan Motorsports, which sells the Saurus as a kit and is striving to make all cars as equal as possible. Engines will also be supplied by Nissan Motorsports and thus carefully 'controlled' to put everyone on a level footing. For a fee, Nissan's competition wing can also build up a car for you.

The price of a car, ready to race, is the equivalent of £13,000 in Japan, with a season's racing coming to maybe £22,000 or so. If that sounds expensive, remember we are talking about Japan, where telephone number currency is just a normal way of life.

Still, for hard up competitors, NISMO has another solution: a rent-a-drive deal for what sounds like a bargain £450 a race. The good news is that the championship winner gets to pocket £45,000, but with expected 30-strong grids at each of the national rounds, competition is bound to be fierce.

The short 1.27-mile Tskuba circuit on the eastern outskirts of Tokyo plays host to four of the first year's 15-lap races, with Fuji making up the remaining three. The first round of the series kicked off last April. There's also a non-championship hillclimb at Hokkaido in the autumn, which should be entertaining and competitive.

Look at it this way: for both drivers and spectators, the Saurus series should be an interesting diversion to the norm – and most of all, good fun. ■

By ADAM COOPER

Gentleman racer

Patrick Tambay is one of the nicest guys you can meet in racing. Always ready with a smile and a friendly greeting, he instantly makes you feel at home. It's not a PR job; he's a very genuine, honest person, and is never afraid to reveal his feelings. And during his career, he's experienced emotional highs and lows the like of which few people can imagine...

Patrick Tambay, always ready with a smile and a friendly word.

It's always sad when a driver's career apparently fizzles out for reasons beyond his control, before he's *ready* to make the big decision himself. It happened to John Watson in Formula 1 when Prost took his seat at McLaren, and it happened to Patrick Tambay at the end of 1986, when the Carl Haas/FORCE Lola team abruptly quit the F1 scene.

Wattie has made a very successful career in sportscar racing since he left the Grand Prix world, and this season, after a two year hiatus, Tambay has chosen the same arena in which to make his racing comeback. Just turned 40, he is very serious about his new role with Silk Cut Jaguar.

Patrick admits that his departure from Grand Prix racing after Adelaide in '86 was not entirely voluntary.

"The real story is that I was really hoping that Haas would find a way to make it survive," he recalls, "and we'd decide to carry on. I was expecting in Australia for him to say 'Okay, I'll make a sentimental or sportsman's decision to carry on, rather than an accounting one'. But his accountants made the decision for him. So I was not really smart enough to see it coming. We had a three year programme, and it was the first year, and I couldn't convince myself that it would end at the end of '86. Haas probably made the right decision financially wise, but he put me and Alan Jones in a situation where careerwise, we were in the shit. Nothing else was really available at the time, nothing worthwhile."

That season with Haas had left Patrick somewhat weary of the F1 scene. He decided to make the most of his enforced break: he didn't want a repeat of his tail-end Theodore days.

"No, I didn't want to do that, and I knew that if I did it was going to be worse than anything. I'd seen a lot of drivers more-or-less at the end of their F1 careers, in a situation where they want to absolutely carry on. And the technology of 1987-88; I didn't agree with the rules. With the other guys I had been lobbying since 1985, 'Let's ban the turbos'. The fuel consumption problem was not really interesting for us. So I said 'Okay, let's stop, and I'll see in 1989, I'll come back when it's atmospheric in F1'. In '86 I had a couple of big moments, at Montreal and Monaco, and I thought the timing was right to stop. I wanted a break for a couple of years, see what happened. I'd done that a couple of times before, and it had worked out. I had a plan for my business activities, and knew what I was going to do."

The heart of that plan is Patrick's Montreux-based company, TB, which promotes a series of very succesful sporting events, including pro-am golf and skiing competitions. Getting that up-and-running has been his main passion since leaving F1, and it's been a challenge he's relished; very different from the life of an F1 driver.

"For 1989 I didn't really put my mind into trying to get something in F1. I drifted away from it, physically, technically, psychologically. I'd matured in two years, I'd seen a lot of other things that you have to be in the outside world to see.

"So many things have opened up to me, so many contacts, so many opportunities, so many new people. There are many things which are helping you to mature, or grow older a lot quicker than when you are stuck into the format of F1, where you're not allowed to let yourself be influenced by the outside world. And when you start doing that, I think you've lost your edge to be an F1 performer.

"In F1 you're really imprisoned in the system. You make the choice, you make a sacrifice, and it's a real passion, it's very exciting. But when you start at 20 or 22, and you concentrate on it all the way and you reach 38... You're not really in the real world. You've got 16 Grands Prix to attend to, you've got 16 test sessions for those Grands Prix, and you've got more during the winter, and all the promotion. It's really a 100% job, and you can do that for 10 or 15 years, and meanwhile there's a lot of interesting things happening elsewhere. However, it's also true that it's a very nice schedule, because everything is programmed, you know when you're going away and when you're coming back, and you just have to arrange your logistics, and you have a very nice income. But when you go into the real life, and you have to be in the office at 7.30am or 8am, and the office doesn't go unless you *make* it go, and you have all the heavy schedules that standard people have... Well, racing drivers shouldn't complain. They have it very, very easy."

> ***"I thought the timing was right to stop. I wanted to break for a couple of years"***

One of Patrick's ventures away from the closeted world of F1 has been the Paris-Dakar raid, which he has contested for the past three years, finishing third overall on the last two events. Has that been a revelation?

"Yes, it's opened my eyes to a lot of things. I discovered a completely new world with the Paris-Dakar. Racing wise the Paris-Dakar may not be considered as very credible as a sport. And I think this is completely wrong; you find everything in that race. You find people who are there to cruise around, people who are there to race, and people who are racing half the day and not racing the other half. Everybody finds his own purpose, own pleasure, own motivation and own reward.

"The first year was very exciting. On the second day we broke a driveshaft, and the next morning we arrived half an hour before we had to start again. So we started last on the third day, and we were last for five days, behind the trucks and everything, with all the crazy people at the back. The car I drove, we had leaks everywhere, and the mechanics had to mend the bodywork with old t-shirts and epoxy to try and seal it. Every day the car was full of sand, and we were coughing like crazy. And that was terrible, but so much fun!".

The three Paris-Dakar trips were Tambay's only motor sport events during 1987-88, but he continued to get offers, particulary from Group C teams. In '87 he was invited to join TWR Jaguar for Le Mans, and the following year there was the chance of an IMSA season. Neither came to fruition, but a third attempt to attract the Frenchman to the Jaguar fold eventually proved successful. For 1989, he signed up for a full WS-PC season, partnering Jan Lammers.

"The World Championship I was interested in, just Le Mans, no. The problem was that I'd been out of driving for two years, and wanted to do a lot of testing beforehand, and the only thing we could organise was a day at Donington.

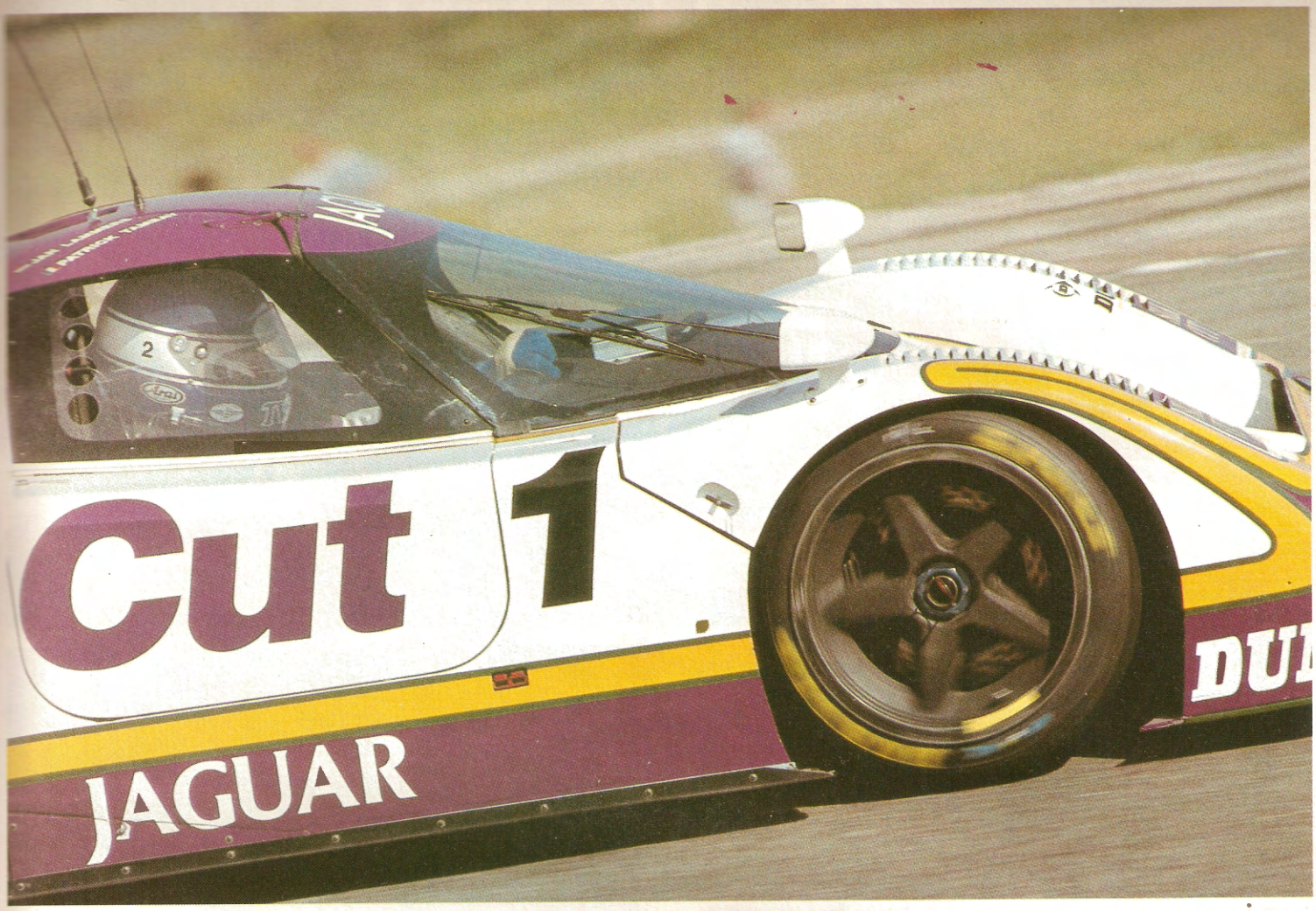
"That was a bit of a surprise. Let's face it, you drift away from it, it's normal. You can't play golf or tennis professionally, stop for two years, and come back and have your touch. And they told me, if I wanted the drive, I had to do the 24 Hours of Daytona. How can I jump in the car after two years off, be professional, and go to Daytona? I was a bit sceptical, but okay, I had to show my motivation and my interest, so I said I'll do it.

"As it turned out I was a bit swimming in the deep end. It was a little bit of a difficult time, and unfortunately I didn't get to race after Derek Daly's crash. Then afterwards we had some good test sessions, in Spain and Le Castellet, and I was picking up momentum. Suzuka was also a difficult time, but I just tried to keep myself cool and bite the bullet."

In Japan Tambay was still trying to find his feet, but he put in a very smooth and consistent stint in between the two shifts by Lammers, and later did the same in Dijon, although on both occasions the pair lost top five placings with frustrating last lap retirements. All the while Patrick was feeling more at home; and then came Le Mans, a race he'd done with the works Reanult team in the late seventies. What were his thoughts on that?

"To be very honest, I hated the place and anything to do with it. I was going there before in the format of a sprint racer, being a number in a car, just to make up the field. With Renault we had a shitty gearbox, the shittiest gearbox you can imagine. Every time you would shift it was c-r-r-r-r up and down the gears. It was not a race I would enjoy, because you had the bad behaviour of the car, and there were a lot of awkward drivers, in the GT cars and the 2-litre *barquettes*.

"So I was really scared to go back there. I'd made a commitment, but the straight and so on... It grew bigger and bigger on me pressure wise, because everybody is coming up, friends and press, saying 'What about the straight, what to do you think of 400kph?'. So at first you are thinking, 'yeah, if a tyre goes off at 400 or 385, reasonably, what are you doing here? So in the first practice you go out, your knuckles are white, and you're scared shitless.



"But I grew out of that as the race progressed. I found myself in the middle of the night where I was alone on the track. I don't know what happened, but for three or four laps I didn't overtake one car, I didn't see anyone. I felt that I was alone on the track. And I took a big trip! I took a big kick about going down the straight, no other lights, no one. It was just unreal.

"And I said to myself, 'There's nothing to it really. Three eight five, I feel comfy now'. And I really began to enjoy myself and have fun. I did my job. I didn't know if I was going to be

"I discovered a completely new world with the Paris-Dakar"

capable of doing it, I was afraid of that to be very honest, and I didn't know if I was going to have the speed there. But as I was running the speed came back. So it's a good memory".

Tambay, Lammers and Andrew Gilbert-Scott led the event after the Joest Porsche was delayed at around 1am, until the Jaguar was itself held up in the early morning. Thereafter the drivers threw caution to the wind in an attempt to catch up, eventually earning fourth place. If Patrick had anything left to prove he did it during those stints, with consistently fast laps, which brought some reward to the disappointed team. But what about the plan to return to F1 in 1989?

"Well, '89 is not over yet! I would love to be able to test one and drive one. But let's face it, there are a lot of young guys coming up now, F3000 is a very good tank of talent. The guys are competitive, they are sharp, they are mentally comletely into it. If you want to go to F1 it's a marriage. It requires complete dedication and involvement. You can't come in there just to have fun or do a one-off race. I would love to go out and test, to have the privilege to drive one of those cars again. But a full commitment, no."

Above: Tambay was lured to the Jaguar fold for a complete season after two years in retirement. Right: F1 with Ferrari.

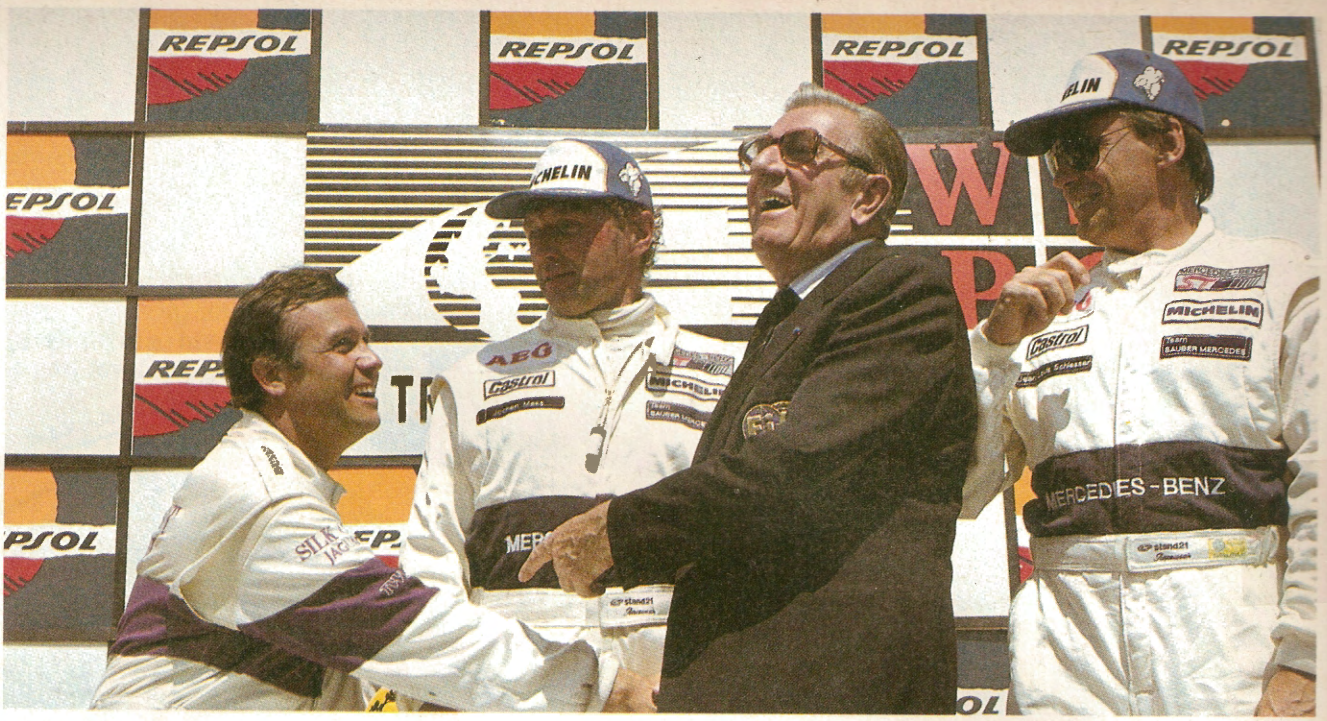
After two or three seasons of intense competitiveness, Jaguar has been struggling a little this year, faced with the huge task of developing and introducing its new turbo, in both the WSPC and IMSA. Success with the XJR11 may be just around the corner, but at the moment, it's a struggle.

"It seems that all along in my career my timing has been kind of awkward. McLaren, Renault, and maybe Jaguar is close to it! The only time I didn't choose my timing was when destiny chose it for me, with Ferrari... When I went there the timing was good, and the thing was competitive."

For most people, Tambay's spell at Ferrari, through one of the team's most turbulent and yet successful periods, is what he will always be remembered for. Does he regard it as the most important stage of his career?

"Yes for sure. It was putting me on such a high of pressure, but it was all positive. And I think I perform well when I have a lot of pressure, strangely enough. I never saw a negative or wrong element to it, the internal politics that eveybody is always talking about. I never really saw any of that."

Almost single handedly, Tambay led the team through its darkest hours, and established himself as a top-line ▶



Jean-Marie Balestre congratulates his fellow countryman for his fine performance at Jarama this year. Below: Tambay and close friend Gilles Villeneuve at Long Beach in 1981. The latter's tragic death affected Patrick deeply, but led to the best drive he ever had.

►► star in the process. And yet at the end of '83, he was dumped.

"The thing I regret is the middle of the '83 season," he recalls. "I was leading the team strongly over Arnoux. And then he did his little bit, when he wakes up. Usually in the first part of the season he's shit, and in the middle he wakes up. He had done that the year before with Prost at Renault, and here he was doing the same, and he's doing it again now. Contract renewals are coming up...

"So in the middle of the '83 season he starts pushing me within the team a lot. I'd done something like 14 races, finishing well up, reliable, adding up points. Overall, half of '82, half of '83, I scored something like 60 points, which would have been enough for a World Championship! And he starts pushing me, and we start pushing each other. And instead of getting some results, seconds and thirds, I had three non-finishes with the engine, because I'd been pushing.

"So that is one of the things I regret. The other is that when I went to Renault Elf at the beginning of '84, that Prost didn't stay there. People forget, but he got fired. I would have loved to have been able to race along with Alain in '84, when I was at the top of my form. But it was the year with the new technology, the electronics, the fuel regulation coming in, and there was no way we could stay with the McLaren-Porsches and finish the races, even by pissing in the tanks!"

Tambay is clearly frustrated by his two years at Renault, as he watched the team slide into oblivion.

"Stupidity. Things that are coming from a bad environment, a wrong environment. And the team manager is the one who creates that environment, the whole atmosphere. It's an overall package; the relationship with the crew, the mechanics, the team manager. You've got to build up a package which is not only good technically, but is going to be good in management method. Everything has got to be really sharp.

"We had that at Ferrari in '82 and '83, even though we had a lot of pressure. At Renault with Gerard Larrousse, it's always a little awkward. It's never blank. Look at what's happening now; they've got great potential, but they're blaming the drivers..."

What of Patrick's own potential? Does he feel that he could have achieved more with Ferrari?

"Yes, yes. Of course everybody regrets not doing better, and winning more races, but when you look at the 33 or 34 record victories of Prost, it's just outstanding, it's unreal. And when you have a driver like that in your era, it's kind of difficult to leave some more for the others!

"I did my fair bit. And when I did have the chance... I have two wins, I have a lot of sceond places, a lot of thirds. I drove for a lot of top teams, Ferrari, Renault, McLaren, now Jaguar. I'm not saying I'm satisfied with what happened, it could have been better, it could have been worse.

"All the races for Ferrari were so intense, so full of meaning"

"I must have had talent, but I never exploited it to its maximum. It was a natural talent, for sure not as great, not as good as Prost or Senna, but I was probably in the upper level, although not anything outstanding. I never really had the proper equipment at the right time; I did have it for a season, which was maybe two half seasons in fact. Maybe I didn't grab the opportunity as strongly as I should have. So, when I do the accounts and I look at it, perhaps I could have done better. Maybe I was bit lazy.

"I would have loved an outright win. Honestly, those two wins, they were not outright. I had five poles with Ferrari, nine front rows; that's not too bad, I had shown some speed. But I would have loved to win a race from the front, and not be second and have the guy fall off and win the race."

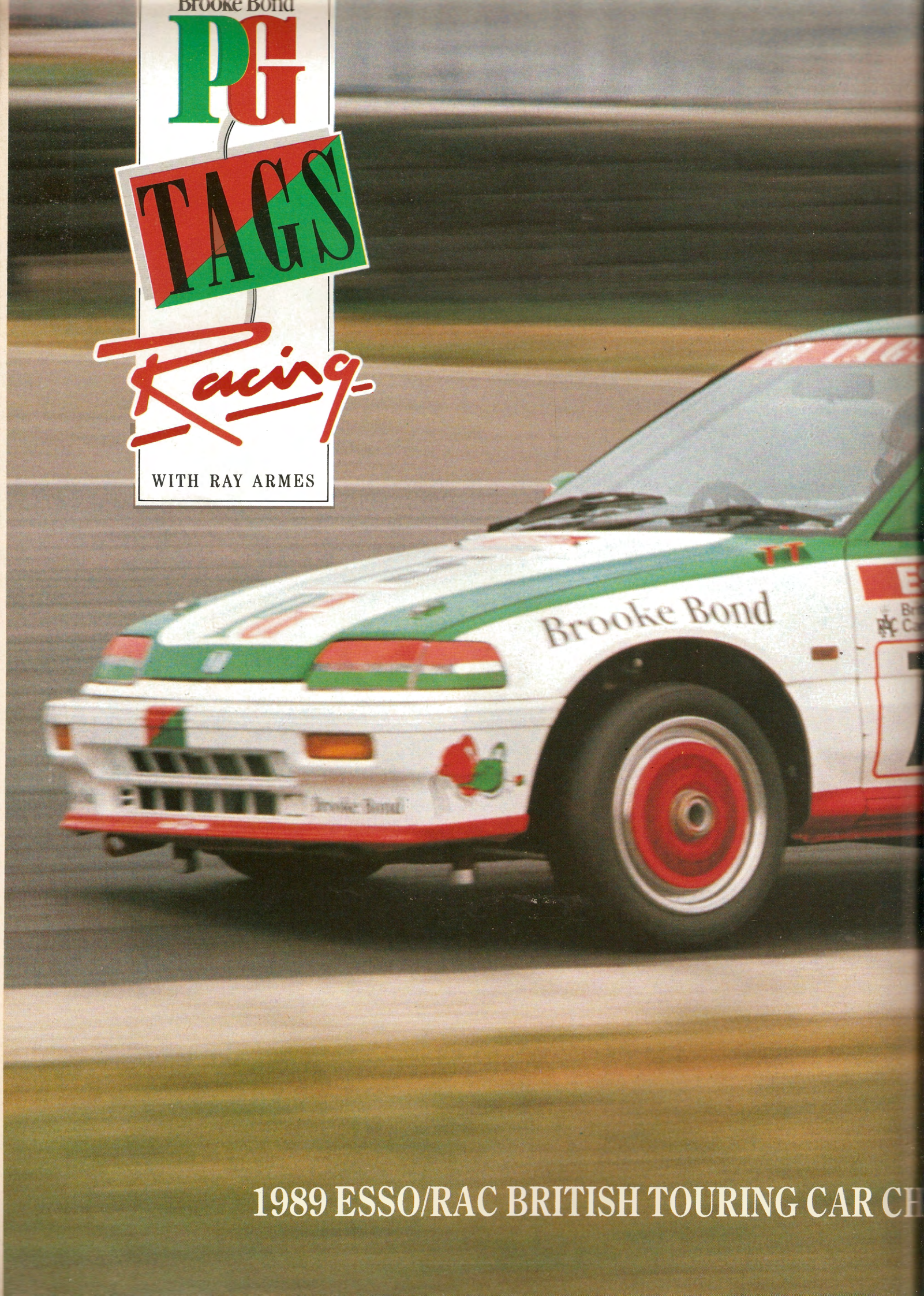
Inevitably then, our conversation turned back to the Ferrari days. More than anyone else, Patrick knows the real truth about that extraordinary period in F1 history, and the tragic sequence of events surrounding the cars from Maranello. He went there in the saddest circumstances imaginable, and rose to the challenge magnificently. Recalling those days is an intensely personal and emotional experience for Patrick; he is only too aware of just what Gilles Villeneuve meant to the Ferrari fans, and how it was his job to honour the French Canadian's name.

The greatest memory is of course of Imola 1983, one year after the Pironi/Villeneuve confrontation, and a race which firmly established Tambay as one of the *tifosi's* all-time heroes. Ferrari No 27 won, and Gilles was revenged. That's all that mattered.

"All the races for Ferrari were so intense, so full of meaning, There was such a strong relationship with the crowd, the Ferrari crowd, the fans. You feel that they really are pushing behind you, they really want something to happen. Ego wise it's quite a trip.

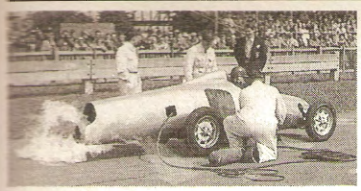
"But I was not alone in that car that day at Imola, for a lot of reasons. It's kind of awkward, huh? I always feel that I'm a little bit of a foreigner in my own career. Maybe that's my problem. I'm a witness of what's happening, you know what I mean?"

Listening to Patrick's very personal story of that race is very moving. It's hard to imagine anybody, in any walk of life, revealing such personal thoughts, let alone someone in a profession renowned for its members' unshakeable self-confidence and tunnel vision. But that's the way he is; a very *honest* man. And you respect him all the more for that. ■


Brooke Bond
PG
TAGS
Racing
WITH RAY ARMES
Brooke Bond
1989 ESSO/RAC BRITISH TOURING CAR CH

AMPIONSHIP • HONDA CIVIC 1.6Si • CLASS 'D'

CAPTION COMPETITION



JUNE WINNER

"Cigarette lighter – check."
Steve Lambard of London E17.

RUNNERS-UP

"What do you mean you can't get her in gear Mr Mansell?"
T Altham of Rimington, Lancashire

"I told you not to let him, have beans for breakfast!"
R L Earth of Wolverhampton, West Midlands.

"Dave I'm warning you, the flames are a dead giveaway..."
J Bamber of Brook, Hampshire.

"What do you mean it's still backfiring?"
C Day of Harwich, Essex.

"So to beat the McLarens I press this button for the afterburner."
Ian Jeakins of Newmarket, Suffolk.

"OK, whose idea was it to put curry powder in the petrol?"
Lance Staley of Swansea.

"Just press this Rene when you see the whites of their eyes."
Michael J Brown of Colne, Lancashire.

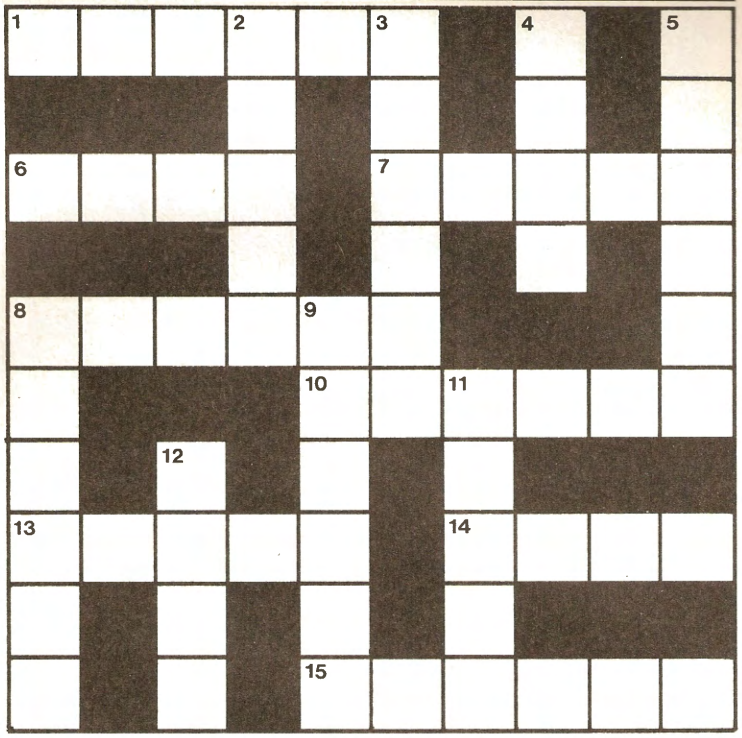
"Right, point me at that Jerry bubble car from last month's competition."
Mack Holman of Wellington, New Zealand.

"... Bloody hell, the vacuum cleaner's on fire."
Stephen Nixon of Shildon, Co Durham.

Apollo Collection

The June picture prompted a massive response, most of them connected with curry and/or beans! Obviously a reflection on the intelligence of *Armchair Enthusiast*'s readership! Steve Lambard of Walthamstow is the proud winner of this month's jacket: now he just needs some cold weather to try it out. If you can write a caption (preferably clean and untainted with beans) for the picture below you too can win a jacket. Send your entries on a postcard to Caption Competition, AUTOSPORT Editorial, 38-42 Hampton Rd, Teddington, Middlesex, TW11 0JE. Entries must state your jacket size and reach us by July 24.

CROSSWORD



A massive entry this month saw David Clayson of Wellingborough first out of the hat. Congratulations to him on winning the Jaybrand Brolly, he correctly answered:
Across: 2 Promotor, 6 US, 7 Snail, 8 Line, 10 Osella, 12 Modena, 15 Envy, 16 Brake, 17 RE, 18 G Edwards.
Down: 1 Wiscombe, 2 Peak, 3 Oulton, 4 MS, 5 Trial, 9 Emanuele, 11 Sauber, 13 David, 14 Cars, 17 RA.
Do you want to win a Jaybrand umbrella? It could rain at Silverstone! If so send your crossword, a photocopy will do, to Crossword Competition, AUTOSPORT Editorial, 38-42 Hampton Rd, Teddington, Middlesex, TW11 0JE, to reach us by July 24. Crossword compiled by Dot Matrix.

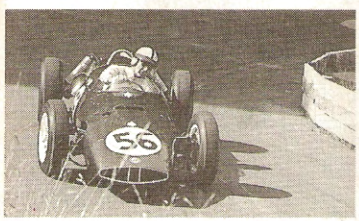
CLUES

Across
1 Fey racing car (6)
6 (and 14 across) Reynard-Alfa Romeo 893 driver (4, 4)
7 Sunny Australian race–powered (5)
8 I chase (6)
10 Bitter cup of success (6)
13 Race location (5)
14 See 6 across (4)
15 Diogo Castro (6)

Down
2 20/50 can you make it? (5)
3 World 600 race (6)
4 Young male horse sponsors 45 (4)
5 Tim's second at Thruxton, round 5 (6)
8 Fort Donington (6)
9 Tend New Zealand title (6)
11 Drake (5)
12 Newman – (4)

Safety in Style
JAYBRAND RACEWEAR

PHOTOPOSER



We try to make them harder and you keep coming up with the answers. This month's winner was TW McKeown of Bangor, Co Down who correctly answered:

Who: Ray Fielding
What: BRM P48
Where: Prescott
When: September 9, 1962

Now let's see how you cope with the picture below. If you want to win a Page & Moy travel voucher write your answers on a postcard stating who, what, where and when and send them to Photo Poser, AUTOSPORT Editorial, 38-42 Hampton Rd, Teddington, Middlesex, TW11 0JE to reach us by July 24.

PAGE & MOY LTD

AIRFIX 100 MILE RACE

Prestige

The country's five top teams gathered in early June at the Vauxhall Motors slot club in Luton for the most prestigious endurance race in the 1:32 scale slot racing calendar, the Airfix 100 Mile race. Leading the entry were last year's winners from North London, fresh from retaining the Team title at the National Finals, but they were clearly going to be pushed hard by the One-O-One team, led by National's star Dave Harvey. Completing the line up were the home club, Vauxhall, the Reading Club, and a collection of London racers brought together by Tim Ryan of Surbiton.

Four thousand and sixty two laps around the demanding Vauxhall track is no easy feat, each four man team spending equal time on all six lanes. Each team would consume in excess of 12 pairs of pick-up braids and 10 sets of tyres during the anticipated 7½ hour race.

From the start the One-O-One team took the lead, lapping in close company with North London and Vauxhall. At the first lane change just over one hour into the race One-O-One held a 13 lap lead over North London.

However the second session saw North London take over at the front as One-O-One coped with one of the less-favoured outer lanes. Vauxhall spent time in the pits changing a motor bearing, allowing Reading to move into a very distant third place.

However there was drama at two-thirds distance, the One-O-One car involved in a heavy accident which shattered one of the motor magnets, rendering the car beyond immediate repair and forcing the team to retire. Such was the pace set by the two leading teams that it was 40 minutes before the Reading car moved into second place amid much jubilation, this being the club's first outing in a major endurance event. However, they in turn were passed 5 minutes later by the late-charging Vauxhall car.

So another victory for the North London club, extending their unbeaten run in any form of team race to over three years!

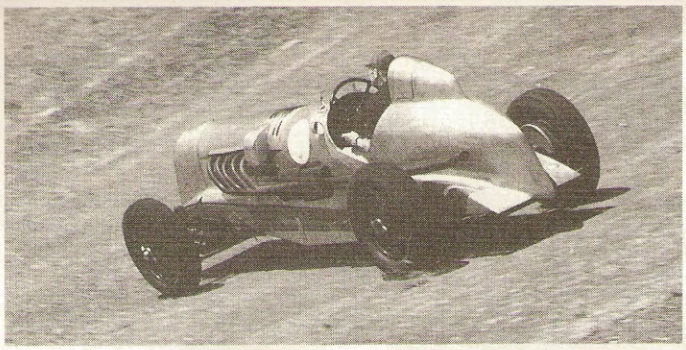
VAUXHALL/LUTON

June 4, Airfix 100 mile race

1, North London, 4062 laps, 100.0 miles; 2, Vauxhall, 3497 laps, 86.1 miles; 3, Reading, 3461 laps, 85.2 miles; 4, Surbiton, 3221 laps, 79.3 miles; 5, One-O-One, 2661 laps, retired.

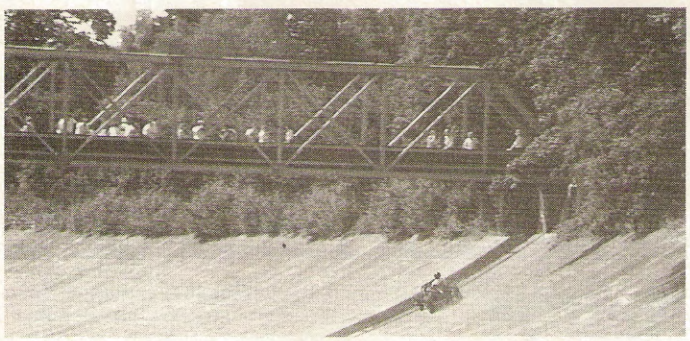
For further information on slot car racing, phone Dave Mayo (0734) 698542 or Nick Evans (061) 434 2536.

BROOKLANDS REUNION



Golden Jubilee

The Brooklands Society commemorated the 50th anniversary of the last meeting at Brooklands on June 18. The 22nd annual reunion took place at the old track in glorious weather and was rewarded with a superb turnout of both members and machinery at the old clubhouse (below). Runs up the Test Hill (bottom) and along the Members' Banking (below middle) were contested by marques and cars that have long since departed, including Bentleys (the Jackson Special, top), Alvises, MGs, Morgans and an American Mercer. Many drivers brought back memories of those pre-war days, hurtling along the overgrown banking inches from the rim and giving spectacular views from the newly-constructed replica of the Members' Bridge. This year, as it does once every year, Brooklands breathed again.



MODELS

It's war

Peace in the normally tranquil world of high-tech modelling has been shattered by two events. First the factory and workshops of Formula 1 creator Luca Tameo in Italy caught fire and then war broke out between two major French creators of sports cars, Provence Moulage and Starter.

Tameo thought at first that the fire would put his schedule three months behind. Sufficient parts were rescued from the ashes however for his first '89 F1s – McLaren, Lotus and Ferrari – to be on time (ie this month) albeit in a smaller quantity than had been hoped for. Several sets of master parts for new models were lost in the fire and while these are re-made the programme has been revised.

Next new F1s to see the light of day from Tameo's now grimy studios will be the BMS Dallara, Lola and Williams, they should be in the UK in July. Delayed to August or September are the Benetton, March and Ligier, but Luca promises the models will be issued.

While Tameo's aim to model the whole grid is delayed his former collaborator Claudio Riva (Meri Kits) has not been slow to seize the opportunity to challenge. He's announced a programme that will include many of the F1 front runners and a couple of alternate versions that will please those who want every F1 car.

Riva will of course make the McLaren, Ferrari, Williams etc but also includes in his list the early season 7-Up decalled Benetton B188 which Tameo won't make; he's waiting for the new car to appear, when it does he'll model that.

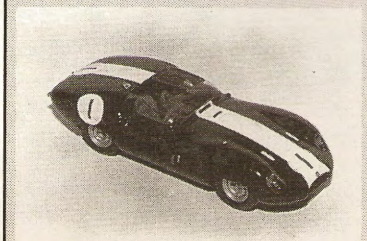
Riva will also make a different Williams. Tameo has modelled the car at Rio, Riva documented it at Imola. Thus any changes to the car between the two events that are visible when reduced to 1:43 will have dedicated collectors wanting both. Similarly Riva will make the late season Benetton as well as the Rio car while Tameo will probably document the French GP edition – should it debut there. Thus we'll have three different Benettons all depicting '89 cars at different stages of the season. Most collectors will of course build only one, the 189 when it appears, the idea of Herbert's debut GP car as a model is, however, attractive...

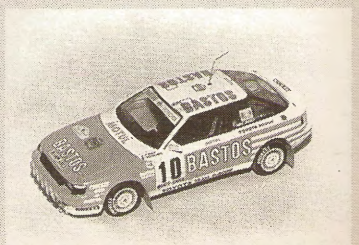
The uneasy truce that's existed between French majors Provence Moulage and Starter was shattered shortly after Le Mans when both announced that they would model the winner, the Aston Martin AMR1 and all the Jaguars. Until about two years ago Starter had concentrated on modelling most of the WS-PC contenders together with Supercup, NASCAR and rally cars. Provence Moulage had been beavering away creating a mini-history of Jaguar and Aston at Le Mans together with making historic Mille Miglia runners.

Gradually duplications have crept into the schedules of the two however culminating in the post Le Mans announcements from the twin camps that they would both make all the front runners from this year's event – with one exception that is. So far Provence Moulage has never yet made a Porsche 962 whereas Starter has made almost every variation. If PM finally succumbs and starts in on that area then we're in for an era of unrivalled duplication.

On the detail front Starter has already said that it will model the Le Mans Aston with a lift-off back and full engine detail. We've yet to hear what PM has to say about that... watch this space.

Top: The Starter 1989 Ferrari – the first in a long line. Right: John Simons' hand and model – the Corvette Grand Sport of '63. Below left: PM's new 1959 Le Mans Lister Jaguar. Below right: Also by PM the Bastos Celica from the Monte Carlo Rally.





The Sauber, Jaguar and Aston kits should arrive with specialists in the UK around the beginning of August and the following month we can probably expect the Stuck/Wollek-Joest 962 and probably the Nissan. PM will, as usual, model all the Japanese Le Mans contenders and Starter will – over the next year or so – as usual model most of the Porsche brigade – there are enough of them.

Producing Sauber Le Mans winner number three – third one to announce that he's modelling it – will be Englishman John Simons, more usually known for making Ford MkIIs, Porsche 917s and his latest – a Chevrolet Grand Sport of 1963.

"I've always wanted to make a current Le Mans winner and watching this year's race I was so taken with the shape and appearance of the Silver Arrows that I've committed myself," John told us. "It will be a metal 1:43 scale model but only available hand-built mounted on a display base and in a quantity of 500. Price will probably be around the £95 mark but we'll see when I start putting them together."

There are strong rumours that a German super-modeller (a man to whom detail is more vital than the quantity made) is also to model the Le Mans winner. The man is Axel Spurling but quite how he'll make his creation available is not yet clear. Axel is the builder of some of the most accurate and detailed Porsche 962s yet seen by anyone. Walter Brun buys most that he makes, they're that good. Problem is that once Axel has created something he gets side-tracked to other projects and forgets to supply any to the public through normal specialist outlets.

Back to single seaters and Rob Ijema's business is still growing, there are hardly any F3000 cars left for him to produce. He has just completed Phillipe Favre's Lola the colour scheme for which he personally designed. Rob is now working on the Bowman Ralt F3 cars.

As I know that many additional copies of AUTOSPORT are sold in the period leading up to the Silverstone bonanza let's rapidly explain that all the models we've talked about so far are 1:43 scale – ie 7mm of model to 1 foot of full size car – and about 4ins long. They're produced by race car fanatics in very limited edition kit form and not around for very long following initial release. Some makers continue to keep models of say Le Mans and F1 Championship winners in production for years, others do not and the process of deletion from their rapidly changing catalogues seems arbitrary. These models have a superb level of detail, are highly accurate and about as different – on close scrutiny – from the 'toy' offerings of companies like Onyx and Vitesse as is an engineless, hollow XJR9 show replica made by TWR's one-to-one model factory – from the genuine track version.

In previous columns we've talked about the rapidly growing Onyx range from whom recently we've had a good XJR9 in both Castrol and pseudo Silk Cut Colours. The company also, of course, make F1 models complete with rather nasty driver figures which make them look a little too toy-like. But, for under £7, you get a near-current F1 car, or something that looks pretty much like it from 12ins away and – who's to argue with that when just a year ago there was no one at all making F1 models other than Meri and Tameo?

Finally – want a freebie? Those enthusiasts at Grand Prix Models have compiled two massive new checklists of models that they're offering to send to AUTOSPORT readers free. The first includes every available kit and hand-built Le Mans car currently available and the second every F1 car. For a short time they'll not even charge you postage – ring (0923) 852828 and get yours.

BH

BOOKS

GRAND PRIX CARS 1945-65
By Mike Lawrence
Published by Aston Publications
Hardback, 264pp, £18.95

An uprated version of Aston Publications' 'directories', *Grand Prix Cars 1945-65* describes every car built between those dates. And that means *every* car. It includes some totally obscure machines which appeared only once in minor events, and others which didn't even race at all!

As Lawrence says in the foreword, marques such as Ferrari, Maserati, Cooper and Mercedes have been covered in depth before. But what about Baird-Griffin, Jicey, Monnier and Cromard? And who remembers the Sadler, or the Cegga-Maserati! They're all featured here...

This is a fabulous book, meticulously researched and amply illustrated. It is no dry work of reference however, for Lawrence's witty style is very readable, and he is not afraid to poke a little fun at some of the less successful efforts: "Stebro has the distinction of being the only Canadian car to compete in a WC race," he writes, "although that is a little like being the World's tallest dwarf"... An essential book then, and well worth the price.

ALC

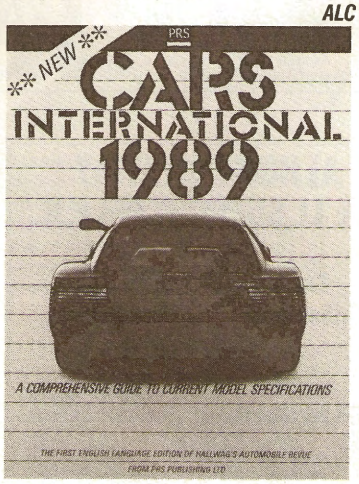
JAGUAR XJR – GROUP C & GTP CARS
A Technical Appraisal of the V12 Cars
By Ian Bamsey
Published by Haynes
Hardback, 160pp, £24.95

Prolific racing author and technical specialist Ian Bamsey has come up with yet another book which can be regarded as the definitive work on the subject.

Jaguar XJR – Group C & GTP Cars is a detailed and well-researched story of the Jaguar prototypes run by Bob Tullius and Tom Walkinshaw since the first Group 44 IMSA car appeared in the early eighties. With the help of many of the behind-the-scenes personnel, Bamsey provides a blow-by-blow account of the development of the cars, putting it into the context of what else was racing at the time and who was doing the winning; both Porsche and Sauber come under scrutiny as well as Jaguar itself. This is the first time that the XJR models have been documented in such detail, although the late Andrew Whyte's book *Jaguar – World Champions* tells a better overall story of Jaguar's prototype involvement.

While Bamsey's book cannot be faulted for its technical story, it is heavy going, and not perhaps bedtime reading. Quotes from the many drivers to have sampled Walkinshaw's cars would have been good; the only one I found (from Jan Lammers) was credited to a 1985 AUTOSPORT report! Nevertheless it is a superb book, if a little overpriced at nearly £25.

ALC



CARS INTERNATIONAL 1989
Published by PRS Publications
Softback, £19.95, 478pp

For the automotive buff, this is the publication of the year. For those of you who might want to know the specification of the Ford Del Rey (a Granada made in Brazil, don't you know?) or the wild looking Sbarro Robur from Switzerland, this is your book.

This is the English translation of the famed Hallwag annual that has been published in German for over 40 years, and the information contained about the 1500 plus models covered is straggering.

As well as the car-by-car analysis, *Cars International* also contains in-depth colour fetures on future trends in the automotive world, the revival of the sports car market, a selection of road tests and an examination of the structure of motor sport. As a reference book, it has no peer.

BSJ

FERRARI – THE GRAND PRIX CARS
By Alan Henry
Published by Hazleton Publishing
Hardback, 352pp, £17.95

Definitely one for the *afficionado* this. If you like Ferrari racing machines, and I do, you'll revel in Alan Henry's exhaustive and comprehensive work covering the marque's Grand Prix history.

Updated and enlarged from the first edition it brings the story bang up to date with a wealth of photographs tracing the record of the Prancing Horse from its first appearance in the 1948 season up until the end of '88, the year of Enzo Ferrari's death.

While not for the casual racing observer, the book delves deeply into the intricacies of producing machinery for top level racing. You have to be a fan to survive 352 pages, but if you have the time it's a worthwhile experience and there won't be a thing you don't know about Ferrari's GP designs.

MOH

CLASSIC AND SPORTSCAR BOOK OF RACING CAR TRACK TESTS
By Willie Green and Mark Hughes
Published by PSL
Hardback, 192pp, £14.95

Willie Green has track tested nearly a hundred racing cars for *Classic and Sportscar*. His credentials for the job are impeccable. Therefore if you want to know how your favourite racing car handles out on the track, Willie is the one to tell you.

In his collection of 30 personal favourites you will learn how he fulfilled his lifetime ambition to drive a 1954 BRM V16, how the cockpit of a Maserati 250F gives you horrendous cramp and how Ferrari's 312T3 is the kind of car "you can put on and wear"!

Each test is illustrated with contemporary and historical photography, much of it in colour, and contains a thorough chassis history alongside Willie's informative text.

The book is an excellent record of the capabilities of some of the most significant machinery in racing history. After reading so much about what the cars achieved it's nice to learn how they achieved it.

MOH

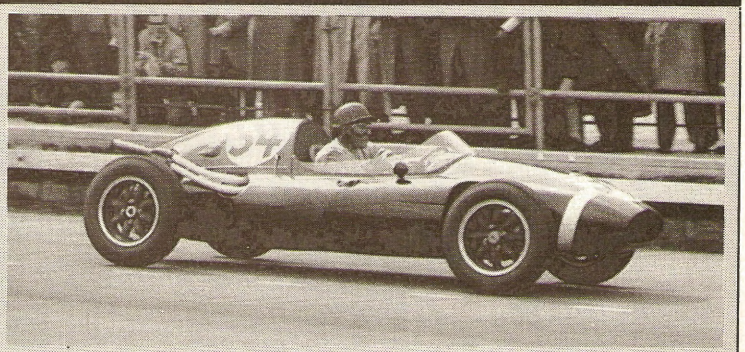
GRAND PRIX BOOK COMPETITION

How knowledgeable are you on the history of World Championship and F1 racing in the important 20 years that followed the end of the Second World War? Mike Lawrence's new book *Grand Prix Cars 1945-65* provides not only all the information you would expect from such an experienced writer and enthusiast, but also much that will surprise, and you could win a signed first edition by answering the questions below.

The first six correct entries opened will be the winners, and the decision of the Editor of *Armchair Enthusiast* will be final. Entries should be sent to Grand Prix Book Competition, 38-42 Hampton Rd, Teddington, Middx, TW11 0JE, to arrive by July 30 at the latest. Please ensure that your name and address are included on your entry. The winners will be announced in a future issue of AUTOSPORT, and no member of the staff of the magazine or their families are allowed to participate.

1 In which World Championship race were there no pit stops or retirements?

2 In 1950 which F1 team's three drivers had a combined age of 145, and who were the drivers?



Learn about this 1959 Rob Walker Cooper-Climax via our free to enter competition.

3 One of the ill-fated AGS F1 cars was refettled and ran in the 1964 Italian GP – but under what name?

4 In 1960, Cooper-Ferraris raced under a banner which commemorated a fine Italian driver. Who?

5 Which driver won nine World Championship races in succession?

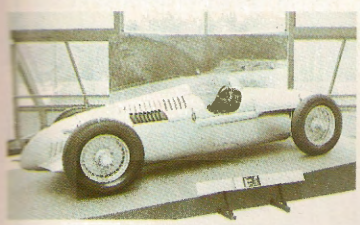
Grand Prix Cars 1945-65 by Mike Lawrence, which includes 8 pages of colour and 200 other photographs (many previously unpublished) is published by Aston Publications at £18.95 and can be obtained from any bookseller. A special edition of 200 individually numbered copies, each signed by Stirling Moss, Roy Salvadori, John Cooper, Rob Walker, Tony Brooks and the author is available from Chater's Motoring Booksellers Ltd, 8 South Street, Isleworth, Middlesex, TW7 7BG at £45 each plus £2.25 (overseas £4.95) to cover the cost of postage.

BRIEFLY

■ Heritage Motoring Films is launching three new videos covering the history of the Mini and the MG car company. The three titles, *The Mini Video* and *The MG Film Library 1 and 2*, will retail for £15.95 and £19.95 respectively and are available by mail order from HMF, PO Box 44, Leatherhead, Surrey, KT22 7AE, tel: (0372) 57358, add £1.50 for p&p.

■ The BSCRA's *Slot Car Racing* publication is out and about once again. This six-times-yearly is available only by subscription from Alan Leese, 6 Cedar Rd. Balby, Doncaster, DN4 9DT.

■ Apparently the Monteverdi Car Collection and Museum is the place to visit in Switzerland these days. If you're planning a visit to those parts the museum, which houses over 120 cars including F1 machinery, is located at Oberwilerstrasse 20, 4102 Binningen-Basel. It also houses a 9000 strong model car collection!



■ News has it that if you want to see the world's only *genuine* V16 Auto Union on permanent public show you will have to visit the USSR. The car (pictured), used by Hans Stuck for hillclimbing in 1938, is the main attraction at the Riga Motor Museum in Latvia. A long way to go, but if you're a fan...

■ Out now is issue 2 of *Duckhams Motorsport News*. Giving full details of the wide number of competitors being backed by the company and other motorsports news, the publication is a news sheet format published by Gordon Bruce Associates of Marlow.

■ The latest issue of *Four Small Wheels* has hit the streets. Published by Grand Prix Models and edited by *Armchair*'s famed Brian 'BH' Harvey, the magazine provides all the latest information on the model car front. The publication is available by subscription if you phone (0923) 852828.

■ Things are looking good for Lotus 89, the international event for all Lotus enthusiasts to be held at Donington Park on August 12-13. Applications for trade stands and entries for the various competitions are flooding in but there's still time to get your booking to the organisers. Contact (0362) 694459 for details.

FEATURE: TRINITY MODELS

Custom car

Most model builders have an eye for detail. When that high standard of accuracy can be translated to a scale as small as 1:43 collectors sit up and take notice. It is that eye for detail which led to the formation of Trinity Models, a company which has set out to reproduce that special level of realism which today's model buyers are demanding.

The current popularity of motor racing in the public's sporting interest is represented in the recent boom in the collecting and building of 1:43 scale model cars. Indeed *Armchair Enthusiast*'s models column has difficulty in keeping pace with the volume of new car releases.

Trinity Models has been quick to spot the need for specialist built model cars, the kind that almost irritate as you attempt to find fault with the builder's painstaking work.

The company is owned by Peter Hancock and Graeme Hatton. Based in Halstead, Essex, the pair have 15 years' experience building and finishing model car kits and what started out as a hobby has now become an occupation.

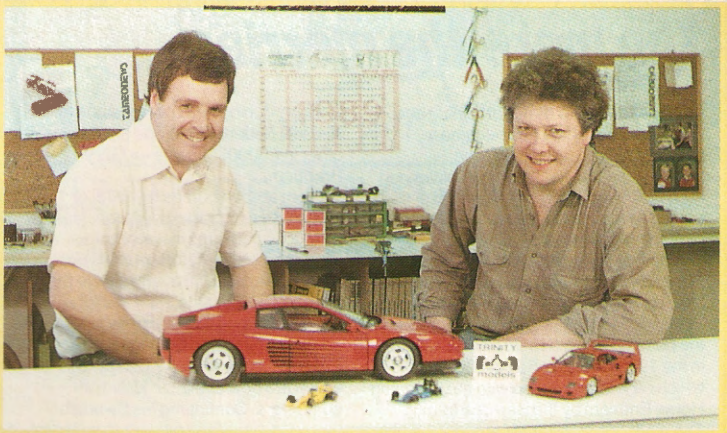
"The whole thing began when I owned two model shops in Essex," says Peter, "when building model cars could be considered an occupational hazard! We originally produced work for one of the UK's leading importers and retail outlets for 1:43 scale cars."

"When Graeme and I realised we had a product that was proving to be something a little bit special we decided to go it alone."

As collectors became aware of the high quality work being produced by Trinity demand began to outstrip the company's capabilities and Peter and Graeme have recently moved to new premises with a purpose designed workshop and office.

Trinity specialise in 1:43 scale Formula 1 and CART racing cars and, at present, are completing the 1988 and '89 fields for both series. "It generally takes us around six hours to complete a car," says Graeme, "and we are producing around 15 a week for sale to shops and also direct to the public.

"We take the basic bodies of model cars such as those produced by Tameo and then apply the Trinity touch, a custom built Formula 1 car so to speak. We spray the models using cellulose paint in the original manufacturer's colours and the engine, transmission, interior (including seat belts) and suspension are accurately detailed and finished. We then present the model on an opaque perspex base, giving it that special finish."



Above: Trinity's founders Graeme Hatton (right) and Peter Hancock with a selection of their wares. Right: The standard of workmanship is clearly displayed on Piquet's Lotus (1:43 version) and (below) the finished product with the Trinity touch.

"We now have a wide circle of customers," admits Peter, "and consequently in response to their needs we also produce Group C models and are now taking orders to refinish Pocher and Burago Ferraris in 1:18 and 1:8 scale."

"With larger scales such as these we can really go to town, especially on examples like the Pocher 1:8 Testarossa," says Graeme. "We strip and spray the exterior according to customers' requirements and, along with the engine detail that goes into our 1:43 cars we include seat, dash and door trims in leather, carpets for the floor and miniature seat belts. You can even order a personalised registration plate!"

The cost of such a piece of model workmanship isn't cheap; it would set you back £750 for the full customisation process, but the standard of finish and the quality of the work is absolutely first class. 1:43 scale cars home in at considerably less, £49.95 and, depending on the availability of the kit, can be in your hands a mere two weeks after the order. Real value for money as far as the collector is concerned.

Trinity is also planning a run of 50 numbered models of each of the Le Mans winning Mercedes and Senna's 1988 Championship winning McLaren.

Trinity models is out to do well. The model collector now has a serious builder ready to produce a service with a little extra and the quality of the finished product means that demand is high. I wonder if they'd give my Matchbox cars the once over?

MOH

■ If you fancy owning one of the Trinity Models' custom-built cars Peter Hancock and Graeme Hatton can be contacted on (0787) 62028. They also welcome callers to their workshop at F3 Enterprise House, Rippers Court, Sible Hedingham, Halstead, Essex. Examples are always on show and the premises are open weekdays 9am to 5.30pm, weekends by appointment.

PREVIEW: R/C INTERNATIONAL

MACHo

Top speeds of over 75mph will be achieved when the elite of radio controlled racers arrive at the MACH club in Heemstede, Holland for the 1989 World Championship.

The permanent circuit can be lapped by the top cars in 15 short seconds and its 280-metre length offers viewing and hospitality facilities.

The world's top drivers will be present at the meeting running throughout early July with a full programme of qualifying and racing on hand. The cars are 1:8 scale, based on full-size models, and are fuel-propelled and piston-engined.

With the popularity of model racing booming, this seventh International series has attracted the backing of Marlboro, Minolta, Fina and Ford.

SATELLITE TV: EUROSPORT

Buy now!

If you're still not sure about that satellite dish perhaps this might make you think a little more. Sky Television's Eurosport channel is showing the F1 season in full including selected live coverage.

Those of you who are suffering insomnia due to the American continent sojourn by the F1 circus and staying up to watch Murray and James, will be a little envious when you learn that both Mexico and Phoenix were shown live.

In addition to its F1 commitments Eurosport will also be showing the British F3 and Touring Car Championships throughout the winter months to help those withdrawal symptoms.

Eurosport's head of production, Adrian Metcalfe, is keen to win over motorsport's TV fraternity. "Where we score over our rivals is that we hold the right to F1," he says. "Our programming is organised to show events at the times convenient to our viewers, be it live or not."

All this is direct to your screens four times following each Grand Prix. Eurosport caters for the F1 fan.

Eurosport carries four broadcasts of each Grand Prix, two in their entirety, two in edited form. There is also a full news service carried in Monday's *International Motorsports* and Thursday's *Mobil Motorsports News*.

And Eurosport's 15 million European viewers look set to have their Grand Prix coverage extended. With commentators Andrew Marriot and John Watson travelling to all the European events the channel is looking to broadcast qualifying.

For further information contact Sue Wakefield on (01) 782 3000.

PAINTINGS

The more the merrier

The stream of new material flowing into the AUTOSPORT office has become a torrent, keeping pace is proving somewhat difficult. The work is of varying standard, some of it brilliant, some of it not so, but all of it part of the motorsport art boom and good to see.

Alan Fearnley, featured in last month's *Armchair Enthusiast*, has released his latest work through Grand Prix Sportique. Entitled 'The Birth of the Prancing Horse' the painting depicts Enzo Ferrari's victory in the 1923 Circuit of Savio following which he was presented with the Prancing Horse Emblem by the Baracca family. The work continues Alan's recent trend of historical paintings. The print run is limited to 850, each being signed by the artist and costing £60 plus £3 postage and packing and, considering the talent and standing of the artist, a fine investment. For further details contact Mary Smith at GPS on (0666) 53776.

Rosemary Hutchings, fresh from her success at Le Mans where her Sports-Prototype work proved extremely popular, has produced a study showing each of the six Spice chassis that competed in the '88 24 Hours. Once again the airbrushed works are immaculate in colour and detail, fine representations of this very successful car and they have attracted a suitable response from drivers and team members alike. Rosemary is now in the planning stage for her next series of works although her time is limited due to the increasing number of commissions her excellent work is drawing in. Anyone interested in Rosemary's work or in commissioning a painting should contact her on (047485) 3793.

The Halcyon Gallery in Birmingham has recently staged a major exhibition of sporting art including motor racing works by Michael Vaughan, who has been involved in the past with Ferrari, and Tony Smith, the classic car artist. Both artists' work proved very popular as has the work of Patrick Gillard also featured regularly in this column.

The Oxford-based artist's latest paintings cover a wide period depicting Dan Gurney in the Eagle, Ivan Capelli in the March and a re-working of his earlier work showing Gilles Villeneuve in the Ferrari 312T4 at Long Beach in 1979.

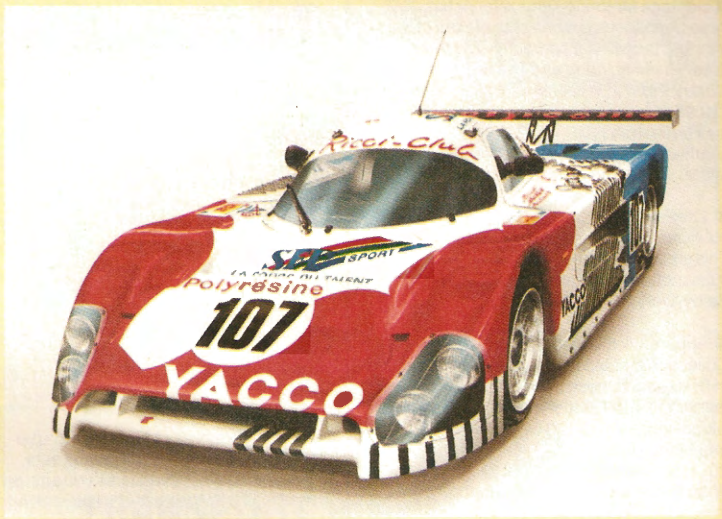
Another artist featuring a wide variety of work is Alan Willis of Grand Prix Portrayed. He has released various fine line driver/car studies recently and is at work producing two commissions for Andrew Gilbert-Scott (one at Le Mans, the other in F3000) and one for Gary Brabham.

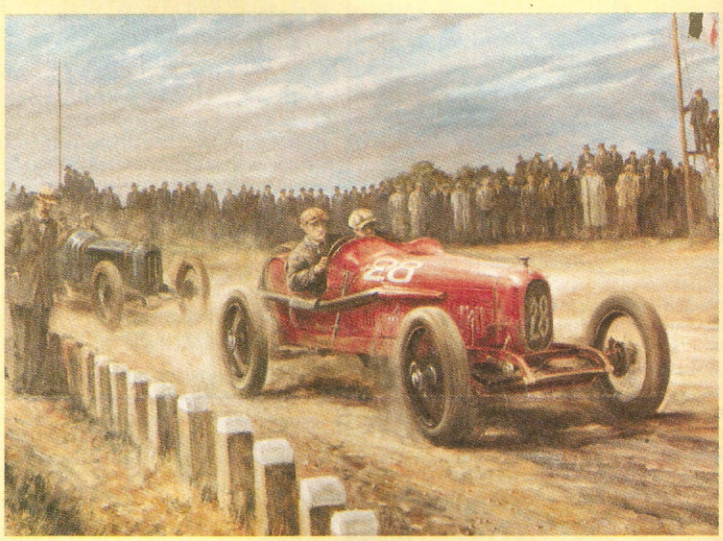
From abroad comes the work of Swede, Lars Göran Andersson. He has produced paintings in water colour showing Ronnie Peterson in his Ferrari 312PB sportscar days and also in the Alfa Romeo T33TT at the 1971 Watkins Glen 1000. Due to popular demand his company has also re-released prints of Peterson in the March 712M in 1971 which are now available to British customers. Continuing his Swedish theme he has also completed a painting of Stefan Johansson in the Spirit-Honda at Pau in '82. Lars is keen to sell his paintings and also to receive commissions. He can be contacted at Media-Service LGA, Torp, 568 00 Skillingard, Sweden.

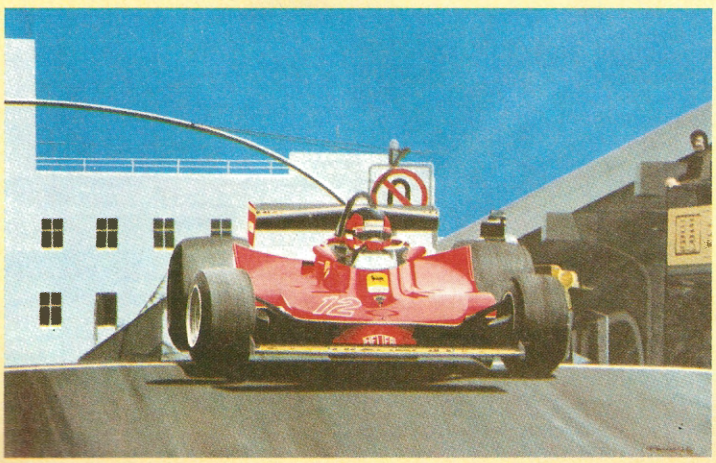
Finally we turn to three new artists: Brian Jackson, Simon Read and Andy Danks. Brian was mentioned briefly last month and has submitted more of his work this time once again covering his favourite period, Grands Prix of the sixties and seventies, and also a painting of this year's Sauber-Mercedes; extremely topical considering its recent Le Mans success.

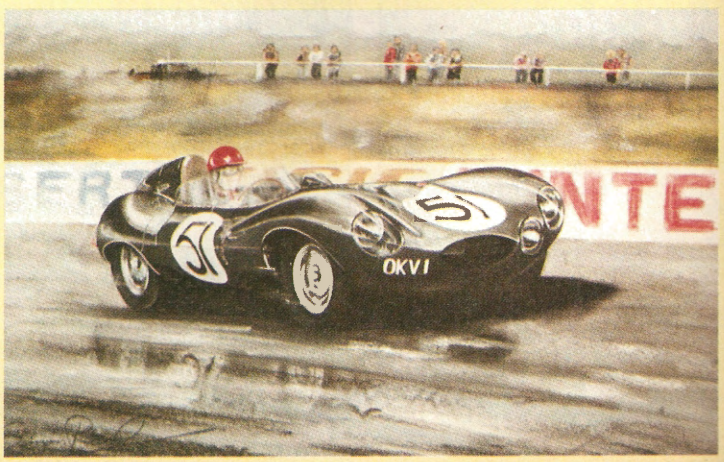
Simon Read produces paintings in guache and has had works commissioned by Keke Rosberg, ICI, and members of McLaren International. Simon is hoping to further his career by working to commission and would be delighted to hear from interested parties on (0252) 20458. Latest examples of his include Prost and Senna in their respective McLarens and a more retrospective work of the Jaguar D-type. Also painting with an historical angle is Andy Danks. Andy has been specialising in Grand Prix racing from the pre-war era to the present day using oils or water colours. As a full time artist Andy is looking for commissions or to hear from anybody interested in purchasing his work, prices starting around £55. He has recently exhibited at Stratford and can be contacted on (0242) 521487.

Armchair Enthusiast, despite the work involved, is still keen to receive details of artists involved in motorsport and any details should be addressed to Michael O'Hare, AUTOSPORT Editorial, 38-42 Hampton Rd, Teddington, Middx, TW11 0JE. It would be pleasant to see that torrent become a flood.





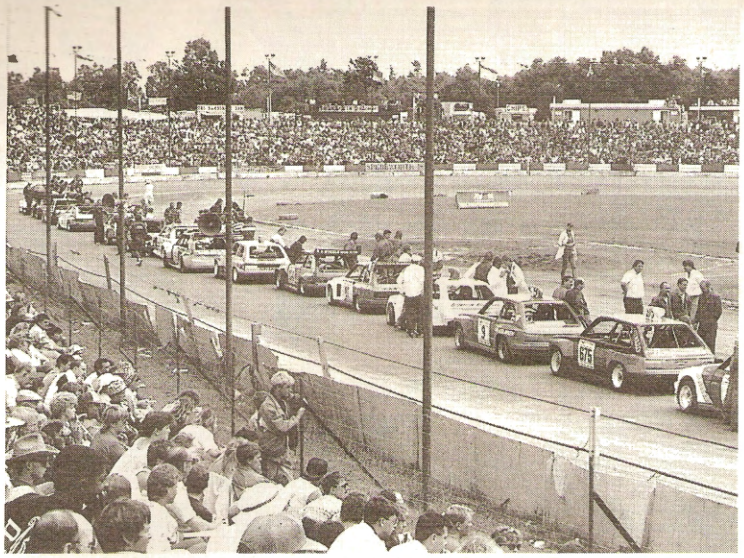




Top right: Detail from Rosemary Hutchings' Spice montage. Middle right: The latest from GPS; Alan Fearnley's 'The Birth of the Prancing Horse'. Right: Andy Danks' oil painting of Beltoise in the BRM, Monaco '73. Below right: Simon Read's Jaguar D-type. Below: A reworking of an earlier painting, Gilles Villeneuve at Long Beach in 1979 by Patrick Gillard.

HUMBLE PYE

Hot rockin' rod finale



A huge and partisan crowd did not go short of entertainment at Foxhall...

Ipswich's Foxhall Stadium is not the most prepossessing motor sport venue in the world, but 20,000 people forked out the princely sum of £12 for the privilege of lining that goddam snake pit recently. And were entertained royally. Short oval racing may never be the most glamorous discipline on offer to British enthusiasts, but it delivers the goods spectacularly in its upper echelons.

My first visit to Spedeworth's National Hot Rod World Championship, on July 2, was inspired by a midweek meeting with twice champion George Polley, one of the specialised sport's living legends – and, co-incidentally, pre-event favourite this year. "Come and see for yourself," suggested '306' (all the top hot rod protagonists are known by their numbers as widely as their names). I'm glad I took his advice...

As a regular at the Newton Abbot track's thrashes these past three seasons (Wednesday night just wouldn't be the same without 'Stock Car', as the Elmore/Groombridge/Wills/Wiltshire hillclimb fraternity dub it – even in the winter when an evening in the pub suffices) the chance to witness "oval racing's premier weekend" was not to be missed. My brother (a hot rod virgin) and I thus set course for East Anglia, and paid our twelve quids like everybody else!

If the admission fee came as something of a shock, the packed terraces did not, for short oval racing has always enjoyed a huge following. The throng, piled high around the Suffolk amphitheatre, lent a special ambience to the occasion as it basked in the sun, and the roars of approval (or otherwise) as each gladiator was introduced, presented an aura of 'Christians and Lions' quality in which to run the big final. Nobody quite got round to pitching raw meat into the arena, but tension ran that high!

The race itself, run over 75 laps of the stadium, may not have been the finest on record, but confirmed my long-held theory that the very best drivers in any field are immensely talented. I'd seen Colin '718' White and Phil '701' Morgan fight their way through a small field in Devon, without so much as scraping a panel as they fought side-by-side throughout a 20-lapper, but the sight of 30 lunatics hurtling round Foxhall in close company was in another league.

On Polley's effective demise in Saturday's heats – in a monumental accident which looked as if it had wrung his Toyota Starlet like a flannel – Northern Ireland veteran Norman Woolsey had things entirely his own way, recording an historic victory for the 'new generation' Peugeot 205GTI.

Six years of Toyota domination were over, almost as soon as the starting flag fell, but a curious amalgam of Ford Fiestas, an Escort Mk3 and an evil-handling 205 wrestled convincingly among the deposed Mark 1 Starlets in the Royal Mail Peugeot's wake. Despite the heritage of all but the Japanese-shelled machines, the cars are all converted to rear-wheel drive specification. But for two or three of the Toyotas (which boasted Wessex VW power), almost everything else had strong Ford pushrod engines, most from the workshops of MASS or David Rowe.

So there is plenty of technical interest in hot rod racing, but the 'Hillman Hunter' in the grandstands remains blithely oblivious to this intrigue, unless he or she is a hardened fanatic. The glossy, but poorly produced, programme frankly told the casual spectator nothing. The circuit commentary, barely audible except in the lulls between races, was no better – comprised of short oval slang and self-indulgent codswallop as I heard it.

As a relative newcomer to the sport – and Spedeworth International, which rather smugly claims to be Europe's largest motor sport promotor may wish me to stay away in future – I find this attitude sad, and blinkered at the very least. Hot rod racing (and I'm not talking about stock cars, bangers and ghastly van/caravan combos here) has truly enormous potential. Not to exploit this, by encouraging a wider audience through the weekly 'bread and butter' meetings, is short-sighted, and a hellish waste of a great business expansion opportunity!

The seasoned punters doubtless know that Neil Facey's Toyota has a VW engine (and could recite its block number), and that Kent Cams sponsor

Hot rod racing has truly enormous potential...

Polley, but proper entry lists for the feature races would go a long way towards filling gaps in the knowledge of less experienced observers. We all have to start somewhere, and a simple table of competition number/driver/entrant-sponsor/car/engine and home town/country is concise, informative and easy to present.

Having taken the decision to invest in a £1.60 souvenir programme, and presumably the meeting sponsors' and advertisers' cheques, it surely makes sense to provide a professional guide to the highlight of the season, if not every clubbie event. The World Championship offering did more harm than good to the status of the event in my opinion, and nothing at all for the sport as a whole.

It may well be argued that the average hot rod fan does not complain, but this is no reason not to strive to improve his lot. No racing circuit – be it Silverstone or the smallest of ovals – can afford to be complacent these days, with so many rival leisure activities calmouring to attract new blood, and its money. Many of thse do not even have the advantage of a consistently good product to sell.

As it stands, hot rod racing is a fine show, but this appears to be mainly down to the drivers themselves. The real showmen like Polley – who discharged himself from hospital, helped his crew assemble another race car overnight, and shrugged off concussion to start the World final on Sunday – make it an accessible sport, give the person in the stands a face behind the helmet to cheer. But they need help.

At maybe £15,000 apiece, top spec National cars are not cheap (the engines perhaps accounting for half this cost), and fewer drivers can afford to compete without major sponsorship in the current economic climate. Spedeworth's new 1600cc hot rod category is now bolstering the sport admirably, with the emphasis on regulations written to control expenditure, and makes a worthy second division. A future premier one?

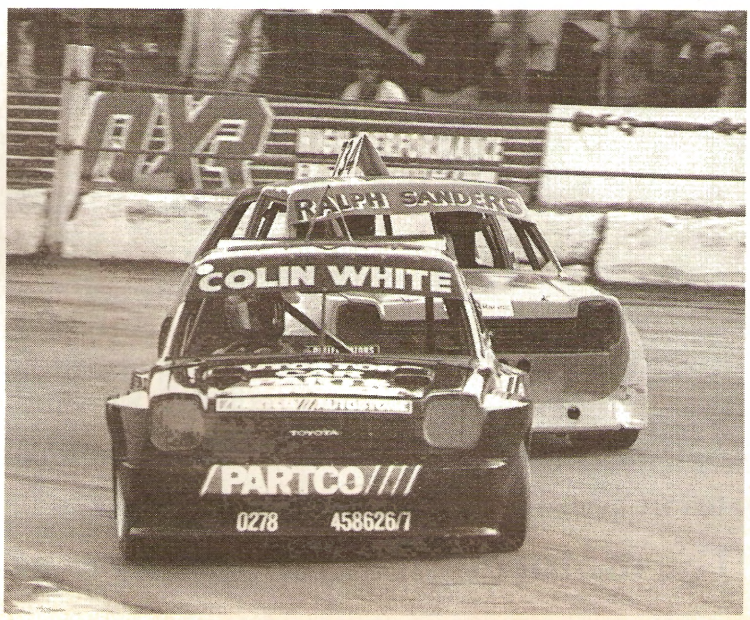
Whatever, this branch of motor sport is a survivor at both its 'grass roots' and professional levels. Compelling racing continues to draw big crowds to meetings up and down the country each week, and excellent television coverage of the World final by Anglia TV is sure to introduce it to ever-wider audiences. This – and satellite coverage – will translate into bigger gates, in fact, but will the inquisitive first timer be impressed by facilities?

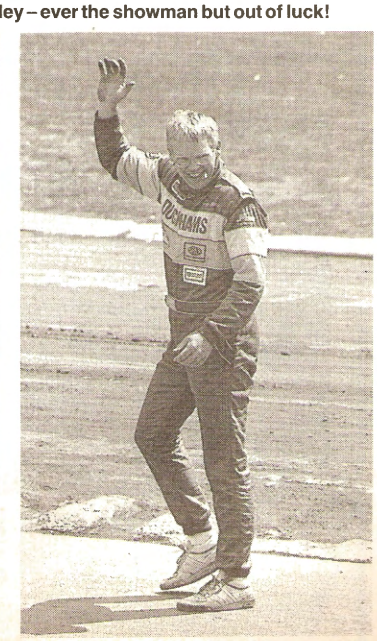
It is surely about time that hot rod racing shook off the traditionally grubby 'stock car/banger racing' image and was presented for what it is. Damn good motorsport. Professionalism from within should be reflected in upgraded amentities – and, perhaps, a true World Series rather than a single venue Championship which brings together the British mainland's elite and a handful of stars from Northern Ireland's fertile scene and neighbours from continental Europe.

For sheer entertainment value, we did not begrudge a single penny of the admission price at Ipswich (value-for-money, I'll wager, which will not be surpassed at Silverstone's Formula 1 World Championship race this weekend). More people went to Foxhall than attended the recent GP in Phoenix. Enough said!

MARCUS PYE

Devon flyer Colin White finished an excellent third in the World final. Right: George Polley – ever the showman but out of luck!





BACK STAGE

Polish Perestroika

It was fun being back in Poland for the first important rally held there for nine years. It was also an emotive experience. The country had suffered under martial law, and I wondered if all my old friends would still be there. The situation must be pretty stable now as FISA has given the Rajd Polski, the second oldest rally in the world, a top European coefficient.

There was purpose in the air. And just to prove there is nothing like incentives for motivation, the first prize was a Polish car. Lancia driver Yves Loubet's co-driver Jean-Marc Andrie had definite plans: "I wanted to win that Polski Fiat. I would have put a car telephone in it, painted the windows dark, it would look very *chic* in the streets of Paris."

Things are certainly changing in Poland. The Solidarity movement has given the country hope and determination. The crowd of youngsters proudly clutching their exit visas at Warsaw

"I wanted to win that Polski Fiat. I would have put a telephone in it and painted the windows black"

airport for a holiday abroad was evidence of this spirit.

The rally was not for the faint hearted; it was fast in a way which worried even the top drivers. Flashing through the forests during training in the southern part of the route, a deer jumped in front of Loubet. "I was flat out in sixth gear.

Polish drivers didn't stand much of a chance on their home event. Andrzej Koper's Renault II Turbo in 11th place provided the best local challenge, but even he was taking it a bit easy. "I wanted to make sure my car would be fit for the Bohemia Rally, in Czechoslovakia," he said. When the average wage is some 20 dollars a week (black market rate) it is a miracle that the Poles compete at all. One of the organisers explained: "Apart from those who are entered by motoring clubs, the most common competitor is one who spends a lot of time working abroad to save up money. There are also those who are in private business." Probe deeper and you draw a blank, except for cryptic comments.

The Poles don't let up in life. Sponsorship is everywhere, even in this socialist regime. One man new to the Polish scene is Haile Aguilar, a rally enthusiast. He is well known to those who have been to Jordan rallies, as the manager of the Marriott Hotel in Amman. Now he is masterminding a new Marriott in Warsaw. "Make no mistake, business-wise the sky's the limit nowadays in Poland," he said. His new hotel will be over 40 storeys high.

Jean-Marc Andrie considers the prize on offer to the winner.

The influence of the Big Bear is ever-present in this country, but the Poles are able to laugh in the face of adversity. We wanted some pictures to typify the spirit of the country and eventually found our subject. A group of young girls were watching outside their home so we urged them to wave at the cars as they passed. Full of excitement they gave their all for the picture. But as the car flashed past they burst out laughing. They had just waved by mistake at a Russian competitor: "Never mind, we'll do it once more! That's the trouble round here, the Russians keep turning up when they are least expected."

This year, under the persuasion of outgoing FIA vice president Roman Pijanowski the Poles are back in the highest available ranks but it is difficult to imagine the world series returning until organisational standards match those of other World Championship events. Phoning into Wroclaw from Britain was easy, phoning out often took hours!

Rallying in the East can vary greatly. Two Russian drivers competed in the recent Old Toomas Rally in Estonia in Integrales, yet much of Polish rallying is conducted in one-make championships for Polski Fiat 136s. "When it can take so long to buy your car you learn how to look after it", an amateur Polish driver told me. "I've got a set of Bilsteins for my Fiat, but I only fit them for an actual event."

Tyres for private drivers are locally made. In Poland Stomil is a strong rally supporter, and cars are inevitably mostly of Eastern bloc origin. FSO125s (Polski-Fiat 1500s) are popular in Poland; Skodas in Czechoslovakia; Wartburgs and Trabants in East Germany; rear-drive Ladas in Hungary and Bulgaria; while both rear and front-drive Ladas and Moskvichs (now called AZKLs) in Russian rallies. Any car, so long as FISA has homologated it.

But whatever goes on around them, it's the people of Poland who make an event like the Rajd Polski such a success.

MARTIN HOLMES

POLISH RALLY

Bob's your winner

The Belgian driver, Robert Droogmans, inched further ahead in the European Rally Championship after winning his second big event in three weekends. He repeated his fine performance at Ypres, by dominating the Polish Rally. Droogmans profited from the turbo troubles of his second placed rival Yves Loubet and gained a 200 points series advantage.

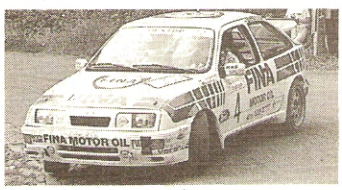
The exceptionally fast tree-lined stages through the Silesian hills were daunting. "They may be good for my Cosworth," Droogmans said, "but they are not good for me." Most stages were run at average speeds of about 110kph, in temperatures of up to 30C. The asphalt was melting, but luckily most escaped big accidents. Jean-Pierre van de Wauwer retired after crashing on the second stage and on the penultimate stage Paulo Alessandrini went off, on a patch of molten asphalt, while lying in third.

The event was held on a circuit of eight stages which were tackled twice on the first day and once on the second. In addition, there was the usual round-the-houses stage in the town of Sobotka at the very start.

All the stages were held on asphalt, which in theory should have favoured Droogmans. But Loubet was not deterred. He practised like mad. Some said he had driven each stage 20 times. "No, it was 15," he quipped.

Droogmans started very badly. He had punctures on stages 3 and 5, a clear run on stage 2 which was subsequently cancelled because of the van de Wauwer incident, stopped briefly on stage 4 with electrical trouble and span on stage 8. But for all this he was only 70secs behind, in second place at the afternoon rest halt at Bielawa. Then on the first stage of the second round both he and Loubet hit a bridge. Loubet lost a half minute with a bent rear suspension and another minute at service, and with this went hopes of equalising the ECR score. Droogmans was luckier; his worst damage was a deranged bodywork at the rear of the car.

On Friday night Droogmans was 26 seconds in front; Fabio Arletti was out with a blown head gasket in his Astra Team Lancia; Polish driver Marian Bublewicz had retired with turbo trouble on his Mazda 323 4WD; Belgian Group N driver Omer Saelens had punctured; Polish driver Andrzej Koper did the same and had jack troubles, and British Group N



Droogmans – easy win.

driver Peter Stephenson went out with timing belt trouble. Stephenson's fellow countryman Simon Davison never even started. He was delayed by an accident during training and when his car arrived in Poland after scrutineering, it was then found to have incorrect paperwork.

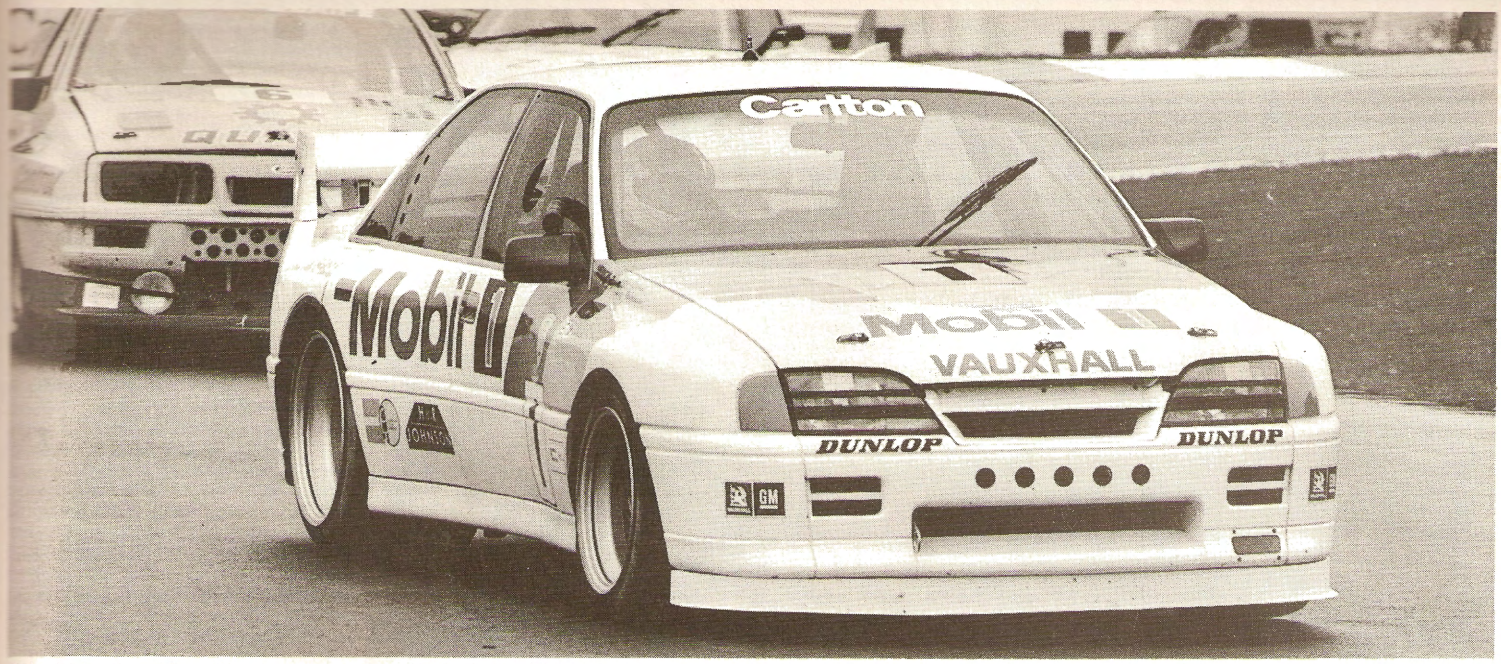
On the second day Loubet re-started in despair. "We had already started re-using tyres last night, we have to go all today on old tyres again – but don't tell Droogmans. Perhaps he might do something silly?" said Andrie. But it was the Lancia not the Ford that was in trouble on the Saturday. The turbo failed and Loubet struggled to the finish losing 1 minute a stage to the leader.

POLISH RALLY (PL)

European Championship, co-efficient 20

Pos	Drivers	Car	Result
1	Robert Droogmans/Ronnie Joosten	Ford Sierra Cosworth	3h30m54s
2	Yves Loubet/Jean-Marc Andrie	Lancia Delta Integrale	3h36m28s
3	Marc Soulet/Philippe Willem	BMW M3	3h45m19s
4	Attila Ferjancz/Janos Tandari	Lancia Delta Integrale	3h49m29s
5	Maurizio Ferecchi/Gianfranco Imerito	Lancia Delta Integrale	3h54m25s
6	Pierre Bos/Claude Jung	Ford Sierra Cosworth	3h55m16s
7	Pascal Schmite/Catherine Clause	Opel Kadett GTE	3h55m45s
8	Omer Saelens/Jeannick Breyne	Ford Sierra Cosworth	3h59m43s
9	Stojan Kolev/Bejke Ignatov	Audi Coupe Quattro	4h00m20s
10	Dominique Dumont/Christian Sterckx	Renault 11 Turbo	4h02m10s

REPORT: NICK PHILLIPS – PHOTOGRAPHY: STEVE JONES



John Cleland and Vince Woodman once again dominated the Thundersaloon event, outfoxing their rivals despite starting on the wrong rubber.

Fennymore's day

A grey day, which became very wet and then dried out again formed the stage for the Vauxhall Trophy Day programme. The rain almost produced an upset in an interesting Thundersaloon counter and had a hand in making the Dunlop/AUTOSPORT 'Star of Tomorrow' round a scorcher.

The size of the entry dictated a qualification race for the 'Star of Tomorrow' FF1600 event, but a number of no-shows meant that only the top three in practice went directly into the championship race. In the wet qualification race, Gary Lingham led into Redgate from pole, but by Macleans Bobby Verdon-Roe had taken up the running. His glory lasted only until he misjudged his braking into the chicane, resuming in second place. He kept the pressure on, but Gary held on to win. Jonathan Moore prevailed over a close but restrained group to take third, from Chris Goodwin, Fennymore, and Warren Hughes.

The 25 finishers were joined by David Coulthard, Kelvin Burt and Scott Lakin, for the championship race on a largely dry track. At the start Lakin stalled, joining in last after a push. Coulthard and Burt were neck and neck up to Redgate, the Scot being squeezed, and ending up on the grass, which was still very wet. At Redgate the inevitable occurred and the front row went off together. Moore ended up stuck in the sand avoiding all and several others were delayed. Burt continued, but Coulthard had broken an upright. Both were later excluded from the results (see *Sports Extra*).

After this shake up we were left with a real race. Lingham was again in the lead, pursued by Fennymore, Verdon-Roe, Harry Nuttall, George Cubitt, Goodwin, Hughes and the pack. Lingham and Fennymore built themselves a small gap as a mass of cars sought to take third from Verdon-Roe. Lingham looked in control, but was in trouble with understeer, particularly into Redgate, and it was here he lost the place on lap 9. These two were joined by Burt for the last lap. He passed Lingham between Macleans and Coppice, but Fennymore defended well although Burt's exclusion gave Lingham his place back.

Behind, Cubitt spun twice and dropped from contention and on lap 7 Goodwin, frustrated by Nuttall's tactics, selected the back straight to make his move, they touched and both spun, Goodwin wiping his gearbox off on the wall. Hughes pipped Verdon-Roe to third by 0.01 second.

Cleland was on a real charge, breaking the lap record

Mark Peters led the wet Formula Forward race from lights to flag. Thomas Erdos was always with him and put him under pressure in the middle of the race, before deciding to settle for second in the dense spray. Mark Goddard and Andrew Guye-Johnson fought over third until the latter misjudged his braking into the chicane on lap 6. Richard Green took fifth and Simon Sutton battled up from 14th on the grid to sixth, pressuring a vibration troubled Tony Hancock into a spin at the Old Hairpin on lap 11.

The Thundersaloon frontrunners had to decide on suitable tyres for the now drying track. The GM Carlton opted for wets, while the Blackburn/Wilson Mazda and the Quaife/Hathaway Sierra went for slicks. Vince Woodman duly took the Carlton into its customary lead, pursued by Graham Hathaway and Mike Wilson, and it soon became apparent that slicks were the right choice. On lap 5 Hathaway took the lead at Redgate and immediately pulled away. Wilson meanwhile had a moment at Goddard and dropped back, recovering to pass the Carlton on lap 10. Next time round both Carlton and Mazda pitted. Tyre and driver change for the GM crew was accomplished in 45 seconds, the Mazda's stop was much quicker.

Hathaway's Sierra stalled in the pits then resumed third, falling back until Quaife spun and stalled at the chicane on lap 28. Cleland was on a real charge, breaking the lap record and retaking the lead on lap 23. Blackburn stayed close, but to no avail. The Class B winning Escort of John Edwards and Trevor Shaw came in third from the three-wheeling Manta of Tony Dickinson and Joe Ward.

Rob Moores outdragged Toyota F3 poleman Paul Tickner, who switched to the outside and then clashed with second row man Paul Quinn as they tried to take Redgate side by side. Tickner retired damaged at the end of the lap, as did Reg James' Ralt. Moores was left with the lead and race long opposition from Quinn. A lonely third throughout was Mike Littlewood in the Toleman Technik 773, followed by Martin Walford and Mark Bailey, up from the eighth row after the throttle cable snapped in practice.

Jeff Allam was on pole in the TVR Tuscan Challenge race but was outdragged from the second row by Gerry Marshall. Jeff was back ahead by Coppice, with Steve Cole third and Chris Hodgetts, a practice misfire now cured, charging in fourth. He hit the front on lap 4, and held off the leech-like Allam to win. Marshall was third from Chris Maries and spinner Cole.

Tony Trimmer's F5000 Lola led the *Libre* field away from Rob Cox's LC88. Cox dropped back as he removed a circuit marker board between Macleans and Coppice. Rob recovered and outbraked Trimmer to take the lead into the chicane on lap 5. He pulled away, before slowing again when he lost fourth gear. TT was only 1.25 seconds behind at the flag. Roger Orgee ran a lonely race in third, as did Eddie McLurg in fourth and Ian Jacobs who was fifth on his first outing in a Reynard 863. Keith Baldwin led the Historic F3 section throughout from Malcolm Carter. ■

DONINGTON PARK BRSCC

Dunlop/AUTOSPORT Star of Tomorrow FF1600 qualification race (10 laps): 1, Gary Lingham (Swift-Scholar FB8), 15m20.31s, 76.55mph; 2, Bobby Verdon-Roe (Swift-Minister FB89), 15m21.59s; 3, Jonathan Moore (Van Diemen-Minister RF89), 15m22.51s; 4, Chris Goodwin (Van Diemen-Minister RF89), 15m22.93s; 5, Graham Fennymore (Reynard-Scholar FF89), 15m23.86s; 6, Warren Hughes (Van Diemen-Scholar RF89), 15m26.20s. **Fastest lap:** Fennymore, 1m29.97s, 78.30mph.

Cavendish Finance Formula Forwards (12 laps): 1, Mark Peters, 16m55.13s, 83.28mph; 2, Thomas Erdos, 16m56.84s; 3, Mark Goddard, 17m02.62s; 4, Andrew Guye-Johnson, 17m10.31s; 5, Richard Green, 17m12.37s; 6, Simon Sutton, 17m16.89s. **Fastest lap:** Erdos, 1m23.67s, 84.20mph (**record**).

Johnson Tiles Thundersaloons (30 laps) – overall: 1, John Cleland/Vince Woodman (6.0 Vauxhall Carlton), 40m39.72s, 86.63mph; 2, Holman Blackburn/Mike Wilson (3.4 Mazda RX7), 40m41.25s; 3, John Edwards/Trevor Shaw (2.0 Opel Manta), 29 laps. **Class A:** 1, Cleland/Woodman; 2, Blackburn/Wilson; 3, Brian Powles/Don Manley (6.9 Ford Sierra), 27 laps. **Fastest lap:** Cleland/Woodman: 1,14.25s, 94.88mph (**record**). **Class B:** 1, Edwards/Shaw; 2, Ward/Dickinson; 3, Andreas Halkiopoulos/Brian Chatfield (1.9 BMW 320), 28 laps. **Fastest lap:** Edwards/Shaw, 1m20.05s, 88.00mph.

BRSCC Toyota F3s (15 laps): 1, Rob Moores (Chevron B38), 18m33.47s, 94.90mph; 2, Paul Quinn (Chevron B43), 18m34.25s; 3, Mike Littlewood (Toleman TT773), 18m44.28s; 93.99mph; 4, Martin Walford (March 793), 18m49.30s; 5, Mark Bailey (March 803), 18m52.08s; 6, Peter Fairburn (Ralt RT1), 19m16.44s. **Fastest lap:** Moores, 1m13.05s, 96.44mph.

Dunlop/AUTOSPORT Star of Tomorrow FF1600s (10 laps): 1, Fennymore, 13m11.12s, 89.05mph; 2, Lingham, 13m11.69s; 3, Hughes, 13m14.53s; 4, Verdon-Roe, 13m14.54s; 5, David Goode (Van Diemen-Minister RF89), 13m15.54s; 6, Jason Weller (Van Diemen-Scholar RF88), 13m15.73s. **Fastest lap:** Hughes, 1m16.95s, 91.55mph.

TVR Tuscans (12 laps): 1, Chris Hodgetts, 15m19.64s, 91.92mph; 2, Jeff Allam, 15m20.17s; 3, Gerry Marshall, 15m30.54s; 4, Chris Maries, 15m34.92s; 5, Steve Cole, 15m38.68s; 6, Bob Sands, 15m38.85s. **Fastest lap:** Hodgetts, 1m15.15s, 93.74mph (**record**).

Design Fireplace Single-Seaters & QED Historic F3s (15 laps) – overall and *Libre*: 1, Rob Cox (3.5 Lola-Cosworth LC88), 17m10.20s, 102.58mph; 2, Tony Trimmer (5.0 Lola-Chevrolet T330), 17m11.45s; 3, Roger Orgee (3.0 Reynard-Cosworth 88D), 17m24.94s; 4, Eddie McLurg (2.0 March-BMW 822), 17m38.17s. **Fastest lap:** Cox, 1m05.62s, 107.36mph. **Historic F3s:** 1, Keith Baldwin (1.6 March-Holbay 733), 13 laps, 87.99mph; 2, Malcolm Carter (1.6 Ensign-Holt LNF3), 13 laps; 3, Gareth Burnett (1.6 Palliser-Holt F3), 13 laps. **Fastest lap:** Baldwin, 1m17.82s, 90.53mph.

REPORT: MARCUS PYE – PHOTOGRAPHY: MICHAEL C BROWN

Anniversary waltz

Street racing returned to Ireland after a three year break last weekend, with the Leinster MC's Dundalk Classic Races. Centrepiece of the town's 1200th Anniversary celebrations, the bold new event united the motorsport communities of the Republic and the North in a common quest, admirably and spectacularly fulfilled.

Brainchild of Phil Monahan, townsman and property magnate, initiative for the event's planning was shared by the small, but vastly experienced, Leinster club, which established a professional race office in Dundalk, installing Andrew Murphy as Race Director.

Although a longer course was originally considered, the organisers eventually opted for a more manageable track of 0.9 miles, for which RIAC approval was gained. Situated close to the heart of the town – which is equidistant from the capitals of Dublin and Belfast, on Ireland's east coast – the compact layout used a section of by-pass as its start/finish area.

Four right-handed corners of differing nature, and a left wiggle, connected the principal straights, with a long, sweeping kink back to the 18-car grid, formed parallel to the quay.

The logistical problems of temporarily converting any town's roads into a racetrack are enormous, but the promoters were able to call upon architect David Byers (leading light in the Irish Motor Racing Club, which put on the Ballyjamesduff street races in 1984-5) to co-ordinate this most ambitious project. This he did with flair and boundless enthusiasm, in the face of considerable difficulties, to achieve a circuit which proved both safe and popular with competitors.

Two kilometres of barriers were bought, shipped in and erected, two-tiered down the length of Castle Road – to the considerable bemusement of residents, most of whom seemed in favour of some excitement on their doorsteps – while Bambi Bins' stock of skips was depleted, the big blue tanks installed where boring for guardrail stanchions was either impossible or impractical.

For the week preceeding the event, there was round-the-clock action as teams of volunteers wrestled with lengths of shining steel, hundreds of concrete-filled oil drums, skips and tyres. Thousands of used covers were lashed to trees, lamp posts and post boxes, offering protection to the madmen (and woman!) in their racing machines, while pedestrian bridges and grandstands (for those without private viewing privileges) suddenly grew up to complete the scene.

Down in the park, which formed the paddock, competitors arrived and disgorged their vehicles from Friday. In bringing motor racing to the people, it was imperative to offer as wide a range

Incredulous looks from the doorway of McDonnell's say it all as Rathfarnham's Des Kiernan flashes by in his Lotus 7 S4. Engine failure stopped Kiernan, but the Classic race's stoppage put him third again.

A punter vaulted the barrier and walked up to the turf accountant's

of events as possible, and a twin-legged round of Britain's Ford Credit Fiesta Challenge was co-opted onto the programme, the yet to be released XR2is arousing great interest among the regular Irish classes.

The transition from public roads to racing circuit went like clockwork at noon each day, co-operation between the marshals, Civil Defence corps and the Garda, and their pleasant manner in dealing with the public, ensuring cordiality in the joint effort.

Attention was then focused on the course from all angles, as acclimatisation sessions, qualifying and races were run remarkably smoothly in both daily programmes.

Unleashed from the grid, the drivers careered down to the traffic lights (the quickest cars geared for 115-120mph at this point), threaded their way between the tyre-clad skips, and right, over a fierce yump, the wrong way into a one-way street.

Round to the left, snatch third under the makeshift bridge (supported by lorry trailers), past the revellers in the Greenore Railway Saloon, anchors on, second again for the right at 'Boozers' Triangle' (overlooked by The Cosy Bar and E&P Cassidy's wine and spirit shop, and with The Windmill public house on its apex.

Up the grand wide avenue of Seatown Place, people leaned out of windows to watch as seriously intrepid folks blasted by, then slammed on the brakes, clambered over the kerb and blasted into Castle Road. Ribbons of silver barriers appeared to merge as one at the far end of this tree-lined street, with its distinct crown in the road and undulations to traverse.

Supreme concentration was required of the drivers, and their speed had residents gaping over walls and fences, and peering out of upstairs windows in disbelief, particularly at the door-scraping antics of the Fiesta pilots, on their way to the deceptively fast St Helena turn, where the top of the park wall formed an impromptu stand with a splendid view.

The main stands, by the startline, disappointingly sparsely populated on Saturday – when shopping, weddings and even a funeral spelled business as usual – filled up more convincingly for Sunday, and those who made the effort were rewarded with an even better day's sport.

Stirling Moss, Leinster MC's special guest, earned roars of approval for his handling of John Dickinson's magnificent Jaguar XK120 before racing be-

People leaned out of the window to watch intrepid folks blast by

gan, and waved majestically between twirls of its big wheel, the straight-6 engine growling its pleasure too.

The popular Fiat Challenge opened Saturday's programme, and Dundalk has surely never witnessed such motorised hooliganism in its history? The sound of tyre squealing quickly drew the curious out of the bars to see them lurching and tyre-squealing into Seatown Place, the raucous Ritmos lifting wheels and the 128 derivatives leaning and wobbling as their drivers flicked them in on the brakes.

Try as he did, Mervyn Miller could not displace Eugene Ward up front, while reigning champion Austin Bishop (one of the last to forsake the 128 Coupe) battled to keep MG Metro man Michael Cullen at bay. Joe Foley was the first 128 chauffeur in, after Alan Johnston had been helped into the barriers. The spectators on the roof of The Windmill enjoyed a bird's eye view, and eagerly showed their appreciation afterwards.

The Formula VW race was a bit tame, as nobody could catch Gerry O'Reilly in a race dominated by the Wicklow-built Sheane cars. Down at 'Boozers', Johnny Flynn pulled off on the warm-up lap when his car's distributor cap fell off, but he resisted the temptation to drown his sorrows. Back down the road there was also commotion when a punter came out of the Railway Saloon, vaulted the barrier and calmly walked up the track to the turf accountant's. Having placed his bet, he returned to his pint the same way...

Both of the powerboat-like March-suspended MDGTs sat on the front row for the GT thrash, designer/constructor Morgan Dempsey powering through to win when Peter Faulkner's leading M88 picked up a puncture. Dempsey had to work frantically hard to repel the 'faired-in wheelchair' (TMC-Costin) of veteran John Keaney, back with Vegantune twin-cam power after problems with his pokier MASS-built pushrod unit.

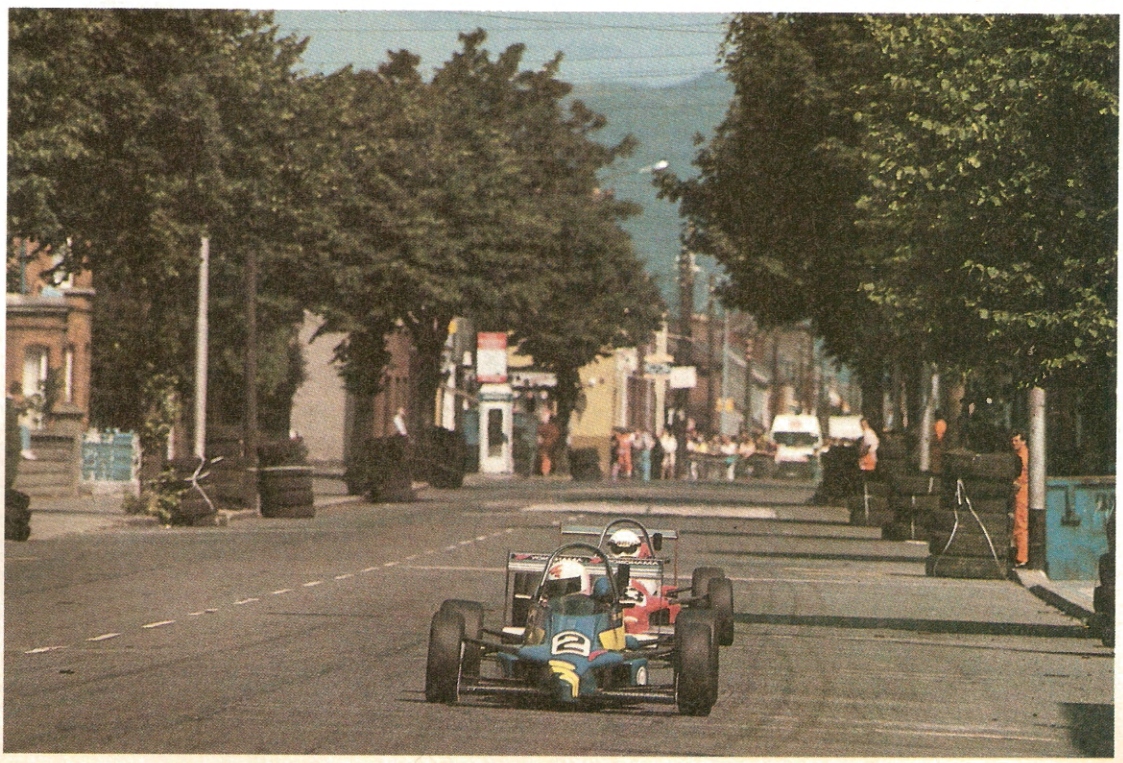
A sensational battle was fought out in their wake, between the brilliantly driven Imp of Dan Rooney and Richard Baird's lighter Exide Stiletto, while superstar Stirling Moss' precision in his historic Widi was watched closely throughout by Noel McDonnell from his Mini. One for the grandchildren!

Talented youngster Owen Hayes

Above: Perched on the Windmill's roof, revellers enjoy the Fiat thrash. Right: Prodsaloons exceeding the speed limit – legally! Below: Dick Curran shadows David Wright as the FF2000 survivors hurtle up Seatown Place.

annihilated the FF1600 'Star of Tomorrow' opposition to score his first race win, Mick Merrigan's protégé unable to see the six-car fight for second in his Sachs Mondiale's mirrors. When Leslie Griffin was booted out by the stewards for excessive weaving, Colm Hynes and Robert Ryan moved up to displace Dick Smith in the queue. Mention must be made of Paul Monahan's scything drive through the field to fifth, after a tardy getaway.

The Ford Fiesta boys gave a great display of on, and over, the limit driving in the prototype XR2is during Saturday's 15-lap heat. The circuit ▶



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proved to be very hard on the brakes, suspension and gearboxes of the cars, but a fabulous tussle up front between Jim Smith and James Kaye had people gasping all round the circuit.

Poleman Kaye did not exercise his option to switch to the inside position, and was matched by Ian Briggs down to the first turn. Frantic wheel-locking saw the cars file through, but at the entrance to Castle Street, Ian's rear brakes locked and he had to pitch the Horncastle-entered machine in. Kaye, up the inside, had the side of his Premium Sound machine biffed heavily in the ensuing sort-out, and Smith steamed away as Colin Stancombe zoomed past 'Briggo' and up to James.

Kaye managed to reel in Smith, but the leader's commitment in the Furrows car was impenetrable, even the most daring attempt over the kerb at St Helena being smartly chopped. The real drama of the race, was Mike Ireland's front hub failure at the same place. How the Hampton builder kept the Greenery machine from the wall remains a mystery, but he finally arrested its progress with a hand-brake turn into the tyres.

At the conclusion of the first day, the stewards sought solace in a little shebeen (the most extraordinary pub-let tucked behind the start), gathered their thoughts with Martin Donnelly Sr – eager for news of his son's progress at Paul Ricard in the Formula 1 Arrows – and prepared to do it all again.

Sunday dawned as bright and warm as the previous day, the Mourne Mountains to the north (just over the beautiful Carlingford Lough, into Ulster) providing a wonderful backdrop in the shimmering sunshine. Spectators basked, and clapped roundly as Moss found time for further runs in the Jag, between autograph sessions and Classic car race outings. The pub-top viewing gallery refilled (as did the glasses) and the Irish flag was dropped once more.

Jackie Cochrane rumbled his glorious-sounding MGBGT V8 into an unassailable lead in the Classic event, but Moss forged his way deeper into the hearts of onlookers by forging his Widi through from the back of the field to second place. Stirling had driven Ed Cassidy's Austin-Healey BN1 in practice, but was worried about several quirks, one of which later led its owner down.

Some terrific racing – not the usual procession – embroiled Des Cullen's ex-Cochrane Sunbeam Tiger and a host of MGBs, most notably those of Denis Howard and Martin White. A final lap stoppage though, for Richard White's wrecked Midget to be removed from Seatown Place, saw the results declared at 10 laps, which let Des Kiernan's Lotus 7 back into third place, its engine having blown outside Ace Videos on lap 11.

The second Fiesta leg saw Kaye avenge Saturday's defeat, although he could not shake off Smith. Colin Stancombe – on his 40th birthday – made third place his own (the top three keeping these positions on aggregate as Briggs fell back with brake problems. Also locking up was Robin Parsons, now in team mate Mark Lemmer's car after third gear in his PJ Nicholls version had gone AWOL in Sunday practice. Another whose car had a voracious appetite for DS11 brake pads, Robin j-u-s-t held off Matthew Neal's Rimstock car.

If only four cars remained in the FF2000 field after the first lap, the lads put on a cracking race, Newtownards plant men David and Leslie Wright starting from the front but chased determinedly by Dick Curran and Noel Roddy in an all-Reynard do which could have been covered by an Irish linen tea towel for 11 laps. Roddy forced his Brylcreem 84SF past the newer cars into second place, only for its engine to tighten. Wright Sr, angry with son David for holding him up at the start, also had a blow-up, but Roddy at least had the consolation of setting the outright lap record.

The evergreen Frank O'Rourke's vast experience eased him clear of Helmut Holfeld's opposite-locking BMW M3 and John Burns' Escort Turbo at the sharp end of the Prod-saloons event, the Auto Rentals Opel Kadett GSi maintaining its momentum for a clear win over the interestingly varied field.

Formula Ford's star drivers supplied a fitting finale, with Sligo's Fionn (say Finn) Murray extending his unbeaten run in the new First National Building Society Reynard to three races, despite a huge shunt in qualifying (see *Sports Extra*). Mondiale director Denis McGall (father of Jonathan) proved his product to be effective in a stern chase, while Denis Sheehan (deputising for the injured Vivion Daly) slithered the Xtra-vision Reynard into third, ahead of the promising Michael Edgar and the Balco Mondiale of Donal Griffin.

To the great credit of the organising club – under President Liam O'Sullivan and Clerk of the Course Dermot O'Rourke (who stepped into the breach when Dominic Murphy was seriously hurt in a road accident last month) – the meeting was superbly run, and finished ahead of schedule! This remarkable achievement, which earned the unanimous praise of competitors will surely be remembered as the event of the season, but where were the droves of spectators to justify the huge sponsorship input? ■

Right: Morgan Dempsey's extraordinary Ford-powered MDGT scuttles round the traffic lights as it leaves the Dundalk by-pass. Below: Apparently unconcerned about the FF1600 Juniors fighting in her street, a resident who has slipped the marshalling net returns home with her shopping...

LEINSTER MC

Progressive pedigree

Founded in 1921, the Dublin-based Leinster Motor Club has a long tradition of organising road races, and was proud to augment this record in Dundalk. The club ran its first event, for motorcycles at Skerries, in its inaugural year, and hosted the first Leinster Trophy meeting for cars there back in 1932.

The event was contested at Tallaght in 1937-8-9, and returned post-World War 2 in 1949, before being moved to Wicklow, where it remained until 1957. Dunboyne took over from '58-66, and in 1967 a one-off event was held on the RAC station at Bishopscourt in the North of Ireland – the only time the club's historic race has ever been staged outside the province of Leinster.

Since 1968, the Leinster Trophy has always been held at Mondello Park, the Republic's only permanent motor racing circuit.

The Leinster MC also ran race meetings at the Curragh in the early 1950s (Stirling Moss won his first event in Ireland there in '51), and in '86 it brought street racing to Dun Laoghaire, following the IMRC's Ballyjamesduff events of 1984-5.

DUNDALK LEINSTER MC

Fiat Challenge race (12 laps): 1, Eugene Ward (Ritmo), 11m57.87s, 54.16mph; 2, Mervyn Miller (Ritmo), 11m58.55s; 3, Austin Bishop (Ritmo), 12m06.00s; 4, Michael Cullen (Ritmo), 12m15.53s; 5, Christy Connolly (Ritmo), 12m16.08s; 6, Joe Foley (128 Coupé), 12m19.20s. **Fastest lap:** Miller, 58.75s, 55.24mph.

Formula VW race (12 laps): 1, Gerry O'Reilly (Sheane), 10m13.35s, 63.38mph; 2, Paul Heavey (Sheane), 10m22.13s; 3, Geoffrey Smylie (Scarab), 10m32.25s; 4, Alistair McKerr (Sheane), 10m32.55s; 5, Alan Byrne (Storey), 10m38.85s; 6, John Mahon (Sheane), 10m43.02s. **Fastest lap:** O'Reilly, 50.37s, 64.32mph.

GT race (12 laps): 1, Morgan Dempsey (1.6 MDGT-Ford/MASS M87), 9m44.08s, 66.56mph; 2, John Keaney (1.6 TMC Costin-Ford/Vegantune VTR), 9m49.92s; 3, Dan Rooney (1.2 Chrysler Imp), 10m13.38s; 4, Richard Baird (1.2 Sunbeam Stiletto), 10m13.97s; 5, Stirling Moss (1.2 Widi-Climax), 11 laps; 6, Noel McDonnell (1.3 Mini), 11. **Fastest lap:** Dempsey, 46.82s, 69.20mph.

Ford Credit Fiesta Championship race, Heat 1 (15 laps): 1, Jim Smith, 13m54.98s, 58.20mph; 2, James Kaye, 13m56.27s; 3, Ian Briggs, 14m04.72s; 4, Colin Stancombe, 14m05.55s; 5, Matthew Neal, 14m08.02s; 6, Robin Parsons, 14m11.25s. **Fastest lap:** Kaye, 54.55s, 59.39mph.

Ford Credit Fiesta Championship race, Heat 2 (15 laps): 1, Kaye, 13m44.80s, 58.92mph; 2, Smith, 13m47.12s; 3, Stancombe, 13m56.45s; 4, Parsons, 13m58.25s; 5, Neal, 13m58.97s; 6, Briggs, 14m08.80s. **Fastest lap:** Kaye, 54.20s, 59.77mph.

Ford Credit Fiesta Championship – Aggregate Result (30 laps): 1, Kaye, 27m41.07s, 58.51mph; 2, Smith, 27m42.10s; 3, Stancombe, 28m02.00s; 4, Neal, 28m06.99s; 5, Parsons, 28m09.50s; 6, Briggs, 28m13.52s.

Formula Ford 1600 'B' race (15 laps): 1, Owen Hayes (Mondiale M87S), 12m28.57s, 64.92mph; 2, Colm Hynes (Van Diemen RF82), 12m34.68s; 3, Robert Ryan (Crosslé 32F), 12m35.43s; 4, Dick Smith (Mondiale M87S), 12m35.72s; 5, Paul Monahan (Mondiale M87S), 12m36.10s; 6, Francis Prendergast (Van Diemen RF82), 12m37.88s. **Fastest lap:** Hayes.

Classic Sportscar race (10 laps): 1, Jackie Cochrane (3.5 MGB GT V8), 8m57.12s, 60.32mph; 2, Stirling Moss (1.2 Widi-Climax), 9m01.60s; 3, Des Kiernan (1.6 Lotus Seven S4), 9 laps; 4, Martin White (1.8 MGB), 9; 5, Des Cullen (4.7 Sunbeam Tiger), 9; 6, John McGrane (1.8 MGB), 9. **Fastest lap:** Cochrane, 64.29mph.

Formula Ford 2000 race (15 laps): 1, David Wright (Reynard 89SF), 11m26.10s, 70.83mph; 2, Dick Curran (Reynard 88SF), 11m32.33s; 3, Noel Roddy (Reynard 84SF), 12m04.00s; no other finishers. **Fastest lap:** Roddy, 44.70s, 72.48mph (**outright circuit record**).

Production Saloon Car race (12 laps): 1, Frank O'Rourke (2.0 Opel Kadett GSi), 10m31.32s, 61.59mph; 2, Helmut Holfeld (2.3 BMW M3), 10m33.40s; 3, John Burns (1.6 Ford Escort RS Turbo), 10m34.22s; 4, Gordon Kellett (1.6 Ford Escort RS Turbo), 10m57.48; 5, John Hayes (2.0 Peugeot 405 MI-16), 11m12.77s; 6, Gerry O'Riordan (1.6 Ford Escort Turbo), 11m33.85s (inc 10sec penalty). **Fastest lap:** O'Rourke, 51.67s, 62.70s.

Formula Ford 1600 race (15 laps): 1, Fionn Murray (Reynard 89FF), 11m46.23s, 68.81mph; 2, Denis McGall (Mondiale M89S), 11m48.77s; 3, Denis Sheehan (Reynard 89FF), 12m04.55s; 4, Michael Edgar (Mondiale M87S), 12, 05.23s; 5, Donal Griffin (Mondiale M87S), 12m06.53s; 6, Bill Griffin (Crosslé 40F), 12m08.83s. **Fastest lap:** Murray, 45.93s, 70.54mph.

NB: All fastest laps establish records.

REPORT: GORDON KIRBY – PHOTOGRAPHY: MAURICE SELDEN

The generation game

"When I woke up this morning and looked out my window, I knew that mountain was mine." So said Robby Unser, 21-year-old youngest son of Bobby Unser, after his first outright victory at Pike's Peak. When Ari Vatanen slid wide near the top of the 14,100 foot mountain and damaged his Peugeot 405 Turbo 16, young Unser's premonition came true.

Not only did he back-up his fabulous Finnish team mate in thoroughly professional style but he also became the fifth Unser to score an overall victory at Pike's Peak, extending the family's three-generation tally at The Peak to include no fewer than 23 outright victories.

Feelings *chez* Peugeot were very mixed last Sunday evening. The aim of the French car builder was to break the 10m30s barrier and establish a record that would stand for some time before retiring from three years of competition at the Colorado mountainclimb. Vatanen himself has been a powerful motivating factor in Peugeot's continuing interest in Pike's Peak and the great Finn was the man assigned the task of cracking the 10m30s barrier, some 17 seconds quicker than his record from last year.

When Vatanen suffered his misfortune some two miles from the finish of the 12-mile climb, Peugeot's day on the mountain was saved by Unser. Although he missed breaking Vatanen's existing record by just over 1 second and was well shy of the 10m30s barrier, Robby gave the team its second successive win in Colorado. He did so despite a high-speed misfire and in spite of a freakishly dry, dusty road surface that was dangerously slippery towards its edges.

Young Unser's win may have salvaged the day for Peugeot. More importantly from his point of view at least, the victory established Robby as one of the top up-and-comers in the USA.

"It is a fantastic thing for the Unser family," commented Peugeot motorsports boss Jean Todt. "I must say I have been very impressed in the past few days with Robby's learning and apprenticing." And from team mate Vatanen came even more florid praise. "He has done an extremely good job for a young man only 21 years old. I know how difficult it is to adapt to a car like this at this level of competition. If the team was wrong in predicting a 10m29s, I am ready to predict that in very few years time this young man will be the Indy 500 winner."

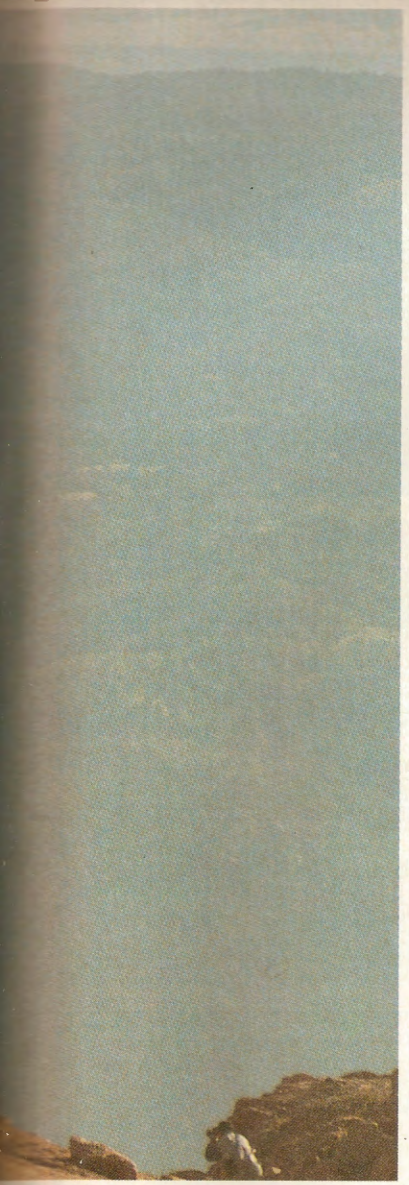
Vatanen made these comments amid apologies to his team for not producing a new record. "I feel I have let down my team," said Vatanen. "I am very disappointed for them. They have worked extremely hard, hoping to achieve a new record. You know, every morning for the past week they have been up at 2am and working into the evening to prepare everything for the early morning practice runs. It's a very demanding schedule for them and I apologise for letting them down. But you know, there have been bigger setbacks I have recovered from..."

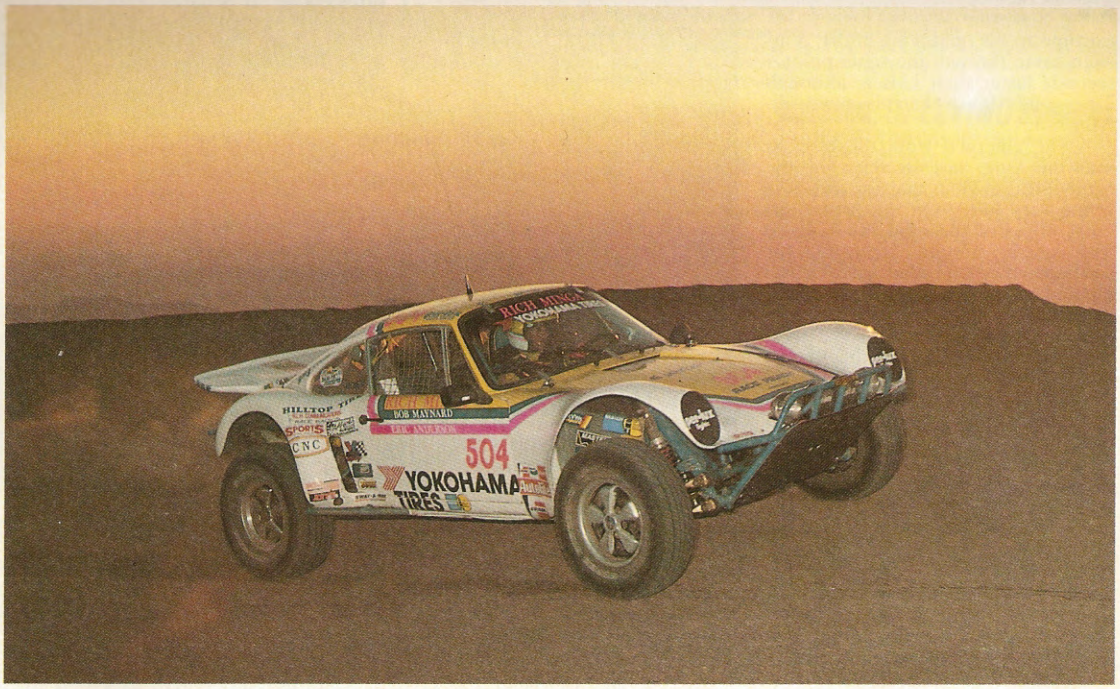
UNSER: "The only day that could match this is winning Indianapolis"

Vatanen is a tremendous fan of Pike's Peak of course. In company with the Paris-Dakar, the Rocky Mountain's Race to the Clouds has played a very important role in the Finn's recovery from his dreadful accident almost four years ago. Last year, in his second run up The Peak, Vatanen broke Walter Rohrl's record by a tiny margin. Conditions were difficult and changeable with some wet patches of road and a hailstorm at the top of the climb!

The weather was very different this year. The western USA is in the grip of a fierce heatwave with numerous forest fires burning through the mountains and up and down the Pacific coast. Down at the base of Pike's Peak in Colorado Springs, every day last week saw temperatures in the 90s(F) with extremely low humidity. Up on The Peak, the weather was as benign and inspiring as any of the event's oldtimers could remember.

Running for a mile or so from the starting line this year was a new surface of tar aggregate which took on more and more the look of blacktop as the week of practice and qualifying wore on. This section also became quite bumpy with ruts and shallow potholes





Left: How close can you go? Ari Vatanen literally on the ragged edge. Above: They came to Pikes Peak in all shapes and forms. Right: Big chief Ari had to give best to team mate Unser. Below: 14,100 feet of mountain, a great challenge.

while the rest of the climb on hard-packed dirt and gravel seemed only to grow dustier as raceday approached.

Friday's qualifying saw the two Peugeots squarely atop the time sheet. Running as usual to Glen Cove, just below tree-line a little short of halfway up the full climb, Vatanen was 7 seconds quicker than Unser – 4m31s versus 4m38s. The times and condition of the course encouraged Jean Todt and Vatanen to make formal predictions before the race of breaking the 10m30s mark. In the middle of this there was some spirited, private discussion about tyres because both Peugeots finished their qualifying runs with badly-worn Michelins. A harder compound had to be used for raceday and this could only serve it seemed, to make Vatanen's assigned task more difficult.

Fifty-five cars in six diffierent classes started up Pike's Peak this year. The Open Rally cars, starring the pair of Peugeots, ran near the tail of the line ahead only of the open-wheel machinery. As fastest qualifier Vatanen was the last Open Rally car to start, a minute or so behind team mate Unser. At Glen Cove, Unser – on harder tyres remember – recorded an almost identi- ▶

►►

cal time to his qualifying effort. Vatanen came through the same point 5 seconds faster than Unser, although 2½ seconds slower than his own qualifying run.

As he emerged from the treeline into the long, fast stretches of the climb it was obvious that Vatanen was trying very hard. On the precarious dusty edges of the road the Peugeot was dancing around, struggling for traction. "Look at that guy," commented a spectating Bobby Unser. "He's something else isn't he? He just never gives up."

"It was too bad," said Vatanen a few hours later, "that we had to run ahead of the open-wheelers. They are quite powerful and fast cars and they would have helped to clean-off the road a little better. The way it was, it was very slippery going into and coming out of the corners because very few of the cars which had run before us used the full road. So it was very difficult, very hard to find traction. Based on the segment times we recorded, even before my problem, we don't think I could have done better than 10m33s."

Disaster for Vatanen lay at Bottomless Pit at 13,000ft. Trying as hard as ever, he ran wide and clouted a rock which badly deranged his car's rear suspension. Reduced to a comparative crawl, Vatanen had to cede the day to his young team mate.

Four miles below the top, just below Devil's Playground, the Unser family waited for official confirmation that Robby had won. When the announcement came over their radios, the large group of Unsers and friends broke into a series of emotional embraces. Tears welled-up in a very proud Bobby Unser's eyes as he clasped his wife Marsha and older son Bobby Jr. There too, was Robby's cousin and very close friend Al Unser Jr and back at the bottom of the climb an hour or so later, Robby was obviously very touched by his family's presence. "It's great!" he exclaimed. "Everyone in the family is here. It's good to have this kind of support. It goes a long, long way."

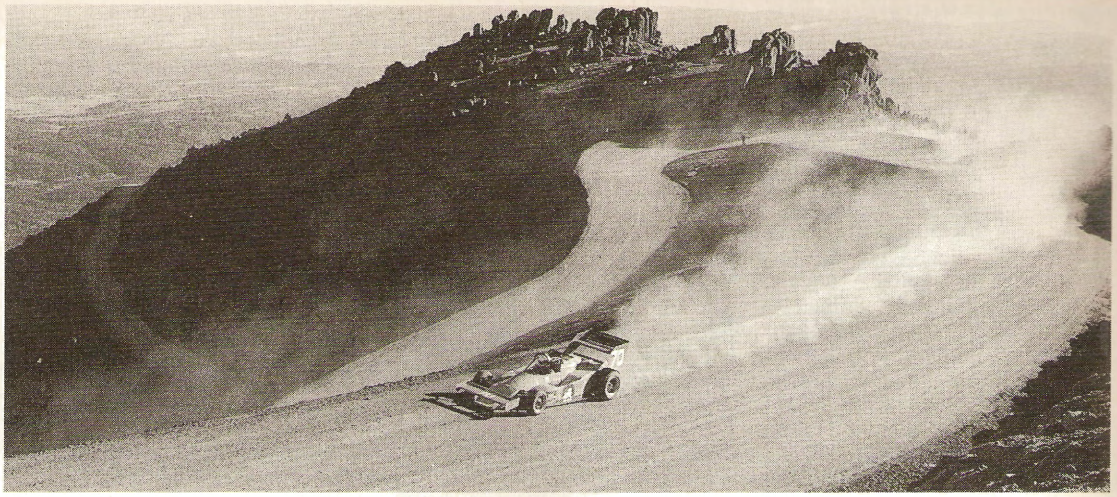
Robby reported that although he had a high-speed misfire for much of his ascent it didn't affect his speed. "It wasn't a problem," he said. "It was only at the top end that it misfired but it pulled out of the corners real well, no problem. I was happy with what I did at the bottom of the hill but I didn't get through the switchbacks further up that well. I can't say it was a perfect run but it was good enough."

Later at a Peugeot press conference Robby put his win into perspective. "The only thing that could match this would be the day I win Indianapolis. And I hope to be able to tell you about that one day." He also praised the team: "Nobody has ever worked and helped me as much as this team."

As far as his future is concerned, Unser made it clear he is hoping to continue his association with Peugeot. "Hopefully I will get into an Indycar next year," he commented, "and if I'm really lucky Jean Todt will ask me to continue to be a part of Peugeot." Indeed, Todt said that Unser was under consideration to be a driver for Peugeot's planned World Sports-Prototype Championship team. Todt confirmed that Peugeot hopes to run an experimental WS-PC race next year and contest the full schedule in 1991.

There were other stories at Pike's Peak this year such as Bobby Donner III scoring an excellent, record-setting open-wheel victory in his Lee Dykstra-designed, Donovan aluminum-block Chevy-powered machine and Leonard Vasholtz recording his fifth win in the stock car class. Donner and Bruning are locals from Colorado Springs and it's men like these who are the backbone of this second oldest motor racing event in the USA. But the big story on Pike's Peak this year was without doubt about Robby Unser and the first major victory of his career.

"I don't know that I'm so talented," he had said a few days earlier. "What you have to do is work at it and try to put it all together. It's all up here. You have to think about it. You have to figure-out what you have to do." And then, breaking into a laconic grin: "The hard part is doing it!" ■



Above: Bobby Donner, Opel Wheel Class winner and second overall. Right: Leonard Vasholtz, Stock victor.

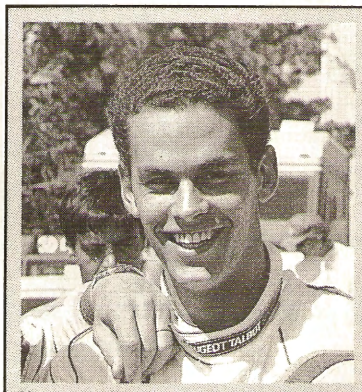
You don't want to end up there too often!

PIKES PEAK (USA)

July 9

Pos	Driver	Car	Class	Time
1	Robby Unser	Peugeot 405 T16	UD	10m48.34s
2	Bobby Donner	Donner Dykstra	OW	11m01.41s
3	David Donner	Donner Dykstra	OW	11m08.97s
4	Ari Vatanen	Peugeot 405 T16	UD	11m12.54s
5	Gary Lee Kanawayer	Wells Coyote	OW	11m12.71s
6	Bill Brister	Wells Coyote	OW	11m13.64s

Unlimited Division: Unser; **Open Wheel:** B Donner; **Stock Division:** Leonard Vasholtz (Ford Thunderbird), 12m23.31s; **Pikes Peak Production:** Rod Millen (Mazda MX-6), 12m43.74s; **Open Production:** Guy Light (VW Golf), 13m34.52s; **Trucks (A):** Steve Millen (Nissan Hardbody), 13m30.13s; **Trucks (B):** Don Adams (Jeep Comanche), 13m31.44s.



Unser – enjoyed some helping hands.

Unser: on the up

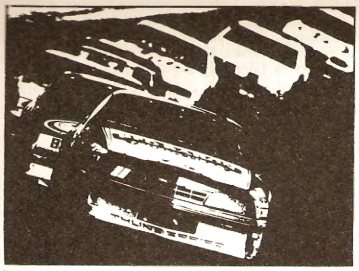
After winning last year's open-wheel category in record time (half a minute slower than Vatanen's Peugeot), Robby Unser was hired this year by Peugeot to drive the team's second car at Pike's Peak. He first competed at The Peak in a Group A Mazda 323 in 1987, winning his class. He started racing in 1983 when he was 15, driving a stock car prepared in his father's shop. In 1987 he broke his right leg in an accident aboard a Championship Dirt Car in Indianapolis. It took longer than expected for the injury to heal with doctors having to re-break his leg last winter.

Nevertheless, Robby has been enjoying his most successful season on record so far this year. Focusing on driving a Chevy V8-powered car in the American Indycar Series – a new, second-level championship for older Indycars powered strictly by Chevy stockblocks – Robby has won seven of eight races. Always an enthusiastic, skilled racer, he has matured rapidly in the past year or so both as a driver and human being and whether it was by design or not, Peugeot's timing in hiring him a couple of months ago for Pike's Peak was nothing less than perfect.

Robby has gone through a rigorous training period both on and off the racetrack with his father Bobby. In typical Unser fashion he was taught to work on his own cars, putting in long hours, learning what makes race cars work. His father can be a relentless taskmaster and the two have had their disagreements and separations. For the past two years, however, they have been working together closely and effectively, as Robby's dominant position in the AIC series seems to indicate.

His task at Pike's Peak this year was a tough one. Vatanen is a superb rally-racer of course, and has many miles under his belt aboard Peugeot's 405 Turbo 16 specifically and in high-performance rally machinery in general. "When I knew I was going to be his team mate," commented Unser, "I knew it was going to be very difficult to stand-up with him. He is a fantastic driver, one of the best I've ever seen. I'm sure he could run very, very fast in any type of race car and there's no doubt that the things I've seen him do on Pike's Peak are simply incredible."

With only one, brief day of Peugeot testing under his belt, Unser was certainly flung in at the deep end last week. With the help of his father's vast experience at The Peak and elsewhere, there were a number of different set-ups Robby would have liked to have experimented with, but in the circumstances there was no room for special components or consideration. Rather than trying different 4WD torque splits and a different approach than Vatanen's to the 405 T16's four-wheel steering, Robby simply got down to the job of learning the car in its 'stock' configuration.



INTERNATIONAL RACES

Johnson – another ATCC title.

Brock's race, Dick's title

ORAN PARK, Jul 9: Peter Brock broke a long drought when he won the final round of the Australian Touring Car Championship at Sydney's Oran Park circuit, while Dick Johnson clinched the title.

It was Brock's 33rd touring car victory, putting him one higher than the tally of Allan Moffat, while his pole position for the race gave him a total of 50. Brock was hounded throughout the hour-long duration by Johnson, who eventually finished 3.3secs in arrears, but the second placing was sufficient to earn his fifth title, equalling the long-standing record of Ian 'Pete' Geoghegan.

Third was Johnson's team mate John Bowe, a mere 0.7sec behind. Bowe was the only driver with a chance of beating Johnson for the title, and after the worst results were dropped from each driver's score, Johnson finished with 107 to Bowe's 94 and Brock's 80. Fourth in the race was Glenn Seton, ahead of Tony Longhurst, and Allan Moffat. Jim Richards took sixth, the Nissan team having chosen tyres which were apparently too soft; Richards made a pit stop for fresh rubber, while team mate George Fury elected to stay out on his set and finished eighth.

Rohan Onslow took over the lead in the Australian Gold Star championship with wins in the fifth and sixth rounds of the Formula Holden series. Previous points leader, Mark McLaughlin, had a driveshaft breakage in his Elfin in the first of the two races, and finished third in the second heat. Newcomer to open wheeler racing, Neil Crompton, led the first round for most of the distance, until being passed in the closing stages by Onslow. Crompton also led the second race for several laps, and although he crossed the line in second, was penalised a minute for jumping the start.

BOB JENNINGS

ORAN PARK (AUS)

Australian Touring Car Championship, round 8

49 laps – 80.23 miles

1, Peter Brock (Ford RS500), 1h00m45.89s, 79.22mph; 2, Dick Johnson (Ford RS500), 1h00m49.24s; 3, John Bowe (Ford RS500), 1h00m49.98s; 4, Glenn Seton (Ford RS500), 1h01m19.65s; 5, Tony Longhurst (Ford RS500), 1m01m35.60s; 6, Allan Moffat (Ford RS500), 1h01m35.79s; 7, Jim Richards (Nissan Skyline), 1h01m47.96s; 8, George Fury (Nissan Skyline), 1h01m52.04s; 9, Robbie Francevic (Ford RS500), 1h01.59.14s; 10, Mark Skaife (Nissan Skyline), 48 laps; etc. **Fastest lap:** Johnson, 1m12.15s, 81.85mph.

Final championship positions: 1, Johnson, 107pts; 2, Bowe, 94; 3, Brock, 80; 4, Richards, 57; 5, Longhurst, 56.5; 6, Fury, 46; etc.

Australian Drivers Championship, round 5

14 laps – 22.91 miles

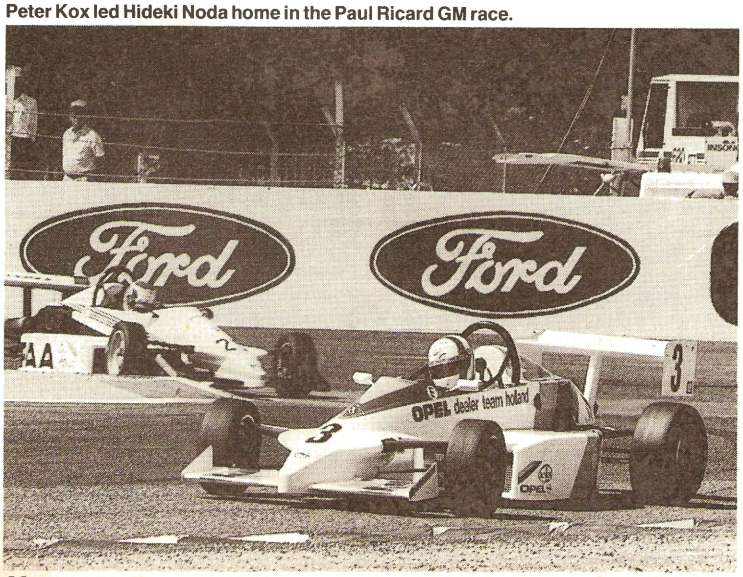
1, Rohan Onslow (Ralt-Holden RT20), 15m29.20s, 88.79mph; 2, Neil Crompton (Ralt-Holden RT20), 15m30.73s; 3, Mark Poole (Shrike-Holden), 15m42.66s; 4, Sam Astuti (Romano-Holden SPA001), 15m53.16s; 5, Ian Richards (Shrike-Holden), 15m57.08s; 6, Chris Hocking (Ralt-Holden RT4), 16m08.24s; 7, Simon Kane (Ralt-Holden RT4), 16m34.90s; 8, Andrew Blanche (Ralt-Holden RT4), 13 laps; no other finishers. **Fastest lap:** Kane, 1m04.90s, 90.94mph.

Australian Drivers Championship, round 6

14 laps – 22.91 miles

1, Onslow, 15m23.21s, 89.49mph; 2, Kane, 15m28.37s; 3, Mike McLaughlin (Elfin-Holden 89), 15m35.77s 4, Astuti, 15m50.43s; 5, Hocking, 16m22.32s; 6, Crompton, 16m27.78s; 7, Blanche, 16m31.03s; 8, Briggs, 13 laps; 9, Poole, 10; 10, Richards, 10. **Fastest lap:** Onslow, 1m04.04s, 92.48mph.

Peter Kox led Hideki Noda home in the Paul Ricard GM race.



Visco had an easy win.

Careful Eugenio

VALLELUNGA, Jul 9: Eugenio Visco won his first Formula 3 race of the season at Rome's Vallelunga circuit on Saturday, leading from flag to flag in a processional race.

With asphalt problems playing havoc with the qualifying schedule, the fast times were set early on Saturday morning, and saw Andrea Montermini in Gabriele Seresina's Euroteam Reynard-Alfa on pole for the second time this year. Visco, Antonio Tamburini and Mimmo Schiattarella were all close behind, followed by series leader Gianni Morbidelli.

Before a deserted grandstand and with the track temperature at a scorching 52°C, the race got off to a leisurely start. Visco beat Montermini to the first corner, with Tamburini, Schiattarella, Morbidelli and Zanardi close behind. The only action in the race was supplied by Monza hero Roberto Colciago who displaced Zanardi for sixth half way through, and Schiattarella, who went into the sand, losing three places in the closing stages. Morbidelli was unable to close on the leaders and settled for third behind his rival Tamburini, while Visco held off a last-minute attack from Montermini to take the flag.

The championship is now hotting up with one point separating Tamburini from Morbidelli and Visco rapidly closing the gap.

JULIAN THOMAS

VALLELUNGA (I)

Italian F3 Championship, round 6

38 laps – 75.24 miles

1, Eugenio Visco (Dallara-Alfa 389), 46m47.48s, 97.45mph; 2, Andrea Montermini (Reynard-Alfa 893), 46m48.21s; 3, Antonio Tamburini (Reynard-Alfa 893), 46m53.52s; 4, Gianni Morbidelli (Dallara-Alfa 389), 46m59.24s; 5, Roberto Colciago (Dallara-Alfa 389), 47m01.87s; 6, Alessandro Zanardi (Ralt-Toyota RT33), 47m02.57s; 7, Max Angelelli (Dallara-Alfa 389), 47m21.18s; 8, Walter Voulaz (Dallara-Alfa 389), 47m26.83s; 9, Andrea Gilardi (Reynard-Alfa 893), 47m26.94s; 10, Stefano Buttiero (Dallara-Alfa 389), 47m42.23; etc. **Fastest lap:** Montermini, 1m13.09s, 98.51mph.

Championship positions: 1, Morbidelli, 32pts; 2, Tamburini, 31; 3, Visco, 24; 4, Zanardi, 13; 5, Montermini, 10; etc.

Next round: Misano, Jul 30.

Kox out front

PAUL RICARD, Jul 9: Dutchman Peter Kox took maximum GM Lotus Euroseries points with a clear start-to-finish victory at Paul Ricard.

With series leader Henrik Larsen finishing sixth, the Opel Dealer Team Holland driver narrows the points gap to the Dane.

From pole position, Kox coasted to an 11secs win, ahead of Christal Racing's Hideki Noda, the Japanese driver delivering the top placing he has promised all season. Brazil's Paolo Carcasci took third spot, coming out on top of a four car battle with Peter Aslund, Eduar Merhy Neto and Larsen, the last two both in trouble with their handling, and swapping places on the final lap.

The French Formula 3 race saw a close battle between Ludovic Faure, Franc Freon and Thierry Delubac. The three cars ran together throughout the 20-lap event, and finished 1.5secs apart at the flag, Faure taking the win. Laurent Daumet was a close fourth, having traded the place with Christian Vidal until the latter fell away.

Renault put on another demonstration run in the Super Production event, as Jean Ragnotti led Jean-Louis Bousquet in a formation 1-2. Jean-Pierre Jarier's Citroën ran third initially, but faded away, leaving Xavier Lapeyre's RoC Audi to fend off Jean-Pierre Malcher's BMW M3. Malcher got through on lap 13, to claim the last rostrum slot. Behind Lapeyre, the top six was completed by Gerard Bleynie and Jean-Pierre Jabouille.

The Renault 21 Turbo race saw a victory for Joel Gouhier, from Philippe Bugalski and Wolfgang Schütz. Massimo Sigala had led for the first seven laps, but dropped back to an eventual sixth.

PAUL RICARD (F)

GM Lotus Euroseries, round 3

20 laps – 47.40 miles

1, Peter Kox, 30m01.64s, 94.68mph; 2, Hideki Noda, 30m12.78s; 3, Paolo Carcasci, 30m24.65s; 4, Peter Aslund, 30m26.69s; 5, Eduar Merhy Neto, 30m29.13s; 6, Henrik Larsen, 30m29.93s; 7, Magnus Wallinder, 30m32.37s; 8, Diogo Castro Santos, 30m35.90s; 9, Frans Voros, 30m36.08s; 10, Ben Edwards, 30m39.78s; etc. **Fastest lap:** Kox, 1m29.08s, 96.24mph.

Championship positions: 1, Larsen, 46pts; 2, Kox, 39; 3, Aslund, 35; 4, Neto, 29; 5, Carcasci, 22; 6, Wallinder & Noda, 19; 8, Joachim Koscielniak, 8; 9, Klaus Panchyrz & Marco Werner, 6; etc.

Next round: Silverstone, Jul 16.

French Formula 3 Championship, round 8

20 laps – 47.40 miles

1, Ludovic Faure (Dallara-Alfa 389), 28m59.95s, 98.05mph; 2, Franc Freon (Dallara-Alfa 389), 29m01.23s; 3, Thierry Delubac (Reynard-Alfa 893), 29m01.41s; 4, Laurent Daumet (Dallara-VW 389), 29m01.80s; 5, Christophe Bouchut (Reynard-VW 893), 29m03.34s; 6, Jean-Luc Palis (Martini-VW MK58), 29m08.03s; 7, Jean-Marc Gounon (Reynard-Alfa 893), 29m09.04s; 8, Yvan Muller (Martini-VW MK58), 29m09.51s; 9, Christian Vidal (Dallara-VW 389), 29m11.17s; 10, Lionel Robert (Martini-VW MK55), 29m11.46s; etc. **Fastest lap:** Daumet, 1m26.10s, 99.06mph.

Next round: Albi, Sep 9.

French Super Production Championship, round 8

25 laps – 59.25 miles

1, Jean Ragnotti (Renault 21 Turbo), 39m26.93s, 90.09mph; 2, Jean-Louis Bousquet (Renault 21 Turbo), 39m27.89s; 3, Jean-Pierre Malcher (BMW M3), 39m35.61s; 4, Xavier Lapeyre (Audi 80 Quattro), 39m37.45s; 5, Gerard Bleynie (BMW M3), 40m05.71s; 6, Jean-Pierre Jabouille (Citroën BX GTI), 40m26.18s; 7, Bernard Salam (BMW M3), 40m27.65s; 8, Patrick Gonin (BMW M3), 40m29.66s; 9, Jean-Pierre Jarier (Citroën BX GTI), 40m40.16s; 10, Dennis Morin (Audi 80 Quattro), 24 laps; etc. **Fastest lap:** Bousquet, 1m31.13s, 93.60mph.

Next round: Croix-en-Ternois, Jul 23.

Renault Elf Turbo Europa Cup, round 6

21 laps – 49.77 miles

1, Joel Gouhier, 34m35.12s, 86.32mph; 2, Philippe Bugalski, 34m43.50s; 3, Wolfgang Schütz, 34m44.34s; 4, Massimo di Risio, 34m52.69s; 5, Michael Bleekemolen, 34m53.32s; 6, Massimo Sigala, 35m00.84s; 7, Pierre Thibault, 35m02.04s; 8, Marco Spinelli, 35m05.18s; 9, Jean-Claude Bourdais, 35m07.57s; 10, Eduardo de Aysa, 35m12.58s; etc. **Fastest lap:** Schütz, 1m37.34s, 87.62mph.

Next round: Nürburgring, Jul 23.

Flying Frentzen

WUNSTORF, Jul 9: Heinz-Harald Frentzen dominated the seventh round of the German Formula 3 Championship on the very wet airfield circuit at Wunstorf.

Heavy rain and a partly flooded track caused the race to be black-flagged after nine laps. Until then Frentzen had been ahead of his nearest rival Michael Roppes by 16 secs. Pole position man Wolfgang Kaufmann had made the best getaway, with Michael Bartels and Frentzen chasing him away.

Bartels was the first of many to fall victim of the dreadful weather conditions, when he spun out of contention. On lap 5 Frentzen outbraked Kaufmann and from then on was in a race of his own, extending his lead by almost 4 secs a lap.

When Kaufmann spun his Dallara, Roppes made it through into second, the race was stopped. Gerrit van Kouwen, Peter Zakowski, Karl Wendlinger and Ellen Lohr came home way behind the three changing leaders.

After much discussion and waiting for better weather conditions, there was a restart over nine laps. This time Frentzen led from lights-to-flag. Behind the ONS-supported youngster the race pattern soon settled in the order of Wendlinger, Kaufmann, Roppes and Ellen Lohr. On aggregate it was Frentzen who came out a very convincing winner, 26 secs ahead of Roppes, with Kaufmann, Wendlinger, Lohr and Engstler filling the next places.

WOLFGANG SCHATTLING

WUNSTORF (D)

German F3 Championship, round 7

16 laps – 56.84 miles

1, Heinz-Harald Frentzen (Dallara-VW 389), 32m02.13s, 106.64mph; 2, Michael Roppes (Martini-VW MK58), 32m28.14s; Wolfgang Kaufmann (Dallara-VW 389), 32m34.33s; 4, Karl Wendlinger (Ralt-Alfa RT33), 33m04.60s; 5, Ellen Lohr (BSR-VW 389), 33m20.46s; 6, Franz Engstler (Reynard-VW 883), 33m54.84s; 7, Gerrit van Kouwen (Reynard-VW 893), 33m55.29s; 8, Frank Schmickler (Reynard-VW 893), 33m55.48s; 9, Klaus Panchyrz (Dallara-VW 893), 34m07.94s; 10, Justin Suenkel (Dallara-VW 873), 35m52.54s. etc. **Fastest lap:** not given.

Championship positions: 1, Michael Schumacher, 105pts; 2, Frentzen, 103; 3, Wendlinger, 98; 4, Kaufmann, 85; 5, Michael Bartels, 82; 6, Roppes, 77. etc.

Next round: Nurburgring, Aug 20.

Murphy's law

CLEVELAND, Jul 2: Robbie Groff scored another SuperVee win at Cleveland.

After finishing fourth at Milwaukee last month, Groff left the Dave White Motorsports team, and took his Ralt to Brian Murphy, who ran the car in '88. Groff qualified on pole and led throughout the 24-lap race.

Another Californian, Jeff Davis, finished a good second in Lee Hagen's '86 Ralt. Erstwhile points leader Mark Smith was troubled in the early stages, and came under pressure from Harald Huysman, who lost time in practice with an engine failure. Huysman quickly rose from seventh but was unable to displace Smith.

Irv Hoerr took his Oldsmobile Cutlass to his second TransAm win of the season. Hoerr started from his fourth pole of the year, and took the lead from Dorsey Schroeder on lap 3, the Ford Mustang driver then stopping with transmission problems. Hoerr then pulled away to a comfortable win from the Chevy Beretta of Tommy Kendall and Scott Sharp's Olds. Paul Gentilozzi ran second until getting stuck in gear, falling to eighth.

JEREMY SHAW/LAURA CULLEY

CLEVELAND (USA)

SCCA Valvoline/Bosch SuperVee Championship, round 5

24 laps – 59.52 miles

1, Robbie Groff (Ralt RT5/88), 32m15.44s, 110.70mph; 2, Jeff Davis (Ralt RT5/86), 32m36.75s; 3, Mark Smith (Ralt RT5/88), 24 laps; 4, Harald Huysman (Ralt RT5/87), 24; 5, Stuart Crow (Ralt RT5/88), 24; 6, Mike Smith (Ralt RT5/88), 24; 7, Duane May (Ralt RT5/87), 24; 8, Lee Perkinson (Ralt RT5/86), 24; 9, Charles Nearburg (Ralt RT5/86), 24; 10, Glenn Boros (Ralt RT5/86), 23; etc. **Fastest lap:** Groff, 1m16.28s, 117.53mph.

Championship positions: 1, Groff, 84pts; 2, Mark Smith, 80; 3, Mike Smith & Huysman, 47; 5, Kim Campbell, 45; 6, Crow, 44; etc.

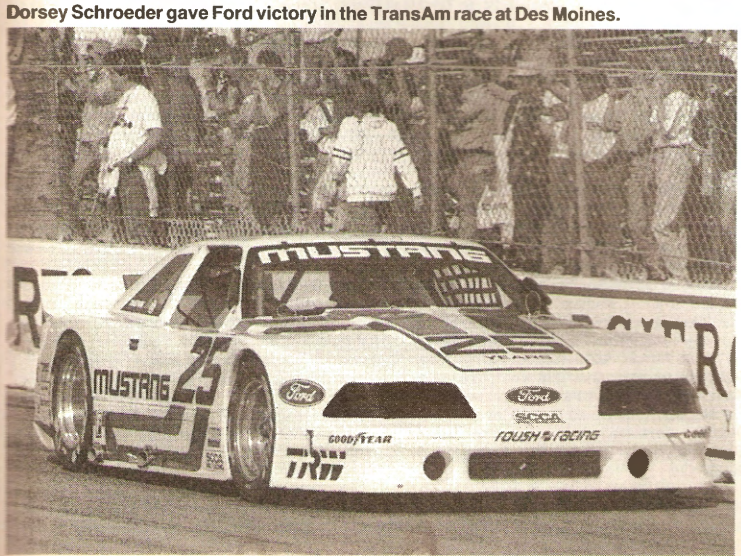
SCCA TransAm Championship, Round 5

40 laps – 99.20 miles

1, Irv Hoerr (Oldsmobile Cutlass Supreme), 59m09.27s, 100.61mph; 2, Tommy Kendall (Chevrolet Beretta), 59m18.83s; 3, Scott Sharp (Oldsmobile Cutlass Supreme), 40 laps; 4, Les Lindley (Chevrolet Camaro), 40; 5, Paul Newman (Oldsmobile Cutlass Supreme), 40; 6, Dick Danielsson (Oldsmobile Cutlass Supreme), 40; 7, Max Jones (Chevrolet Beretta), 40; 8, Paul Gentilozzi (Oldsmobile Cutlass Supreme), 40; 9, Robert Lappalainen (Ford Mustang), 40; 10, Wayne Pickering (Oldsmobile Cutlass Supreme), 40. **Fastest lap:** Hoerr, 1m20.380s, 111.21mph.

Championship positions: 1, Dorsey Schroeder, 59pts; 2, Kendall, 58; 3, Hoerr, 50; 4, Mike Ciasulli, 41; 5, Lappalainen, 39; 6, Jim Derhaag, Jones & Danielsson, 30.

Dorsey Schroeder gave Ford victory in the TransAm race at Des Moines.



Schroeder's top tune

DES MOINES, Jul 9: Dorsey Schroeder took his Ford Mustang to its second 1989 TransAm victory by a comfortable 25secs margin over Tommy Kendall and Max Jones in the inaugural Des Moines GP.

The race opened up as a battle between Chris Kneifel's Camaro, Paul Gentilozzi's Oldsmobile and Schroeder. Kniefel held the lead from Gentilozzi, while Schroeder watched from behind. Schroeder ducked in for his mandatory stop under green, dropping only to fourth behind Kendall, and when the inevitable yellow flag delay struck, Schroeder took to the front.

Kneifel dropped to fourth, then retired with overcooked brakes. Gentilozzi dropped to eighth after a long stop, and later retired after spinning. Irv Hoerr happily took over second place in his Oldsmobile, until he struck gearbox problems, slipping back to Kendall's clutches.

Starting his first career TransAm race, NASCAR Winston Cup Champion, Bill Elliott joined the Roush Racing team for the weekend in the 25th Anniversary Edition Ford Mustang. Without benefit of a practice or qualifying session, Elliott started at the rear of the 31-car field. After 22 laps, Awesome Bill had climbed to seventh. But a crimped vent hose slowed his run back to 14th.

In five rounds of SuperVee competition, there had only been one lead change. In Des Moines, there were four! At the end, Mark Smith survived to take his third 1989 win in his Ralt RT5 followed closely by Harald Huysman's Hydro Aluminum Ralt.

Although the race between Smith and Huysman took the closing lap limelight, it was Texan Stuart Crow who almost came away with the win. The third-place qualifier grabbed the lead on lap 2, and worked up a comfortable lead which vanished to nothing on the first full course yellow. Crow retook the lead, but another yellow flag wiped it out; he then lost first gear, and survived a spin to take third.

LAURA CULLEY

DES MOINES (USA)

SCCA TransAm Championship, round 6

66 laps – 118.80 miles

1, Dorsey Schroeder (Ford Mustang), 1h56m02.301s, 61.427mph; 2, Tommy Kendall (Chevrolet Beretta), 1h56m26.791s; 3, Max Jones (Chevrolet Beretta), 66; 4, Irv Hoerr (Oldsmobile Cutlass Supreme), 66; 5, Dick Danielsson (Oldsmobile Cutlass Supreme), 66; 6, Jim Derhaag (Chevrolet Camaro, 66; 7, Robert Lappalainen (Ford Mustang), 65; 8, Tony Broso Jr (Oldsmobile Cutlass Supreme), 65; 9, Morris Clement (Chevrolet Corvette), 63; 10, Bob Zeeb (Ford Mustang), 63.

Championship positions: 1, Schroeder, 80pts; 2, Kendall, 74; 3, Hoerr, 62; 4, Lappalainen, 48; 5, Jones, 44; 6, Mike Ciasulli and Danielsson, 41; etc.

Next round: Brainerd, Jul 23.

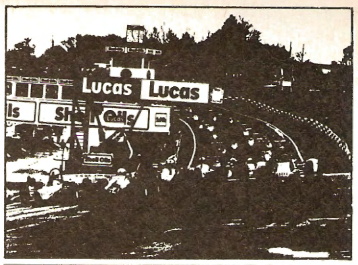
SCCA Valvoline/Bosch SuperVee Championship, round 6

28 laps – 50.40 miles

1, Mark Smith (Ralt RT5/88), 28 laps; 2, Harald Huysman (Ralt RT5/87), 28; 3, Stuart Crow (Ralt RT5/88), 28; 4, Duane May (Ralt RT5/87), 28; 5, Robbie Groff (Ralt RT5/88), 28; 6, John Brooks (Ralt RT5/87), 28; 7, James Clem (Ralt RT5/87), 28; 8, John Schaller (Ralt RT5/87), 28; 9, Mike Sauce (Ralt RT5/87), 28; 10, Charles Nearburg (Ralt RT5/86), 27; etc. **Fastest lap:** not given.

Championship positions: 1, Mark Smith, 100pts; 2, Groff, 95; 3, Huysman, 63; 4, Crow, 58; 5, Mike Smith, 47; 6, Kim Campbell, 46; etc.

Next round: Mid-Ohio, Sep 3.



NATIONAL RACING

History men

OULTON PARK, Jul 8/9: The highlight of Oulton Park's Historic season is the traditional Richard Seaman Memorial Races. This year the machinery attracted to the two day event could only be described as magnificent.

The best race of the weekend was a 12 lap Allcomers Scratch race late on Sunday afternoon. Heading the field was Don Orosco in his marvellous Scarab, but it was fellow front row man Anthony Mayman, in his ERA, who made the better start. Orosco was soon on terms with the ERA but he was never able to really challenge for the lead before the magneto broke on his car. Starting from the back of the grid with a 10secs penalty, John Harper in Mayman's Lotus 16 sliced through the field, until lap 5 when he passed the ailing Orosco at Shell to take second.

He then hauled in the leading ERA and coming out of Dear's Leap at the end of lap 8 he claimed the lead but Mayman retook within half a lap. The two then circulated nose-to-tail for the final four laps, Harper trying extremely hard on the final lap to finish just 0.29secs behind at the flag.

A four lap scratch race set the weekend in motion, David Taylor's Aston Martin made the best start, leading the race by a large margin on the completion of the first lap. Dennis Earber and Alastair Barker followed, all three maintaining station throughout.

In the Patrick Marsh Vintage race, Terry Cardy led the early running from Martin Stretton and John Horton, but moving rapidly through the field was Alex Boswell who took the lead from Cardy on lap 4 never to be headed.

Anthony Mayman capitalised on his pole position to lead the Richard Seaman Historic Trophy race from flag-to-flag. Bruce Spollon led the chasers until losing second to Martin Morris, Morris making no impression on the fleeing Mayman.

The best event of the day in terms of entry was the specially organised, Christies-sponsored 1950's sportscar race which boasted Ferraris, Maseratis, C and D-type Jaguars and Aston Martins. Unfortunately there was not to be much overtaking at the head of the field, although the gap between leader Willie Green in a D-type and Richard Pilkington in a DB3S Aston Martin was never greater than 2 secs.

Roger Collings' Mercedes, which started first in the next event, appeared to have benefitted from generous handicapping, but going into Cascades for the final time the big Mercedes was passed by race winner. Morley's Lagonda.

The 12-lap Allcomers Race attracted a number of fine examples of 1950's single-seaters, with the grid headed by two immaculate BRM P25s in the hands of John Harper and Amschel Rothschild. Rothschild took the lead at the start but coming out of Shell, Harper claimed the lead he was not to relinquish despite a sick engine.

►►

The final race of the first day was another 4-lap handicap event. The Frazer Nash of Donnan started first and completed the first lap fractionally ahead of Hall's Lagonda. Hall led the second and third laps but at the finish it was Keith Payne's Riley that took the honours.

First up on the second day was a Morgan 3 wheeler event with passengers. Greg Bibby made a good start to lead Bill Tuer for the first lap but Tuer was to retire with a broken gearbox leaving Bibby comfortably ahead of Dave Andrews. Lap 6 saw the air pump on Bibby's Super Sport break, allowing Andrews through, but the worth of the riding mechanic was proved when the problem was cured allowing Bibby to reclaim the lead going up Clay Hill on the last lap.

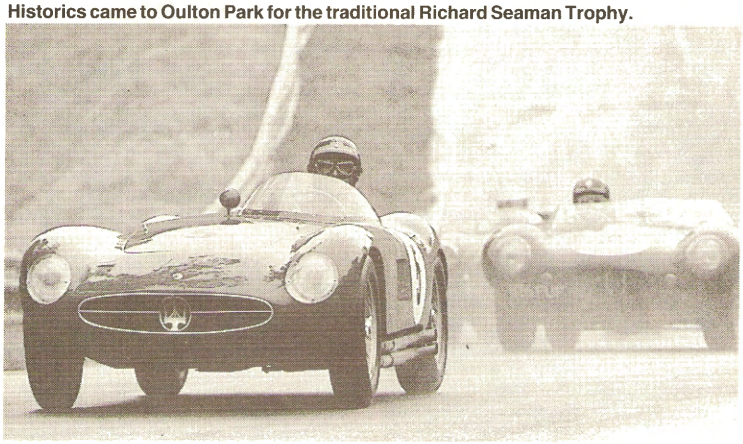
The Richard Seaman Vintage Trophy event proved very entertaining. Terry Cardy and John Horton, both in Bugattis, fought for the lead going into Old Hall, Cardy gaining the upper hand, opening up a gap to Horton who was passed on the second lap by Alex Boswell. Boswell then closed on Cardy, the two running in close formation. Starting lap 7, a back-marker allowed Boswell to move down the inside into Old Hall and claim the lead, proceeding to open up a gap of 1sec per lap.

The final handicap race of the weekend was marred by poor handicapping for Edward Gibbs won the race by nearly 40secs in four laps.

The last race saw Gregor Fiskin and Leon Thompson dicing furiously. Fiskin led from pole for the first lap but Thompson was on his tail and, going into Cascades on lap 2, he claimed the lead, but into Shell Fiskin returned the favour. However by the end of the lap Thompson was back in the lead which he held to the finish.

MARK JONES

Historics came to Oulton Park for the traditional Richard Seaman Trophy.



OULTON PARK — VSCC

Scratch (4 laps): 1, D Taylor (1.5 Aston Martin), 9m38.3s, 68.94mph; 2, D Barbet (1.5 Riley), 9m41.9s; 3, A Barker (4.5 Lagonda), 9m46.5s; 4, S Mann (4.4 Bentley), 10m03.0s; 5, G Bryson (1.1 Riley), 10m04.2s; 6, P Fleming (1.5 Riley), 10m22.4s. **Fastest lap:** Taylor, 2m22.3s, 70.05mph.

Patrick Marsh Vintage Race (8 laps): 1, A Boswell (12.0 Bequet Delage), 17m25.1s, 76.30mph; 2, T Cardy (2.3s/c Bugatti), 17m42.5s; 3, J Horton (2.3s/c Bugatti), 17m47.4s; 4, M Stretton (1.5 Frazer Nash), 17m48.3s; 5, S Smith (1.8 Frazer Nash), 18m50.9s; 6, R Stewart (4.4 Bentley), 19m23.8s. **Fastest lap:** Boswell, 2m06.4s, 78.86mph.

Richard Seaman Historic Memorial Trophy (10 laps): 1, A Mayman (2.0s/c ERA R4D), 22m43.1s, 73.13mph; 2, M Morris (2.0s/c ERA R11B), 22m50.1s; 3, B Spollon (2.0s/c ERA R8C), 22m53.8s; 4, D Rickets (1.5s/c ERA R1B), 22m58.4s; 5, R Jolley (3.5s/c Giron Alvis), 23m24.9s; 6, B Classic (1.5s/c ERA R2A), 23m32.1s. **Fastest lap:** Ricketts, 2m10.6s, 76.32mph.

Handicap (4 laps): 1, L Thompson (1.5 Lagonda), 11m55.9s, 62.70mph; 2, W Fox (3.5 Delahaye), 11m59.3s; 3, E Dunn (1.5 Alvis), 12m00.3s; 4, J Ure (1.5 Riley), 12m07.1s; 5, N Hall (4.5 Lagonda), 12m17.7s; 6, J Brownridge (1.3 Wolseley), 12m20.9s. **Fastest lap:** A Barker (4.5 Lagonda), 2m24.1s, 69.17mph.

Christie's 1950's Sports Cars (15 laps) – overall: 1, W Green (3.4 Jaguar D-type), 35m11.1s, 70.82mph; 2, R Pilkington (3.0 Aston Martin DB3S), 35m15.9s; 3, M Barker (3.8 Alton Jaguar), 36m03.5s; 4, F Sytner (2.0 Frazer Nash), 36m27.5s. **Class A:** 1, Green; 2, Barker; 3, V Lindsey (3.4 Jaguar D-type), 36m50.5s. **Fastest lap:** Green, 2m18.0s, 72.23mph. **Class B:** 1, Pilkington; 2, C Mann (3.0 Ferrari 250 GT), 14 laps; 3, K McSwann (3.0 Ferrari 750 Monza), 14. **Fastest lap:** Pilkington, 2m18.0s, 72.23mph. **Class C:** 1, Sytner; 2, D Jamieson (2.0 Cooper Bristol), 36m57.3s; 3, R McPherson (2.0 Frazer Nash Targa Florio), 14 laps. **Fastest lap:** Jamieson, 2m22.7s, 69.85mph.

Handicap (4 laps): 1, N Morley (4.4 Lagonda), 12m26.9s, 61.63mph; 2, D White (Austin 7), 12m49.1s; 3, R Collings (9.2 Mercedes), 12m50.6s; 4, P Haye (3.5 Alvis), 13m00.0s; 5, T Tarring (11.6 Napier), 13m02.3s; 6, J Golder (1.5 Riley), 13m03.4s. **Fastest lap:** Morley, 2m36.2s, 63.81mph.

Allcomers (12 laps): 1, J Harper (2.5 BRM P25), 24m54.0s, 80.06mph; 2, A Rothschild (2.5 BRM P25), 25m11.7s; 3, D Morris (2.0s/c ERA R11B), 25m24.0s; 4, J Venables Llewelyn (2.5 Ferrari 500), 25m37.8s; 5, C Drake (2.2 Lotus 16), 26m18.2s; 6, A Lindsay (2.0s/c ERA R5B), 26m32.4s. **Fastest lap:** Harper and Rothschild, 1m59.7s, 83.27mph.

Handicap (4 laps): 1, N Hall (4.5 Lagonda), 11m44.4s, 62.85mph; 2, K Payne (1.5 Riley), 11m45.1s; 3, E Dunn (1.5 Riley), 11m48.4s; 4, G Fisken (1.5s/c Richard Bolster), 11m56.3s; 5, L Donnan (1.5 Frazer Nash), 12m05.7s; 6, J Ure (1.5 Riley), 12m10.0s. **Fastest lap:** Ure, 2m20.7s, 70.84mph.

Morgan 3-Wheeler Handicap (8 laps): 1, Bibby/Bain (Super Sports), 18m26.1s, 72.09mph; 2, Andrews/Pearson (Super Aero), 18m28.3s; 3, Reynolds/Wright (Super Sports), 19m17.6s; 4, Cope/Lowe (F. Super), 20m28.6s; 5, Rogers/Hughes (F4), 20m54.5s; 6, Winbow/Worth (Super Aero), 7 laps. **Fastest lap:** Bibby/Bain, 2m10.8s, 76.21mph (**record**).

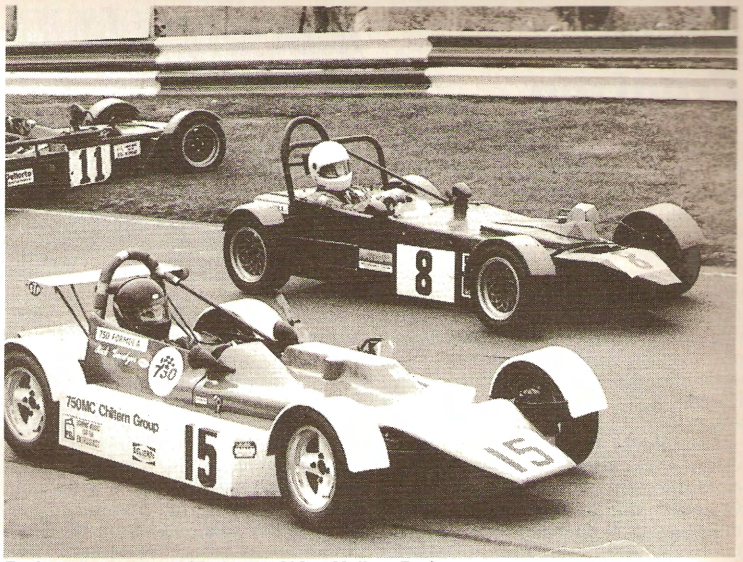
Handicap (4 laps): 1, K Payne (1.5 Riley), 10m58.1s, 67.22mph; 2, M Sayers (1.5s/c Riley), 11m05.3s; 3, L Thompson (1.5 Lagonda), 11m08.6s; 4, Spollon (2.8s/c Alfa Romeo), 11m22.8s; 5, R Dutton-Forshaw (5.4 Lagonda), 11m25.3s; 6, B Sudjic (3.0 Bugatti), 11m33.7s. **Fastest lap:** Sayers, 2m08.2s, 77.75mph.

Richard Seaman Vintage Memorial Trophy (10 laps): 1, Boswell (12.0 Bequet Delage), 21m49.6s, 76.11mph; 2, Cardy (2.3s/c Bugatti) 21m52.4s; 3, D Caroline (1.3 Morgan), 22m23.2s; 4, M Stretton (1.5 Frazer Nash), 22m28.4s; 5, J Horton (2.3s/c Bugatti), 22m47.3s; 6 P Morley (24.0 Napier Bentley), 23m32.7s. **Fastest lap:** Boswell, 2m07.5s, 78.18mph.

Handicap (4 laps): 1, E Gibbs (1.5 Frazer Nash), 10m26.0s, 67.46mph; 2, L Donnan (1.5 Frazer Nash), 11m04.3s; 3, M Dowley (MG), 11m07.7s; 4, M Ingham (4.5 Lagonda), 11m12.9s; 5, J Diffey (Austin 7), 11m13.3s; 6, G Withington (4.3 Bentley), 11m20.3s. **Fastest lap:** G Fisken (1.5s/c Richard Bolster), 2m20.8s, 70.79mph.

Allcomers (12 laps): 1, Mayman, 22m49.0s, 87.37mph; 2, J Harper (2.5 Lotus 16), 22m49.2s; 3, R Felton (2.5 Maserati 250F), 24m12.4s; 4, P Hannen (2.5 Maserati), 24m35.5s; 5, G Burrows (2.0 Cooper Bristol), 23m09.3s; 6, H Leventon (2.0 Cooper Bristol), 23m10.6s. **Fastest lap:** Harper, 1m49.2s, 91.28mph (**record**).

Scratch (4 laps): 1, L Thompson (1.5 Lagonda), 9m18.4s, 71.40mph; 2, Fiskin (1.5s/c Richard Bolster), 9m25.4s; 3, J Walker (2.6s/c Riley), 9m36.7s; 4, R Black (2.4 Aston Martin), 9m42.4s; 5, G Withington (4.3 Bentley), 9m43.0s; 6, C Hudson (1.5 Aston Martin), 9m49.2s. **Fastest lap:** Thompson, 2m17.8s, 72.33mph.



Budget motorsport with the 750 MC at Mallory Park.

Austin 7 antics

MALLORY PARK, Jul 9: Long distance racing came to the Pre-War Austin 7 race series when the 750MC celebrated 50 years with a 25-lap marathon.

The circuit was drying rapidly from earlier rain when the Dimsdale Formula 4 grid lined up behind Bob Davis and Mike Whatley. Hectic wheel changing in the assembly area left most of the frontrunners on slicks which proved the correct choice. There was nearly a major incident just after the start when the front three rows crowded each other, and Chris Kite's Van Diemen bounced into the air. Whatley took advantage to rush clear from Paul Turner, with Davis back in sixth as Kite pulled off. Although the lead pair had a good advantage, Davis was flying and took second from Turner on lap 4. He was soon tucked in behind Whatley and slipped through on the inside at the Hairpin on lap 5. Davis duly pulled away leaving Whatley in a secure class-winning second while Garry Dobbin outfumbled Turner on the last lap to snatch third. Alan Hicks took his Delta up to fifth while Iain Rowley and Steve Pointin-Warltier were next up.

The Try Homes F1300 race was stopped when Bill Cowling and Paul Whitaker went off at the Esses and Hairpin respectively on the first lap. Keith Messer was beaten away at the restart by David Hancock, but soon asserted himself and won convincingly. Hancock was a lonely second from a slick shod Richard Gilmour while championship leader Lenny Coleman retired to the pits with a 3-cylinder engine.

Paul Lowndes (Caterham) demoted the similar car of novice Graham Jones at Gerards on the first lap of the Lotus Challenge and went on to victory. Jon Wrightson closed in on Lowndes in the closing stages, while Jones retired with a sick engine soon after being pushed back to fourth by Richard Smith.

MALLORY PARK — 750MC

Try Homes Formula 1300 (10 laps): 1, Keith Messer (Lola T492M), 9m02.0s, 89.67mph; 2, David Hancock (Mallock Mk20), 9m09.4s; 3, Richard Gilmour (Mallock Mk20), 9m16.0s; 4, Dave Cook (Mallock U2 DAC), 9m32.7s; 5, Mike Bland (Mallock MK20B), 9m34.4s; 6, Chris Kingswell (Gryphon BD), 9m36.9s. **Fastest lap:** Messer, 52.9s, 91.87mph.

Gerry Wainright Motorsport Lotus Challenge (10 laps) – overall: 1, Paul Lowndes (Caterham 7), 9m36.1s, 84.36mph; 2, Jon Wrightson (7), 9m37.2s; 3, Richard Smith (Caterham 7), 9m48.2s; 4, Richard Ball (Elan S3), 9m55.6s. **Class A:** no finishers. **Fastest lap:** Alasdair Southall (Lotus-Cortina Mk2), 1m03.4s, 76.66mph. **Class B:** 1, Ball, 81.60mph; 2, Gerry Wainwright (Elan S4), 9m56.5s; 3, Chris Holland (Elan S4), 10m28.0s. **Fastest lap:** Wainwright, 58.0s, 83.79mph. **Class C:** 1, Lowndes; 2, Wrightson; 3, Smith. **Fastest lap:** Wrightson, 55.3s, 87.88mph. **Class D:** 1, Barry Ely (Lotus Sunbeam), 10m07.6s, 79.99mph; no other starters. **Fastest lap:** 58.9s, 82.51mph.

Pre-War Austin 7 Handicap (25 laps): 1, Nigel Cowley (Cowley Mk3), 29m19.1s, 69.07mph; 2, Mike Peck (Special), 29m59.3s; 3, Keith Rawson (Special), 30m22.9s; 4, Don Rawson (Single Seater), 24 laps; 5, Dave Lowcock (D & S Special), 24; 6, Tim Myall (Pigsty Special), 24. **Fastest lap:** Cowley, 1m06.6s, 72.97mph.

Forwell Group K Sports Challenge (10 laps) – overall: 1, Bob Light (Ultima Mk3), 9m07.4s, 88.78mph; 2, Ted Marlow (Ultima), 9m09.0s; 3, Reg Woodcock (Westfield 11), 9m29.6s; 4, Martin Harrison (Dax Tojeiro), 9m34.2s. **Class winners:** Derek Buckton (Davrian), 9m39.5s, 83.87mph. **Fastest lap:** Buckton, 55.3s, 87.88mph. David Powell (Raffo Tipo 12), 9m38.4s, 84.02mph. **Fastest lap:** Powell, 56.0s, 86.79mph. Light. **Fastest lap:** Marlow, 52.7s, 92.22mph. Keith Facer (Dutton Phaeton), 9 laps, 77.82mph. **Fastest lap:** Facer, 58.1s, 83.65mph. Bryan Healey (Sylva Leader SS), 9 laps, 77.58mph. **Fastest lap:** Healey, 59.2s, 82.09mph. Cyril Baxter (Marcos GT), 9m53.3s, 81.91mph. **Fastest lap:** Baxter, 56.5s, 86.02mph.

Dimsdale Formula 4 (12 laps) – overall: 1, Bob Davis (Davis T6), 9m37.5s, 100.99mph; 2, Mike Whatley (Crosslé 51F), 9m46.7s; 3, Garry Dobbin (Argo JM14), 9m51.8s; 4, Paul Turner (Royale RP27), 9m52.7s. **Formula 4:** 1, Davis; 2, Allan Hicks (Delta T814), 10m00.0s; 3, Iain Rowley (Delta T794), 10m10.1s. **Fastest lap:** Davis, 46.4s, 104.74mph. **FF2000:** 1, Whatley, 99.40mph; 2, Dobbin; 3, Turner. **Fastest lap:** Whatley, 47.9s, 101.46mph.

GB Road Going Sports Cars (10 laps) – overall: 1, Jon Wrightson (Lotus 7), 9m05.1s, 89.16mph; 2, Richard Smith (Caterham 7), 9m16.7s; 3, Peter Lee (Porsche 911RS), 9m17.4s; 4, Fergus Oakley (Caterham 7), 9m18.8s. **Up to 1300cc:** 1, Mike Whatley (Reliant Scimitar SS1), 9m40.5s, 87.72mph; 2, Tim Storrar (Austin Healey Sprite), 9 laps; 3, Ian Thompson (Austin Healey Sprite), 9. **Fastest lap:** Whatley, 56.7s, 85.71mph. **1301-2500cc:** 1, Wrightson; 2, Smith; 3, Oakley. **Fastest lap:** Wrightson, 52.9s, 91.87mph (**record**). **Over 2501cc:** 1, Lee, 87.19mph; 2, Ian Allwood (Morgan +8), 9m50.0s; 3, Bob Stuart (Morgan +8), 9m50.4s. **Fastest lap:** Lee, 54.3s, 89.50mph.

PSL/Dellorto Formula 750 (10 laps): 1, Bob Simpson (SS Reliant), 9m10.6s, 88.27mph; 2, Alan Avery (Avalan), 9m19.4s; 3, Richard Crossman (Darvi 6), 9m21.7s; 4, Ernie Frost (Darvi IF88), 9m25.2s; 5, Rick Goodyear (Hague 80), 9m27.7s; 6, John Twidle (Centaur 19B), 9m28.6s. **Fastest lap:** Simpson, 53.6s, 90.67mph.

Volkspares Formula Vee (10 laps) 1, David Hutchinson (Scarab Mk11), 8m58.6s, 90.23mph; 2, Martin Brown (Ray FV88), 8m59.1s; 3, David Ross (Ace Vee), 9m15.4s; 4, Richard Lynds (Scarab MkII), 9m18.1s; 5, Phoebe Rolt (Scarab MkII), 9m21.0s; 6, Brian Marting (Scarab MkII), 9m21.4s. **Fastest lap:** Brown, 52.2s, 93.01mph (**record**).

At 25 laps, the Pre-War Austin 7 race was a real marathon, and to make it more interesting Nigel Cowley started from the back in his Cowley Mk3. It took him until lap 12 to relieve Mike Peck's A7 Special of the lead before establishing a winning margin of 43secs! Andrew Spence was removed from the results for a yellow flag infringement, and so Keith Rawson moved up to third.

The Forwell Group K sports race was settled at the Esses on the first lap when Bob Light pushed his Ultima Mk3 ahead of Ted Marlow's earlier model. Light could never relax as Marlow was just behind as the pair went away from Reg Woodcock's Westfield Rover. David Powell drove Andy Reeves's Raffo Tipo 12 into a class-winning fifth, chasing Martin Harrison home.

Jon Wrightson went one better in the GB Road Going Sports race with overall victory in his Lotus 7. Richard Lee trailed him home once again but was being caught at the finish by Peter Lee. Lee had worked hard to shake off Fergus Oakley, Tony Brown and Simon Kinsey.

Bob Simpson was the class of the PSL/Dellorto F750 field and made his break as early as the second lap. Ernie Frost slotted into second initially in his Darvi but was under great pressure from Mick Harris and Alan Avery. They eventually jumped Frost at the hairpin on lap 6 and pulled away. Avalan squeezed ahead on lap 9 but the result was in doubt until Harris spun on the final lap. Avalan took the runner-up slot to Simpson while Richard Crossman, Frost and Rick Goodyear all went by Harris who struggled home 10th.

Martin Brown was well down the Formula Vee grid in his Ray but stormed through to challenge David Hutchinson's Scarab for the lead on lap 2. Brown went inside at Gerards on lap 4 but lost it back when boxed by a backmarker.

Brown repeated the Gerards move on lap 6, but Hutchinson stayed in touch and sneaked ahead on the last run through the Esses. Andy Storer and Simon Robinson had touched going into the Esses a lap earlier and had gone off heavily. The yellow flags were still out and as Brown slowed a little, Hutchinson closed up. Hutchinson had enough momentum to get past on the run up to the hairpin. David Ross, Richard Lynds and Phoebe Rolt were next up.

PAUL LAWRENCE

Return visit

CADWELL PARK, Jul 9: Last Sunday at Cadwell saw the return, after a four year absence, of the Uniroyal Production Saloon series, and the first ever visit of the Sports 2000 cars to the circuit. Slickly run, the highlight of the meeting was another fierce round of the Esso FF1600 Championship.

Gil de Ferran slingshotted his Reynard into the lead at the green, leaving the rest to dispute the lesser places. Niko Palhares was into second for a short while until Michael Vergers took his Van Diemen past, Palhares then having to contend with a charging Tim Sugden. Bernard Dolan's Reynard led the next group with Dave Coyne's Swift and the Mondiales of Neil Cunningham and Jonathan McGall, following closely. It soon became obvious that Palhares was holding up Sugden while Vergers was unable to match the pace of leader de Ferran. On the sixth of the 10 laps Sugden was all fired up to finally slice past Palhares when the almost inevitable happened to the group behind; Dolan was lucky to escape the chaos as Coyne, Cunningham and McGall took each other off at the bottom of the Mountain in a flurry of leaping, spinning cars.

Sugden, meanwhile, was past Palhares and away, chasing Vergers. Despite setting a new lap record Sugden's Swift only had enough laps left to get on Vergers' tail as the flag came out, a jubilant de Ferran punching the air with undisguised pleasure at yet another fine win. Palhares retained fourth, Dolan closing up towards the flag, Gareth Rees, Karl Frahm, Jordi Gené, Nicky Hart and Rick Morris taking the placings down to 10th.

The CK Sports 2000s were dominated by Mike Wright, his Lola T87/90 taking pole and an easy win. Nick Bates beat Stuart Kestenbaum off the line with Kestenbaum spending all 10 laps holding Anthony Llewelyn-Davies at bay for third.

A well behaved full grid of Cellnet Formula Firsts saw James Rhodes lead from start to finish. Jonathan Harmer and Brian Saunders fought for second, the position decided when Saunders left the track. Harmer then had Tim Stafford to worry about, Stafford running third until two laps from the end when he got past Harmer and just held onto second as Rhodes took the win.

While Class C Uniroyal victory was easy to determine, Roger Jones leading Andy Middlehurst by 2secs at the finish, the Class D action was still going on in the Stewards office long after the racing had finished...

Jones and Middlehurst had taken the front row in qualifying and outran the rest of the Golfs, Nick Baughn taking third and Phil Wight fourth ahead of Saunders and Nigel Manners all the 10 laps.

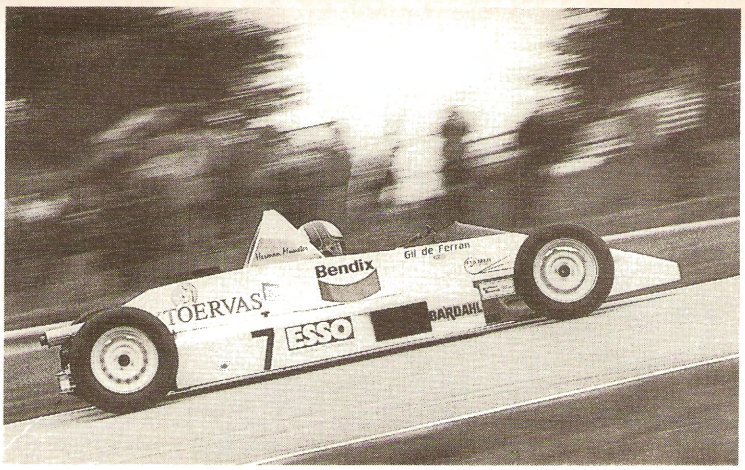
As for Class D, Tim Busby took the win in his Suzuki Swift from Richard Waller's similar car but only after Alastair Davidson and Brett Darrall eliminated each other on lap 8 up at Park Corner (see *Sports Extra*).

Honda CRX action was rather more muted than last year's round at the circuit. Patrick Watts had pole, took the lead from the start and won. Stephen Waudby finished second after a 10-lap chase 2secs adrift. Rob Hall was third, harassed all the way by Paul Taft.

The two larger Uniroyal classes had the A and B winners in first and second places. Kieth Odor and Mark Hales as usual headed the order and were running nose to tail when Hales leapt down the order to seventh spot. At the finish Odor had just 4secs in hand over Guy Povey, the latter's BMW M3 showing an almost indecent turn of speed round Cadwell's twists and bumps.

Champion of Cadwell FF1600s provided the final event. Bob Bailey made the most of pole position to lead the field around the opening lap but his car snapped round at the Mountain putting him into the barrier. With Bailey gone from the front Verity hung on to the lead and took the flag just 2secs in front of Steve Parker.

PAUL BOOTHROYD



Gil de Ferran was untouchable at Cadwell, leading from start to finish.

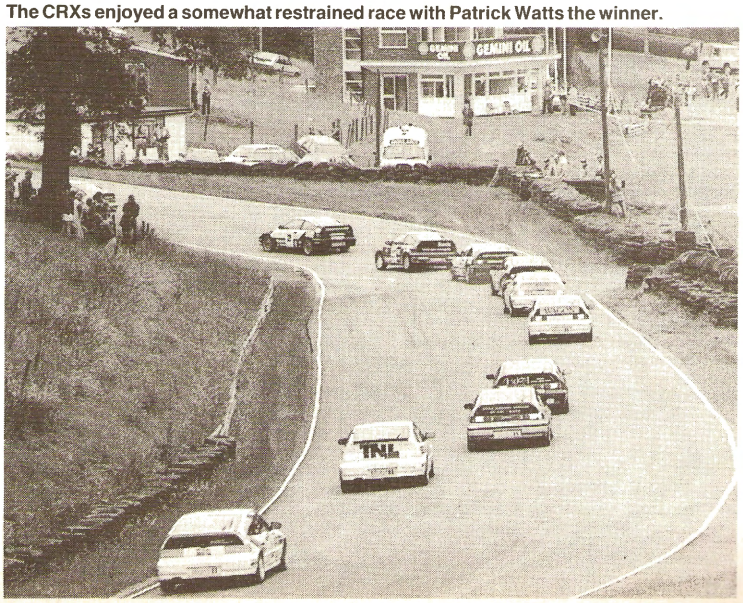
Snetterton in the red

SNETTERTON, Jul 9: On a grey afternoon the eight races, despite numerous punctuations by the red flag, were highly entertaining.

Typical of the action, was the Pre-'68 Jaguar Championship qualifier. Only nine Mk2's started it, but a super three way fight at the front compensated more than adequately. Early in the race the advantage lay with Mike Cann but by midway through, Les Ely and Brian Stevens were running nose to tail with him. Two laps from the end Ely snatched the lead but was pushed back by Cann and Stevens. On the final lap Cann continued to hold sway, scoring a fine win. Ely re-asserted himself in second place leaving Stevens third.

The Champion of Snetterton FF1600 saw another exciting race with six cars in the leading bunch all but tripping over each other in the corners. In the train were all the regular front runners and occasional 'visitors' Victor O'Farrill and Oli Tan. Initially points leader Ian McArdell was at the front but he was demoted by Rob Perry. Sadly the Suffolk youngster's moment of glory was brief, at one corner he was knocked back to fourth and at the next squeezed out of the proceedings when the pack concertinaed under braking. Tan too lost ground all of which left O'Farrill very narrowly ahead of McArdell, the pair only four lengths clear of Brian Robinson and Ed Spurgeon.

The CRXs enjoyed a somewhat restrained race with Patrick Watts the winner.



CADWELL PARK — BRSCC

CK Tools Sports 2000s (10 laps) – overall and Class A: 1, Mike Wright (Lola-Neil Brown T87/90), 15m42.25s, 82.90mph; 2, Nick Bates (Shrike-Neil Brown P15), 15m51.85s; 3, Stuart Kestenbaum (Reynard-Neil Brown 89), 16m00.31s; 4, Anthony Llewelyn-Davies (Shrike-Scholar P15), 16m03.64s. **Fastest lap:** Wright, 1m31.85s, 85.05mph **(establishes record)**. **Class B:** 1, Andrew Nimmo (Lola-Drum T596), 9 laps, 68.07mph; no other finishers. **Fastest lap:** 1m52.26s, 69.58mph. **(establishes record)**.

Cellnet Formula First (8 laps): 1, James Rhodes, 13m25.56s, 77.58mph; 2, Tim Stafford, 13m27.12s; 3, Jonathan Harmer, 13m27.65s; 4, Gary Blick, 13m37.23s; 5, David Newall, 13m40.11s; 6, David Smith, 13m40.85s. **Fastest lap:** Stafford, 1m38.67s, 79.17mph.

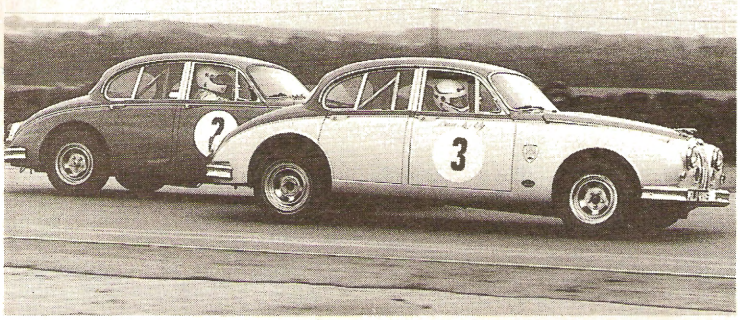
Uniroyal Production Saloons (10 laps) – overall and Class C: 1, Roger Jones (1.8 VW Golf GTi), 18m22.74s, 70.84mph; 2, Andy Middlehurst (1.8 VW Golf GTI), 18m24.73s; 3, Nick Baughn (1.8 VW Golf GTI), 18m43.45s; 4, Phil Wright (1.8 VW Golf GTI), 18m52.43s. **Fastest lap:** Middlehurst, 1m48.05s, 72.29mph **(record)**. **Class D:** 1, Tim Busby (1.3 Suzuki Swift GTi), 19m40.77s, 66.16mph; 2, Richard Waller (1.3 Suzuki Swift GTi), 19m41.23s; 3, Tony Butt (1.3 Suzuki Swift GTi), 19m50.41s. **Fastest lap:** Waller, 1m55.05s, 67.90mph.

Esso FF1600 (10 laps): 1, Gil de Ferran (Reynard-Auriga 89FF), 15m45.11s, 82.65mph; 2, Michael Vergers (Van Diemen-Scholar RF89), 15m49.31s; 3, Tim Sugden (Swift-Minister FB89), 15m50.08s; 4, Niko Palhares (Van Diemen-Scholar RF89), 15m57.19s; 5, Bernard Dolan (Reynard-Auriga 89FF), 15m58.89s; 6, Gareth Rees (Reynard-Auriga 89FF), 16m00.09s. **Fastest lap:** Sugden, 1m32.98s, 84.01mph **(record)**.

Honda CRX Challenge (10 laps): 1, Patrick Watts, 17m36.27s, 73.95mph; 2, Stephen Waudby, 17m38.47s; 3, Rob Hall, 17m40.01s; 4, Paul Taft, 17m40.48s; 5, Andy Ackerley, 17m43.27s; 6, Graham Churchill, 17m43.84s. **Fastest lap:** Watts, 1m44.50s, 74.75mph **(record)**.

Uniroyal Production Saloons (10 laps) – overall: 1, Kieth Odor (2.0 Ford Sierra RS Cosworth), 17m48.53s, 73.10mph; 2, Guy Povey (2.3 BMW M3), 17m52.86s; 3, Frank Greenway (2.0 Ford Sierra RS Cosworth), 18m04.77s; 4, Grahame Davis (2.0 Ford Sierra RS Cosworth), 18m07.98s. **Class A:** 1, Odor; 2, Greenway; 3, Davis. **Fastest lap:** Odor, 1m44.56s, 74.71mph. **Class B:** 1, Povey, 72.81mph; 2, Nick Whale (2.3 BMW M3), 18m11.64s; no other finishers. **Fastest lap:** Povey, 1m46.07s, 73.64mph **(record)**.

P&O Ferries Champion of Cadwell FF1600 (8 laps): 1, Colin Verity (Swift-Minister FB4), 13m01.46s, 79.97mph; 2, Steve Parker (Van Diemen-Scholar RF84), 13m03.38s; 3, Simon Jackson (Van Diemen-Liles RF87), 13m06.08s; 4, Colin Birkbeck (Van Diemen-Minister RF85), 13m25.53s; 5, Paul Morton (Van Diemen RF86), 13m26.31s; 6, Phil Wooley (Reynard-Scholar 84FF), 13m26.50s. **Fastest lap:** Verity, 1m35.35s, 81.92mph.



Mike Cann and Les Ely, despite showing poor taste in alloy wheels, took a Jaguar 1-2.

►►

On the sixth lap McArdell established a small lead but it was to no avail as the race was stopped, an abandoned car in a dangerous position. With over half the race completed it was not restarted and when the results, taken at the end of lap 4, were announced the prize went to O'Farrill from McArdell, Robinson and Spurgeon.

Nick Bridge built an impressive lead on the first lap of the Clubman's race and looked set to dominate with his Mallock. Halfway through though, his Vauxhall engine shed part of the exhaust and Colin Davids began to catch him. But it was all rather academic as Davids had incurred a 10secs penalty for jumping the start. Local driver Glenn Eagling annexed sixth overall and the Sports 1600 spoils once again.

The Pirelli Ferrari championship round was led from lights to flag by Robbie Stirling, his win, by 40secs, taking him to the top of the points standing. The winning margin was exaggerated as Robbie's three nearest challengers, Klaas Zwart, Ross Hyett and John Wilson failed to finish, so that the solitary Malcolm Little inherited the runner-up slot.

Having failed to convert pole into a first corner lead, Midget man, Peter Hiley, was given another attempt as the race was stopped when Martin James spun his Midget at Russell. Hiley did no better the second time and had to follow David Ecob and Bill Lancashire through Riches. Thereafter, though, the Huddersfield man exerted his power advantage and gained the lead on lap 3, holding it to the end.

It took three tries before the Pre-'74 1600s completed a racing lap. After the early demise of Peter Hancock, points leaders Billy Burke and Derek Pullman duelled mightily for the honours, Burke getting the shout by 0.4secs. Neil St Clair Ford was the only one able to keep this duo in sight and finished third with Paul McKiell heading home the next group.

Toleman man, Alex Hawkridge, won the Caterham 7 series counter with this Cosworth-powered example. Magnus Laird led the large field for the opening laps but was demoted by Hawkridge to fend off a strong attack from Robin Rex. This he successfully did and in the process shared a new lap record with the winner.

Mike Chalk appeared to have made good his escape in the Modified Midget race when fellow front row sitters, Graeme Adams and Steven Pegram made poor starts and an effective barrier to those behind. Alvin Heaton soon emerged second and on his first trip to Snetterton turned in an excellent performance to wrest the laurels from Chalk on lap 7. A recovered Graeme Adams took third from his brother Don.

ANDY LEEDER

SNETTERTON — SMRC

Clubmans Register (10 laps) – overall and Class B: 1, Nick Bridge (Mallock-Vauxhall Mk27 SG), 11m07.5s; 2, Colin Davids (Vision-Vauxhall V89), 11m20.7s inc 10 sec penalty; 3, Terry Nightingale (Mallock-GM Mk27), 11m28.3s; 4, Gerard Macquillan (Mallock-Vauxhall Mk27SG), 11m54.4s. **Fastest lap:** Bridge and Davids, 1m05.2s, 105.84mph. **Class C:** 1, Glenn Eagling Mallock-Scholar Mk20), 11m57.6s; 2, John Knight (Mallock-Nelson Mk21), 11m22.5s; 3, Steve Morris (Mallock-Connaught), 11m23.1s. **Fastest lap:** Eagling, 1m10.0s, 98.58mph. **Class A:** no finishers. **Fastest lap:** Phil Wilkinson (Mallock-Mass Mk28VA) 1m15.7s, 91.16mph.

Pirelli Maranello Ferraris (10 laps) – overall and Modified class: 1, Robbie Stirling (308GTB), 12m37.0s; 2, Malcolm Little (308GTB), 13m17.1s; 3, Mike Golding (308GTB), 13m37.2s; 4, Tim Blackburn (308GTB), 13m37.5s. **Fastest lap:** Ross Hyett (308GTB), 1m14.1s, 93.13mph. **Standard:** 1, Robin Mortimer (328GTB), 13m59.7s; 2, David Scheldt (308GTB), 12m37.9s; 3, Jeff Simpson (328GTB), 12m50.4s. **Fastest lap:** Scheldt, 1m22.1s, 84.05mph.

P&O European Ferries Champion of Snetterton FF1600 (10 laps) – overall and Class A: 1, Victor O'Farrill (Van Diemen-Scholar RF89), 4m58.3s, 5 laps; 2, Ian McArdell (Van Diemen-Minister RF88-9), 4m58.5s; 3, Brian Robinson (Van Diemen-Scholar RF88), 4m59.6s; 4, Edmund Spurgeon (Van Diemen-Minister RF89), 5m00.1s. **Fastest lap:** McArdell, 1m12.3s, 95.45mph. **Class B:** 1, Chris Whittingham (Dulon-Minster MP15), 5m20.1s; 2, Richard Harrison (Van Diemen-Scholar RF79), 5m22.0s; 3, Mike Rowe (Van Diemen-Auriga RF82), 5m29.4s. **Fastest lap:** Whittingham, 1m16.2s, 90.56mph.

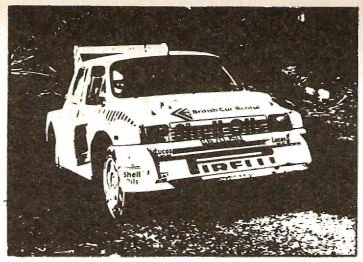
MGCC Road Going Sprite/Midgets (10 laps): 1, Peter Hiley, 14m48.5s; 2, David Ecob, 14m50.9s; 3, Richard Wildman, 15m15.7s; 4, Graham Slatter, 15m16.5s; 5, Gil Duffy, 15m21.7s; 6, Ian Northey, 15m22.0s. **Fastest lap:** Ecob, 1m26.6s, 79.69mph.

JDC Pre-'68 Jaguars (10 laps) – overall and Class A: 1, Mike Cann (Mk2), 14m53.4s; 2, Les Ely (Mk2), 14m54.9s; 3, Brian Stevens (Mk1), 14m55.8s; 4, Laurence Bailey (Mk2), 15m15.2s. **Fastest lap:** Stevens, 1m27.8s, 78.60mph. **Class C:** 1, Benjamin Sill (340), 15m35.4s; 2, Tony Dalton (Mk2), 15m40.3s; no other starters. **Fastest lap:** Sill, 1m31.6s, 75.34mph.

Hawk Racewear Pre-'74 FF1600s (10 laps): 1, Billy Burke (Merlyn-Swadkin Mk20A), 10m11.0s; 2, Derek Pullman (Merlyn-Minister Mk2), 10m11.4s; 3, Neil St Clair-Ford (Rostron-Ford CT3), 10m19.4s; 4, Paul McKnell (Merlyn-Minister Mk20A) 10m23.3s; 5, Stuart Tilley (Merlyn-Ford Mk2), 10m24.0s; 6, Chris Woodcock (Dulon-Minister MP15), 10m24.6s. **Fastest lap:** Pullman, 1m14.5s, 92.63mph.

CCC Caterham Super 7s (10 laps) – overall and Class A: 1, Alex Hawkridge, 13m07.3s; 2, Magnus Laird, 13m08.9s; 3, John Lyon, 13m16.1s; 4, Robin Rex, 13m18.3s; 5, Geremy Thomas, 13m26.2s; 6, Jonathon Milicevic, 13m32.5s. **Fastest lap:** Hawkridge and Laird, 1m17.2s, 89.39mph. **Class B;** 1, Steve Hammond, 13m34.4s; 2, Mike Chitty, 13m34.6s; 3, Peter Hansen, 13m51.6s. **Fastest lap:** Chitty, 1m19.3s, 87.02mph. **Class C:** 1, Robert Nearn, 14m23.8s; 2, Tim Seward, 14m30.7s; 3, Len Unwin, 14m35.8s; 4, Tim Williams (Sprite/Midgets), 9 laps. **Fastest lap:** Nearn, 1m22.7s, 83.44mph.

MGCC Modified (10 laps) – overall and Fully Modified: 1, Alvin Heaton, 12m41.0s; 2, Mike Chalk, 12m43.9s; 3, Graeme Adams, 12m54.7s; 4, Don Adams, 13m51.4s. **Fastest lap:** Graeme Adams, 1m14.1s, 93.13mph. **Race Modified:** 1, Steve Westwood, 13m58.8s; 2, Dave Croft, 12m46.4s; 3, Karl Barras, 12m54.7s. **Fastest lap:** Westwood, 1m14.1s, 93.13mph.



NATIONAL RALLIES

Heseltine governs

Jul 10: John Dixon and Gavin Heseltine just squeezed home by a matter of 3secs on the Rotherham DMC stages event near Finningley, Yorkshire, where their new venue produced half a dozen not very good sand/gravel tests for an entry of 59 crews.

The Metro 8R4 crew, who had suffered several retirements with the car, led for most of the day with Stuart Newby providing initial opposition until the engine in his Escort blew up on the third stage when he was only 9secs down.

THE HARRIERS STAGES

1, John Dixon/Gavin Heseltine (MG Metro 8R4), 892s; 2, A Hanson/R Holsworth (Vauxhall Chevette), 895s; 3, Paul Smith/Hugh Edwards (Vauxhall Astra), 903s; 4, Duncan Moss/Giles Moss (Ford Escort), 915s; 5, D Heslehurst/C Harding (Audi 80 Quattro), 917s; 6, Ron Aiken/Alan Snell (Ford Escort), 922s.

Flight path

Jul 10: After leading from start to finish Alan Kirby took his Escort to a runaway victory at RAF Leconfield, near Beverley when Beverley DMC ran 65 crews through eight stages. With Carole Brown alongside the couple headed the opposition by close to three minutes.

Matters were closer when Roger Wardle was going well in his Escort. He lay second until the seventh test when he got it all wrong and dropped back to eighth almost 5mins adrift.

ARMSTRONG MASSEY STAGES

1, Alan Kirby/Carole Brown (Ford Escort), 71m19s; 2, Bob Cook/Colin Tombs (Rover SD1), 74m05s; 3, Andrew Womack/Tim Bell (Opel Manta 400), 74m30s; 4, Mike Barber/Martin Pettitt (Vauxhall Nova), 74m46s; 5, Ken Hall/Dave Riddiough (Ford Escort), 75m18s; 6, John Richardson/Eric Wilcockson (Ford Escort), 76m04s.

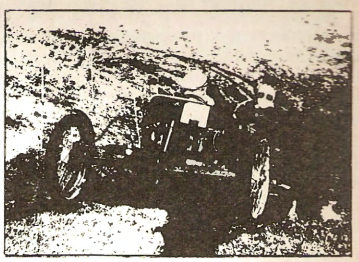
Lion hearts

Jul 10: Kidland Forest, near Otterburn, held no fears for Yorkshire flying duo Steve Bannister and Dave Oldfield and they swept to another impressive victory in their Escort RS.

Alnwick DMC put on seven of the 10 planned stages – the rest were too rough – and Bannister led all day, eventually crushing the opposition to the tune of 2m26s. Initially Mike and Julie Stephenson tried hard but they went out with a split petrol tank after four stages when second.

LION FOREST STAGES

1, Steve Bannister/Dave Oldfield (Ford Escort RS), 29m36s; 2, Charles Taylor/Richard Taylor (Ford Escort RS), 32m02s; 3, Paul Frankland/Keith Chipchase (Peugeot 205 GTI), 32m14s; 4, Kevin Furber/Jo Furber (Peugeot 309), 32m17s; 5, Ray Cook/John Parker (Ford Escort Mk3), 32m33s; 6, Steve Petch/Andy Grimstone (Charmont), 32m44s.



OFF TRACK SPORT

Palmer power

LYDDEN, Jul 9: Steve Palmer claimed his second straight RAC Championship 'A' Final success when he won the fifth round of the series with his Practica-backed Metro 6R4.

Qualifying saw John Welch on pole position for the 'A' Final, unfortunately Welch ended his day being stretchered off to hospital after a big accident on the first lap of the 'A' race.

Alongside Welch on the grid was Trevor Hopkins, his RS200E having received some new 'valves and things' before the event and looking to be very strong on the fast track.

The early morning rain had given way to dry conditions for the heats and the Metro men were left breathless in their pursuit of the turbo cars. Michael Shield was the best of the Metro drivers, taking his car to third on the 'A' Final grid with Steve Palmer, Tom Bissett, Vic Moyce and Aidan Creegan also reaching the main event, the latter two being split by Gary Baker's Ford RS200.

The first start of the Final had to be abandoned while Welch was extricated from his car, the second effort saw Steve Palmer once again make a brilliant start from the second row of the grid to lead the pack into the first corner, Shield running with his Metro counterpart but, with a 20secs jump-start penalty to fight against, was never really in the running for the lead.

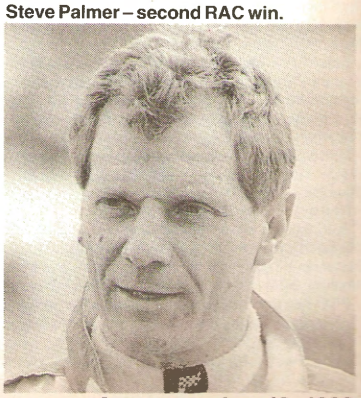
There was no catching Palmer as he raced away to his second win of the series and strengthened still further his championship position, Shield was close all the way but his penalty dropped him to fourth, while Hopkins, Bissett, Moyce and Creegan completed the order.

Formula B was led by Tony Bardy, the Astra driver clearly the fastest of the 'B' men and claiming an easy pole.

With Roger Newbould alongside on the front row of the grid, it was always going to be hard work for Bardy to maintain his advantage and at the green, the Astra was swamped with Newbould taking the lead and Tony Proctor making a storming start from the back of the grid to power into second place.

Proctor's run came to an end soon after, a blown fuse on the wiper motor leaving the big man with no vision, Barry Squibb and John Cross both

Steve Palmer – second RAC win.



Tony Proctor, minus a windscreen wiper, ended his final in the tyres.

passing by in quick succession. Cross fell off shortly afterwards, but the Sierra was also attacking the scenery on the now very wet track and Newbould was left with a comfortable lead over Squibb, Bardy having benefitted through a fairly easy run back to third place. Newbould was, once again, invincible, collecting his third successive Formula B win.

Formula C saw John Milner secure pole position with Pete Rucroft alongside, the two class favourites separated by just a few seconds throughout the day.

At the start of the 'A' Final it was Milner who got the best start, Rucroft bogged down with wheelspin following a poor tyre choice and being swamped by the whole pack in the start.

Milner was invincible, racing away to record an unchallenged win with the Peugeot. John Turner was second with Colin Adams third, making this a superb day for the young driver having won through from the 'B' Final.

Hopkins collected his first major win of the year in the Superfinal, the RS200 driver running very fast into the first corner, managing to keep his grasp on the sliding Ford to power around the outside of Palmer and Shield to take the lead on the exit of the bend.

This time the three lead cars stayed very close, Hopkins always in front but with Shield working his way ahead of Palmer at the half way stage and finishing just behind the RS200.

TIM WHITTINGTON

LYDDEN

RAC British Rallycross Championship, round 5

Formula A 'A' Final (4½ laps): 1, Steve Palmer (3.0 MG Metro 6R4), 3m47.8s; 2, Trevor Hopkins (2.1t Ford RS200E), 3m53.8s; 3, Tom Bissett (3.0 MG Metro 6R4), 3m59.3s; 4, Michael Shield (3.0 MG Metro 6R4), 4m08.4s; 5, Vic Moyce (3.0 MG Metro 6R4), 4m12.1s; 6, Aidan Creegan (3.0 MG Metro 6R4), 4m20.3s.

Formula B 'A' Final (4½ laps): 1, Roger Newbould (2.1 Renault R5 BDG), 4m17.7s; 2, Barry Squibb (2.1 Ford Escort BDG), 4m22.1s; 3, Tony Bardy (2.0 Vauxhall Astra 16V), 4m29.5s; 4, Brian Betteridge (2.1 Ford Escort BDG), 4m32.4s; 5, Kevin Pease (2.1 Ford Fiesta BDG), 4m35.0s; 6, Willy Vevers (2.2 VW Beetle), 4m47.5s.

Formula C 'A' Final (4½ laps): 1, John Milner (1.6 Peugeot 205 GTI), 4m11.2s; 2, John Turner (1.6 Ford Escort XR3), 4m22.8s; 3, Colin Adams (1.6 Ford Fiesta), 4m24.3s; 4, Mark Proctor (1.6 Vauxhall Nova Sport), 4m30.5s; 5, Dave Ward (1.5 MG Metro), 4m32.8s; 6, Pete Rucroft (1.6 Vauxhall Nova Sport), 4m32.8s; 7, Dave Bllen (1.6 Ford Fiesta), 4m46.1s.

Superfinal (4½ laps): 1, Hopkins, 3m48.7s; 2, Shield, 3m49.3s; 3, Palmer, 3m51.6s; 4, Bissett, 3m58.7s; 5, Creegan, 4m10.8s; 6, Milner, 4m24.9s.

Sideways to victory

HAREWOOD, Jul 9: Acknowledged Harewoodmeister, Roy Lane left the Yorkshire hill on Sunday still unable to improve on his impressive tally of 20 victories there. Ray Rowan countered the former champion's moves throughout the day, ending with a last run, on-the-limit stormer in the Roman-Hart which finally overstepped the mark, spinning over the finish to set FTD and maintain his 14pt cushion at the head of the Guyson Beadblast table.

Overnight rain had made the course slippery for the first runs, but they were still a good pointer to form later in the day. Andrew Tymkewycz was well in charge and set another new small touring car record with the Imp in the afternoon. A second run fail by John Casey cost him the class lead as Michael Holroyd's almost identical Cooper S sneaked past.

Paul Greaves turned the tables on Brian Kenyon's Sprite this time, Greaves in charge of the small Marque Sports class all day and closing on the record. Brian Lee and John Yardley had no problems in the larger divisions though neither threatened the class standards.

The top placings in the Audi British Hillclimb Leaders Championship this year are being fought out in the Special Saloon division and current leader John Whyte maintained his unbroken series of wins with yet another in the Stiletto-BDH.

A superb new 1600 Modsports record by Leon Bachelier showed that he has now really got to grips with the Seba Caterham, co-driver Allan Warburton having to settle for second place. A stirring tussle in the larger category saw James Slack inflict last minute defeat on the constructor of his Westfield-Rover, Peter Needham in his latest version pipped by just 0.05sec.

Roger Allen held sway over the 'B' Sport Clubmans group, co-driver Peter Read bringing the Burrows Mallock through the field for second. Superb startline traction gave Peter Harper and Tim Barrington even more of an edge over the 'A' Sport opposition as the Freedom Vision stormed home for a 1-2. In the big Sports racing class an entries hiccup saw David Grace sidelined leaving regular co-driver Jim Robinson with a comparatively easy win over David Render's earlier Pilbeam MP43.

Phil Jefferies buzzed the little 250 Trakstar to a new 500 record, the enthusiastic Tim Cameron leading home the historics despite a practice blow-up with the nitro-fuelled Cooper. With Phil Kidsley on top form after Shelsley, another of Russ Ward's long-established records came under attack as he ended up 0.07sec shy of the mark with the screaming Brabham-Cosworth to usurp Tony Tewson's consistent Pilbeam by an even smaller margin.

A large class of Pre-'84 Formula Fords provided the usual sortout, Tony Bridgen coming through to push out Tim Mason's venerable Merlyn.

Roy Lane opened his 21st Harewood victory bid with a narrow lead over Ray Rowan, as the top class came out to test the water, Sean Gould close behind on a hill on which he has shown great form in the past. But in the improved conditions later the hill record holder showed his form, Rowan inching past the Pilbeam as Tim Thomson powered through the field with the Pilbeam Turbo to grab third place on his home hill.

Snaking violently through Farmhouse, Barrie Giles' March-Rover was unable to get into the points on his first attempt at a Guyson run-off as was the equally hard trying Peter Harper. Championship patron, Jim Thomson added another point to his tally for 10th aboard the faithful MP40 and a hard-working second effort from Rob Welch hauled his Pilbeam back up to ninth place to depose Thomson and Harper. Peter Kaye and John Lambert were going great guns in the Pilbeam-BMW. Jim Robinson a victim of their gathering momentum dropped to eighth as Lambert's final onslaught placed him firmly at the head of the battling trio.

A big slide under braking for Farmhouse lost time for David Gould and his early challenge faded as he slipped to fifth. Son Sean, despite traction problems, charged past for fourth, shadowing former hill resident Tim Thomson as the Yorkshireman surged past Lane into second place on his final run. But with Lane and Rowan still to run it was clear that victory would lie between them.

Lane's Pilbeam-DFL was first to go and with the family shouting encouragement from the hilltop paddock he took the lead with a perfectly controlled run just 0.09sec clear of his adversary's previous best. Rowan attacked in the Hurstminster Roman and his closing effort was an object lesson in on-the-limit driving. Until the final, tightening right hander over the finish at Quarry, that is, when control was finally lost – but not before the Roman had crossed the finish beam and spun to a halt on the tarmac, the car and the victory safe.

JERRY STURMAN

HAREWOOD

Guyson Beadblast RAC British Hillclimb Championship, round 9

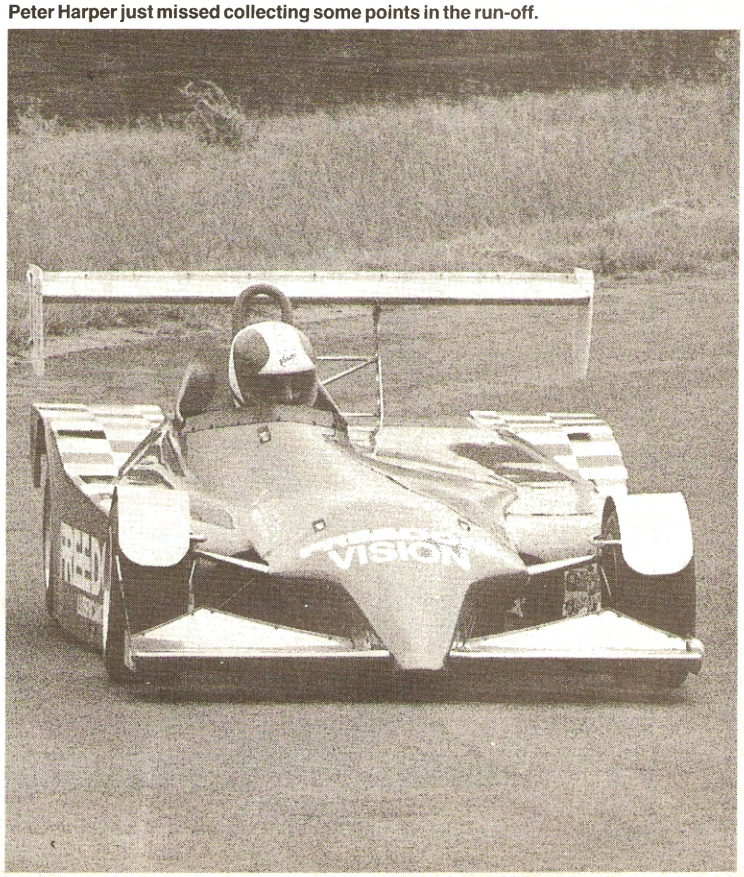
FTD: Ray Rowan (2.8 Roman-Hart IVH), 36.08s.

Top 12 run-off: 1, Rowan, 36.08s; 2, Roy Lane (4.0 Pilbeam-Cosworth DFL MP58-1), 36.40s; 3, Tim Thomson (2.8t Pilbeam-Hart MP53/04), 36.86s; 4, Sean Gould (2.8 Gould-Hart 84G), 36.99s; 5, David Gould (2.8 Gould-Hart 84G), 37.34s; 6, John Lambert (2.8 Pilbeam-BMW MP53), 37.78s; 7, Peter Kaye (2.8 Pilbeam-BMW MP53), 38.12s; 8, Jim Robinson (2.5 Pilbeam-Hart MP43C), 38.25s; 9, Rob Welch (2.5 Pilbeam-Hart MP58H), 38.65s; 10, Jim Thomson (2.8 Pilbeam-Hart MP40), 38.78s; 11, Peter Harper (1.7 Freedom Vision-Beattie V86), 39.07s; 12, Barrie Giles (3.5 March-Rover 722), 39.33s.

Class winners: Andrew Tymkewyckz (1.1 Chrysler Imp), 47.44s (**record**); Michael Holroyd (1.3 Austin Cooper S), 46.80s; Richard Hargreaves (2.0t Ford Sierra Cosworth), 44.80s; Paul Greaves (1.3 MG Midget), 45.94s; Brian Lee (1.6 Lotus Elan), 46.00s; John Yardley (3.0 Marcos-Ford GT), 45.53s; John Whyte (1.3 Sunbeam Stiletto BDH), 43.05s; John Meredith (4.5 Skoda Coupé Rover), 40.29s; Leon Bachelier (1.6 Caterham Super 7), 40.90s (**record**); James Slack (3.5 Westfield Rover SE), 41.73s; Roger Allen (1.6 Mallock-Ford Mk16), 43.72s; Harper, 39.02s; Paul Turner (1.6 Lola-Ford T492), 40.34s; Robinson, 38.65s; Phil Jefferies (0.25 Trakstar Rotax ZK 89), 40.76s (**record**); Phil Kidsley (0.78t Brabham-Cosworth BT28), 40.08s; Tony Bridgen (1.6 Van Diemen-Ford RF84), 43.78s; Dave Whitehead (1.6 Chevron BDA B49), 40.24s; Rowan, 36.90s.

HSA Man of the Meeting: Leon Bachelier.

Peter Harper just missed collecting some points in the run-off.



JACKIE STEWART

Italian Grand Prix
Monza
September 9th, 1973
Tyrrell-Ford 006

I would probably have talked about the Nurburgring in '68, but I know that Ken Tyrrell has already chosen that one (AUTOSPORT, April 14, 1988); I am tempted by my first win in a Formula 1 car at the '65 *Daily Express* International Trophy because of the dilemma of not knowing how to overtake John Surtees who was the reigning World Champion; but technically, I think that my best race was the Italian Grand Prix at Monza in 1973.

Monza in those days was not very difficult and so many people could drive the track fairly comfortably. If it were Spa or the old Nurburgring, then the driver who was on top of it all would clearly show himself to be head and shoulders above the rest. At Monza, somehow, lots of people could win.

I had a tyre deflate on my Tyrrell in the opening laps, something had been picked up – not by me going off the road – but I had to come into the pits. In those days we weren't as prepared for pit stops as they are today. Had I been able to go out in the 6.8 seconds elapsed time that we see now, I might have been able to finish higher than I did. It was not a leisurely stop for the mechanics, but it was a long stop.

Everybody passed me, they were all out of sight and for a long time it was a bit like driving in an echo chamber – there was nobody else there.

I was given my lap times by Ken and I was fully aware that I had to finish fourth to win the World Championship. To begin with I did not think that it was possible but I knew never to give up. One of the trophies I have always kept was from the Spanish Grand Prix in 1969. I came from sixth position to win the race and I never passed a car. That trophy I kept because it showed a lesson. I had kept going.

There was no point in overdriving the car just to appear spectacular. That pleases the crowd but not the bank manager.

Keep in mind that I knew that this was going to be my last Monza, that this was my last European Grand Prix. I had made my decision to retire in March or April, deciding to stop after the final race at Watkins Glen which was to be my 100th Grand Prix. I had already told Ken Tyrrell and Walter Hayes of the Ford Motor Company of my decision to retire.

So I didn't want the World Championship to get away from me – the earlier you snatch something like that the better it is.

Then I was given silly pit signals like '-45 Fangio' by the pits because Ken thought that I would lose interest. I kept going pretty hard and I kept being given fastest lap and then a lap record and then another one and another one.

I was catching up at a fairly decent pace. At Monza with those long straights it was possible to pick up the tail end of a car, going round the Parabolica as you came onto that straight leading down to the south turn. Gradually you would see more of it the next lap giving that bit of hope.

Never mind the lap times, it is always nice to start overtaking people. I could see that the pit was getting excited and I could certainly see that the Italian crowd was getting excited. The people in the grandstands were standing up and waving me on. I was always able to see the crowd reaction, it was an important part of my driving. By then I had become used to people looking at me in a car; if they were looking the other way that meant there was an incident.

It's always nice to have people willing you on, and Monza is the best. I would say that Monza is still the capital of the world for crowd excitement.

I kept fighting away passing different people, I remember passing Mike Hailwood, and then on ahead of my team mate, Francois Cevert, who had obviously been given pit signals. Finally I moved up behind Peter Revson who was in third position and I just could not get round Peter. I tried a couple of times, it got a bit ragged, a bit dicey going into the chicane and in the end there were no laps left.

I came into the pits and everyone was full of the joys of spring. I could not quite relate to the fact that we had got the World Championship. I asked, 'Are you sure that we have got the championship, are you sure I finished fourth?'

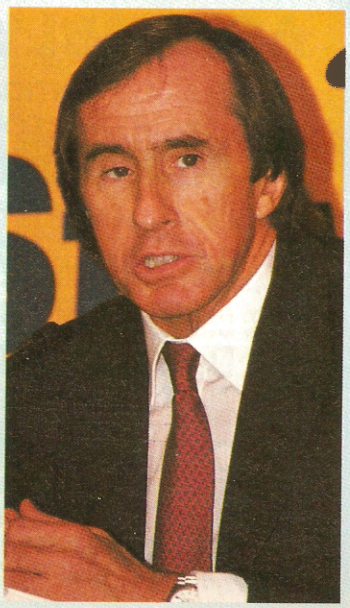
I was being very Scottish when it came to being conservative in not wanting to accept the fact that we had clinched the World Championship. Then the organisers took me off for a press conference and announced it.

It was pleasing to have done it on a circuit on which it was very difficult to take advantage of other people. It was probably my most calculated, smooth, race. I was threading the needle all the time to find speed. The only reason that I was going faster than other people was because I was doing the job in a cleaner fashion.

I really wanted that championship very badly because I knew that it was my last year – to win it three times and walk away as World Champion was something that I had never really considered.

Jackie Stewart was talking to Peter Foubister

There was no point in overdriving the car just to appear spectacular. That pleases the crowd but not the bank manager



Jackie Stewart (50) was born in Dumbarton, and first excelled as a sportsman in clay pigeon shooting. He followed his brother, Jimmy, into motorsport, driving for a number of teams including Ecurie Ecosse. His Grand Prix career started with BRM in 1965 and by 1968 Stewart was driving a Matra-Ford, taking three wins that year and six in 1969 to earn his first World title. In contrast, 1970 was a lean year, but one victory falling to the Scot, who mid-season appeared in a Tyrrell, the car which would help him to two more World titles, in 1971 and 1973. He started 99 Grands Prix and won 27. Stewart's decision to retire was made in order to pursue business interests and he still travels the world working on behalf of numerous companies, retaining strong links with motorsport. This year, he has played a key part in establishing his son, Paul, in Formula 3. He lives with his wife, Helen, Paul and their second son, Mark, near Geneva.

NEXT WEEK
JACK SEARS

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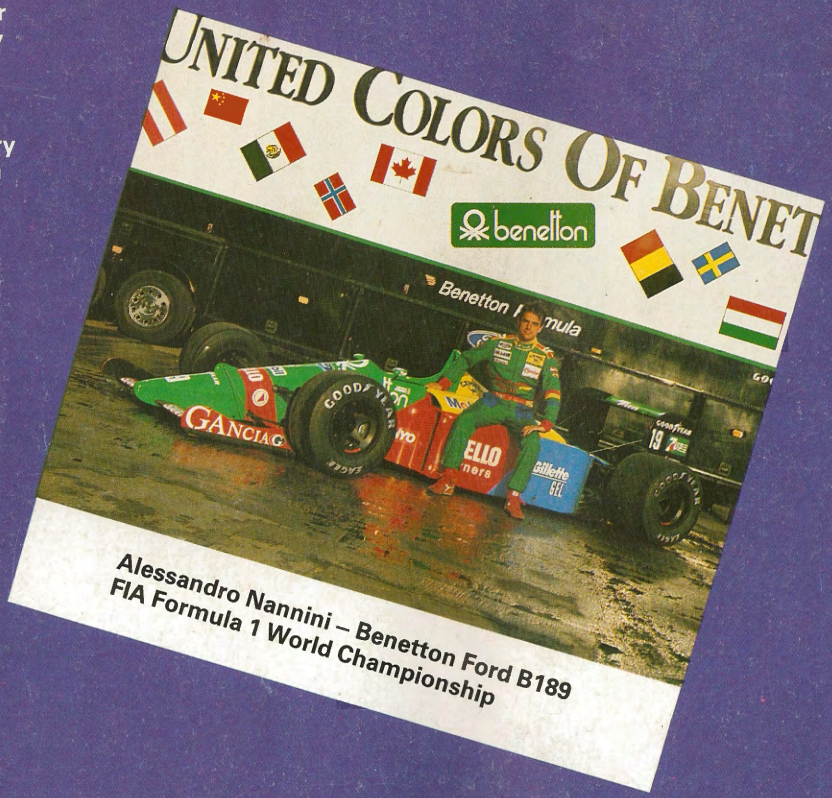

Alessandro Nannini – Benetton Ford B189
FIA Formula 1 World Championship

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